

# CANOEING

## IN BRITAIN 25P

No. 93 DEC/JAN 1975



THE WHIRLPOOL OF  
CORYVRECKAN

BCU NEWS

THE MAGAZINE OF THE BRITISH CANOE UNION

# THE NATIONAL CANOEING EXHIBITION

**FEB  
15-16  
1975**

**THE GRANBY HALLS  
LEICESTER  
open 10am to 7pm**

**The latest in  
Canoe & Equipment  
design**

**COMPETITIONS  
DEMONSTRATIONS  
FILM SHOWS**

**Adults 25p Children 15p**

Sponsored by  
THE BRITISH CANOE  
MANUFACTURERS  
ASSOCIATION



# LENDAL

BRITAIN'S PADDLE MANUFACTURER

## KITS KITS KITS

UNBEATABLE VALUE.

STANDARD —	Flat	1.21 each
	Curved	1.30 each
	Asymm.	1.39 each
SUPERIOR —	Flat	1.35 each
	Curved	1.56 each
	Asymm.	1.65 each

4' PVC covered tube with fixing screws. 1.08 each

5' PVC covered tube with fixing screws. 1.30 each

Complete range of canoeing accessories, canoes,  
fibreglass material, jewellery — COME VISIT US.

**18/20 BOYD STREET, PRESTWICK,  
Ayrshire 0292 78558**

# canoe gear 'n' clothing



### HARISHOK KAYAK VEST

Passed by International  
Canoe Federation to  
Competition standards.  
Buoyancy 6.2 Kilo  
Various colours and sizes.  
Price: £7.00

Write/phone/call for price list.

... all is revealed at:



**Mountain  
Centre Ltd**

34 Dean St., Newcastle  
upon Tyne. Tel. 23561

**..also Camping, Climbing and Skiing**



JOSEPH BANKS LTD

## OUTDOOR SPORTS

SLALOM & INSTRUCTORS KAYAKS FROM STOCK OR FOR EARLY DELIVERY.

New Phazer Slimline Slalom, Alpha-Swift – Augsburg – Hahn C1 – Alpha 'Instructor' extra buoyancy and deck strengthening etc.

CANOE CENTRE – CONNOISSEUR – LOISACH

please write for up to date stock list.

P&H Phighter baths polo canoe now in stock.

**749 KNUTSFORD RD., LATCHFORD VILLAGE**

TEL: WARRINGTON 31569 E/C Thursday.

# Euro Kayaks



★ **B.C.M.A.** ★  
**MEMBER**

*For the very best in*

- ★ Kayaks
- ★ Paddles
- ★ Life Jackets
- ★ Bouyancy Aids
- ★ Trailers
- ★ Roof Racks
- ★ Crash Hats
- ★ Spray Covers

*Write or ring for details*

**13 Ravine Road · Canford Cliffs · Poole  
Dorset · BH13 7HS**

**Telephone: Canford Cliffs 709792**

# THE Jaffa

## WILD WATER RACING CHAMPIONSHIPS

*Incorporating the B.C.U.  
Open British Championships*

**FEBRUARY 16/17**

**RIVER TRYWERYN**  
Nr. BALA,  
Nth. WALES

GRADE III – IV  
5 MILES, MOSTLY CONTINUOUS

### INDIVIDUAL CLASSES

Men's K1 – Ladies K1 – Men's C1  
Men's C2 – Mixed C2  
*Entry Fee 50p*

### TEAM CLASSES

Men's K1 – Ladies K1 – Men's C1 – C2's  
*Entry Fee: £1.50 per team*

### PROGRAMME

Friday – Practice,  
AM Saturday – Practice  
PM Saturday – Team Event  
Sunday – Individual Event

### ENTRIES CLOSE 2nd FEBRUARY

State clearly on Entry if using  
Slalom or Racing Kayak.

*Entries to: The Organiser,  
21, TRING COURT, WALDEGRAVE PARK  
TWICKENHAM, MIDDLESEX*

# How to make £30 go a long way.



21 feet to be exact. That's the length of a Cherokee racing double kayak.

And for £27.43 we give you the complete kit, and hire out a mould to you at £2 per day. We supply everything you need.

The mat. The resins. The release agents. The brush cleaners and cleansing creams. Everything right down to the brushes themselves.

And with our book of instructions it shouldn't take you long to produce one.

The really handy men amongst you should be able to complete one in a day.

If you want something a little smaller there's a 17' 6" Espada single youth racing kayak at £24.84, a 16' 5" Sioux double touring kayak at £28.41, a 15' Pawnee single tourer at £24.84, a 13' Apache slalom kayak at

£22.68 and an 8' Papoose single kayak at £17.82. Find out more about these kits by returning that coupon now, or by calling at your nearest branch.

*All prices include VAT*

#### Act Now

Send to Strand Glass Co. Ltd., 109 High Street, Brentford, Middlesex.

Please send me your colour brochure and your kayak construction leaflet.

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## strand glass

Britain's largest glass fibre and resin stockists.

**BIRMINGHAM** 444 Stratford Rd., 021-772-1523  
**BRENTFORD** 109 High St., 01-568 7191  
**BRISTOL** 159 St. Michael's Hill, 0272-35871  
**CARDIFF** 300 North Rd., 0222-394365  
**DERBY** Unit B5, W. Meadows Ind. Est., 0332-46366  
**GLASGOW** Laidlaw St., McLaren Ind. Est., 041-429-0377

**ILFORD** 524 High Rd., Seven Kings, 01-599 8228  
**LEEDS** Unit 5, Middleton Grove Trad. Est., Lockwood Close, 0532-702927  
**LIVERPOOL** 17 Stanhope St., 051-708-9724  
**PLYMOUTH** 36 Molesworth Rd., Stoke 0752-51762  
**READING** 74/116 Prospect St., Caversham, 0734-470126

**PORTSMOUTH** Unit 12, Fitzherbert Spur, Farlington Ind. Est., 070-18-82635  
**SOUTHAMPTON** 72 London Road, 0703-31391  
**STOCKPORT** Haigh Av., Whitehill Ind. Est., 061-480-9618  
**STOCKTON** Task Ind. Est., Portrack Lane, 0642-69603

# CANOEING IN BRITAIN

## ICF NEWS

BCU President J. W. Dudderidge attended as Britain's delegate to the 1974 Congress of the ICF in Mexico City and also the meetings of the ICF Board of Management which were held in conjunction with the World Championships in Racing. Of the principal decisions of the Congress we record the following:

A proposal from the Austrian federation that the suspension of the South African Canoe Federation be lifted was rejected by 19 to 11 votes. Another motion, also from Austria, that members of the Standing Committees should be elected by Congress instead of being appointed by the Board from nominations sent in by national federations, was also defeated. A proposal from the Polish Canoe Association that the ICF should renew efforts for the re-introduction of canoe slalom in the programme of the 1980 Olympic Games in Moscow was accepted with the delegate from the USSR — they had in the past assured us that they would make provisions for Olympic canoe slalom competitions in 1980 — abstaining.

Three new federations were accepted into membership of the ICF: The Peoples Republic of China, Hong Kong and Cyprus.

At the meeting of the Board there was some discussion over the interpretation of the rule specifying the Junior status of competitors taking part in Junior

championships. It appears that in recent international competitions this rule stipulating that the age of a competitor must not exceed 18 on the 1st January of the year during which the competition is held has been interpreted differently: competitors were excluded if their age exceeded 18 years by even one day — others were excluded after having reached the 19th birthday of the 1st January. A clarification of the rule based on the second interpretation giving the competitor a four years' period with Junior status and allowing him/her to take part in two Junior Championships, will be published in due course.

Peter Wells from Great Britain was re-elected to the ICF Sailing Committee. (J. W. Dudderidge's team of office as member of the Board expires only in 1976.) Congress decided to present the ICF Award of Merit in Gold to Henry Thelen from Great Britain in recognition of his "long and valuable services" to the ICF and international canoeing. (This is the ninth time this award has been presented in 50 years. J. W. Dudderidge, being the longest serving member of the Board — since 1938 — received the same award in 1964.)

The annual subscription is to be raised to US Dollars 250.

The times and venues for future championships were fixed as follows:

### Racing

1975	Junior European Championships	25 — 27 July Rome, Italy
	Senior World Championships	31 July — 3 August Belgrade, Yugoslavia
1976	Olympic Games	Montreal, Canada
1977	Junior American Championships	November Buenos Aires, Argentine
	Junior European Championships	July — August Vichy, France
	Senior World Championships	1st week August Sofia or Plovdiv, Bulgaria
1978	Senior World Championships	Dartmouth, Canada
1979	Junior European Championships	Late July Tampere, Finland
	Senior World Championships	July — August Duisburg, Federal German Republic
1980	Olympic Games	Moscow, USSR
1981	Senior World Championships	July — August Nottingham, England
1		

### Slalom and Wild Water Racing

1975	World Championships	23 — 29 July Skopje, Yugoslavia
1977	World Championships	First half July Landeck, Austria
1979	World Championships	Jonkier in Canada or Bourg St. Maurice in France
1981	World Championships	Nottingham, England
1983	World Championships	Australia

### EDITOR

Jack Levison,  
11 Martindale Grove,  
Egglecliffe,  
Stockton-on-Tees  
Cleveland TS16 9DL  
Production by Granville Dodson

Canoeing in Britain is published in Feb, April, June, August, October & December by Ocean Publications Ltd, 34 Buckingham Palace Road, London SW1W 0RE (01-834-3511/3430). Comments, articles, photographs and reports are welcomed, and should arrive by the 1st of the month prior to publication.

### ADVERTISEMENT DEPT.

Chris Hare,  
9 Tynebrooke Avenue,  
Hartlepool,  
Cleveland  
Tel. Hartlepool (0429) 66339

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

### Front Cover:

Summer sea canoeing on the West Coast of Scotland. Photo of the Northumberland Schools Canoeing Association tour by Paul Speed.

## Editorial

Now that Canoeing in Britain is to appear every other month, we have decided to discontinue individual reminders to club and section organisers that copy date is nigh, as there is no longer a 3 month gap between issues.

So please note, the CALENDAR OF EVENTS will be published in February (earlier than usual). Latest Copy Date for this and the next C. in B. is 3rd January. Competition, course and social event organisers, please send your event details to the editorial address as soon as possible.

All readers are invited to send transparencies, black and white prints, letters, news and general interest articles for consideration. Please enclose S.A.E. if you want transparencies returned. Send to The Editor, 11 Martindale Grove, Egglecliffe, Stockton-on-Tees, Cleveland, TS16 9DL.

Official B.C.U. material only should be sent direct to H. Thelen, 13 Campden House, Harben Road, London NW6 4RN, (01-586-2625) who now compiles the Headquarters information pages.

## CONTENTS

The whirlpool of Corryvreckan	p6
Second Council Development Report	p8
BCU News, Competition	p9
Automatic paddle	p11
Centre Colour	p12
Search for a sea kayak	p14
Club Chat	p15
News, books, trade	p16
Letters	p17
Access	p18
Rolling in one	p19

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 February

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

# THE WHIRLPOOL OF CORRYVRECKAN

by Alan Sharples

We sat, the three of us, controlling our gently bobbing canoes in the slack water near the shore, and watched the surge of the tide-race build up to seaward a quarter of a mile away. Then, as the current approached its peak, we edged into it and paddled strongly against the flood for a few minutes, until we could turn in the centre and face the distant breakers. The water moved forward at over ten miles an hour, and paddling increased our own speed by another three, which meant that we were now committed. In less than five minutes we should be passing through the heart of the Corryvreckan.

As a white water canoeist I had been fascinated by tide-races for many years. Possessing some of the features of a rapid river yet bigger by far than any inland water flow, they have the additional intriguing feature of building up to a crescendo and then decaying, with a regularity so predictable that exploration can be gradual. The contours of the west coast of Scotland are particularly favourable for their formation and by far the most renowned is the race through the Gulf of Corryvreckan.

