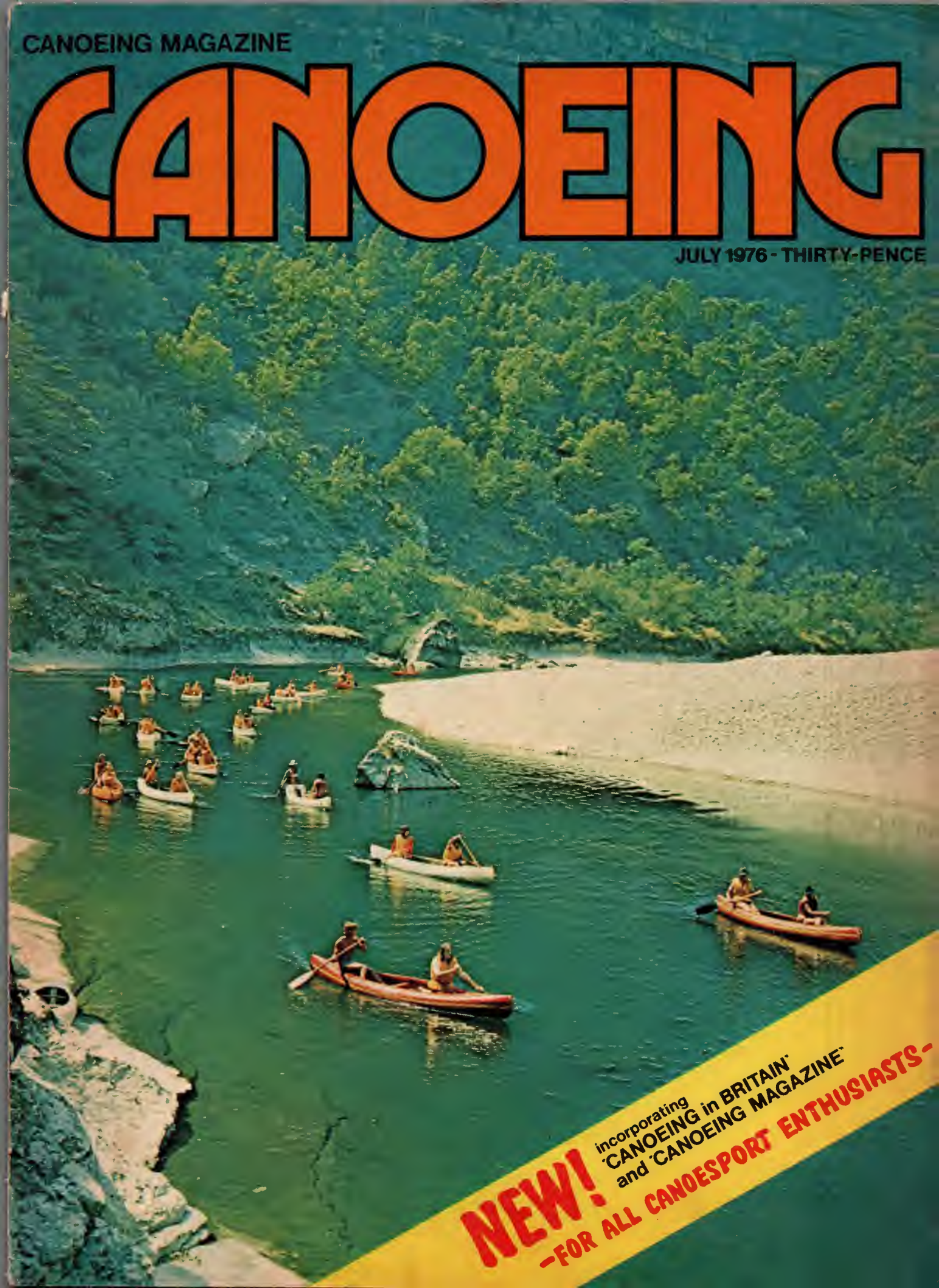


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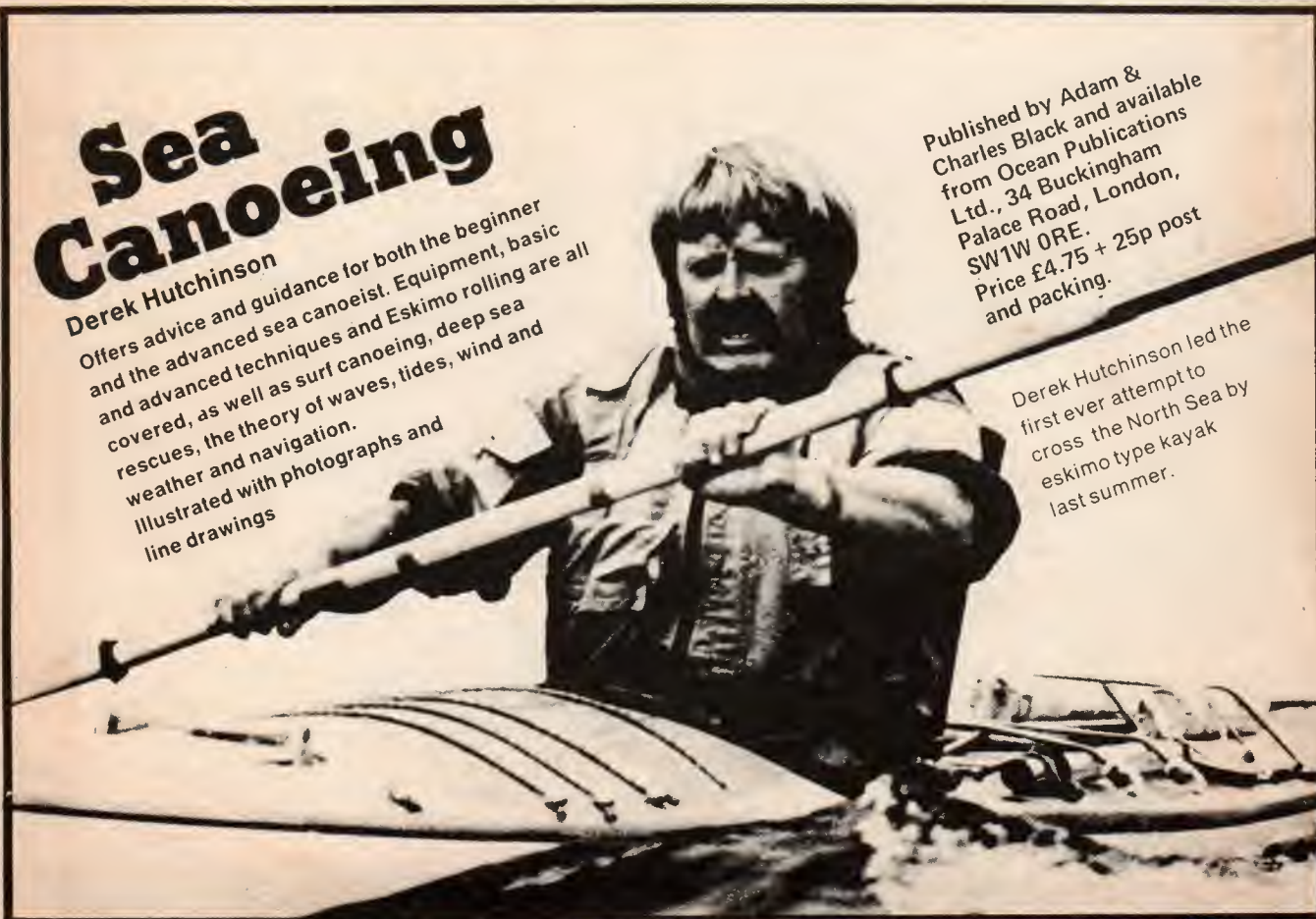
Sea Canoeing

Derek Hutchinson

Offers advice and guidance for both the beginner and the advanced sea canoeist. Equipment, basic and advanced techniques and Eskimo rolling are all covered, as well as surf canoeing, deep sea rescues, the theory of waves, tides, wind and weather and navigation.
Illustrated with photographs and line drawings

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Derek Hutchinson led the first ever attempt to cross the North Sea by eskimo type kayak last summer.



CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

JULY 1976 - VOLUME 1 - NUMBER 1

EDITOR: Mike Clarke

Editorial and Advertising Office:

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Crews portaging Molesey Lock on the Devizes-Westminster Marathon. Photo:- Mike Clark

Comment

Mike Clark

For subscribers of both 'Canoeing in Britain' and 'Canoeing Magazine', this new publication may come as a bit of a surprise. However, at long last our sport in Britain has the prospect of a strong single magazine covering the broad aspect of canoesport.

After some months of discussion, agreement has been reached between Ocean Publications and Canoeing Press on the emerging of 'Canoeing in Britain' and 'Canoeing Magazine' to form this new combined magazine - CANOEING.

The expertise of Ocean Publications in the production and distribution fields, combined with the canoesport flair and photographic talent of Mike Clark on the editorial side, we hope will result in a vibrant, well produced, regular magazine that will be of real benefit to the sport. The distribution service offered by Ocean Publications will put 'Canoeing' on the open magazine market - the major booksellers, the retail watersports specialist, and in some cases the small newspaper shop round the corner. This will bring the wide unattached and uncommitted canoeing public into contact with the organised sides of canoesport.

Editorial content will be largely based on 'Canoeing Magazine', but it is hoped edited news from B.C.U. Headquarters will be included, with such news not having to go in 'Canoe Focus' first (the new B.C.U. house magazine). News from the canoe clubs and letters of comment will be most welcomed. Likewise articles from readers or groups on trips and expeditions they have done, but such trip articles should be accompanied by a number of black and white photographs to add interest.

With this issue, our apologies go to previous readers of 'Canoeing Magazine' who may find a few items of news and a shortened report of the Easter Devizes to Westminster Canoe Marathon, duplicated from the May/June issue of 'Canoeing Magazine'. The inclusion is for the benefit of previous 'Canoeing in Britain' subscribers whose last magazine was the February issue.

It is proposed that eight issues a year will be published. Subscribers to either 'Canoeing in Britain' or 'Canoeing Magazine' will receive appropriate issues of 'Canoeing' corresponding to their subscription credit with either of the previous magazines. Where subscribers have subscriptions to both previous publications a single copy per issue will be supplied and full total of both subscriptions supplied before renewal. At first there are bound to be few problems with subscriptions, so give us a couple of issues to sort things out.

Subscriptions renewals should go direct to: Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. All editorial and advertising material should be sent to: Canoeing Press; The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.

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NOTES

& NEWS

Council, 1 St. Colme Street, Edinburgh EH3 6AA.

WHITE WATER TOPS

The 1975/76 Wild Water Ranking List put Melvin Swallow at the top of the Mens K1, Pauline Goodwin took first placing in the Womens K1, while in the Canadian classes, Martin Hedges took the singles with Handy-side/Evans top of the C2s.

