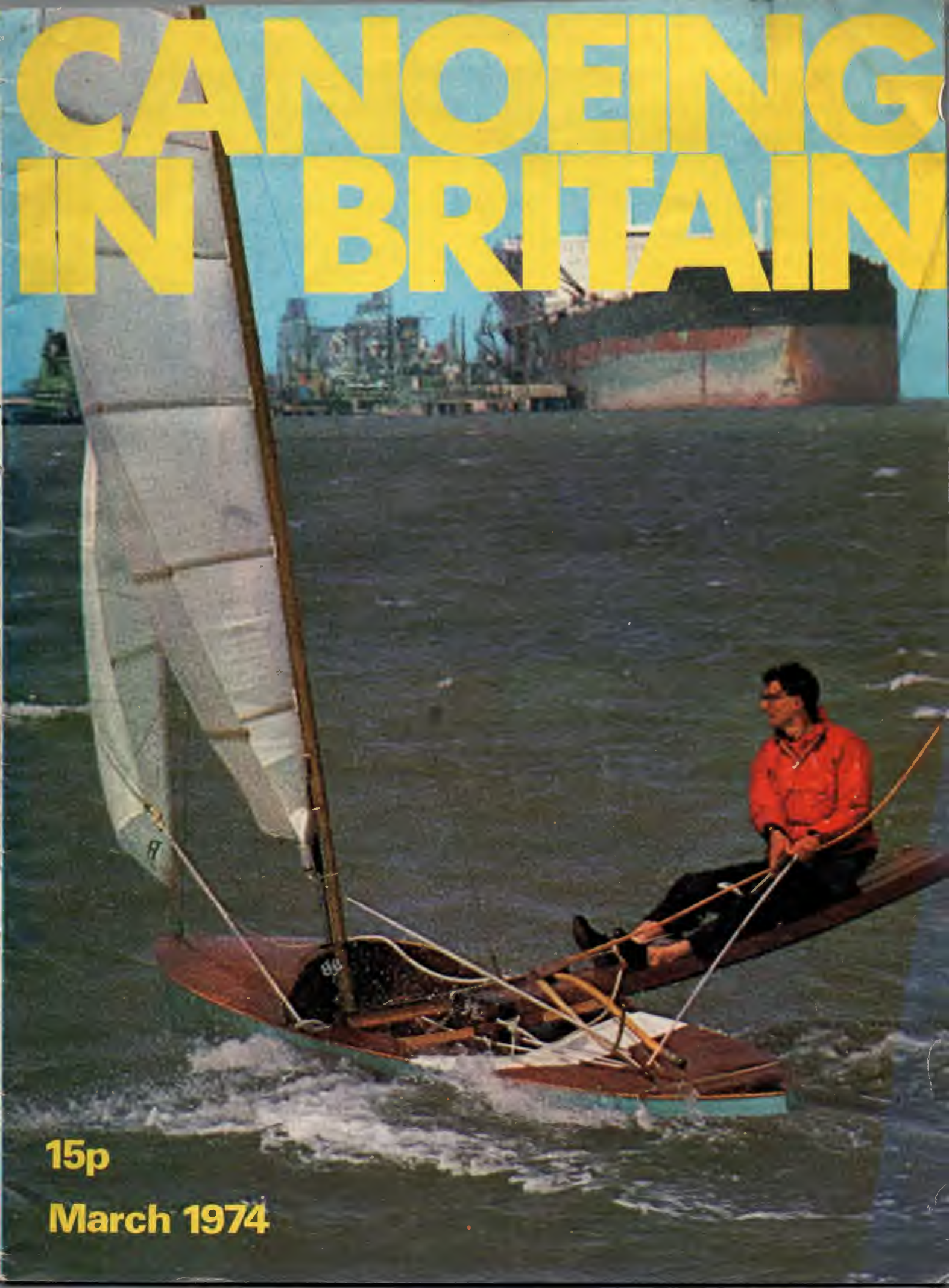


CANOEING IN BRITAIN



15p

March 1974



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CANOEING IN BRITAIN

ANNUAL GENERAL MEETING

SPECIALIST COMMITTEES TO DEVISE OWN CONSTITUTIONS

BCU Meeting retains Proxy Voting

This year's A.G.M. was held at the Central Polytechnic's new Science and Engineering building where, including a full muster of the Council, a total of 62 people presented themselves, not a very comprehensive or representative turn-out for a voting strength of over 5,000 but perhaps the uncertainties of transport prevailing at the time and not disinterest was the main factor responsible.

Geoff Sanders, Chairman of Council, presented the Annual Report. He congratulated John Dudderidge on his appointment as Deputy Chairman of the British Olympic Association, Doug Parnham for reaching the finals of the World Sprint Championships in Finland (the first British paddler to achieve this for ten years) and Helen Woodhouse on being runner-up in this year's "Miss Sports World" competition.

He touched on the vicissitudes which have befallen "Canoeing in Britain" and thanked the present team for effecting a rescue operation at very short notice. He also commented on the most successful first international at Holme Pierrepont and the work of the Development Project Group considering the future role and structure of the Union and its parts.

Finally, he announced that the Union had applied to the International Canoe Federation for permission to hold the 1979 World Championships in both Sprint and Slalom at Holme Pierrepont.

The accounts were also accepted — with a deficit of £403.00, the first in 3 years. The re-election of John Dudderidge as President of the Union and Ted Owen as Hon. Treasurer were confirmed.

The results of the ballot for the election of Council members was announced: Maurice Rothwell, Geoff Sanders, Margaret Bellord, Jack Spuhler, and Mick Colgan were elected out of the seven who had been proposed. 180 ballot papers were returned, of which 17 were invalid for various reasons.

The President of the Union presented the Union's Award of Honour to Fred Westington in recognition of his long service as Treasurer to the S.C.A. and Awards of Merit to Jack Travers for his work as National Youth Officer and as Chairman of the Corps of Canoe Life Guards, and Nick Barber for long service as Treasurer to the L.D.R. Committee. The Trophies were then presented by Hein Thelen.

The next — and some might say the main — business, the consideration of the motions, then began.

The first motion was to the effect that the Council of the Union should take more eff-

ective steps to keep the membership and the Specialist Committees informed of what they were considering. Ian Pendleton spoke eloquently in support of his motion and Geoff Sanders accepted the need for communication and, on behalf of the Council, undertook to see to it that as far as possible the Council would take steps to keep the Union abreast of what was going on by such means as seemed suitable. The motion was passed on a show of hands.

The next motion, (proposed by the Coaching Committee) was a simple one altering rule 31 so that part-time employees of the Union (e.g. the National Coaches) would be able to sit as voting members of Committees. This was straightforward, aroused no ire and was unanimously accepted.

The third motion taken proposed that proxy votes should be eliminated from general meetings. Obviously this was highly controversial stuff, and the debate was no disappointment. Some members clearly feel that only those who take the trouble to turn up at general meetings should be allowed a vote, but, on the other hand, there is the argument that those members who would be present in person if they were able, should not be denied the right to record a vote, because they could not be. In the end, the motion was put to a poll and — perhaps not surprisingly — was defeated. More interesting was the fact that the members actually present voted heavily (47 to 13) against, so, in effect, the motion would have failed even if no proxy votes had been recorded.

The next motion taken (No. V on the order paper) concerned the composition and constitution of the Specialist Committees (Rule

(cont. on P. 6)



Photo: Bill Richmond.

EDITORIAL

90

Sails talk

Looking back through my copies of C in B, I found that the last time we had a sailing canoe on the cover was in June, 1964, almost ten years ago! Not that we were ever swamped by vast piles of transparencies of this exciting minority branch of our sport — in fact, good canoe sailing pictures were hard to come by. Hopefully, this month's cover makes amends for the long gap.

Canoeing Incomplete

One or two familiar Long Distance events are missing from the 1974 B.C.U. Calendar, as a result of the new policy of the Long Distance Racing Committee. It was explained in our September 1973 issue that it was felt desirable to bring the increasing number of open events taking place outside the ranking system under the jurisdiction of the L.D.R. committee. On Council's instruction, where the organisers have not registered an event with the committee, the event has been omitted from the calendar.

Slalomists prepare for Stopper

The slalom committee's contingency plans to extend the scope of their events in the event of petrol rationing seem, at the time of writing, unlikely to be needed, thank goodness. They are nevertheless all drawn up, and ready for implementation on the 3rd Saturday after rationing is formally effected.

Resin Rockets

A more immediate effect of the oil crisis is now manifesting itself, namely, the price of glass fibre resin, which is an oil derivative. There is no processing plant for synthetic resins in this country, and firms such as D. Carter of Speke, Liverpool import vast quantities from Europe. Price rises of over 130% have been experienced in the past few months, the prices are still rising and are likely to continue to do so.

Under these circumstances, manufacturers will obviously be unable to hold prices to the relatively low level we have been accustomed to paying. The £100 slalom boat will be with us this year.

And Now, Something Completely Different . . .

Thanks to all the people who submitted articles and photographs for this issue — perhaps when "Canoeing in Britain" goes bi-monthly, as proposed by Council in this issue, there will be space for more of the interesting things you send in. Although I am not involved in the discussions at present taking place, my personal view is that a full colour heat-set web-offset newspaper-type periodical might offer a number of production and price advantages without impairing the image of canoeing which C in B has tried to project and develop over the years.

Jack Levison

ACTING EDITOR

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Peter Dawson

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.

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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.

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,
The British Canoe Union,
70 Brompton Road,
London, SW3 1DT.
Tel: 01-584-9229.**

COUNCIL BUSINESS

Geoff. Sanders (Chairman of Council)

Appointments

The Council had its first meeting immediately after the A.G.M. on the 26th January and met again on February 9th.

The following appointments have been made for the year:—

Chairman of Council : G. Sanders
 Vice-Chairman of Council : E. B. Totty
 Chairman of Competition Committee : R. W. Emes.
 Chairman of Access Committee : R. F. Tyas.
 Chairman of Central Management Committee : R. J. Jones.
 Films Officer : C. M. Rothwell.
 Representatives : on B.O.A. : A. D. Harber.
 on B.S.C.A. : M. Colgan.
 on N.S.S.A. : L. Gee

Development

An impressive number of members of the B.C.U. returned the questionnaire forms which were sent out with the September issue of 'Canoeing in Britain'. These have been scrutinised by members of the Development Project Group, and a report of the findings is included in this issue. Our sincere thanks to all who helped in this way; your contributions have been most valuable.

