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IN BRITAIN 25P

No. 97 AUG/ SEPT 1975



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BCU NEWS

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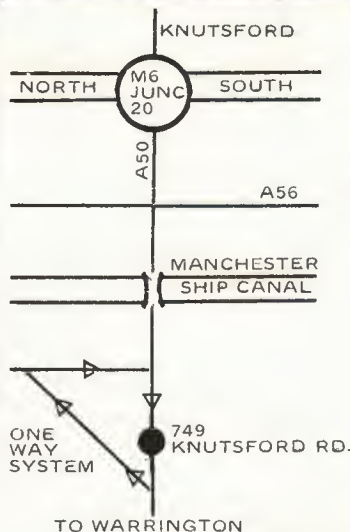
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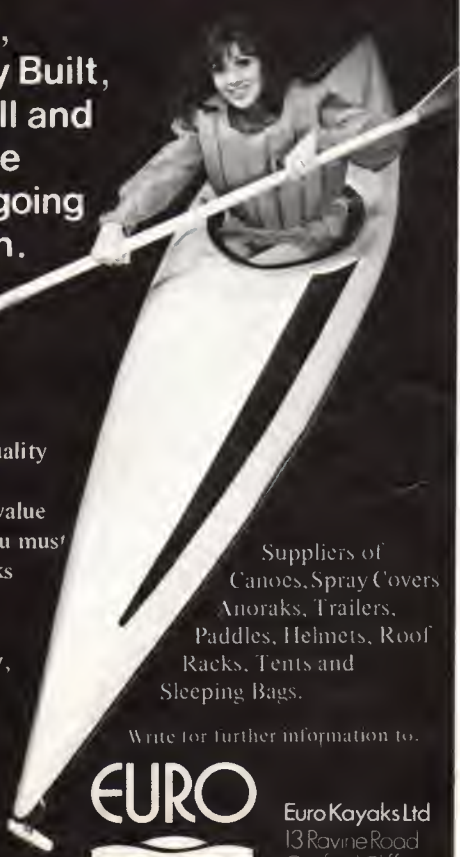
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CANOEING IN BRITAIN

Editorial

Bob Vardy of Avoncraft has recently been to Canada to set up a new company. The Canadians were apparently very cooperative during his visit, especially where canoeing was concerned. His enquiries revealed a lack of information about waterways, and subsequently a Canadian Government Department has arranged for an aerial survey to be carried out.

This is a far cry from the unhelpful attitude so often met with in England, as for example at the Kielder Dam project, concerning which the Northumbrian Water Authority has allegedly stated that it is now extremely unlikely that an artificial slalom course will be constructed, in spite of assurances at the public enquiry that canoeing interests would be considered.

It is claimed by local canoeists that a bit of judicious bull-dozing in the 750 metres below the dam would result in a natural slalom course ideal for canoeing purposes. In a project of such magnitude, a small rearrangement for very little actual cost is surely not too much to expect. We understand that a question is to be asked in Parliament on this matter.

Jack Levison.

FATAL CANOEING ACCIDENTS IN 1974

Report of the Safety Committee of the B.C.U.

There were 11 fatal canoeing accidents in 1974, two more than in the previous year.

In one case only was a qualified instructor of the B.C.U. involved. In this case the victim appears to have had a heart attack before he capsized.

In one other case the victim was wearing a life jacket to B.S.3595. Full details of this accident are not yet to hand.

In all other cases the victims had never had any formal instruction although two had been paddling for some years. No others had either buoyancy aid or life jacket. No others were members or otherwise connected with the B.C.U.

In one case the victim appears to have sunk into mud and panicked, as he had been seen standing with his head and shoulders out of the water.

In one case the victim had set out alone into an estuary in a full storm (force 11) with blizzard showers.

One rescuing boatman appears not to have stopped his engine correctly, as the canoeist was finally

released from his propeller after he had sailed back into harbour.

One was a baby of two years.

Only one person was reported as a good swimmer. It may be that he died of vagus inhibition (very sudden cardiac arrest) as the water at that time was reported as "cold". This victim was one of the two who had been paddling for some years.

WELL DONE GIRLS!

Peggy Mitchell, Pauline Goodwin, and Hilary Peacock won the gold medal for Britain in the women's single kayak team event at the World White Water Championships in Skopje, Yugoslavia.

RIVER ADVISERS

The River Adviser for Tyne, Northumberland and Wear is now M. Todd, David Grieve House, Headlam Street, Newcastle on Tyne 6 but E. J. Palmer is still the contact in relation for the Access Agreement for the Tyne.

Also: delete C. A. Leach as River Adviser for the Exe.

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Stockton-on-Tees
Cleveland TS16 9DL

Production by: Nancy Shawcross

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Front Cover:
Surfing at St. Ives - near to disaster!
Photo: Bruce Halsey.

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.

HEADQUARTERS NOTES

This issue brings the Headquarters Staff to the time of preparation for a new canoeing year. This means new forms, new prices and a continuation of the improvement, we hope, in bringing a new image to Headquarters Office.

Will members please throw away membership and shop-order forms dated before 1975. Too much of our work is taken up with asking members for the difference between the money they have sent in and the correct amount both for membership and shop items. This only goes to prolong the time taken to reply to other members' correspondence. We regret very much the all too frequent increases in costs of everything; membership, goods, books, etc.,. However every time we order a fresh supply of articles or a reprint of a book the price goes up and this can only be passed on to the purchaser.

We would repeat a phrase from earlier Headquarters Notes "Help us to help you" by (a) quoting your membership number in all correspondence, (b) printing your name after your signature, (c) making your request for renewal of membership, log books etc., a week or two and not a day or two before you require them for a competition or a course.

For those interested in statistics, our inward mail since the 1st November and up to the end of June (8 months) has been 10,872 letters and since January of this year when we commenced records of the post outwards our register shows 12,392 letters and parcels posted. This does not include "Canoeing-in-Britain".

FILM LIBRARY

The British Film Institute are in future to concentrate on films illustrating the art and history of film and television and have given the B.C.U. notice to terminate not later than 31st December this year the agreement under which they handle the library of canoeing films.

Enquiries are being made simultaneously in two directions - to firms who handle sponsored films and to the B.C.U. membership to see whether there is any member who could handle the distribution work (some commission being payable).

Our present library consists of 28 16mm films and 14 8mm ones and handlings by the British Film Institute in the last four quarters have been respectively 19, 27, 19 and 21 (an average of less than 2 per

week). The work would involve acknowledging reservations, collecting fees, packing and posting, and checking films on return.

If anyone feels that they could handle this work will they in the first instance contact the present B.C.U. film officer - Maurice Rothwell, 21 Windsor Road, Clayton Bridge, Manchester M10 6QQ or phone 061-681 1374 (day or evening).

IMPROVED HEADQUARTER SERVICE

Mr. G. Sanders, Chairman of the BCU Council, has received the following letter:

"At a recent meeting of the Staffordshire Coaching Panel I was asked to write to you to express the general appreciation of the improved service which now seems to be given by the Headquarters office. Members felt that this improvement was reflected by speedier processing of membership applications in particular, but also by courteous and reasonably prompt replies to other enquiries.

We would be grateful if, in your capacity as Chairman of Council, you would pass on our appreciation to the staff concerned.

Best wishes, Yours sincerely, E. P. Baskerville, Joint LCO Staffordshire."

BCU RULES

Up-to-date copies of the rules of the Union have now been republished. Anybody requiring these should apply to Headquarters enclosing a stamped and addressed foolscap envelope.

ADVERTISING ON BOATS

The ICF in a recent pronouncement has re-iterated its standing rule that the size of any advertising on boats, in the form of the name of the manufacturer, may not exceed 20 x 5 cm and that on paddles 10 x 3 cm. Any club names which are similar to the name of firms are also restricted to the above dimensions.

1976 BCU SUBSCRIPTIONS

Council at its last meeting considered the present serious financial situation of the Union. Apart from further economies which will be necessary, Council decided that, in order to cope, to at least a certain extent, with the rate of inflation that the scale of memberships fees for 1975/76 shall be as follows:

Full individual member	£3.20
Youth member	£2.00
Family member	£0.65
Affiliated member	£5.00
Associated member	£5.00

(which will include the subscription of "Canoeing in Britain")

The above scale will come into force as from the 1st September 1975 and will affect all memberships for the year ending the 31st October 1976.

