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IN BRITAIN 25P No. 96 JUNE/JULY 1975



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**THE GENERAL SECRETARY,
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CANOEING IN BRITAIN

B.C.U.'s V.A.T. APPEAL

The Right Honourable
Denis Healey, M.P.,
Chancellor of the Exchequer,
11 Downing Street,
London, S.W.1.

28th April 1975

Dear Chancellor,

We are deeply concerned at the proposals in the Budget to increase the V.A.T. on boats and canoes to 25 per cent. We can appreciate that in some cases a boat could be classed as a luxury item, but in our efforts to get the youth of the nation afloat such an escalation in costs seriously affects our work. In this connection there are two aspects which call for special consideration.

In the first place, amongst the younger generation, from ten years old upwards, every penny counts; and we have ever tried to bring down the costs through the encouragement of amateur construction by the provision of kits. Manufacturers have co-operated in this, and have kept their prices to a minimum. This activity is a branch of the Educational system, and many schools, Youth Groups and Colleges are incorporating it in their curricula. Therefore we will now be introducing children to canoeing in school and to use canoes when they will not be able to afford them when they leave school.

The second group which concerns us particularly are the competitive canoeists who aim at Olympic Games, World Championships and similar competitions. The craft used by these

people are already very costly. For instance, the Kayak two-seater costs £361.00 to which now must be added 25 per cent, making a total of £452.00. Similarly, the price has gone up for single seat canoes and four seat canoes.

Another consideration in our sport is that the branch of canoe Slalom and White Water racing, also of World Championship standard, there is a heavy wastage of craft due to damage and destruction. This means that a competitor may, in the course of one season use up several craft. In our sport the principle that we have followed is ownership of one's own canoe. Clubs do not normally provide craft for the people who represent themselves or the country. It is also of considerable worry to note that among the sports of Olympic and World Championship standards, water sports are the only ones to be taxed in this manner.

Although we can appreciate your problems and quite understand that where sacrifices are necessary, they may reasonably be expected in the field of luxuries, we do not accept that such small craft as canoes should be treated as one of this class any more than bicycles or climbing-boots. We would, therefore, urge that your proposals should be seriously reconsidered and so amended that manually propelled vessels and small boats could be excluded from the higher rate of V.A.T.

Yours sincerely,
O.J. Cock,

Director of Coaching.

Editorial

The Chancellor's imposition of 25 per cent V.A.T on boats is likely to have a serious effect on canoeing, already hit by the hefty increase in the price of resin over the past 2 years.

The B.C.U. made representations to Mr. Healey in April following the Budget: the letter is reproduced on this page.

It is to be hoped that some concession can be made in view of the special circumstances which surround our youth-based sport. Far from mopping up "surplus" money from wage increases beyond the social contract, this selective tax is going to have its maximum impact on the very limited means of students on grants, school-children and their pocket money, and those exceptional people we ask to represent us abroad in competitive events, largely at their own expense.

* * *

At the time of writing, further problems are being caused to firms supplying resins and other materials for boatbuilding. Consultations with the V.A.T. department indicate that materials purchased specifically for the construction of canoes or boats will be subject to 25 per cent V.A.T. e.g. Kayak kits, but the same products sold individually for no stated purpose would attract only 8 per cent.

V.A.T. on hire or sale of kayak moulds, not being a boat or a part of one, would also be only 8 per cent. So at present it would seem that it is not so much *what* you order, but *how* you order it, which controls the tax you will pay.

Jack Levison

EDITOR

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Stockton-on-Tees
Cleveland TS16 9DL

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Front Cover: Photo: Jack Levison

Enquiries regarding non-receipt of magazine, notification of changes of address and general enquiries should be sent, quoting your membership number, to the General Secretary. Names and addresses of the principal officers of the British Canoe

Union can be found on pages 15 & 16 of the February/March issue of C.i.B.
The General Secretary,
The British Canoe Union,
70 Brompton Road,
London SW3 1DT Tel: 01-584-9229

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H. Q.

BCU DIRECTOR APPOINTED

As a further step toward the implementation of the DPG Report Council has appointed Mr. J. Gordon Richards MBE as Director of the BCU. He will take up his appointment on the 1st July 1975.

Mr. Richards age 48, is an enthusiastic canoeist who has been involved in many sports, including as manager of the British Pentathlon team. He was the founder and first commandant of the BAOR Outward Bound School in Norway and has been warden of the Outward Bound Moray School in Scotland and of the Aberdovey Outward Bound School. He has produced papers, articles and books on sporting, leisure development and educational topics and has experience of broadcasting on radio and television.

HEADQUARTERS NOTES

We are still trying hard to get answers back to members as quickly as possible, but do not expect a 48 hour service!

It will go a long way towards speeding up replies and service if you will please:

- 1.) Quote your membership number on all correspondence. Members of the Coaching Scheme are asked to quote their certificate number.
- 2.) Print your name under your signature. Some signatures are difficult to decipher.
- 3.) Enclose a S.A.E. if you require an answer. The cost of postage is hitting us hard.
- 4.) Write directly to the people concerned, e.g. for Slalom Entry Forms to Mr. R. P. Hardy, for Touring at Home and abroad to Mr. R. F. Tyas or to the respective River Adviser. Where specific questions are asked, the letter has to be passed on to the representative concerned anyhow.
- 5.) Ensure that money remitted for membership and publications is correct.
- 6.) The attention of competitors is drawn to the replacement of current membership cards. The cost of issuing a duplicate card is 15p and we require a S.A.E.

HOW TO GET YOUR ESPADA AWARD

1.) For each award claimed the paddler must use a race/regatta result card. When filled in and countersigned, the card should be sent to the Espada Award Secretary

Mrs. Iris Wooton, 104 Norton Lane, Great Wyrley, Walsall, Staffs.

2.) The onus is on the paddler to enter the three results required for the award he seeks on one card and to get these results individually countersigned by the race or regatta organiser before he leaves the event. LD Race and Regatta Organisers cannot afford the postage required to send result certificates to each paddler.

3.) The completed card should thus have three results, each countersigned. On receipt of this card and the 30p fee for the badge and sticker the award will be forwarded.

4.) There are bronze, silver and gold awards in each class A, B and C for boys and girls. The results required are as follows:

Bronze: Any three results (i.e. did you complete the course each time?)

Silver: A place (1st, 2nd or 3rd) and two results.

Gold: Two first places and any other result or three second places or one first place and two second places.

5.) All three results for any one award must be achieved in one season.

6.) At least one result must be achieved in a sprint regatta and one result in a LD race.

COMPETITION EXECUTIVE COMMITTEE

Since the publication of the DPG report, the problems of competition and specialist committees have continued to escalate. In order to meet the need for effective and adequate measurers to alleviate the increasingly complex financial, administrative and organisational burdens Council has appointed the Competition Executive Committee (of the Competition Committee) to examine

- a.) administration and organisation of competition -
- b.) finances
- c.) the Competition Coaching Scheme -
- d.) international competition.

The Committee will consist of the chairmen of the LD Racing, Sailing, Slalom and Wild Water Racing, Sprint Racing, Coaching and Development Committees - or the Council representative of the committee concerned - under the Chairmanship of R. W. Emes, Chairman of the Competition Committee.

Any observations regarding the matters mentioned above should be submitted to the representative nominated to serve on the Executive, not later than the 7th September 1975. Areas of competitive activity requiring detailed consideration will be prepared following a first meeting of the Executive on the 28th June 1975.