'Follow-up' action has already been taken in a number of directions. In order to examine present problems at H.Q. and to improve the service offered to members, a **Central Management Committee** has been set up. The period of membership renewal, the busiest time of the year for the staff at H.Q., has been made very difficult indeed this year by the removal of office in December to Brompton Road, and by the failure to recruit new staff.

The questionnaire returns revealed that a

73) changed by the A.G.M. in 1973 at Bury and reversed by the Special General Meeting at Birmingham last October. This has been a bone of contention for some time. Now the membership was asked to approve a rule change which would allow each Specialist Committee to devise its own "constitution" to suit its particular needs, subject only to the approval by the Council of the individual constitutions.

Everyone seemed to agree in principle with this idea and the only significant points raised in the discussion were exactly when it would take effect if passed and whether or not it was premature, in view of the work being done by the D.P.G. The President clarified the first point by stating that it was the view of the Council that the rule, if passed, would take effect as and when the constitutions proposed by the various Specialist Committees were ratified by the Council. As to the second, the motion was put to the meeting and carried on a hand vote by 45 to 6. Rule 73 now reads:

"Each section of the sport shall be managed by a Specialist committee elected according to and governed by rules approved by a general meeting of the Section . . ."

Motion II on the order paper, which sought to amend the amendment passed at the S.G.M. at Birmingham, provoked considerable discussion as might be expected. However, the passing of the previous amendment had "de-fused" the situation by empowering the Specialist Committees to develop their own rules and this was explained by the President who proposed to the meeting that it should accept an amending decision to the effect that the rights of members in constituent organisations which were granted at the Birmingham S.G.M. should be considered remaining in force until the proposed new constitutions were ratified, regardless of whether this particular amendment was passed or not. The meeting accepted this

large number of our members take part in sea touring and surfing, and the Council is to undertake a feasibility study to see how the interests of these canoeists can best be served by the B.C.U.

The returns to the D.P.G. questions show that members obviously value "Canoeing in Britain", though most would prefer it to be issued more frequently. With this in mind Council would like, as a first step, to produce "Canoeing in Britain" every two months instead of quarterly as at present. Nothing is yet firmly settled, although it is likely that, if the magazine is made into a bi-monthly, its format will need to be changed.

Following discussions at the A.G.M., the Council is to investigate the use of **proxy votes**. In defeating the motion to abolish proxy votes, the members at the A.G.M. obviously felt that such a method of voting offered important safeguards to the membership, but it is desirable that ways should be found to prevent the abuse of the system.

A **Rules Sub-Committee** has also been established by the Council to advise specialist committees on the formulation of constitutions, now required for each section of the sport, and to 'vet' proposals before they are submitted for the approval of Council.

Council believes that there should be closer liaison with canoeists in **H.M. Services** and, with this in mind, are inviting an observer from the Joint Services Kayak Association to attend meetings of Council.

The Council plans to meet some six or seven times in 1974. Its members are anxious to do what is best for the development of canoeing in this country; please remember that they are your representatives and do not hesitate to approach them if you feel strongly about any aspect of the work of the B.C.U. or have any constructive suggestions to make.

with a unanimous vote and then passed the motion, also unanimously.

The sixth and last motion proposed to amend a clause of rule 73 which had already been deleted by the passage of the earlier motion. Under the circumstances, the proposers, (Messrs Edwards and Carvell) successfully asked leave of the meeting to withdraw it from the order paper.

The following trophies were presented by Hein Thelen during the A.G.M.

Sprint Racing

The Thistle Cup (North and South Match) won by the South.

The Dexter Cup (Junior K1 1000m. Nat. Champs.) won by K. EPPS.

The Farnham Cup (Senior K1 1000m. Nat. Champs.) won by D. LAWRENCE (Royal C.C.).

The Unwin Bowl K1 10000m. Nat. Champs.) won by D. PARNHAM.

The Femina Trophy won by Clare FOULDS.

The MacGregor Paddle (for the most number of points in competition throughout the year) won by Richmond Canoe Club.

Long Distance Racing

The Independent Challenge Trophy (Mens K1 Nat. Champs.) won by D. LAWRENCE (Royal Canoe Club).

The Pairs Shield (Mens K2 Nat. Champs.) won by D. SMITH and N. JACKSON Worcs. C.C. and Grappenhall C.C.

The Sella Cup (Junior K1 Nat. Champs.) won by P. GORMAN (Royal C.C.).

The Bruce Pairs Cup (Junior K1 Nat. Champs.) won by S. BURNETT (Longridge C.C.).

The Penelope Worth Trophy (Ladies K1 Nat. Champs.) won by S. BURNETT (Longridge C.C.).

The Rhodes White Trophy (Most wins in Senior mens singles in ranking LDR's) won by K. TOPHAM (Viking C.C.).

The David Shankland Trophy (Most wins in Ladies singles in ranking LDR's) won by S. WRIGHT (Grappenhall C.C.).

POSTBAG

Lifjacket or Buoyancy aid ?

Dear Sir,

With reference to my letter published in the December issue, while I realise it may be necessary for reasons of space to cut letters, I feel you have done a serious disservice to canoeists in general by omitting the following:

"It (the uninflated B.C.U. approved life-jacket) does not, nor is it required to do so by the B.S.I. tests, turn an inert body into the survival position. It will hold a body in this position, but it will also support a body in a face down position.

Supporting an inert body in (NOT putting it into) the survival position, is the ONLY requirement in the B.S.I. tests which applies to the uninflated lifejacket. All other buoyancy and self righting tests are made with the jacket inflated and are therefore irrelevant. This is not generally appreciated and I am sure you must agree that it should be."

With regard to the editorial comment, I think I made it clear I was not referring to an open water situation.

I would be interested to know how the figure of 13½ lb buoyancy was arrived at. I would have thought that the problem lay not in the amount of buoyancy but in its distribution. It is much easier to swim wearing a buoyancy aid of more than 13½ lb buoyancy than it is wearing the approved garment. I was not suggesting that buoyancy aids of 35 lbs buoyancy were required or even to be desired. A compromise is obviously necessary.

However the question remains: is the B.C.U. approved lifejacket to be regarded as a buoyancy aid on rivers and in surf? All the evidence suggests that it is, and so, again we must ask whether it is even a reasonably good one. The evidence suggests that it is not.

Musselburgh.

Malcolm Hunt.

Dear Sir,

I have read with considerable interest Mr. Malcolm Hunt's letter on life jackets and buoyancy aids in your December issue. Although there is a great deal of logic in his arguments, I think that he has missed one very important point. The difference between a life jacket and a buoyancy aid is not only in the amount of buoyancy but is also in the position of that buoyancy. A life jacket, when fully inflated, will turn the wearer onto his back and keep him in the leaning-backwards position with his face clear of the water even if he is unconscious. To do this it must have buoyancy on his chest and at the back of his neck but not on his back. Most buoyancy aids, including nearly all those which appear in your December issue, would not do this and would almost certainly allow an unconscious person's face to fall forward into the water.

The type of life jacket which I have, and use when necessary, has no permanent buoyancy but it can be worn either partly

The Barber Trophy (Most Espada wins) won by Graham HOLMES

The Hasler Trophy (The club with most points from 8 ranking races) won by Nottingham Kayak Club.

Slalom

The Streamlyte Challenge Trophy (Mens C2 D. ALLEN & L. WILLIAMS (Don Valley C.C.))

The White Water Magazine Trophy (Ladies K1) PAULINE GOODMAN (Stafford and Stour Canoe Club).

The Philip Haywood Memorial Trophy (Mens K1) RAY CALVERLEY (Manchester Canoe Club).

inflated or fully inflated. In each condition it provides buoyancy at the back of my neck and on my chest but, when fully inflated, it provides much more buoyancy on my chest. When partly inflated, it will keep me in the correct position but a little low in the water and it is unobstructive and reasonably comfortable. The process of fully inflating it when in the water is not as difficult as Mr. Hunt makes out, but I must admit that it would not be very easy under some of the conditions mentioned by him. I am well aware that, if my lifejacket were ripped open by a sharp rock, it would be as useless to me as most buoyancy aids would be if the wearer were immersed in very cold water for a long period, say $\frac{1}{2}$ hour at 40° F or 1 hour at 50° F, and became unconscious as a result.

It appears that the type of life jacket or buoyancy aid which is best under one set of conditions is not necessarily best under another set of conditions. I am not competent to give an opinion on what is best for slalom or wild water racing but, for a lone canoeist on the sea or lake and well away from the shore when the water is cold and rough, I will back my life jacket against any buoyancy aid.

Manchester. _____ R. Dickin.

Dear Sir,

At a recent conference for coaching organisers I was surprised at the strength and depth of feeling against lifejackets and pro good buoyancy aids.

Are we not missing one or two vital points however? The first being that there is a lot of difference between open or moving water, and placid water situations. There is a difference between a single instructor taking a group of eight beginners afloat, and a club situation where eight proficient canoeists might be around with one or two beginners 'having a go'. There is a vast difference between the club situation, with a gradual build up over a number of weeks of short sessions, and a Centre situation where total beginners are taken through a weekend, or four or five day course. Whatever one says on these points will be taken the wrong way by those who wish to do so, but it does seem to me that a common sense approach is possible.

Where one is faced with complete strangers of unknown ability and foibles, and the only water one has to operate in is capable of becoming difficult, it is surely only logical to equip the students with a life saving jacket. It is a fact that local authorities will require the maximum recommended protection against drowning. Nothing will change this, and the lifejacket gives sufficient answer. Yes, it does have to be inflated for full protection, but even so buoyancy is correctly distributed, and stringent tests over a number of years have proved its life saving merits. There are other considerations besides buoyancy — correct angle of flotation, keeping the body still, turning to meet the wave correctly, and supporting the head in case of an unconscious person. Even an uninflated lifejacket does these jobs better than a buoyancy aid.

A proportion of the population are sent unconscious by immersion in water below a certain temperature, and how does the instructor know beforehand? Or how does he know who is going to panic, or what strange maladies will be produced at the most inopportune moment? And all this in spite of signed statements to the effect that the student does not suffer from any physical defect.

Certainly when one has seen a beginner develop, become a canoeist, and has paddled with him for a period of time, then the change from a lifejacket to a buoyancy aid should cause no heartache or soul searching. Speaking personally I would prefer a lifejacket for a serious sea expedition, but a



Cold paddle — Northumberland River Race on the Tyne, December 1973.

Photo: "Mel"

buoyancy aid for slalom, surfing and general 'messaging' I'll take a chance on being knocked out! I believe I have that choice, and so does every other canoeist. But where I am responsible for the wellbeing of others, who are a totally unknown quantity to me, then I like the strength of the lifejacket 'insurance' around them — and my future!