NEW SEA TOURING STEERING COMMITTEE FORMED

Mr. Oliver Cock asked me to form a Steering Committee to represent Sea Touring - so I did - just like that!!! - well not quite, here is how it happened.

I wrote to the following people and asked them to join me:-

Derek Hutchinson	South Shields
Chris. Harvey	Cambridge
Anne Seel	North Wales
Bill Bailey	Manchester
Keith Maslen	Sheffield
Robin Catchlove	Huntingdon
Sam Cook	Yorkshire

These people have joined me and we are now the self styled Steering Committee of the Sea Touring Committee.

So far we have conducted our business by letter and I understand we have agreed that our terms of reference are as follows:-

1. To act as one voice for sea canoeists to communicate with the B.C.U. and any other body of authority.
2. To safeguard the interests of sea canoeists.
3. Promote safety at sea.
4. Promote the improvement and design of equipment used by sea canoeists.
5. Promote the improvement and design of sea kayaks.
6. Provide information for sea canoeists.

The ultimate aim is to have the Sea Touring Committee made up of democratically elected members from clubs interested in sea canoeing.

We now invite clubs to nominate members to the present committee in the hope that eventually the whole committee will become democratically elected.

Failing nominees appearing from Clubs it has been suggested that we ask A.C.O.'s to nominate a canoeist from their region. This would give representation across the country but as we know there are pockets of activity and these areas contain experienced and knowledgeable sea canoeists who you may agree should be encouraged to join the committee. On the other hand there are areas where there is little obvious interest in sea canoeing.

AND SO we invite comment, advice, criticism from all quarters regarding the formation of this Steering Committee.

SO LET'S BE HEARING FROM YOU. Letters to: J. J. Ramwell, A.C.O. Eastern Region, H.M. Borstal, Gaynes Hall, Gt. Staughton, Cambs. Phone: HUNTINGDON 810404.

DISQUALIFICATIONS

Council at its last meeting decided that the following canoeists are to be disqualified from all competitions:

M. Pearcy P. Wood D. Smith

SPRINT

FRISIA REGATTA AMSTERDAM 10th-11th May

British performance in the five nations Frisia Regatta in Amsterdam in May were quite creditable with many final placings including one first, two second, three third and five fourth places. The most notable achievements were of the K2 pair Lawrence/Farrell who won the K2 500m race, coming second only to the Belgian pair Burny/Hoekstra in the 1,000 race and second against Brooks/Stinckens in the 10,000m race.

Without Parnham (who was in South Africa) the team was weak in the men's K1 events. However, Oliver and Gorman did well to make the 1,000m final (coming sixth and seventh) and Williams taking a fifth place in the 10,000m race. Similarly, Williams and Oliver did well to pull back to fourth place in the K2 10,000m event after a disastrous start.

The performances of the women were no more than could have been expected against a very strong German team. Credit goes to S. Burnett in gaining two third places and to F. Wetherall/C. Haynes coming third and fifth respectively.

HOLME PIERREPONT INTERNATIONAL REGATTA — BRITISH SCHOOLS CANOEING ASSOCIATION CHAMPIONSHIPS 20th-22nd June

Something like 200 entries had been received from abroad for this year's international regatta at Holme Pierrepont from Finland, Rumania, Hungary, Austria, Switzerland, France, Belgium, Holland, Germany and Ireland. Also the national events were very well supported whilst entries for the British Schools Canoeing Association's Championships appeared to be slightly down compared with 1974.

Though none of the foreign federations sent their first rank teams — the date clashed with a number of other national and international events in various parts of Europe — we saw some first class racing with, again, Rumania and Hungary dominating the field.

For the first time junior events had been included in the international programme — this in view of the forthcoming European Junior Championships in Italy.

Space does not allow to publish the results of all the 137 races — but

we give here the results of the most important international events.

K1 Men Seniors 500m:

1. D. Parnham GB 01.50.89; 2. Vargha (HUN) 01.51.87; 3. Pavel (RUM) 01.52.31.

K2 Men Seniors 500m:

1. Serghei/Malihin (RUM) 01.38.12; 2. Giczi/Ratkei (HUN) 01.40.75; 3. Bloom/Jacobs (HOL) 01.42.36; 6. Oliver/Williams (GB) 01.44.05

K4 Mens Seniors 500m:

1. Fowler/Williams/Williams/Oliver (GB) 01.33.95; 2. Avery/Hunter/Haynes/Wetherall (GB) 01.36.15.

K1 Men Seniors 1,000m:

1. Vargha (HUN) 03.50.81; 2. Giczi (HUN) 03.51.71; 3. Parnham (GB) 03.52.59.

K2 Men Seniors 1,000m:

1. Dimi-Ratkei (HUN) 03.29.29; 2. Serghei/Malihain (RUM) 03.30.33; 3. Bloem/Jacobs (HOL) 03.33.36; 4. Fields/Tilford (GB) 03.35.24

K4 Men Seniors 1,000m:

1. Rumania 03.08.17; 2. Hungary 03.09.92; 3. Austria 03.13.81; 4. Fieldus/Tilford/Williams/Oliver 03.16.32

K1 Men Seniors 10,000m:

1. Vargha (HUN) 48.30; 2. Mara (SWITZ) 49.10; 3. Runeman (HOL) 49.12; 7. Williams (GB) 49.47.

K2 Mens Seniors 10,000m:

1. Givzi/Ratkei (HUN) 43.30; 2. Avery/Parnham (GB) 43.57; 3. Fieldus/Tilford (FB) 44.19.

K4 Men Seniors 10,000m:

1. Rumania 39.46.32; 2. Speaight/Burr/Dimmock/Oliver (NKC) 41.27.00. (The British national entry was disqualified).

C1 500m:

1. Gronlund (FIN) 02.06.05; 2. Varabiev (RUM) 02.06.32; 3. Reichenstein (GB) 02.07.03.

C1 1,000m:

1. Varabiev (RUM) 04.20.99; 2. Gronlund (FIN) 04.22.54; 3. Reichenstein (GB) 04.23.51.

C1 10,000m:

1. Varabiev (RUM) 58.41.24; 2. Gronlund (FIN) 58.48.49; 3 Edom (GB) 59.06.81.

K1 Men Juniors 500m:

1. Staat (GER) 01.56.48; 2. Neis (GER) 01.56.75; 3. Sgeriff (GB) 01.57.09.

K2 Men Juniors 500m:

1. Sheriff/Nikhail (GB) 01.45.36; 2. Neis/Staat (GER) 01.46.75; 3. Wiede/Samson (GER) 01.46.93; 5. Fieldus/Powell (GB) 01.49.65.

K2 Men Juniors 500m:

1. Germany 01.35.45; 2. Sheriff/Mikhail/Powell/White (GB) 01.35.49; 3 Fieldus/Dimmock/Cook/Vervack (GB/BEL) 01.38.83.

K4 Men Juniors 500m:

Bachleitner (GER) 02.12.33; 2. Lenz (GER) 02.16.69; 3.

K1 Women Juniors 500m:

1. Bachleitner (GER) 02.12.33; 2. Lenz (GER) 02.16.69; 3. Tessendorf (GER) 02.17.40. 5. Perrett (GB) 02.18.88.

K1 Women Seniors 500m:

1. Unger (AUS) 02.09.82. 2. Burnett (GB) 02.10.18. 3. Bachleitner (GER) 02.12.73.

K2 Women Seniors 500m:

1. Bakker/Tollenaar (HOL) 02.03.01; 2. Wetherall/Haynes (GB) 02.03.83; 3. Burnett/Nadal (GB) 02.05.52

K4 Women Seniors 500m:

1. Holland 01.51.74; 2. Wetherall/Haynes/Burnett/Harris (GB) 01.54.52; 3. Germany 01.57.28.

GHENT REGATTA 24th-25th May

Apart from a few senior paddlers the British team consisted largely of novices and junior paddlers — the best performances being:

a second place for Sheriff in the Novices K1 500m event — a second place for Sheriff/Mikhail/Powel/White in the Novices K5 500m event —

a first price for Sheriff/Mikhail in the Novices K2 500m event — a first and second place for Kuppens and Parrett in the Novices 500m event for women.

Perret also took a third place in the women 3000m race for Novices.

