

CANOEING MAGAZINE

# CANOEING

No. 2 SEPTEMBER 1976 - THIRTY PENCE



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The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.

# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

SEPTEMBER 1976 - VOLUME 1 - NUMBER 2

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The Chapel, 19 Main Street, Hemington, Derby DE7 2RB. Tel. 0332 810984.

## CONTENTS

Notes and News . . . . .	4	Sea Canoeing . . . . .	10
Long Distance. . . . .	6	Danube by Canoe . . . . .	12
Slalom. . . . .	7	Colorado or Salmon '77 . . . . .	14
Canoeing in the		Trade Page . . . . .	15
French Pyrenees . . . . .	8	Olympics . . . . .	16



Jac Van Der Merwe surfing at Mossel Bay South Africa

## How 'We Doing'

With this second issue of our new magazine going to press a week before the first issue was due out, there was no comment or idea of how the new publication would be accepted by paddlers. If you have any comments or criticism be sure to drop us a line at the editorial address.

Regular 'Canoeing in Britain' features such as 'Club News' and 'Letters' are to continue and I would ask club secretaries to let the magazine have short reports as available. Also articles on touring, competition, technical, sea touring, expedition work, and articles of any nature - providing it is interesting and on canoesport - are always welcome for consideration for publication.

## U.S. Access

The British rough water paddler considers he is hard done by with the restrictions of access that exist on the majority of our rough water rivers. However, from notes just received from the U.S.A., it seems we are not the only group restricted to use of the fast flowing rivers. In the States the boom in wilderness and rough water boating of all types has been exceptional - to such an extent that many rivers are now closed to all save those acquiring a permit from the controlling authority.

A National Park Service News Release states: Six areas of the National Park System require free permits for white-water float trips on rivers passing through parklands.

The Department of the Interior explained that the permit systems for white-water float trips are necessary to preserve the quality of the experience for river runners and to protect the river banks.

Float trip permits are required on the Rio Grande in Big Bend National Park, the Green and Colorado Rivers, Yampa River, San Juan and the Snake River.

Director Gary Everhardt of the National Park Service said, 'The increasing popularity of white-water travel has made it necessary for the National Park Service and other agencies to establish controls to protect these remarkable natural treasures.'

Certainly, after three trips through the spectacular Grand Canyon, I for one am in agreement with him, but would like to see an increase in the number of 'private' permits and a decrease in the number of 'commercial' permits.

CANOEING is published at the end of January, March, May, June, July, August, September, and November, by Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. Tel: 01-834 3511/3430. Printed in Great Britain by Print Origination and Publicity Services, 64-66 High Street, Chobham, Surrey GU24 8AA.

**SUBSCRIPTION RATES:** United Kingdom and Eire, £4.80: Overseas, £5.00 - for twelve issues.

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# NOTES

# & NEWS

## CANOEIST WINS FIRST SPORTS SCHOLARSHIP

The winner of a sports scholarship, the first of its kind ever to be awarded in Britain, has just been announced. To be known as the OCS Sports Scholarship, it has been awarded to a future student at Bath University, enabling him to remain at the University for an additional year. He will be able to concentrate on his particular sport, yet there will be no interference with his academic studies. It is believed that if other companies follow the lead of Office Cleaning Services Ltd., who are sponsoring the scholarship, it will lead to increasing successes for British athletes at international events, including the Olympics.

The scholarship can in no way be compared with the spurious awards offered by foreign universities — particularly in the United States and of Eastern Europe — where students with athletic prowess but little academic abilities are patronised. At Bath, the successful student has to prove not only that he had acquired an international standard athletically, but had attained an equally high level in his academic discipline. He will be able to use the extra year in any way he chooses — training, or attending events at home or abroad.

The scholarship has been awarded to Martyn John Hedges, aged 19-years and who lives at Clewer Village, Windsor. When he joins the University in the autumn, he will be taking a degree course in applied biology.

Martyn is a Canadian CL paddler competing in both slalom and down river racing. He has been a member of the national team since 1974, and the following year he competed four international events: Skopje World Championships, Slalom, coming 13th; Lofer Slalom, taking first in the youth and sixth in the senior; Lofer Down River Race, first in both youth and senior classes; and Augsburg Slalom, taking eighth in the seniors. At home, he has won all six national competitions to gain the British National and Open titles in slalom canoe. In the winter season he gained the British National and Open Down River Race titles and has just returned from Spittal with an outstanding fourth place in the C1 slalom.

Idea of the scholarship, which has been highly commended by the Rt. Hon. Denis Howell, MP, Minister of Sport, is that of Mr Tom Hudson,

Bath University's Director of Physical Education, an ex-Olympic athlete himself, and British modern pentathlon champion from 1956 to 1958.