SLALOM AND W/W TEAMS

The British Slalom and Wild Water International Teams were selected and announced at the end of April:

SLALOM TEAM: Mens K1 — N. Wain, C. Lovelock, R. Campbell, J. Dolan, M. Thomas, (Reserve) G. Helsby, A. Kerr, A. Edge. Mens C1 — M. Hedges, P. Keane, P. Nardelli, (Reserve) J. Sibley. Mens C2 — Philip/Purdy, Brown/Curle. Womens K1 — J. Harling, J. Adams. Manager — A. Woods.

WILD WATER TEAM: Mens K1 — M. Swallow, J. Dolan, S. Fisher, I. Freestone, A. Hall, N. Morley, D. Hunter. Mens C1 — G. Goldsmith, J. Goodwin, M. Hedges, J. Sibley. Womens K1 — P. Goodwin, H. Peacock, J. Adams, S. Wain, A. Gillespie. Manager: S. Cooper.

CANOE FOCUS

The new house magazine (news sheet) of the British Canoe Union — Canoe Focus — appeared at the beginning of May to some mixed feelings. While it maybe an economic success and produced in an attractive manner, one criticism is the lack of any real space that can be turned into a 'lively' discussion magazine. Also the editorship went to town on getting hot news of the Devizes-Westminster event (taking up one and half of the four sides) yet the next edition will

Scottish canoe demo at new centre

not be published until the end of August — a three month gap.

RUM BACKING

The British Olympic Sprint Racing Squad received a much welcomed boost to their standing with financial backing a sponsorship (to the tune of £5,000) from The House of Seagram Ltd., manufacturers of Captain Morgan Rum. The money was given with no strings and for the B.C.U. to use as required in the preparation of our Olympic Team.

EXHIBITION SUCCESS

The National Canoe Exhibition held at the Crystal Palace in South London at the end of February, once again proved to be a great success. Attendance was just over the 5000 mark — an excellent response following the lack of trade stands over the last two years.

CUMBRIA WATERSPORTS CENTRE

At the beginning of May the Marquess of Bute officially opened the new Cumbria National WaterSports Centre — the third Scottish Sports Council national sports centre.

Situated on the Isle of Great Cumbria in the Firth of Clyde, it is ideally placed to serve the needs of water sports enthusiasts in the densely populated Strathclyde Region as well as the rest of Scotland. The Centre caters for Sailing, canoeing and sub-aqua. Details of courses at this and other Scottish centres available from: *The Scottish Sports*

SURF VISIT — EXCHANGE

The Atlantic Surf/Kayak Club represents American canoeists who have been kayaking in the Atlantic surf since early in the 1960's. Their members have ridden the waves from Suffolk County, New York, in the north to San Juan, Puerto Rico in the south.

Club members would be interested in exchanging information and visits with surf/kayak enthusiasts in Britain and on the Continent of Europe.

Charles Yatman, Commodore of the Atlantic Surf/Kayak Club, and Rear Commodore Noel LaFrance will be on a visit to England during August and would like to tie in with any surf trips or surfing groups. Letters to: *Charles Yatman, P.O. Box 2228, Greensboro, North Carolina 27402, U.S.A.*

AUSSIE OLYMPIC TEAM

Because of the need to continue training beyond their normal season for competition in the Northern Hemisphere, the Australian Olympic Sprint Squad was selected way back in April. Familiar names among the team are the Mens K2 of John Southwood/John Sumegi. The K4 comprises Dennis Heussner/Jack Trail/Adrian Powell/Graham Gillies. The Womens K2 is Helen Jacobson/Sue Whitebrook.

Some of the times recorded at the selection trials were by far the best ever achieved in Australia.

WORLD SPRINT VENUE

The World Sprint Racing Championships for 1978, assigned by the Congress of 1974 to the Canadian Canoe Association and to be held at Dartmouth, Nova Scotia, will not now be held there according to information received. The reasons are of a financial nature.

WORLD SLALOM AND WILD WATER

For the World Championships in Canoe Slalom and Wildwater Racing 1979, applications to the ICF have been received from France (Bourg St. Maurice) and Canada (Jonquiere). ICF Congress in Montreal will decide the venue.

RECORD SOUTHDOWN

The Southdown Long Distance Canoe Race held on May 9th, attracted well over 250 paddlers and probably the largest of Tier 3 events this season.

Eight course records were broken on the 11½-mile race, with a tremendous dice in the K2, J. Fowler/A. Williams of Royal CC taking the event with a time of 1hr 15min 10sec, just ten seconds clear of P. Hambrey also Royal CC in second place and just another six seconds clear of R. Story/C. Fielding of the Royal Signals.

B. Greenham of Reading and Leighton Park won the Senior 'A' K1 for the second year in a record time of 1hr 21min 10sec, with K. Topham again of Leighton Park in second. Both the Womens K1 and K2 were taken with record times, Christine Haynes of Royal CC gaining the K1 event with 1hr 31min 10sec, and Lucy Perrett/Frances Wetherall under Leighton Park colours making the K2 with 1hr 22min 45sec.



NOTES & NEWS

'ROYAL' OPENING

The International Canoe Federation Board of Management meeting in London over the period 11th to 14th April were welcomed guests at the Royal Canoe Club at Teddington for an evening social to mark the opening of the Clubs' new extension. ICF members were able to see a unique part of canoeing history in the shape of the original Rob Roy Kayak on display at the Clubhouse, and during their total stay were shown our latest canoeing asset — the National WaterSports Centre at Holme Pierrepont, Nottingham.

MARATHON SUCCESS

The National Sponsored Canoe Marathons held at six venues throughout the country in March to help raise money towards the British Olympic Appeal Fund, produced a spectacular £4,600 plus.

Kath Nadal of Nottingham and Jonathan West of Wey each raised over £200. Top venue was the Wey Race with £2,100, Nottingham gained £700, Harlow £650, Worcester £500, Lichfield £350, and Bradford £310.

NOTTINGHAM OPENING

The new Nottingham Kayak Club was opened by the Minister of State for Sport, Rt Hon. Denis Howell, on Friday April 30th.

The opening ceremony and reception on the Friday afternoon was attended by dignitaries of Nottingham, representatives of Banbury Buildings (suppliers of the new clubhouse), both the President and Director of the British Canoe Union, and members of the Nottingham Kayak Club.

Total cost of the new clubhouse was £14,000, cash for the project coming from the Sports Council (£6,000), Nottinghamshire County Council (£3,400), Rushcliffe District Council (£750), and Nottingham City Council (£100.). The remainder was found by clubmembers.

Earlier in the afternoon, The Minister had jogged around Nottingham City Square to mark the opening of a 'jogging campaign' in the Midlands, but after the opening ceremony at the Canoe Club, he was persuaded to go one better and take to the water to try his hand at canoeing. The Minister seemed quite at home in number of a racing K4, and managed to keep in perfect time.

SCHOOLS SLALOM CHAMPS

The Sixth British Schools Canoeing Association National Slalom Championships were held at Dedham Mill near Ipswich towards the end of March. Despite cold conditions, the event attracted its biggest ever entry with almost 200 paddlers competing.

In the individual events, S. Fox of St. Albans won the Boys Under-14 K1, P. Godfrey of Maple Hall the Boys Under-16, C. Stallworthy of Chester the Boys Under-18, while in the Girls Under-18 Jean Meeks — again from Chester — won the class.



The ICF Board of Management and some members of the British Olympic Squad.

TRICKLE AT SHEPPERTON

The 3rd Division event held at Shepperton over the first weekend in April, once again lacked any real water. With the exceptionally dry summer last year and general shortage of rain during the winter months, slalom on the Thames and elsewhere in the country is in dire straits with little more than a trickle on many rivers.

ALTERATIONS AND ADDITIONS

The Long Distance Canoe Race planned by the Dutch club De Geuzen and scheduled for August 28th/29th (clashing with the British National Championship L-D) is now moved to the weekend of 14th/15th August. It is hoped British paddlers will compete at this event. Full details available from: A. Reitmaier, Bleekersstraat 1, Zaandam, Holland.

Two additions to the British Long Distance programme are:
August 8th — Plymouth Sound L-D, 14-miles of estuary. Details from: A. D. Bushnell, 43 Knighton Road, St. Judes, Plymouth PL4 9BX.

August 22nd — Wolverhampton L-D, Tier 3. Details from: K. Yates, 24 Orton Lane, Wombourne, Wolverhampton, Staffs.

The Plymouth Sound Long Distance is a new race and it is hoped will become an annual event. The race is unique in as much as almost 75% of the event can be

seen from Plymouth Hoe. The race should help to fill the need of events in the South-west.

WATERWAYS LICENCE

At the beginning of April, the British Waterways Board introduced new Bye-Laws relating to the use of pleasure boats and commercial vessels on their waterways.

The new Bye-Laws require the owner of a boat for which a pleasure boat or commercial vessel licence has been issued to display the licence on the boat so that it can be seen from the outside of the boat at all times (pleasure boats are all boats other than commercial vessels and houseboats, they include any yacht, launch, skiff, dinghy, punt, canoe, or other craft. It is assumed the term 'canoe' refers to canoes — open decked — or kayaks). Details of the new 'Bye-Laws' can be obtained from: British Waterways Board, Melbury House, Melbury Terrace, London NW1 6JX.

RIVER ADVISER CORRECTION

Please note that on Page 21 of 'Canoeing in Britain' no.99 dated Feb/March, the telephone number of River Adviser David Rushfirth was misprinted. The correct number: Poulton-Le-Fylde 886668.



Denis Howell M.P. tries his hand at canoeing — with a little help!
Photo: Mike Clark.

Lynne Lomax

Swedish Outback Tour

Canoes are helping a 'back to nature' revival in Sweden, and, although relatively a new sport to the country, canoeing is beginning to open the floodgates to a more basic way of life many are seeking. An increasing number of people are setting off not just for an hour's paddle on a lake, but for a couple of week's safari.

The ideal facilities which exist for canoeists in the aptly named Varmland (Lake District) of Sweden have only recently been realised. From this region, endowed with 2,500 lakes, open up 1,550-kilometres of waterways. One can paddle into Norway, head for what the locals term the 'wilderness' and share the life of beavers and moose or simply enjoy the magnificent scenery on the better mapped lakes.

Responsible for much of this new interest is Preben Mortensen, who launched what was probably Sweden's first canoeing centre with one canoe way back in 1956. Now this Nordmarkens Canoe Centre near Arjang has over 200 fibreglass canoes based on the traditional MacPhie design and attracts over 10,000 canoeists in the May-September season. Most visitors are Swedish or Danish, but increasing patronage from Holland, Norway and now, Britain.

One of the greatest attractions of the centre is the wide variety of canoe trips available. Preben, who bases much of his philosophy on the 'outward bound' concept and who spent a month studying operations at the Eskdale Outward Bound School in the Lake District, has tried to cater for all tastes.

He has a canoe school for mixed groups of children and special instruction for adults. To meet the demand last year he launched family trips — groups of 20-persons accompanied by two of his 12 trained instructors who go out on tours of up to eight days. These, he says, offer what is now a unique opportunity for parents and their offspring to see each other in a new light. They are also proving popular among one-parent families who can enjoy group activities suitable for all members.