## Bigger by far

The idea of a closer look developed during a particularly bleak winter which stimulated a study of the available facts in the Scottish department of the city library. The Gulf lies between the islands of Scarba and Jura just off the Argyll coast, and the flood stream which flows through it is particularly interesting because of its speed — more than eight knots at certain states of tide — and also because of the fact that where it meets the Scarba shore there is a projection in the sea bed which give rise to several lines of breaking waves, even in calm air conditions. The feature which makes it so famed in legend however is the whirlpool which develops when a strong westerly wind opposes the flood stream off the Scarba headland.

As a natural phenomenon it has impressed itself on observers for many centuries, and appears in writings extending back to the seventh century. The account by Martin in his "Description of the Western Isles of Scotland" in 1716 is in many ways typical.

"It yields an impetuous Current, not to be matched anywhere about the Isles of Britain. The Sea begins to boil and ferment with the Time of Flood, and resembles the boiling of a Pot; and then increases gradually, until it appears in many Whirlpools, which form themselves into sorts of Pyramids, and immediately after spout up as high as the Mast of a little Vessel, and at the same time make a loud Report".

Of course writers of guide books sometimes feel called on to heighten fact with fiction in order to maintain their readers' interest. The compiler of the "West Coast of Scotland Pilot" however, is usually more prosaic.

"When the tidal streams are setting through the Gulf the navigation at times is

very dangerous, and no stranger would be justified in attempting it. The passage through from west to east is not so risky as that in the contrary direction. If, however, a sailing vessel should be near the eastern entrance to the gulf during the west-going stream at springs, she will be carried through. Then the hatches should be secured, and she should endeavour to pass through the middle of the gulf, and will probably be taken by the stream between the most violent breakers, which lie on each side".

It did seem worth a closer look.

## Very dangerous

The first sortie in the early summer of 1968 was made in very tentative vein from the most convenient point on the mainland, Arduaine, some twenty miles south of Oban. On that particular day the windless calm in those sheltered waters made it difficult to accept that a cataclysmic upheaval of unprecedented magnitude was preparing for the first of its twice-daily performances less than ten miles away. Gentle paddle strokes interspersed with frequent horizon scans gradually propelled heavily-laden canoes to the western side of the island of Luing, where a rest seemed called for, and with it the opportunity to take stock. The Gulf itself is not visible from any conveniently accessible headland or island and so even though we were now only three miles away we could still only look across the entrance. The "Great Race on the Flood" was hidden from view, two miles round the corner.

Kind friends with touring experience of the West Coast had warned us of the dangers even of crossing from Luing to Scarba, as the flow in the sound can reach seven knots on occasions. The current was in fact now approaching maximum ebb, yet everything *looked* all right. Of course the sea is often like that. It is so easy to forget that it is on a somewhat larger scale than a river, and that dangers build up very much more gradually. However we set off past the black conical channel marker buoy, and found the fast stream limited to a stretch only a few hundred yards wide, presenting no difficulty in the absence of an opposing wind. On that occasion we camped on the shore under Kilmory Lodge, one of the two houses on Scarba, both now deserted. On future trips we always aimed for the little bay indenting Scarba at the entrance to the Gulf, and much nearer to the scene of action.

## Venture with caution

The following morning, windless and clear, saw us up early and ready to start the long walk round the rocky shore of Scarba towards the Corryvreckan itself. We had so timed matters that the flood would be gradually building up as we walked. The Pilot states "the water is seldom slack in the Gulf", but as we scrambled round the headland there seemed little about the sea

then running which would have worried a competent white water canoeist. Subsequent visits confirmed that on calm days it is possible to venture with caution into parts of the Gulf and at most states of tide, and always be able to avoid the obvious hazards which are described later. Towards the western end of the Gulf a small promontory juts out from the Scarba shore, and beyond it lies the site of the whirlpool. We sat, cameras poised, waiting.

Perhaps we had expected too much: certainly we had expected something different; but the seemingly infinitesimally slow build-up of what we did see was at first strangely disappointing. No hissing seething cauldren, with at its centre a clawing vortex sucking all that came near down to an indeterminate fate. In fact, no whirlpool at all. Just a series of surging waves building up slowly a quarter of a mile off-shore, and leading at the height of the flood to a series of crashing breakers, subsiding after each climax to a period of comparative calm, with the performance repeated at approximately one-minute intervals.

Then slowly we realised that what we were watching was the flow of millions of tons of water every minute, surging past at over ten miles an hour; and gradually we came to appreciate the immensity of the power which lay behind the phenomenon we were observing. A boat at the centre would be powerless to fight. It could only wait, and hope that it would pass through the breaking waves unscathed. If it failed the sea would press on unheeding, debating rescue for a further two miles, and churning the boat through similar breakers again and again. From where we stood it was impossible to assess the dangers. We sat for an hour then, and indeed on several occasions later, trying to fathom whether the breakers were just the same as normal Cornish surf, or whether some sinister new effect lay hidden from our understanding. We knew that to find out there could only be one way: we had to paddle through.

## Near the limit

Small groups of us from the Forth Canoe Club ventured there on several trips during that season until we came to know the Gulf, and indeed most of the surrounding waters and tide-races, in many of their moods. In periods of calm wind we paddled over all the Gulf, except through the breakers on the flood, and found that we could even fight our way back against the stream and sit watching the breakers from the slack near the shore.

In an easterly wind however we found conditions to be near the limit of manageability, with wind against tide producing such a confusion of breakers at the western end of the Gulf near the shore that an hour's hard paddling was necessary to cover just the few hundred yards to the more sheltered waters round the point. In these conditions it was not possible to rest for a single stroke. It goes without saying that we could roll, but not if called on to do so again and again over a long period of time; and the chance of rescue from a



*The Isle of Scarba and Little Corryvreckan (Cray Dog)*

*Photo: Miss C. Tringham*

fellow paddler was out of the question. Fortunately easterlies were rare; and strangely we never saw a strong westerly in action during almost a dozen trips. Yet this is the prevailing direction of the wind along this stretch of coast, and it is also the wind which, when opposed to the flood tide, produces the conditions for which the Gulf is famous; and whips the whirlpool into action.

The preliminary forays completed, we set out one hot Saturday morning the next June, ready to sample the breakers themselves. We had by now adopted a more unusual method for transporting ourselves out to the islands, involving the use of a small Graduate sailing dinghy into which three of us crowded, and behind which we towed gear-laden canoes. By this means we were able to carry more easily the masses of food and drink necessary for the gastronomic orgies which had become a feature of these trips, and which were threatening to obscure the original purpose of our expeditions. On this occasion we were frustrated by a complete absence of wind which obliged us to paddle the dinghy the entire six miles to the little bay of Bagh Gleann a' Mhaoil, which had now become our base on Scarba. Once there we set up camp and prepared our plans for the morrow over a meal of veal Cordon Bleu followed by flambéd bananas.

The morning rose, cloudless and calm, and by ten o'clock we were, as I have said, in the slack water near the shore, watching and waiting as the breaking waves built up to their maximum, two hours after slack water. Then we were off. We knew that the flow of the flood was diagonally across from the Jura shore, and so we paddled hard against the stream at first, ferry-gliding into the middle. At this point we turned; and there they were — less than a mile away.

We spaced ourselves out on the grounds that if there was one cataclysmic point in time it would spell disaster for only one of

us. I saw a breaker build up a few hundred yards ahead and crash down, to leave me with a strangely silent passage through barely disturbed seas. A strange feeling of nothing experienced after two years of careful study. What would have happened if I had passed through thirty seconds later? I was soon to know. Both John and Brian behind me hit the breaking waves at their peak; and also experienced a strange feeling of anticlimax. Nothing of difficulty in the breakers themselves, and a strong but quite manageable swirl in the eddies beyond. We slowly paddled our way out of the flood and headed over to the Garvellachs, silent now and thoughtful. Our exploration was over.

---

## No place for a novice

---

No account of this should close without some comment on what we had learnt about the possible dangers of the place. Four of us had visited the Gulf on these expeditions at one time or another and, we were all completely at home in Atlantic surf and Alpine rivers. The canoes which we used were standard slalom models, and behind them we trailed fifty foot lengths of line. We also wore dry-suits. In the absence of wind, the main danger is that arising from the breaking waves in the main flood stream, and four factors here are important.

First of course the tide changes twice a day, and the waves only appear on the flood, about two hours after slack water in the Gulf. Slack water is in fact about three hours before high water at London Bridge, and so can be calculated in advance from standard tide tables. The breakers persist for about an hour and a half, and it is

during this period that the biggest dangers exist. The reverse flow on the ebb produces much less trouble, and it is possible to canoe anywhere during this period of the tide without too much difficulty.

Secondly, the effects are much less at Neaps for a period of about three days; and thirdly, things calm down even more at the equinoxes. Finally of course it depends where you are in the Gulf, and in fact outside the main stream, which is itself about a quarter of a mile wide, the water is much less turbulent. The best approach for a preliminary exploration is from the east on the ebb, or from the west on the flood. In this way progress can be made in the eddies near either shore, and in fact with a bit of effort it is possible to progress all the way against the flood on the Scarba side.

The factor which I have not discussed but which in fact is the most important, as well as being the most unpredictable, is wind. An easterly raises a very exhausting chop at the entrance and exit to the Gulf, particularly when opposed to the ebb. We once set off from Craignish Point, by the side of the Dorus Mor, and experienced the sort of difficulties described above in connection with the western end of the Gulf.

There is no doubt however that a westerly wind is the most dangerous. It can transform the area into a scene which is now closer to the fearful pictures painted by the more imaginative writers which I quoted at the beginning. Such winds can also arise in a very short space of time, a point which is very important in view of the fact that there is no safe landing point in these circumstances on the western Scarba shore. We have seen a flat calm change to a force eight gale during the period of an hour and make even the trip across the Scarba Sound to Luìng an extremely hazardous venture. As the saying goes in our little circle: the sea is no place for a novice.

# LOOKING AHEAD . . .

## A Second Council Development Resort

In the June/July issue of "Canoeing in Britain" we published the recommendations of the Development Project Group. This paper and a second report from the DPG were discussed at the September meeting of Council. (We publish below the main points of this second report). The recommendations from both reports have been accepted by Council, and the Sports Council has given outline approval of the development plan. In the meantime an Office Manager has taken up his duties, the new subscriptions rates will come into force on the 1st January 75 and it is hoped that a General Secretary — in future to be called Director — can be appointed to start not later than the 1st April 1975. (See page 18).

The second report of the DPG stressed the responsibility of members of Council to serve on working parties and sub-committees relating to the general work and development of the Union to keep themselves informed of the thoughts of clubs and members in order to avoid Council becoming "remote" from the canoeists the Union serves.

The present arrangement whereby all

members of Council can attend meetings of the Competition Division seems to develop well because such meetings help to integrate the competitive branches of the sport. Since the role of the Chairman of the Competition Division becomes increasingly important, it might be advantageous to elect also a Vice-Chairman of the Division.

### COMMITTEES

The DPG proposes the establishment of an Executive Committee consisting of five members of Council: the chairman of Council, the Chairman of the Competitive Division, the Treasurer and two other members of Council. Its main functions would be to ensure the efficient operation of the Secretariat and to deal with urgent day to day matters.

A Review and Planning Committee should be set up functioning as a "think tank" to feed ideas to Council by appraising policies and progress and offering guide lines for future development. A Publications Committee should promote and manage publishing ventures of the Union. As far as field development is concerned it is felt that the present National Coaching Committee is best suited to control field development since it includes representatives from all specialist committees, but such an extension of its function will still require careful thought and planning and its composition will need to be examined. With the amount of evidence available and time available no conclusions have yet been reached regarding the structure and

operation of Specialist Committees, but it is recommended that each committee has its own built-in Review and Planning group

### MEMBERSHIP

The DPG proposes as soon as this is administratively possible the introduction of a 12 months membership operative from the date of joining the Union — not to fit in with our financial year and the introduction of an entrance fee for new individual members of £1.00, 50% of which may be retained by the affiliated member club or canoe manufacturers who enrol new members. For the remaining 50% the new member should receive an information wallet with rules, service information, diary, car sticker etc. The introduction of an entrance fee should be combined with a major publicity campaign.

