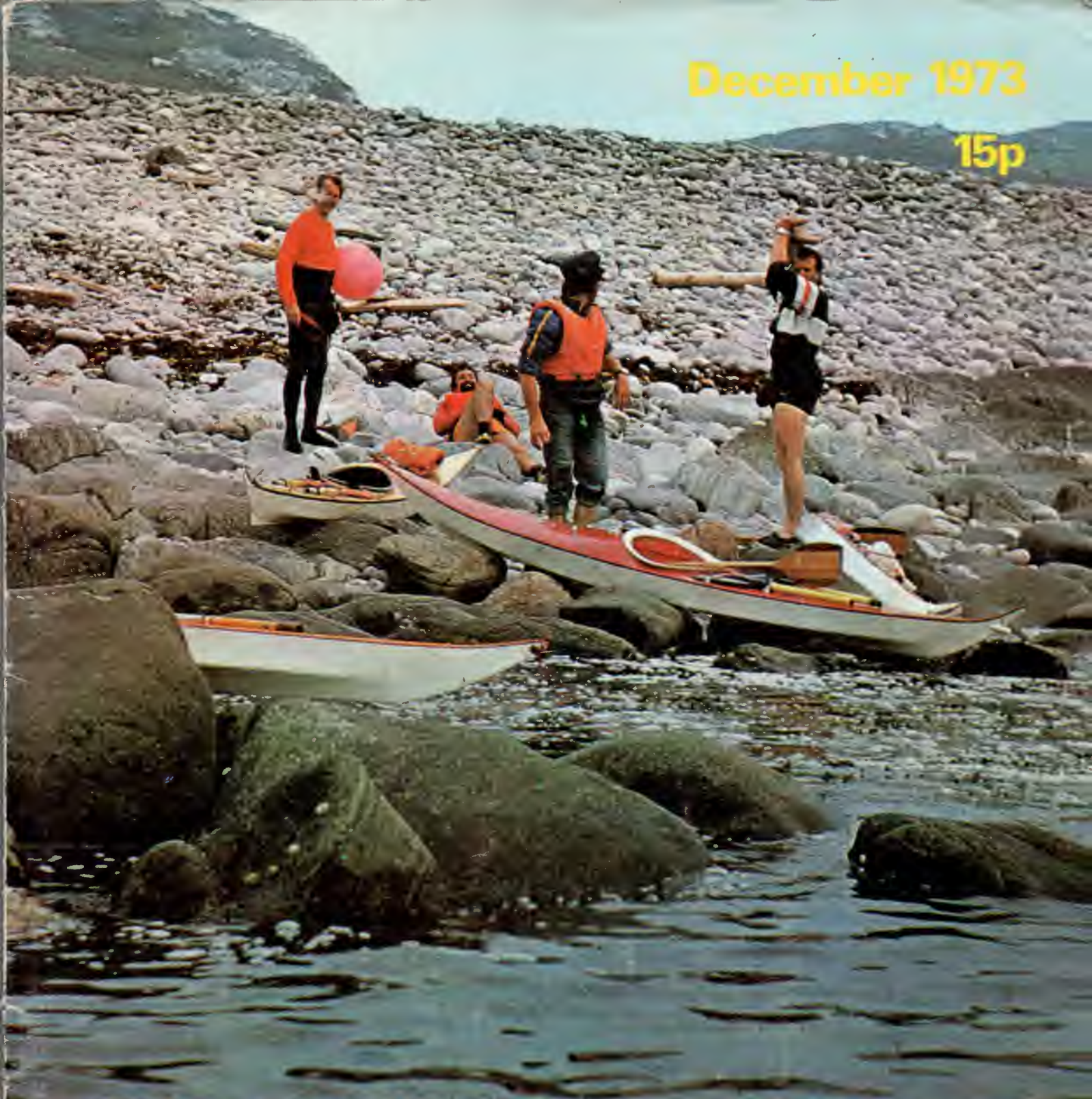


December 1973

15p



CANOEING IN BRITAIN

Cover Photo: A pause on stone beach, Taransay, off the Isle of Lewis, for Eric Rimmer, Frank Goodman, Chris Jowsey and Nigel Matthews during the Northern Coaching Panel's tour of the Outer Hebrides this summer. Photo: Chris Hare.

JJC

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Beam 1ft. 9½ins.

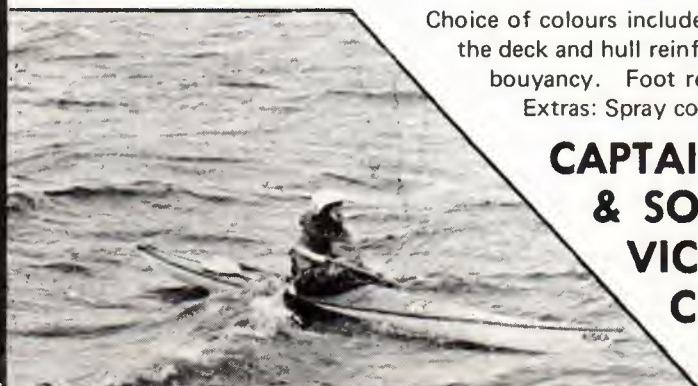


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CANOEING IN BRITAIN

BCU Special General Meeting

CLUBS RETAIN VOTE, SUBS GO UP IN '74

This meeting was called by Mr. Neil Edwards and members, largely of the Gloucester Canoe Club, to seek to redress the situation arising from the Annual General Meeting at Bury in January of this year, where motions were passed which radically altered the representation on the Specialist Committees concerned with the competitive side of canoeing. Essentially, these changes resulted in the Specialist Committees being elected by the membership of the Union as a whole rather than by representatives of the affiliated clubs.

In disputing these changes Mr Edwards and his friends had called a Special General Meeting, rather than put the proposals for change up to the next Annual General Meeting, because it was also a condition of the motions passed at Bury that the changes in the rules would come into force from 31st October 1973 and Mr Edwards felt that if possible, this break in the traditional mode of representation, (since elections at the next A.G.M.'s of the Specialist Committees would have therefore to follow the Bury rules) should not occur.

The meeting was attended by some 50 members and there were also more than 250 proxy votes, about half of which gave specific and various directions as regards to voting, held by various members. The Chairman of the meeting, Mr. John Dudderidge, (who, in his capacity as President of the Union is ex officio Chairman of all General Meetings) welcomed the delegates and called upon the originator of the motion to speak to it. Mr Edwards spoke most cogently and persuasively to his motion and was followed by Mr Carvell in support, who drew attention to the role played by clubs, not only in organising competitive events, but also in carrying a large part of the financial responsibility for them. They also, he said, had long constituted recognised and largely permanent bodies available to negotiate with local landowners, authorities, etc.

The motion was then opened to discussion and Mr Rossiter proposed an amendment in clarification of the wording on the order paper which, he said, could be taken as implying that each club could send two representatives to each General Meeting, who would **each** have a vote in its name. He felt this was not the intention of the motion and this was agreed by the proposer. He therefore proposed an amendment altering

Meeting held at King Edward VI Camp Hill School, Birmingham on 27 October.

the wording to say "... it should have the right to send two representatives to each of the General Meetings of the section to speak and have **one** vote in its name". This was seconded by Mr Carvell and passed unanimously on a show of hands.

The discussion then became general. Ian Pendleton spoke against Mr Edwards' proposals and proposed an amendment whereby a form of proportional representation should be adopted. This was rejected by the Chair as being too far removed in spirit from the original motion. An amendment by Mr Carvell that the numerical qualification of 10 members should be dropped in favour of a single affiliation was similarly rejected by the Chair. The amendment was re-phrased to reduce the number of members from 10 to 5. This was seconded by Mr Rossiter and was accepted as an amendment and on a show of hands was passed; 27 for, 19 against. A poll was then called for on the same amendment and, after appointing tellers (O. J. Cock for, M. Carvell against) the meeting divided with the result that the amendment failed, voting being 50 for and 194 against.

One thing which clearly emerged from the discussion was the wide divergence between the different sections of the sport and this was underlined by the Chairman of Council, Mr G. Sanders, summing up the opinion of the Council of the Union on the proposals before the meeting, in which he suggested that the members might well consider that the whole matter of the constitution of and representation on Specialist Committees was being considered by the Development Project Group in the light of reports from the Specialist Committees

(cont. on P. 6)

ACTING EDITOR

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Teesside TS16 9DL.
Editorial Staff: Eileen Levison.

Canoeing in Britain is published in March, June, 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 DEPT.

Chris Hare,
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Tel: Hartlepool 66339.

Advertisement copy should arrive by the 1st of February, May, August and November for the March, June, Sept. and December issues respectively.

Opinions expressed in this magazine are those of individuals and do not necessarily reflect official B.C.U. policy.



Photo: Bill Richmond.

EDITORIAL 89

Because the B.C.U. and Bill Balmain have unfortunately been unable to agree on certain financial policy matters concerning the publication of 'Canoeing in Britain', Bill decided to relinquish the Editorship after the last issue. Our thanks are due to him for his efforts over the two years he has been in office.

Council has since been exploring various possible alternatives, without much success, consequently at very short notice, Chris Hare and myself were requested to take over the magazine again on a temporary basis, to give a breathing space. We agreed, not without some misgivings, only to discover that, by this time, no web-offset printer could be found to produce C in B before the end of 1973.

Eventually a printer with spare capacity has been found, but C in B's normal colour work has had to be curtailed, to try to keep costs down in a more expensive process.

★ ★ ★

This year a number of our canoe and accessory manufacturers, faced with rising publicity costs, took joint action to cut this expenditure by reducing their advertising commitments in C in B. Happily, this trend is now on the decrease.

There is no doubt that the world of commerce is a hard one, and the people who control vast enterprises like Coca-Cola (selling over 100,000,000 bottles a day), Guinness and Ford know that the public has a short memory for even well-known names.

It now seems, at the time of writing, that some canoe manufacturers are considering a boycott of the Crystal Palace National Canoe Exhibition in February because of increased charges, and expect to take stands at the Boat Show instead.

One can sympathise with the trade, who were faced with average increases of 100%, later reduced to 50%, after strong representations. The Exhibition Committee's explanation was that they have absorbed all cost increases since 1971 and could no longer afford to do so. But the Exhibition Committee is only experiencing the same effects of inflation as everyone else, and might have been better advised to increase its charges gradually to keep abreast of costs. What would happen to the canoe manufacturer who doubled his prices overnight?

Nevertheless, it is difficult to see how minority sport stands at the Boat Show can generate business and inform the real canoe-buying public to the same extent as individual trade displays at the specialised Exhibition the manufacturers have helped to build up over the years. Jack Levison

Enquiries regarding non-receipt of magazine, notification of changes of address and general enquiries should be sent, quoting your membership number, to the General Secretary. Names and addresses of the principal officers of the British Canoe Union can be found on the B.C.U. Calendar, published in March.

**The General Secretary,
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★ NOTE NEW ADDRESS!



Special General Meeting (cont.)

themselves. They might therefore feel that the matter had best be left until the Development Project Group had made their report and proposals. Mr Edwards had the last word for his proposal by quoting from the Annual Report of the Union for 1971 in which tribute was paid "to the clubs all over the United Kingdom" for their work in organising competitive events and maintaining the sport.