## ACCESS — RIVER WYE

A revised edition of the 'Canoeists Guide to the River Wye' has recently become available. Copies or details available from Ron Shoesmith as below.

On access to the River Wye paddlers should note: Large groups wishing to use the Wye from Glasbury to Hay-on-Wye should obtain prior permission to launch at Glas-y-bont Common, Glasbury from: *Major G.W.F. de Winton, Maesllwch Castle, Glasbury, Herefords.* Also the stretch of river from above the rapids at Symonds Yat to below the Biblins Camp is now owned by Heritage Investments Ltd., who wish to control landing and launching in this area. Enquiries here should be sent to:

*J.M. Cheesbrough, Heritage Investments Ltd., North Court, Packington Park, Nr. Meriden, Warwickshire.*

Last year there were several accidents between kayaks and fast moving rowing boats in the Monmouth area. A notice board has now been erected on the Hadnock side of the river, 1½-miles above the Wye Bridge and reading 'Canoeists Please Keep to this Bank until below Wye Bridge. Beware Fast Rowing Boats'.

Details and advice on the River Wye should be addressed to: *Ron Shoesmith, B.C.U. Adviser — Lower Wye, Old School, Bredwardine, Hereford.*

## OLYMPIC SEND-OFF

Amid all the official receptions and send-offs for the British Olympic Teams, the Deputy Mayor of Richmond honoured our canoeists with a visit to Royal Canoe Club at Teddington and congratulations to Richmond and Royal paddlers who had been selected to represent Great Britain. Photo: left to right — Councillor J.B. Williams; Peter Wells, Commodore; Douglas Parnham, Richmond; Frances Wetherall, Richmond; Brian Haynes, Royal; and John Fowler, Royal.



Royal Canoe Club send off.

# NOTES

# & NEWS

## NATIONAL CANOE EXHIBITION

Following the undoubted outstanding success of the 1976 National Canoe Exhibition held at the Crystal Palace in South London during February, organisation of the 1977 Exhibition is now well advanced.

At the present time 'trade stands' are being allocated, manufacturers being offered the same space as they had taken at the '76 Exhibition. Any manufacturers who have not already had details on the 1977 Exhibition should contact: *The Sports Council, Greater London and South-East Region, 160 Great Portland Street, London W1N 5TB.*

For paddlers and anyone interested in making a date with canoesport, the National Canoe Exhibition is planned for the weekend February 26th/27th 1977.

## DROWNPROOFING

'Drownproofing' is the name of a new book by Michael Bettsworth and published by Heinemann. It describes a technique for water survival in almost any situation which is both simple and highly effective.

Drownings account for over one thousand deaths in this country each year and the majority of common drownings are unspectacular affairs happening in apparently harmless situations. In fact most happen within 50-feet of safety.

One technique described was devised in the U.S.A. during the Second World War to cut the large number of deaths by drowning among servicemen. Since then the technique has been widely taught throughout North America as an essential part of water safety, yet it is still comparatively unknown in this country. This book provides a straight-forward, step-by-step guide which anyone can master, even non-swimmers.

'Drownproofing' is available from Heineman Educational Books, price £1.00.

## WATER SITUATION — DESPERATE

Even with the summer months and few top class slalom events taking place in Britain, there is no need to point out that the country has a really desperate water supply situation. With the longest drought for some 250-years, plus temperatures way up in the nineties and more suited

to the South of France, rivers, canals, lakes and water reservoirs are at danger levels.

Even way back in May reservoirs that feed the canal system were well below normal. Boddington, feeder to the Oxford Canal was only one third capacity; Naseby, feeder for the Grand Union, had only 12% of water left; Sulby had 20%, and Welford only 7%.

By July the British Waterways Board had had to impose numerous restrictions and complete closures

to the system. These included closure of the Leicester Section of the Grand Union, the Oxford Canal closed throughout its length, severe restrictions on the use of the Atherstone flight of locks on the Coventry Canal, and restrictions on the popular canals such as Shropshire Union, Llangollen, Peak Forest and Stratford.

Closure of the canals has however, little effect on the canoeist. The restrictions apply to use of locking facilities and where canals are stated as 'Closed' this does not inhibit use of the water between pounds. The waterways are not exactly dry, but to let the present water level drop any further — through loss by way of lock gate movement — would endanger the clap puddling of the canal bed. Come on Noah — do your worst, please!