INTERNATIONAL JUNIOR REGATTA BOCHUM 14th-15th June

No report or results have been received about the International Junior Regatta in Bochum, but we learn from abroad that D. Cook from Great Britain took a second place in the K1 6,000m event and the crew Sheriff/Mikhail/Powell/White a second place in the K4 500m race.

SURF

JUDGING — SURF KAYAK EVENTS

The judges will be looking for a take off position that leads a surfer straight into his run rather than one that requires him to work hard to gain the shoulder. They will look for a style that shows an understanding of the way a wave will break and employs various manoeuvres to keep as close to the shoulder as possible. The size of the wave surfed will also be taken into consideration so that a surfer working small inside surf well will only score the same as another surfer working the big outside surf moderately. Judging will cease the moment a surfer enters the soup and fails to regain the shoulder (subject to prevailing surf conditions).

Manoeuvres scoring bonus points are defined as follows:—

SHOULDER RUN. This is running the canoe on the steepest part of the green wave, just in front of the broken face, and manoeuvring to maintain this position.

CLIMB AND DROP. Climbing from the trough at the base of a green wave to the crest of the wave and then dropping back into the trough again.

CUT BACK. Using the power of the wave to run out from the shoulder and then execute a flowing turn through 180° and run back towards the shoulder.

RE-ENTRY. Having completed a cut-back the surfer is left running towards the shoulder, from this position he can do one of two things. He can either carry out another 180° turn on the green wave or he can run hard into the soup and by presenting the hull of his craft to it at the moment of impact can use the force to accelerate him out onto the shoulder again. The latter is a re-entry.

360. This is the act of spinning the canoe through 360° in the horizontal plane. It should be executed on a green wave and the surfer must continue to run on the wave after the manoeuvre.

REGAINING THE SHOULDER. Sometimes a section of the wave in front of the shoulder will break and if the surfer anticipates this he can accelerate out into the flat and cross in front of the soup to regain the shoulder further along.

BOTTOM TURN. This is normally only possible on good surf. At the moment of take off the canoe is usually facing directly in shore, and the surfer will run straight down the wave until he has reached the flat water at the bottom. By this time the shoulder should be above and behind him and he will turn, still out on the flat, without stalling, and will smoothly accelerate away on the shoulder. This is the bottom turn, it is also used after a radical climb and drop when the surfer has driven straight up the face of the wave, stalled at the top and turned with the dropping wave to run down into the trough and hit a bottom turn. This would be marked under other manoeuvres however.

COMPETITIVE CANOE SURFING

Much has been said and done, but little published, about competitive canoe surfing and in particular the judging of canoe handling events. This article attempts to set some guide-lines and provoke some discussion.

SINGLE BLADED PADDLING

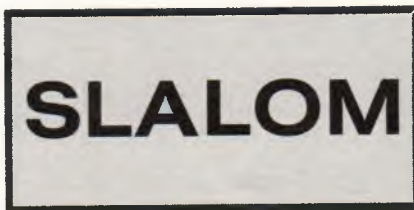
The Espada Committee met recently to discuss a proposal for the introduction of an "Espada" type C 1.

Members of the committee discussed the suggestion with foreign coaches at the Holme Pierrepont International Regatta and with experienced C 1 paddlers who attended the regatta.

It was decided not to recommend the introduction of an "Espada" C 1 as it had been made clear that the training necessary to produce a racing performance was such that it was possible to result in an asymmetrical and abnormal development of muscle and skeleton. There was the danger of this happening if hard training started before adult development had been reached. Therefore the Espada Committee felt that the introduction of a special C 1 craft might encourage too hard training at a too early age.

NATIONAL CANOE POLO CHAMPIONSHIPS

The Canoe Polo Committee wishes to remind possible entrants for the 1975 Championships that entries must reach Mr. K. D. Clark, Denstone College, Uttoxeter, not later than the 30th September.



PENALTY POINTS IN CANOE SLALOM

The ICF Slalom Committee is considering a new penalty points system for canoe slalom. The details are as follows:

- 1)—No penalty points will be incurred if the body, head and paddle pass the gate without touching.
- 2)—Touching the poles of a gate from the inside with body, head or paddle will lead to 20 penalty points.
- 3)—Touching the poles of a gate from the outside with body, head or paddle will lead to disqualification.
- 4)—Failure to negotiate a gate or missing out a gate will also lead to disqualification.

The Committee has asked national federations to arrange for experimental slaloms on the basis of this new system and to send the results and an assessment to the ICF Slalom Committee.

EUROPA CUP 1976

The ICF Board has approved the holding of another Europa Cup competition in 1976 as a trial event, but the rules will be somewhat amended against those for 1974.

INTERNATIONAL RESULTS

No reports have been received from the Slalom Committee with the results of the international slaloms in which British teams participated, but we read in a foreign canoeing magazine that Calverley of Great Britain took a second place in the K1 Men event at the international slalom in Muotathal in Switzerland on the 7th and 8th June and P. Mitchell a third place in the K1 Womens event. In the team events Great Britain took a second place in the K1 Men event and third place in the C1 event.

BRITISH GIRLS WIN HONOURS IN WILD WATER WORLD CHAMPIONSHIPS

The British team Mitchell-Peacock-Goodwin won the gold medal in the women's team event in this year's Wild Water Racing World Championships in Skopje (Jugoslavia) — 23-24 June — and P. Goodwin won a silver medal and P. Peacock a bronze medal in the women's individual races with P. Mitchell in 5th and Clark in sixth place (out of 31 entries).

In the men's K1 events Mitchell came ninth out of 13 entries and Goodwin 13th in the C1 race.

In the following Slalom World Championships Wain and Edge took seventh and eight places respectively in the K1 event for men (out of 63 entries) and in the K1 Team event for men the team Calverley-Edge-Wain took a fifth place out of 16 entries.

ICF PHOTO COMPETITION

98 photos had been received from 13 nations, and among the prize winners is Mike Clark from Great Britain who, with his entry "Canoe Marathon" won a fourth prize. Antal Gabor from Budapest with his entry "Youth at the start" took first place, followed by Ernst Friehs from Austria and Hans Matz, also from Austria, in second and third place respectively.

CANOE SAILING GOES ELECTRONIC

At the Canoe Sailing World Championships at Hayling Island 24th-29th August 1975 the sails will be measured, for the first time, with the aid of an electronic calculator. A copy of the results of the measuring and the calculations will be given to each competitor and team leader. All races will be held in Hayling Bay. Originally it was intended to race over a course in Chichester Harbour in the event of a very strong wind, but this plan had to be abandoned, at least for Sunday, the 24th August, and Monday, the 25th, since, this being bank holiday weekend, the harbour will be overcrowded with other craft.



build yourself the Kidman Kayak

A number of firms are able to hire or sell moulds for home building of G.R.P. canoes, and some canoe clubs have moulds available for loan or hire. In spite of recent increases in the cost of resin, it is still possible to make G.R.P. canoes for under £17 (though only if buying and building in quantity - say 10 canoes at a time).

Some confusion seemed to have been created earlier this year when Valley Canoe Products decided to cease their mould hire service. Many people thought V.C.P. were withdrawing from that side of the market all together. Space taken up by storage of

hire moulds was needed for increased boat production, and the hire moulds had to be sold off. However, the retail side of building materials, tools, etc, continued, together with the sale of new moulds for home, school and youth club building. The following moulds are available, new, from v.c.p. . . .

Soar Valley Special Mk. 1, Soar Valley Special Mk. 111, B.S.C.A. Cadte, B.C.U. Espada, and the Bath Mat.

Trylon have a good catalogue with helpful advice, and are able to hire out moulds for the BAT Mk. V, Wombat,

With resin prices more than double 1974 costs, there is an increasing interest in alternative materials for canoe building. We are therefore very pleased to be able to publish the plans for this 17 foot sea kayak with a 21 $\frac{3}{4}$ in beam, made by the wire-to-ply method.

Designer S. L. Kidman considers it to be particularly suitable for construction by youth groups. At today's prices it can be made for under £25, and he has generously offered his design to B.C.U. home constructors. Read on.

Panther, Tiger, Seahawk and Espada canoes.