The Chairman called for a poll vote and the meeting divided with the result: for the motion 253, against the motion 55. The motion was therefore carried (to loud applause).

Turning to the second motion on the order paper the Chairman of the meeting drew attention to the fact that in paragraph c the word "Treasurer" had been inadvertently omitted, so that it should read "Chairman, Secretary and Treasurer". This was accepted by the meeting. The main significance of the second motion, most of which is a logical follow-up to the consequences of passing the first, is that the postal vote system passed at Bury is dropped in favour of voting by representatives at the section General Meetings.

The platform drew attention to an inconsistency, or apparent inconsistency, in the wording of the motion, whereby although voting would be restricted to the nominated members of the clubs as far as the election of the executive was concerned, it did not restrict attendance at the meeting by any individual members who cared to come, nor did it restrict their voting capacity on any matter other than the election of the executive. It therefore did not entirely restore the status quo as before the Bury A.G.M. The proposer of the motion was the first to point out that this had not been his intention, and

since an amendment to rectify the situation at this meeting was not acceptable to the Chair, he indicated his intention of submitting an appropriate amendment at the next Annual General Meeting.

The Chairman of the meeting called for a poll vote and the meeting divided on motion II clause 1 with the result: for 282, against 21. The motion was therefore carried. The subsequent clauses in motion II, 2, 3, and 4, which are simple corollaries, were then carried unanimously in succession on a show of hands.

Motions III and IV were put up by the Council of the Union and are concerned solely with the raising of the annual subscription rate by a straight 6% across the board (Motion III) and, in this instance, to waive rule 17 so that the change can take effect from the 31st January 1974. (Motion IV). These were both passed unanimously on a show of hands without discussion.

Union subscriptions from January 31st will therefore be:

Full Individual	£1.50 (including VAT £1.65)
Youth Individual	£1.00 (including VAT £1.10)
Family	£-30p (including VAT £-33p)
Affiliate member	£4.00 (including VAT £4.40)
Associate member	£1.25 (including VAT £1.38)

Thus ended what had been a good humoured meeting which, even if it had not arrived at any dramatic and far reaching conclusions, had certainly highlighted the problems that faced the Specialist Committees of the Union in their very different branches of canoe sport. No doubt we shall be hearing more on these and related subjects in the very near future.

ANNUAL REPORT of the Council 1973

Officers of the Union
President J. W. Dudderidge, O.B.E. Annually

Council	Retires
Elected Members:	
G. Sanders (Chairman)	This year
E. J. Owen (Hon. Treasurer)	"
C. E. McAllister	"
C. M. Rothwell	"
J. Spuhler	"
J. M. Woolley	"
J. A. Bright	Next Year
A. D. Harber	"
C. B. Manton	"
E. B. Totty (Vice-Chairman)	"
R. F. Tyas	"

Nominated Members:	
National Coaching Committee	J. Brown,
C. E. Quaife.	
Sprint Racing Committee	R. Emes,
R. J. Jones.	
Long Distance Racing	A. L. Laws,
B. M. Pluthero.	
Slalom	Miss. M. Bellord, M. J. Markham.
Sailing	A. Hassell, P. E. Wells.
Corps of Canoe Life Guards	J. Travers.
Scottish Canoe Association	J. S. Young.
Canoe Association of Northern Ireland	J. T. MacIntyre.

Co-opted Members	
F. Briscoe	Sports Council.
The Editor of "Canoeing in Britain"	

Chairmen of Standing Committees	
Standing Liaison	G. Sanders
Competitions	R. Emes
Access	R. F. Tyas
Publications	P. C. A. Rogers
Finance	
National Exhibition	P. E. Wells

Chairmen of Specialist Committees	
National Coaching	G. Sanders
Sprint	R. A. Sowman
Long Distance Racing	A. J. Stoneley
Slalom	M. J. Markham
Sailing	Dr. P. G. Biddle
Touring	R. F. Tyas
Canoe Polo	J. Woolley

General Secretary D. P. H. Tudor-Williams

Director of Coaching O. J. Cock

Part-time National Coaches J. Fazey,
C. H. Hare, C. E. Quaife, C. A. Gray.

HEADQUARTERS NEWS

The permanent clerical staff at H.Q. has now increased to 2. Mrs. Boyer is still with us and we welcome Mrs. Molly Hirsch. Despite this the increase in membership and business generally has kept everyone at full stretch — sometimes almost beyond the elastic limit!

We have therefore been very interested in first the rumour and then the certainty that the Sports Council was to move its headquarters to Knightsbridge in splendid new premises. Governing bodies were invited along too and it is just possible that by the time this issue reaches the membership we shall be in process of moving. The new quarters are large enough to enable us to increase staff and have room to organise ourselves far better than our present cramped conditions have allowed for a long time. We look forward to a year of real development.

MEMBERSHIP

The final membership figures for 1973 are set out below. The figures for 1972 are also shown for comparison,

	Full	Youth	Total	Family	Affiliate
1972	4518	1370	5888	621	416
1973	5081	1709	6790	755	375
%					
change	12.4%	24.7%	15.3%	21.6%	-10%

SUPPLIES

Turnover continues to increase and is about £1,000 up on last year. Since price increases have been few (except postage), this represents closely the actual increase of business.

THE COUNCIL

The full Council met five times during 1973. At the meetings some considerable time has been spent in making arrangements for a large-scale review of the work and organisation of the Union. A Development Project Group, with R. J. Jones, C. B. Manton, E. J. Owen and G. Sanders as its members, has been set up to mount the enquiry and make recommendations. Full consultation with the membership will take place.

INTERNATIONAL AFFAIRS

Our relations with the International Canoe Federation have continued to be cordial and close and, through our members serving on the Board and Technical Committees of the I.C.F., we have continued to make a positive contribution to the wider development of our sport.

NATIONAL AFFAIRS

We would congratulate our President on his election as Deputy Chairman of the British Olympics Association. Our officers and members have continued to represent canoeing on relevant councils and associations at both national and local level; such committee work is time consuming and often demanding and we are very grateful to those who give this essential service.

The National Canoeing Exhibition, again held at Crystal Palace over the two days of a weekend in February, was a great success and attracted large crowds.

FILMS

British Film Institute commission on our library films is £169 this year as compared with £127 in 1971/72 and £72 in 1970/71.

This shows that the new films put into the library early in 1972 has proved a good investment. It had been hoped to introduce the B.B.C. films which were televised last year but although the British Film Institute have promised to consider it for their next budget we still await their authority for payment of their half of the capital cost.

Sales of loops have totalled £25, compared with £20 in 1972 and £36 in 1971.

SAILING

Without the pressures of an International championship this has been a year for consolidation. A training week-end was held at Grafham Water and it is expected that this will set the pattern for the development of a regional training programme. The requirement is to raise the standards of more of our competitors to international level.

A small British party attended the first international regatta for Canoe Sailing in Finland. It is hoped that this will lead to this branch of canoeing being established in Finland. We in Britain are also giving assistance to Spain in setting up a training organisation, now that this country has started canoe sailing and has indeed, held its first national championship.

The development of a G.R.P. sailing canoe has been a matter of concern for the Sailing Committee for the past two years. A satisfactory prototype has been sailing since August and it is hoped that series production will commence this winter. This will open the way for the growth of canoe sailing both here and abroad.

In conjunction with the British Schools Canoeing Association the Sailing Committee

is developing a sailing canoe for juniors. Two avenues are being investigated, a standard sailing canoe with reduced rig for 15 to 18 years age range and a new, smaller craft suitable for school or home construction for younger boys and girls.

Looking ahead, the Sailing Committee is preparing to defend the New York Canoe Club Trophy against a challenge from Sweden, to be sailed for next year and also making preparations for the World Championships which will be held at Hayling Island in 1975.

SLALOM & WILD WATER RACING

Slalom continues its lively and energetic course both in the water and the Committee room.

1973 saw a slight increase in the number of ranking events in which the participation of new clubs (as organisers) was heartening. The change in rules whereby novice event entrants must now be B.C.U. members has cut entries down to manageable levels, whilst changes in the promotion system make it harder to get into division 4, thus encouraging higher paddling standards. Internationally, our Slalom and River Race teams have been a credit to us, outpacing the help we are able to give them. Most regrettably, Llangollen International had to be cancelled at the very last minute and we must apologise to the many who could not be notified in time to avoid a wasted journey.

The most welcome development of the year has been the involvement of paddlers in the planning and creation of a new team management structure with considerable potential.

There have been many proposals for changes in the divisional system but after an intensive year of activity with no less than 10 meetings and much research the Executive feel that all interests will best be served by restricting proposals to those that will tidy up the present system without radical alteration.

The Slalom community is well served by its officers, officials and all those clubs that organise competitions. Due not least to all of these, Slalom is alive and well.

LONG DISTANCE RACING

1973 had seen changes in the structure of L.D. Racing more profound and far-reaching since the abolishing of the Davis handicap. As a result of the growth of enthusiasm for L.D. racing over the past few years a new competition structure has had to be developed to accommodate the now broad spectrum of talents, from champions to the local youth club.

Nevertheless the executive feel that paddlers still seem to be placing too much reliance on the committee to provide all the expertise, authority work and finance. If progress is to be maintained in the future, paddlers must realise that the committee must have their support and help.

In the international field, it is unfortunate that doubt over the Sella Descent was only resolved too late to enable us to participate — the first time for many years. However, we sent a team to Norway instead and were impressed enough to intend to repeat the venture. Aside from this, we attended the same races as in 1972 with substantial success.

We look forward to 1974 as a year in which the ground work of 1973 will bear fruit.

SPRINT RACING

The year has seen the introduction of Canadian Class racing and the approval of the new course at Holme Pierrepont, by the Chairman of the International Canoe Federation Technical Committee, whom we were pleased to welcome to our first full international regatta at this venue.

More of our officials took teams abroad

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than during any previous year and seven officials passed the I.C.F. examination for International Racing Officials. However, the Committee is still experiencing tremendous administrative problems.

The sport continues to grow with the Espada Class making a major contribution. There has been an improvement of standards and for the first time since 1964 one of our competitors, D. Parnham, reached a mens' final at a World Championship class competition.

CORPS OF CANOE LIFEGUARDS

The year began with the formal incorporation of the Corps into the structure of the British Canoe Union, formalised at the last Annual General Meeting. During the year there has been a small increase in new Units, mainly by affiliation of existing Surf Lifesaving Clubs, who come to realise that the canoe, in conjunction with reel and line, makes for speedier rescue.

Training at national and regional levels continues. An excellent course organised at Calshot in the summer was oversubscribed. Another course was held at the National Coastal Rescue Training Centre, at Aberavon in October and there is one planned for April 1974.

The routine work of the units of the Corps had continued, and has been rewarded with increased recognition and support by many local authorities, albeit by a conspicuous lack of the same by a few. Escort and safety duties at various water sport activities have been executed, e.g. the "Three Harbours race" organised by the R.N.L.I. in the Portsmouth area (Bournemouth, Gosport, and Fareham Units).

Interest in the Corps and its craft continues and it is hoped that more units can be formed in the future. A potential unit is in process of formation at Newham (Essex) where a flood relief scheme is being started.