*I. M. Marsh 'A' Team who won the British Colleges Slalom Championships Ladies Shield. From left to right: Miss D. Weston, Miss C. Beckhurst, Miss A. Salisbury. Photo: Miss J. Armstrong.*

## I.M. MARSH COLLEGE GIRLS ROUGH WATER SUCCESS

The 1975/76 slalom and rough water season has so far proved most successful for the girls of the I.M. Marsh College of Physical Education, Liverpool. Having already taken the first seven places in the British Colleges Ladies White Water Race on the Dee, they proceeded to score further successes in the British Colleges Slalom Championships held at Apple-treewick. Here College students won 1st and 2nd places in the Team Event and also the gold and silver medals in the individual event.

'This is a very pleasing result' commented their coach Hugh Mantle, 'for we have only just started the competition canoeing squad and training commenced shortly after Christmas. This is the first time that any of

the girls have ever competed seriously. Dianne Weston who won the gold, has also gone from Novice to Division 1 in one season and certainly has a very bright future in rough water sport'.

At the Colleges Championships honours went to: Individual 1st D. Weston, 2nd C. Beckhurst. Team event: 1st Team 'A' D. Weston, C. Beckhurst, A. Salisbury. 2nd Team 'B' G. Dodd, J. Armstrong, B. Druce.

The interesting aspect of the whole issue however, is that none of the paddlers are in fact P.E. students, but all are members of the environmental department. They are studying for a B.Ed. (hons) Degree which encompasses canoeing, sailing, mountain walking, rock climbing, orienteering, ski-ing, as well as geography and biology.

# LONG DISTANCE

## *Canoe Marathons*

*At the International Canoe Federation Congress being held in Montreal during the period of the Olympic Games, a proposal before the Congress will be for the establishment of a Standing Committee for Canoe Marathon or Long Distance Canoe Racing. The following article by Colin Gray for the British Canoe Union, was published in the current edition of the I.C.F. Bulletin.*

The designation 'Canoe Marathon' or perhaps 'Marathon Canoe Racing' may soon be applied to describe a branch of competitive canoeing not yet encompassed by existing competition rules of the International Canoe Federation.

A short time ago a group of enthusiasts representing their national federations met in London, at the invitation of the British Canoe Union, to consider the action necessary for bringing this competition into the International Canoe Federation.

In Canoe Marathon the same classes of boats are used as in flat-water racing, namely K1 and K2, and in some cases C1 and CII, but Marathon events are not merely extended long distance races of the type with which we are familiar in the 10,000m events in a regatta. They have a character of their own and the distances raced range from a comparatively 'short' course of about 20-km. to 200-km. raced non-stop. Features that really distinguish Marathon events from the longer flatwater events and from Wild Water Races are the hazards and obstacles that may be expected during the race and the variety of distances. These hazards may include stretches of shallow water, rapids, weirs to be negotiated, locks that call for a portage, and even rough water on sea, estuary or lake. All such waters may be included in Marathon races. This branch of canoeing already has a considerable following in a number of federations in the ICF, some-

times being controlled by Touring Committees, sometimes by Racing Committees, and sometimes organised quite informally by groups of clubs. There is strong support for it in Great Britain where it has been practised since the latter half of the 19th Century, but organised on a more serious basis since 1950 and now controlled by a special Long Distance Committee.

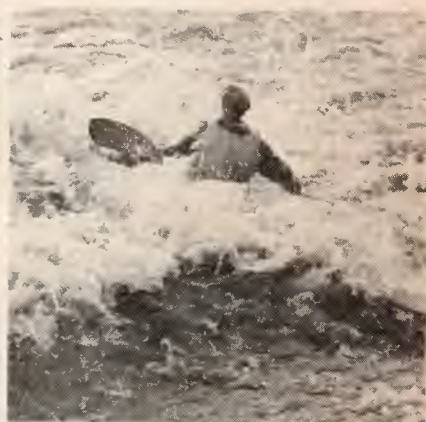
Canoe Marathons are also organised in Denmark, Norway, Spain, Holland, Ireland and America, and we hear of other countries where such events have taken place.

International Canoe Marathons have been held and have received popular support and television coverage. At Easter 1976 the Devizes to Westminster Canoe Marathon, about 200-km starting in the West of England and finishing in the heart of London, was filmed by the British Broadcasting Company and by commercial television, and descriptions were issued in the national News Programmes.

One of the oldest and most celebrated Canoe Marathon events is the Sella River Race in Northern Spain in which the paddlers experience



*Devizes — Westminster finish*



*Right:- The rough and tumble on the Exe Descent*

about 12-km. of fast flowing and rather shallow river with minor rapids followed by about 6-km. of tidal water. As many as 250,000 spectators gather for this race, and special trains follow the race on one side of the river, with buses and cars on the other side.