SPRINT

HUNGARIAN RHAPSODY

On Easter Monday thirteen members of the Olympic Training Squad travelled to Hungary where they spent ten days in Budapest as guests of the Honved Sport Club. Ron Emes reports:

We cannot describe in detail the superb hospitality and unique training opportunities experienced by the British contingent. It was a never to be forgotten happening. For those who have watched with awe and amazement the outstanding performances of Hungarian paddlers at World Championships and Olympic Games over the years - for those who may have to come to believe that winning double, triple and even quadruple gold medals with apparently consummate ease was the product of some secret training formula - take heart: Hungarian success can be explained in simple terms; it comes from extremely hard work and total dedication, intelligently applied, well planned, scientifically orientated and ably supervised and administered.

It relies on their knowledge of the physiological and psychological factors affecting human performance. The techniques involved in applying these factors to training and competition are in no way superior to those available to British paddlers. The Hungarian way of life has traditionally encouraged and provided the opportunity for a degree of personal involvement in a chosen sport (and canoeing ranks very highly as a popular sport in Hungary) that is quite different from our own experience.

Perhaps the most valuable lesson learned by the British paddlers was that with a basic natural talent, the necessary physiological and psychological equipment and a total commitment to their activity, international success is well within their capabilities.

In an early season Honved v. Britain Match on the 9th April, Hungary gained 38 points against Britain's 32.

Results:

K1 Men 500m: 1.) Gorman (GB) 2.12
 2.) Fieldus (GB) 2.13 3.) Balogh (H) 2.14 4.) Schaffhauser (H) 2.18.
 K2 Men 500m: 1.) Balogh/Medgyes (H) 1.50. 2.) Gorman/Haynes (GB) 1.53. 3.) Hambrey/Qetherall (GB) 1.53. 4.) Horvath/Herendi (H) 2.01.
 C1 Men 500m: 1.) Darcas (H) 2.14 2.) Szegedi (H) 2.16. 3.) Edom (GB) 2.20. 4.) Reichenstein (GB) 2.32.

K1 Men 1000m: 1.) Joos (H) 4.10. 2.) Schaffhauser (H) 4.11. 3.) Gorman (GB) 4.13 4.) Kolar (GB) 4.20.
 K2 Men 1000m: 1.) Balogh/Medgyes (H) 3.54. 2.) Fieldus/Kolar (GB) 3.56. 3.) Hambrey/Wetherall (GB) 3.59. 4.) Horvath/Herendi (H) 4.05.
 C1 Men 1000m: 1.) Buday (H) 4.49. 2.) Reichenstein (GB) 4.49. 3.) Szegedi (H) 5.00 4.) Edom (GB) 5.00
 K1 Women 500m: 1.) Teszer (H) 2.21. 2.) Burnett (GB) 2.30. 3.) Wetherall (GB) 2.34. 4.) Ilosvay (H) 2.36.

FIRST CHAMPIONSHIPS RESULTS

The season's first championships races were held in conjunction with the Richmond CC regatta and British Universities championships at Holme Pierpont on the 3rd/4th May. The races were for the K2 10,000m events and the results were as follows:

Seniors:

1.) Lawrence/Farrell 45.28.16. 2.) Kolar/Hambrey 46.14.92. 3.) Mason/Brown 46.51.75.

Juniors:

1.) Oliver/Speight 46.44.20. 2.) Machin/Truelove 46.48.92. 3.) White/Dimmock 46.53.26.



STRAND GLASS INCREASE LD SPONSORSHIP

1975 sees the second season during which Strand Glass is providing LD racing with substantial sponsorship. Last year their sponsorship was confined to the 2nd Tier events. This year, in addition to increasing the amount of their support for this series, they will give their support also to the National Championships.

The LD Executive wishes to place on record its sincere appreciation to Strand Glass, in particular to their Managing Director Mr. R. Paris, and their PR, Miss C. Scott - without whose generosity this tie-up between one of the country's major glassfibre companies and canoeing would not be possible.

INTERNATIONAL LD RACE AMSTERDAM - 26/27 April

The British women team gained best results in the first international LD race of the season in Amsterdam on 26th/27th April. The crew Nadal/Money took first place in the womens K2 race in a time of 1.17.52 followed by Western Germany in 1.18.37 and Belgium in 1.19.55.

In the Mens Senior and Junior races the large Belgian team, containing some world class paddlers, dominated the field by their sheer numerical superiority. In the Senior K1 race over 16 miles they took six out of the first seven places with a Dutch competitor in fourth place, and Great Britain taking places 8 - 18. Brown and Williams stayed with the leading group at the start with Williams and Greenham in a second group. At the second portage at 17.5 km Greenham after a long fast run took the lead, but two km from the finish a clash of blades caused him to capsize and he fell back to eighth place at the finish.

In the senior K2 race Belgium took the first two and a fourth place, Holland a third place with the crew Williams/Brown in fifth place followed by Speaight/Burr and Greenham/Sheriff.

In the Junior class K1 over eight miles Great Britain took fifth, sixth, eight and twelfth places.

In the women K1 race Nadal finished fourth and Money eight in a strong field of German paddlers.

"ROUND LONDON CANOE RACE"

After considerable discussion the LD Committee announces that the first Round London LD Race will be staged on the 30 August 1975. The event is being promoted by the British Waterways Board and will be held over the same course as used for the Round London Inflatables Race held in conjunction with the Boat Show.

The race will take competitors from Little Venice on the Regent Canal to Limehouse, up the Thames to Brentford, and using the Grand Union and Regent Canals via Greenford back to the start - a distance of 42 miles.

The event will be run as a relay event for teams of four - with the canal sections being raced in K1s and the Thames in K2s. Full details can be obtained from The Secretary, Round London Canoe Race, 236 Whitehorse Road, Croydon CRO 2LB.

1976 NATIONAL LONG DISTANCE CHAMPIONSHIPS

Why 1976 - the 1975 event has still not taken place?

The LD Executive feel that as 1975 will see the completion of a five years run without change of venue, clubs should be given the opportunity to apply to host the 1976 event.

As the championships now require months of planning and organisation, it is felt that any club or other group that wishes to be considered for the 1976 event should submit their initial application by the 31st July 1975. Details of the course and other facilities should be included in the initial outline. Applications will be treated in confidence and applicants will be advised of the Committee's decision as soon as possible after the closing date.

Applications should be sent to the Chairman of the LD Committee at 47 Bowgate, Gosberton nr. Spalding, Lincs. and marked "1976 Nationals".



JOHN BIDDLE BACK IN TRAINING

During the weekend 19th-20th April the BCU Sailing Committee, under the direction of their National Coach Alan Hassell, held their first training session at the Grafham Residential Centre. Fourteen members of the squad made use of the excellent shore facilities of the centre including video equipment. The accent was on boat handling, manoeuvring, tacking and gybing.

It was pleasant to see John Biddle, top British Canoe Sailor and holder of the European title, again on the water following surgery on his injured knee which compelled him to pull out of the New York Cup event against Sweden last year.



Grievous/Knight of Bristol C.C. pulling out of Gate 10 on their run to 1st place in the C2 Novice Class at Pontilas slalom (Piver Monnow) in 1975

Photo Mark Lewis

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Make your own open-palm mitts

The middle of summer may not seem the best time of year to feature paddling mitts, but it's no good waiting until your hands get cold! Find those scraps of neoprene and follow the steps given.

Note that our cutting diagram has the three patterns overlapping, to save page space. To make your patterns the right size, rule a sheet of paper with the same number of squares as the diagram. If you make your squares with 1in sides, the mitts turn out "Large man's" size. For smaller mitts, $\frac{7}{8}$ " squares could be used, and so on.) Letter and number them in the same way, then proceed to copy the contents of each square on our diagram in turn in to your larger squares (i.e. A1 into A1, A2 into A2 and so on.)

Put the little marks with letters which tell you which edges to stick together in the right places, and then trace the three pieces needed for each mitt on to tracing paper, separately, so you can cut them out as templates.