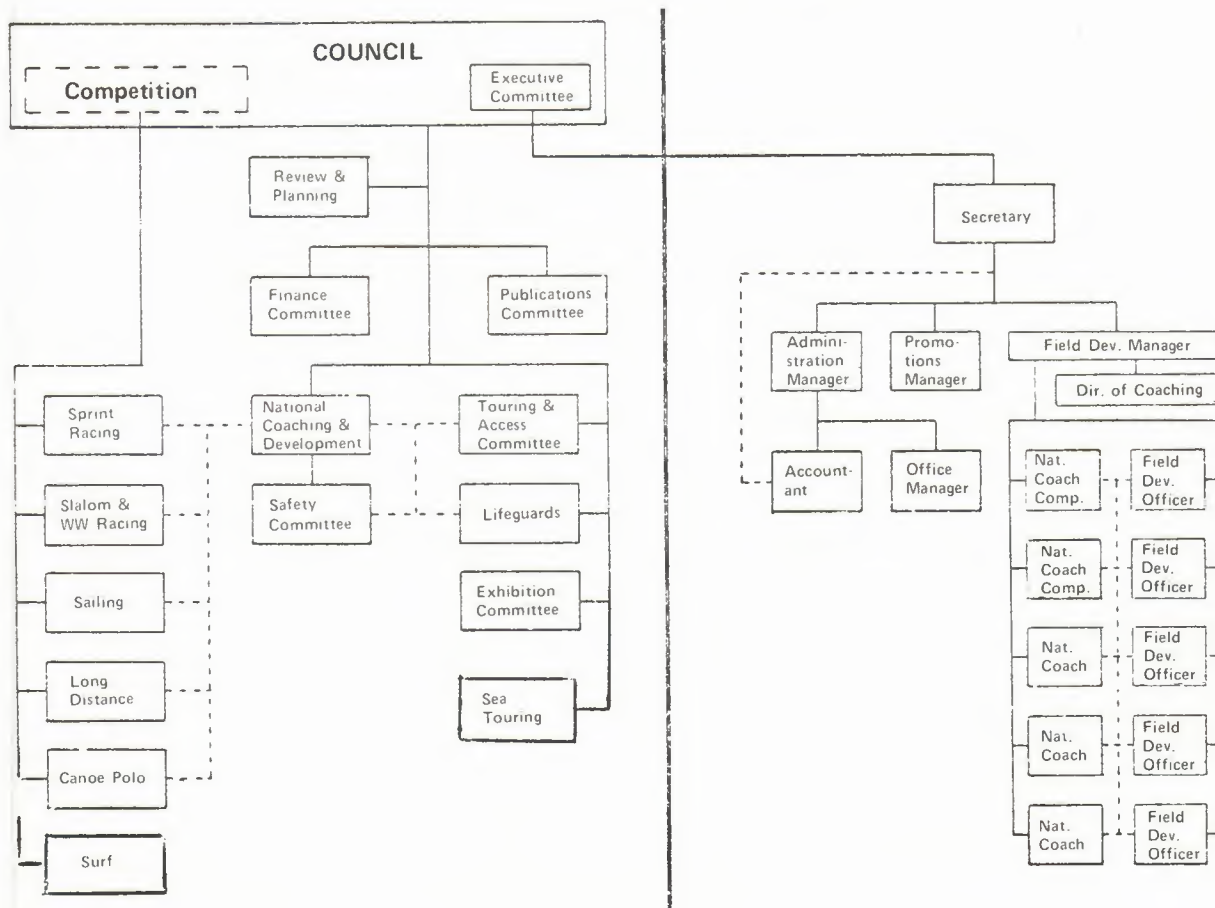
### HEADQUARTERS

Consideration should also be given to the future location of the BCU Headquarters. The alternatives appear to be:

- Remain in London in the Sports Council premises —
- Move to the periphery of London —
- Move to the Holme Pierrepont National Watersports Centre —
- Move to the provinces where labour will be easier to be obtained and at lower rates.

The DPG favours the alternative under c.), but so far it has not been possible to cost the various alternatives or to hear from the Sports Council whether this would be a practicable possibility.

## THE ADMINISTRATIVE SET-UP





# BCU News

## IMPROVED SERVICE FROM HEADQUARTERS

Jack Travers has now taken up his duties as Office Manager at Headquarters, and he has asked us to publish the following notes:

"My brief for the job: to provide all members with a satisfactory service, will be gradually realised with the improvement of working conditions for the staff — we are still suffering from a hangover from the Park Crescent squalor — and the introduction of new machinery and methods.

Currently we are receiving our maximum post bag of the year with an intake of over one hundred letters per day. The majority of these are applications for renewal of membership, but there is a healthy sprinkling of new members as well. In addition the Coaching Section and the Shop have a steady mail each day running into double figures. Finally there are the queries ranging from "Please send me information about the BCU" to "I paid my sub in January '73 but never received my membership card" — each one of which requires looking into and a proper reply.

At the moment we are also investigating the possibility of getting the system computerised to improve and speed up the service to our members. If this should come off — but this still requires positive proof that it is really an economic proposition — the benefit in particular to the Competitive Committees would be enormous.

However, in the meantime please bear with us if your membership card takes over a fortnight to arrive. On the other hand if you have a genuine complaint, please let me know."

## NEW SUBSCRIPTION RATES

The Extra-Ordinary General Meeting held on the 26th October at the Holme Pierrepont National Water Sports Centre in Nottingham accepted a proposal from Council that as from the 1st January 1975 the following annual inscriptions rates shall be applicable:

Full individual member	£2.50
Youth individual member	£1.50
Family member	£0.50
Affiliated member	£5.50
Associated member	£2.00

All rates are inclusive of V.A.T.

## PROMOTION OF BCU EVENTS

Council, at its September meeting, decided that, in view of certain unsatisfactory arrangements which had been made in the past regarding the commercial promotion of competitive events, in future all promotional agreements between Specialist Committees and promoters and sponsors must be ratified by the Competitive Committee of the Council before implementation.

## REVIEW OF BCU TESTS AND COACHING AWARDS

The Review Committee of the National Coaching Committee has produced a Green paper which has been circulated among the members of the Coaching Scheme and others and was also discussed at the recent meeting of the Area and Local Coaching

Organisers Conference at Holme Pierrepont. It is intended to finalise the framework for the revised tests and awards in January 1975.

There needs to be considerable support for more clarification, with a minimum of change, to avoid varying standards. The main changes proposed are the addition of a new Inland Kayak Proficiency Test relative to still water, the renaming of the Senior Instructor as BCU Inland Instructor or BCU Sea Instructor and the division of the Coach Award into BCU Inland Coach and BCU Sea Coach.

If you have not seen the Green Paper, please send stamped and addressed envelope to the Director of Coaching at Headquarters.

## LIFE SAVING JACKETS

The BCU Safety Committee has now completed its report on the Efficiency of Buoyancy Garments. It contains few surprises, and confirms the widely shared view that for open water canoeing, the B.S.I. approved 2-stage life jacket is the only satisfactory answer. Correctly adjusted, it gives complete freedom of movement, and by wearing appropriate clothing beneath it one is protected from the cold.

A waistcoat buoyancy aid to the S.B.B.N.F. standard may be felt sufficient for inland canoeing and competition work for the competent swimmer. These are warmer and afford protection from bumps against rocks, etc.

## BCU NATIONAL CANOE EXHIBITION

The Annual National Canoe Exhibition at Crystal Palace takes place on the weekend of 22/23 February, 1975, and is sponsored by the British Canoe Union and the Sports Council.

This is always a good day out, with trade and club stands, exhibitions on the pool, plus films, lectures and demonstrations.

Tickets are 30p for adults, 20p for children. Advance bookings may be made for parties at 15p per head from the Sports Council, 160 Great Portland St., London W1N 5TB.

## SPORTS COUNCIL — SCHOOL OF SPORT

A School of Sport, held under the auspices of the Sports Council, for promising young Long Distance, Slalom, White Water and Sprint Canoeists, is to be held at the Holme Pierrepont National Water Sports Centre from Sunday 25th to Friday 30th May, 1975. All expenses, other than travelling, will be met by the Sports Council.

Paddlers qualifying for consideration, should *not* be members of National Junior Training Squads, nor should they have represented their country. They may be either sex, aged 14 to 16 years on 1st January, 1975, and whilst not internationals should be of a sufficient standard to justify consideration for international selection. Nominations for the School of Sport in ranking order will be submitted by the respective Committees to the Director of the Espada Scheme not later than 1st February, 1975.

Paddlers wishing to be considered should contact the secretary of the Long Distance, Slalom or Sprint Committees. Applications should be accompanied by a letter of parental consent.

Final selection of the 16 paddlers to be nominated will be made by a special meeting of the Espada Committee on 8th February at which all Committees will be represented

# Competition

## LEVEN WILD WATER TEST. 1974

The 21st year of the Leven Wild Water Test run by Lakeland C.C. attracted a record number of paddlers, 464 drawn from 46 clubs from all parts of the country.

The "Gold Dipper" was won by Melvin Swallow with a time of 5 mins. 36 secs. In the class for slalom canoes only two seconds separated the first four with Albert Kerr one second ahead of J. Shackleton. Pauline Goodwin was well ahead of the field in the ladies RRR class with a time of 6m.26s., whilst Barbara Springwell led the ladies in the slalom class.

The Leven Paddle Trophy goes to Jon Goodwin in the C.1 (R) class with the previous holder David Denton in second place. Anderson and Oliver were the best of the C.2. teams competing. The Leven Trophy, awarded for the fastest run by a member of the home club, was retained by Nigel Morley, last year's holder, with a time of 5m.54s.

The limitation of entries to 60 on any one fixture has resulted in a more pleasurable event for those taking part, and with sufficient parking space at Newby Bridge. Whilst it is sometimes possible to accept one or two late entries in place of cancellations, or when the postal entry has not taken up the allotted quota, this should not be relied upon. Entries are accepted on a "first-come" basis of properly completed entry cards accompanied by the entry fee of 20p. per head.

The qualification rule requiring the competitors to be accustomed to Grade III standard of rivers will be strictly adhered to as a minimum requirement of ability.

Entry cards and rules etc. may be obtained from the organiser, in return for a S.A.E. (not miniature size!):—

*Eric B. Totty, Craigmuir, High Knott Road, ARNSIDE, Near Carnforth, Lancs. LA5 0AW.*

## NEW COMPETITION

A new regional competition, the North of England Open White Water Championships, comprises nine races in the Tyne-Tees-Wharfe-Eden series. Four races have already taken place (paddlers must enter at least 5 of the 9 races) and the next is on the North Tyne on Dec. 29th.

If you would like to watch the canoes descend Warden Gorge, go to Acomb (Hexham 2 miles), take the quarry road, and walk up the east bank of the river from the confluence with the S. Tyne.

## SWEDISH CANOE SAILORS ON TOP

The year 1974 has shown the Swedish canoe sailors firmly at the top. The most crucial test came when Gunnar Agefors and Leif Johansson from Sweden gained two straight victories in Hayling Bay to win the New York Canoe Club International Cup — the oldest international trophy for any sort of centre-board sailing craft in the world having been instituted in 1884. Previous contests had been confined to Britain, the USA and Canada. The defenders were Tony Miles and Dick Eberhard since John Biddle, the leading British Helmsman

suffered a knee injury only 14 days before the contest. An indication of Swedish form came earlier in the season in July at the Steinhuder Meer in Germany and the ICF Jubilee sailing contest in Duisburg. At Steinhuder Meer Peter Hunter did well to come third against the Swedes. At Duisburg the Swedes swept into the leading places after Peter Hunt who had made equal points for third place dropped to fourth after the tie break. Back in Britain August saw the Swedish invasion when five of their helmsmen competed in the Royal Canoe Club Summer Meet and made a clean sweep of the silverware. Leif Johansson won the Quincey Cup series and also collected the prestigious Sailing Challenge Cup (instituted 1875). Only Dick Eberhard could make any impression on the Swedish invaders finishing fourth overall.