Other well-known Marathon races are: the 'Around Amsterdam' on the wide canals linked to provide a circular route which includes tow portages; the race in Norway around No terry Island in the Oslo Fjord, about 33-km. under open sea conditions demanding quite different skills; the Liffey Descent Race in Dublin, Ireland, in which the obstacles almost reach the limit and with flood conditions provided by the opening of two reservoir sluices a few hours before the race. The Liffey course includes several kilometres of rapids, a lake, 10 large weirs requiring either neg-

otiation or portage, and other hazards.

The 'International' season ends with the Gudena Marathon in Denmark, in which there is a mass start on a lake, and the race is carried out in five stages, two on one day and three on the next, on lakes and the River Gudena to its mouth at Raides. Last year this event attracted 550 competitors drawn from Great Britain, Belgium, Germany, Finland, Sweden, Norway, Holland, Austria, and of course, Denmark.

There is a strong feeling that amongst the federations in the I.C.F. Canoe Marathon has now developed sufficiently to merit recognition as a separate competition discipline with its own technical committee to direct its further development and with its own competition rules.

Proposals aimed at bringing this about were submitted to the ICF Congress in Montreal.

Right: The pain of the Devizes - Westminster. Below: An upset during the Liffey Descent.



# SLALOM

## BRITISH INTERNATIONAL TEAMS

Just as this issue goes to press, the British Slalom and Wild Water Teams are back from successful competition in Spittal, Austria. Team Manager Albert Woods quickly supplied a few notes on the Spittal competition and that of Muotatal earlier.

'The water level at Muotatal (held June 12th/13th) was very low due to the very small amounts of snow during the winter months. However, in the Down River Race our C1 Team of Jon Goodwin, Gay Goldsmith, and Martyn Hedges, came second. Martyn Hedges also came fourth in the individual C1 but unfortunately he had to roll on the way down and this robbed him of a third placing. Iain Freestone paddled well, but did not produce a good result in the top ten places.

In the Slalom, our best result was in the Mens K1 Team were, Thomas, Kerr, and Lovelock came second out of the fullest field of countries poss-

ible. The trio were only 1.3 seconds down on the East Germans... Our best result in the individual K1 was Albert Kerr gaining fifteenth, while in the C1 Martyn Hedges took eighth place. The C2 crew of Brown/Curle have yet to prove their future potential in international competition.

The Wild Water Team went home after Muotatal, but the Slalom Team went on to Merano in Italy. Here Peter Keane produced an excellent result in the C1 taking sixth place with Martyn Hedges down in fourteenth. Our C1 class paddlers are definitely showing signs of becoming our strongest class internationally. Albert Kerr was again our top paddler in the K1 finishing eighth with another excellent result against class competition. Alas the C2 result was poor again.

Julia Harling paddling for her first time in the Senior Team came eighteenth out of 22-paddlers. She is

paddling well and now realises the improvement she must make to reach to top on the Continent.

The Team returned home but was joined by the Wild Water crews to travel to Austria for the Spittal competitions held over July 17th/18th.

In the Wild Water Race there were no exceptional results individually but in the Team Event the trio of Swallow, Freestone and Fisher came fourth. In the C1 Team Event, Goodwin, Hedges and Goldsmith also gained a fourth place. Although the team paddlers were learning the course for a week prior to the competition, the water was very low and extra releases were only available during the competition.

In the Slalom Events Martyn Hedges in C1 individual came fourth with an excellent result which was well within reach of second place. Martyn appears to be a paddler of rare qualities. He could be classified as a David Mitchell of the C1 class.

Nickie Wain came eighth in the Mens K1 but he realised, as do all the Mens K1, that a great deal of preparation training must be done before the World Championships there next year.'

*Albert Woods,*  
*Team Manager.*

# Rough Water Touring

# CANOEING THE FRENCH PYRENEES

by Clive Waghorn

NAVY KAYAKISTS DISCOVER AN IDEAL  
'LEARNING ENVIRONMENT' ON ROUGH  
WATER RIVERS IN SOUTH-WEST  
FRANCE

Such has been the lack of publicity about the rivers of the Pyrenees that we were astonished to find mile upon mile of canoeable water of all grades. A Royal Navy tour to the South of France revealed magnificent canoeing set among glorious scenery and friendly people.

In the Royal Navy Kayak Association we suffer from all the problems of rough water canoeing in Britain; the crippling restrictions of access, permission, uncertain water levels, and usually bad weather. In addition we suffer from the dispersion of our enthusiasts and the inability to coach transient novices right through to a competent state.

Our cure this Easter was to take a party of canoeists, who whilst being beginners to white water but had already shown a determined interest in canoeing, to a place where as the jargon has it 'a favourable learning environment' exists. To us that meant miles of rough water of all grades within easy reach, basking under the sun and with reasonable campsites. Thus armed with some guides gleaned from the British Canoe Union (Touring Officer Ralph Tyas) and an old copy of a French canoesport magazine detailing the Gaves (mountain rivers) of the French Pyrenees, we set off for a fortnight in the South of France.