There are a wide number of instructor-accompanied safaris, ranging in length and venue, while many other canoeists prefer just to hire equipment and set off alone. But the safari fastest growing in popularity is the 'wilderness expedition', a trip deep into beaver country about 125-kilometres north-west from the canoe centre. A keen student of the way of life of the North American Indian, Preben has introduced to this trip many of the ingredients for complete self sufficiency.

Bread is baked each day and while the diet is supplemented with dehydrated foods, the canoeists are taught to catch fish, trap animals, gather natural fruit, berries and mushrooms, and to live off the land.

Of course, accommodation on all the trips is under canvas. Applications for these ex-

peditions, on which groups are strictly limited to 12-persons, come perhaps surprisingly mostly from girls.

A man with a strong social conscience, Preben has also tried to press home the therapeutic value of canoeing. Free of charge he runs trips for the blind who, accompanied in a double-seated canoe by sighted volunteers from local charitable organisations, can spend two or three days in the lakes and forests.

'People tend to think blind people would be unable to do anything like this yet they get the greatest thrill from it. Very often they will tell you what sort of tree you are passing because of the song of a particular bird,' says Preben.

He does the same for mongols, for drug addicts trying to 'come off' the habit, and

for the inmates of the country's youth prisons whose attitude to life, he says, can change radically after a week's solitude and appreciation of the natural surroundings.

Despite a brisk business acumen, Preben puts the safety of his clients first. At his luxurious log-cabin-styled home on the shore of the Vastra Silen lake from where he and his wife, Gun, run the business, Preben has built up a formidable battery of safety devices. He has two cars with radio telephones and first aid kits including oxygen, rescue speed boats capable of tackling even forest fires with jets and pumps, equipment for the two trained divers permanently on hand, a radio mobile unit and detailed files and maps over a wide area. He also works closely with the local police on such matters as forest fires, boating mishaps, and missing



persons.

Throughout all his business, however, runs one underlying emphasis — conservation. Although in Sweden you are free to camp wherever you choose, Preben insists that all clients stick to rigid rules which leave his beloved countryside undisturbed — No Litter, No Defacing of trees, and No Noise.

'People are having to learn again what the countryside is all about,' he says. 'They have to be taught to appreciate their surroundings, to use their eyes and their ears. Canoeing is one of the best ways of doing this.'

Present costings run at about £45.00 per week per person at the canoe school, and around £58 00 a week on the canoe safaris. Probably the best way of getting to the centre is by car — Tor Line or Swedish Lloyd to Gothenborg, then an easy drive to Arjang. The ferries operate from Felixstow, Immingham, and Tilbury. Prices here run at just over £20.00 for cars and between £60-£70.00 per person return. However, on the Tor Line there are concessionary rates available for British Canoe Union, Ramblers Association, Youth Hostels Association, and National Union of Students members who are under 26-years of age.

Full details of courses, trips and expeditions at this unique centre write: *Preben Mortensen, Nordmarkens Kanot and Turist Center, 672 00 Arjang, Varmland, Sweden.*



TRYWERYN WELSH OPEN

Despite the very dry and hot weather, the lack of rain, shortage of water and very low level of many of our rivers, the 1st/2nd Division slalom event on the Tryweryn in North Wales over the weekend May 29th/31st proved to be of the usual standard. Weather conditions were just a little overcast, but the water was in good supply from the dam and the course well designed to provide exciting competition.

The event — classed as the Welsh Open Championships — attracted a heavy entry with just on 150 paddlers in the Mens K1. Here the first run leader was A. Kerr of Carlisle with a clear 262.1pts. followed by J. Dolan of Leeds with another clear 275.6pts. and R. Campbell of Viking in third position. However, in the second run, Dolan produced a faster time with yet another clear run to take the Mens K1 with a best 261.7pts., Kerr dropping to second place and N. Wain of Chester pulling up from a poor first run to take third placing. The Womens K1 went to Eileen Murphy of Ireland gaining a 430.9pts. on her first run, but capsizing on her second. The C1 event was taken by R. Hind of Carlisle with the Viking pair of Curle/Brown taking the C2.

In the Wild Water event held on the Monday (Bank Holiday), Melvin Swallow took the Mens K1 with 25.05, just holding

off Ian Freestone of Nene College with 25.24. Dolan of Leeds took third placing. Womens K1 went to Jill Adams of Deptford, C1 to J. Harvey of the RAF Canoe Association, and the C2 to Parr/Cooper of Nottingham University.

Div. 1 Paddlers through rough water on the Tryweryn. Photo: Mike Clark.



THE SPEAR-CLASS KAYAK

FREAKS OR EVOLUTION?

One cannot help feeling a growing concern at the continuing extreme design development of the slalom kayak. In the past few years we have seen the traditional shape of the Canadian canoe for slalom cut and hacked to pieces, in particular by the French, but also by paddlers from a number of other countries. Great chunks have been cut from the decks of bow and stern, even from the centre deck of the C2s.

Last season saw the introduction of the 'spear-class' or 'sword-fish' type slalom kayak, the bow and the sterns cut short and tapered to long points, while over recent years a constant trend has been for a progressively greater ultra-lowline and ultra-light-weight craft.

Certainly one cannot fault the canoeist or kayakist for experimenting with such 'freaks' or with the manufacturer for supplying what the competitors want. There is nothing in the rules to outlaw such craft and competition is all about winning — not the paddling of pleasant or aesthetic looking boats. When standards reach such heights that fractions of a second mean the difference between a medal or just a placing, then designs will automatically become extreme reaching for the ultimate within the rules. However, under such conditions there must come a point where design becomes more important than the ability of the athlete, a point where design favours a particular build of athlete, or where design dictates paddling techniques far outside the original concept of the ideal of slalom competition. Such present day techniques as 'stern-dipping' have no practical use in rough water canoeing outside that of the slalom course, while the 'spear-class' kayak itself has little use on rough water for touring or leisure and is nothing but a pure slalom machine.

'Canoeing Magazine' had pointed out the need for greater restrictions on the design of slalom craft when the freak Canadians were first introduced. However, although the BCU Slalom Committee have had some discussion on restricting such 'spear-class' kayaks, the ICF has already ruled that the present design rules stand and that there will be no alteration for at least five years. This seems a great pity as some control of the craft is just as important as actual competition rules, if only from the view of safety.

Such freaks in kayak design are not new. The ICF Sprint Committee were presented with similar design freaks way back in the early 1960's, the Sprint Rules as the Slalom Rules now, gave no restrictions other than



minimum or maximum lengths and weights. This gave rise to 'winged-kayaks' pulling the gunwale line out to the minimum width and it became a matter of who could 'sit' the narrowest boat rather than who could paddle fastest. The situation was simply resolved by the ruling of no concave sections and an unbroken continual curve gunwale line.

Concave hull sections are beginning to appear in the newest of slalom kayak designs, while some prototypes of proposed Canadian canoes seem to be even more extreme in design.

Just a few seasons back the slalom kayak also doubled as an excellent general purpose boat, used at many outdoor pursuit centres as a basic instruction craft, and was also almost ideal as a rough water touring kayak.

The present trend in both kayak and canoe is suitable only for the slalom course.

One can look to the rowing world where no restrictions exist for the design of craft, yet their skiffs and shells all look very similar with no real variation of design as in slalom. Many will argue that such freaks and extremes in design are the ways to progress and full development of the slalom craft. But it is more likely that craft are being designed for specific venues and types of water, giving advantage to the competitor who can obtain (buy or given) the right boat for the right course.

No doubt the slalom design will settle down to a more conservative craft at some period in the future. But for the present it seems we are stuck with freaks and the age of broomsticks. . .



'I WON THIS MEDAL FOR THE SLALOM, THIS FOR THE SPEAR-FISHING, AND MY KEBAB WON THE "BEST CAMP MEAL" PRIZE—THANKS TO MY NEW BOAT!'

DEVIZES WESTMINSTER

ROYAL ENGINEERS TAKE DOUBLE MARATHON WIN

The Easter Friday morning was bright and warm — ideal for the Devizes to Westminster Canoe Marathon. By the time I arrived at the Wharf Car Park in Devizes, all the junior crews were under way on the first leg of their three day event, and many of the slower Senior crews who race non-stop and allowed to make their own start time, had already taken off down the course.

This year new rules ensured that all the fast Senior crews would be heading for the same tide — the Saturday morning — and with luck the first pair to reach Westminster would in fact be the winners.

Among the 83 Senior crews that started, strong teams came from the Royal Engineers, The Royal Naval Kayak Association and the Royal Marines. However, among the latter two there were no familiar crews and it was the Royal Engineers that started as favourites. Others of interest were the crew of Kidston/Wheeler of the Para RCT and an Hungarian crew from the Csepel Kayak Club.

A little after 1200hrs the fast crews started leaving, first headed by the 21 SAS pair of Bulbeck/Ferguson, followed by the Newham crew of Price/Thorogood, and Hensell/Williams of the Royal Engineers. Hayden/Thom of the Royal Engineers and the Lichfield pair of Green/Gollings both left at 1300hrs, Mitchell/Norton of RE left at 1315hrs followed at 1330hrs by another RE crew of Harding/Collins and the independent crew of Stanier/Milford. The Hungarian pair of Spang/Grob left at 1335hrs and the last pair away were Kidston/Wheeler of the RCT at 1345hrs.

Throughout the afternoon the crews raced in superb conditions down the Kennet and Avon Canal towards Reading and the River Thames. Over the top of Crofton there seemed to be an even longer than usual portage with the top section of the canal now dry for well over a mile. Checking times at Newbury — the 35-mile point — Kidston/Wheeler were out in front with a running time of 5hrs 25mins, Mitchell/Norton and Harding/Collins both returned 5hrs 30mins, while the Hungarians were in fourth place with 5hrs 43mins. Hayden/Thom were another two minutes down, with the SAS crew of the Bullbeck/Ferguson making 5hrs 55mins. The independent pair of Stanier/Milford also came into the reckoning with a good 6hrs 05mins. Thus in the early evening there were seven crews racing for Blakes Lock with just 40-minutes between them. What had started as an open event had developed into a race full of interest.

The Hungarians were well capable of completing the race, but their portage technique was almost non-existent and the pair had to be pushed the whole way. Regrettably over the Newbury-Reading section the crew took a wrong turn on the Kennet, losing many minutes before regaining the course. Some years back a

Danish crew got lost in almost the same place...

At Blakes Lock there was the usual race fever, the usual chaos of supporters cars jamming the narrow towpath, the haste of crews making the Thames portage, gulping down hot drinks, while bank crews stripped them of wet clothes and dressed them in warmer wear for the coming night.