The success of the Swedish sailors has brought home to the British the need to improve standards. The sailing section of the BCU has lagged behind the other competitive disciplines on training. Newcomers to the sport must be given proper tuition and expert coaching. As a first step the Sailing Committee appointed Alan Hassel as Specialist Coach and a national squad has been formed with members drawn from all parts of England. Weekend training is arranged once a month from March to October with one or two dry sessions during the winter. Performance on the water begins with well designed equipment properly set up (not the most expensive one). Here the Coaching sub-committee will help with advice: before re-fitting your canoe during the winter, get in touch with Alan Hassel at Stanbridge, Earls, Romsey, Hants. Three papers on aspects of canoe sailing have already been produced which will form the basis for an instruction manual.

Dates for 1975 are:

21st - 27th June RCC Summer Meet and National Championships at Harwich Town S.C., Essex.

24th - 27th August Canoe Sailing World Championships at Hayling Island.

Furthermore it has been decided to challenge Sweden for the New York Cup in 1975. The races will be held at Oxelosund on the Baltic Coast in Sweden. A team will also be sent to the international regatta at Steinhuder Meer in Germany in July.

## GROWTH IN SPRINT RACING

There can be no doubt: sprint racing is growing at a satisfactory pace. All the 1974 events were extremely well supported. The June international regatta at Holme Pierrepont and the British Schools' Canoeing Association Championships received double the entries from clubs and competitors compared with 1973. There remains one problem with this the most outstanding home event in the racing calendar: about 70 volunteers are required to run this event, and, though we are grateful to all who give their assistance so willingly, additional assistance is required if we want to maintain the high standard which we have set in the past.

The modest, but steady improvement in standards was highlighted by D. Parnham who gained an eighth place in the ICF Jubilee Regatta in Duisburg in July in the K1 500m event and a seventh place out of 22 entries in the same event in the World Championships in Mexico. In Mexico he took third place in his heat and semi-final. In the latter race his time was 1.51.88 compared with 1.50.60 of Czabo Hungary who took first place and 1.50.98 of V. Diba from Rumania in second place. Parnham's time in the final taking seventh place was

1.54.13 compared with the winner's - V. Diba from Rumania a time of 1.48.93.

However, there is still the problem of the K4s: only one regular national crew emerged during the last two years, and this has since broken up. As so little preparation time remains before the 1976 Olympics strenuous efforts are to be made to produce crews during the winter training period 1974/75. The selection policy has been amended so that competitors will be selected on a one man one event principle for the 1975 season, and two senior mens' national K4 crews will be formed from paddlers within the Olympic Training Squad of a sufficiently high standard to merit selection who are prepared to commit themselves unreservedly to this event. Both crews will be given opportunities during 1975 to compete nationally and internationally.

The Olympic Training Squad has been re-formed for the period October 74-May 75 consisting of 20 paddlers (with eight reserves) for Kayak men, two paddlers for the Canadian events (with two reserves), seven paddlers for the kayak women events (with two reserves), seven paddlers for kayak men junior races and two women paddlers for junior racing with two reserves in each group. Compulsory training weekends will be held regularly once a month in January, February, March October, November and December 1975. The selection of the Training Squad for the period June to September will be made on the 26th May 1975 and for the following winter on the 11th October 1975.

The racing calendar for 1975 will be as follows:

29 March - 13 April - Training Camp and club regatta in Budapest, Hungary

3 - 4 May - BCU regatta at Holme Pierrepont

24 - 25 May - International regatta for Juniors in Ghent, Belgium

7 - 8 June - International regatta in Vichy, France, or Prague, Czechoslovakia

14 - 15 June - International regatta for juniors in Bochum-Dahlhausen, Federal German Republic

9 - 22 June - International regatta at Holme Pierrepont and Schools' Canoeing Association Championships

12 - 12 July - BCU regatta at Holme Pierrepont

26 - 27 July - European Junior Championships in Rome, Italy

31 July - 1 August - World Championships for Seniors, Belgrade, Yugoslavia

9 - 10 August - National Sprint Championships at Holme Pierrepont

28 August - 1 September - Pre-Olympic regatta in Montreal, Canada

13 - 14 September - BCU regatta at Holme Pierrepont

## BRITAIN WELL PLACED IN EUROPA CUP COMPETITIONS

Great Britain gained a third place out of eight overall in the three Europa Cup Wild Water Competitions held during the 1974 season in Lesse (Belgium), Merano (Italy) and Garmisch (Federal German Republic) and a sixth place out of eleven in the three Europa Cup Slalom Competitions held in Lipno (Czechoslovakia), Bourg St. Maurice (France) and Augsburg (Federal German Republic).

Best performances of British competitors in the wild water races were a second place by J. Goodwin at Merano, two third places by P. Goodwin at Lesse and Garmisch. Fourth places were gained by G. Goldsmith at Lesse and by the crew Hewett-Sibley at Marano and Garmisch. In fifth places were J. Goodwin in the C1 event at Lesse and Garmisch, the Standwyck-Gough crew in the C2 event at Garmisch and P. Goodwin in the K1 race at Merano.

In the slalom competitions the most outstanding performance was by P. Mitchell in the third competition at Augsburg where she took second place in a field of 10 competitors with the lowest number of penalty points.

In the ICF Jubilee Slalom in Lippstadt R. Calverley gained a sixth place in the kayak men's event and M. Peters an eighth place. V. Brown came sixth in the kayak women's event, and Britain took second place in the kayak men's team event.

\*\*\*

At the international slalom at Llangollen which saw entries from Germany, Austria, Ireland, the USA. Calverley and D. Mitchell from Great Britain took first and second place in the K1 Men's event with competitors from Germany in third and fourth place. The women's event was won by G. Grothaus from Germany ahead of P. Mitchell and P. Goodwin from Great Britain in second and third place. Great Britain won all the team events.

## LD - 1975 FIXTURES

The Long Distance Racing Committee has given us some preliminary details of their events in 1975:

Strand Class Series (Tier 2)

Dates: 23 March, 13 April, 11 May, 1 June, 29 June, 7 September, 28 September, 19 October.

Organiser: Mr. R. Russell, Warden, Harlow Outdoor Pursuits Centre, Burnt Mill Lane, Harlow, Essex.

Ranking Races (Tier 3)

16 February Vaux Tankard L.D., Durham  
Organiser, Mr. J. Gobson, Bede College K. C., J.C.R., Durham



The victorious Swedish team in the New York Canoe Club International Cup: Gunnar Aggefors (S34) and Leif Johansson (S58) sailing at Hayling Island: (See story above left). Photo: Peter Hunter



# AUTOMATIC PADDLE

by Geoff Blackford

*The slim form of an eskimo paddle Photo: Chris Hare*

In January 1964, "Canoeing" magazine had an article 'Make an Eskimo Paddle' which I read with interest and looked at the plans. After much thought, I cut out a full size paddle blade in cardboard and at this point, I nearly died laughing to think that anyone would be daft enough to spend time producing such an article as a means of propulsion for their canoe.

More thought — I had proved to my satisfaction that the Anas Acuta, based on the Iglorssuit kayak was a first class sea craft, therefore it seems that if the Eskimo can produce a good sea craft, why should he not produce an efficient means of propulsion? He might not be able to obtain materials that we can and therefore, a broad blade would be less easy to produce, but with his skill and ingenuity, not impossible. If he produces his paddle from a single piece of wood, carving it down to the shape he wants, it would not be so much more difficult to feather (set the blades at right angles to one another) the blades, but he does not. Why not? The only way I could really satisfy my curiosity was to set all my earlier feelings aside and build myself an Eskimo paddle.

Laminated woods are better from a strength point of view than one piece sections. There is also less likelihood of warping and twisting and with careful choice of woods, attractive colour effect can be obtained.

Straight grained English Ash (which is the best available) would give strength and spring, it has a nice grain, is light in colour but is rather heavy in weight. This mixed with a dark red mahogany should give an eye-catching finish.

The Ash was cut into two planks 2 c.m. thick and 2 x 1.2 c.m. The Mahogany was cut into three planks .5 c.m. — all being 4 c.m. wide. These were laid with a mahogany in the middle, then a 1.2 c.m. ash on either side, followed by another mahogany on either side and finished with the 2 c.m. ash on the outsides. All these were stuck together with a waterproof marine glue and clamped at regular intervals to a large 'H' section girder to ensure a straight and true lamination.

I now had a piece of wood 225 c.m. long x 8 c.m. x 4 c.m. The whole piece was planed to show up the grain of the woods, the approximate shape marked out and the excess wood cut away. I now had

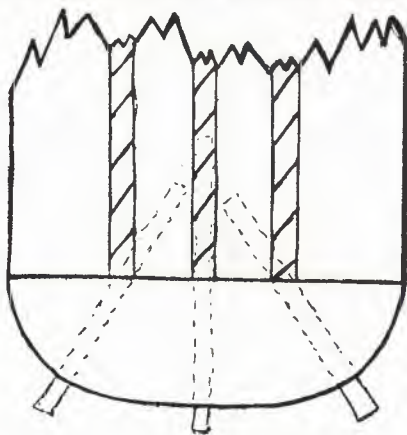
a paddle in the square which weighed extremely heavy. The blades were then tapered from 3.5 c.m. at the loom evenly to .9 c.m. at the extremities.

The first of the final shaping was done by balancing on a centre point to make sure the ends were equal. The loom was shaped by rolling the roughly rounded section along my thigh to rotate it whilst holding sandpaper in the other hand; a crude lathe but quite effective. The shaping of the shoulders of the blade was done with a spokeshave taking a little off here and a bit off there, checking at each stage and eventually arriving at a comfortable shape.

The end of a paddle always takes a fair or perhaps unfair bashing, no matter how carefully used, and so this could be protected with glass fibre, metal or some other type of plastic, but somehow after choosing aesthetically pleasing woods for the main paddle, it seemed wrong to use these materials. There is only one wood that would do the job well but that is almost unobtainable.

After much searching, I managed to get just sufficient Lignum Vitae for the job from a ship builder repairer. This wood has a high oil content and ordinary marine glues just wouldn't hold. After many trials,

I found the only way was to drill lots of little holes, as does the dentist for filling teeth, filling each cavity with a well known epoxy resin glue and sticking it onto the end grain of the paddle. This was



then drilled and pegged with lignum vitae dowels which were also stuck with epoxy resin glue (see drawing). When all was set, the final end shaping was done.

Glasspaper, then varnish. The paddle was finished; the final test came. Had I wasted many hours of work? Certainly it was pleasing to the eye but would it work? The first stroke was fine but the second — WOW — don't forget it's not feathered. I took about ten minutes to get used to the unfeathered feel when paddling forward but when it came to stopping and going astern, it took close on an hour of practice before I could say that I was happy. After about three days, I found that I could do anything that I could do with the modern concept of what a paddle should be, including rolling. The ultimate test came in rough gusty winds of 5, 6 or more, then it really came into its own. Now after close on a thousand miles of paddling with it, I would not go to sea in a kayak with any other paddle.

I have been asked why I did not feather the paddle. Well, the Eskimo didn't. It may have been for ease of construction. It may have been that he didn't think of it. But whatever the reason, in beam-on winds with a feathered paddle, you present a large 'sail' area to the wind which in floaky (gusty) conditions have you over, or at least give you one more thing to think about. Also, when put under the paddle park (an elastic to attach the paddle to the foredeck when resting at sea) the seaward blade lies flat on the surface of the water thus giving greater stability and more relaxation.

Although the paddle weighs 1.475 k.g., which isn't light, most of the weight is in the centre. There isn't the acceleration you get with the bucket type paddle, but it will push the kayak all day at its touring maximum and is far less fatiguing. It also gives automatic transmission using only a small amount of the blade. You get a low gear but when fully submerged, the force that can be obtained gives a high gear.

I may have put kayak paddle design progress back 2,000 years — perhaps we haven't really progressed?

However, I would say that the paddle should be matched to the craft as well as the paddler. Far too little thought has been put into the main means of propulsion.





## **CANOEING IN BRITAIN**

Chris Rawlings, John Toder (Notts), Dave Biggs (hidden, S. Africa),  
and Doug Williams (Norfolk) take a breather in the spectacular  
Middle Canyon during the 1973 Grand Canyon Expedition.

Photo: Peter Knowles

# The search for a Sea Kayak

Transcript of

Peter Smith's Letter, to Alan Byde, 21st October 1974. Near Belgrade.