G. C. Good,
Calshot, (L.C.O. Hants.)

Dear Jack,

Your correspondent Malcolm Hunt queries the official attitude of the B.C.U. in its stated policy that the correct type of life jacket to wear is one that bears a B.S.I. kite mark, and you ask for our comment.

This query keeps cropping up. We give our reply and one generation is reasonably satisfied. Then the next generation comes along and we have to start all over again! It is matter of education; but there are times when I rather wish we passed on our knowledge genetically, like the instincts in bees. It would save an awful lot of repetition!

A long time ago, when the business of life-jacket-wearing was very young, the B.C.U. decided that those to B.S. 3595 were too expensive and we would accept garments made similarly but without the mark. Then one manufacturer turned out a lot of life jackets of a very much inferior material, saying they were to B.C.U. standard, and the B.C.U. got into serious trouble. With that lesson firmly learnt we resolved always in future to support something with a very powerful warranty of manufacture behind it. Such a warranty is provided by the British Standards Institution.

I do not wish to infer in any way that the buoyancy aids manufactured to S.B.B.N.F. standards do not also have a warranty; but the B.S.I. went further in their tests in that they experimented at length and with the aid of the Royal Navy as to exactly what happened to an incapacitated human body in the water, and how best such a body could be prevented from drowning. The result was the life jacket to B.S. 3595 as we know it to-day. The S.B.B.N.F. do not regard this as so very important. For instance they disregard the specific gravity of a person. A large, fat man of 22 stone is far more likely to float happily without any aid than a thin little skinny chap of 8 stone. More Africans

are sinkers than Europeans. All of this matters.

Even so the figure of 35 lb F is a compromise anyway. If we want to ensure somebody remaining afloat properly we ought to have something like 55lb F and even that is not enough in certain circumstances. But how on earth is one to stow 5½ gallons of air round a body?! I doubt if he could even see out!

Next, although the B.S.I. approved the two-stage jacket as one of six types, it rapidly became apparent that the lower stage of 20 lb F was too high for the comfort of either canoeists or sailors, both of whom had occasionally to go down to escape. The I.C.F. had set a minimum buoyancy of 6kgs., which is just over 13 lbs., so I got the B.S.I. to accept 13½ lb F as their minimum. Please note that it is a minimum. Manufacturers must exceed this amount to ensure their warranty. I wonder whether Mr. Hunt gets his statement from that "buoyancy aids . . . have a buoyancy of 18/20lbF and upwards", and whether he has ever got stuck in a stopper, swimming, with one on?

Now another quotation from Mr. Hunt: "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. (/B.S.I.) jacket" (my insertion) Is he sure? Or is he speculating? "Adequately buoyant" I have shown above the kite marked jacket to be. "Comfortable"? Well, I have worn both a buoyancy aid and a life jacket at the same time—in a blizzard—and was perfectly comfortable, thank you! Whenever I read this remark I always feel that the writer either has never worn one;

OR if he has, he did not bother to find out how to put it on;

OR if he did, he only wore it briefly;

OR he resolved to dislike it, like a spoilt child and his clothes, before he even started.

"Unobstructive"? see "comfortable".

"Easily and securely fastened?" The time limit set by the B.S.I. for putting on life jackets properly is 30 seconds. Once on, the device is tested to lift you completely out of the water even if you weighed 500 lbs (62½ stone)! Will a buoyancy aid allow this?

"Warm"? I agree. And this is the one serious failure of the B.S. type jacket. I am

at present fighting hard to get a manufacturer to turn out a jacket to help keep one warm, and I am also pressing the B.S.I. committee to devise a standard covering this, though it won't be easy. I know two manufacturers who are working on this very thing. When they succeed they will have my wholehearted and unconcealed support.

Finally, and perhaps most importantly from the point of view of anybody in authority, the well-worn adage: "When I find myself standing in front of the coroner, have I got all the right answers?"

Oliver Cock,
BCU Director of Coaching.

Dangerous Declines

Dear Sir,
Reading though "Postbag" in 'Canoeing in Britain' (December, 1973) I was quite horrified to read Ken Higgs letter concerning a method of fitting declines.

Although I don't like deck lines myself, I can see that they can be of some assistance when a person in the water is trying to remain in contact with his canoe. However, if people are going to encourage the use of these lines, please keep them well clear of the cockpit. If the line works loose it can become entangled round the paddle or body during a capsize and be dangerous.

As a Senior Instructor, please could I propose the following method of attaching deck lines:



The line is run through the bow hole and along the deck. Two holes are drilled in the deck as for a paddle-park, and the two ends of the line fed down through the holes.

To tension the line, the ends are joined (inside the canoe) by a short length of bungee cord. This gives a very neat and secure deck line.
Alan J. Hale.
Gosport.

Dear Sir,
I'm afraid I must point out a safety hazard within Ken Higgs' letter last quarter with regard to safety lines on canoes.

One of the points laid down in the new safety standards for canoe construction by the British Canoe Manufacturers Association is that the painter must be held **away** from the cockpit coaming, and not allowed to loop around it as suggested in Ken's letter.

While it is true that, tied correctly, and under normal conditions, the painter will remain in place, any slight slackness in the painter, together with, say, a rather rapid abandonment of the canoe could easily force the painter from the rim and the noose is already around the canoeist, ready to tangle waist or ankle.

Ken's idea is good only if the painter is held away from the cockpit by correctly placed fairleads firmly fastened to the deck. Then a slack painter cannot form a loose noose!

Frank Goodman.

Summer Bat Competition?

Dear Sir,
In respect to the National Bat Polo Championships' the club for which I play, and many others, have been handicapped by holding this competition in the winter months. Our club has no access to indoor heated swimming pools and quite a few

practice sessions have been lost for the following reasons:

- 1) Darkness does not allow practice in the evenings.
- 2) Two inches of ice on our local river.
- 3) Opponents are hard to find at 0 centigrade.

For clubs that do have the use of swimming pools the winter is fine but could it not be considered to move the competition forward to the Spring or Summer months.

P. C. Wood
Bishops Stortford & Dist. C.C.
Ware.

The Leven

Dear Sir,
I have just returned from the Leven, after competing in one of the Leven Wild Water Tests which are held throughout the year. These tests to my mind are some of the best canoeing that can be had, the organisation is first class, and thanks to the negotiations of Eric Totty, an excellent river is made available between eight and ten times every year.

Unfortunately as at many other events, large groups of rude incompetent "Canoeists" are starting to swamp things. On this occasion one of the local farmers had received abusive comments from canoeists when he approached them to complain about their being in a field which contained Ewes in Lamb. If that alone is not enough, at the finish point in the mill yard, although there is a notice on the organiser's car asking people not to take cars in, large vans, and cars with big trailers, capable of holding twenty canoes, insist on driving into the mill yard to load up, and even have the cheek to say to the organiser, "but I only want to load up. I am not going to park."

Why, oh why, can't people be thankful for what little good canoeing water and access agreements we still have left, and respect them.

(Sheffield C.C.). Ken Rooker.

More Trailer Trouble

Dear Sir,
I am writing in support of the letter from the Nant Bwlch yr Haeearn Outdoor Pursuits Centre, re: Self Drive Caravans, Nr. St. Albans, printed in your September 73 issue.

My centre had the misfortune to purchase an identical canoe trailer from this firm. We required a large trailer with a box for gear and one which would stand up to daily use, often over rough ground. We were assured by the firm that the trailer had been tested by the Army and was suited to our requirements. In the event we had all the same problems as Nant Bwlch yr Haeearn, namely:

1. Insufficient ground clearance, resulting in the loss of the brakes.
2. The box fell off and fell to pieces.
3. The cross bars filled with water, and finally and most dangerously,
4. Two of the four main uprights sheared rendering the trailer useless.

Our original trailer (by Witter Bros.) lasted ten years. The Self Drive Caravans Ltd. trailer lasted less than a year. Needless to say we are about to take delivery of a new Witter trailer. Does anyone need a canoe rack? Plas-y-Brenin. Anne R. Seel.

We wrote to Self-Drive Caravans on 14th January inviting them to reply to the criticism levelled at their canoe trailers, and enquiring whether they proposed any action towards rectifying the alleged faults. So far we have received no acknowledgement of our letter. We wonder whether our correspondents have considered taking legal advice. The Trade Descriptions Act 1968 might be the place to start. Editor.

News from the ACU

Major Tom Howell

1973 rather fizzled out with the regrettable cancellation of the Inter Services W.W. Championships due to the fuel crisis as reported in the last issue.

However 1973 was a very encouraging year for Army Canoeing in many other ways. It started with the really magnificent achievement of the Royal Engineers in having five crews in the first ten places in the Devizes-Westminster Race.

In Slalom and White Water SSI Stan Cooper is now well established in the national coaching business. SSI Tony Hewitt (with civilian partner Jim Sibley of Windsor C.C.) is National C2 White Water Racing Champion, represented G.B. at various internationals and came 12th in the World Championships. SSI Ken Dyer A.P.T.C. and Sgt. Bill White R. Sigs. have both represented G.B. in Sprint and L.D. Cpls. Haskey and Williams RE, and Sgt. Clark and Lt. Storey R. Sigs. were selected to represent G.B. in National Sprint Championships Army members achieved eight firsts and five seconds. In Long Distance events A.C.U. paddlers won 16 out of the 27 ranking events and were placed second in 12.

And 1974 looks equally promising too — SSI Terry Hewitt now serving with R.A.O.C. Apprentices College Deepcut near Camberley has been to New Zealand with Jim Sibley, and we have had the good news that Clark and Sibley (School of Signals Blandford) and Haskey and Williams (36 Engineer Regt. Maidstone) have made it into the Olympic Training Squad. It's a long way to Montreal 1976 but we are keeping our fingers crossed for them.

Sadly Major Bob Kenyon has left the Army on retirement and his successor as Chairman of the A.C.U. is Lt. Col. Denis Franks R.E.M.E., a veteran paddler of Far Eastern waters and a surf basher every chance he gets. In the U.K. regular courses are held at Towyn Merioneth, Fort George Inverness, and the School of P.T. (North) York, whilst centres at Kristiansand Norway and Silberhutte Germany offer courses to soldiers from both B.A.O.R. and U.K. units.