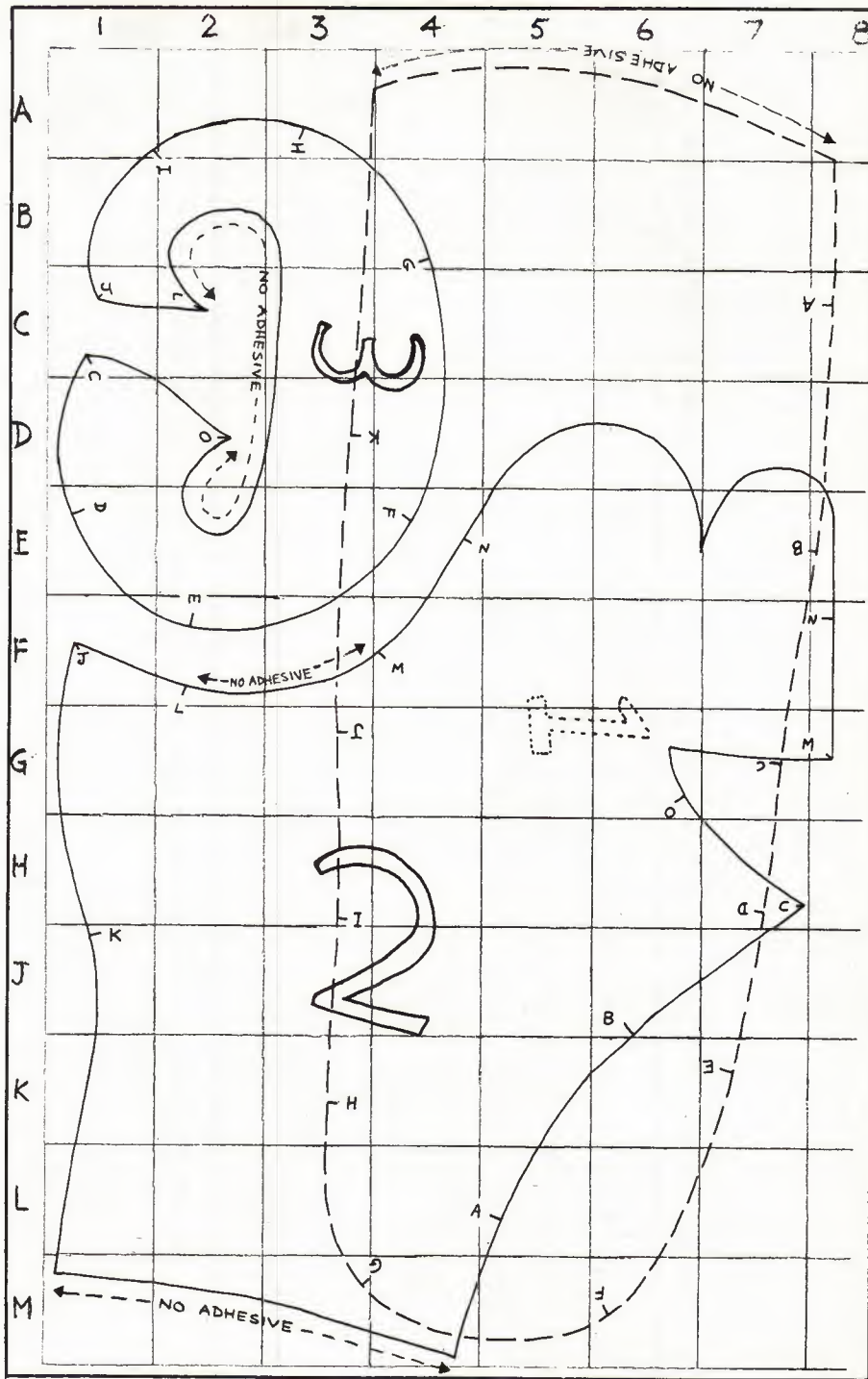
Now mark out the bits for one mitt on your neoprene with a felt-tip pen, and cut them out. Apply adhesive to the edges of all the pieces except where marked, and when dry to the touch, join gently at first, then with firm pressures. Join parts 1 and 2 first, letter to letter, then add 3. Finally join N to N and M to M to complete the thumb.

Now test for size. If too large, slit along seam, pare away surplus and re-glue. If too small, stick an extra bit in! If you adjust your pattern when doing this, mitt No. 2 should be correct when made.

Before marking out mitt No. 2, turn your tracings over (so you finish up with one right - and one left-handed version, silly!)

It is essential to over-sew the seams after gluing, for strength, and you can add tape if you want as a finishing touch. The design of these mitts has a natural curve which keeps them on the hands without the need for velcro or other fastenings.

Peter Knowles, who designed the mitts, has used them for racing and pottering for about two years, and he and his friends find they give the necessary protection from the elements without any loss of control. Here's an end to cold holds!



Insports WET SUITS

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NEWS

CHANGE OF ADDRESS

For 1975 the Secretary of the Irish Canoe Union is David Jacobs, 24 Avoca Road, Blackrock, Co. Dublin.

MALCOLM JAMES

We learn with regret of the untimely death in March of B.C.U. Senior Instructor Malcolm James, 40, P.E. Lecturer at Bishop Lonsdale College. He leaves a wife and family.

SCOTTISH CANOE ASSOCIATION

In an effort to provide a comprehensive canoeing service to the paddler in Scotland, the Scottish Canoe Association, with the help of the Scottish Sports Council, now has a permanent address. Correspondence should now be sent to: The General Secretary, The Scottish Canoe Association, 11 Rutland Street, Edinburgh EH1 2AE. Telephone: 031 229 0764.

Through our central office, we hope to provide an information and



Blind canoeist Dennis Moore of Teddington pictured with his guide dog Gayle and Bill Chase of Mortlock who successfully paddled the 125 miles Devizes to Westminster course at Easter. They had trouble at only one of the 77 portages (at Molesey Lock) where Dennis fell in and finished in 30 hrs 52 minutes 13 seconds in 44th position. Photo courtesy Richmond and Twickenham Times.

administrative organisation which will handle all aspects of canoeing in Scotland, with particular reference to Canoe Courses and Competitions.

Information on canoe touring within Scotland is also available in liaison with our River Advisory

Service.

We hope that the canoeist, within Scotland, and elsewhere, will use the services of the Association to the full, such that canoeing throughout the country will benefit.



Peter Turcan

On Monday, 10th March, Peter Turcan, aged 17 years of the Strathkelvin Kayak Club, set up a new world record for the fastest 100 hand rolls, in a Tempo slalom canoe. His time was 4 mins 11.4 secs, 13.2 secs faster than the previous record as published in the Guinness Book of Records, 1974.

Officials of the Scottish Canoe Association and independent timekeepers were present.

He is now in training for the record maximum number of eskimo rolls, now standing at 1004. He hopes to break this record sometime this summer.

In January, the West Midlands Sports Council convened a meeting of local canoe clubs to discuss the problems and needs of local canoeists. One outcome was that a further meeting was called on 12th March to form the "West Midlands Association of Canoe Clubs". The response was very encouraging, with 29 representatives from 19 clubs as far afield as Hereford, Burton and Rugby. It was felt that there were many advantages in regional organisation, the main one being access. The next meeting is in June when the Steering Committee proposals will be discussed.

Viking K.C. organised a highly successful National Inter-club slalom championship in the early part of this year, at Duckmill. Chester won the event (193 points), with Coalville second and Viking 'A' third. The event is to be staged again next year.

Telford C.C. have taken on the restoration of a hut in a state of chronic disrepair to become a club base. Senior members of the club have been asked to contribute £2 each to the fund, which was depleted by hiring a Hy-Mac digger to do the basic excavation necessary.