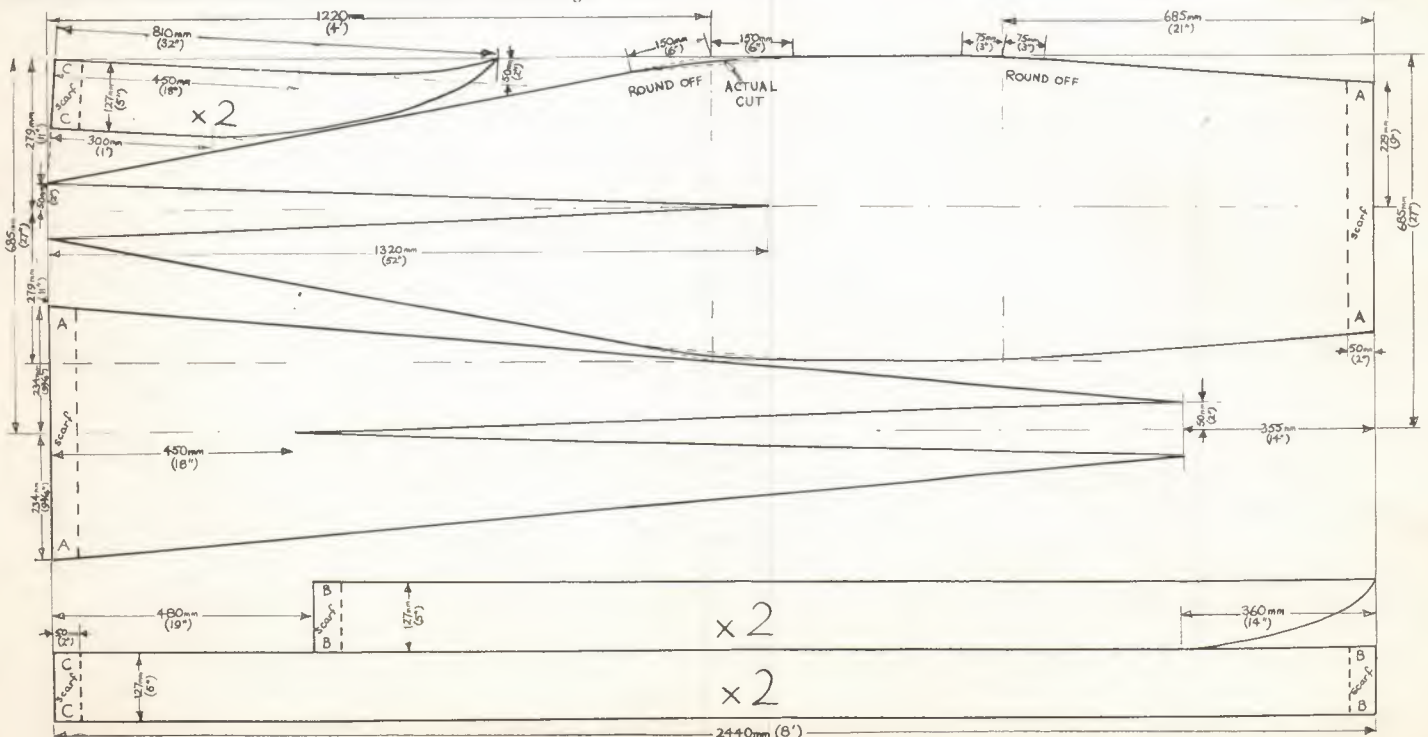
As standards of amateur building have risen over the years, people have been more careful in their selection of resin and glass and now know that there are differences in quality. Valley Canoe have used B.I.P. 864 PA. resin for many years now, as it has some very fine properties that other resins lack.

This resin contains amines, which when incorporated in the resin give it the remarkable property of having a nice long pot-life, giving ample time to lay-up the job, but once cure commences, hardening is very rapid indeed. This means that a canoe can be sprung from the mould almost immediately it has been joined . . . in their workshop at V.C.P. they regularly spring two canoes a day from the same mould. Also the cure is so quick that a new boat will not distort if it is not cradled when it comes out of the mould. (Some resins cure so slowly that a new boat left on trestles over-night finished up with a nasty hollow in the hull over the trestle).

Many of our advertisers carry stocks of materials for home builders, even though these are not always specified in their advertisements, and you are strongly advised to contact all of them for an up-to-date price list. You can, in many cases, save a considerable amount of carriage and packing charges by collecting from your nearest supplier.

MARINE PLYWOOD 2440mm (8') x 1220mm (4') x 3mm ($\frac{1}{8}$ ")

DIAGRAM I



Build yourself the Kidman Kayak

MATERIALS

- 1 x 1220 mm x 2440 mm (9ft x 4ft) 3 mm Marine Ply.
- 700 mm x 2440 mm (8ft x 27in) 3 mm Marine Ply (or 3 full sheets for 2 canoes).
- 1 x 610 mm x 2440 mm (8ft x 2ft) 6 mm (1/4in) Marine Ply. (or 1 full sheet for 2 canoes).
- 2 x 5.1 m (16ft) x 19 mm x 19 mm (3/4in) Sitka Spruce.
- 1 x 3.9 m (12ft) x 19 mm x 19 mm (3/4in) Sitka Spruce.
- Small quantities of 1in + 3/4" brass boat nails.

- Polyester resin 1.5 Kg (3 lb) sufficient for taping (2 Kg is seat also made at sometime).
- 500g Aerolite 306 and hardener.
- 25 m (25 yds) of 50 mm (2in) open weave glass tape for inside joints.
- 25 m (25yds) of 38 mm (1 1/2in) smooth glass tape for all outside joints.
- 500 mls metallic primer.
- 250 mls undercoat.
- 500 mls topcoat (2 coats).
- 4 m 3 mm terylene 3 strand rope.
- 2 Hatches: Holt Allan HA 337 and HA338.
- 25m Plastic coated garden wire (Rytie).

METHOD

1. Mark out 3 mm marine ply for hull and cut out except V-Sections. Diagram I.
2. Scraf joints 50 mm (2in) wide. AA, BB and CC in diagram I.
3. Pin and glue 4880 mm (16ft) spruce stringers onto top edge of sides of hull, 305 mm (12in) from bows and leaving 100 mm (4in) from stern.
4. Cut V-sections from bottom of hull and drill 1.5 (1 1/2 in) holes at 50mm (2in) distance 5 mm (1/4in) in from edge along V-sections, wire holes with 100 mm (4") lengths of plastic covered wire and pull together V-sections. Diagram II for bulkheads (cut from 6 mm ply).
5. Similarly drill holes along bottom edge of sides and pull together loosely first 9 holes at bows and last 4 holes at stern. For the bottom of hull only drill first 5 holes and using these loosely wire on sides with the front of the bottom just touching the 9th hole of sides. Drill matching holes on bottom to coincide with holes on sides. Drill matching holes on bottom to coincide with holes on sides and pull together hull and sides.

6. Forward bulkhead pinned and glued into hull 800 mm (31in) from bow, after setting, resin tape inside of keel reinforcing the ends of the V-sections. Similarly fit forward cockpit bulkhead 1285 mm (51 1/2in) from front of forward bulkhead i.e. 2085 mm (82 1/2in) from bow, and then aft cockpit bulkhead 1800 mm (71in) from stern sloping it so that the middle of bulkhead is 1830 mm (72in) from stern. All seams and bulkheads are taped with polyester resin and open weave glass tape and after hardening the wire pieces are removed by cutting one side and pulling out wire leaving plastic coating behind so that the surface can be planed and sanded without damage to tools.

7. Fit pieces of 6 mm (1/4in) plywood to bow and stern to fill in between end of stringer and ends of ply and if resin and surplus tape is pushed into ends, after setting, holes can be drilled for painter. Reinforcing of cockpit bottom with two pieces of 3 mm ply 1200 mm (47 1/4in) long, 50mm (2in) at bow end and 150 mm (6in) at seat end 100mm (4in) apart stuck in with polyester resin and ends also taped to bulkheads.

8. Foot rest 25mm (1in) aluminium tube 370 mm (14 1/2in) long fitted into 2 pieces of wood 19 mm (3/4in) x 50 mm (2in) x 100 mm (4in), these are taped into position on chine (angle between side and

bottom of hull) with one end against bulkhead.