Over Blakes, Kidston/Wheeler had dropped to second place with a canal time of 8hrs 32mins, Harding/Collins were third with 8hrs 37mins, Hayden/Thom, the Royal Marine pair of Pearce/Leach, and the Hungarians were still there, but ahead of all were the Royal Engineers pair of Mitchell/Norton with a fine 7hrs 42mins — some 50-minutes clear.

With the early morning and the approach of Teddington, Mitchell/Norton were still out in front, but Hardings/Collins were out of the race having retired at around Sonning. Kidston/Wheeler and Hayden/Thom made the Teddington portage together, following the 21 SAS boys. But it was to be another hour and a half before the valiant Hungarian pair made the tideway portage and the final run to Westminster.



Above: Senior class winners, Mitchell/Norton of Royal Engineers, climb Westminster Steps.

Above right: 2nd place Kidston/Wheeler making portage on the canal.

Right: The Hungarian crew of Spang/Grob.

Below: Seniors off the start at Devizes. Photos: Mike Clark.



Just after 0900hrs on the Saturday morning Mitchell/Norton of the Royal Engineers slipped under Westminster Bridge to take the win of the 1976 Devizes-Westminster Canoe Marathon — total paddling time 19hrs 50mins 20secs, and an excellent performance, although outside the record.

SENIOR RESULTS: 1 G. Mitchell/C. Norton (Glider K2) Royal Engineers 19hrs 50min 20sec; 2 B. Kidston/ A. Wheeler (Glider K2) 562 Para RCT 20hrs 12min 45secs; 3 J. Hayden/D. Thom (Glider K2) Royal Engineers 20hrs 59mins 10secs; 4 J. Bulbeck/P. Ferguson (Mirage K2) 21 SAS 21hrs 14min 30sec; 5 P. Spang/J. Grob Csepel Canoe Club Hungary 21hrs 34min 50sec.

Designers Trophy — Jorgen Samson, Glider K2: **Team Event** — Royal Engineers: **Civilian Trophy** — Spang/Grob, Hungary: **Veterans Trophy** — Beale Snr/Beale Jnr, Endeavour Canoe Club.

Junior winners were I. White/S. Sherriff, Sussex Police with 17hrs 49mins 38secs; 2 A. Fieldus/A. Sherriff Wey Kayak Club 18hrs 27mins 52secs; 3 D. Page/A. Cambridge, Metropolitan Police Cadets 19hrs 27min 00sec.



ACCESS

In Britain, the right of navigation and the right of access to rivers by canoeists and other boaters, has and is a point of friction between land-owners and fishermen, and boaters. When canoeists head for the Continent there is little thought for the right of access or navigation to any particular river — most rivers are completely open and one can stop and camp at almost any point along the banks of the more popular rivers in France, Germany and Austria.

The exercise of such 'rights' here in Britain on fast-flowing salmon and game rivers, leads only to a possible slanging match that turns the air blue (indulged by both fishermen and canoeists), or can vary from a handful of maggots thrown in anger by fishermen, threats of a hide full of buckshot from water bailiffs, to complete refusal of access by landowners (no matter how polite the request), and prosecution for infringement of riparian rights.

VICTORY ON THE SPEY

The most heartening news for many years on the access front was the outcome in March of the marathon River Spey Case, involving the Cairngorm Canoeing School and the Knockando Estate.

For almost six years a battle of navigation rights has been going on in the Courts and brought by the Trustees of the Knockando Estate against the Cairngorm Canoeing

and Sailing School Ltd. The case was concluded in March with The House of Lords dismissing the Appeal of the Knockando Estate against the earlier judgement that was given in favour of the Cairngorm Canoeing School.

This outcome is not just a victory for the Cairngorm Canoeing School, but a victory for all canoeists and other boaters, for the Case established that the River Spey was a public navigation — the owners of the banks, the river bed, and the fishing rights could not prevent navigation of the river by canoe, kayak, boat or vessel.

For those interested, the full background detail, detail of the Court Case and Appeal was reported in the May/June issue of 'Canoeing Magazine' — still available at 40p including postage from: *Canoeing Press, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.*

BEDFORD OUSE

Access restrictions on canoeists have been introduced by the Bedfordshire County Council. Bromham Mill, Mill Meadow, and Mill Island on the Great Ouse are now owned by the Bedfordshire Council and, with some work in progress on these sites, permission to launch kayaks will no longer be given. Permission for canoeists to pass along this stretch of river must be sought from: The Chief Arts and Recreational

Officer, County Hall, Cauldwell Street, Bedford. The Countryside Ranger has been instructed to request unauthorised persons to leave the sites.

STANLEY — RIVER TAY

Access note from G. B. Speirs, Stirling University.

Recently, whilst on a regular club outing to this particular canoeing venue, I was approached by the owner of the cottage closest to the access point most commonly used by canoeists at the cottages. He told that despite 'one of your boys' erecting a 'NO PARKING' sign at the parking area in front of the cottages, many transits, cars, etc., still parked there. He emphasised that unless this stopped immediately, he would withdraw all use of the road and access to the water at that point.

Whether he be within his rights or not, it is urged that courtesy be used in dealing with this man, since he could withdraw rights available to us, thus making life slightly more difficult. The position at present stands at him letting cars and buses unload one at a time in the parking area and then moving off to park some way up the road. At the height of the salmon season courtesy must be exercised towards all fisherman as this seems to be a particularly difficult stretch in this respect.

Channel Crossing

We launched from St Margarets bay at 0540hrs, just half an hour after high water on neap tides. There was very little wind but poor visibility — only one to two miles — and the promise of a hot sun as the day went on.

Within an hour we had passed the Goodwin Lightship and the English coast had disappeared from sight. We paddled steadily on a compass bearing of 155°/165° M. (in kayaks one does not steer an exact course but tries to keep the needle wavering within a 10° sector). Refreshment breaks were strictly controlled — just five minutes every one and a half hours.

We saw little shipping in the poor visibility but two channel ferries and two hovercraft passed within view. The latter are especially frightening as their engine noise carries clearly across the water and they sound to be much closer than they really are. The coastguards of course knew all about us and, apart from warning shipping about us, were in contact without escort boat by radio/telephone. Also RAF Manston aircraft flew over us occasionally, principally (we learnt afterwards) to make sure that our course did not infringe the strict traffic regulations in the Channel.

At 1030hrs, a vague shadow grew out of the mist which could only be French cliff. To our great glee, the first piece of cliff which we saw had a monument on top — it was Cap Blanc Nez (not Cap Gris Nez) and

exactly where we had hoped to arrive. A neat landing followed at Escalles in the inevitable surf. The time was 1133hrs — a single crossing of just five-hours 53-minutes.

With an eye firmly on the record for the double crossing, we resisted the urge to spend time ashore. Everyone ate, a photo was taken and one member filled a small bag with French sand as a souvenir.

By 1150hrs we had launched and went out to rejoin our escort. One double kayak was taken aboard and the rest settled down to the long slog home. Initially a course of 280°/290° M. was set in order to build up some 'sea room'. On the latter part of the return trip the tide begins to run from SW to NE and it is comforting to be well to the west of Dover when that happens.

There are several buoys on the Varne Bank so that unlike the North Easterly loop route which we had followed on the outward journey, we could confidently expect a buoy sighting on the homeward leg giving us a check on our course. Sure enough, at about 1500hrs a hooting sound to our left could only be the S. Varne buoy. A slight shift of course to 300°/310° M was made and at 1515hrs SE. Varne buoy appeared out of the mist right on target and only about a mile away. We paused here for refreshments and three of us recalled 1973 when we had stopped here on a particularly arduous double crossing.

The mist now cleared a little and the

English cliffs were in sight by 1600hrs. Alas, after so long paddling out of sight of land and in our own private little world, we believed we must be nearer the shore than in fact we were and it took another two and a half hours to cover the nine miles or so.

Tired canoeists around Dover harbour entrance are not encouraged, so we landed on a deserted beach under the cliffs about midway between Folkestone and Dover. The time was 1827hrs, just 12-hours 47-minutes for the round trip including time spent in France, and well within the 1971 record of 14-hours 14-minutes.

After a rest of about half an hour, we said farewell to our escort who set off to Folkestone to get back into harbour before the tide ran out. We paddled along to Dover, helped by a strong following tide. Obviously news of our arrival had preceded us. The traffic signals at the harbour entrance were rapidly set to allow us to enter and we were waved in. As we landed on the beach we were greeted by no less than three Customs Officers — they could hardly believe that we had been to France and brought back nothing more than a bag of sand!

The Canoe Camping Club has organised a one-way Channel Crossing almost every year since the early 1960's and now also has three double crossings to its credit. Those who did the two-way this year (May 7th) were: Richard Evans (leader), Joe Barford, Gerry Hicks, Reg Avery, Bernard Hooker, Jo Ledger, John Morgan, Gordon Porteous and Maxwell Symons.

Report from Richard Evans, Canoe Camping Club.

DOUG GRABS GOLD FOR BRITAIN

The Holme Pierrepont International Sprint Regatta, held at the National Watersports Centre over June 18th/20th, proved not only to be the biggest and most important sprint regatta in Europe this season, and an outstanding success, but also a tremendous boost to the standing of British Sprint canoeing with a gold medal coming our way in the premier event.

The biggest and best in Europe — the British International attracted the very top paddlers from 16 nations, the cream of World Sprint Canoeing with only the Rumanians, Czechs, and Italians absent from European entries. Top teams came from the German Democratic Republic (DDR), the Federal Republic of Germany (BRD), Soviet Union, Poland, Bulgaria, Denmark, France, and others — among the entry some twelve World Champion paddlers (from Belgrade 1975) and other previous World Champions.

The biggest in Europe — the British International attracted an entry from just over 230 paddlers this does not include the paddlers in the home national event that combined with the regatta), and throughout the weekend there were 210 races. (Even with such a massive entry and large number of events, the regatta ran almost dead to time throughout the whole weekend — a fine tribute to the organisation and an assurance that we are now capable of running a full World Championship regatta.)

International paddlers started arriving at Nottingham during the early part of the week and by the Wednesday the majority were here and enjoying super weather and a dead smooth regatta course. The Russian boats coming overland were a day later than planned and there was some thought that the truck was lost or held up at some frontier. However, they turned up in time for the first competition.

With the massive programme, competition started from 09.00 on the Friday morning with the first day devoted to all the heats and repechages of the International events — both 500m and 1000m. Saturday saw the semi-finals and finals of the International 500m events, and the Sunday the semi-finals and finals of the 1000m events. Adding interest above the normal international type programme was the inclusion of the 'petit-final'. This has been used for some period in rowing, but is the first time I have seen it used in Sprint Canoeing. The system gave two finals and a grading over 18 paddlers or crews rather than the usual nine placings. The working was Heats (first three to the semi-finals — others to repechages); Repechage (first three to semi-finals); Semi-finals (first three to final

— four to sixth placings to petit-final); Final of nine — Petit-final of nine.