The ladies, bless 'em, are doing extremely well. During the year three W.R.A.C./Q.A. basic courses (including one in Norway) were held most successfully, producing another 34 proficient lady paddlers. In fact they were so successful they have been promised another all ladies course in Jun/Jul at the British Outward Bound Centre Norway. Capt. Carys Howell knows all about Norway. She attended a special advanced white water course there and has still got the bruises to prove it. Carys has also done well in the competitive field as has Lieut. Anne Gilliespie who has competed in Div. 1 events.

From B.A.O.R. we hear that W.O. II Roger Nadim — who is serving with the U.S. Forces in Augsburg on liaison duties — would be delighted to see any British Canoeists. He would be prepared to assist in training, guiding and advise on accommodation in the area. If you are going that way take your canoe and sample the Olympic course. Roger's address is 89 Augsburg, Cramerton 554-6 W. Germany.

The Oker River in the Harz mountains is providing some exciting canoeing (Grade 2 to Grade 3) every day of the year due to the river flow being controlled by released water from the Oker Dam. Not unnaturally visitors to Silberhutte make the most of it.

During the winter there has been much studying of maps in preparation for the 1974 expedition season. Norway, Austria are very popular and S/Sgt. Mike Brett R. Sigs. is leading a party down the length of the Rhine. I'll try and tell you more about these trips later on.



(continued from last issue)

We set off for Llanddwyn Island on a compass bearing since no light or land was visible and after half an hour's paddling through the eerie darkness with the waves breaking on the shore to our right, a dark finger of land stretched out seawards ahead and, changing course a little, we made direct for its just visible extremity. We arrived here about 3 hours ahead of schedule and stopped in the shelter of the islands for some soup and a rest; John updated the tape recorder he carried with the latest position. "I shall never sit, ever again"; "Weren't the Menai Straits great"; "The moon is still high and shining bright, when does it set?"; "This spray deck is cutting me in half"; "I wish I was in bed now with my wife"; "Me too"; "Same here" etc., etc.

We set off on the next leg towards Rhoscolyn Beacon with 2½ hours of the ebb still to run against us, we decided to take the direct route on a compass bearing rather than tuck inshore since the tidal flows are relatively slow in this area; halfway along we should have come close to a promontory of land but in fact the offset of ebb tide must have carried us out to sea because in the event we were always at least ½ mile from shore, and it was a long 4 hours and 10½ miles before we saw the seals on Beacon Rocks. Fortunately the sun had risen during this time which cheered us up no-end. It took a long time to appear after first light but then it rose rapidly, turning the mist to a fiery red and the sea a dappled dark green and purple.

The tide was now with us and we continued across Trearddur Bay, confident that we would finish before the pubs opened. Halfway across the Bay we came across a pair of sharks jumping half out of the water. John told us a tale of two fishermen lost at sea whose boat was found smashed one calm afternoon, and that was attributed to a shark accidentally landing on top of them. We arrived at Penrhyn Mawr without further incident and continued through the tide race to South Stack where we took the passage between the island and the shore.

This is a deep gorge about 25 yards in length and 5 yards wide filled with enormous boulders, the tide flows strongly through the rocks with an added interest from the swell. John and I took the direct passage on the island side without any messing and waited for Ian, nothing happened for a while except the tip of a blade appeared briefly on the landward side then disappeared again, finally he appeared on the island side grinning nonchalantly. We were advised that the gap on the landward side closed to a boat's width or less and that he had had to break out halfway down and move across against the full Spring Flood to the island side; I was very relieved to see him and glad it was not me that had to perform that particular trick.

From South Stack we moved on against a contrary eddy until we arrived at North Stack where the eddy was running so strongly out from Holyhead Bay that there was a small tide race against us either side of the island. At this point we had twenty minutes left if we were to complete the 75 mile circumnavigation in 18 hours, so after

cont. at foot of next col.



Access isn't the only problem facing the canoeist! Gerry Calderbank of Hereford County C.C. negotiates an obstacle. Photo: Alan Parry.

ASCOT—progress report **Frank Goodman**

The Sports Council is shortly issuing an official press release with regard to the Artificial Slalom Course at Holme Pierrepont, but I am happy to tell B.C.U. members now that the Ascot Committee's efforts are slowly reaching fruition!

As many will remember, The British Hydro-mechanical Research Association at Cranfield did a six months desk study on the project to make sure that all the work we had already done was soundly based. We were delighted to discover in September, on completion of their study, that they confirmed all the data we had submitted and suggested that the basic design we produced

a brief chat we put our heads down and paddled as hard as we could the 1½ miles back to Soldiers Pt., returning after 18 hours to the minute.

For those who ask why anyone should want to circumnavigate Anglesey without stopping I would reply it was only this way that we discovered the Menai Straits with the mist rising from a calm sea against moonlit hills, and it was only this way that we saw the sun rise off the West coast when for a few brief moments the clouds and sea were on fire.

was a very good starting point for the 20:1 scale model that is an essential requirement before work can begin on the real thing.

Now the Sports Council has given the go-ahead for the B.H.R.A. to complete the model, and already they have finished their model drawings and are commencing work on the model itself.

The Sports Council asked the B.C.U. Ascot Committee to appoint three members to advise them and the B.H.R.A., on the detailed design of the model. John McLeod, Maurice Rothwell and myself, with Maurice as chairman of the committee acting as chief spokesman, are therefore taking on this work.

We have already visited the B.H.R.A. where they set up the model I have already built (it was on display at Crystal Palace two years ago). This model proved invaluable when discussing details of the design and seeing how the model must be interpreted in relation to the real thing. Helping us here were some fine photographs of the Augsburg Course kindly given by Mike Clark of Canoeing Magazine.

Unfortunately the present crisis is not a happy omen for an early start on the ground, but it is hoped that with the model complete and final drawings made, we can move forward as soon as money is available.



club chat

With petrol as yet unrationed but touching 50 pence a gallon, and the prospect of dearer canoeing hardware, any economies must be looked at with interest. Marcus Church of the "Worthies" canoe section has developed a trailer from an old zinc bathtub and pram wheels, to tow behind his bike (see above). Is there no end to man's ingenuity? We hope to hear of other readers' economy suggestions.

Loch Venachar C.C. and **Strathyre Canoeing Centre**, together with the S.C.A., C.C.A. and B.C.U., are running a series of canoeing events in the Callander district as part of the Trossachs Festival of Inland Water Sport in May and June. Bat Polo, Sprint Events, L.D., Slalom and Canadian Canoe expeditions are featured. Details A. W. D. Samuel, 2 Ancaster Square, Callander, Perthshire.

Manchester C.C.'s hopes for a clubhouse at Marple have gradually diminished as they have been unable to buy or lease for a long enough period the site they need.

On the twelfth of August this year E. H. Budgett and S. Carter of **Blundell's School C.C.** canoed down the Torridge from Motherleigh to Bideford. They had previously done the section from Sheepwash to Dolton to provide sufficient knowledge for the first section of the trip. Leaving at about four fifteen in the morning, they arrived at Bideford at half past ten.

The main difficulty was that they did not know the water from the canoeing point of view, only short stretches from walking. The three weirs are all unshootable but the rapids are all possible, even at low water. The water was just subsiding from flood, making the dark time paddling much easier than anticipated.

The main purpose of the trip was to confirm the legend on the map that the Torridge is canoeable, and also to provide a start for Exe canoeing. The School does quite a lot of canoeing on this river, and enters a team in the Exe Descent. This year the whole team got through in the first 30 of the Junior Slalom.

Gaybo are sponsoring **Lowestoft & District C.C.** canoeist John Greenfields who plans to join paddlers from eight countries on the notorious Colorado river in July. During training on the R. Waveney he nearly came a cropper when he shot a 13 foot weir and landed in a few inches of water on a con-

Rapids ahead for John Greenfields. Photo: Tony Ray



crete apron. "The front section of the canoe snapped clean off" says John. "It missed my legs by inches and I was buffeted along a tunnel from side to side. Luckily for me I had my safety helmet on or I might have come off badly." The canoe section was beyond repair — so he made it into a lampshade. "Just to remind me of a hectic moment."

Boys of **Scott Lidgett School** have a chance to do canoeing during their games timetable in school and, if interested, they can attend two canoe classes after school in which they learn to do capsizing drill, rescue techniques and canoe rolling. They are fortunate to have their own swimming pool on site.

The senior boys who leave school this summer are hoping to go to the Surf Championships, some to take part and some to spectate. Club member Jimmy James attempted the record of 100 hand rolls in 5 mins. 52 secs. which was set during November, 1972 in the presence of the Headmaster, Staff and official press representatives. He broke the world record with a time of 4 mins. 24.6 secs. using a P.H. Augsburg Canoe. The Guinness Book of Records has been informed.



*Jimmy James—100 hand rolls in under 4½ minutes.
Photo: Paul Dong*

Midland C.C. has been producing an interesting newsletter for years now, and No. 30, out last December, contains articles on Cape Wrath, canoeing in San Francisco area, cold water immersion, water skiing, on being a blood donor . . . in fact a most readable publication. Editor John Chamberlin distributes 130 per issue, approximately bi-monthly, not all to Club Members. If interested, write to 8 Heather Crescent, Breaston, Derby.

When there's no canoeing about, club morale is kept up at the **Hastings & Dist. C.C.** by joining in a varied programme organised through the Hastings Youth Service, including orienteering, quizzes and (would you believe) beauty contests!

British Outward Bound Centre (Norway) is now an adventure training centre for all three services. They run courses of a fortnight's duration throughout the summer months May to October, running Proficiency courses parallel to Instructors' courses.

"We are specialising in white water, and in making our courses as enjoyable as possible and results after a fortnight are really encouraging," writes Major Commandant Winterton.

Norwegian activities are confined to sprint racing although they began to show an interest in river canoeing last year and B.O.B.C. are giving them all the encouragement they can.

Development Project Group Reports

The Development Project Group was set up to investigate the needs of B.C.U. members in order to help direct future policy. 1,853 members answered a questionnaire distributed in the September issue of this magazine, thus providing the Group with some interesting material for analysis.

Reasons for joining the B.C.U. varied from the need for information about activities, to interest in coaching schemes and competitions. A majority of the present membership seems to be in the 18 to 40 age group; interests varied in this range. The full members, main interests appear to be touring with 61% questioned showing interest here. Sea and surf proved popular with older members, an interest shared with the youth members; of both groups reporting about 50% showed interest in this activity. However, the excitement of slalom proved to be by far the most attractive prospect for the youth members with 73% of those reporting preferring this activity.