NATIONAL COACHING COMMITTEE

The work of our Area and Local Coaching Organisers continues to increase and at the year's end there were 65 such officers. The advent of the Scottish Canoe Association has resulted in there now being an integrated Coaching Scheme covering the whole of the United Kingdom. There are still some parts of the country which are not covered by an organiser.

VOLUNTEERS ARE BADLY NEEDED.

Our three National Coaches working in their areas, are doing yeoman service and it is hoped that we shall be able to increase their number in the near future.

The overall picture of members is now:—

	Totals		1973	(1972)
	New Resig-			
Senior Instructors,	app'ts	nat'ns		
Inland	247	35	790	(509)
Sea	58	5		
Inland/Sea	18	4		
Canadian	2	—		
Coaches	—	4	62	(66)
"Honorary" Coaches	—	3		
Senior Coaches	5	—	25	(20)

of whom 2 coaches and 86 Senior instructors are on the Scottish Register.

The growth of Senior Instructors is significant and satisfying but the position regarding Coaches is worrying.

Perhaps the most important work initiated

in the year is that carried out by John Fazy, our part-time National Coach (Competition) in setting up and starting the new scheme for Competition Coaches. A number of "Honorary" Coaches have been appointed, and the first training courses have been run. Those who pass through these training courses will be required to undergo a probationary period, under supervision of the honorary coaches, before they come up for assessment. The numbers of honorary coaches are given below.

Hon. Coaches (Racing)	12
Hon. Coaches (Slalom and White Water Racing)	16

There has been an increase in courses run by members, as notified to us, and we are well aware that many others have been run "off the cuff".

	1973	(1972)		
Elementary :	Inland :	75	No figures available	
up to Proficiency standard	Sea :	34		
	Canadian :	8		
(middle standard)	Inland :	7		
	Sea :	10		
	Canadian :	0		
(advanced standard)	Inland :	5		
	Sea :	17		
	Canadian :	2		
(Canoe Life Guard Training)		2		(4)
Training for Senior Instructors :	Inland :	41		(23)
	Sea :	14		
	Canadian :	0		
Assessments for Senior Instructors :	Inland :	25	(24)	
	Sea :	13		
	Canadian :	0		
Training for Coaches :		10		
Assessment for Coaches :		7		
Competition Coaches :				
Appreciation :	Racing :	5	(0)	
	Slalom :	5	(0)	
Training :	Racing :	1	(0)	
	Slalom :	1	(0)	
Canoe Rolling Courses :		5		

The number of **successful** candidates in our tests and awards has increased significantly.

Proficiency Certificates issued :		
	Inland :	1610
	Sea :	438
	Canadian :	18

of whom 708 (520) were members, and 156 (195) joined on being tested.

Advanced Certificates issued :		
	Inland :	29
	Sea :	14
	Canadian :	3

of whom all were members.

In addition to all their direct work with the Union, members are involved in a variety of other activities connected with our sport and they find themselves on the Sports Federations, Water Safety Committees, and many others. They assist in discussion regarding access, advise local education authorities, they have advised on artificial slalom courses, and racing areas. They will undoubtedly find themselves as members of the Water Recreation Division of the reformed C.C.P.R. In short wherever there is development and progress in the sport of canoeing, there will be found members of the coaching scheme.

INSURANCE

The volume of business remains about the same, as also does the volume of claims. Result, yet another loss for the underwriters. The introduction of the payment of $\frac{2}{3}$ only of the insured value for write-offs occurring during a competitive event seems not to have made much difference in the claims figures. It may be that the same reduction will have to apply to other

BIRMINGHAM SAVES LUDLOW WEIR

Jeff Stamp

During the Ludlow Slalom of '72 it was noticed by members that the weir site at Ludford was rapidly deteriorating, and the left hand weir was in danger of total collapse. The landowner was approached by the Club with the proposal that they should repair the breaches in the weir before complete breakdown occurred.

The idea was greeted with enthusiasm, and the Club set to work one weekend in June '73. One side of the weir was closed off with boards and polythene and the large slabs at the head of the weir relocated. Considerable debris was removed from the

foot. Attention was focussed on the major breaches in the left hand arm, and drystone-walling parties foraged on the river bed for rocks large enough to effect repairs. It was unfortunate that insufficient materials were found for complete restoration to the original contours, but the remainder was filled in with Readymix supplied by the landowner.

The weekend toil was enhanced by visits to the local dens of vice (the chipper and pub) and light relief provided by surfing on a tethered door (would you believe) over the chute. A most enjoyable two days of graft.

types of write-off in an attempt to keep the total down.

The majority of accidents causing damage resulting in write-offs occur in white water conditions although every year seems to bring forth a new "hazard". This year has been the "year of the canoe falling from car roof racks" and it cannot be stressed too often that canoes must be securely fixed by bow and stern lines to the bumpers as well as elastic straps to the roof rack.

Club public liability has dropped, mainly due to large increases in premium imposed by the insurance company where club members are surfing — the section of the sport most likely to cause injury to third parties. It is hoped to be able to arrange some more acceptable scheme to give the clubs the necessary cover.

"CANOEING IN BRITAIN" MAGAZINE

The past year has been notable for a large crop of tares amongst the wheat. Printers' strikes and rail strikes, print delays and increased postal charges have all made their mark. Certain advertisers of long standing withdrew their support during the year, and some sections of the canoeing world submitted little copy for publication, making it difficult to ensure a balanced publication.

Nevertheless, four issues of the magazine appeared, plus the poster calendar of events, and thanks are due to Bill Balmain and his team for their work on behalf of the B.C.U. over the past two years.

ACCESS

In 1972 the B.C.U. submitted a considered paper to the House of Lords Select Committee on Sport and Leisure setting out the impediments to the development of canoeing as a sport and outdoor recreation. On February 8th 1973 the President of the Union, the General Secretary, and Mr. R. F. Tyas, were called to give oral evidence to this committee together with representatives of the National Anglers Council and the Sports Council. The Committees questions were particularly directed at the conflict between the use of water for fishing and canoeing and the possibility of "time-tabling" shared use. The report of the Committee was published in July commenting on the urgent need to deal with the multiple demands for the use of limited water space. The section on water sports ends with the sentence:

"In the particular case of private waters to which the Wharfe appeal related, the law should also be that equitable sharing arrangements between users can be negotiated".

During the year agreements were made for small scale canoeing use of short lengths of the Tyne and the Eden.

CANOE POLO COMMITTEE

This new committee has faced up well to its responsibilities in the early and formative period of its existence. Management of the play-off series leading up to the Crystal Palace was good, with considerable interest and enthusiasm being expressed both by the participants and by the officials.

The teams at the National Championships at Crystal Palace played their games before an appreciative audience. Standards of play were high and the final game between Denstone College and Hampshire A team received a wonderful reception from the supporters. Denstone again won the title with Hampshire A in second place, Bristol and Northamptonshire sharing third position.

The committee was invited to demonstrate canoe polo at a sponsored Sport for All competition at Lytham St. Annes during the course of the year. Many thousands of people viewed the competition which was televised and the BBC audience reaction was understood to be very favourable. Teams comprising the North of England, the South of England, Wales and Scotland, took part, with the winners being the North of England. All those who took part in this promotion exercise are to be congratulated on the excellent presentation and gamesmanship.

Members of the committee have reported a definite growth of interest in most areas of the country. The West of England is the exception and we look forward to a good response from canoeists in that area during the coming year. The sport is flourishing in Scotland and the entries indicate that this division will be able to conduct league games shortly. The 1974 championship arrangements are now well in hand and 57 team entries have been accepted for the elimination play offs to be held during the coming months.

The committee would like to express its thanks to those canoe clubs and those canoeists who have given their time and energies to the game this past 12 months and look forward to continuing support and expansion.

ACKNOWLEDGEMENTS

We are greatly indebted to the Sports Council for its invaluable financial assistance and encouragement during the year. Thanks are also due to local education authorities and the wardens and staff of outdoor activities centres who have provided facilities for our ventures, and to commercial concerns who have offered us sponsorship.

Our General Secretary, the Director of Coaching and their secretarial staff have served us well over the last year, often in trying circumstances, and we express our appreciation of their endeavours on our behalf.

Lastly, but by no means least, we would pay tribute to the hundreds of our members who unselfishly give of their time, energies and money for the betterment of our sport..... in organising events, in teaching others, in committee or 'admin' work, to name but a few of the functions carried out by an impressive number of volunteers. Without their efforts we could not continue, let alone progress.

On behalf of the Council of the British Canoe Union.

G. Sanders
Chairman of Council.



Still comparatively rare in Britain is the C.I. and Francis P. Haines of **RICHMOND C. C.** has sent us some pictures taken at Holme Pierpoint during the International Regatta in June this year. Martin Bosher has recently produced a glass fibre version of the Delta C.I., which is comparable in speed to the wooden Struer (enquiries to the Canoe Centre).

The **Canoe Camping Club** which in 1971 first succeeded in crossing the English Channel twice in one day, has achieved it again this year, with an entirely different team. Seven members set out from St. Margaret's Bay at 5.42 a.m. in single kayaks, and landed 1½ miles north-east of Wissant at 11.50. After a short time ashore they paddled along the coast to Wissant, one member went aboard the escort craft, and the other six set off again at 13.07. They landed at Shakespeare Bay, Dover, at 20.30. Sea conditions were generally good, wind Force 3 northerly, but the following sea during the first crossing produced an awkward motion and some members experienced mild seasickness, which ceased when they set off again into a head wind.

The party was followed by a fishing vessel chartered as safety escort. Numerous cargo ships and hovercraft passed close to the canoes, in some cases within 50 yards. At one time two large tankers on parallel courses straddled the canoeists, one passing within 100 yards. There were never less than half a dozen ships in sight. This emphasizes the need for cross-Channel canoeists to take an escort craft. Its main function is to indicate to other shipping the presence of canoes, which are virtually invisible in a moderate sea and do not show on radar. It should have a radar reflector and a two-way radio and a signalling lamp to communicate with other shipping. Several ships changed course and their courtesy was acknowledged.

All the canoeists wore B.S.I.-approved lifejackets. All the canoes were fitted with bow and stern loops, lifelines on each side of the cockpit, buoyancy filling all available space, and compasses. The party carried two large flare kits.

The Canoe Camping Club has also completed a single crossing this year, with an entirely different party of eight members. They crossed from St. Margaret's Bay to Sangatte on 10 June in 7¼ hours, in easy sea conditions but very poor visibility. This is an annual event. Experienced canoeists wishing to participate should write to Richard Evans, 18 Glebe Road, Sandy, Beds.

CLUB CHAT



The C.C.C. channel crossing party, left to right: Jo Ledger, Joe Barford, Richard Evans (leader), Janet Palmer, Bob Ledger, Gerry Halfacre, Bill Littlemore.

From **LEEDS C.C.** Newsletter, the German River Guide by Vic Brown:

- Grade I: Der Kanal (nix der 'Eiskanal', Dumkopf!)
- Grade II: Der Kanal mit grossen Steinen
- Grade III: Guten Wasser fur Funmaken und Holeinboat putten.
- Grade IV: Besser Wasser mit Hertzthumpen und Boatinzwei maken.
- Grade V: Biggernbesser Wasser mit 'Umeeleg' sayen und excuzmaken.
- Grade VI: Zubluddybig Wasser, mit Onderbank standen und Mike Jones watchen.