Our truck with the majority of equipment and gear set out earlier and passed a pleasant extra day at Mimizan le Plage, its occupants enjoyed the surf before moving on and camping at a site at Pau alongside the Gave de Pau.

Perhaps the largest of the Pyrenees rivers, the Pau has been much industrialised with periodic large weirs (see photograph of the typical, just shootable, weir at Pau), but still leaving the river as a good Grade II

for many miles with some harder stretches available. More important for us, by the campsite below the weir, there existed suitable water for training beginners. The mornings passed teaching rough water techniques, and, in a nice big dredged back-eddy, Eskimo Rolling. All this was not without incident, as on the first day one of the novices came out and his paddle stuck some two feet down in the fast stream. During the subsequent — unsuccessful — rescue attempts I wrapped my Loisach completely round the tree in a 'U' shape! However, being diolen it was repairable and was back on the water the next day.

We paddled a number of various stretches; Nay to Pau, down to Lourdes, below Lourdes to Nay. These gave good basic rough river knowledge which was rounded off on the last stretch with two superb rapids. One entitled the 'Chickens Gullet' finished with a magnificent stopper — ideal for teaching stopper techniques and was about Grade III. The other, harder, was called 'Rogets Rognon' where the water divided half into a nasty small bach eddy and the other half, having mounted presumably the point of Roget's undoing, went downstream. Only Sue, our game female paddler, came unstuck here on our second run down but fortunately escaped being 'rogered'.

Alas, our newly found 'favourable learning environment' did not last. It went sour with the weather changing to wet and cold and was to remain so for almost the whole of the remainder of the holiday. Sue's escape took place in a raging blizzard on a day designated for colour photography. (Maybe a little nearer the summer months would produce more constant good weather conditions).

A day and night of continuous rain permitted us to paddle down the Gave D'Ouzon for some 8-miles into Asson. In flood the river was a tight continuous, but safe, Grade III. Any trees blocking the river might well have found eight paddlers stuck under it for at places the pace of the water was too fast to stop before you could see such hazards. The second run down this section was in glorious sun which unfortunately was not to last.

Moving camp to the west, we decided that the Gave D'Asp was too low but looked to provide some splendid white water when it was a bit higher. The same day we canoed a stretch of the Saisson which was rather dull except for a variety of weirs, which again provided good instruction. On the last, Andy Anderson borrowing Peter Hewitt's brand new Stipyak found the only rock at the foot of a six-foot drop and whilst knocking off the first inches of the bow also broke both footrest supports and jammed himself forward of the seat. The water was fairly still and allowed us to pull him out. Soon below there was several hundred hands of moderate Grade IV into Mauleon, thus finishing off the day on a good note.

Upstream the river becomes the Gave de Larrau, the site of an international slalom and down river race. However the river was mostly only a technical Grade III (see photograph) with one harder rapid and a superb weir drop. This weir was over 10-foot high with a canoe-chute built out at a steep angle, over the stopper. On the approach one reached the point of no return before you could see that you were on track for the boards! The other difficulty was that the weir



was so high that the paddle signal from the first over for others to follow could not be seen. On the second run down we were going to shoot it in threes but two broken boats earlier on reduced this to pairs.

Next day we shifted camp again, this time to St. Jean Pied de Port and spent the entire day repairing our boats. At all the campsites we were the only campers, in two camps the only occupants; perhaps in view of the weather we were the stupid ones! However, the lack of hot water was compensated for by our being able to use the toilet blocks for drying gear and kayaks and as workshops for repairing our craft.

The first night at St. Jean Pied de Port it rained heavily and the river rose by some three feet. The following day we paddled 20-miles plus down to Itxassou getting out just below the pass of Roland. Mostly it was a big roller-coaster ride and especially in the pass where there were some huge waves and haystacks. One weir half-way was shot by the Instructors but portaged by the now no longer novices.

Our last day of the tour was better in so far as the river, now back to normal level, was trickier and almost as rough in places as the previous day. However, the sun only really shone on the camera at the end of this run when everyone was off the water. . .

The drive home, and one further day's surfing for the truck crew, was in glorious sun. However we had found what we came for, and despite only scratching the surface of the available waters, we had had a magnificent progression of water from Grade II up to Grade IV.