Some interesting research was also carried out into the services provided by the B.C.U., and it would seem that many members appreciated the information distributed, with 35% of answers referring to this. Happily "Canoeing in Britain" seems to be well received in general, and predictably praise was forthcoming for the organized activities, particularly the competitions and courses in various parts of the country.

A large part of the Group's report was centred on the various clubs around the country. It seems that the fifty returns from the 'open' clubs did not prove as helpful as the D.P.G. would have wished. It was, for example, rather disappointing that some of the better established clubs did not bother to complete the questionnaire. The impression gained from the clubs that did assist the Group was that many of them seemed to be 'struggling'; the main reasons for this seem to be a combination of administrative difficulties and a lack of finance. Many of them appeared to depend on the efforts of an enthusiastic few who gave unselfishly of their time and energies. The clubs seem to make little use of the various Sports Councils, and few had applied for grants at the time of the research.

Social facilities, particularly those centred on a boathouse centre seemed to be lacking, and the Group suggests that this may well be why subscriptions seemed to be pitched low. (£2 seems to be a common figure for adult members). Youth appeared to feature strongly in the clubs reporting, in fact 40% of the open clubs reporting had more youth than adult members.

The activities enjoyed by the clubs were varied. 61% were engaged in touring activities, 50% in slalom, 30% in long distance racing, 30% in surfing, and 7% of the clubs were involved in sprint. Many of the other answers provided by the clubs were similar to those provided by individual members. Regional associations were not favoured in general, but B.C.U. Regional Development Officers might be able to help the formation and growth of present clubs, as it was noted that only a small proportion of the clubs reporting had been in existence over ten years.

The 'closed' clubs, those whose membership is restricted to those in particular institutions such as schools, colleges, armed services, or youth groups, seemed to be better favoured with regard to organization and facilities, and these clubs had an impressively wide range of activities. However, the Group noted that help was possibly available from the parent bodies.

The members of the Development Project Group asked us to thank all members who completed the questionnaire.

INTERNATIONAL NEWS

50 years Jubilee of the I.C.F.

The German Canoe Association (DKV) has announced its preparations for the events which will be held to celebrate the 50th anniversary of the founding of the I.C.F. Many national federations have already sent in preliminary entries for all the events. The programme will include:

a) A Great International Jubilee Regatta for Paddling Racing, covering the full World Championships programme, a chance for a pre-view of the actual World Championships which will be staged in Mexico City in October 1974.

b) A Great International Slalom and Wild Water Race, the Slalom at Lippstadt and the W.W. Race at Monschau, and

c) An International Sailing Regatta for the I.C. Class at Duisburg.

All these events will be held simultaneously on July 13th and 14th and at the end the participants will join in celebrations in Duisburg.

Leading up to this final celebration there will be an I.C.F. Jubilee Cruise on the Moselle and Rhine and neighbouring rivers. This cruise will begin on June 29th and will be in three stages each of four days:

a) Moselle from Trier to Wolf.

b) Rhine from Rudesheim to Bonn or Cologne.

c) Rivers in vicinity of Cologne according to water levels

Members are invited to participate in any one, or all stages and the whole party will be taken to Duisburg for the Finale.

The International Calendar of Cruises includes many interesting organised cruises in Germany, Finland, France, Yugoslavia, Netherlands, Poland, Spain and Hungary. See separate list in this issue.

Training Conference in Spain

From the 13th to 16th December 1973 the Spanish Canoe Federation arranged, on behalf of the I.C.F., an International Symposium on the subject of Youth and Canoeing. In connection with this the I.C.F. intends to publish a brochure containing the lectures presented. One of these was by Colin Mortlock of the B.C.U. who gave a paper on "Canoeing as an adventure activity for young people". The gathering was attended by about 50 specialists from most of the countries of Europe. From the B.C.U. went Colin Mortlock, (specialist in outdoor education), Oliver Cock (Director of Coaching) and Michael Colgan (B.C.U. Youth Team Leader).

Canoe World Championships in Mexico 1974

Dr. Alberti, Secretary of the Sport Medicine Committee of the I.C.F. has sent a report on the situation likely to arise in Mexico, where, in contrast with the Olympic Games 1968, there will also be 10,000 metre events.

He says that the climate and altitude will pose problems of oxygen starvation and says that at their meeting in July 1973 the sports doctors agreed that at least 3 weeks acclimatisation would be needed, after which no serious health problems would be encountered. However, even after this time, the competitors in the 10,000 m. might suffer deficiency with its accompanying symptoms and said that the doctors on the course must be ready to take action if anyone began to show signs of distress. He went on to say that it would be good policy, where possible, for teams to carry out altitude training at 2,000 m. before the 3 weeks in Mexico, and should practice other supplementary sports which make demands on breathing.

Influence of weight of boat on victory or defeat

The I.C.F. Bulletin is publishing a supplement which may be useful as a basis for

discussions on whether to retain limitations on boat weight in the competition rules.

I.C.F. Statutes: as amended at the Congress in Munich 1972 have been sent in duplicated form to all federations. They will not be printed until after the 1974 Congress in Mexico, when further changes may be made.

The Europa Cup and Trophy in Slalom and W.W. 1974

The I.C.F. Bulletin has also published a special supplement on the conditions which will govern the award of the Europa Cup and Trophy for Slalom and W.W. Racing, for which a pilot run is being made this year. It is expected that the Slalom Committee of the B.C.U. will take note of this competition which it is proposed shall be held in between the biennial World Championships, and possibly publish the terms as of interest to slalomists generally.

The Olympic Future of Slalom

At the Montreal Olympic Games in 1976 there will be no Slalom. Every effort has been made to persuade the I.O.C. to change its mind, and in addition to a petition by 22 member federations, organised by the Austrian Canoe Association, the senior officers of the I.C.F. attended the Olympic Congress at Varna to appeal, and again at a plenary meeting of the I.O.C. The principle reasons for refusal were the cost, that the competition could not be organised in Montreal, the Olympic City, and the necessity for reducing the 'gigantism' of the Games. Further talks with the new President of the I.O.C. at Lausanne have brought no change in the decision. The I.C.F. will not give up the fight to bring back Slalom into the programme, or, alternatively, W.W. Racing, say, in Moscow, if this city is chosen for the 1980 Olympic Games.

J. W. D.

International Competition Calendar

Sprint Racing events Open or Invitation

May			
4/5	Bamberg (East Germany)		I
18/19	Ghent (Belgium)	Sen. & Jun.	O
25/26	Sofia (Bulgaria)	Sen.	O
June			
1/2	Mulhouse (France)		O
1/2	Shitomir (USSR)	Sen.	I
8/9	Choisy Le Roi (Fr'ce)	Sen. & Jun.	O
15/16	Decize (France)		O
15/16	Bochum (West Germ.)	Jun.	O
22/23	Nottingham (England)	Sen.	O
22/23	Prague (Czech.)	Sen. & Jun.	I
29/30	Tampere (Finland)	Sen.	O
29/30	Vienna (Austria)	Sen.	I
29/30	Belgrade (Yugoslavia)	Sen.	O

July

6/7	Snagov (Rumania)	Sen.	O
11/14	Duisburg Jubilee Reg.	Sen.	O

August

3/4	Copen'g'n (Denm'k)	Sen. & Jun.	I
17/18	Budapest (Hungary)	Sen.	O
24/25	Bydgoszcz (Poland)	Sen.	O

September

7/8	Brandenburg (East Ger.)	Sen.	I
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October

16/20	Xochimilco (Mex.)	W'ld Ch'ps.	O
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SLALOM EVENTS and W.W. RACES

April			
21	Lesse (Belgium)	W.W.	O
27/28	Savage R. Races USA	Slalom	O
May			
3/5	Zwickau (East Ger.)	Slalom	I
June			
1	Finnskoga (Sweden)	Slalom	O
2	Finnskoga (Sweden)	W.W. Race	O
8/9	Merano (Italy)	W.W. Race	O
8/9	Muota (Switz.)	Slalom & W.W.	O
13	Loisach (Germ.)	W.W. Race	O
15/16	Merano (Italy)	Slalom	O

20/23	Skopje (Yug.)	Slalom & W.W.	O
29/30	Tacen (Yug.)	Slalom	I

July

5/7	Lipno (Czech.)	Slalom & W.W.	O
13/14	Lippstadt (Ger.)	Jubilee Slalom	O
13/14	Monschau (Ger.)	Jub. W.W.	O
20/21	Jonquieres (Can.)	Slal. & W.W.	O
25/28	B. St. Maurice (F'ce)	Slal. & W.W.	O

August

10/11	Augsburg (Germ.)	Slalom	O
31/8-1/9	Nowy Sacz (Pol.)	Slalom	O

September

6/8	Pieniny (Czech.)	Slalom	I
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All entries to the organisers through the participant's own federation.

CANOE SAILING (I.C. Canoe)

July

11/12	Steinhuder Meer Regatta (Ger.)	O
13/14	Duisburg (Ger.)	Jubilee Regatta

August

13/15	Hayling Island (Eng.)	N.Y. Ch'ge Cup
		Challenge from Sweden

19/23	Hayling Isl'd	Canoe Sailing Week	O
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24/30	Nottingham (Eng.)	R.C.C. Regatta	O
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Canoe Touring in Europe

5th July — 5th September — I.C.F. International Danube Tour.

GERMAN FEDERAL REPUBLIC

20th May Canoe Rally, Ruhr, 60 km.

1st-3rd June Canoe Rally, Elbe, 60 km.

15th-30th June International Chiemsee Week, trips & rallies. WW1 — III.

29th June — 14th July I.C.F. Tour, Moselle/Rhine, etc.

FINLAND

17th June — 6th August 4 Tours (8 day) in Sotkamo, accommodation, canoe hire available.

25th June — 3rd August 6 Tours (4 day) on Dichterweg. Visits & canoe hire.

23rd-28th June Tour on Blue Saimaa, 150 km.

29th June — 6th August Finnish C.A. Tour, 220 km.

FRANCE

12th-15th April Ardeche Tour

31st July — 16th August International Wild Water week, 7 rivers, S. France

21st-22nd September Canoe Rally on Cure (WW III)

YUGOSLAVIA

4th-7th July International Tour on Ibar

22nd-28th July International Tour on Una

6th-8th September International Tour on Drina-Engpass.

NETHERLANDS

11th-12th May 16th Canoe Cruise, Grachten Amsterdams.

POLAND

10th-16th June 9th Wild Water Week on Poprad and Dunajec.

13th-16th June Tour on Dunajec.

1st-8th September 7th International Tour, Masurian Lakes.

SPAIN

21st-28th July 11th International Tourist Rally, Noguera — Pallaresa, Lerida.