It is just over a year ago since I started to consider the possibility of making at least part of my homeward journey to Australia by kayak. My first task was to assess the feasibility of such a project, and over Christmas 1973 I spent a week of research at the Chart Department of the National Maritime Museum. As a result of this work I was convinced that the voyage was a definite proposition, and not just some foolhardy idea, at least as far as Singapore.

Now came the first problem, to find a suitable boat. I needed a good sea kayak, but with plenty of storage space. A check on the commercially available boats showed that none of these was suitable. At the time Trylon had just brought out their new 'Seahawk'. I built two of these, and experimented in lengthening one, but was not happy with the result. My search had brought me into contact with many people in the canoeing world. At last a new hope came from Alan Byde. 'I have almost finished a new design' he wrote, 'a copy of the Aleutian Islands eskimo kayak, and I think it should suit you. 'Alan's 'Aleut.' made its first appearance at Crystal Palace 1974. I looked at it with mixed feelings. Undoubtedly it was big and roomy, yet it looked odd with its high flat cockpit; a kind of Canadian bow, and 'gull-wing' overhangs fore and aft. But Alan had great confidence in his untried boat, and arrangements were made for me to go down to Atlantic College at Easter to build myself an Aleut. (Mine is now named 'Aleut. two' as it was the second boat out of the mould.)

The design may have looked strange to me at first, but it quickly grows on me. Sitting in the cockpit looking out at those long bows slicing through the seas, she seems distinctly beautiful. Incidentally the history of the Aleut kayaks is a fascinating one, and anyone interested would enjoy 'Hunters of the Savage Sea' by Harold McCracken.

Back at Horsham, I loaded the boat with camping gear, then set out for Lymington for sea trials. At this stage Alan's boat had seen no serious use. In two full days I completed a run round the Isle of Wight, struggling back into Lymington late at night after coming past Hurst against the tide race. Basically I was very happy with the boat. She handled all the seas I met very well, was dry, and

above all, comfortable. On the second day I had been at sea for fourteen hours without a break, with no cramp or comfort problems. One major fault did show up, she was almost impossible to hold to a course in a cross wind, but hopefully a rudder would sort this out. With no other possible boat on the horizon, I just had to make a go of things with the Aleut.

Next came months of spare time, then weeks of full time work, modifying the boat, preparing, planning. Two bulkheads were fitted with a flush deck hatch giving access to the forward compartment, and a hatch behind the seat reaching the rear compartment. A rudder was fitted, the control cables running inside tubing to keep the rear compartment watertight. Rudder control posed a problem. I cannot paddle properly with a pedal system, and the tiller arrangement wastes too much cargo space. After many experimental failures I eventually settled for a system whereby the rudder cable runs around blocks to either side of the footrest, and from there to the top of a vertical bar pivoted on the cockpit floor. This bar sits behind the footrest, and is pushed by a horizontal bar extending from it over the footrest. The rudder has certainly overcome all directional problems at sea.

Safety and survival equipment was quite a problem, and much assistance and advice in this direction came from the Royal Aircraft Establishment, Farnborough. One constantly had to weigh up the likely use of each piece of equipment against the weight and bulk of carrying it. A short description of my equipment may be of interest to other sea canoeists.

Number one problem was the life jacket. I must admit to being a person who had only ever worn a buoyancy aid, but seeing this was a sea trip I laid out £11 for an approved life jacket and sea cover. I used it once and once only. Never had I worn anything more uncomfortable and cumbersome, especially so in the Aleut where a high cockpit puts the spray deck nearer one's chest than one's middle. This in turn puts the lifejacket around one's ears. Although it cost me over £20, I finally settled on an RFD/GQ gas inflated type. This lifejacket fits neatly away uninflated into a waist pouch which also contains my Miniflare kit, heliograph, and salt water cell locating lamp. Beside me in the cockpit and attached by a quick release lifeline is a S.A.R.B.E. twin frequency distress radio transmitter. To the other side of the cockpit is a compressed

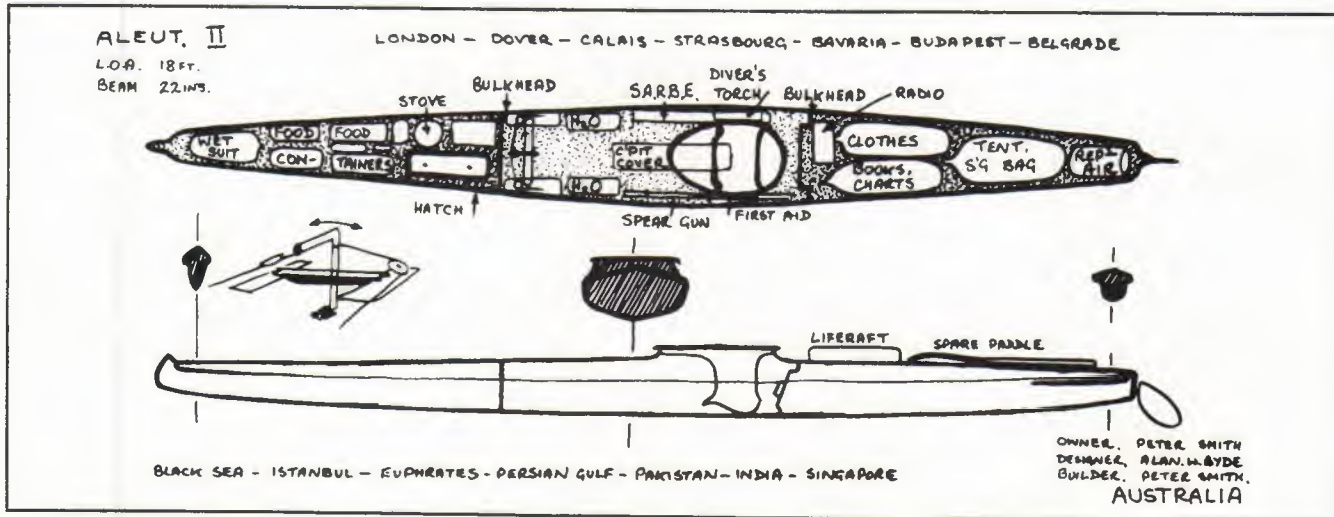
air spear gun, with a power head explosive harpoon, in case of shark attack. In a specially constructed fibreglass container on the rear deck is a self inflating enclosed liferaft, and behind that a two piece spare paddle. A hinged grp cover padlocks over the cockpit rim to keep the gear safe when Aleut II is left unattended. When not in use this folds and stows on the cockpit floor. Clothes, sleeping bag, and tent pack into three nylon waterproof kitbags, which are put inside three service type canvas kitbags for protection. In fact the rear compartment has proved to be so watertight that waterproof packing is unnecessary, but it is a good additional safeguard.

It is great to have all this gear, but one pays the price in weight. The Aleut. plus all equipment, but without myself, weighed over 100 Kg before leaving England. When I replenish food supplies it must often go considerably over this. But I have been absolutely delighted with the boat's performance, and I am sure that there is no kayak more suitable for anyone contemplating sea or river touring, and carrying camping gear. If the Aleut. does not quickly become the most popular design in this field I shall be very much surprised.

Aleut II left London in August; travelled down the Thames, along the Kent coast to Dover, then across the Channel. In a month she crossed France to Strasbourg, using the canals. From there she followed the Rhine, then the Danube. I have now travelled through six countries, and hopefully will soon be in (on?) the Black Sea. From there I plan to travel to Istanbul, Southern Turkey, and by the Euphrates river to the Persian Gulf. No doubt there will be many problems along the way, but if I get that far it may be possible to continue around the coast of Pakistan, India, and through to Singapore.

Before setting out I was somewhat apprehensive about the whole idea, and many people were quick to say I was mad. However I must say that all the responsible people from the canoeing world I met gave me nothing but encouragement. So far, the journey has been a success beyond any expectation. People along the way have been wonderfully hospitable, I've had dozens of fascinating experiences, and have been the guest of private individuals, a Budapest canoe club, and even a Benedictine monastery in Bavaria.

(We hope to report further on Peter Smith's journey in a later issue.)



# CLUB



Spectators enjoy watching the efforts of paddlers trying to negotiate the slippery pole hazard in Dereham Canoe Club's Canoe Cross event. Kayak goes under, Competitor and paddle go over. Photo courtesy Editor of Eastern Daily Press.

Forty competitors — some juniors of 11 years of age paddling Bats — struggled to turn in the fastest time in a Canoe-Cross event on Sept. 1st. Organised on the R. Wensum in Norfolk by the *Dereham Canoe Group*, the event required canoeists to paddle or carry their craft under, over or through a variety of obstacles fiendishly contrived from straw bales, logs, tyres, ropes and mud.

*North Tyneside W.W. Club* made a film for Tyne-Tees T.V. on the N. Tyne which was screened in November, concentrating on white-water canoeing. "Extras" included Keith Wickham and Graham Mackereth. River practice has not stopped during the winter evenings — the club now has floodlighting at its Morpeth weir site.

*Bedfordshire Young Canoeists Assn.* organised an Aqua Show in September including a Bat Polo match performed by *Viking K.C.* members. Proceeds in aid of Spina Bifida totalled £50.

Just to cheer you through the winter months, a quote from *Midland C.C.'s* report on a P.G.L. holiday in France.

"That evening is spent on a site right by the river, where it is standard practice to have a camp fire till the early hours in the morning, surrounded by much folk-singing, playing of guitars and of course drinking of wine. Early morning swims are one of the beauties of the Ardeche! To crawl from one's tent over 10 metres to the river and swim in the luke-warm water is a luxury which cannot be enjoyed in Britain.

Now we are descending through the best scenery in Ardeche, past multi-coloured cliffs and wooded banks, in temperatures of 100 F+. Here water-fights, capsizes and swim stops are often essential just to keep cool.

Towards the end of today we pass through the biggest nudist camp on the river. Here the popularity of the party is determined, as everyone is encouraged to strip off, 100% success is not always accomplished, but it is very seldom that we have 100% failure!"

## ANGLERS & AUTHORITY SUPPORT CANOEISTS

A comment reached us that B.C.U. Headquarters staff were particularly pleased to note that following from the September issue of the *Manchester Canoe Club* Newsletter. "Easby Slalom now takes

place annually due in part to the permissions granted to us by our good friends the Richmond Anglers.

As a gesture of goodwill your committee decided to donate a trophy to the Angling Club for their own members to battle over. This is now in their hands and a competition has taken place to decide the first recipient."

Re the Irwell, "Most members are now aware that it is our intention to provide facilities on the north side of Manchester.

Our proposal of a site between Bury and Summerseat has been received very favourably by the local Authority who, it would appear, are now considering the purchase of an area for sporting activities and accept the Club's recommendation of a Regional Canoe Centre as very sound.

I should emphasise that full development of the land and water will require the financial resources of the Borough coupled in all probability with legal action to purchase, and a hefty grant to develop.

It is very interesting to note that Leeds is pursuing a similar policy for those east of the Pennines."

Persistent efforts by *Shrewsbury C.C.* to be represented on a River Users' Committee has prevented bye-laws being passed forbidding canoes to shoot the local weir on the Severn.

The Massif Central in France is the home of a number of rivers of all grades of difficulty. Good water exists until early July, but even in August — with the river Allier at its lowest for many years — sufficient output from the hydro-electric works existed to give an 'interesting' time to the three leaders and ten students who left *Wildern School*, Hampshire, on an overnight ferry for Le Havre, and spent two days travelling to the Allier below Clermont Ferrand. Brian Smith of *Kayak Clermont* arranged the site, and very unspoilt but adequately appointed it turned out to be.

"To those who have never known the joy of warm white water I would say, go south young man!" writes G. Good. "It's well worth the effort and the expense — which worked out at £35 per head, not including food, for 10 days."

For details of the area write to Brian Smith, *Kayak Clermont*, c/o Hotel St. George, Rue Maynardier, Le Mont Dore, 63, France.

*Durham C.C.*, once a thriving club led by author-paddler Alan Bye, is at present in the doldrums. With storage premises right on the riverbank opposite *Durham Cathedral*, it invites new members to come and restore it to its former glories. Contact Ian Mowat, 10 Willow Road, Houghton-le-Spring, Tyne and Wear.