Conditions for the regatta were the usual mix — ideal on the Friday morning with light winds, clear skies and a brilliant sun, but alas deteriorating on the Friday afternoon to bright overcast and through to heavy winds or slight drizzle as the weekend progressed, only to return to super-bright and dead smooth on the Sunday evening and a little after competition had finished! We had the competition and the organisation and it was only the weather that could have been improved. However, it was the racing that really had the bright spots.

First events of the Friday were the six heats of the Mens K1 500m. Five British paddlers gained through to the semi-finals with our best canoeist Doug Parnham taking 3rd in a difficult heat 5. The Womens K2 pushed all our girls through to the repechages with the exception of Pauline Goodwin/Hilary Peacock who just managed to hold off the Dutch pair of Stormink/Broeksra to scrape in with a 3rd in heat 3. Our K2 men did no better with again only one crew gaining straight through to the semi-finals, that of Alun-Williams/L. Oliver. In the Mens K1 1000m event, again five British paddlers raced to the semi-finals — including Doug Parnham — but in the mens K2 1000m, the Womens K1 500m, Mens K4 1000m, and all the Canadian Class events, our paddlers were just slightly outclassed and had to resort to the repechages. . . With such a high standard of competition, it seemed that very few (if any) medals were going to come our way!

The afternoon repechage events gave a little cheer to British paddling with our men gaining through to the semi-finals of the K1 and K2 500m events and the K1 and K2 1000m. But alas in the womens events, only Sheila Burnett gained through the repechage, Goodwin, Peacock, Nadal, and Wetherall all failing to qualify.

In the first of the International semi-finals on the Saturday morning, our only paddler through to the final was Doug Parnham, easily holding off Andersson of Sweden to take 3rd place behind Helm of DDR and Lebas of France. Both Hunter and Sherriff were pushed to the petit-final, but also the Russian Yourchenko (World Champion in C1 paddling K1) had to be content with the petit final after taking 4th in semi-final 2 behind Sztanity of Hungary and Sledziewski and Gorecki of Poland. Our three paddlers in the Mens C1 500m all failed to gain through to the final, likewise our only paddler in the Womens K1 500m — Sheila Burnett — could only make 5th place in her semi-final and well down being over

10-sec slower than Miss Borzym of DDR. The Mens K2 500m the Nottingham Club pair were totally outclassed (still its the right experience to improve crews).

The Saturday afternoon saw the first International final — the Womens K1 500m. The line up was three from the DDR, two from Soviet Union, two from Hungary, one from BRD, and one from Poland. Almost from the very start the DDR paddlers dominated and took the first three placings over the finish. Miss Zirzow lead in a brilliant race with Miss Borzym, Miss Ohde (World Champion) from DDR and the Russian girl Miss Kreft all hotly contending the second placing. From a photo-finish Miss Borzym took 2nd with team-mate Miss Ohde in 3rd (1/100sec down) and the Russian girl pushed into 4th. In the petit-final Miss Burnett of Great Britain took 4th with a time of 2min 23.89sec compared to the 2min 14.50sec of Miss Zirzow in the final.

The Mens K1 500m final was next on the programme and here there was the British interest of Doug Parnham racing in lane 6. However the competition proved a little too much, Sztanity of Hungary taking the win with 2min 00.51sec, just a few hundredths clear of Helm of the DDR and Sledziewski of Poland 3rd. Doug managed to take a fine 4th place with 2min 03.03 sec — a moderate performance on his form. . .

The Mens K2 500m produced a fine win for Olbricht/Mattern of DDR with a hot 1min 42.79sec. Our best crew here was Lawrence/Farrell taking 2nd in the petit-final with 1min 47.37sec. In other events on the Saturday, the Russian A. Rogov took the win in the C1 500m, T. Buday/O. Frey of Hungary were winners in the C2 500m, while B. Greenham of Leighton Park managed to take first place in the International Mens K1 10,000m. However, in the long distance events it should be pointed out that there was no international competition other than D. Braun of BRD who took the 2nd place. Top paddlers were concentrating purely on the Olympic events.

The International events of the Sunday morning started with semi-finals for the Mens K1 1000m. The first race gave three placings to overseas paddlers, but in the second Parnham gained 2nd behind Csapo of Hungary and with Fowler taking 3rd place. In the third semi-final Robin Avery under Richmond Canoe Club colours also took 3rd place to win through to the final. The Mens C1 1000m events produced an all-overseas final, likewise the Womens K2 500m with our girls well down on the winning DDR crew (but DDR crews, particularly in the Womens events, are really in a class of their own!). Mason/Brown produced a fine 2nd place in the Mens K2/

1000m semi-final to win through but Lawrence/Farrell could only find a 5th place behind a BRD crew to go through to the petit-final. The GB K4 crew – Williams/Alun-Williams/Oliver/Haynes – just scraped into the final ahead of the Finns and Austrian crews, with the Nottingham Club crew also qualifying in the third semi-final.

The Womens K2 500m event was the first International final of the Sunday afternoon and again it was the superb DDR paddlers who made the running, the by now familiar blue glassfibre kayaks and matching paddles out in front from the word go. The race developed into a super battle between the World Champion pair of Miss Koster/Miss Zirzow of the DDR, and the Soviet pair of Miss Kreft/Miss Gopova, the former just holding off the Russians over the line with little more than a few hundredths of a second between them, but with a slow time of 2min 02.45sec indicating the rough conditions at Holme Pierrepont. The Hungarian pair of Miss Pfeffer/Miss Rajnai were a little down in 3rd place and having a real tussle with the BRD and second DDR crews, less than 20/100 separating the three crews. The GB crew of Miss Goodwin/Miss Peacock were 2nd in the petit-final with a time of 2min 14.68sec.

The International Mens K1 1000m that followed held great interest with British paddlers Parnham, Fowler, and Avery all having gained through. Parnham had drawn lane 5, while in lane 1 was World Champion Sledziewski of Poland, lane 2 Csapo of Hungary World Champion over 500m, Andersson of Sweden in lane 3, Helm of DDR in lane 4, the two Russians in lane 6 and 7, and the other two British paddlers in lane 8 and 9.

Off the start a tremendous burst from Sledziewski put him in front but he could not hold off Helm, Andersson and Csapo and by the 500m mark the Pole had completely blown up and was well down from the front. Helm, Andersson, the Russian Mauritis, and Csapo all battled for the lead over the last 500m, but right there with them was Parnham for Great Britain. With a super turn of speed Doug Parnham shook World Class paddling by breaking through to the lead with less than a hundred metres to go. Amid screaming shouts from the British supporters (the first time I have heard such jubilation at Holme Pierrepont) Doug stormed ahead to win from Andersson; with Helm and Mauritis down in 3rd and 4th placings (Mauritis was later disqualified and 4th taken by Csapo). However all that mattered was that Doug had won the Mens K1 1000m against top World Class competition and it was a superb performance – the best ever for British Sprint racing. The events that followed just didn't seem to matter – Great Britain had won a gold medal in the biggest and most important sprint regatta in Europe this year. As Doug stepped up onto the top place of the winners podium a huge cheer echoed across the Holme Pierrepont course. Later champagne was broken out by the BCU Director...

In other events, Wichmann took the C1 1000m win, Szabo/Bako of Hungary took the Mens K2 1000m, the DDR womens K4 gained their countries fourth win of the weekend, while in the Mens C2 1000m a really spectacular finish with five crews over the line within 3-seconds gave the Soviet Union pair of Petrenko/Vinogradov

the win. The DDR mens K4 took the win in another super finish – again five over the line in 3-seconds – while among the last events of the weekend Parnham/Avery took the win in the Mens K2 10,000m (but as before there was little overseas competition in this event).

Overall, the regatta attracted the top paddlers in the World and Doug Parnham put British Sprint canoeing right in World Class with that one gold medal and the magnificent performance in the 1000m; and, the Holme Pierrepont International must now be regarded as among the major sprint events on the International Calendar.

RESULTS

MENS KAYAK EVENTS: **K1 500m** – 1 Z.Sztanity, Hungary 2min 00.51sec; 2 R.Helm, DDR 2min 00.82sec; 3 G.Sledziewski, Poland 2min 01.96sec; **K1 1000m** – 1 D. Parnham, Great Britain 4. 24.81; 2 B.Andersson, Sweden 4. 25.27; 3 R. Helm, DDR 4. 25.74; **K1 10,000m** – 1 B.Greenham, Leighton Park 46min 28sec; 2 D.Braun, BRD 46min 47sec; 3 P.Lawler, Richmond 46min 50sec; **K2 500m** – 1 Olbricht/Mattern, DDR 1. 42.79; 2 Romonovski/Nagorny, Soviet Union 1. 43.23; 3 Deme/Ratkai, Hungary 1. 44.42; **K2 1000m** – 1 Szabo/Bako, Hungary 3. 44.66; 2 Olbricht/Mattern, DDR 3. 45.42; 3 Sequin/Del-Riego, Spain 3. 50.25; **K2 10,000m** – 1 Parnham/Avery, Great Britain 43min 43sec; 2 Lawler/Phelps, Richmond 43min 45sec; 3 Cernerud/Fern, Sweden 43min 50sec; **K4 1000m** – 1 Bischof/Lehnert/Duvigneau/Helm, DDR 3. 18.39; 2 Filatov/Degtiarev/Morozou/Chukhray, Soviet Union 3. 19.84; 3 Deme/Ratkai/Eiczi/Romhanrai, Hungary 3. 20.20.

MENS CANOE EVENTS: **C1 500m** – A.Rogov, Soviet Union 2. 11.70; 2 A.Schuck, DDR 2. 12.58; 3 K.Szegedi, Hungary 2. 12.86; **C1 1000m** – 1 T.Wichmann, Hungary 4. 24.62; 2 R.Iche, France 4. 25.37; 3 Y.Opara, Poland 4. 26.67; **C1 10,000m** – 1 M.Humme, BRD 53min 07sec; 2 D.Dannaks, BRD 53min 12sec; 3 K.Pereira, Richmond 55min 42sec; **C2 500m** – 1 Duday/Frey, Hungary 1. 55.03; 2 Bothe/Tode, DDR 1. 55.13; 3 Lobanov/Lobanov, Soviet Union 1. 55.17; **C2 1000m** – 1 Petrenkov/Vinogradov, Soviet Union 4. 15.05; 2 Bothe/Tode, DDR 4. 17.14; 3 Lindelof/Zeidlitz, Sweden 4. 17.27; **C2 10,000m** – 1 Lindelof/Zeidlitz, Sweden 47min 55sec; 2 Pieperbeck/Pieperbeck, BRD 49min 26sec; 3 Bradford/Oliver, Nottingham 53min 04sec.

WOMENS KAYAK EVENTS: **K1 500m** – 1 C.Zirzow, DDR 2. 14.50; 2 P.Borzym, DDR 2. 16.66; 3 O.Ohde, DDR 2. 16.67; **K2 500m** – 1 Koster/Zirzow, DDR 2. 02.45; 3 Kreft/Gopova, Soviet Union 2. 02.58; 3 Pfeffer/Rajnai, Hungary 2. 06.77; **K4 500m** – 1 Koster/Zirzow/Ohde/Borzym, DDR 1. 52.05; 2 Lewe-Pohlmann/Meyer/Wallbaum/Brosen, BRD 1. 59.03; 3 Wetherall/McClure/Perrett/Burnett, Richmond 2. 07.60.