HUNGARY

27th July — 18th August 3rd International Tisza Tour, Csenger — Szeged.

Addresses to write to for further information are available from

R. Tyas, 19 Pine Hill, Epsom. **Send S.A.E.**

● Warrington New Town Development Corporation are organising a series of lectures and exhibitions at the National Boating Conference at Padgate College of Education on 6-7th April.

Lectures on canoeing will include Building, Sailing, Access, Schools, and Coaching on Saturday and Sprint, Whitewater, Sea, Touring on Sunday. Amongst the speakers will be Alan Hyde, Ray Calverley, Kathleen Toothill, John Fazey, Brian Horn, Tony Marsden, Chris Hare and John Dudderidge. Good value for 40p per day, payable at the door.

B.C.U. MOVES IN

Well, we have actually made it! In the last issue we hoped — without anything like conviction — that it would be the last from Park Crescent and so, in the event, it has proved. "A damned close run thing" for all that. Now we are ensconced in new offices, we have some new furniture and above all we have space to swing a cat in — in fact several cats tied end to end.

We have, as neighbours, all the Governing Bodies who were with us in Park Crescent plus some new ones, including our water sport friends, the waterskiers, the sub-aqua boys and the yachtsmen. This brings a considerable body of water based sports in close proximity and must give added strength to the Water Recreation Division of the new Central Council of Physical Recreation, which is already making a mark as a Division with a voice which insists on being heard.

Nothing in this world goes without some hitch and we must apologise (on behalf of the Postmaster General) to all those who tried fruitlessly to reach us on our new number 01-584-9229. This is our number and there is a brand new phone set in the office to prove it. Unfortunately when we moved in we found that it was not connected — dead as mutton in fact. What we did not know was that with fiendish cunning it had been fixed to sound to any caller as though it was ringing, which it wasn't. Honest! We were there all the time! Anyway, here we are, just opposite Harrods, come and see us!

Canoes at Earls Court

The Boat Show at Earls Court is, of course, not primarily a canoeing event, but the canoeist will nevertheless always find something of interest. We noted particularly: Otter-sports' usual competent and comprehensive display without, however, anything really new to show. A two-stage life jacket shown by Avon (not Avoncraft) which looked well enough except for its "sharpedge" seams which would perhaps prove uncomfortable when paddling. Tyne had a wide range of models on display. It was noted that some seemed to have unsuitably positioned back rests in relation to seats. A feature was made of what seemed to be excellent foam rubber knee grips.

The Avoncraft stand — sharing with a trailer firm — provided the first new model we saw — the sea "Tern", an elegant and impressive craft. Purely "fun" canoes were being shown by Fibrocell, ranging from very small "kiddiecraft" to normal size kayaks. No cockpit coamings and nothing for the serious canoeist here, but any beginning, however frivolous, may provide new recruits to the sport. We had been credibly informed that the Wadham-Stringer stand would show us a canoe — but none was to be found.

The Warwick Hall we had rather expected to find crowded with canoe manufacturers, but, in the event, there were only P & H Fibreglass and Jaycee plus Canoeing Press. P & H were displaying their high-performance "Surfblazer" surf canoe and Jaycee had a fine classic canadian in G.R.P. and "Canoeing Press" were showing a very well illustrated canoeing calendar, which, we thought, would make a most acceptable gift.

● As we go to the press, we hear that judgement in the case on access to the River Spey for the Loch Insh Canoeing School (run by Clive Freshwater) has been given in favour of the canoeists. Knockandoo Estate has 21 days to appeal against the decision — we hope to have a full report for our next issue.

SAFETY AT SEA

SAFETY
COMMITTEE

We have had two very serious accidents at sea within the B.C.U. during 1973. Both the accidents have been studied in depth and we have learnt a lot of lessons as a result. All of them are very important for the safe conduct of touring at sea. They are listed below, not necessarily in their order of importance. In fact this would not be possible because they are all equally important, and anybody, be he leader or just a member of a party, is advised to consider every one while he is preparing for and while he is on any expedition on open water.

1) An inexperienced or not very able canoeist will lose control of his canoe in winds greater than Force 3 (8-12 m.p.h.) and will probably lose control even at Force 3. He may even lose control in seas created by winds of that strength if they are near at hand (e.g. in the lee of a cliff, with the wind blowing over it).

2) Do not believe what you are told about a person's ability, either by himself or somebody else. Discover it for yourself.

3) Before you start you must know that your canoe is properly watertight and seaworthy. It is no good discovering a leak when you are out there.

4) Your canoe must be as buoyant as possible — filled with extra buoyancy if necessary. There should be no spare space into which water could get in the event of a mishap, thus making the canoe that much more difficult to rescue.

5) Your canoe should be the right colour, within the red-yellow range of the spectrum. Any other colour, including black and white, becomes invisible at sea even at only a short distance.

6) Your canoe should be opaque — NOT translucent. Translucent canoes also become invisible, whatever colour they are.

7) If colour is important with your canoe, so it is with you. Even the B.C.U./B.S.I. type life jacket is not easily seen; because of its small area. Therefore your anorak and particularly its hood, and your crash helmet must be red or yellow also.

8) Your clothing must be adequate as well, taking into consideration the weather and the temperature of the water. You lose a tremendous amount of heat out of your head and neck. Therefore be able to keep them properly protected from the wind. You lose a lot of heat from your body, particularly your groin. The fact that your hands are cold does not mean that you are losing all your heat through them. You can keep them warmer by wearing wrist bands or cuffs. Similarly you can keep your feet warmer by wearing spats!

9) Heed the weather forecasts. They may be wrong, even if they are good. They may be right even if they are bad.

10) Heed the weather. It may turn out differently in your particular locality to anywhere else. Does your own locality have any idiosyncrasies of its own?

11) Heed the tides, and particularly the tidal currents and eddies. Local eddies are very important. If they are known they can be your saving. If they are not known they may prove the beginning of your death warrant.

12) Plan that journey very carefully and thoroughly. Plan particularly your Escape Routes if things should start to go wrong. Having made your plans, stick to them and tell the Coastguards all about them. They will be very pleased and will help you all they can. If you don't tell them, they may not be able to help — and they certainly won't be pleased.

13) Just in case things go wrong, carry distress signals. The best by far from the canoeist's point of view is the red hand flare.

This is very bright and lasts about a minute it gives people a chance to see it and locate you. Because of the chance of the group splitting up, each individual should carry flares.

14) When accidents do start, they always seem to snowball. Be prepared for this. Are your rescue drills faultless? Does everybody else in the party know how to rescue others — and how to behave when they suddenly find themselves in trouble?

15) Be prepared — which means having all the right equipment with you yourself on the expedition. The others may not have it. Here is the list, taken from the B.C.U. Sea Proficiency Test.

- (a) Kayak, paddle and spray cover.
 - (b) Bow and stern toggles and/or safety lines and/or painters.
 - (c) Buoyancy.
 - (d) Life Jacket.
 - (e) Repair Kit and simple first aid kit.
 - (f) Waterproof kit bags.
- also
- (i) Spare clothing.
 - (ii) Packed lunch.
 - (iii) Equipment for providing a hot drink.
 - (iv) Emergency food.
 - (v) Flares.
 - (vi) Whistle.
 - (vii) Torch.
 - (viii) Matches (or lighter).
 - (ix) Exposure bag.

to which we now add a compass.

16) Pass your Sea Proficiency Test. This will prove to you that you can control your canoe under reasonable sea conditions, and it will help anybody with you to know that you do know. It will also help you to know the wonderful power of the sea.

All the above makes for somewhat of a frightening list. Nevertheless, it is just as easy to get into the habit of doing the right thing as doing the wrong. If you will follow these suggestions we are confident that the sea can be a great friend. If you don't, it can just as easily become your deadly enemy.

It is not easy to say categorically that any one thing is any more or less important than any other; but perhaps the most important is that you should know your own ability, and that of each of the other members of your party, whether you are the leader or not. The job is to prevent difficult situations. Occasionally these will occur whatever you do to avoid them. Then, when all else fails, you must have everything with you that you want for survival and to make yourself seen by your rescuers.

● CALENDAR EXTRA

Because of shortage of space on the B.C.U. Calendar, the following 1975 events were squeezed out:—

FEBRUARY 1975

- 2 Irwell Cruise, Manchester C.C. (52)
- 2 Tees River Race III, W. Yorks C.C. (101)
- 9 Dee River Race III, Manchester C.C. (64)
- 16 Trethewyn River Race & British Championships, Richmond C.C.
- 16 Leven WW Test, Lakeland C.C. (67)
- 23 Northumbrian River Race III, N. Tyneside C.C. (98)
- 23 Goyt Race (Marple), Manchester C.C. (57)

MARCH 1975

- 2 Upper Wharfe River Race (Sun. only) Leeds C.C. (66)
- 16 Leven WW Test, Lakeland C.C. (67)



Trylon have recently introduced a new sea touring canoe mould to their range of glass fibre canoe moulds available for hire or sale. The 16' 9" Seahawk, shown above, designed by Dave Whitelaw, is based on the traditional Eskimo kayak, ideal for the school, youth, scout or canoe club who require a stable canoe with room for camping equipment. Special attention to the mould design makes it quite an easy task for the less experienced canoe builder to produce a 'professional finish'. Moulds are £70+V.A.T. for a heavy duty 3 part — keyed flanged mould.

The recently announced Surfblazer is proving a tremendous success and has caused not a little interest amongst the country's best board riders as well. However, the name Surfblazer, it was discovered, was already registered, elsewhere. Therefore the P. & H. surf kayak will in future be called simply Surfer and P. & H. apologise to the owner of Surfblazer for any inconvenience caused.

Two more new boats are announced, a 15' 6" touring and general purpose double "Tourer II", a no gimmicks easily managed kayak, complete with buoyancy and failsafe footrests @ £65.00 plus V.A.T., and for the competition kayak slalomist a new world class boat, the "Alpha", which won 14 events last year as an unnamed prototype.

The British Canoe Manufacturers Association, whose membership has already risen

CHRIS AVERY SETS NEW LEVEN RECORD

The twentieth year of the Leven Wild Water Test was notable for the low levels in the river, yet on four of the dates selected the level rose to the occasion enabling the competitors to produce several new records. There were 294 timed runs with competitors drawn from 45 clubs.

The "Gold" Dipper was won by Chris Avery with the time of exactly 5 minutes — a new record which will surely stand for a number of years. Don Smith, a previous holder, was hard on his heels whilst Nigel Morley beat Norman Jackson into third place.