Manchester C.C. are saving money for members by stocking Christmas Cards for sale later this year.

The Tyne-Tees-Eden-Wharfe series of White Water races which was the North of England WW Championships was won by 4 clear points by Nig. Morley of Lakeland C.C. with a maximum score of 200 points. N. Rickaby of Sunderland came 2nd, and P. Henry (Newcastle Univ.) took 3rd place in the Men's K.1. section out of more than 137 competitors.

In the C1 event, J. Harvey of R.A.F.C.A. took the honours, and Golithly/Lightfoot of North Tyneside lost only 2 points to clinch the C2 section.

Fifteen lady competitors took part in the series, maximum points going to L. Rickaby of Sunderland.

There are hopes of sponsorship for the next winter's event, details of which will be released shortly.

125 Miles in under 18 hours

Senior Class winner Bernard Perrett who, with Brian Greenham, established a new record time this year in the Devizes to Westminster Canoe Race, describes the problems and hazards encountered on their winning paddle.

'If only'. How many times have you heard this phrase when talking about the Devizes to Westminster race. In many respects the race bears no relation to the rest of the canoeing calendar but it does serve its purpose if only to allow some canoeists to achieve their 'Everest'. It is unfortunate that many of the competitors never get into a boat for the rest of the year.

The 1975 D.W. looked a foregone conclusion. The Royal Engineers had been in full time training since January and the Royal Marines as always were poised to spring some surprise. The civilian crews certainly didn't look as though they would break the service grip on the race this year.

This was to be my 7th D.W. and Brian's 2nd, therefore we were a crew of experience and enthusiasm. These are good ingredients for a marathon event of this type and therefore somewhere in the backs of our minds lingered that slight hope that things would go well. However one cannot rely on hope alone and success must be a strong weld of fitness and planning.

Our trip to Devizes on the Thursday evening took us through a heavy snowstorm at Marlborough. Thoughts of a cold trip to Westminster and all that goes with it came to mind. It is a pity that Devizes lacks the atmosphere it once had even a few years ago. The Black Swan seemed less crowded and without the usual familiar faces and only one snow covered K2 graced the car park outside. However after a quick glance at the opposition's start times we decided to retire to bed.

We aimed to catch the 5 a.m. tide on Saturday and therefore we were due to start about 1 a.m. Staying in bed on the Friday morning until 12 o'clock was one of the greatest problems. One cannot sleep or relax and therefore one's thoughts were directed towards worrying. When the time came we dressed carefully and applied plenty of grease to all the relevant areas.

Arriving in Devizes we found the car park quite empty-everyone had started except for the late entry of Steve Nash and Tim Cornish. The kit-check went smoothly and with some final advice from our support crew we set off. Westminster seemed a long way off! The long straight out of Devizes still looked white with the morning snow and it was obvious that the weather was going to claim

many victims. With Nash and Cornish just 6 mins. behind us we paddled to Wootton Rivers and arrived in 2hrs. 15 mins. which was quite a slow time compared with other faster years.

Psychologically it is always worse to start last as there is always empty water ahead and the first and last sections of the race are a true test of a well padded bottom. Our first glimpse of the portages at Wootton Rivers confirmed our belief that they would be muddy and could slow us down. However undeterred we carried on over Crofton and through to the Bedwyns passing through several snowstorms which brought us little comfort. Thank goodness the wind was still in our favour although the low temperatures were causing our hands to be the main area of discomfort to us. The chasing crew's support seemed to increase at every portage and with Nash and Cornish breathing down our necks we paddled into Newbury in 5hrs. 35 mins.

Newbury is a kind of farewell stage: from this point seniors are on their own, but at least the portages are drier. Our run into Newbury hadn't been smooth and although the conditions were unfavourable we had hoped for a faster time. The canal section into Reading has more flow and for me it was home water and that is certainly an advantage around the Theale area where the channels become complicated.

The Pylons at Theale are always a welcome sight but with them came darkness and an even greater world of silence. The lights of Reading slowly came into sight and we arrived at Blake's in 8hrs. 40 mins. still down on our own schedule and 30 mins. down on Chapman and Alun-Williams' record run.

Blake's Lock is always a very welcome sight and this year was no exception. Fires blazed - people chatted in small groups and offered advice. After a quick kit check we paddled on into the darkness and on to Sonning leaving behind us the warmth of Blakes. The Thames seemed very high and it was comforting to think that our theory of Canal and Thames pacing might work.

Our night support had taken over and it was obvious that they meant to push us through as quickly as possible. Marsh lock weir thundered louder than usual and we found that entry into most of the locks presented difficulties. We reached Boulton in 11¼hrs. and had now gained ten minutes on our schedule but we were still 15 mins down on a record run. There were many well known faces at the locks but we had no time to socialise and all the hurrying took our minds off our aches and pains. I think both Brian and I went through stages of

depression on the canals but it looked as though we were at last putting things together and really going. Penton Hook brought our biggest scare when the canoe spun round at the top of the weir and finished up within inches of smashing into the lock wall. At last we were level with the record but Shepperton is often a breaking point and a graveyard for many fast times. The build up of other K2s continued and it was great to be able to talk to other paddlers. Wash hanging was not necessary - the rate seemed good and Brian seemed full of life.

We heard that the Royal Engineers had started and subconsciously wished them well but not too well. Through the dark lock at Sunbury and on to Teddington and by now we had gained 25 mins. on the record. It seemed unbelievable that we had been able to maintain our speed and at this stage I felt quite excited and elated at the thought of breaking the record. The water at Teddington was high although the Thames flow seemed to have slowed. Our support pulled us in just before the lock and replenished our bottles and then quickly put us back on the water to paddle over the rollers and on to the Tideway.

Bridge counting on the Tideway is always futile but I always do it. The first four bridges come quickly then there is a long wait and it's here the real agony begins. We had made Teddington in 15hrs. 50 mins. and therefore we hoped for 2hrs on the Tideway. Our support group looked like sparrows on each of the bridges - their shouts breaking our thoughts of self pity and their wishes keeping our hope alive. The bridges came slowly and the snow drifted into our faces but every stroke brought us that much nearer the end.

Big Ben may be quite a disappointing building from the land but from the Thames after 125 miles of non-stop paddling it is a welcome sight - the Mecca of the canoeing maladjusted. Westminster in 17hrs 52 mins - it was a new record, but was it good enough for a first place? This, we would have to wait to hear for at least another 12 hrs. I wonder what each finisher thinks about when he walks up the steps. I suspect he vows never to do it again or even wishes that he had not even started. However the great 'if' race was over for another year.

The D.W. committee should make a special award for the bank support, for with the modern way of racing their efforts can make or break a crew. Our very grateful thanks to Malcom Cooper for his planning, his guidance and his tolerance and to my wife for keeping all the drinks at the right temperature and to Ken Lovell for his untiring enthusiasm.

GENTRE SPREAD

Two and a quarter hours out in the Devizes-Westminster Race 1975, Perrett/Greenham encountered the muddy portages at Wootton Rivers.





TRADE NEWS

DRY KIT !!!

Carrying gear to keep it dry, and repairing wet canoes while touring, have always been difficult problems for the canoeist. Two new solutions are offered by Valley Canoe Products. Firstly, for really dry kit, cameras etc., use their new wide-necked, screw-topped plastic containers. These can be stored in the canoe or used as a deck-fitting. They are big enough to squeeze a sleeping bag inside if required. Those lucky canoeists who have managed to get hold of these second hand, in the past will recognise them as B.D.H. Safe-paks or Blue Bottles. Valley Canoe Products have managed to obtain supplies of these excellent containers Brand New.