9. Rear decking cut by upturning hull onto remaining piece of 6 mm ply and marking along edge, ensuring that the straight front section abuts onto protruding piece of aft cockpit bulkhead. Another bulkhead can be fitted (for extra waterproofing rather than for strength) by using surplus 3 mm ply with a piece of 19 mm spruce pinned and glued to top edge and to sides, this is pinned and glued to inside of hull and when set taped. Rear deck is now fitted by pinning and glueing, when set hole cut for hatch and edges sanded off.

10. Front cockpit support is made from 3 pieces of 3 mm ply 50 mm (2in) wide x 600 mm (24in) glued together on a curve made by 100 mm (4in) nails in a 25 mm (1in) board. The correct curve is made by placing board vertically on hull above a mark 700 mm (27 1/2in) from bottom of rear cockpit bulkhead and tracing curve onto the board by means of a long straight piece of wood supported only on the two forward bulkheads. The support is left to set and then fitted to hull so that its aft end is vertically above the mark previously

mentioned, it is cut to the correct length and fitted to stringer by a small mortice joint and the stringer is reinforced with extra pieces of 19 mm (9/4in) spruce pinned and glued alongside and the support can be screwed to this.

11. With hull upside down over remaining 3 mm ply, foredecking can be marked out to fit up to middle of cockpit support. The 3 mm ply is pinned and glued to hull and stuck to cockpit support using clamps and/or bulldog clips.

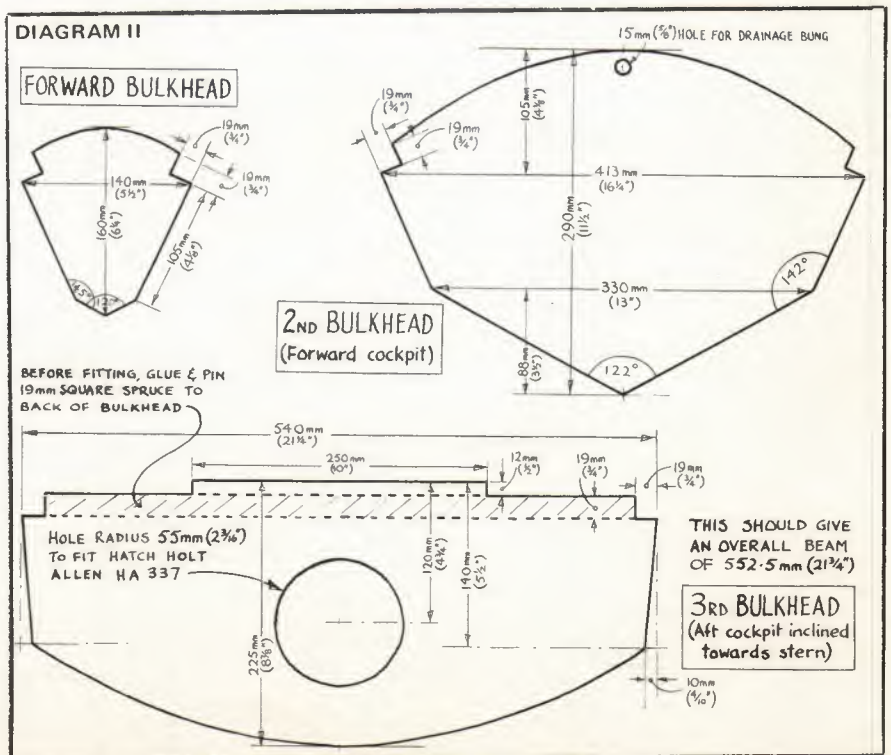
12. Cockpit side supports 560 mm (22in) long of 19 mm (3/4in) square spruce are fitted 75 mm (3in) from middle of back edge of cockpit support to stringer 200 mm (8in) from aft cockpit bulkhead on both sides and another pair 300 mm (12in) long are fitted to join the first ones to the aft bulkhead nearly parallel to hull sides. Two pieces of 3 mm ply are cut to fit both of the remainder of the cockpit decking then pinned and glued. Two pieces of 3 mm ply 100 mm (4in) wide are cut and stuck to inside of forward cockpit decking for reinforcing.

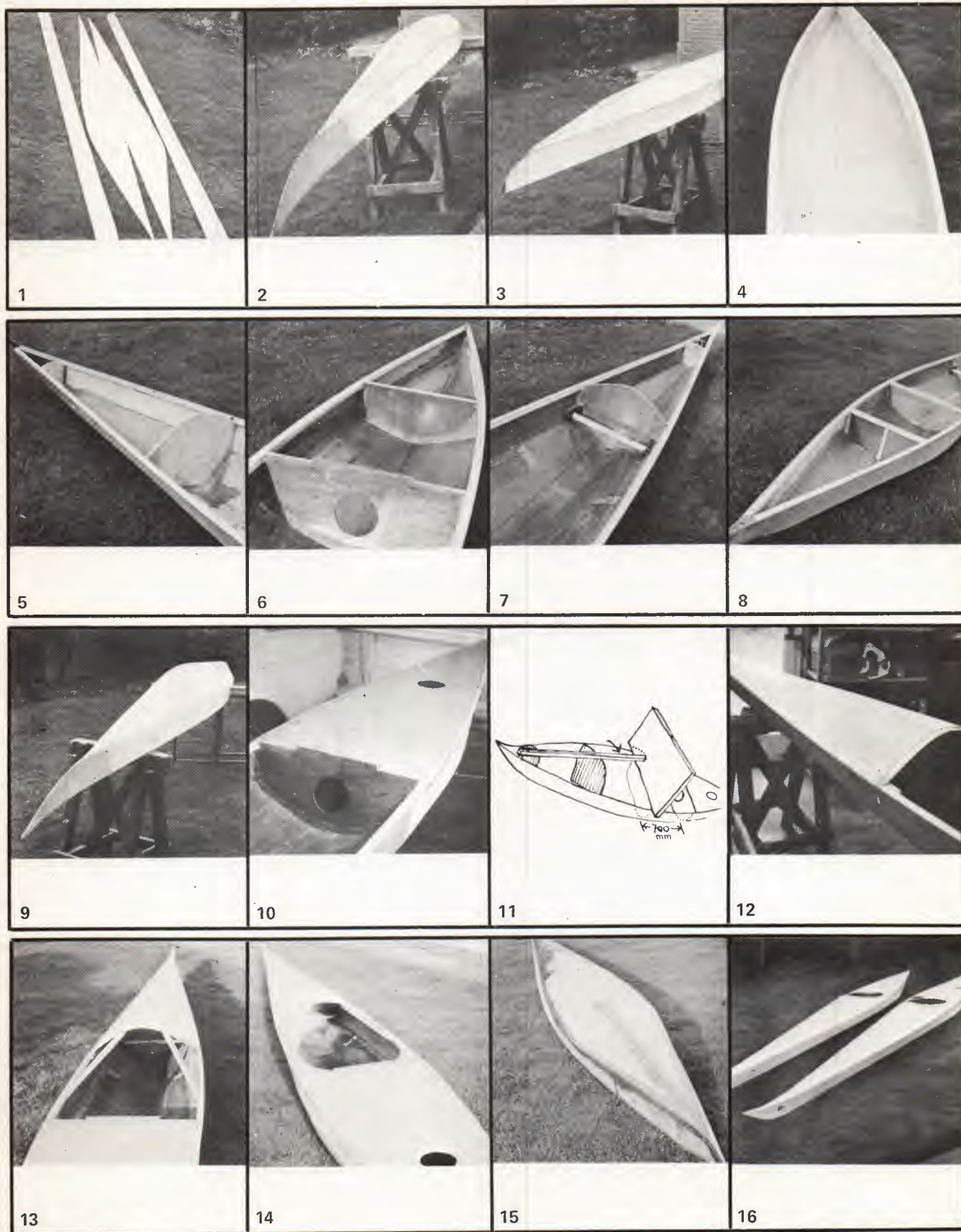
13. Cockpit coaming fitted by glueing pieces of 19 mm (3/4in) wide 3 mm ply cut to fit cockpit shape and held for glueing with bulldog clips, when 9 mm (3/8in) height is reached or 3 pieces high a further section all round is fitted 12 mm (1in) wide forming a 9 mm (3/8in) lip for fastening of skirt.

14. All external seams are now taped with the smooth glass tape 38 mm (1 1/2in) wide, and at the same time the seat can be fixed in with tape and resin just forward of bulkhead.

15. Canoe can now be sanded, primed, sanded, undercoated, sanded, top coated, sanded and finished with a final coat of top coat.