In the class for slalom canoes N. Timmins headed the list with 6 mins. 47 secs. closely followed by P. J. Mansell. Heather Goodman was the clear leader of the ladies with Viv. Blythe as runner up. The Silver Paddle trophy for the C(1) class is retained for the time being by David Denton as no other C(1) paddler was able to challenge his record run of 7 mins. 23 secs. of last season. It should be noted that this handsome trophy is to be held by the current record holder in the C(1) class. The Leven trophy, that ancient and battered pewter jug with a unique history, awarded for the fastest run by a member of the home club, was won by Nigel Morley with a time of 5 mins. 10 secs., proof if any were needed that he is still in training and a force to be reckoned with.

to nine companies, together with the B.S.I. and members of R.O.S.P.A. and the B.C.U. have thrashed out a set of standards of construction for glass-fibre canoes.

The B.S.I. are devising a programme of tests specifically to measure forces produced within the canoe under accident conditions, and to relate these to damage caused to the canoe and more importantly its occupant.

To devise and execute such tests is time consuming. However, it was felt that while it would be wrong for the B.S.I. to produce more than a draft standard before their tests were complete, there was a real need for a safety standard to be available as soon as possible.

The British Canoe Manufacturers Association are therefore implementing their standards at once.

To cope with differences in design between closed-cockpit and open cockpit canoes, different rules apply to the two types, and Baths Training Canoes and 'Fun' canoes are excluded from the standards as are kits and part-finished canoes that are finished by the customer himself.

Should a customer specify a type of construction that is not in keeping with the Association's standard, the canoe will be marked to this effect.

The main points of the B.C.M.A. standard for closed-cockpit canoes are:

Construction:

1. Resins and glassfibre to marine standards.
2. Special emphasis on smooth interior surfaces to prevent abrasion to a canoeist abandoning his craft.

Safety:

1. Canoe buoyancy of 25 kg. and also sufficient to float a canoe horizontally even with a 12.5 kg. weight placed at either end of a swamped canoe.
2. Footrests must be of either the Fail-safe or the Platform type and able to withstand a force of at least 150 kgs.
3. All spraydecks to have release beackets, but in dire emergency, the spraydeck must release the occupant without recourse to the beacket.

Of interest to all water sport enthusiasts will be the introduction to Ottersports range of the Jofa "Superior" Safety Helmet at £5.50p (inc. V.A.T.).

The ingenious adjustment patented by Jofa of Sweden is incorporated in this helmet, thus allowing the whole helmet to fit the head, and ensure a good fit of the cushioning materials within the tough plastic moulding, to absorb impact. Ears are fully protected, and it comes well down the back of the head.

Ottersports have also introduced a three length range of "Canadian" Canoe Paddles, using their full size black flat or curved A.B.S. Blades. These are fitted to plastic coated and expanded polyurethane filled aluminium tube and are topped by a comfortably shaped handgrip, also moulded in A.B.S.

The same team which produced the fabulous "Colorado" film of last year has got together again to make "Muota 73" the film of the 1973 Swiss World Championships in Wild Water Racing and Slalom. Over one third of the film shows the Wild Water Race. From 4 camera positions all classes plus team events are shown together with all the medal winners of note. The second part of the half hour colour film shows the Slalom with the Olympic Medallists, Ziggy Horn and Norbert Sattler battling it out for Gold and Silver. It also shows in slow motion the Canadian Doubles and Canadian Singles. Ken Langford wrote the commentary and the **Chrisfilm** Library No. 16/12 is the reference to quote.



Ottersport's ABS Canadian paddles.

Considering possible petrol rationing and massive increases in the price of petrol, Valley Canoe Products have produced a canoe trailer for the bicycle. This compact G.R.P. moulding mounted on spoked ball-bearing wheels allows the stern of the canoe to drop into a vee-rack and then bolt onto a steel bracket, using the painter hole. The bow of the canoe similarly bolts to a neat steel swivel that can easily be fitted to the seat pillar of the bicycle.



New thinking on Baths Canoes has produced a new design from V.C.P. — the Bath Mat. Made to within the standards laid down for Bath Polo Canoes, the Mat will be of particular interest to the growing number of canoeists who are taking up this sport. At least 12 $\frac{3}{4}$ % faster, 6 $\frac{7}{8}$ % more stable and 14 $\frac{1}{8}$ % more manoeuvrable, say the makers, with their tongues in their cheek.

The D.K.V. has been commissioned by the I.C.F. to organise touring and competitive events leading up to the celebration of the 50th anniversary of the I.C.F. on 14th July at Duisburg.

The B.C.U. has asked for 20 places in the Jubilee Cruise 29 June to 14 July 1974 on the Moselle, Rhine and smaller rivers near Cologne.

The Moselle and Rhine are well established as holiday canoeing rivers in Germany. This should be an agreeable occasion which British canoeists will wish to support.

Please write to the General Secretary, B.C.U., 70 Brompton Road, London SW3 if you wish to take part in the cruise. Don't delay and forget.



Crowds enjoy watching as the slalom boats take Salmon Ponds weir during the Exe Descent last November. Photo: Roger Davey

TOURING CLUBS BAN GUEST PADDLERS

This year the Calendar contains few touring fixtures in Great Britain. The reason is simple. It is: "numbers". Experience in the last few years has persuaded the clubs that are active in arranging canoe trips on rivers, especially on white water rivers, that if they make known the dates and starting points for their club cruises, other canoeists will come to join in.

Often the club has taken trouble to obtain permission beforehand for access and camping facilities. The non-club canoeists, finding it difficult to organise this kind of thing, turn up, often without warning, and maybe at the wrong time. There have been cases of irresponsible parking of vehicles and trailers, sometimes contrary to the arrangements made with the owners and farmers, and altogether the matter has tended to get out of hand.

With regret, therefore, the clubs have decided not to notify their fixture lists for publication in the Calendar or in Canoeing in Britain.

The Touring Executive Committee on January 26th discussed this situation, and the associated question whether the B.C.U. as such should organise cruises again in which any member could take part. For much the same reason, it reluctantly decided not to do so, but to examine how the information service to members might be improved so that they can set about making their own arrangements.

The whole matter is bound up with access

● Mike Todd, David Grieve House, Headlam Street, Newcastle-upon-Tyne, 6 is taking on the role, as an experiment, of Co-ordinator of Practice Sites. The idea is that groups wishing to canoe regularly in the Northumberland area, and to use a static site, should write to enquire about the availability of such sites. This is because there is definite overcrowding of some popular and accessible spots. Although the regular practice sites of the larger clubs are known, it is also hoped to compile a register of sites used at present.

Dates and fixtures kept secret

problems, and the increasing objections being raised by local fishing clubs and associations, and consequently by landowners and tenants. The Touring Executive Committee thinks that at the present time it is better for the Union to concentrate on the improvement of the access situation, in the hope that this will lead to greater opportunities for individual and club initiative.

BOOKSHELF

A short history of canoeing in Britain B.C.U. Handbook. No. 9.

This is the first publication to be produced by the Union for some years, more ambitious than previous handbooks in that it contains some 37 photographs and engravings, from many interesting sources. The text covers the period from the mid 1860's with MacGregor founding the Canoe Club, to the 1970's. Chapters are devoted to the various competitive aspects of canoeing. Recommended to those interested in the growth of our sport.

R.G.

Adventure Education and Outdoor Pursuits,

Colin Mortlock. Published by the author, 45p. Colin Mortlock is well-known for his enthusiasm in using adventurous situations in the outdoors to help young people in their education. As warden of an Outdoor Pursuits Centre in Wales he was able to create the system by which he could carry out his ideals. He explains his philosophy and outlines what he knows to be the advantages to the young person. The role of the teacher is discussed in detail. Recommended reading. O.J.C.

ACCESS AGREEMENTS

The access agreements for the Eden and the Tyne that applied in 1973 (see Canoeing in Britain, March 1973) are expected to be continued along similar lines in 1974, though the particular dates applying to 1973 will of course change. They are broadly as follows:

Eden, from Lazonby bridge through the Nunnery Rapids, 4½ miles. July to mid-January . . . every weekday and 1st and 3rd weekends (Saturday being the governing day), daybreak to 1500 hours. Also, at any time of the year, in spate, i.e. a level of over 3 feet on the gauge at Lazonby bridge.

Separate arrangements required for competitive events. Limited to B.C.U. members, in groups of not more than 12, each under competent leadership, carrying current B.C.U. membership cards. Water sports and countryside codes to be observed.

Please confirm before you go from B.C.U. liaison member E. G. Totty, Craigmuir, High Knott Road, Arnside, near Carnforth, Lancs. Arnside 620.

North Tyne, Chollerford to Warden, and Tyne, Hexham to Bywell. These arrangements covered one Sunday a month and a good many Wednesdays over most months of the year during the major part of the mornings and early afternoons, and also in spate; access to be at specified points. Conditions about B.C.U. membership, size of groups etc. similar to the Eden, and special days for competitive events.

There was also a voluntary limitation on the North Tyne Kielder to Chollerford, as an experiment.

As the details will be different in 1974, please write for details to the B.C.U. River Adviser, E. Palmer, 108 Holly Avenue, Newcastle upon Tyne 2.

Upper Wye, Builth to Glasbury. The Fishing and riparian owners restrictions are practically the same as last year: Closed season, October 1 to January 26—permitted. Other times of the year, only when water level at Glanwey gauge is over 21" or at Nyth gauge is over 9". Also on ten specified days in August: Aug. 1, 2, 5, 6, 14, 15, 19, 20, 29, 30.

Information about gauge heights can be obtained from the Glanwey ghillie, Mr. Maldwyn Roberts, Builth Wells 3662, and the Nyth Ghillie, Mr. Davidson, Erwood 225, between 8.30 and 9. a.m.

There are rules about access points and resting places along the route, behaviour, vehicle parking etc. The arrangement is limited to B.C.U. members and Forces personnel.

Further details from B.C.U. River Adviser, C. Green, Woodlands Outdoor Centre, Glasbury on Wye, Hereford, Tel. Glasbury 272.

In recent discussions at national level with the Central Landowners Association, National Anglers Council, Association of River Authorities, and the Sports Council it has been made plain that the landowners and fishing interests will watch the working of these access arrangements carefully, in the hope that they will prove a basis for friendly arrangements in the future that might be commended for imitation in other areas. The Access Committee earnestly requests members to honour the arrangements both in spirit and in the letter.