WET REPAIRS

The treble S Repair Kit depends on new ultra-violet light-curing resins now available. A patch of the glass/resin mix can be cut and applied

direct to the wet canoe. It sticks instantly and forms a temporary repair — daylight then gets to work and cures the resin in a matter of hours to form a permanent, strong seal. It is obtainable in 36in x 4in strips and is invaluable for bankside repairs.

ROLLS ROYCE SPRAYDECKS

Typhoon and Valley Canoe are now collaborating to produce the 'Rolls Royce' of spraydecks. Super Limpets with vest tops as an integral part of the cover. The shoulder straps fasten in place with Velcro, and a new coaming seal has been developed. Six sizes are available. Also new are wet-suit trousers cut to cope with the canoeist in the sitting position. An open ended zip fly is fitted which unzips from the lower end. Yes you've got it! Instant access without clawing your way through buoyancy aid, anorak and spraydeck.

V.A.T. = BAD NEWS FOR CANOEISTS

In his recent budget, the Chancellor of the Exchequer saw fit to raise the rate of tax on certain goods from the standard rate of 8 per cent to the very high rate of 25 per cent. This crippling tax on an industry which is basically a small cottage type industry, with very few tycoons, will be severely caught by this tax. Prices of canoes over the past few years have suffered increases which have staggered both the manufacturer and customer alike.

When V.A.T. was first introduced the canoes went up by 8 per cent. Not long after, the price of resin more than doubled overnight, pushing up prices by as much as £8.00. (£8.64 inc. V.A.T.). Now we are faced with V.A.T. at 25 per cent, which will increase a £70.00 kayak from £75.60 including V.A.T. to £87.50 including V.A.T., an immediate increase of £12.10 overnight. Fortunately, paddles, buoyancy aids, helmets etc. are not affected.

What can you do about it? Well, I suggest you all write to your local M.P. and complain to him, such comments as Olympic Sport, children saving up their paper round money, outdoor sports, keep the teenagers off the streets, etc. may get some sympathy. The best of luck anyway.



PHAZER POWER

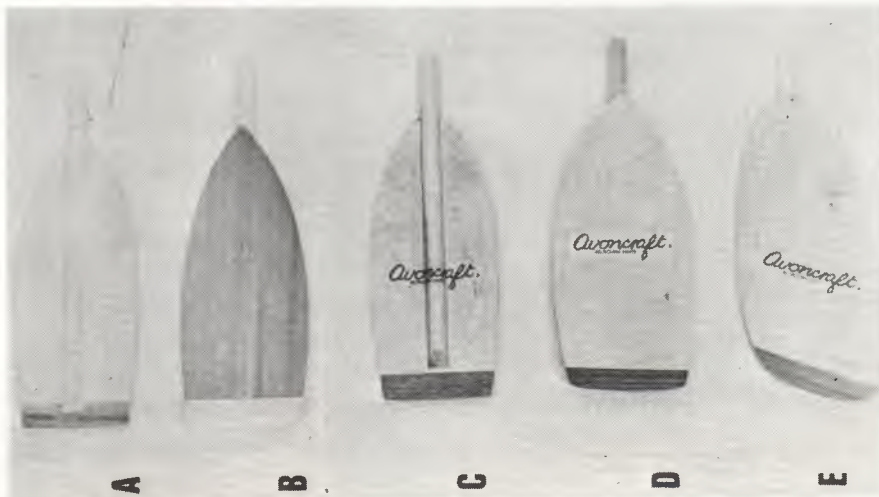
With two firsts and a second at the last three major slaloms, including an international in the premier event, P. & H. Fibreglass Products' new Slimline Phazer is certainly setting the pace in this country. With the new Hahn Canadian C1, P. & H. have also a superb winning canoe. At Grandtully and Bala Mill slalom both the first two places were taken by paddlers in their new C1. Out of the six slalom paddlers chosen for the world championships this year three of the six paddlers have chosen P. & H. produced canoes or kayaks for this world championship event.

PRICE CHANGES

Avoncraft announce amended prices for their paddle kits. Flat and curved mahogany blades, (A & B) 6ft. 10in. overall length, are now £3.50 + V.A.T., (an extra 10p if you want 7ft. 10in. blades).

The superior birch laminate flat paddle (C) now costs £4.15 for the 6ft. 10in. version, and the curved equivalent (D) is £4.50. They also make kits for assymetric blades (E) which go up to £4.80 for the 7ft. 10in. birch model. Each kit incorporates a blue or gold plastic coated alloy shaft. A canadian paddle kit is now priced at £2.50. Add V.A.T. to all the above.

Avoncraft also retail the popular Lendal, Mark Gees and A.B.S. plastic blades.



WHOSE WATER?

The letter published in the last issue of Canoeing in Britain giving a riparian owner's view on access to the River Spey, signed by S. E. Scammell also appeared word-for-word in "Mountain Life", on this occasion signed by Major H. S. McLaren of Kinrara, Aviemore. ML Editor, Chris Brasher, commented that co-existence is possible and that landowners cannot in the long term expect to exclude others from enjoying the countryside and waters of Britain, because social justice is not on their side.

Acknowledging that the Law is not necessarily based on Logic or even common sense, layman J. L. Davison looks at the River Spey Access Case and the debating issues which it raises.

Mr. Davison writes:-

The argument seems to me to hinge upon 2 main points:-

1. Whether or not a landowner has *ownership* of a stretch of river;
2. Whether or not a landowner has *exclusive right* to use of a stretch of river.

On grounds not of law but of common sense and logic and morality, I should dispute a landowner's right to either of these claims.

Ownership?

A landowner, by definition, owns privately held land; it is his when bought to own and cultivate, and his to sell. It is a fixed unmoving commodity with dimensions and boundaries. But a river comprises Water, an entirely different element, one which is not fixed but continually and freely moving.

The source of the water that is a river is not the landowner's, for it comes by means of natural springs and rainfall, God-given, spread over a wide area of land usually far distant from that owned by the riverside landowner. And if the beginnings of this natural process that we call a river are not his, neither are its ends. For the waters of a river pass into and become the high seas.

There remain to be considered the moments when the river water passes the banks that form the landowner's property. Does he claim to do with the water as he pleases - for instance, to dye - colour it for his aesthetic satisfaction, to dam it up, pollute it, divert it, collect it up and take it away, sell a bit of it? He can do all these things with his land. But with water? Surely the truth is that he cannot in any way interrupt the

river's natural flow or alter its character before the water passes on to his neighbour's landholding *downstream*, who is as concerned in receiving it in its natural condition as he is in receiving it in natural condition from his neighbour *upstream*.

A man does not therefore buy, cultivate and sell river because the water is not, and can never be, wholly his. As Tennyson said of the little river:

"For men may come and men may go

But I go on for ever".

By the same token, can anything floating in the river water be legitimately regarded as the landowner's at the time when it floats past his banks - a sheep or cow, timber, poultry-shed, small boy bathing, drowning person, a canoe?

Indeed - to turn the attack - it is fair to ask, since the main aspect of river that the landowner is interested in is fishing, by what logic does he claim that any fish swimming in the stretch of river adjacent to his land are his? In what ways are fish any different to other things floating in the stream? Let alone his right to "protect" these fish by claiming the water as his! Who put the fish in the river in the first place, and where did they come from?

(I agree that the pursuit of this argument in the face of the fact of fishing rights granted over the centuries is a profitless one here, but there remains illogicality in the concept of "owning" fish.)

There are no gates to a river, no entrances and exists, as with land. A landowner can stand on his land for 10 minutes and look at it: it won't go away. But he can't stand on the water, nor look at it for 10 minutes. For 10 minutes later he will be looking, not at the same bit, but an entirely different quantity of water, the former bit having passed on downstream. Therein lies the essential difference: Water is not Land.