NATIONS POINTS: 1 German Democratic Republic (DDR) 302pts; 2 Federal Republic of Germany (BRD) 296pts; 3 Poland 216pts; 4 Hungary 205pts; 5 Soviet Union 184pts; 6 Great Britain 140pts.





1. World Champion over 1000m – Sledziewski of Poland. Best at Holme Pierrepont – 3rd over the 500m.
2. Russian K2 pair of Romanovski/Nagorny – 2nd in the 500m.
3. Koster/Zirzow of the DDR – 1st in the Womens K2 500m and World Champions at Belgrade.
4. Start of the Mens K4 1000m final.
5. Tode/Bothe of the DDR second to the Hungarians in the 500m C2 and second to the Russians in the 1000m C2.
6. Willy Reichenstein of Great Britain racing in the C1 events.
7. K2 500m heat off the start.
8. First three places to the DDR in the Womens K1 500m – Zirzow, Borzym, Ohde.
9. Wichmann of Hungary, winner in the C1 1000m.
10. Doug Parnham – 1st over 1000m in the Mens K1 event.

Photos: Mike Clark.



the man Parnham

AN INTERVIEW WITH DOUGLAS PARNHAM BRITAIN'S TOP SPRINTER



Between July 28th/31st the top sprint kayakists and canoeists in the World will be competing for Olympic honours on the regatta course in Montreal, Canada. Heading the British Canoeing Team and carrying our hopes for a first ever British Olympic Canoeing Medal is Douglas Parnham.

Doug, aged 24-years and a student teacher at the Borough Road College, Isleworth, is a member of the Richmond Canoe Club, and, after his gold medal winning performance at the Holme Pierrepont International Regatta (reported elsewhere in this issue), is undoubtedly one of the finest kayakists in sprint racing Britain has ever produced. Before the Canoe Team left for Montreal, I managed to get a short interview with Doug for 'Canoeing'.

Canoeing: First, can you briefly account how you came into canoeing and to take up sprint racing?

Doug: Well, I started about nine years ago and originally we used to race for the Air Cadets which was local to where I lived and did a lot of canoeing for them. We started getting interested in racing, especially long distance racing, becoming more involved with the Richmond Canoe Club and eventually joined the Richmond Club.

Canoeing: This was with Battersea Air Cadets — with Brian Greenaway and Co?

Doug: Yes, that's right. But we really had connections with the Richmond Club for a long time, but we didn't race for them. It was really Brian Greenaway going to Richmond and saying come and join Richmond and we'll try and improve your sprint racing.

Canoeing: Up until the International, what did you reckon to be your best or most — outstanding performance?

Doug: Eh, the most outstanding I think, eh... it's difficult to say, for there's been quite a few really — but for different reasons. The most outstanding I think was 1970 at Copenhagen when we did a K2 10,000 where we came 6th (with Robin Avery). At the time we thought that was a wonderful performance for we had tried so hard to get a position in that particular race, at one time we were third and in striking distance. Unfortunately we just couldn't keep it going for the last 1000m — but we thought that was pretty good. Another outstanding performance I suppose was the K1 last year at the World Championships — it showed I was still improving. But there are particular reasons why you pick on one particular result — it might be for nostalgia, an exceptional performance, or you pulled something out of the bag... varying reasons.

Canoeing: How long have you been at the top of sprint racing in Britain?

Doug: I should think we were winning national titles (that's with Robin) in '69/1970 — if that's what you class as being at the top.

Canoeing: Now that you've had time to calm down after that 1000m race, what

were your impressions of the race? When you sat on the start, you obviously sit there with the aim to win, but if one man in the line-up was going to beat you, who did you think it was?

Doug: Oh, I think the men in contention must be Sledziewski, Csapo, Helm — those three really to go for.

Canoeing: Did you work out tactics for the race, or do you just sit on a start line, bash a 1000m and hope you're out in front at the end?

Doug: I always try and have a race strategy, but the fact that there were those three people in the race, I knew there was no point in blasting off and hoping to hold on. It was going to be a long race anyway with it being into a head wind, so I tried to stay with them and be in a position to strike from towards the end of the race, and I knew the point I was going to go from with a final burst for the line. If I was in a good position to strike from I must obviously have been in with a chance. The way it worked out, it was fine.

Canoeing: Did you think you had the race sewn up at the 500m mark or when?

Doug: No, really you can never say you've got a race sewn up against people of that sort of class.

Canoeing: You didn't show until well inside the last two-hundred metres did you?

Doug: Yes. But I never thought I had it really sewn up until possibly a hundred metres to go and then I got past or was going past the rest of them and was pretty confident that they weren't going to come back at me.

Canoeing: What do you think of your chances in Montreal? And who are the men you will be watching there? The Russian Team that came to Britain was a peculiar mix, what sort of men do they have, I am sure they were not the top team, or were they?

Doug: Well, if we talk about the people who to look out for first, I think the people who were over here, the East German (Helm), the Hungarian (Csapo), the Pole (Sledziewski), then possibly a Rumanian, definitely Perri of Italy — there's a few to start. Now with the Russians, it's very strange but last year they didn't really show very well at the World Championships — they got some good results in the crew boats, but their K1 has been pretty average, it's nothing exceptional. Last time it was exceptional was with Shaparenko, since then they really haven't produced anyone outstanding over the 1000m or the 500m. Now, whether Olympic year is any different and they build up for the Games and hold their big men back just for the Olympic Games we really don't know. But there's speculation on whether this was their first team they brought over. The Hungarians seem to think it was and if this is the case then their singles, the K1, are definitely weak. But you never know, they play it very cagey and we can only speculate.

Canoeing: What do you think is going to be

your better event — 500m or the 1000m?

Doug: I always believe its going to be my 500m. Eh, it's really only after this last regatta that you put a run in and win the race and people start saying, you should do the 1000m as well. But, yes I think the 500m.

Canoeing: Now, there was no touching the DDR when they came over here. What do you reckon to their glassfibre boats? Do you think international racing will all be competed in glass boats in the near future, and how do you think our paddlers will overcome the psychological feeling of paddling an inferior boat? — for I am sure that's all it is. Would you like to race a glass boat at Internationals or Olympics?

Doug: Well, let's put it this way. I think in a few years time fibre boats are going to take over, because they are becoming so refined and the finish so good. I think they are going to be the better boat. But at the moment we are still in the process of refining the boat and I think the object behind the East Germans racing them is the fact that they want to break the stranglehold of the Struer boats. People have always raced Struer boats and it is only the East Germans who have taken the initiative of racing a fibre boat. People have said the East Germans boats are inferior — and I think they are inferior, especially to some of the boats we are producing these days. It's just that they are trying to make a point that fibre boats are as good as the Struer. And I think they will be just as good with the construction we are using. There's no reason why fibre boats shouldn't be as good as the veneer.

Canoeing: What sort of build up have you had towards the Olympics this year?

Doug: Eh, during the winter virtually the same as any other year — just land work and there's not much to say about that. But there was a slight variation in distance work at the beginning of the year to build up mileage. The Team went out to Hungary for two weeks and we just did solid work of miles and miles of paddling. We came back to England and maintained that work. That gave us a great background to work on. Then I had to modify my own work because I became ill and had over a month off. So that knocked me back quite a bit and had to come back and virtually racing within two weeks of getting on the water again. So in the first week back I just had to do an intensive short-distance work-outs and hope to get fitness back. As it has worked out, it's not too bad. But of course build-up for the Olympics is a continuous process and not just something that's one in the year prior.

Canoeing: Any particular problems with Montreal? Climate, etc.?

Doug: No altitude problems, but possible acclimatization to the humidity of the place. But with the great weather here in Britain we've acclimatized ourselves. We're not going to get any hotter weather than here out in Canada.

Canoeing: How does the Montreal course compare with Holme Pierrepont?

Doug: It's virtually the same construction and design. Wind conditions vary. You get shelter from a steep banking on the right side looking down the course. If the wind comes from that particular side you get a wind-shadow on the first three lanes. In the Pre-Olympic Regatta last year in Canada, there was definitely an advantage on that side with a wind blowing across from right to left. Holme Pierrepont compares well with the Olympic course.

Canoeing: The cost of sprint boats has gone

through the roof and with general inflation what has it cost you to reach the top this season?

Doug: Oh, that's very difficult to say what its cost. I don't think I could sit down and work out the pounds, shillings and pence I've spent this year. Over the Team you're talking about thousands of pounds. It works out a great deal of money for the individual.

Canoeing: The sponsorship the Team received from Seagram, how much has that helped out?

Doug: It helped considerably, but sponsorship always seems to fall short, we

could always do with more money. It's the common cry — give us more money. . . and we'll be able to do things. It helped to buy boats and with the regatta. But it's not only in the Olympic year, it's in the interim three years where we go through really lean periods. That's when we really need the sponsorship.

Canoeing: Finally Doug, what do you think of our overall chances at the Olympic Games — how many finals are we going to make?

Doug: I think possibly we could make four finals maybe. . . if we're lucky. . .



BRITISH OLYMPIC CANOE TEAM



Stephen Brown,
Pattern maker, aged 21.



Laurence Oliver,
Schoolmaster, aged 33.



Pauline Goodwin,
Housewife, aged 30.



Norman Mason,
Schoolmaster, aged 23.



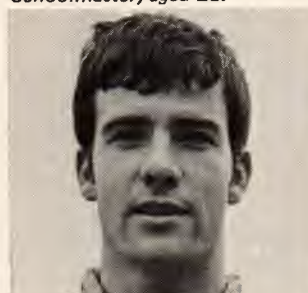
Anthony Alun-Williams
Royal Marine, aged 29.



Hilary Peacock,
Schoolteacher, aged 24.



Douglas Parnham,
Student teacher, aged 24.



Alan Williams,
Soldier, aged 22.



John Fowler,
Draughtsman, aged 22.



Frances Wetherall,
Housewife, aged 24.



William Reichenstein,
Schoolmaster, aged 28.



Brian Haynes,
Engineer, aged 24.



Sheila Burnett,
Schoolteacher, aged 25.



Following the outstanding International Sprint Regatta at Holme Pierrepont and the superb performance set by Douglas Parnham in the Mens K1 1000m, it was not surprising to find that Doug had been selected to represent Great Britain in both the Mens K1 1000m and the K1 500m events at the Montreal Olympics.

The full team is: Men — Anthony Alun-

Williams, Stephen Brown, John Fowler, Brian Haynes, Norman Mason, Laurence Oliver, Douglas Parnham, William Reichenstein, Alan Williams. Women: Sheila Burnett, Pauline Goodwin, Hilary Peacock, Frances Wetherall. Team Manager — Ron Emes: Team Coach — George Cooper: Boatman — Mike Haslam.