*Namryk News*, the *Hove C.C.* newsletter, points out that, without too much effort, they are collecting 1½ tons of old newspapers and magazines each month. At £20 per ton this is a good way of financing club activities — provided that storage space is available.

Caretakers of blocks of flats help with this project, and the 'collection' takes 1½ hours per month.

The 6th Annual October Canoe Orienteering event on Hickling Broad will be run next year by the *Norfolk Canoeing Association* instead of Arthur Cornford at the Y.H.A.. A lot of fun was had this year as competitors attempted to find the correct moored plastic buoys among decoys, by following grid references.

John Eastgate of *Birmingham C.C.* gives an interesting account in the club newsletter of a canoe trip in West Scotland during August. Intending to view the Grey Dog Whirlpool, he met up with the notorious sea canoeist Derek Hutchinson, and finished up in the Gulf of Correyreckan between Scarba and Jura.

Suddenly aware that they were moving in faster than they should have been, they decided that the whirlpool motion started in the centre slightly before the beginning of the flood. It was, they claimed, a hard paddle out of the Gulf.

"Everything at a time like this goes into the Gulf — rubbish, swimmers, rowing boats, sailing dinghies, powerboats, trawlers, small coasters with engine trouble and slow-paddling canoeists."

The Secretary of *Hampshire Assn. of Canoeists* sends us the following:

"It became necessary to correspond with a local paper which had been given some false information regarding a canoeing 'incident' locally. Anyone practising a roll in the Solent nowadays is likely to be crushed between the converging local rescue units — unless they are hoisted to the sky before the boats arrive! The following letter was published by the paper concerned after my statement. I nearly didn't bother to reply . . . !

To attempt to go to sea in a modern fibreglass canoe is sheer stupidity.

The only canoe for sea work is a Kyak type canoe in which a canoeist who knows how to handle and sit in it is completely safe in any sea.

The modern canoe might adopt the kyak principle by having two masts and sails which could be raised and lowered from the cockpit—one on the after and one on the forward deck.

With the after deck mast raised the canoe would always meet the head on waves and with the forward deck raised the canoe would meet the waves on its stern.

Lewis I. Renatean,  
Commonmoor Cottage,

# NEWS

## CANOE EXPEDITION IN THE ANDES

A team of four Czech canoeists who were members of the recent canoe expedition to the Himalayas and hold the world record for a canoe descent from the highest altitude (4,200 m) plan another expedition to the Andes in 1976. They have invited a canoeist from Great Britain to become a member of the team. The expedition will start in Czechoslovakia, travel overland to a European port for embarkation to Rio de Janeiro. From there the expedition will travel overland to the river Aperimak and the final leg to the source of the river will be on foot. The whole trip is expected to last four months.

Further information can be obtained from Mr. J. West, 6 Warlington Road, Thornton Heath, Surrey, who will participate as one of the support team.

## THE TRENT RIVER BASIN

A study is being made of recreational use of water in the Trent Basin, including all the rivers and lakes, with particular reference to safety.

In order that canoeists' interests are safeguarded, it is essential that their feelings, problems and expertise are made known in the 'right Quarters!'

To further this, club secretaries of canoe clubs within the Trent Catchment Area are asked to drop a P.C. giving their mailing address to:

**FRANK GOODMAN,**  
Severn-Trent Water Safety Sub-Committee,  
72, Whittingham Rd.,  
Mapperley,  
Nottingham.

This is urgent, as there is important information waiting to be circulated as soon as possible.

## ESKIMO VOYAGE

From Bodø to Nordkapp is 500 miles of difficult Norwegian Sea, and next summer six English paddlers led by Colin Mortlock, will attempt a self-sufficient eskimo-kayak expedition to the most northerly point of Europe.

The B.C.U. is acting as Patron to the Expedition which will have to find at least £3,500 to finance its voyage. Colin writes: "We would be grateful to any readers who could let us have suggestions for fund raising and constructive comments on sea canoeing equipment and safety aspects. The trip will be a test bed for sea canoeing gear, and all information will be passed on when we return.

The team have already had some training trips, including a circumnavigation of the Isle of Skye in early August. This took 8 days (7 paddling) in a range of weather conditions and we were self sufficient — distance 170 miles approximately".

Contact Colin Mortlock at Old Fisherbeck, Ambleside, Cumbria LA22 9BB.

## WILD WATER DATES

Copies of the B.C.U. Wild Water Racing Year Book (separate this year for the first time) are now available from Jon Goodwin, Maer Hills, Baldwins Gate, Newcastle, Staffs, price 15p.

## CORRECTION

The caption to our centre colour spread last issue claimed to show a slalom course in Wales — it was in fact Fairnalee in Scotland.

# TRADE

## RANGE EXTENDED

Harishok have extended their range to include marine sportswear, and now produce an anorak in 5 oz Dunloprufe coated nylon with weatherproof wrist seals. These garments have a London Design Centre listing, and cost from £7.10. A simplified version is available for £6.25.

Their kayak vest for white water use is constructed with minimum bulk for competition use, yet gives 6.2 kilos buoyancy from its closed cell foam. In orange, scarlet, purple or blue, 3 sizes all at £8.80.



Anorak



Vest

## NEW KAYAK

Vally Canoe Products this autumn have produced a new slalom kayak — the Viking Slimline. As its name implies, this canoe incorporates the best features of the Viking, together with stern-sinking characteristics, in common with most modern designs.

At the same time work is progressing apace on a brand new kayak especially designed for the British Expedition to the Nordkapp.

Trials, undertaken by the members of the expedition team should be completed early in the new year. Finishing touches are being made to the new V.C.P. Duo Lifejacket and their Chevron Buoyancy Aids are now offered with differing buoyancy ratings and are to S.B.B.N.F. standards.

## CANOE SPECTACULAR AT LEICESTER

The British Canoe Manufacturers Association sponsored National Canoeing Exhibition is to be held at the Granby Halls, Leicester, over the weekend February 15th/16th 1975. Access by road or rail is easy from London and the South, Leeds, and the North and with the M1/M5/M6 link, now within reach of those living in the West and Wales, Manchester and the North West. Tickets for the Exhibition are priced at 25p for adults and full details are available from: B.C.M.A. Hon. Sec. Dick Goodman c/o Valley Canoe Products, Private Road 4, Colwick, Nottingham.

Features include a showing of the more popular of the canoeing films, demonstrations in the centre pool, and a "Wiggle Test" competition. Competitors must negotiate a 48" slalom gate in a pre-determined sequence, and the prize of a new slalom kayak of the winner's choice from any one of the B.C.M.A. exhibitors will be sure to make this an exciting and closely fought competition.

# BOOKS

## An Illustrated History of Small Boats — Percy Blandford (Spurbooks, £3.00).

Did you know that the starboard side of a gondola is 20 cm. shorter than the port side? It is, and the reason why is one of the many interesting facts in this copiously illustrated book, which traces the development of manual propulsion of floating contraptions, from logs through to galleys, coracles, kayaks, rowing craft, etc. A good proportion of the text is devoted to canoeing in its various manifestations. Your reviewer had great difficulty in prising this book out of his wife's possession to pen his comments — any further recommendation would surely be superflous.

## Better Canoeing — Alan Harber (Kaye Ward £1.45)

A textbook introduction for the novice who wishes to know the various strokes and techniques in canoeing. Touring, racing, sea canoeing and white water activities are given a short chapter each, showing the potential, but making no attempt to go deeply into specialised areas — this would need a book each!

Alan Harber writes clearly and with authority but to suggest to novices that they must travel to Atlantic beaches to find surf is however less than helpful — there is plenty about on other coasts, admittedly not as large, as regular or as warm as in the west, but it's there. A lot of nice photographs in this rather serious book — but Alan rather plays down the fact that canoeing can be fun and adventure as well as a collection of personal skills.



# Letters

## WETSUIT FOUND

Dear Sir,  
I found, on returning from Comrie Slalom, that we had a wetsuit in our possession which did not belong to any of our members. If the owner of this suit should send me positive identification I would be pleased to send it to him.

*W. K. Mosley,  
Secretary - Washington Canoe Club,  
The Oval Community & Youth Centre,  
Washington, Co. Durham.*

Dear Sir,  
I read with interest Colin Kempson's plea that those interested in touring as opposed to pottering should get together on a national basis. (CinB Oct/Nov). I have good news for him. A National club catering for tourers already exists - and indeed has done so since the 1930's!

The Canoe Camping Club currently has about 800 members who organise frequent touring, canoe camping and sea canoeing meets through a number of regional groups.

*Richard Evans  
Chairman Canoe Camping Club  
18 Glebe Rd, Sandy, Beds.*

Dear Sir,  
Congratulations on the new improved Canoeing in Britain.

On the subject of paddles (featured in last issue) I was surprised to see no mention of Kobers, Prijons or Mitchwood paddles, especially as Kober have several paddles in their range although we only see the Monschau and Moldau, yet continental paddlers have them all.

*M. Bowden,  
Oxford*

P.S. You have only 1 line mentioning

Mitchwoods.  
(We wrote to all of the main suppliers when preparing our paddle feature, and not one quoted any stocks or prices of Kober or Prijon blades. The Mountain Centre was the only firm which specifically said it could supply Mitchwoods. Apparently some of our letters went astray in the past. Editor)

Dear Sir,  
I was concerned to find a conflict in your last edition of C. in B. On one page Oliver Cock was saying that the T shirts with "Senior Instructor" on them are prejudicial to B.C.U. Senior Instructor status, and on another page I find an advert for these T shirts!

*P. J. F. Hewitt R.N.  
B.C.U. Senior Instructor (Sea)  
Portland.*

(We would stress that these unofficial T-shirts, like those decorated with "Michigan State University", "Black Sabbath" or "Newcastle Brown Ale", are fashion wear only, and should not be taken at their face value. Editor).

Dear Sir,  
I am writing to put forward my ideas for the forthcoming changes to the Coaching Team Tests and Awards. They are intended not to criticise the present Scheme, but to stimulate ideas.

The disadvantages of the present system can be summarised as follows:

a) There is not enough emphasis placed in Assistant Instructor Training courses on teaching coaching techniques.

b) The Senior Instructor award is the basic award and the title (senior) does not give this impression.

c) The gap between the present Senior Instructor and Coach is far too wide.

d) The coach award requires only Advanced Sea and Advanced Inland Proficiency Certificates which are

"personal skill" tests and not instructional awards. Also today most canoeists are relatively specialised and to gain the experience for both these tests is difficult and time consuming.

My suggested scheme is as follows:  
The standard and content of the Proficiency Tests are reasonable, with the exception of the Elementary Canoeing Test, which could be scrapped. The Assistant Instructor idea needs no modification but course organisers should be made to realize the need for instruction on coaching methods and not use course members as guinea-pigs for assessment candidates. Perhaps even a suggested minimum content for both Assistant Instructor and Assistant Coach training courses can be stated.

To correct the anomaly in nomenclature the present Senior Instructor would become simply Instructor (Sea or Inland) and the content of the Award would remain as at present. A new Award is then necessary to fill the gap between the Instructor and Coach awards. This Award would be called Senior Instructor (Sea or Inland). To gain the Award Senior Instructor (Sea) the candidate would require the new Instructor Award plus Advanced Sea Proficiency Certificate plus Inland Proficiency Certificate. Similarly for the new Senior Instructor Award (Inland) i.e. Instructor (Inland) plus Advanced Inland Proficiency and Sea Proficiency Certificates.

Only a small change to the Coach Award is necessary i.e. the requirement to hold an Instructor's Award together with Advanced Sea and Advanced Inland Proficiency Certificates. I do not propose any changes to the Senior Coach and Competition Coach Awards. Of course the Canadian Awards would be modified in a similar way. *Ron Ryder (Senior Instructor) Warrington.*

# THE BRITISH CANOE UNION Individual Membership Renewal Form 1975

**(NOT TO BE USED FOR NEW MEMBERSHIP APPLICATIONS)**

I, ..... 1974 Number .....  
(Full name, BLOCK LETTERS) (See Note 1)  
of .....  
Address  
Block  
Letters

wish to renew my membership (a) as a full member  (b) as a YOUTH member   
**Declaration by Youth members only:** I will be under 18 on 1.1.1975 and my date of birth is.....  
I also wish to apply for.....family membership(s) in the name(s) of:

- (i)..... (iii).....
- (ii)..... (iv).....