Is there a parallel to river water passing through a man's land? I think there is. There is another moving element adjacent to his land - the air. Does the landowner claim ownership of the air moving above his land? Does a balloonist or aeroplane pilot or satellite agency require to ask permission to fly over his land? Can the landowner claim use of the air to do with as he likes - to buy and sell?

Exclusive Right

Even if Water is to be regarded as

Land, and ownership of river water is conceded to the adjacent landholder, there is the issue of exclusive right to its use.

No one denies the right of the landowner to use for sport the stretch of river adjacent to his land, but should he be enabled to deny others also the right to use of the river for their sport - in this instance, the canoeist?

The question of access to the water is of course relevant here, as a canoeist transporting his boat to river water across private land is clearly in the position of using that land. But with a river it is generally the case that there are many points of public access along its course, such as road bridges, or where the public highway or parkland lie adjacent to the river. Where the canoeist embarks and disembarks using public access, he is not using the landowner's *land* at all.

There is, in any case, I understand, no law of trespass in Scotland, the only valid claim entertained by the law against a "trespasser" over private land being for damages to crops, game-stock etc. What damage is a canoeist going to be doing to a river? None to the river itself, and none to the fish-stock in it.

The basic objection to canoeing is not damages but is implied interference to the sport of private angling. So let us speak of interference and not of damage. But here the worst interference that can befall is that a fisherman's line will become entangled in a canoe; the least, that fish may be disturbed in their concentration on the hook, to the detriment of a fisherman's chance of a catch (which could be regarded as *protection* of the fish-stock i.e. the canoeist's contribution to the one that got away!)

The first possibility seems to me to form a natural hazard of the sport of angling, as lines get entangled in other things than canoes, and amateur sportsmen must always be prepared to face hazards, it being part of the sport to cope with them, and the Compleat Angler should be able to take such in his stride without umbrage. The canoeist is prepared to face his hazards, including the possibility of occasionally being hooked.

The second possibility is double-edged: I have it on the authority of a highly experienced river fisherman that the passage of boats can actually be to the advantage of the fisherman in that fish can be roused from slumber by water-eddies, and that the best time and place to cast is just after and behind a passing boat. (My authority is a Mr W. W. Bell. This practical point would require verifying).

The amateur sportsman, be he fisherman or canoeist, pursues his sport as amateur by definition because of his love of it, and not for financial or material gain. The degree of success attained in the sport is not therefore of prime importance; he



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LETTERS LETTERS LETTERS

should not be concerned with trying to achieve perfect standards or perfect conditions, but accept limitations, as his main concern is enjoyment of the sport through participation. The one that gets away, like the lost sheep, is one to be rejoiced over, because it will provide him or a brother fisherman hours more of enjoyment in the catching at a later date!

The truly amateur sportsman adopts a "Live and Let Live" philosophy towards rival competitors and sports: the speed-boat man accepts the yachtsman, the yachtsman accepts the oarsman, the oarsman accepts the swimmer. To claim that any one sport is more important or more worth-while or more deserving of encouragement at the expense of another is impossible to substantiate.

Ever since the invention of the coracle Man has used Water, which includes inland rivers and lakes, as a mode of transport for himself and commodities, for communication and sport. Boating on British rivers is time-honoured: consider some of the English rivers in the south. Man has used rivers similarly to public roadways. Just as a public roadway (or its cars) running through a landowner's estate cannot be claimed for his exclusive use, so a waterway should not be claimed for exclusive use.

If fishing is an ancient practice of the country, so the history of the maritime tradition is an ancient one too. The trend today is for an expansion of this ancient tradition into fresh fields of recreation, a greater utilisation of the country's natural heritage of water, for sport; a rapid growth of public participation in water-based leisure-time activities. And these activities have moved from coastal settings to inland waterway settings, from populous southern centres to more remote northern centres. Aviemore is now such an established outdoor sports centre. With increasing leisure-time has come a growing desire to use it in escaping from the urban environment — this is a clearly developing trend. Government actively encourages the trend and the public's pursuit of outdoor activities, such as canoeing, through the agency of such bodies as the National Sports Council. Only recently Mr P. Walker (then Minister of the Environment) announced the release of drinking-water reservoirs to be made available for sailing.

Although each country has its territorial waters within a 3 mile limit, no country claims exclusive right to use the seas bordering upon its shores and debar foreign shipping. Why should the landowner adjacent to fresh water so claim and debar?

It appears that the Speyside landowners are attempting to have the law uphold: a denial of the country's natural resources for public use in the interest of protecting one privileged private sport.

Dear Editor,

May I ask whether any consideration has been given to the possibility of including third party liability insurance with the B.C.U. membership subscription?

With the general increase in canoeing, the more crowded states of our waters, and especially the practice of surfing by a high percentage of members in the summer months, third party liability cover seems desirable if not essential.

The present cover for 3rd party liability cover (around £3?) seems exorbitant and is presumably based on the high number of claims made under the general canoeing policy — and also the high administrative cost of arranging individual insurance?

If the subscriptions were increased by 50 pence could this provide liability cover for all our members? This would be providing a tangible direct benefit to members that would also have indirect benefits to the B.C.U. when discussing access with land owners, local councils (surfing cover), and other bodies.

Rowen, Nr. Conway Peter Knowles

Dear Editor,

On behalf of the Great Britain Slalom and Wild Water Racing Teams, training group members and management, I would like to thank all members of Leeds Canoe Club who helped to organise the sponsored paddle on 8th March, 1975.

I would also like to thank all the canoeists who took part in the event for their efforts in raising money towards the team's expenses for the coming World Championships in Yugoslavia.

S. Cooper Lt. APTC
Team Manager, GB WW Racing Team

Dear Sir,

As you must already be aware, Parent Teacher Associations do sterling work for schools, in particular providing equipment which the Education Authorities do not provide.

I am a committee member of a local boys' school. This year we have decided to purchase canoes and equipment, as an extra outdoor activity. Funds are well in hand for this purpose.

A large section of the 400 boys, aged 11 to 16 years, are very keen to take part in this fine sport. Many have already had a little experience.

To foster a greater interest amongst the boys' parents and others, we are endeavouring to stage a small display in the school theatre for the remainder of the year, consisting of models and posters.

I feel sure that many of your advertisers and readers have some item which they have no further use for and have discarded. These I would be most grateful for.

Our project we trust will increase

the interest in canoeing and perhaps bring new blood into this sport.

We are already arranging to take parties of boys to North Wales, being transported by their own mini-bus which we bought for them last year.

We also feel that youth, given a new interest, a healthy one, would lessen the school violence and help to create a more stable society.

13 Araglin Ave.,

S. Ockendon,
Essex

R. J. Lobb

Dear Mr. Levison,

I want to arrange a combined swimming/canoeing/aqualunging Aquashow. Do you know of any "funny" — "entertaining" skits — acts etc. involving aqualungers? Polo, rescues, rolls are easy — we've someone to go off a diving board in a canoe, but it's just a matter of entertainment involving aqualungs that I'm short of. Do you know anyone from whom I might get ideas?

104 Orchard Close, F. G. Allen

Norwich, NR7 9NZ

Hon. Sec. Norfolk C.A.

(Any volunteers? Editor)

Dear Sir,

I have recently taken part in my first novice slalom, where I did not receive my starting time sheet, and on the Thursday preceding the event I tried to ring the Organiser, through directory enquiries to confirm my entry, but in vain, he was not on the telephone.

Surely it would be advisable for race organisers or someone else connected with the organisation of the event to be on the telephone so that queries can be clarified as soon as possible.

Coventry

Brian Edmunds
Senior Instructor (I.K.)

Dear Sir,

I wrote a letter you which you partially printed in the last issue of 'Canoeing in Britain.'