16. Hatches (Holt Allen H A 337 + 338) and painter can be fitted if required.





1. Hull parts cut out, with stringers attached. 2. Drilled and wired together, already looking like a kayak (bow view). 3. Stern view. 4. Wire stitching on inside. 5. Forward bulkhead and forward cockpit bulkhead fitted. 6. Aft cockpit (with hatch hole already cut out) shown fixed in with open weave glass tape and resin. Extra bulkhead for extra waterproofing may be fitted as shown (Method Note 9). Inside seams taped. 7. Footrest fitted. Reinforcing strips for cockpit bottom can be seen running the length of cockpit section. 8. Interior of hull sections: plywood filling at ends of stringers can be clearly seen at stern. 9. Hull with wires now removed. 10. Rear deck fitted and hole for second hatch cut. Use spare 6mm ply for strength. 11. How to mark out curve for front cockpit support (see method Note 10). 12. Fore decking fitted over cockpit support. 13. First pair of cockpit side supports fitted. 14. Cockpit side decking completed. 15. External seams now get a coating of smooth glass tape and resin, followed by sanding and finishing processes to give a good surface. 16. The finished kayak (left) with a prototype, wider version.





LETTERS LETTERS LETTERS

Dear Mr. Levison,

I wish to congratulate the BCU on the improvements to this magazine and sincerely hope that the BCU and Ocean Publications will be able to maintain this high standard for a long time to come.

I would like to support Peter Knowles' letter in the June/July issue asking for the inclusion of 3rd party liability insurance with the BCU membership subscription. This should be an economic possibility and will undoubtedly attract more people to BCU membership.

Has the BCU Access Committee ever considered arranging a club licence with the main licencing bodies, such as British Waterways, Great Ouse River Board, Thames Conservancy, with the object of obtaining reduced costs to members? The attraction to the various licencing bodies would be the reduction of their overheads in administering many small value licences. For the BCU this should bring in more members.

Please ask the BCU to reply to these two points through the magazine as I am sure they are of interest to all members.

P. A. Davies

Oliver Cock comments: "We have an arrangement with the British Waterways Board, whereby members can obtain licences for the canal system at a reduced rate, but we do not have a licencing system which will allow members on to other waters as well. In fact, we have been unable to negotiate cheap licences on waters of any other authority.

This suggestion of a "club licence" has recently come up through another channel, and I understand that the Access Committee is investigating the possibility of such an arrangement."

Concerning block third-party insurance, Joan Baker (B.C.U. Insurance) did quote for such a scheme last year, but the B.C.U. Council decided not to proceed with it, because members were worried about adding anything further to the B.C.U. subscription, despite the fact that the proposed premium would only have been 20p per member (or 40p if they required cover for surfing). This proposed scheme was dependent on 100% participation, i.e. included with membership.

In the absence of this form of block cover, she can arrange individual insurances for members, and does for quite a number, but of course premiums are considerably higher because each insurance has to be dealt with separately.

Perhaps Council will think again about whether there is a need for this cover to be incorporated in the membership benefits. What do readers think?

Dear Sir,

At a recent meeting with a local rowing association representative to plan a friendly regatta, an incident was mentioned which took place in Poole Harbour.

There was apparently a rowing regatta in progress with a clearly marked course and a committee boat in attendance, when a group of young canoeists under the 'charge' of an instructor were encouraged to obstruct the area. On being asked to avoid the marked course the 'instructor' was apparently abusive and stated that he had a perfect right to be wherever he liked.

I do trust that no-one qualified under the BCU coaching scheme was involved if things took place as reported.

G. C. Good, Hon Secreary,
Hampshire Assn. of Canoeists.

Dear Sir,

Our club has been informed of several cases of canoeists using the River Exe without permission and in the salmon fishing season. None of these canoeists have come from our own club but from away.

We are jealous of our good relationship with the River Exe Riparian Owners Association and do not want this relationship jeopardised by other canoeist. So we are requesting that at least our fellow B.C.U. members make sure that they have written permission to use any particular stretch of this river, remembering that it is highly unlikely that this will be given during the salmon fishing season.

Remember too, that you should also contact the B.C.U. River Advisor, Colin Leach, of the Exeter Canoe Club for more information, though we would also be willing to assist anyone who wishes to canoe between Tiverton and Bickleigh.

Chris Mackey, Youth Leader,
Tiverton Youth Centre,
Bolham Road, Tiverton, Devon.

Dear Sir,

Recently when staging a slalom on the Thames we were informed that all craft must now be registered or a capitation fee paid, numbers being declared beforehand.

I queried this with the Authority and with other clubs staging slaloms and have now been told that this policy will not be pursued.

In other words, organisers should ignore any clause which requires the payment of a levy for unlicensed craft competing at an event on the Thames.

It must be noted however that this exemption applies only for the duration of the competition and only in the vicinity of that competition.

G. C. Good, Canoeing Representative,
Southern Sports Council.

Dear Sir,

I would like, through your magazine, to thank all those concerned with the national school of water sport (sponsors, coaches and staff at Holme Pierpoint).

I had a great week and I hope to prove to the coaches in the coming years that it was all worth their effort.

Doug Swaffield, Aylesbury C.C.

Dear Sir,

As a full time Instructor at an Outdoor Pursuits Centre, I have quite a responsibility when I am teaching canoeing. I realise that one cannot afford to be 'categoric' in one's approach to the various strokes etc. as there always seems to be a certain amount of controversy in canoeing circles. However, recently an argument blew up at this centre when Instructors were told that when giving instruction on how to enter a canoe, we were to only teach the 'BCU approved method' of paddle across the front of cockpit coaming. I know of no such 'approved method' and wonder whether you can enlighten me as to the advantages and disadvantages of other methods, i.e. paddle across rear of coaming (when not next to a high bank). Also if there is an approved method.

As a Senior Instructor I feel it is our prerogative to teach the method that we feel is the best, and our responsibility not to condemn, but to at least take the opportunity of demonstrating what other methods there are and let the student himself decide ultimately what he uses.

Distressed.

Oliver Cock replies:

"There is no "categoric" way of doing anything in canoeing, with the possible sole exception of the racing stroke - and even that varies from time to time. There is no "B.C.U. approved method" of getting into a canoe, except that one should do it the right way up without getting wet. The circumstance of actually getting into a canoe will vary pretty well at every place. The bank may be muddy, steep or even a concrete wall. The method of getting in will have to be varied according to the circumstance. The method mentioned by "Distressed" of putting the paddle across the rear of the coaming may indeed be one of the steadiest methods of getting into a canoe, but, if the rear deck is weak, be assured one ends up by stoving it in. Therefore it is suggested that this is possibly one method that should be avoided if possible.

I completely agree it is the prerogative of members of the coaching scheme to teach the method that is felt to be best, but there is great responsibility not to condemn. If the opportunity occurs to demonstrate other methods, then this should be done and the student himself will ultimately decide how he achieves his aims".
Oliver

WHOSE WATER?

PART 11

In our last issue, J. L. Davison gave his opinions on the moral and logical aspects of access to waterways. We now take another look at this problem, from the legal angle, written by a correspondent who, for professional reasons, signs himself "Derwent".

Having read Mr. J. L. Davison's interesting arguments in the article "Whose Water" in your June/July issue of CinB I really feel that perhaps a statement could be made as to exactly where the canoeist stands in the matter of whether or not it is fair or correct for him to be excluded from our rivers. What I have to say will be of interest to readers not only as canoeists but as country-side lovers in general for I am sure many canoeists also indulge in hiking and camping. Many readers will of course be aware of the law of Trespass and common-sense or no, we have to stick to the rules. I propose to dwell only on one or two points raised by Mr. Davison, and not necessarily in that order.

Mr Davison's definition of a landowner is fair enough as it goes but it misses one vital ingredient; possession, which legally means the right to exclude all others from the land. The landowner's land not only includes the surface of the earth but everything beneath and above, an ancient principle derived no doubt long before the world was officially declared spherical. If you happen to be an adherent to the curved space theory then all sorts of interesting conclusions can be drawn, ultimately each Landowner owns the whole universe; but I digress (already). Our piece of land therefore includes the river bed (or half the river bed where the river forms the boundary, Mr. Davison's generous concession to our riparian friends on this point merely affirms the legal position). Really the question of his right to the water is not relevant. Technically the Landowner can do what he likes with it but Mr. Davison is correct in his surmise that the natural flow onto his neighbour's land must not be disrupted. The fact is that he owns the river-bed, and he has possession of this.