I enclose a remittance of £..... in respect of the above   
(these subscription rates applicable on 1st January 1975)  
**N.B. Fees FULL £2.50 YOUTH £1.50 FAMILY £0.50 each**

### COACHING REGISTER

I wish to be included in the 1975 Coaching Register

Please complete the above, marking  in the appropriate boxes and send (with appropriate remittance) to:-

**THE GENERAL SECRETARY, THE BRITISH CANOE UNION,**  
70 Brompton Road, London SW3 1DT

**Note:** It will considerably assist us to renew your membership if you quote your old number!

It will assist the Union to evaluate the needs of its membership if you will complete this questionnaire:-

- I am an active competitor
- I am not particularly interested in competition
- I am interested in: Spring  L.D.
- Canoe Polo  Slalom  Surfing
- Touring  Sailing
- Corps of Canoe Lifeguards

<b>FOR BCU HQ USE ONLY</b>	<b>Membership No's</b>
Date Rec'd	.....
LEDGER No.	.....

# Access

## DART ACCESS AGREEMENT REACHED

An agreement has been reached between the riparian owners of the river Dart — who have been very co-operative and helpful — and the Outward Bound School Devon in Holme Park, Ashburton, acting on behalf of the BCU.

This agreement applies to the Dart upstream of Totnes, the sections commonly canoed being NEWBRIDGE (MR 711709) to HOLNE BRIDGE (MR 730706); to DART BRIDGE (MR 746667), STAVERTON (MR 784637) and TOTNES (MR 806604). Beyond Totnes the river is tidal.

Those who canoe the Dart should note that: The River down to Totnes is only open for canoeing *out of the fishing season*, ie from approx 1st October to 14th February each year. The only agreed access points are NEWBRIDGE, HOLNE BRIDGE, DART BRIDGE, BUCKFASTLEIGH, STAVERTON and TOTNES. All parties *must* check in at the Outward Bound School, (Holne Park (MR 732702), *before* entering the water. The agreement is that there should be a minimum of three in the party, at least one BCU member in charge and all members must be equipped with helmets and buoyancy aid or lifejacket. There should only be a maximum of ten in each group on the water. (It helps if big parties

split into more than one group to avoid congestion). The School will issue a permit which can be shown to water bailiffs or owners who may question the party. *It is essential that the Outward Bound School is informed by writing two weeks before any intended trip.*

It is only going to be possible to keep this river open to canoeists if everybody co-operates with the owners, who are going out of their way to help. They do not wish to restrict access, but in previous years obstructive parking, debris left in the river, large parties of 20 plus, etc. has nearly resulted in total closure of this river. If all who canoe on the Dart behave sensibly, then it will remain open for us to enjoy.

## IRRESPONSIBLE BEHAVIOUR ON THE DERWENT

We have received via the East Midland Regional Office of the Sports Council a letter from the Via Gellia Colour Co. in Matlock in Derbyshire that during one of the first weekends in October, when there was heavy canoeing activity on their stretch of the Derwent, some irresponsible persons opened one of the river shutters. They point out that such unauthorised interference with their turbine installations can cause damage amounting to thousands of pounds.

Some years ago desperate efforts were made to establish some form of agreement between the anglers and canoeists on the river Derwent, and such incidents as reported to us are the more indefensible

because on that occasion Via Gallia Colour Co., were particularly helpful and supported our case for the sharing of the use of the river.

## IMPROVED ACCESS IN THE NORTH-EAST

Two years have gone by with landowners almost 100% impressed by the fact that canoeists can discipline themselves when, regrettably, canoeing is said to interfere with fishing. The two main agreements, on the N. Tyne and Tyne, are, at the time of going to press, only in draft form, but are very likely to be accepted. The Tyne is almost a copy of last year's — the N. Tyne does involve extension of use, and if it is not all accepted, amendments will appear on the notice at the access point at Chollerford.

The S. Tyne from Haydon Bridge to the confluence could also be under an agreement by Feb. 1st, in which case the nearby valuable Warden Gorge on the N. Tyne could have improved physical access.

It goes without saying; keep to the Agreements, and spread them by word of mouth to all other canoeists you meet. For those who think that the North has no pressure for canoeing; Warden Gorge on the N. Tyne sees 60-70 canoeists in the 6 hours of a day which is "open"; between 400-600 canoeists used the upper N. Tyne during the school summer holidays 1974.

Details of access agreements for the Tyne, Northumberland and Wear on receipt of S.A.E. from E. Palmer, 108 Holly Ave., Newcastle-on-Tyne, 2.



# British Canoe Union

(governing body of canoeing in Britain)

Applications are invited for a newly created post of

## DIRECTOR

at the Headquarters of the British Canoe Union. The B.C.U. has 9,000 members and the offices are located within the Sports Council Headquarters.

As Chief Executive of the Secretariat, the Director will be responsible for all its activities and directly or indirectly for the management of all its staff. He will be responsible to the Executive Committee of the Council for management of the Secretariat, and to the Council for achieving the objectives of the British Canoe Union and carrying out policies laid down for him.

The position offers a first class opportunity for a self-motivated man of high calibre and initiative, who has a good canoeing background and sound managerial experience.

The salary will be around £4,000 per annum, and it is hoped that the appointment can be made to start not later than the 1st April, 1975.

Job Specification and Application Forms can be obtained from: The Chairman of Council, British Canoe Union, 70 Brompton Road, London, SW3 1DT. Closing date for applications 31st January 1975.

# ALL ACTION SPORT POSTERS IN FULL COLOUR

- 1a Athletics—Discus—Indiv. Man 23" X 29"
- 2a Athletics—High Jump—Indiv. Man 23" X 29"
- 3 Athletics—H. Rosendahl—Long Jump 28" X 27"
- 3b Athletics—Hurdles—Indiv. Woman 28" X 27"
- 4 Basketball—USA v Australia 36" X 24"
- 5 Boxing—Clay v Liston 36" X 24"
- 5a Boxing—Dieter Kottysch 23" X 29"
- 5b Boxing—Joe Bugner 32" X 24"
- 6 Canoeing—P. Baeni—Slalom 36" X 24"
- 7 Canoeing—N. Sattler—Slalom 38" X 27"
- 8 Canoeing—K4 Start 24" X 31"
- 9 Drag Racing—Action Picture 27" X 39"
- 11 Gymnastics—O. Korbut—Beam 38" X 27"
- 13 Gymnastics—Rings 32" X 23"
- 14 Horse Racing—Action Picture 24" X 36"
- 16 Ice Hockey—Action Picture 39" X 27"
- 17 Ice Skating (Race)—A. Schenk 36" X 24"
- 18 Ice Speedway—Action Picture 39" X 27"
- 19 Motor Cycle Racing—G. Agostini 34" X 25"
- 22 Motor Racing—E. Fittipaldi 27" X 39"
- 25 Motor Racing—J. Ickx 27" X 38"
- 26 Motor Racing—J. Stewart 36" X 24"
- 29 Rowing—Sculler 32" X 23"
- 30a Sailing—Dragons under spinnaker 23" X 32"
- 30b Sailing—Star Boats 32" X 23"
- 31 Sailing—Flying Dutchman 23" X 32"
- 31a Sailing—Kiel 23" X 32"
- 31b Sailing—Trapeze Work in 505 32" X 23"
- 32 Show Jumping—G. Mancinelli 27" X 39"
- 33 Ski-ing—J. Augert—Slalom 27" X 39"
- 34 Ski-ing—B. Russi 27" X 39"
- 35 Ski-ing—W. Ostgathe—Slalom 27" X 39"
- 35a Ski-ing—P. Russell 27" X 39"
- 36 Ski Jump—W. Steiner 36" X 24"
- 36a Ski-ing—R. Collombin 27" X 39"
- 38 Soccer—W. Germany v Uruguay 24" X 36"
- 39 Swimming—M. Spitz 38" X 27"
- 41 Weight Lifting—Alexeev—USSR 36" X 24"
- 41a Wrestling—Chris Taylor—USA 24" X 36"
- 42 Tennis—Billie Jean King 23" X 29"
- 43 Hockey—German Team—Munich 23" X 29"
- 44 Soccer—Gard Muller (NOT ACTION) 23" X 39"
- 45 Soccer—Franz Beckenbauer (NOT ACTION) 23" X 29"
- 46 Tennis—B. Borg 19" X 28"
- 47 Tennis—I. Nastase 20" X 36"
- 48 Tennis—C. Evert 19" X 29"
- 49 Tennis—E. Goolagong 20" X 36"
- 50 Squash—J. Barrington 32" X 24"

£1.25 each (Post Paid)    £1.35 each (Post Paid) outside U.K.



No. 8 K4 Start



No 7 N. Sattler — World Slalom Champ.

## Rolling

Half way through the session, your trainee makes his first real attempt to roll. Several minutes later when the waves have subsided and he has cleared the water from his nose and ears, you start to lecture. "Your paddle stayed underwater throughout. Your body came up before the boat. Your paddle blade was at the wrong angle. You didn't push with your left leg. Your other blade got caught under the coaming . . ."

Did you not have difficulty deciding which faults to work on first? Try to concentrate on half the problem at a time — the paddle or the body movement. Which? If you choose the body, and ignore the paddle, the boat will heave upon the water but he certainly won't come up. So you must concentrate on the paddle motions. Result — yet another heaving and struggling roller who takes months to learn the hip flick.

Try it another way. Teach hand rolling first. Tell him, as we all do already, to roll up using the side of the bath. Then using a canoe's bows (the Eskimo Rescue). So far, this is all pretty standard, isn't it. It's about here that one says "now pick up the paddle". Instead, try saying "so far you've used a very large board, and a 13 foot long board. Now try with a smaller board".

Give the man a flat wooden board some

3 foot square, and invite him again to capsize, put his hands on the board, and roll up. So long as he has some semblance of a hip flick, he'll have little trouble coming upright before the board sinks too far. Now really concentrate on teaching the hip flick until he can roll up without pushing the board right under.

Then give him a 2 foot square board, and a one foot square board (and if you like a 6 inch square board followed by letting him hand roll). Then give him a paddle.

By this stage his body movements will be well developed, and he can concentrate on making the paddle simulate the board. The much greater effect of the paddle than of a foot square board means that if he has learnt to roll using the latter, he will easily roll using the paddle in the Pawlata or Put-across positions.

From there graduate in as quick a manner as possible to screw rolling both sides, but concentrate at all times on keeping the hip flick perfect. Any relapse and put him back on the board, as small a board as he can learn to manage.

The result will be that he will be rolling Pawlata about as quickly as if taught conventionally, but he will have a much better hip flick and hence be able quickly to graduate to an effortless screw roll under any conditions. As a bonus, should he ever break his paddle he will be able to roll using whatever he has left in his hands.

P.J.F. Hewitt R.N.



A Reverse Loop from Mark Bevan (Manchester Canoe Club) at Whitesands Beach, St Davids during August 1974  
Photo: Arthur Bevan

Please send Poster(s) No. ....  
Name .....  
Address .....

I enclose Cheque/P.O. for £.....  
Cheques to be made payable to  
**'SPORTS POSTERS' AND SENT TO**  
**21 TRING COURT, 60 WALDEGRAVE PARK,**  
**TWICKENHAM TW1 4TH**  
Tel: 01-891 1110

# 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 Ocean Publications Ltd., 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.

## \* COURSES

SENIOR INSTRUCTOR TRAINING COURSE 22/3 March 1975, Birmingham. S.A.E. for details to Roger Mace, Newman College, Bartley Green, Birmingham 32.

## \* CLUB BADGES

CLUB BADGES to your own design — large or small quantities — enquiries welcome — PENNINE BOOKS, Horton-in-Ribblesdale, North Yorkshire BD24 0HE.