Events: Mens K1 1000m and 500m — D.

Parnham: Mens K2 1000m — N. Mason/S. Brown: Mens K2 500m — no entry: Mens K4 1000m — Alun-Williams/Haynes/Oliver/Williams: Mens C1 1000m — W. Reichenstein: Mens general reserve — J. Fowler: Womens K1 500m — S. Burnett: Womens K2 500m — P. Goodwin/H. Peacock: Womens general reserve — F. Wetherall.

NEWS from IRELAND

CANOE NORTHERN IRELAND

In spite of Northern Ireland's 'troubles', watersport continues to thrive. It seems many folk of all ages prefer pottering about in boats to beating hell out of their fellows.

The Northern Ireland Sports Council actively encourages canoeing and recently made a grant of £1,000 to the Enniskillen Canoe Club who suffered the loss of almost all their craft and gear due to a fire at the Club.

The Canoe Association of Northern Ireland runs a number of courses from canoe building in glassfibre to instruction in the basic skills of all sides of canoeing. Canoe touring both on river and sea, rough water sport and canoe polo continue to have a growing interest. The Association hopes to buy a mini-bus to send a small group to Austria in 1977, while a sea trip from Northern Ireland to Campbeltown in Scotland is under consideration by a group of members.

Full details of Canoe Association of Northern Ireland activities can be obtained from: *CANI, 49 Malane Road, Belfast BTQ 6RZ.*

CANOE IRELAND

Irishmen don't take much water in their whiskey. They're prejudiced against it! Perhaps for this reason that there is so much of the stuff around in the land of the Leprechaun. Ireland seems to have been deliberately designed for canoe-touring as in no other country of similar area is there such a variety of rivers.

The beautiful lakelands of Kerry or tranquil waters of the Shannon may suit the novice, while those with more experi-



Young workers stubbing down glassfibre mat onto resin whilst making deck half of a G.R.P. canoe during a C.A.N.I. Building Course.

ence might prefer the Barrow, Nore or Liffey whose faster waters offer a more challenging trip. Ireland has numerous canoeable rivers coupled with a well indented coastline that appeals to the kayak-surfer.

The Canoeing Calendar is packed with L-D, Sprint and Slalom Events to cater for all enthusiasts. The Irish Canoe Union Training Unit and the Association for Adventure Sports organise many canoeing courses from one-day to one week's duration. A fixture of particular interest to long

distance and rough water paddlers is the International Liffey Descent, to be held on August 21st.

If you feel the urge to explore as well as paddle, Ireland is a country well endowed with ruins of churches, abbeys, and castles, all of which are a continual feature of the landscape. The scenery is pleasant and the people friendly. Further information on Irish-touring is available from: *Sarah Nix, Irish Canoe Union, Touring Officer, 5 The Orchard, Ferrybank, Waterford, Ireland.*

BOOKS

Review of Guides and Publications

'Report of the British Kayak Expedition to Nordkapp'. A comprehensive 60-page report of the highly successful 1975 six-man kayak expedition to the top of Europe — the Nordkapp. The report includes a detailed breakdown of the 500-mile sea journey, complete with maps. In addition, and certainly of great interest to all sea canoeists, is a review of all the equipment used. This included many items of new equipment that were tested by the expedition members. Copies of the report are available priced 75p including postage and packing, from: *Colin Mortlock, Old Fisherbeck, Ambleside, Cumbria LA22 9BB.*

'Camping through France 76' by Nancy and Frederick Tingey. An excellent guide to selected campsites in France situated along 14 routes across France from the Channel

ports to 22 popular holiday resorts. Information includes grading and capacity, historical sites, shopping centres and good value restaurants. Ideal for the independent tourist who wants low-cost/high-value overnight sites. Published by Charles Letts and Company Ltd. Priced at 90 pence.

'A Guide to Northumberland Rivers' by members of the North Tyneside White Water Club. A useful duplicated guide to a number of Northumberland Rivers including the Breamish, Coquet, North Tyne and South Tyne. Good information but a pity no line maps included. Priced at 75 pence, copies available from: *E. Palmer, 108 Holly Avenue, Newcastle-upon-Tyne 2.*

'The Canoeer's Bible', by Robert Douglas Mead. An American publication imported for distribution in Britain by the Transatlantic Book Service. The book is of soft cover with just over a hundred photographs, is well written and with interesting and useful chapters on basic techniques, camping skills and trip or expedition planning. However, it is aimed at the American market from start to finish and deals with canoeing and the canoe, rather than with the kayak and kayaking of the British market. The guide to canoeing waters, list of outfitters and equipment suppliers and canoe clubs are

all American and take up some 54-pages of this 164-page book. Unsuitable for the British market when the classic 'American Red Cross Canoeing' is available at lower costing. 'The Canoeer's Bible' will be available at a number of major booksellers priced at £1.65.

'Kayak Surfer', edited by Mike Clark. One of the perks of being editor of a magazine is that you can plug your own publications! The 'Surf Special' that was published as part of the subscription to 'Canoeing Magazine' during the autumn of 1974 and dealing exclusively with the newest branch of canoe-sport — kayak surfing — proved to be highly successful and was sold out within a short period. Since then there has been a steady demand for the magazine — so much so that the issue has been updated, added to and re-published. The technique article by Frank Goodman now includes technique for the slalom kayak in surf; Danny Broadhurst, Ernie Phillips and Don Charlesworth contributed a return to Easky article; the B.C.U. Surf Committee supplied complete Surfing Rules; while from various other sources some first class surfing photos have been scrounged. Priced at 75 pence including postage. Copies available from: *Canoeing Press, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.*

TRADE PAGE

REVIEW OF NEW KAYAKS, CANOES, AND EQUIPMENT.

VAT REDUCTION

All paddlers and certainly the canoe/kayak manufacturing trade will have welcomed the reduction in VAT on canoes and kayaks announced in the April budget. The rate drops from the massive 25% to 12½% — still over 4% above the standard rate.

DOLLY JACKET



The specially high cut Wemlor permanent buoyancy aid for canoeing

Wemlor Marine, until now best known for wetsuits and sailing overalls, have entered the buoyancy aid market with the introduction of a range of buoyancy jackets designed for Sailing, Skiing, and Canoeing.

The jackets, made in red-coloured heavy duty nylon, contain closed-cell foam buoyancy, and have zip fastener and draw cords. All edgings are beaded to prevent chafing — the canoeing styled jacket is cut high-waisted.

The Wemlor Buoyancy Jackets will retail at £9.00 plus VAT. However, at present they do not carry any organisation approval (S.B.B.N.F. Approval applied for), and the kayak jacket looks a little light on the flotation so it would be advisable to check it has ICF minimum requirements. Full details available from: *Wemlor Marine, 273 Manchester Road, Hollinwood, Oldham, Lancs. Tel: 061-681 7849.*

BSI CANOEING

The British Standards Institution has specified safety requirements in BS MA 76 'Safety features of Canoes' at the request of RoSpa and with the advice of the British Canoe Union, the British Schools Canoeing Association, and the British Canoe Manufacturers Association.

The specification deals with finish of the interior of the kayak, buoyancy, end toggles,

painters, footrests, and spraydecks. Rigid reinforced plastic kayaks are given special attention — the materials, the finish, the joins are essential safety features.

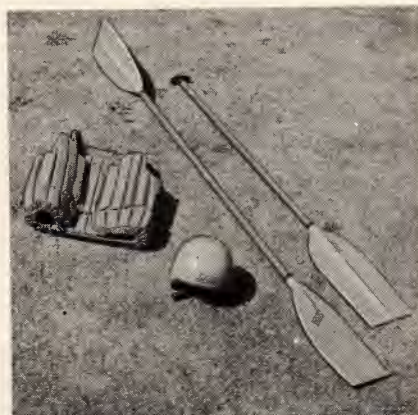
Copies of BS MA 76 are priced at 75 pence and available from: *BSI Sales Department, 101 Pentonville Road, London N1 9ND.*

SEDA PRODUCTS

Seda Products (the canoe/kayak and accessory firm of Josef Sedivec who members of Chalfont may remember from early C2 days), has been making more than a little impact on the American canoe/sport market with some excellent boats and a wide range of accessories.

Illustrated here are just four such accessories — Seda Kayak Paddle, fibreglass as spooned or flat with stainless steel tip for protection; Seda Canoe Paddle, built as the kayak paddle and of a low price hard to match (American market); Seda Crash Helmet, shell of specially formulated high impact resin/glass with interior lined with a closed-cell foam padding covered with trilon, shell without drain holes; Seda Whitewater Vest, used by U.S.A. Whitewater Team, the jacket has over a hundred heat-treated closed-cell foam flotation elements inside fine two-ply nylon. The jacket moulds to body shape giving excellent insulation against heat or cold, as well as protection from abrasion. Carries U.S. Coastguard approval (standards similar to British BSI).

Full details of Seda products, including their range of Slalom, Down River, and Touring Canoes and Kayaks, plus U.S.A. and Canada retailers, can be obtained from: *Seda Products, P.O. Box 41-B, San Ysidro, California 92073, U.S.A. (U.S.A. and Canadian enquiries only).*



Part of the SEDA range

REFLECTIONS ON SAFETY

It's not every day that canoeists take to night paddling. However, there are situations where some paddlers may find themselves on the water at night, particularly among sea canoeists or on a marathon events such as the Devizes-Westminster. For these the new 'Scotchlite' Reflective Tape just launched on the general market will be of interest.

Retro-reflective materials are now widely

used on all manner of safety equipment. A couple of strips on your lifejacket, buoyancy aid or anorak, and you become visible in the beam of a searchlight or hand torch. Under test conditions in darkness, a swimmer wearing a reflectorised lifejacket was picked out by a searchlight at over 800-yards — an unreflectorised swimmer was not picked out before 70-yards.

'Scotchlight' Tape has been used by the RAF, the Navy, and the Merchant Marine for some period of time. It is now available to the individual in packs of four feet of tape (enough to reflectorise two lifejackets), a tube of primer, and instructions. Priced at £1.95 and obtainable from most good chandlers.

EXTRA — SURF MODELS

ExtraSport UK Limited announce that they are now able to offer the most comprehensive range of surf kayaks available in Europe, with a surf kayak to suit paddlers of almost any weight and for almost any wave form.

The new range of models comprise the Ripper, a buoyant kayak for anyone up to sixteen stones in weight and suited to most wave conditions; the Stripper, a hard railed, fish-tailed kayak suited to even the steepest of waves and is fast becoming the choice of the discriminating paddler; and the range of 'Flow' designs.



Ripper surf kayak in action.

The Flow designs, the prototypes of which were on display at the National Canoe Exhibition at the Crystal Palace, comprise the Skimmer, a round railed, venturi-tailed summer-wave boat which has undergone stringent testing and approval by the Army Canoe Union; and the Stinger, probably the most radical design introduced in this country, being of extra hard sting-rail and swallow tailed. The former has extreme manoeuvrability and is ideal for paddlers up to 13-stone and the British wave conditions, while the latter promises to be one of the fastest surf machines in Britain, yet retaining a high degree of manoeuvrability.