Trespass is any unjustifiable direct interference with the Landowner's possession. It is a civil offence. Unless an individual has obtained permission from the Landowner or is on a footpath or highway or is on publicly owned land or on certain moorlands in the National Parks, (subject to local byelaws) he is a trespasser whether he knows it or not. Navigable rivers and canals are also an exception. As Mr. Davison suggests, navigable rivers have become so by custom but the parallel with public highways and footpaths is legally misleading. "Navigable" means "suitable for navigation" and this will include the Wey to Guildford (I think), the Ouse to York, the Trent to Nottingham and so on. It is radically a Roman word meaning 'ship' and as the Romans didn't have canoes, canoes are not navigation. Unless it can be proved that the Romans had submarines therefore, the Serpent's Tail cannot be considered to be navigable though it is perfectly fit for the canoeist. With regard to canals, of course, you have to buy a licence.

Having established that canoeing on private water without permission is trespass I will proceed to destroy a myth. Trespass is actionable 'per se'. The Landowner does *not* have to prove damage, to bring an action against the trespasser. Only if he wishes to claim damages must he prove damage, he can always apply for an injunction whether against a private individual or against a club. Of course, he can't prosecute as there has been no crime. On the matter of aircraft Mr. Davison's argument is just a little astray. Technically the passage of an aircraft constitutes a trespass. However by virtue of the Civil Aviation Act 1949 flight at a reasonable height is not trespass. So if you go hang-gliding and drift over a farmer's land you are trespassing. Canoeists of course rarely fall into the category of Civil Aviation, perhaps Bala Mill Falls provides us with the only opportunity so to do. Anyone for hang-gliding off Niagara?

Back to our riparian owner; it must be borne in mind that he and a great many like him lease out fishing rights for a quite considerable

revenue, a perk of riparian ownership which keeps him wined. How galling it must be for he and his (rooked?) lessee fishermen to see a canoeist drift gently past gratis and for free; agreed they don't pay 25% VAT for their fun and I hasten to add, I do not advocate charging canoeists for use of private waters.

The fact remains that natural resource or no, (by my estimation) 99% of our rivers form private land. However, we canoeists are for the most part blessed with considerable generosity and favour on the part of our riparian friends. I know of no canoe clubs that do not have access to some wet patch either for free or at a nominal figure and we are free to use at many times of the year, for example, the Wye, Tryweryn and parts of the Dee and many other rivers. For the present the law is not generally on the canoeist's side (something perhaps to do with the fact that the Americans invented the canoe), and until the tangle of mistrust and misunderstanding that seems to subsist between the canoeist and the Landowner and/or Angler has been eradicated the canoeist has little on his side other than the weight of public opinion sympathy and support which he must nurture with care.

I sincerely hope that it will not be long now before many more miles of private rivers are fully available to the canoeist even if this is at the expense of some reasonable control or at a nominal price and I trust the B.C.U. are doing all they can to secure the best favours possible for their members through negotiations with the various landlords and Angling Associations. In the meantime one selfish canoeist trespassing on private water will do nothing to secure favour for the canoeing world at large.

BOOKS

Canoeists' Guide to the River Wye (R. Shoemith, Old School, Bredwardine, Hereford, 38p)

The second edition of this handy guide is now available. As well as commonsense advice on cooperation with other users of the river, it lists nearby Youth Hostels, campsites and other useful information as well as a full description of the river and its features, with maps.

Guide to Scottish Rivers (Scottish Canoe Association)

This invaluable duplicated guide covers sections of the Awe, Clyde, Feshie, Nith and Upper Spey. It gives details of selected points of interest, access places and areas of difficulty. A list of river advisers for Scotland is included. Available from S.C.A. Gen. Sec. J. Stuart Ness, 11 Rutland St., Edinburgh EH1 2AE.



St. David's College Club takes to the water for its sponsored paddle on the River Conway which raised over £20 for charity.

Photo: Glyn Davies.

After a gloriously sunny week, Sunday 15th June was depressingly wet. This, however, did not dampen the enthusiasm of the paddlers competing in the Chelmer Long Distance Canoe Race, the fifth round of eight races in the Strand Glass Grand Prix Series.

From 130 starters over 100 completed the 13 mile course

between Chelmsford Boating Club, Chelmsford to Bentall's Social Club, Heybridge, Essex, a gruelling race with 10 portages around locks. The last section of the race was through shallow water which had become overgrown with weeds due to the previous week's fine weather. The first over the finish line had taken only 1 hour 20 minutes.

£250,000 worth of Third Party insurance with Sun Alliance has been arranged by Shrewsbury C.C. for its members, for a modest increase in its membership fees.

Viking K.C. inform us that during the last few months there have been a number of unfortunate occurrences on the River Ouse between Bedford and Roxton and several canoeists have been in difficulties after shooting the various structures. We would also remind all canoeists that the majority of land adjoining the river is PRIVATE.

At Castle Mill Mr. Rogers has provided a fenced-off enclosure and gates for canoeists who wish to portage at this obstacle. The place to land is on the right just above the old lock and the place to re-embark is on the right just below the lock. Please keep to this area. A public right of way crosses over this lock bridge and entry is from Goldington Road near the brook adjacent to the electric or GPO sub-station (White gates) and nowhere else. Vehicles cannot reach the river.

In the past months many parties have canoed this stretch of river and some canoeists have been abusive to Mr. Rogers and have damaged his property.

If you wish to take a party of canoeists down through this lock, or to practice on the jets in the mill pool, or to picnic etc, please write or telephone Mr Rogers for permission. He is most co-operative to properly organised parties.

TRADE

V.C.P. TRAILERS



In our Canoe Trailer feature last issue we didn't have a picture of Valley Canoe Products tow job — we now can show you what it looks like.

V.C.P.'s range of canoe trailers is very extensive, and they are also able to make 'specials' on request. The illustration shows a 12 canoe trailer with space for box. Trailers are available with brakes and lights. Also — an interesting idea — wheel types can be chosen so that they match the towing vehicle, enabling the spare to be used on the trailer if required.

The Trade News note in the last issue of CinB. brought a spate of enquiries to Valley Canoe Products for Safepak Blue Containers, together with many letters recommending a whole range of waterproof containers that canoeists have found satisfactory for their various needs. The result of this has been that V.C.P. are now holding, together with Safepaks, a stock of blue flare containers. These are rectangular, 6" x 7" by 17¼" long, or should it be high, with a 4¾" internal diameter screw-top. In fact one of these containers can be seen lurking with a Safepak by the tent pictured on the cover of the June issue of CinB. Although larger than the Safepak, the Flarepak will slide nicely behind the seat of the Nordkapp Expedition Kayak... the boat being used by the British Nordkapp Expedition at present on its way deep into the Arctic.

Valley Canoe should have their new surf canoe ready for the National Surfing Championships at Bude in September. This new kayak has been designed by Mike Johnson of California, who was responsible for the Surf-Shoe... the well-known surfing kayak that won the S.W. Championships this spring, holds the World Record for distance, and put canoe surfing in Britain firmly on the map, back in the early seventies. Sole rights have been taken by Valley

Canoe Products and they intend to name this latest addition to their range, the Moccasin. Frank Goodman should be on the beach at Bude for the week preceeding the Championships, scheduled for the 6th and 7th of September, when surfers will be able to try out this new craft.

KEVLAR?!!

We hear of a new, cheap, lightweight reinforcing material from Pyranha mouldings, but no other details have yet reached us.

Calendar

August

23-25 National L.D. Championships. Organiser's change of address: M. Carvell, 8 Beaconsfield Rd., Croydon, Surrey.

October

10-12 Senior Instructor Inland Kayak Training and Assessment Northampton (J. Adams, 29 Birchfield Rd., Northampton).