STOP PRESS...STOP PRESS...

New competition kayaks from the Canoe Centre for 1974
Connoisseur Slalom K1 ★ Profile Slalom C2 ★ Centur Slalom C1 ★ Express White Water Racing K1 ★ Lazer Sprint K1 ★ details from
THE CANOE CENTRE, 18 BEAUCHAMP ROAD, TWICKENHAM, MIDDX. Tel. 01-892-8979.

★ GONE AWAY

Nearly 1% of Canoeing in Britain magazines despatched are returned by the Post Office marked "Gone Away"! This month there is a list of 79 names, so if you hear of anyone who is complaining about not receiving his magazine — ask if he has notified B.C.U. Headquarters of his latest address. Please.

NEXT ISSUE —

★ 10th February is the last day for arrival copy, photos and Calendar dates on the Editor's doormat.

★ 10th February is the last day for arrival of Advertisement copy and artwork.



CANOE SAILING

Sailing canoes, forerunners of the modern competitive small boat classes, were first used in the 1870's. Gradually the Nautilus series, designed by Warrington Baden-Powell, grew out of the improvised Rob-Roys-with-sails, and this design was enthusiastically taken up by the Americans.

For many years the New York C.C. International Cup remained safe in American hands. The American sailing canoe with a 30 inch beam was faster in light water than the English standard of 42" beam, and many modifications were made before Roger de Quincey and Uffa Fox brought the New York Trophy to Britain for the first time. It was in 1952 that the Cup went back to America, Lou Whitman defeating Peter Griffith at Aldeburgh, and not until 1959 did we see it again when Alan Emus and Bill Kempner successfully challenged the Americans.

We hear now of a challenge being accepted from the Swedes — the first ever challenge from Europe — and the series will be fought out in August 1974 at Hayling island.

★ POSTER COMPETITION

The £30 prize for a symbol for the National Canoe Exhibition poster was won by R. Cook of Carshalton Surrey, who is a student at Epsom College of Art.

NOSTALGIA UNLIMITED

To celebrate its 25th birthday Chalfont Park Canoe Club held a Veterans' Slalom and a Stone Age Barbecue. A good number of original Chalfont members competed together with a few of their rivals from other clubs. Here is how it was described by one of the competitors:—

A great weekend! So many friends and thousands of children! The Crocketts, The Bolts, The Horsmans, The Goodmans and the Bert Days, plus all the younger children of the not so old members. Charlie Creaser arrived, and the Shorts, the Coxes, Margaret Bellord and Pepy Mouque etc. etc.

A lot of work had been put in by Geoff Dinsdale, Mike Hillyard, Hazel and Martin Cluff and others for this weekend, including making a new set of slalom poles, and a mammoth mowing session in the rain. An excellent course was devised and erected, based strictly on 50's slaloms, which was exciting enough, but not too tiring! Serious training began Saturday afternoon, which was interrupted at frequent intervals by young and old members trying various crazy manoeuvres in a variety of craft including a fibreglass water tank.

Gradually the campsite filled up; with the oldies being conspicuous, mainly, for their tatty tentage. It was a wettish day but between showers we had an invasion of stone age men, in an assortment of heavy rugs, blankets and grandma's fur stole. John Albert had his woman in tow and Mike's woman and children arrived in the very smartest stone age fashion. I can't remember who won, but I think Johnny got into a fight and Geoff ran off with Katy and got a prize for initiative.

Our thoughts then turned to food. Great preparations had been going on for days. The boat house had its biggest spring clean in years; the old boat racks and thousands of spiders' homes were removed, and all the wood painted white. Great logs of wood were cut for the fire and Katy Start spent hours whipping gallons of cream with a fork. Luckily the Horsman dinghy was there and Bill spent hours ferrying boatloads over to the island, and then back and forth again when they had forgotten something. He just managed to grab a kebab, plenty of beer, some of Katy's most superb cream cake, before starting the reverse process. I think he quite enjoyed himself.

Meanwhile Katy was cutting up dozens of large Greek rolls, and hunks of meat, whilst Bryon Sawyer lovingly coaxed the fire to perfection, and cooked all the kebabs and browned the bread until they were just so; a laborious process but well worth the effort, and meanwhile the beer flowed freely.

Sunday dawned a warmer and sunnier day and the Slalom was under way by 11 a.m. After an exciting first gate there followed an assortment of 360° turns, barriers, reverse gates, multiple gates and a rolling bar (by special request of Margaret Bellord). We had found the original scoring batons, and Geoff and Mike devised a very basic scheme of scoring. As the whole lot was duly fiddled at the end by some dubious handicap system, there was great excitement at the end of the day to find out who had actually won. The contestants however took the event very seriously there being great rivalry between the Bills (Horsman and Crockett), and some



Bill Horsman and Bill Goodman enjoying themselves at the Veterans' Slalom.

of the runs were pretty good. Paul Mayhew showed that, although some were officially veterans, they had not lost their flair. Some of us, though, were somewhat slow and lacking finesse.

Oliver Cock arrived in style at the helm of his motorised, launch-sized, canadian, and was persuaded to enter coming a creditable 6th. It was good to see some of the old folding boats, and when Geoff Dinsdale did the course in the old Goodman boat it highlighted the great improvements in the modern boat. We then had a judges' event, for fun, and the oldies were particularly impressed to see the performance of the canadians; several of the Veterans' children also competed in this event. Pepy, amongst others, spent a long time swimming and deserved to win the capsizing prize. There were some good rolls though including two by Margaret under the rolling bar. As soon as she saw Bill Crockett's witches shield, which was the ladies prize, she was determined to win and did so in style.

The men's prize was more keenly fought for, and Bill Crockett had, as always, made an excellent prize — a beautiful rocking chair with paddle resting there on. George Bolt emerged the winner of this trophy with Charlie Creaser coming second and winning a goblet. Third place went to Jim Barbour. Those long standing rivals, Bill Horsman and Bill Crockett tied for 4th place, which Geoff assured us was not a fiddle. For some reason Bill Crockett won a bottle of sherry and a furry toy, and there were drinks all round from Charlie's glass. The weekend was such a success that everyone hopes that the venture can be repeated.

SPRINT RACING

Promotions with effect from 1st January, 1974.

To Senior: E. Farrell, T. Hunter, J. Fowler, T. Fieldus, L. Hambrey, J. Tilford, B. Greenham, P. Gorman, R. Storey, T. Epps, G. Kolar, A. Sherriff, S. Brown, A. Williams, B. Haynes, D. Brown.

To Junior: D. Squire, R. Daines, D. Powell, R. Thorogood, A. Morton, D. Greenop, P. Walters, C. Norton, N. Mawer, J. Hayden, E. Waterton, R. Evans, N. Nadal, G. Beardall, K. Horwell, P. Dobromysky, T. Chrimes, M. Mikhail, S. Kidson, M. Gollings, M. Beamond, J. Freeman, C. Wynter, P. Jarrett, F. Haines, A. Stanley, P. Clark, P. Meredy.

Demotion to Junior: A. Miller.

COMPETITION COACH TRAINING WEEK

21-28 Oct. National Water Sport Centre, Holme Pierrepont.

Seventeen aspirants duly assembled on the Sunday evening at what is at least regarded as the best 2000 metre course in Europe, if not the World. With this inspiring background, the week's course passed all too quickly, even though on some evenings the sessions did not end till after 11 pm! The programme covered a comprehensive list that included technique, various forms of training, psychology and medical aspects, organisation and administration, and the analysis of faults using the most modern form of device: the videotape recorder and camera. Nottingham Kayak Club very bravely lent the services of their club for an afternoon which became perhaps the most enjoyable part of the week: a fun regatta with a two gate slalom course, as well as a K4 series of races that surprisingly left both the bridges intact as well as the K4 itself, although perhaps the competitors were not so intact the following day.....

Outside speakers who came to address the course included Colin Rains of Nottingham on the "Role of the Coach", Dr. J. Williams on "Health and Sport", and Dr. J. Brooke, of Salford's Human Performance Lab. covered the "Physiological response in the endurance athlete". Outside visits were more the prerogative of the Slalom section, with the Midland Canoe Club and Matlock as the venues, and although the Olympic provisions of Holme Pierrepont kept the Racing section mainly at the base, they, too, had an afternoon at Matlock. Perhaps it would not be inappropriate to mention what can almost be described as an outside activity represented in the week's course: Canadian paddling. C1 technique was ably demonstrated by Albert Woods, whilst John Court even brought down his Dart to show the C1 Sprint machine in action.

The end of the week coincided with the SGM of the BCUC, so that one of the final sessions included the work of the BCUC, and just how hard our unpaid officials work at the multiplicity of problems that have arisen from the enormous increase of canoeing in the last few years. So this first ever venture by the BCUC in organising a Competition coaching scheme comes almost as a symbol of the vitality of the sport as a whole.

COURSE DIRECTOR: John Fazey

Racing Staff:

M. Carver, G. Cooper, R. Emes, C. Grey, R. Grey, D. Green, R. Jones, R. Lawler, O. Lawrence, T. Shenton.

Slalom Staff:

R. Castle, J. Court, K. Langford, M. Markham, A. Woods.

Candidates:

S. Ash, A. Stringer, B. Perrett, G. Cherry, G. Lander, J. Ramswell, J. Saxty, D. Looker, G. Davis, P. Roney, R. Nicholls, G. Smith, T. Mitten, R. Russell, R. Smith, C. Rawlings, R. Grey.

All the candidates are now registered as Assistant Competition Coaches.

R. Nicholls.

FINAL REMINDER! Before January 31st you can renew your B.C.U. subscription for £1.37p (Senior), 85p (Youth) and £3.85p (Clubs). After that date the NEW RATES APPLY (£1.55p, £1.10p and £4.40p respectively). V.A.T. included in all cases.

L.D. Fracas

Dear Sir,
I would like to bring to the attention of my fellow canoeists the headlines that appeared in my local newspaper in August.

POSTBAG

STOP PRESS... STOP PRESS...
New to the U.K.
PROFILE SLALOM C2
the Individual Gold Medal Winner at this year's Slalom World Championships in Muotatal
Now manufactured by
THE CANOE CENTRE, 18 BAUCHAMP ROAD, TWICKENHAM, MIDDX.
Tel. 01-892-8979.

B.S. — U.S.?

Dear Sir,
I would like to put forward what I feel is, at least in this area, a widely held view on the subject of lifejackets in the context of river and surf.

Having done some extensive research on the subject I am at a loss to understand the reasoning behind the dogmatic and oft repeated assertions that canoeists must, at all times, wear B.C.U. approved lifejackets i.e. British Standards Institution approved garments conforming to B.S. 3595:1969. I am even more at a loss when I observe that practically the only people wearing them do so because they are obliged to, either because it is a condition of their employment as canoe instructors, or because they are on official courses.

I would not have thought that competition or white water canoeists were more apathetic towards their own safety than anyone else. One would expect them to use the most suitable equipment for the job, and observation shows this to be a buoyancy aid.