I have made no attempt to detail exactly what we had done, so if anyone wishes more information they should go through the B.C.U. to obtain it. (Planning and exploration of rivers on such a trip is half the fun in doing it yourself!) Two notes however. Firstly, we did not look for really difficult water. It is there if the hard men care to look for it. Secondly, we went in Spring (last two weeks in April) because these are Spring rivers depending on both melting snow and rain. I do not think either will last longer than into June.

1. The big weir on the Gave de Larrau with Charles Hume and Frank Suter (looking rather aghast).

2. Tricky water on the Gave de Larrau and trouble for some.

3. Typical weir on the Gave de Pau at Pau. Practice and instruction going on below it.

4. Frank Suter on the Gave d'Ouzen.



# SEA CANOEING

## *The Growing Sport...*

Sea Canoeing seems to be booming at the present time. Over the last year we have seen the completion of the highly successful Nordkapp Expedition, Irish Sea Crossings, and a number of English Channel Crossings, plus the publication of two specialist books on the subject. On the manufacturing side, a number of firms now offer specialist sea craft and a whole range of specially designed fittings and accessories purely for the sea kayaker. This, following the trend, it is hoped a regular space will be devoted to sea canoeing in 'Canoeing' magazine.

### SEA TOURING COMMITTEE

The idea of a specialist committee to look after the interests of the kayaker who enjoys sea expeditions and tours was kicked around for quite a while before it actually came into being. Several prominent sea paddlers were asked to get this committee under way but were too busy with sea canoeing to devote time. However, eventually John Ramwell was coerced into undertaking the work of getting things going.

John Ramwell writes; 'Working on the steering committee has been enjoyable because it has brought me into contact with many sea canoeists, and by and large they are a great bunch of individuals. I am also well motivated as I genuinely see good reason for the existence of this specialist committee. Several of my early predictions have come true — the interest in sea canoeing is 'booming'. Some say this is because inland waters are becoming more difficult to gain access, but I believe it is because canoeing on the sea offers greater variation and excitement. . . but then maybe I am biased.

Since the Steering Committee has been in operation, we have achieved a great deal. We have discussed B.C.U. Sea Canoeing Awards and forwarded the results of these discussions to Geoff Good for deliberation by the sub-committee at present reviewing Tests. We have met with the Coastguards and agreed on a useful working relationship. I recently wrote a lengthy article for the Coastguard Magazine explaining our sport in some detail, emphasising the potential of sea kayakers in experienced hands. We are also compiling a list of Coastal

Advisers. A Symposium has been arranged to take place in December (details elsewhere here) and have taken over the running and organisation of the Advanced Sea Kayak Club in order to keep all those interested in sea canoeing informed of the Committee's activities. And all this in the Steering Committee stage.

I have just submitted a model constitution for discussion and agreement before forwarding to the B.C.U. Council for ratification. Once this is accepted we will become a bone-fide Specialist Committee of the British Canoe Union.

Perhaps I should say a little more about membership of the Advanced Sea Kayak Club. Several kayakers wanted to know how they could be kept informed of the activities of the Sea Touring Committee and, whilst at the Crystal Palace Canoe Exhibition, I was asked to take on the running of the Club. This seemed an ideal way of keeping all non-committee members informed. By joining the Advanced Sea Kayak Club you will get up-to-date information as to what the Sea Touring Committee is doing. Cost of subscription is now 30-pence per annum for which you will receive copies of the Sea Touring Information Sheets. Next year however, with a constitution and formerly elected officers, there will be a calendar of events and meets, but membership will go up to £1.00 per annum. Should you be interested in joining the Advanced Sea Kayak Club, write to me: *John Ramwell, H.M. Bostal, Gaynes Hall, Great Staughton, Huntingdon, Cambs.*

### RADAR REFLECTORS FOR SEA CANOEING

Anyone who has paddled on the sea knows that it's a piece of cake. . . anyone can do it. . . when it is calm, sunny, no wind, and tideless! In fact, as soon as wind, cold, tide-races and steep seas appear, it can be the most demanding type of canoeing. Sudden changes from one type of weather to another are very common, and it is this factor that makes sea-canoeing so dangerous. . . for the unwary!

If things do go wrong at sea, one of the big problems is being spotted by rescue craft. Visual sightings are notoriously difficult, but since the war, Radar has made tremendous advances — a well-tuned Radar set is able to pick up a beer-can floating at sea. . . which is fine for the canoeist, unless he is paddling through water littered with beer-cans!

What is the best Radar reflector for canoeists? Do they need a transmitter? Will a piece of cooking foil stuck to a crash-helmet work? Is there a metallic addition that is effective, and can be added to the gel-coat when a sea-kayak is constructed? Are the fancy sheet alloy reflectors seen on some kayakers really efficient, or merely status symbols?