November

2 Cambridge L.D. Race (Tier 3) F. Hammond, 49 Chesterton Road, Cambridge.

8 R. Ouse L.D. Race, Hatfield Polytechnic (C. Hefferman, 21 Granville Rd., St. Albans, Herts.)

23 Vaux Tankard L.D. Race (Tier 4) postponed from March. R. Edwards, Bede College J.C.R., Durham.

30 Bedford — Kings Lynn LD Race (Tier 4) (Viking CC) J R Mathers, Spartan Folly, Parenham, Beds.

NEWS

"CANOE CANADA '75"

To celebrate the 75th anniversary of the Canadian Canoe Association, an International Regatta, to be known as "Canoe Canada '75" is being held on the Olympic Regatta Course in Montreal from 28-31 August.

The programme will follow the lines of the Olympic Regatta 1976, and invitations have been sent to all national associations.

The Canoe Regatta will take its place with 20 other international competitions, among which will be the Junior World Championships for Rowing. The main aims of the regatta are to familiarise foreign sportsmen with the Canadian climate and the Olympic Games locations, as well as to give Canadian competitors an opportunity to compare their performances with those of other nations and gain more experience in international competition.

It will also provide Canadian Officials and umpires with experience for the 1976 Olympic Games, and generally publicise the various Olympic sports.

SENIOR INSTRUCTOR INLAND KAYAK TRAINING AND ASSESSMENT WEEKEND, OCTOBER 10-12th, NORTHAMPTON.

For some reason this programme was not notified to us earlier in the year, and the organiser, J. M. Adams, (L.C.O. Northamptonshire,) 29 Birchfield Rd., Northampton, points out that the solvency of such events depends very much on publicity. Cost £5.50, contact Mr. Adams, if you are interested.

R.C.C. KNOWLES BOWL

A bright sunny day with a force 6 NNE wind blowing upstream, pushing back a sullen flowing Thames, and white billowy clouds matching the sails of five canoes. This was the weekend scene at Royal Canoe Club on the occasion of the meet for the 74 year old Knowles Bowl.

At the start of the first race, the four International canoes came to the line, "Fickle Jade" (Dominic Wells) "Folly" (Peter Hunter) "Mamba" (Robby Samson) and Peter Sandford — but where is the 1913 veteran "Pampatha"? A quick check revealed Ralph Thornton paddling the lovely old 'B' class in the backwater and holding a broken tiller extension.

For the second year running, fate had struck and it seemed that the two old timers were to miss the race due to a mishap again. They don't however give up that easily, for it appears that Ralph totes a portable workshop — there were hammers,

saws, drills and rivets. He effected a rapid repair job and old Number 4 set off in pursuit of the fleet, just 35 minutes behind.

The strong wind and cramped river conditions soon caused several upsets and one by one the highly strung I.C.'s came in to retire leaving "Folly" and "Pampatha" to finish in that order.

SOUTHDOWN L.D. CANOE RACE

This year's Southdown long distance canoe race took place on May 11th over a 11½ mile course on the river Arun from the Duke of Norfolk's Estate, Arundel to Pulborough Public Hard with 223 canoeists out of the 248 who entered successfully completing the race which is organised by the 1st Burgess Hill Scout Group.

A river canoe polo match held before the start of the race resulted in a 6-1 win for T.S. Resolute East Grinstead over the Adur Centre Shoreham. The race itself produced 14 new course class records beginning with 1st man home Brian Greenham of Hove C.C. who won Senior AK1 in 1-22-16 beating Alan Crossman's class record by 8 seconds. Senior AK2 was won by Graham Mann and Peter Downing of 1st South Bersted and Southdown C.C. in a time of 1-27-37.

S.W. CANOE SURFING CHAMPIONSHIPS

For the second year running the Championships were held at Fistrall Beach, Newquay, (by kind permission of RESTORMEL DISTRICT COUNCIL) and although the weather wasn't too kind the weekend provided some good surfing with some surprise results. Conditions were not good but there was sufficient surf for many competitors to find themselves swimming, especially in the novice and junior events, raising the question of some competitors' ability to roll in surf.

The surf kayak event was dominated by Devon paddlers with Ron Graham finally taking the honours from Ian Faulkner. Current National Champion Ian Sutherland unfortunately scratched from the

final. Former junior slalom canoe handling champion Andy Knight (Bristol) marked his move into "Senior" status by winning the open Slalom Canoe handling event from John Hermes (Cornwall). Current National Champion and last year's S.W. champion Simon Beeson, was surprisingly only fourth. The E.C.L.P. Trophy went to Andy Knight of Bristol.

OLYMPIC PREPARATIONS FOR 1976

The Olympic Regatta Course for Rowing and Canoeing is on "Notre-Dame" Island and its direction is almost exactly due north. It is 2,200m long, 110m wide and the water depth is 2.30m.

The Finishing Tower and Stands are at the end of the course on the left, and the course will be marked with balloons which will be 25m apart. For Canoeing 9 lanes of 9m width will be provided.

Lying diagonally to the first half of the Rowing Course there will be a 1,000m course on an adjoining lake, also with balloon marking. This course will be 20m wide with 3 lanes of 6m, for training use.

The Finishing Tower will be equipped with all the latest technical installations.

Next to the Stand for Guests of Honour with 465 seats, will be a Press Stand for 610 journalists. There will also be seats for 330 competitors and room for 28,595 spectators of whom 10,000 will have seats.

The boathouses are behind the finishing line and to the left of them will be a building with changing rooms for participants, which however will be reserved for Rowing competitors until the end of the Olympic Games Rowing competitions. For the canoeists there will be a building at the end of the supplementary training course and quite near the 1,000m start.

The prevailing wind is from the south-west but it is expected to be quite light during the time of the Olympic Games.

The participants will be housed in the Olympic Village about 7km. from the course.

Twenty-nine members of the St. David's College Canoe Club completed the 15 miles course from Llanrwst to Deganwy under good conditions on May 24th. The average age of those taking part was 15½ years.

As a result £209 was raised, to be equally divided between the Llandudno Branch of the R.N.L.I. and the School for physically handicapped children whose pool the club uses for rolling practice. In charge of the party were the college instructors Humphrey Smith and John Lister — partners of Cymru Canoes.

The total amount now raised by the College by these trips is over £600.

All the kayaks used were made by the boys themselves at the College whose total

individual outings for the year now total over 1,000.

Next November they hope to hold their second slalom on a river in Snowdonia.

Shortly to be available on general release are three of the designs that took the Skopje World Championships by storm.

The Lettmann PERFEKT, a revolutionary new slalom kayak that took two Gold and two Silver Medals. From Toni Prijon, the new SAHNE slalom kayak, a Gold Medal winner in the Ladies' Team Slalom, and the INTERCEPTOR SPRINT 75, on Team release since June winning three Gold, two Silver and three Bronze Medals.

NEWS

Pyranha's long awaited move has now taken place to Osnath Works, Lythgoes Lane, Warrington, still telephone 31434. The new premises are much larger than Poachers Lane, and when finished will boast a new showroom that will have on display all the new products that are available. The mould hire service is being extended to include many specialised racing canoes including the *Trident* (Competition Slalom), *Bullet* (White Water Racer) and *Subre* (Sprint and L.D.) Canoes. A new hire service has been introduced to cater for schools or the individual, trailers and equipment are also available on hire. Second-hand canoes are also available at Osnath and it is hoped that more people will take advantage of their Trade-in-Service. Altogether they are confident that they will always have a canoe to suit most people, new or second hand to suit most pockets. The factory end has been much extended and is already successfully cutting down waiting periods, with the hope that they will be able to offer most lines from stock.

The range of highly successful slalom canoes has further been extended with the recent development of the Vedel 65K SS for the British Slalom Team. The SS is a low profile version of the standard Vedel 65K which has been used to dominate this year's Division 1 and Open events. Used



for the first time at the World Champs by 60 per cent of the team. The SS was used to gain 5th, and 7th and 8th places in the men's events. Design highlights of the Vedel are its ability to be able to push both bow or stern under gates on both positive and negative strokes, whilst not having to compromise this against speed, directional stability or manoeuvrability. In the words of one of Britain's leading paddlers, 'You can almost make it sit up and beg.'

With the dramatic increase in the price of canoes caused by VAT, Pyranha are cutting canoe prices by introducing the new advanced Economy Kit, for Pup, Simba and Trident 2S models. Available in Translucent Orange or Blue, with White Trim; they have hull, deck and seat moulded with all materials necessary to complete in a few hours. Normal handyman's tools and common sense will soon have the kit together.



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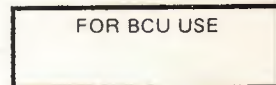
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