My personal opinion, based on several years experience, both here and on the continent, usually with responsibility for the safety of school parties, is almost exactly the opposite to the official view. I would suggest that my safety, and my ability to actively contribute towards the safety of my party in an emergency, is quite seriously, and adversely, affected, when I am obliged to wear the B.S.I. approved jacket rather than my buoyancy aid.

However, people can always, quite rightly, argue with opinions and doubt claims to experience, so let's look at a few facts.

- Fact 1: The B.C.U. approved lifejacket is not a lifejacket conforming to B.S.I. 3595 unless it is fully inflated.
- Fact 2: Both the B.C.U., and the manufacturers state categorically that the approved article must not be used, in a canoe, in its inflated state.
- Fact 3: In its deflated state the B.C.U. jacket has a buoyancy of about 14 lbF.
- Fact 4: In its introduction, the British Standards Institution Specification for Life Saving Jackets, states that in wave conditions a buoyancy of 35 lbF is required to overcome the inertia of the body during vertical movement, and thus prevent 'periodic ducking'.

It follows then, that the B.C.U. Lifejacket is a buoyancy aid, and a doubtful one at that, until it is inflated; an operation which must be performed after leaving the boat, and whilst in the water.

So, if you come out of it in calm water you're O.K. and can even blow up the lifejacket if you want to.

It's a vastly different proposition in heavy water though. It seems logical that the heavier the water, the more you require extra buoyancy — the B.S.I. says so anyhow. We are, therefore, inescapably led to the conclusion that, when you really need extra buoyancy, you must provide it, at the time, by blowing up your jacket. This leads to the vital question on which the argument stands or falls:

(cont. on p. 12)

Mid-stream battle in Worcester canoe race

THE National Canoe Club Long-Distance Championships at Worcester were marred on the last day by a mid-stream fight and a barging incident.

The barging came in the last 1,000 metres when a team from the Royal Club, London, was tried to push a Nottingham crew away from the finish line.

A protest was lodged, and the Royal team was disqualified for "unfair tactics."

Apart from this, the Championships were the best and the largest so far: over 500 entries and 200 canoes took part.

There were no serious injuries, although Diglis Weir produced a nine-canoe pile-up and one competitor was being hit in the kidneys by another boat.

Has checked by ambulance and...

A New Competition?

Dear Sir,

May I, through your pages, raise the question of the introduction of a new form of competition to bridge the widening gap between slalom and white water racing.

The competition would be held on a white water racing course but slalom gates would be added to direct the competitors through a variety of water conditions and manoeuvres. Touching poles would not incur any time penalties but missing a gate would incur disqualification for that run.

Ideally, there would be no restriction on the design or specification of canoe, except perhaps to prohibit rudders, since the course should involve sufficiently varied water conditions to automatically exclude extremes of design.

Initially the competition could be held in conjunction with white water racing events as the only equipment needed would be the timing gear, gates and referees to ensure no gates were missed.

Advantages that occur to me are:

- 1) A form of competition more closely allied to basic canoeing than existing white water competitions.
- 2) A new form of competition that would stimulate interest among paddlers and boat designers alike.
- 3) A form of competition that could develop into an Olympic event for white water canoeists.

One final point to consider is the proven popularity of the equivalent competition in skiing, known as Grand Slalom, in a sport where they also have equivalent competitions to W.W. racing and conventional slalom.

**George Bazeley (Midland C.C.)
Burton-on-Trent.**

maintained while a single SHEET BEND is formed and tightened. If the working end of the line is left as a loop (dia. 2) then the knot can be readily slipped to free the line as a painter.

Repeat the process from the stern of the kayak.

TAPE ALL ENDS BACK TO THE STANDING PARTS FOR NEATNESS AND SECURITY.

Ken Higgs, Stafford.

I would like to point out that Mr. Peter Walker, M.P., Mr. John Dudderidge, Mr. Oliver Cock, were all present, besides the hundreds of spectators who saw this incident, which did not do canoeing any good whatsoever, furthermore this is the third incident of this nature that the Royal Canoe Club members have been involved in this year, and the second disqualification.

How much longer is this sort of behaviour going to be allowed to go on?

If one did the same sort of thing whilst driving a car, one would lose one's licence — perhaps a similar rule ought to apply.

Don Smith, Worcester C.C.

Safety Lines

Dear Sir,

Further to the letter recently regarding the unsuitability of some methods of fixing safety lines on kayaks, may I offer my own system which embodies the following advantages:—

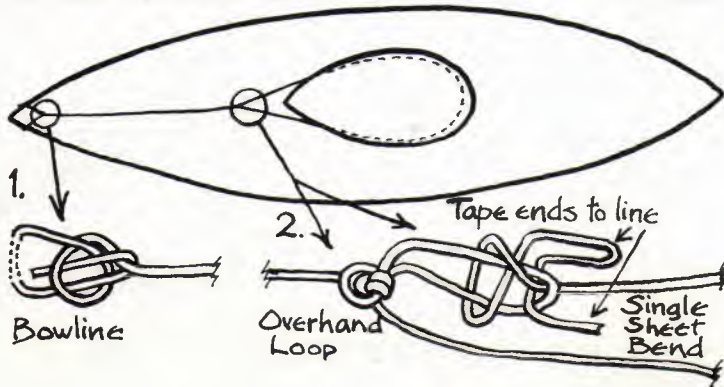
- i. security — the lines cannot be pulled from the cockpit coaming.
- ii. correct tension — can be easily set and controlled.
- iii. doubles as a painter — simply release the sheet bend.

METHOD:—

Secure end of line to bow of kayak (through hole or into grommet but NOT to carrying toggle/loop) using a BOW-LINE (dia. 1)

Approx: 100 cm (4") from front of cockpit make a small loop in the line by tying an overhand knot.

Pass line right around the cockpit and under the coaming, take the working end through the loop and haul back to get the required tension in the line. By nipping the point where the line is pulling in the loop with one hand the tension can be



NOTTERHOY HUNT, NORWAY

7 km. Event	
1. Egil Sjøby	28.51
2. J. Hubbard	30.21
3. A. Williams	30.27
3.2 km. Event	
1. Egil Sjøby	N 2.34.05
2. Tore Berger	N 2.36.10
3. Sveining Jorgensen	Dk 2:36.24
K1	
1. E. Nicholl	GB 3.34.54
2. E. L-Nilsen	N 3.55.11
K2s	
1. Olson/Johansen	N 2.25.50
2. Brown/Hubbard	GB 2.30.32
3. Speight/Oliver	Notts 2.31.44
K4	
1. Hovlandsdal	N 2.48.55
2. Kalleklef	N 2.51.52
3. Burr	GB 2.52.10
K6	
1. Chrimes/Dobromylski	GB 2.41.30
2. Petersen/Gabrilsen	N 2.45.40
L.D. CHAMPIONSHIPS, WORCESTER	
Ladies K1	
1. S. Burnett (Longbridge)	1.31.20
2. F. Weatherall (Richmond)	1.32.11
3. E. Nicholl (Newham)	1.32.17
Junior K1	
1. P. Gorman (Royal)	2.06.29
2. F. Farrell (Royal)	2.06.35
3. J. Burr (Lichfield)	2.08.07
Senior Men K2	
1. N. Jackson/D. Smith (Grappenhall & Worcs.)	1.49.03
2. D. Hubbard/A. Oliver (Notts)	1.50.16
3. L. Hanbrey/L. Fowler (Worcs. & Wey)	1.50.36
Espada Class "A"	
1. D. Arundale (Grapp)	1.26.46
2. A. Fildus (Wey)	1.28.19
3. M. Collett (Richmond)	1.29.53
Espada Class "B"	
1. P. Nutting (Notts)	1.29.23
2. R. Harding (Notts)	1.32.07
3. G. Bainbridge (1st Kendal Scouts)	1.37.20

Espada Class "C"	
1. P. Dimmock (Notts)	1.30.33
2. P. Killinson (Notts)	1.35.21
3. A. Epps (Waveney Valley)	1.33.46
Ladies Espada Class "B"	
1. S. Wheatley (Notts)	1.52.37
Ladies Espada Class "C"	
1. Perrett (Leighton Park)	1.56.58
2. B. Lovell (Leighton Park)	1.59.30
BRITISH OPEN CHAMPIONSHIPS 1ST DIVISION	
Aug. 25/26	
Team Event	
1. Manchester A	283.9
2. Chester A	309.4
3. Manchester B	518.0
Div. 1 C2	
1. Allen/Williams (Sheffield)	340.2
2. Parr/Cooper (Nott. Univ.)	402.0
3. Sibley/Hewitt (Windsor)	469.8
Ladies Div. 1	
1. P. Goodwin (Stafford)	319.1
2. V. Brown (Leeds)	334.5
3. P. Nutt (Chester)	353.0
Men Div. 1	
1. D. Mitchell (Chester)	253.6
2. J. MacLeod (Leeds)	255.4
3. M. Swallow (Chester)	257.7

BOSTON KAYAK CLUB L.D. RACE

Senior A K1	
1. N. Jackson (Grappenhall A.C.)	1.25.00
2. S.J. Brown (Nott. K.C.)	1.25.35
3. G. Oliver (Nott. K.C.)	1.26.00
Senior K1	
1. T. Epps (Waveney Valley C.C.)	1.30.02
2. H. Hoskins (Bradford/Avon CC)	1.31.00
3. K. Topham (Viking K.C.)	1.32.00
Senior A K2	
1. Hubbard/Hason (Nott. KC)	1.21.00
2. Storey/Clarke (Royal CC)	1.24.10
3. Gray/Nadal (Nott. KC)	1.48.40
Senior K2	
1. M. Gollings/Beaumont (Lichfield CC)	1.28.00
2. Clements/Potter (Eagle CC)	1.29.00
3. Saxby/Gant (Viking K.C.)	1.29.15

competition

3A	
1. R. Humble (Pangbourne CC)	1.48.05
2. K. Blakeley (Devesbury AC)	1.48.15
3. M. Bliss (Waveney Val. CC)	1.49.40
4A	
1. Nelmes/Olorenshaw (Leamington CC)	1.45.18
2. Stevenson/Hardy (RAF Wyton)	1.50.30
Junior K1	
1. D. Arundale (Grapp. AC)	53.00
2. T. Chrimes (Nott. CC)	55.00
3. P. Dymock (Nott CC)	55.30
Junior K2	
1. Harding/Nutting (Nott KC)	54.00
2. Holmes/Hill (Nott. KC)	- - -
3. Parnham/Rose (Nott KC)	1.26.00
3B	
1. K. Fance (Grapp. A.C.)	1.04.00
2. P. Howard (Grapp. A.C.)	1.05.40
3. J. Ackroyd (Devesbury A.C.)	1.35.00
Boys Espada B	
1. J. Hatton (Nott. K.C.)	1.00.00
2. A. Epps (Wav. Valley C.C.)	1.00.15
3. P. Allinson (Nott. K.C.)	1.01.00
Boys Espada B	
1. M. Rennocks (Nott. K.C.)	1.03.00
2. B. Griffiths (Grapp A.C.)	1.04.10
3. A. Hitchen (Grapp. A.C.)	1.14.15
Ladies K1	
1. K. Madal (Nott. K.C.)	1.10.15
2. S. Wheatley (Nott K.C.)	1.12.55
3. Payne (Nott K.C.)	1.17.01
Girls Espada A	
1. J. Harding (Nott. K.C.)	1.32.30
2. Nutting (Nott. K.C.)	1.35.05
3. J. Chrimes (Nott. K.C.)	1.41.35
Girls Espada B	
1. H. Money (Nott K.C.)	1.25.00
2. F. Hales (Nott. K.C.)	1.24.20
3. C. Battersby (Nott. K.C.)	1.31.00

N.E. CANOE SURFING CHAMPS.