ExtraSport also offers a range of surf kayak accessories including paddle leashes, retractable fin systems, adjustable fins and fin-boxes, Extra-fit neoprene spraydecks, and a complete range of wetsuits. Full details are available from: *ExtraSport UK Ltd., 77 Plymouth Avenue, Brighton BN2 4JA.*

TRADE PAGE

REVIEW OF NEW KAYAKS, CANOES, AND EQUIPMENT.

RETURN OF KOBER

Following negotiations with Kober Sportgerate of Germany, Gaybo Limited have managed to secure a regular supply of Kober kayak paddles for the English market. These paddles are among the most widely used in the World for slalom and rough water, and famous for their quality and durability. After some little absence from the British canoeing scene, these paddles make a welcome return. (Retail price £21.60 inc. VAT). Full details from: *Gaybo Limited, 4 Rose Hill, Brighton BN2 3FA.*

SURVIVAL GEAR

The thrills and exploration offered by the coastlines of Britain have led to the rapid growth of canoeing on the sea. The opportunity offered by sea canoeing to visit remote areas carries the responsibility, to oneself and others, of being well prepared. This preparation however is often delayed or neglected because of the two questions: 'What should I take?' and 'Where can I get it?'

To overcome such problems John Sea has put together three basic packs of equipment, stored in the familiar blue B.D.H. Safepacks (12" X 6" dia) already widely used in sea canoeing.

Basic packs are:

REPAIR PACK — provides tools and materials for temporary and permanent repairs to kayaks, equipment and clothing.

SURVIVAL PACK — contains essentials for an unplanned overnight stop, day and night signalling and exposure situations.

FIRST-AID-PACK — caters for a wide range of complaints and accidents.

Full details and prices of the packs are available from: *John Sea, 8 Heather Crescent, Breaston, Derby DE7 3AR. Tel: 03317 3119.*

NINTH DECADE

The Old Town Canoe Company, U.S.A., is entering its ninth decade of manufacturing this year. A broad selection of canoes, kayaks, and rowing craft are designed for pleasure, competition, and work, with construction ranging from wood/canvas, fibreglass, and ABS thermo-plastics. Full details of the 1976 Old Town Range are available from: *Old Town Canoe Company, Beaver Street, Old Town, Maine 04468, U.S.A.*



Canoe Centre Allegro Slalom kayak

'GO CANOE' STICKER

'GO CANOE A KAYAK' is a catch phrase thought up by your editor and now available as an attractive car sticker (to go on inside of car window — thus not for use on craft) and printed on self-adhesive vinyl in blue on a white background to a diameter of 4 1/4". Already over 500 cars throughout the country advertise our sport wherever they go...

The car stickers are available at 30p each including VAT and postage from: *Canoeing Press, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.*

TARN SLALOM MODEL

Jaycee Glassfibre Products now have a new competition slalom kayak in production — The Tarn. Designed in conjunction with Lippe of West Germany, it is both fast and highly manoeuvrable and can dip bow and stern with full control. Available in both glassfibre and Diolen at £68.00 and £74.00 respectively (inc. VAT). Full details from: *Jaycee Glassfibre Products, 69 Knights Hill, West Norwood, London SE27.*

BARON MOVE

The firm of Baron Canoes Limited has recently moved to new workshops and their address is now: *Baron Canoes Limited, 9 Ashford Road, Fordingbridge, Hants. Tel: 0425 54080.* Baron Canoes brought out a new competition slalom kayak at the start of the season — the Falchion — that has been proving itself in recent events. At present a number of new projects are in hand, including a new down river racing K1 to surpass the exceptional Sabre. Full details will be published as available.

LIVELY MODEL

The Canoe Centre is sporting a new slalom kayak — The Allegro. Details from: *The Canoe Centre (Twickenham) Ltd., 18 Beauchamp Road, Twickenham, Middx.*



FOUR CANADIANS

The Canoe Centre (Twickenham) Limited are now stocking four new Canadian blades (see photo) from left to right — Kober Slalom, Struer Sprint, and Canadian Touring. Full details from: *The Canadian Centre (Twickenham) Ltd., 18 Beauchamp Road, Twickenham, Middx.*

We supply strong glass fibre canoes, with built in buoyancy and carrying toggles. Single tourers and slalom £40 + £5 VAT. Double tourers £60 + £7.50 VAT. Surf and life-saving skis £48 + £6 VAT. The canoes are also available in kit form with hull, deck and seats already made up. All you have to do is join them together with the materials supplied.

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CANOEING MAP

Stanfords canoeing Map of England and Wales is available at 50p inc. post and packing from:

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COMPETITION SLALOM KAYAK



This slalom kayak has been designed for World Class Competition and is already used by a large number of DIVISION ONE paddlers. The FALCHION is extremely manoeuvrable, having a low profile shape enabling the paddler to 'dip' the bow and stern with ease and control. Combining a buoyant middle section with 'soft' gunwales ensures this slalom kayak performs superbly in rough water conditions. The FALCHION has recessed bow and stern loops, foot rest, competition discs and generous buoyancy fitted as standard completing this excellent craft.

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FOR SALE: 1. Hakm C2, perfect condition, blue and yellow — £80. 2. Hakm C1, perfect condition, red — £60. Ring evenings 01-485 4935.

WANTED SLALOM C2. Any condition considered could collect, contact Ginge, Meadow House, Plymouth Road, Totnes, Devon. Totnes 863819.

COSMIC a superb new slalom kayak for the 1976 slalom season. Already used by several Div 1 paddlers. Shell form £50, complete £75 including VAT and delivery. Further details from Krakatoa Mouldings, 49 Rose-dale, W.G.C. Herts, or Bedford Outdoor Pursuits at most southern slaloms.

KI LD RACING CANOE. Lazer, Ranger or similar. Contact J. Swan, 60 Woodburn Drive, Whitley Bay, Northumberland. Tel. Whitley Bay 32838.

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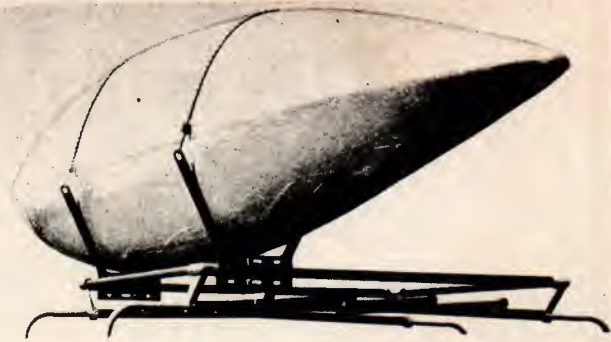
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Address.....

FOR SALE - WHITE WATER RACER, exceedingly decrepit Match K1. Would suit impecunious sub-aqua enthusiast. Boat good enough to score points in Northern WW series and gain a Bronze Dipper. About £18.00. Apply: P. Halliwell, Oakwood, Appley Lane, Appley Bridge, Wigan WN6 9AQ.

CHEROKEE K2 RACING DOUBLE for sale with spray decks. Excellent condition. Will Deliver London area - £170. Mr. N. P. Metcalf, 105 Kenilworth Cres., Enfield, Middx. 01-363 5755.

FOR SALE - Get afloat before the summer passes. Reluctantly selling my beautiful Ottersports Double Seater cruising kayak. Finished in PVC/cloth hide on hull and deck. Hardly ever used so still in perfect condition, complete with paddles. £50.00 Tel: Reigate 48528.

FOR SALE - MOONRAKER SPORTMAN singles (two) glassfibre kayaks £50.00 each. I. Baillie. Tel: Torpoint 812707X.

WANTED - WHITE WATER RACER K1, sound and reasonably priced. Details to: P. Halliwell, Oakwood, Appley Lane, Appley Bridge, Wigan WN6 9AQ.

KAYAKS, CANOES, or Accessories for sale? Why not try a 'Classified' in Canoeing magazine. All non-trade adverts (lineage only) are published free of charge - just drop a postcard to 'Canoeing Classified', The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.

FOR SALE - DART CLASS 3 in good condition, £35.00 o.n.o. Apply: J. Nixon, 44 Puddingmoor, Beccles, Suffolk. Tel: Beccles 713598.

FOR SALE - SABRE sprint K1. Must sell, good condition. With or without new Pace-master paddles. Any reasonable offer accepted. Apply: S. Prior, 27 Queens Road, Spalding, Lincs.

FOR SALE - SABRE K1, red with deck flashes. Lightweight, in immaculate condition, hardly used, complete with spraydeck. £90.00 o.n.o. Tel: Runcorn 64030.

FOR SALE - ESKIMO KAYAK. First class condition, built of ply and glass construction, £20.00 o.n.o. Ring or write: R. Tyler, 2 Eyre Crescent, Edinburgh, Scotland. Tel: 031-556 5112.

WANTED - KLEPPER AERIUS SINGLE, any condition, for cash. Apply: S. Cook, 6 Lorne Road, Richmond, Surrey. Tel: 01-940 4991 (evenings).

FOR SALE - KAYEL OTTERSPTS Sea Otter. Foam buoyancy and spraydeck. First class condition. £50.00 o.n.o. Tel: Lennoxtown 311115 (Glasgow).

WANTED - OLYMP IV, V, or H in good condition. Will collect. Apply: S. Perry, 22 Pretoria Road, Hedge End, Southampton, Hants. Tel: Botley 3289 (evenings).

KRAKATOA MOULDINGS present the Cosmic Slalom Kayak. Designed by one of Britain's top paddlers for the 1976 slalom season and already used by several Div.1 paddlers. Prices from £50.00. Further details from: Krakatoa Mouldings, 49 Rosedale, Welwyn Garden City, Herts. or Bedford Outdoor Pursuits at most Southern Slaloms.

FOR SALE - 6 CANOE TRAILER, with lighting. £70.00 Tel: Torpoint 812707X.

FOR SALE - BRAND NEW BAT V, 1/2 J.H. wooden-shaft blades, Harishok jacket, crash helmet and anorak. £40.00 the lot. Tel. 051-546 5705 (evenings.)

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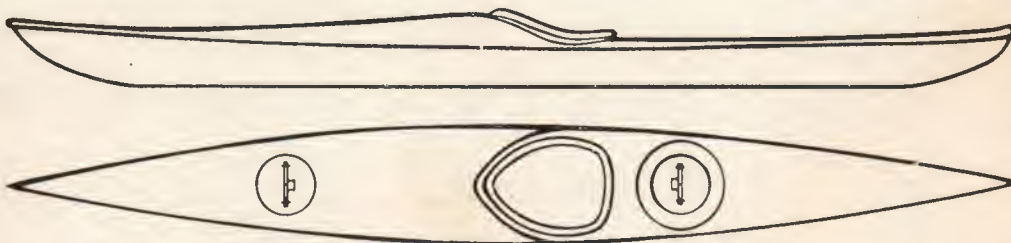
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