Frank Goodman of Valley Canoe Products is hoping to find out some of the answers in September when a whole series of tests are being carried out in collaboration with the British Canoe Union and the Helicopter Rescue Service, to see just what is the best way of making a kayak show the biggest blip on the screen.

Sea tests of this nature could be very important from a safety point of view, and no doubt there will be a report on the results of the tests in a later edition of this magazine. Frank says that he hopes that the two bits of alloy riveted to the wooden paddle blades he uses will prove to be sufficient, and thus save a great deal of trouble laying-up special Radar-reflective sea-kayaks. . . in fact, area of reflective surface and height above the sea, are going to be the main criteria, but much remains to be learnt about the amount and type of metallic filler needed to give a good, large reflective surface in a glassfibre kayak. Let us hope that the September tests can help sea-canoeing to be a little less hazardous when conditions suddenly deteriorate, and things go wrong.

### SEA BOOTY

From Brian Webb of the Gloucester Canoe Club comes a short article on the newly introduced 'Safety Paks' from John Sea.

For just £6.15 including postage and packing, a John Sea 'Repair Pak' saved me an estimated two lunch-hours and a Saturday morning.

John Chamberlin's idea takes away the leg-work of preparing for a week-end trip. No more Thursday evenings spent ferreting around the garage for pliers, screwdriver, knife, matt, resin and the bits of this and that which we all put into our repair kit.

The Repair Pak, weight about 3½ lbs, comprises almost two dozen items which enable you to repair slashes; gashes; rips; tears and holes in your kayak; wet-suit; anorak or spray-deck.

All you have to supply yourself are limited shelf-life items such as resin, catalyst and acetone (new containers supplied in the Pak). You then have the facility to glass, saw, cut, glue, sew, tie, mould, or even write a message on one of the ten paper towels.

The one missing item from the B.D.H. Container is a B.C.U. Insurance claim form which you would certainly need if a Repair Pak could not cope with the damage.

Remember — a John Sea Pak is your contribution to group safety.

## SEA CANOEING SYMPOSIUM

A symposium on Sea Canoeing will be held over the weekend of December 11th/12th, 1976, at the Newman College, Birmingham. This will be a residential weekend starting from 10.00a.m. on the Saturday through to tea-time on Sunday. The symposium is being arranged by the Sea Touring Committee and it is hoped that by discussion and by guest speakers to provide an informative weekend. Guest speakers include the Chief Inspector of Coastguards, a London Weather Centre Representative, and Frank and Dick Goodman of Valley Canoe Products.

The course fee is £8.00. Places Limited. Applications to: *John Ramwell, H.M.Bostal, Gaynes Hall, Great Staughton, Huntingdon, Cambs.*

## WESTWARDS FROM LANDS END

A mixed party of nine Penzance Canoe Club members and Scouts set out from Sennen Beach in bright sunny, Force 1 conditions, accompanied by two Senior Instructors — Basil Stocker and Fred Buckingham.

As we left the shelter of Sennen Cove the sea conditions changed. The Atlantic swell was rebounding off the cliffs of Pedn-nen-du Point where rock climbers were going through their thoughtful movements on the face in direct contrast to us below.

There are three tunnels running



*The contents of the John Sea repair pack.*

beneath the point at Lands End, each coming out directly alongside the wreck of a recently stranded coaster. Disappointingly for us, the tide was not sufficiently advanced for us to pass through any of them. The main tunnel is as wide as a road and as high as a cathedral in places.

Fred set off leading from Lands End on a transit to the lighthouse, a sea crossing of about 1½-miles. The swell was sufficient for our kayaks to disappear in the troughs and two or three times we struck severe lumpy patches where presumably the sea-bed was not far below, the tide quickly making over it. This was evident by the amount of drift we had made by the time we reached a relatively sheltered clearing amongst the rocks and in the lee of the lighthouse. Here we had a welcome raft-up and bail out.

Surprisingly, only one of our young party was feeling the effects of swell and looking decidedly pale, but was game to carry on in fits and spurts. After reconnoitring ahead among the rocks, it was decided to go around the outside of both the rocks and lighthouse, although between the rocks it would have been tremendous fun for the experts, it was definitely not the place to attempt 'T' rescues.

Immediately upon breaking up the raft, we had our first capsize — a novice having got too used to the security of the raft. Fred, bellowing at the top of his lungs, managed to alert the Keeper and deliver the Sunday paper for which he was duly surprised and grateful. Going round the back of the lighthouse on the Atlantic side, the seas were truly frightening with threatening curling

tops. One second thinking a house was going to fall on you, the next second feeling as if you were jumping off the roof of a house — real hairy stuff!