The prizes were stupendous, the camaraderie as usual was great, and although the surf was much less than the North East's best on Sunday, 7th October, the competitors more than made up for it in enthusiasm. The winners were:—

Senior Handling: 1st Simon Beeson 2nd George Oliver 3rd Peter Britton

Junior Handling: 1st A. Knight 2nd Mark Batey 3rd A. G. McDonald

Ladies Handling: 1st (Joint) Clare Allen and Sandy Beeson

Surf Race: Men: 1st George Oliver 2nd Simon Beeson 3rd Malcolm Marshall

Ladies: 1st Clare Allen 2nd Sandy Beeson

Senior Canoeist Event: (Posh name for the over 40's)

1st Alex Allen 2nd Derek Hutchinson 3rd Chris Hare

Without the help of the manufacturers it would have been nothing, so thanks to:—

Frank McNulty — North Sea Kayak
Streamlyte Mouldings — Vampire Baths
D. & H. Fibreglass — Dry Suit Kit Canoe
Ludham Plastics — Fishing Seat
Chris Hawksworth — Buoyancy Aid
Howarth Sports — Canoeist's Holdall
Valley Canoe Products — Chevron
Trylon — 2 Crash hats Buoyancy Aid
Gaybo — Crash hat
Ottersports Ltd. — Crash hat
Avoncraft — Spray cover made to measure
Canoeing Magazine — 2 separate years' subscriptions
Canoe Centre — Buoyancy Aid
J. C. Fibreglass — Paddle Kit
Derek C. Hutchinson

Do you honestly think that you, or, more important, if you are in charge of a party, anyone else, can swim down a high grade rapid or through heavy surf, and blow up a lifejacket at the same time, even if not holding onto canoe and/or paddle? If you think you can, do you still think you could after having had your head bounced off the bottom a few times, or with waves continually splashing into your face?

If the answer to these questions is in the affirmative then I would suggest that if you only think you could do it, you should go and actually do it.

If the answer is in the negative then, again, the B.C.U. approved lifejacket must be regarded as what it is for all practical canoeing purposes — a buoyancy aid. It must then bear comparison with the other available buoyancy aids.

Uninflated B.C.U. lifejackets have an inherent buoyancy of about 14 lbF. Buoyancy aids used by practical canoeists have a buoyancy of 18/20 lbF and upwards — you have a choice. While this may not reach the figure recommended by the B.S.I. it is a big improvement on the approved article.

Buoyancy aids can be adequately buoyant, comfortable, unobstructive, warm and easily and securely fastened — none of these things can be said of the uninflated B.C.U. jacket, so is it not time that the B.C.U. made some effort to come to terms with the fact that canoeists generally do not approve of, or use, the approved article.

**Malcolm Hunt,
Edinburgh.**

Whilst it is for the Safety Committee to comment on the above letter (there was not time to refer it to them before publication date) it should be remembered that on open water, for example, the B.C.U. approved jacket can be inflated to become a life-jacket with 35 lb. of buoyancy: the buoyancy aid remains what it is — a buoyancy aid.

It should also be pointed out that, on 24th June, 1969, following representations from the B.C.U., the B.S.I. amended B.S. 3595 to reduce the inherent buoyancy of two-stage lifejackets from 20 lb. to 13½ lb., to allow canoeists to swim downwards to clear an obstacle.

Editor



TRADE TALK

VCP's new laminating shop.

Valley Canoe Products are finally in their new building. Although they began negotiations over a year ago for a plot of land at Colwick, various delays in the construction of the building, put back the move until October 29th, — just two days before their lease of the old workshop at Ruddington ran out!

The two directors, Frank and Dick Goodman turned themselves into carpenters, joiners, painters, plumbers, and general odd job men, working evenings and weekends in order to try and keep costs down to a reasonable level.

From their original pipe-dream they have a GRP workshop, a development workshop, warehouse, office, mess-room and showroom, not to mention a changing room with shower, for customers wishing to freshen up after trying out canoes on the Trent which is just over 300 yards away. They have 15 feet of frontage onto the Trent to put in their own slipway, so there are no access problems.

For the first time the International Boat Show at Earls Court looks like having a fully representative canoeing display.

In past years only Ottersports and Tyne Canoes have been regular exhibitors. However, this January Ottersports, Tyne Canoes, Avoncraft, Jaycee and P. & H. Fibreglass will be there, as well as Canoeing Magazine and Strand Glass.

Manufacturers will be exhibiting many new craft and accessories; Ottersports have a

new range of glassfibre touring kayaks and a kit offer, plus a wide range of ABS paddles and the first ever sandwich injection moulded paddle using the I.C.I. patented system. Also there will be a new Jofa Crash Helmet and life jacket covering designed especially for the sea canoeists.

From Tyne Canoes comes a further development of their Concorde Slalom kayak and Avoncraft will be exhibiting their range of touring and competitive kayaks, many of which are available on mould hire service.

P. & H. Fibreglass and Jaycee will both be showing touring and rough water craft. The former will have a new surf kayak, while from the latter comes a new slalom kayak and down river racer. Strand Glass in the Warwick Hall complex will have their total range of kayak moulds from the slalom single, touring single and double, to the B.C.U. Espada Youth K1.

The International Boat Show opens at Earls Court in London on 2nd January.

'Canoeing Press' is to publish a Canoesport Calendar featuring 24 black and white photographs 'from the camera of Mike Clark'. The calendar, due to be available from the second week in December, is of foolscap size with 24 pull-off sheets, and priced at 80p.

Ultimate Equipment are turning out one and two man bivouac tents which will interest the canoe-campers. Packing down to 10" x 8" x 2" except for the A-poles, the one-man tent weighs 3lb. 5oz. complete with all



the bits, and it is yours for just under £11. C. in B. will forward enquiries to the suppliers.

NON-STOP CIRCUMNAVIGATION OF ANGLESEY

GEORGE P. BAZELEY
(Midland C.C.)

Launching at 4.40 p.m. on Friday, 17th August, from Soldiers Pt. Holyhead, we planned to paddle 75 miles non-stop around Anglesey and be back before the pubs closed at lunch time Saturday. This was the third time John Chamberlain, Ian Tatam and myself had attempted the non-stop circumnavigation of Anglesey. The first time was a training trip, the second time we should never have started with the wind at force 5-6, but this third time the conditions looked the most favourable yet with wind N.W. force 3-4 and the sea slight.

Equipment was similar to that used on the Irish Sea crossing (Canoeing in Britain — September 1972) consisting of P. & H. Swifts fitted with 20 sq. in. skegs for extra speed and stability, paddles were Kober Slalom or Lendal Sprint, spray decks were either P. & H. standard or VCP Limpet. We all carried flares, exposure bags, sleeping bag, towel, and spare changes of clothes, while I also had a spare paddle.

The **Trylon Panther** has now been available for just over 12 months. This design has proved very popular amongst schools, colleges and canoe clubs as a competition slalom kayak.

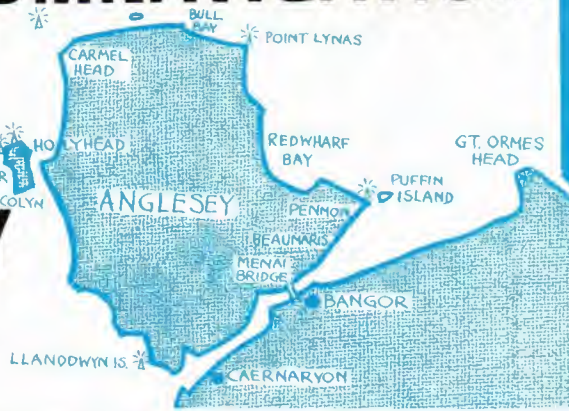
The photograph, taken by John Trott, Deputy Warden of the Longtown Youth Adventure



Centre, shows Bob Burson of the Spencer Boys High School, Northampton on the Wye near Builth Wells. His Panther was constructed by the school at a cost of approximately £12, from a mould and materials from Trylon Limited.

P. & H. Fibreglass Products of Derby are working their way through an expansion programme to give a greater variety of designs for the Canoeist. Their first new design is a very high performance surf canoe, the "Surfblazer", priced at £43.00 complete, excluding V.A.T. This canoe is the result of twelve months' design study and development by the country's top surf canoe riders. Study of surf board theory has resulted in a faster, more manoeuvrable surf canoe. The "Surfblazer", was developed around an accurate 'rail' enabling the paddler to hold his line without stern slip, yet, when required 360° and controlled 180° spins can be attained at will.

New from **Northern Kayaks** is a trailer capable of carrying 10 canoes. Lightweight and conforming to the current road regulations the trailer can be handled by one man even when fully loaded. Price is £88 ex works.



STOP PRESS...STOP PRESS...

New to the U.K.

CONNOISSEUR SLALOM K1

used successfully by three international teams during this year's World Championships
Contact Demonstration kayak available
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Tel. 01-892-8979.

1974 NATIONAL CANOE EXHIBITION

22 & 23 February at the Crystal Palace National Sports Centre.

The Theme: "The well trained and well equipped canoeist."

Attractions include

CANOEING IN ACTION

Musical rides. The National Canoe Polo Championships. Canoe Life-guards at work. The Canadian Canoe Round-up. Demonstrations by surf life-saving units. Leading stars of competition demonstrate their techniques and latest craft. Canoeing by the physically handicapped. Canoeing for children. And many others.....

HOW AND WHERE TO START CANOEING

Join a Club! Clubs from all over the country will present their programmes and facilities. The British Canoe Union Coaching Scheme demonstrates its nationwide coverage.

Interested in Racing? All the competitive sides of canoeing will be presented by British Canoe Union experts.

CANOEING FACILITIES

Sea canoeing and surfing. Touring and canoe holidays. Canals and waterways. Canoeing with the Services. Camping at home and abroad.

CANOE BUILDING

Follow the construction of a canoe from the raw materials to the first paddle stroke! Detailed demonstrations and advice for the beginner and expert alike. Learn the basics and the latest wrinkles. Have your own problems solved.

FILMS

Continuous showing of all the best and latest films about canoeing as well as video-tapes (in colour) of the canoeing events from the Munich Olympics!

TRADE STANDS

See the latest equipment available from the manufacturers.

We crossed Holyhead Bay and arrived at Carmel Head 15 mins. behind schedule having started 10 mins. late and lost 5 mins. on the first leg. From here we tucked well into the shore to avoid the contrary tide and to get assistance from eddies within the Bays. It is a beautiful stretch of coastline, deserted except for the oyster catchers, curlews, lapwings, sandpipers, and an enormous power station with its outfall a tumbling mass of white water; small islands abound and there is handsome thick brown seaweed which spreads across the surface inshore. By the time we were halfway along the North coast it was apparent the tide had turned and so we moved out $\frac{1}{2}$ mile off shore to get the best of the current.