It would seem to me that it was both wrong and rude of you to print part of my letter so that it simply said what you wanted it to say.

Edinburgh

R. G. Smith
P.S. You can print this as well, if you like — but try not to change it!

(It is normal journalistic practice to cut readers' letters, for legal reasons or considerations of space, where this can be done without altering the meaning. We are sorry you think your letter was distorted, this was not our intention.)

Correspondents are asked to keep their letters brief and to the point, and should note that they are liable to be edited for length, punctuation, spelling, etc., unless the writer specifically requests otherwise. Editor.)

CANOE TRAILERS & ROOF RACKS

Once upon a time canoes came in two bags, and you carried them by train to your chosen water, where they were assembled, and off you paddled.

As the folding canoe declined in popularity, so it became necessary to devise a more convenient and economical way to transport a kayak (have you ever *tried* to take a rigid canoe anywhere by train?)

One well-known canoe enthusiast made a trailer from six ex-army bedframes and two suspension units from an invalid carriage. It worked very well, and was wondrous to behold.

Nowadays, much more sophisticated designs are available for the small or large club, with huge carrying capacities where required.

P.&H. Fibreglass Products have two of the most successful trailers now in current use. Both designs are used by P. & H. for delivery of their canoes throughout the country and both trailers have now covered thousands of miles.

The smaller of the two trailers will carry 12 single seat canoes quite easily. Loading and unloading is very easy, ten of the canoes being loaded from the sides with two more slid in between the two side frames. With elastics it is possible to load or unload and secure 12 canoes in less than 5 minutes.

Their larger trailer will carry up to 30 kayaks quite safely. It is fitted with large wheels with overrun brakes. This large trailer is an obvious choice for organisations such as outdoor pursuits centres, schools, etc.

Full regulation lighting, complete with internationally wired plug, are fitted to both trailers as standard. Both trailers can also be fitted with boxes for carrying canoe paddles and other canoeing gear. The success of the trailers is such that the British Slalom and White Water racing team have chosen two for carrying their



P & H 12 canoe trailer

canoes and equipment to the world canoe championships in Yugoslavia this year. All P. & H. trailers can be modified according to the customer's requirements, normally at no extra charge.

If you don't fancy pulling a trailer P. & H. are now selling one of the best canoe racks available. It is the Swedish designed Loadcarrier rack. It can be fitted in minutes and also removed when not required. Extension pieces for this rack can be added to extend the rack by 18", giving a roofrack capable of carrying 4 canoes with ease. Available by mail order from P. & H. at £10.75 inc.

postage and packing and V.A.T.

Scottish readers will be interested to know that Lendal Products Ltd carry a range of trailers in stock suitable for carrying from 8 canoes up to 20. These trailers are available for inspection at their Prestwick showrooms.

The latest from Pyranha is the Multitrailer a new idea in canoe trailers. It can be bought in sections to suit the pocket or as a package deal, incorporating Hold Down straps saving rope-tying and a fibreglass box unit for carrying paddles and equipment.

P & H Loadcarrier rack





30 Kayaks can be carried on this big P&H trailer

Avoncraft canoe trailers are designed to carry 6, 8, 10 or 12 canoes, prices starting around £120 + V.A.T. The support arms are adjustable to suit individual kayakers and craft are secured by elastic shock cords supplied with the trailer. Arms and posts have protective foam and are galvanised. The prices include lights and number plate.

A 16 foot long heavy duty trailer to carry up to 19 canoes is also



Avoncraft trailer and V-Bar

available, price on application.

For the individual Avoncraft offer a V-bar for £7 + V.A.T. which fits on a car ladder rack, and gives secure and instant stowage of your canoe. Up to 3 V-bars can be fitted to a ladder rack — the ladder racks can also be obtained from Avoncraft, price about £9 + V.A.T.

Valley Canoe Products carry a range of canoe trailers. Their 12 canoe

trailer has over-run brakes, and allows adequate space for an accessory box between the uprights. Prices upon application.

If however, you are a dyed-in-the-wool build-it-yourself enthusiast, then you can obtain your suspension units from the Indespension Manufacturers, Mechanical Services Ltd. You will find the addresses of all the above suppliers in our advertisement pages.

What's in a name?

by Alan Bye

Canoe or kayak? Well, we all know what a kayak is, and we all know what a canoe is, don't we? A kayak is a hunters boat from the Arctic. The canoe is the North American thingummy which Hiawatha had ... you know the sort of thing you saw in the film 'Deliverance'.

Now this two-place 'canoe' that is pictured falling to pieces on the front page of 'Canoeing in Britain' for April-May 1975, is fully decked, more like a kayak, but its called a canadian, for competition purposes.

Did you know that the sea-going kayakers we use in Britain were until recently based on North Atlantic kayakers? All chines and raked bows and flat decks. The wealth of design in the North Pacific had escaped our notice until recently. There the designs are primarily round, or multi-chined hulls. The decks are pitched, by which I mean an inverted vee, and the cockpits are like submarine conning towers, a bit close fitting under the arms. These are solo, double and treble, and were developed from kayakers by the influence of the Russian fur trade in the Pacific islands, in the 18th century.

Consider the nature of North Atlantic waters. On the East

Greenland coast there is a drift of ice and cold water from the North Southwards. The kayak hunter there will not find great waves fetching free across a thousand miles of open seas. No, He finds narrow lanes between bergs and drift ice, where he sneaks up on the unsuspecting seal and wallop! In goes the harpoon. There speed counts, and sea-keeping qualities come second.

On the shores of Cape Farewell, facing Baffin Bay, the waters are open and the seas rough, and the kayakers are bigger, more beam, greater freeboard, not so fast, but easier at sea. They are all chine boats. Over on the North Pacific shores, there is tall timber, and so long stringers are not so hard to obtain, unlike Greenland where the tallest trees are stunted birch and ash, about ten fee high. Therefore, long timber not being at a premium, many stringers can be used, and a multi-chine, or a close approximation to a round bottom can be obtained.

If you study design, you will come to realise that speed through the water depends on several factors; power applied; load; length of hull in water; wetted surface. Concepts such as the prismatic co-efficient are important. Enough to say that for a given waterline length, beam, loading,

the round bottomed boat is faster than the chine hull.

Reference to 'The Bark Canoes and the Skin Boats of North America', (Edwin Tappan Adney and Howard I Chappelle, Smithsonian Institute, Washington, 1964) p175 refers to ... of such a kayak, or 'baidarka' (other spellings of this name are common)! ... So, it is usual to refer to a North Pacific design as a baidarka. Other spellings are common. (Like Bye-arka perhaps?). Well, one commercial boat is now called the baidarka. Check its lines against those shown in the many excellent line drawings the book mentioned. Pete Smith used an 'Aleut.' which is one of these boats on his voyage to the Black Sea in 1974. Sea canoeing, or kayaking history is still being made. New types which were old when Lincoln was a lad are still turning up.

Now, lets try summat with words. Lets take "canoe" and link it to "kayak", or perhaps "baidarka". We will have a compendium word which everyone will use. Now then, perm any syllable with one or two others, and what do we get?

'Canak!'

'Canark' maybe?

'Kaynoe??'

(My keeper has asked me to stop muttering, as I am disturbing the other inmates).

Calendar Amendments

(Numbers in brackets refer to addresses given in Calendar (Feb/March) issue)

July

- 12-13 International Junior Regatta, Copenhagen
12-13 Cookham Slalom (4, N) Reading & Warren C.C.'s.
D. J. Looker, 24 Thames Ave., Pangbourne, Berks.