## \* HOLIDAYS

CANOEISTS' BARN BUNK-HOUSE accommodation. Dart four miles. John Earle, Dartmoor Expedition Centre, Rowden, Widecombe, Devon.

## \* WANTED

GLASS C2, condition immaterial. Must be cheap. Will collect. Ditto K2, C1 and surf shoe. Teign Canoe Club, 27 Raleigh Road, Teignmouth, Devon. Teignmouth 4844.

KW9 LIGHTWEIGHT not more than 32lbs. Condition immaterial. Preferably not home made. Stan Holtrop 01 398 3118 (Esher) after 7 p.m.

## \* FILMS

OUR FIVE "CANOE/CRAFT" FILMS are proving increasingly popular for instructional purposes. May we send you free details? Explorer Films, 58 Stratford Road, Bromsgrove, Worcs. B60 1AU.

## \* FOR SALE

FOR SALE SALISBURY, Wilts. Wessex Mark II 1964 Model 21' 6" long, 21" beam. Not used for eight years £35 o.n.o. Box No. 111.

PROTOTYPE LIGHTWEIGHT CANADIAN Bat for sale. Yellow trans. £15. Abson 3458 (Bristol area).

FOR SALE SURFER Mk 2 good condition with neoprene deck, seat belt and fins. £40 o.n.o. 1 Freestone, 51 King Edward Road, Northampton. Tel: 27183.

TYNE FOLDING 2 SEATER, complete with sail, stabilizers, buoyancy bags, carriage, spray cover etc. Good condition. £75 o.n.o. Schopflin, 88 Speed House, Barbican, London EC2Y 8AU.

FOLDING TYNE CANOE Sports two seater, with paddles, carrier bags, trolley, buoyancy bags, little used, good condition, £70. Phone F. Sommer, Clydebank (041-952) 6788.

£40 SEA HAWK Sea tourer, red/yellow, good condition; £9 Kober paddles; £3 Rumer helmet, £10 Long John Wetsuit, double lined/3mm med, £5 shorty wetsuit short sleeve 5mm med; £4 vacuum reflex lifejacket. Tel: Stourport-on-Severn 3925.

### SURREY COACHING PANEL (WEST SURREY DISTRICT) SENIOR INSTRUCTORS TRAINING AND ASSESSMENT WEEKEND 11th-13th APRIL '75

Organised in conjunction with the Wey Kayak Club and sponsored by 39 Army Youth Team R.A.O.C.

#### COURSE DIRECTOR:

R. G. Gray (BCU Snr. Coach)

VENUE: Stoughton Barracks, Guildford, Surrey

COST: only £7 inclusive

DETAILS FROM: District Coaching Organisers, 39 Army Youth Team, Stoughton Barracks, Guildford.

## STOP PRESS



**VIKING KAYAK CLUB**  
Inter-Club Championships  
Duck-Mill Weir, Bedford  
1st-2nd February 1975



#### Classes as follows:

Mens, Ladies Open Kayak (Div. 1, 2, 3).  
Mens, Ladies Novice Kayak (Novice + 4).  
Open Canadian classes (C.1., C.2.).  
Team events.

#### Entry Fees:

K.1., C.1. — 40p,  
C.2. — 50p,  
Team — 30p.

Details from: M. J. CARTER,  
5, Clarendon Street,  
BEDFORD.



"PHAZER" THE  
SLALOM KI  
FOR 1975

NATIONAL CANOE EXHIBITION,  
GRANBY HALLS, LEICESTER.

15th-16th February, 1975.

Order your NEW P. & H. Kayak or Canoe now and have FREE delivery to the exhibition OR order at the Exhibition and have the cost of the rail fare London-Leicester (or equivalent) deducted from your new boat.

Send for FREE Illustrated Catalogue.

Tel:  
ILKESTON 3155

76 DALE ROAD,  
SPONDON,  
DERBY.



**FIVE NEW RELEASES  
FOR 1975 FROM**

# GAYBO

PRIJON **OLYMP SIX** SLALOM KAYAK

LETTMANN **STING** SLALOM KAYAK

PRIJON **INTERCEPTOR SPRINT** WHITEWATER RACER

LETTMANN **MISTRAL C1** SLALOM C1

LETTMANN **TEAM C2** SLALOM C2

The Pick of the World's Champions

For details of our entire range write to:

**4 Rose Hill, Brighton, BN2 3FA Tel: 684599**  
FACTORY: Fontwell Marine, Nr. Arundel, Sussex.  
**The best available — the choice is yours**



**CANOE'S NEW for 1975**

## JAYCEE GLASSFIBRE MOULD HIRE SERVICE

- SLALEM KAYAK MOULDS
- FOR HIRE OR SALE
- GLASSFIBRE MATERIALS

ALSO FULL RANGE OF SLALOM & DOWN RIVER CRAFT, TOURING SINGLES & DOUBLES, PLUS COMPLETE RANGE OF PADDLES AND ACCESSORIES.

VISIT OUR STAND AT NATIONAL CANOEING EXHIBITION, GRANBY HALLS, LEICESTER, 15th/16th FEBRUARY 1975

Send for illustrated brochure of complete range:



**JAYCEE GLASSFIBRE PRODUCTS**

69 Knights Hill, West Norwood, SE27. Tel: 01-670 1234  
& 26-30 Simmons Street, Blackburn, Lancs. Tel: 670456



Paddles of all types for SLALOM, WHITEWATER and GENERAL use.

New catalogue available from:—

**JON HYLAND**

42 DIDDINGTON LANE,  
HAMPTON-IN-ARDEN,

SOLIHULL, WARCS, B92 0BZ.

Tel. 067 55 2247

Workshop 021 772 7146

## MIRAGE & GLIDER K2

THE TOP DEVIZES/WESTMINSTER MARATHON & LONG DISTANCE RACING K2 KAYAKS—  
ORDER NOW FOR EASTER AND THE NEW LONG DISTANCE SEASON

## LAZER K1

LONG DISTANCE and  
SPRINT RACING K1 KAYAK

PLUS RANGE OF OUTSTANDING SLALOM, DOWN RIVER, SURF & TOURING KAYAKS

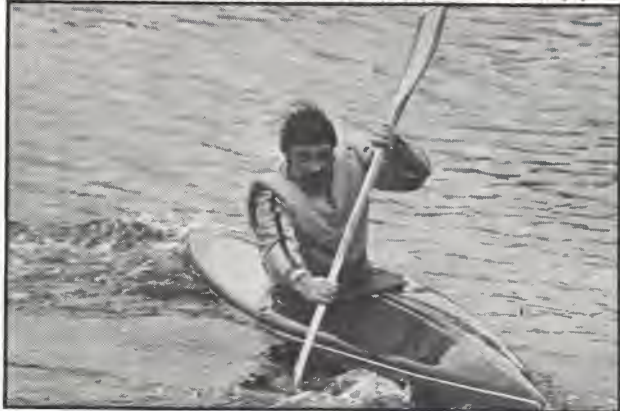
\*See Complete Range at the National Canoeing Exhibition, Granby Halls, Leics.

SEND FOR CATALOGUE OF FULL RANGE

SHAWINGHAM OFFICE  
18 BEAUCHAMP RD. TWICKENHAM, MIDDY.  
TEL: 01-892 8919  
FAC. TEL. 01-892 8919  
MARSH LANE, CREDITON, DEVON.  
TEL: 0363-2 3295

THE  
**CANOE CENTRE (Twickenham) LTD**

**NEW! NEW! NEW! NEW!**



The tremendous success of our Viking Slalom Kayak has prompted us to offer a new member in the Viking tradition:—  
**VIKING SLIMLINE**

also for '75

## THE **NORDKAPP**

a brand new sea-going kayak, designed especially for the British Expedition of that name: see them both at:

NAT CANOEING EXHIBITION — GRANBY HALLS, LEICESTER — 15-16th February, 1975.

**V.C.P. Ltd.**, COLWICK, NOTTINGHAM.  
Telephone: 0602-249371

## **CYMRU CANOES**



CYMRU CANOES is a small enterprise run by active canoeists for active canoeists.

Each canoe is individually hand-built to customers' requirements.

CYMRU CANOES are ideal for any form of canoeing on lake, river or sea, for outdoor pursuits centres, schools and youth clubs.

Each canoe is supplied complete with all safety devices and paddle and spray-deck.

We are instructors at St. David's College and other schools in the area as well as advisers and suppliers to the Gwynedd and Clwyd Youth organisations.

Write for further information to: **CYMRU CANOES (G.B.)**, St. Hilary's Road, Llandudno. LL30 1PU.  
Telephone: 0492/77067.



**Look for  
the New  
Slalom Dipper  
at the Boat  
Show - Stand  
No. UQ6 and  
Pool**



### **Tyne Canoes Limited**

Dept. 518, 206 Amyand Park Road,  
St. Margaret's, Twickenham, Middx.,  
TW1 3HZ. Tel: 01-892 4033.

## **FINEST DESIGNS**



## **HIGHEST STANDARDS**

### **THE BRITISH CANOE MANUFACTURERS ASSOCIATION**

AVONCRAFT, Burrowfield, Welwyn Garden City, Herts. Tel: 07073-30000

THE CANOE CENTRE (TWICKENHAM) LTD., 18 Beauchamp Road, Twickenham, Middx. Tel: 01-892 8979.

EURO KAYAKS, 13 Ravine Road, Canford Cliffs, Poole, Dorset. Tel: 0202 709792

GAYBO LTD., 4 Rose Hill, Brighton, Sussex. Tel: 0273 684599

GRANTA BOATS LTD., 23 Great Whyte, Ramsey, Huntingdon. Tel: Ramsey 3777

JAYCEE GLASSFIBRE PRODUCTS, 69 Knights Hill, West Norwood, London SE27. Tel: 01-670 1234

P. & H. FIBREGLASS PRODUCTS, 76 Dale Rd., Spondon, Derby. Tel: Ilkeston 3155

PYRANHA MOULDINGS LTD., 23 Poachers Lane, Latchford, Warrington, Cheshire WA4 1TP. Tel: Warrington 31484

TOPCRAFT LTD., 324a Birmingham Road, Walsall. Tel: 0922 28329

TYNE CANOES LTD., 206 Amyand Park Road, St. Margaret's, Twickenham. Tel: 01-892 4033

VALLEY CANOE PRODUCTS LTD., Private Road 4, Colwick Estate, Nottingham. Tel: 0602 249371.

**Familiar names that offer you  
the best in canoes**

Write or ring for full details

**1975**

NEW

**HARISHOK**

NEW

**1975**

HIGH PERFORMANCE MARINE SPORTSWEAR



Anorak/Trouser Dunloprufe Nylon



Kayak Buoyancy Vest



One Piece Suit Dunloprufe Nylon

- ✦ A range of Clothing for the canoeist on the water and on the bank which offers new standards of functional design and workmanship.
- ✦ Available from your 'Team Harishok' dealer. Heavy duty Dunloprufe Nylon. Red or Blue. Rolled seams sealed with polyurethane. Raglan sleeve for arm movement. Neoprene cuffs. Pockets. Extra length anorak. As selected by the design centre.

Write for details and nearest stockist to: **HARISHOK LTD.**, Unit 3, Clarendon Trading Estate,  
Clarendon Road, Hyde, Cheshire. SK14 2LJ.

Telephone: 061-368 9216

# THE BAIDARKA

The BAIDARKA still retains the extremely attractive lines of a traditional sea canoe. This canoe is specifically designed for sea-going and estuary work. It is easy to roll and very stable in the water.

Length: 16'0½" beam 21" approx. Modelled on North Sea Eskimo Kayak.

**Special feature:**

Large hatch in after deck with water tight bulkhead for easy (and dry) kit storage.

Choice of colours includes red, yellow, orange and blue.

Moulded in GRP with deck and hull reinforced especially behind bucket seat

Price £60

Hatch and Bulkhead £10

Deck Fittings and Elastics £3

Spray Cover £3.75

plus VAT

ex works



**CAPTAIN FRANK McNULTY & SONS LIMITED**

VICTORIA ROAD,  
SOUTH SHIELDS, COUNTY DURHAM  
Telephone (STD 08943) 63196



**You can take a White Horse anywhere**