Passing outside Bull Bay the sun began to go down behind us leaving Middle Mouse Island clearly silhouetted against the evening sky. Up to this point we had been keeping stops down to 5 mins. every hour, but now we stopped for 15 mins. to get ready for the night while the tide carried us on our way. I put on a nylon shirt, a cotton shirt, dry suit top, and anorak; while Ian and John, who had been wearing dry suit tops from the start, just had to put on anoraks. Having topped up with Dynamo and Mars Bars, we set off for Pt. Lynas at the N.E. extremity.

Immediately ahead the "Liverpool Pilot" returned inshore to shelter from the tide, and we then passed across the race at Pt. Lynas, now 45 mins. ahead of schedule having gained an hour by working the eddies. 18 miles ahead the mainland was just visible where the sea merged with the sky. Gt. Ormes Hd. was identifiable by its light and just discernable against the mainland was Puffin island, our next landfall some 13 miles away across Redwharfe Bay. Behind, the wavelets were contrasting black and silver lit by the last of the evening twilight.

After about 30 mins. paddling the moon arose about $\frac{3}{4}$ full, firstly red then rapidly brightening, John switched on the radio and found that by some quirk of fate our course lay just on the null point of Radio 2, so he tacked the rest of the way to Puffin Island to the strains of "Late Night Extra". As we approached Puffin Island on a S.E. course the light-house became more distinguishable from the mainland lights behind

and after a while it became apparent that there was a current of about 3 knots flowing in an easterly direction drifting us out towards Conway Bay. In order to keep close to Penmon Point the course was modified by about 5°S to hold the Puffin light-house steady with the mainland behind and Penmon Point was reached at 11.30 p.m., 1 hour 30 minutes ahead of schedule.

We stopped here briefly for some milky coffee as John was feeling cold, the result mainly of torn dry suit sleeves. I am convinced that a lot of the problem on this sort of trip is psychological and that anything that can be done to improve comfort and minimise boredom is well worthwhile: each person's needs are different in detail of course and it is a rare opportunity to discover one's own needs, weaknesses, and strengths and compare with those of the others. As we started off down the Menai

NEWS

from the ICF

The World Championships in Canoe Racing 1974 will be held, as planned, on the Olympic Course at Xochimilco/Mexico from October 16th to 20th, and the I.C.F. Congress in Mexico City on October 20th.

The I.C.F. Calendar will be in two sections: In the first part will be given those international competitions which are open to all member federations of the I.C.F.; in the second part will be those competitions which are not open to all members, such as invitation regattas, two or more sided national matches and special events.

50 Years of the I.C.F.: Jubilee Celebrations 1974 will be organised on behalf of the I.C.F. by the German Canoe Federation. The celebrations will close with a great evening party on Sunday July 14th. The I.C.F. has ruled that the weekend July 12/14 shall be kept free of all international events.

The X World Championships in Canoe Racing held in Tampere/Finland on Lake Kaukajarvi, 26/29 July went off very successfully, though there were only 23 nations represented compared with 26 in 1971 at Belgrade. Japan and U.S.A. were absent but Canada and Mexico were there. The principal drawback was the wind on the course, and it was the C.1 class which suffered most. In making performance comparisons it must be stressed that the peak in the I.C.F. has become yet smaller. The team from the U.S.S.R. fared a little better than in 1971 but could not maintain the mastery shown in the Olympic Games. The Hungarian team improved considerably and so did the Rumanian, and though the team from East Germany collected the same number of medals as in 1971 the West German team fell back. In all the 18 World Championship Medals in Gold Silver and Bronze were divided between 13 teams in 1971 and between only 8 teams in 1973 as shown below:—

	Gold	Silver	Bronze
USSR	8	6	1
Hungary	7	4	5
Rumania	2	5	6
GDR	1	1	2
GFR	—	1	—
Belgium	—	—	1
Denmark	—	—	1

The IV Junior European Championships in Canoe Racing 1973 were held in Walcz/Poland from 3/5 August, on Lake Radun. The course was well set up and protected from side winds. 21 teams took part including teams from Canada and U.S.A.

Medal winning teams:—

	Gold	Silver	Bronze
GDR	4	3	—
USSR	3	2	2
Poland	1	1	2
Bulgaria	1	—	1
Hungary	—	3	—
Rumania	—	—	2
GFR	—	—	1
Canada	—	—	1

Arrangements for World Championships in Mexico 1974 Full details will be sent to all federations, but it has been suggested by the Mexican Organising Committee that charter flights could be arranged from Paris, Frankfurt or Amsterdam on 1st or 8th October with corresponding return flights on 23rd or 28th, and the cost should be in the region of 1,000 DM. A small number of boats could be carried on the charter aircraft and the Mexican Canoe Federation has purchased from Denmark 75 kayaks and Canadian canoes of all types for hire by teams for the duration of the Championships at a small fee of about 40 U.S. dollars per boat.

Competitors will be accommodated in the Olympic Sports Centre at a cost of about 10 U.S. dollars per day per person, and Officials, Journalists and others will be accommodated in good hotels. There will be a regular bus service between the course and the lodgings. Team Trainers will be provided with bicycles.

The 1975 World Championships in Canoe Racing will not be held in Spain as planned, but the 5th European Junior Championships will be staged in Valencia. Yugoslavia has offered to stage the World Championships on the River Sava, Belgrade, the same course as in 1971, and I.C.F. Board is favourably disposed to accept the offer. A final decision must await the next Congress in 1974 in Mexico. It is possible that there will be a double event, a combined operation, with the already arranged Slalom/Wildwater Championships in Skopje and the Racing in Belgrade, separated by a week, the Belgrade regatta being either a week before or a week after the Skopje competition.

Canoe Slalom in Augsburg 1973, the first since the Olympic Slalom, saw an entry from ten nations. In the absence of a team from East Germany, the West German Team dominated the scene and carried off nearly all the medals, except in Women's K.1 which was won by Kaeser of Switzerland with Sattler of Austria as Runner-up. In all the Team Events the team of West Germany gained first and second places.

1973 World Championships in Wild Water and Slalom were held at Muotathal in Switzerland from 21st to 24th June. The organisation was in the hands of the canoe clubs of Lucerne and Schwyz and they had to cope with most severe weather conditions. It rained non-stop for 60 hours and this caused not only a sharp fall in air and water temperatures but also a sharp rise in the level of the Muota. This hit, particularly, the slalom first runs. In spite of this the organisers made the best of it and carried through the full programme with a number of improvisations. These World Championships were smaller than last time, with 18 nations compared with 21, but one new nation was present, New Zealand. Hungary and U.S.S.R. sent no teams this year.

The wild Water races were held before the Slalom, and for the latter, the competitors were seeded into three groups according to their known performances. This system demonstrated that, even under such bad conditions many hold-ups could be avoided. However there seemed to be a general feeling that this classification should not appear in the programme, since it suggests discrimination.

It was satisfying to note a wider spread of medals between the teams, and the Swiss, as host country must have been very delighted to gain one Silver and three Bronze Medals. Likewise, the Netherlands which only took up Slalom a few years ago gained a Bronze Medal in C.2 Mixed. The East German Team did not compete in the Wild Water Races.

Medal Winning Teams:

	Wild Water Race			Canoe Slalom	
	Gold	Sil	Br	Gold	Sil Br
G.F.R.	7	4	3	1	— 2
G.D.R.	No entries			3	3 4
Czechoslovakia	—	1	1	2	2 —
U.S.A.	—	2	—	2	1 —
France	1	2	1	—	— —
Belgium	1	1	1	—	— —
Austria	1	—	1	1	— —
Switzerland	—	—	3	—	1 —
Poland	—	—	—	—	2 1
Netherlands	—	—	—	—	— 1

The I.C.F. Board has rejected a proposal that Wild Water Racing and Slalom World Championships be held every year. It has agreed a proposal for Europa Cup Competitions based on three European competitions in W.W. and Slalom. These competitions will provide a high point for the years between World Championships, and will be carried out in the even years, starting with 1974.

J. W. Dudderidge

Circumnavigation of Anglesey—contd.

Straits our spirits rose considerably, it was a fabulous night with the moon rising higher in a clear sky, a mist rising gently from the flat calm water, and patches of plankton in the water brighter than I have ever seen before transforming the bow waves of the canoes into silver fountains against the dark sea.

We made good time down to Beaumaris and as the tide was slack there we stopped for some soup and a chat, "We're looking for an Icelandic Gun Boat" said Ian to a lady with her dog, "Did you see which way it went?". "Thataway" she replied, sounding so confident that we nearly started to worry ourselves! Carrying on through the moored shipping, including a half-pint galleon, we arrived at Menai Bridge and the Swellies and took the straightforward course by the

Left: John Chamberlain, Ian Tatam and George Bazeley after their trip round Anglesey.



S. Bank to keep well clear of the fish traps. Even so the turbulence and noise was eerie.

After a further hour paddling the lights of Caernarvon came into view and we began to discuss the whereabouts of the narrow exit to the Straits, I anticipated it being daylight when we reached this point so had not made a note of the navigation lights in the area. A red flashing light was visible to the left and a pair of white lights off to the right, so we opted for the white lights but these turned out to be mast-head lights of some moored sailing boats, after this we waited to see which way the current was flowing and then turned with it towards the red flashing light which suddenly changed to green as we entered the deep water channel and we passed through the Bar, having completed the Menai Straits from Penmon in the excellent time of just 4 hours in conditions which were perfect in all respects.

To be concluded.



LINTON DIVISION II SLALOM, JULY 1973. This new course, more appropriate to Div. I than Div. II, was designed by Manchester Canoe Club around a fish ladder and sluice waterfall on the River Ouse near York. It presented competitors with some unique difficulties. The competitor here tackles one of the stoppers within the ladder. High walls which enclosed the stepped descent helped to cause unusual water conditions, and the shore rescue party, who of necessity were always present, had a busy weekend staging many fine rescue operations!

Photo: John

**your club's events
will be printed in the
BCU calendar 1974**

if

you send details to the Editor
to arrive no later than
9 February

★ The Army Canoe Union White Water Championships planned to be held at Richmond, Yorkshire, in late November were cancelled because of the fuel crisis. An army spokesman said that it was because the majority of participants and spectators would have to travel by motor transport.

STOP PRESS

WE'RE ON THE MOVE AT LAST

The B.C.U. moved its offices in the first week in December. Our new address is:—
70, BROMPTON ROAD,
LONDON, SW3 1DT.
Telephone 01-584-9229

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★ Canoe Trailer ★ Spray Covers ★
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THE CANOE CENTRE, 18 BEAUCHAMP ROAD,
TWICKENHAM, MIDDX. Tel. 01-892-8979.

Further limitations on total loss claims

PLEASE BE WARNED

Due to the increasingly large number of accidents arising in whitewater and surfing conditions, resulting in canoes being written off, all canoe insurances commencing or being renewed on and after 1st January 1974, will be subject to a condition that:

Payment of a total loss claim arising from participation in any whitewater (Grade II and above) or surfing activity, whether competitive or not, shall be limited to 66⅔% of the sum insured, after taking into consideration the deduction for age.