August

- 2 International Slalom & WW Race, Ribadasella, Spain.
3 International Sprint Races 500 & 1,000 m. Asturias, Spain.
9-10 International Sprint Racing, Sanabria, Spain.
23-24 International Slalom/WW Race, Jonquiere, Canada.
27 Invitation T.V. Slalom, Linton.
30 International Wild Water Race, Liffey, Eire.
30-1 Slalom & WW Race, Savage River, U.S.A.

September

- 7 Strangethwaite Slalom. Cancelled.
7 Ironbridge slalom. 3/4J, not 4/J½
14 Marsh Lock slalom transferred to Hambledon Weir. Other details as before.
19-21 Senior Instructors Training and Assessment, Askham Bryam, York. R. Rymer, The Lodge, Kirk Hammerton, York.

October

- 4 Canoe Orienteering Event, Hickling Broad, Norfolk C.A. (67). Date changed from 11 Oct.
5 Leven Wild Water Test (from 12 Oct.)
12 Llangollen Town, British Open not Bristol Open.
12 Built Wells, Organiser of event changed to: A. Nevitt, "Clare Lawn", 3 Thomeloe Road, Borbourn, Worcester. WR1 3HE
17-19 Expedition Planning & Organisation, White Hall Centre, Buxton, Young Explorers Trust, 238 Wellington Road South, Stockport.
19 West Tanfield slalom. Transferred to 5 October.

November

- 2 Ludlow slalom. Not restricted open, but Div. 3/4.



R. Petit experiencing the tingling-fresh sensation you get from paddling at Appletreewick in March.

Photo: John Harbron.

Access

RIVER WEAR

Several incidents on the Wear during the last 6 months or so have now led to a verbal battle in the North East press. Two separate assaults on canoeists at Chester-le-Street (to the second of which the police were called) resulted in strong letters from the N. Sports Council to the angling clubs concerned, and the involvement of the Water Authority due to the impersonation of a Water Bailiff. More recently, trouble has been caused on the Durham to Finchale Abbey stretch by probably only one person, secretary of an angling federation, and owner of a fishing tackle shop.

In March, a meeting of representatives of 7 canoe clubs in the North East came to the calm and reasoned conclusion to do nothing except to continue canoeing on the Wear in a reasonable manner. Hundreds of anglers were on every weekend not joining the hooligan element of their sport.

However, the individual mentioned above managed to gain headlines to an inflammatory attack on canoeists in Mid-April, and this has undoubtedly halted progress in water sport relationships, as it has greatly angered local canoeists. Eric Totty was available at the time to answer the attack, and Eddie Palmer was reported a week later, but some damage was done. The man in question completely ignored the fact that negotiating machinery has been in existence in the region for 3 years or so.

The progress of the Wear dispute will be reported on again.

Important alteration — River Adviser, North East.

Due to the pressure of work, the advisory service to canoeists is reverting back to Mike Todd, David Grieve House, Headlam Street, Newcastle upon Tyne 6 (Tel. Newcastle 650227 daytime) whilst Eddie Palmer concentrates on direct negotiation.

The agreement for canoeing on the Eden has been negotiated, to take effect from 1st July. There are certain changes from last year and it

is essential to send a S.A.E. for the new circular *in good time*, to E. B. Totty, Craigmuir, High Knott Road, Arnside, near Carnforth, Lancs. This covers the Lazonby to Armthwaite stretch where there is no canoeing before 1st July.

BOOKS

Youth Hosteller's Guide to Europe (Y.H.A., £1.75)

Having recently rejoined the Y.H.A. after a gap of some years, I was pleased to receive a review copy of the 7th edition of this useful book. Principally designed for cyclists and walkers, it gives a brief cultural/geographical look at each country, and a number of detailed itineraries of interest to the traveller anxious to avoid the well-trodden tourist paths. Some town maps are given, and the existence of Youth Hostels on the various itineraries is indicated. Brief information about canoeing appears in details of some countries.

SMALLS

B.C.U. MEMBERS: Rates 1/4p 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.

FOR SALE

SLALOM C2, nine months old £45. 56, Anthea Drive, Huntington Road, York, North Yorkshire. Tel: York 23948.

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FOR SALE, Baidarka sea canoe, as new 2 months old — water-tight bulkhead — plastic hatch, buoyancy, deck fittings and spray deck £75.00. Jarrett, The Barracks, Cardington, Shropshire, Longville 355.

EVENTS

MAIDSTONE CANOE Club Long Distance Race Sunday 6th July. All classes including slalom class. Entries 40p per seat to: G. Ingram-Monk, 186 Wayfield Road, Chatham, Kent.

PADDLES

GEES QUALITY paddles. Slalom, Canadian Slalom, Flat blade kits, One piece Racing/Touring, Spring Racing. Brochure from Mark Gees, 61 Thames Eyot, Cross Deep, Twickenham TW1 4QL.



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CANOEING INSTRUCTORS: Canoeing instructors required UK (Kayak) and France (Canadian) for short/long periods, March-September. Please apply: PGL Young Adventure Ltd., No. 593 Ross on Wye, HR9 7AH. Tel:— (0989) 4211 or Much Marcle 609 eve. & w/e.

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.

BCU FILMS Send s.a.e. for list. Film hire: British Film Institute, 42 Lower Marsh, London SE1. Loop purchase: 21 Windsor Road, Manchester M10 6QQ.

MAGAZINES

CANOEING IN BRITAIN is available to non-members of the BCU at £1.90 per annum. Trade enquiries welcome — write Ocean Publications Ltd., 34 Buckingham Palace Road, London SW1W 0RE.

WHITE WATER magazine. Four issues per annum 80p. 21 Windsor Road, Manchester M10 6QQ.

CANOE ON THE WYE

Courses are based on Staunton-on-Wye and Welsh Bicknor youth hostels. Weekends (for those with some experience) in October; weeks (for novices) July to September. Details from YHA Adventure Holidays, Dept. CB1, Trevelyan House, St Albans, Herts.

ROTHER L.D.

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Sunday, 29th June 1975

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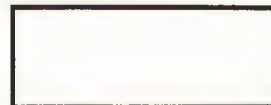
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CANOE WITH THE BRITISH CANOE UNION!

The governing body of the sport of canoeing in Great Britain and Northern Ireland.

This form not to be used for renewal of membership

To: THE OFFICE MANAGER,
BRITISH CANOE UNION,
70 BROMPTON ROAD,
LONDON, SW3 1DT.
Tel: 01-584 9229.



BCU MEMBERSHIP APPLICATION FORM

Block Letters Please

Name (Mr./Mrs./Miss)

Address

Date of Birth (if under 18
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Name of Canoe Club (if any)

Names of 1. (Mrs./Mr./Miss)

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I/We agree to be bound by the Rules and Regulations of the British Canoe Union. I enclose Cheque/Postal Order to the value of £.....

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Signature:

Date:

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

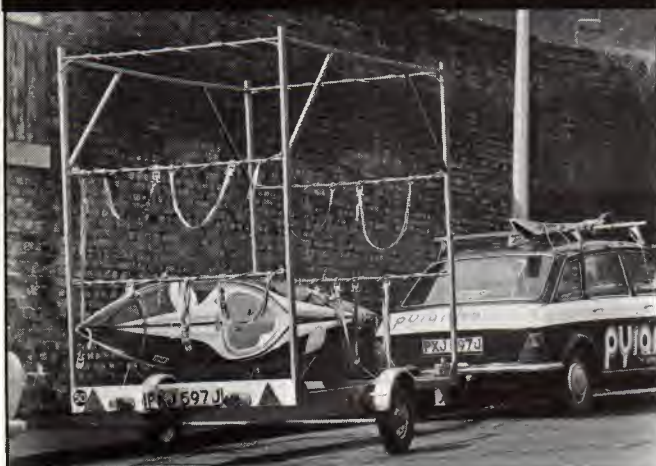
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