● British Competitors took top honours at the South Island New Zealand International Canoe Championships last month, against opposition from U.S.A. and Canada, N.Z. and Australia. On the second day, British Teams came first in the C2, C1 and Womens' K1 events.

Leven Wild Water Test 20th January.

Racing K1

M. Hopkinson, Bradford	6.26
D. Arundale, Grappenhall	6.27
J. White, W. Yorks.	6.30

Slalom K1

A. Kerr, Carlisle	6.48
J. Shackleton, Manchester	6.49
P. J. Mansell, Manchester	6.50

C1 (R)

R. Hind, Carlisle	8.11
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C2 (S)

Anderton/Oliver, Brad. Un.	7.31
Hepworth/Morris, Staff & Stone	7.49

175 Qualify for Avoncraft Youth Finals



Photo: R. S. Russell.

The 1973 Series of Avoncraft Youth Races saw over 175 young paddlers qualify through seven races for the final in Harlow on the 4th November. The series gives youngsters in the eastern part of the country the opportunity of racing in classes and age groups, ranging from the novice in his touring or slalom canoe, to the more experienced in K1 or K2. It was particularly encouraging to see a large number of under 14's taking part in their first race, and qualifying for the final.

The popularity of Class 4 Double amongst long distance paddlers in the series is waning, far more are now entering in Class 3, K1 and K2 demonstrating the rising proficiency of many canoeists. The final was run over a course of 7½ miles, from the Harlow Outdoor Pursuits Centre to Sawbridgeworth and back, including seven portages.

The fastest time was recorded by Carter and Fleming of Chelmsford B.C. in 1 hour 11 mins. in K2 — C (16 and 17 years). Outstanding performances were also put up by Spence/Chapman of Chelmsford B.C. in winning K2 — B (14 & 15 years) in 1 hour 14 mins. S. Shepherd of Harlow in winning K1 — C in 1 hour 16 mins. and P. Lewis of Chelmsford B.C. in winning K1 — B in 1 hour 18 mins.

● It is hoped to produce an appropriate cloth badge which holders of the B.C.U. Life Saving Test will be entitled to buy. MEMBERS OF THE B.C.U. ARE CORDIALLY INVITED TO SEND IN DESIGNS FOR SUCH A BADGE. (Please send them to the Director of Coaching, B.C.U., 70 Brompton Rd., London SW3 1DT.)

● Following Vic Brown's "German River Guide" in our last issue, we are proud to present the CANOE TYPEN UND PERFORMANZEN as sprechen by Herr Drip Ringen (alias Kober Dan), sent to us by George Handy of Beacon Hill C.C.

B.A.T.	Das gross cockpitten kinderlernenmaschinen mit in built panicen und capsizen.
SLALOM	Der fasturnen boaten mit rollerbarren und coloured pole sternern bangen machinen.
C.2.	Der "Veredehellisdugannen" boaten mit hausfrau kneezen maken.
C.1.	Und boaten propellen mit ein bladenpaddle on der kneezen or prayer maken position.
SEA CANOE*	(Nordzee eskimo) Der long-wobblen mit slapsupporten kaiak mit bananashapen fur der ozean und der perpendicular farnen waven.
ESPADA.	Der footsteeren, feather-lighten, straightlinen und fall-eninen vasser swein und spectator laughten machinen.
SURF SHOE.	Fur valken on der surfen vasser.

*Mit apologies to Herr D. C. Hutchinson.

British Canoe Union Life Saving Test

Notes

- The aim of this test is to examine the candidate's knowledge, ability and initiative to take the correct action in the event of an accident during normal canoeing activities.
- It is a prerequisite that the candidate shall hold the Proficiency Certificate relative to the water on which he intends to practice.
- The test shall be in three parts, viz., an oral test, which will include a demonstration of oral resuscitation; a practical canoeing test, and a practical swimming test.
- No part of the test shall be taken in a heated swimming pool. For reasons of safety, three canoes will be afloat during the practical parts of the test.

THE TEST

1. Oral Test

- (a) The candidate will answer questions on the following:—
- The canoe and the equipment.
 - Dress, personal fitness and hyperthermia.
 - Canoe to canoe rescues, including deep water rescues.
 - Canoe to swimmer rescues.
- (b) The candidate shall demonstrate expired air resuscitation, action for vomiting, placing the patient in the coma position, action for exposure, action for shock.
- (c) The examiner will describe an emergency situation. The candidate will be assessed on his explanation of actions that he would take. In addition, the candidate will be asked questions on water incidents, including safety precautions, exposure, shock and haemorrhage. Questions will also be asked on weather conditions, the state of the water, and emergency services.

2. Canoeing Test

- (a) The candidate will present his normal canoeing equipment for inspection. This will include spare clothing, packed lunch, equipment for providing a hot drink, emergency food, flares (in open water), whistle, torch, matches (or lighter), survival bag for use in exposure cases. He will then pack the equipment into his canoe.
- (b) He will launch as for a rescue and paddle efficiently a distance of 250 metres on a round trip to an indicated point approximately 100 metres away. He will then turn towards the examiner and paddle as signalled by him (e.g. left, right, approach, go away). He will rescue a capsized canoeist, putting him back into his canoe and towing him back to shore, where he will treat him for mild exposure.
- (c) The candidate will re-launch and paddle as indicated by the examiner to a point approximately 100 metres away, where he will rescue a struggling swimmer, calming him down. He will then demonstrate two methods of transporting him, by one of which he will bring him ashore, and treat him for shock.

(d) The candidate will re-launch again to a point 100 metres away, where he will rescue an unconscious, non-breathing patient. To achieve this he will get out of his canoe, leaving it the right way up. He will then demonstrate a rescue, performing expired air resuscitation using his canoe for support. He will then swim the patient and the canoe ashore, continuing resuscitation and treating for vomiting, shock and exposure.

3. Swimming Test.

Note that for this the candidate shall wear at least light clothing, e.g. tee shirt and shorts, and footwear. He will NOT wear any personal buoyancy.

The candidate will swim 50 metres to an unconscious, non-breathing patient. He will perform expired air resuscitation. The patient will revive and start to struggle. The candidate will control the struggling patient and tow him 25 metres. The patient will become co-operative and the candidate will tow him the further 25 metres to the shore where he will land him by an appropriate method. He will also demonstrate his ability to surface dive to a depth of approx. 2 metres.

The test has been devised by the B.C.U. National Coaching Committee in conjunction with the Corps of Canoe Life Guards and is administered by the BCU Coaching Scheme.

ENTRY DETAILS

- A Canoeist wishing to take the test should apply to his Area Coaching Organiser or the Director of Coaching, B.C.U., 70 Brompton Rd., London SW3 1DT, giving his membership number if he is a member of the B.C.U. The entry fee should be enclosed with this application. Cheques and postal orders should be made payable to the British Canoe Union.
 - Contact will then be made with an examiner, who will arrange with the candidate the time and place of the test. Whilst every effort will be made to arrange the examination as soon as possible, it should be appreciated that (i) in some areas there are few examiners and (ii) all examiners are honorary. Candidates should be prepared to travel to the examiner for the test, or, where this is not possible, to pay the examiner's travelling expenses.
 - Candidates who present themselves for examination without all the necessary equipment will be failed. Examiners cannot be expected to provide materials for the examination. The entry fee can be paid to the examiner.
- Entry Fees:
- | | |
|---------------------------|-----------|
| B.C.U. Individual members |25p. |
| All others |50p. |
- Successful candidates will receive a certificate.

BCU films

Send S.A.E. for lists	LOOP PURCHASE
FILM HIRE	C. M. Rothwell,
British Film Institute,	21 Windsor Road,
42-43 Lower Marsh,	Clayton Bridge,
London S.E.1.	Manchester, M10 6QQ.

THE "SMALLS"

B.C.U. MEMBERS: Rates 1½p 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.

FILMS

MUOTA 73, a new World Championship Film from Chrisfilm. Now Available. No. 16/12. Also Colorado 16/10, Wild Water 16/5, Liffey Descent 16/8. Send Stamp for leaflet. Chrisfilm, The Mill, Glasshouses, Pateley Bridge, Harrogate HG3 5QH. Yorks. Tel: Pateley Bridge 310/624. Std. 0603 73.

CANOE CRAFT FILMS: straightforward, effective, instructional films about canoeing. Full details in list CB from Explorer Films, 58 Stratford Road, Bromsgrove, Worcs.

TRAILERS

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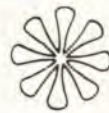
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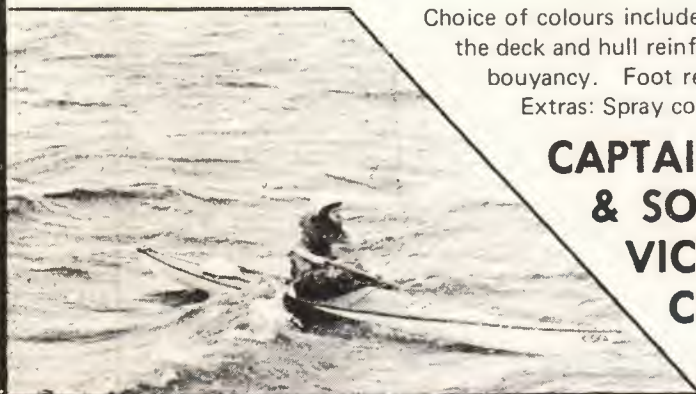


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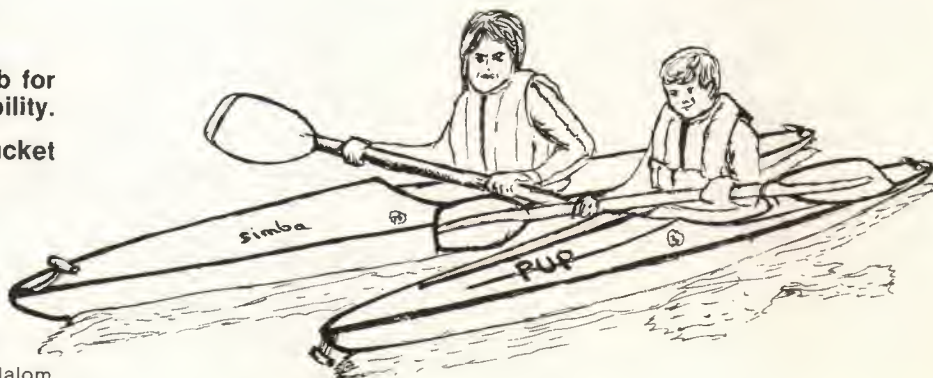
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