This is in addition to the existing warranty that payment is similarly limited where the total loss of an insured canoe arises during participation of **any** competitive event. (TOTAL LOSS refers to non-recovery, or damage beyond repair).

These are the only terms on which the Underwriters are prepared to renew the master policy from 1st January next, after yet another financially disastrous year.

PLEASE BE WARNED

A number of claims have been made this year where canoes have come adrift from roof racks of moving cars.

Those members who read the March edition of Canoeing in Britain will have seen the Underwriters' recommendations that canoes should be tied to the car bumpers with bow and stern lines, **in addition to** elastic straps on the roof rack.

At least one member has been threatened with Police proceedings for carrying a dangerous load, after the canoe which was fixed to their roof rack by elastic straps only, came adrift on a Motorway when the hooks at the end of the straps opened up under considerable wind force encountered at speed.

It does not need much imagination to visualise the chaos and horror such an accident could cause.

Please be warned that if claims continue to be received for canoes leaving roof racks when under way, where elastic cords only have been used, the Underwriters will consider excluding such claims from the insurance in the future.

Please Note that your canoe insurance only covers the damage to the canoe when it comes adrift, NOT the damage and/or injury caused **by** the canoe to other cars or persons. This comes under the Third Party Section of your car insurance.

JOAN BAKER

★ St. John Wall School in Birmingham and the Edinburgh Schools' Canoeing Association have been awarded the British Schools' Canoeing Association Certificates of Commendation in recognition of impressive development of canoeing activities and expedition work respectively.

The B.S.C.A. is now considering introducing Expedition awards to encourage exploration and travel by canoe.

L D

INTERNATIONALS IN 1973

NORWAY

As a result of the very poor organisation, and the unexplained disqualifications of some of our paddlers at last year's Sella Race, the L.D.R. Committee decided to send a team to the Norwegian International in Tonsberg this year, instead of going to Spain. We were made very welcome by the Tonsberg Kajak Klubb.

The race, the 'Nottoroy Rundt' is 32 km. around an island, some 100 km. south of Oslo, in the Fjord. The water conditions were a confused 'chop' for most of the course, mainly due to the hundreds of small craft that use this very beautiful area.

L.D. racing in Norway is mainly in K1 and this class provided the largest entry. The local hero, Egil Soby, who was in the Mexico Gold Medal K4, was paddling K1, and there had been a tremendous amount of publicity about his attempt on the nine year old record of 2-32-32. The Norwegians also had a very strong K2 pair, R. Olsen/J. Johnsen.

The K2 mass start saw William/Haskey (Royal Engineers), contesting the lead with the Norwegians, with Brown/Hubbard 3rd. After 6 km. Haskey broke a paddle, which put them out of the race, leaving the Nottingham crew to take second place, with the

private Nottingham entry of Speight/Oliver 3rd.

From the start of the K1 race Soby, and Tore Bergen, went straight to the front and, paddling at a tremendous pace, soon opened up a huge lead, which they maintained for the whole race.

Terry Fieldus (Wey K.C.) had a good start and was well up in the field for the first 8 km. before being overtaken by Chris Tatam (Newham) and Loz. Hambrey (Worcester). Fieldus, however, now coping with the conditions very well, passed his team mates at the 15 km. mark, and from this point there was little change in the positions for the top half of the field.

The Junior K2 pair of Chrimes/Dobromyski from Nottingham, paddled very well into first place, after taking the lead with 8 km. to go, and the Junior K1's, Jon Burr (Litchfield), and Nigel Clarke (Royal), did well on this very tough course to finish 3rd and 5th. Eve Nichol, (Newham), took first place in Ladies K1, a very fine effort on a course that saw many paddlers retire.

Soby was in fact disqualified the day after the event, following a television film showing him taking a rest on a dinghy during the race.



A junior competitor portages Powick Weir with an Espada K1 during the National Long Distance Championships at Worcester, 1973. Photo: Dave Lewis

Solo Blind Canoeist Paddles Channel in 8½ hours

Three short blasts on a whistle followed by one long blast just before the wash of a passing vessel hit his 14 ft. Ottersports T1 touring canoe was the only warning sightless canoeist, Dennis Moore, had of variations in the water conditions as he followed the sound of his escort boat's engine.

He set off from Folkestone on 26th October with only 20½ hours sea canoeing behind him. Good wind conditions were essential, in fact it never exceeded force 2 for the whole journey, although a light chop was experienced on the Varne Sandbank.

The only real difficulty was that low flying

aircraft could drown the sound of the escort boat's engine and transistor radio (which was a supplementary sound source), so a Maserati air horn was used at such times to indicate direction.

THE BOOK OF CANOEING

Dennis J. Davis (Arthur Barker — £1.25) This book would serve as an introduction for the complete newcomer to canoeing. The author shows how to build a plywood canoe and its accessories. There is included basic information on the history of canoeing, basic strokes, youth groups, canoe camping, inland and sea expeditions, competitive canoeing and maintenance. The book is easy to read but includes more details for the novice. R. N. CASTLE

THE GUDENA MARATHON

The entry of 400 canoeists for the 6th Tour de Gudena provided, perhaps, the best ever long distance race in Europe, with large contingents from Holland, Germany, Sweden and Finland, the standard of paddling being very high.

The Senior and Junior K1 and K2 course of 120 km. is divided into 5 stages, over 2 days. The mass start on the Saturday is followed by 2 stages of 31 and 17 km. with a ½ hour rest in between. The aggregate time over the two days decides the places.

The K1 race was initially marred by a bad start, which found several Danish paddlers well in front of the line when the gun went. Of our paddlers, only Mason and Fowler were able to overcome this set back, and make their way up to the leading group. At the 20 km. mark, after crossing the large 'Mossa' Lake, which was very calm, Mason was in the front group of 4, with Fowler in the third group, and all our paddlers in the first 25. These positions did not change much before the end of the first day and, on the sprint in, Mason was 4th, seven seconds down on Sorensen, Denmark, with Rasmussen (Norway) and Jorgensen (Denmark) 2nd and 3rd.

All our K1's got away well at the start of the second day and nearly all had improved on their overall positions by the end of the third stage. Mason came in with Sorensen and Magard (Denmark), thus putting him in 2nd place. Knowing that he had to hold his lead over the second group which contained Rasmussen and Jorgensen, Norman was forced to make the pace for the last 50 km., dropping Magard at the start of the 4th Stage.

Sorensen finished, after moving in front at the 1,000 metre mark, 10 seconds up on Norman and 5 seconds up on the second group. This was perhaps the best ever performance by a British paddler in an L.D. race and the Danes proclaimed it as the best ever by a visitor.

Fowler paddled extremely well on the second day, finishing with the second group to take 6th place.

The K2 race was dominated from start to finish by the Danish crews of Pape/Brix and Andersen/Hansen, with 10 minutes between them at the finish. Tilford/Greenway, with an excellent performance on the second day, moved up the field to take 4th place.

IRELAND

The 13 members of the team for 'The Liffey' arrived in Dublin a day before the race, in order to study and paddle over the more difficult parts of the course.

The K2 senior class was led from start to finish by Fowler/Hambrey (Wey/Worcester), who paddled, and negotiated the weirs, in a faultless race to break the K2 course record. Hubbard/Oliver (Nottingham) broke both their paddles on the last weir and were beaten into third place by Keating/McLean (Ireland).

We gained a 1-2-3 in the Senior K1 with Dave Lawrence (Royal C.C.) paddling an excellent race to break the course record. His club mate, Geoff Tilford capsized at Lucan, and Norman Mason (Nottingham) went for a swim at Straffon and Wrens Nest, but they were still good enough to take 2nd and 3rd place.

In the Junior classes, Peter Gorman (Royal) and the Longridge crew of White/Harding took 1st places in K1 and K2. Brown/Sherriff (Wey) had a disappointing race, finishing 5th. In the Ladies K1 Eve Nichol, a private entry from Newham, took 1st place from Sheila Burnett (Longridge). A very good performance by the girls.

The private entries of Matthews/Malan (Pangbourne) and Tucker (Itchin Valley) won the Touring Doubles and Singles classes to give Britain a clean sweep.

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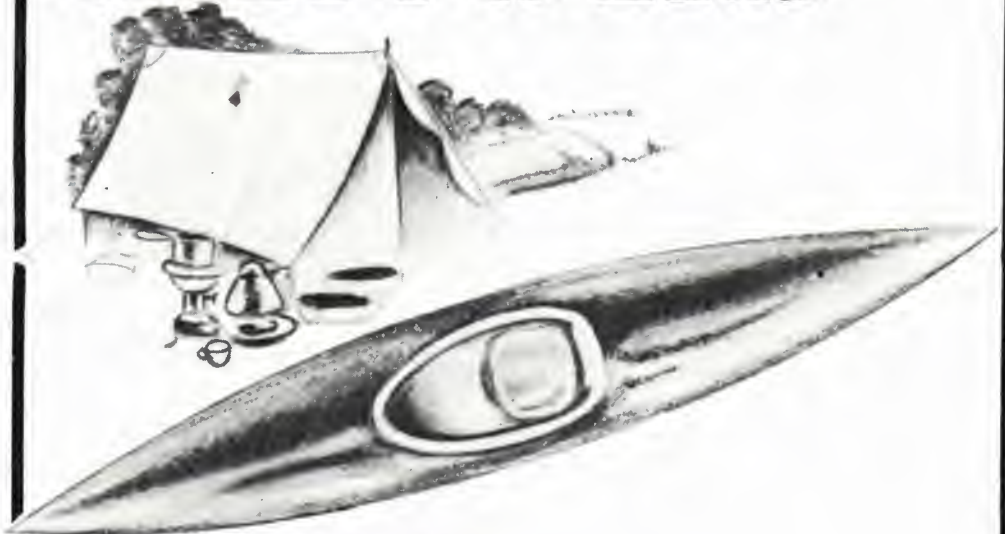
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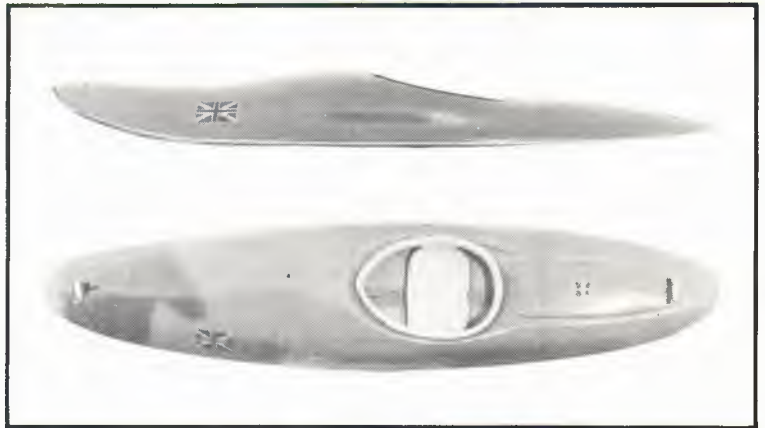
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