We quickly decided to move further out to sea and giving the rocks a wider berth. This was very tricky for some, turning in those tremendous troughs. One of the older novices, more concerned for our younger members than for himself, dug his paddle in where there was no water and smartly went over! Training paid off and he waited for an Eskimo rescue, but with only one hand above the water, the other still clutching his paddle and reducing his chances of an efficient rescue by some 50%. He had to be 'T' rescued in good 'training conditions'.

Further out the seas proved to be quite moderate and we enjoyed a good view of the lighthouse as seen from the American side. We would really liked to have landed but some people have been out there numerous times only to find the seas too great to make a landing.

On the account of our decidedly 'under the weather' member, we headed back to the beach at Sennen, once again we felt the effect of crossing the making tide being carried over to the 'Sharks Fin' rock before making the beach, the surf now being a 'surfers delight' — for some of us anyway.

The total trip had only been some 5-miles, yet it had been a very valuable training exercise for novices due to the lack of wind but with exciting sea conditions. The tides can be planned, but one takes pot-luck with the weather — we were lucky.

# Canoe Tour DANUBE BY CANOE

by Charles Miller

THE DANUBE SEEN THROUGH AMERICAN EYES

Did you ever think about the possibility of canoeing through Europe? You might. It's the most unique, thoroughly friendly, and outside of hitch-hiking, the least expensive mode of sightseeing and touring possible. Furthermore, canoeing takes you off the highways, away from trains and tourist routes and allows you to see Europe through European eyes. You will not be treated as a tourist, but as an outdoorsman, able to share in the great enthusiasm and comradery which characterises European sportsmen from Denmark to Bulgaria.

There are numerous lakes, fjords, rivers and seas for enterprising paddlers to challenge. And the excellent rail system throughout most of Europe allows one to travel from the remotest spots to other bodies of water — if you don't possess a car.

In our case, after months of planning and letter writing, we decided to tackle the Danube River. Our reasoning was that no other body of water in Europe, and perhaps the world, has the history and variety of cultures and peoples as does this path-

way known to the Gypsies as the 'dustless road'.

## FROM BLACK FOREST TO BLACK SEA

Rising in the depths of the Black Forest and flowing some 1750-miles to the Black Sea, the Danube cuts across numerous geophysical entities, countries and ethnic groups. It flows across the plains of Bavaria, through the Bohemian Forest, the Alps of Austria, the mountainous Wachau District and then breaks between the Carpathians and the Alps into Slovakia, dumps onto the Hungarian Plain, crashes into the Balkans, and finally hemmed in, turns easterly and churns its way through the spectacular Kazan Defile and the 'Iron Gates' before slowing majestically and meandering through its own deposits to the Black Sea.

The Danube takes you through Germany, Austria, Czechoslovakia, Hungary, Yugoslavia, Bulgaria and Romania. You will meet Germans, Slovaks, Magyars, Serbs, Bulgars, Romanians, Russians, Gypsies and pockets of other peoples whose heritage you

can only guess at. You will be following the same route that Trajan, Charlesmagne, Richard The Lion Hearted, Napoleon, and countless other warriors, merchants and missionaries followed before.

## START FROM THE ULMER KANO KLUB

For our tour we shipped our Old Town canoe as excess baggage on our boat, railed it to Ulm, and then Alec carried it on his shoulders to the river where we paddled across to greet our host, the Ulmer Kano Klub.

After a few days of provision gathering we set out in a driving rain storm, our spirits not dampened a bit what with the prospects of so many dreams about to be realized.

Our first stop in the little town of Gunzburg was typical of the receptions we received throughout the expedition. The Danube, especially in Germany and Austria, is dotted with canoe and kayak clubs featuring ample camping space for all river travellers. In fact, one cannot sleep at these excellent sites or use the different

Charles Miller at Ulmer Kano Klub



clubs' facilities unless you arrive by paddling.

In Gunzburg we were warmly greeted by club members (fortunately some spoke English!) and were quickly invited to share the pleasures of their roaring fire and their excellent beer. After a sound night's sleep we spent the next day trying their kayaks while the members took turns racing up and down the river in our 'Tripper' whooping up a storm and generally making like Indians.

The canoe clubs are invaluable to a camper because they offer a 'home' to the traveller; a safe, secure and convenient place to leave your gear while you sightsee. For instance, we left our gear in the club at Ingolstadt and thumbed a lift to Munich some 40-miles away, spent two days visiting and then thumbed back to the river without any worries about train schedules and the like, or whether our gear would still be safe.

Canoeing and kayaking are big sports in Europe and 'doing' the Danube is great fun because you meet Europeans on the river informally united by the common bond of the outdoor enthusiast. Frequently we would put in with other boaters and spend the evening chatting by the camp fire, sharing food and information about the river.

This aspect is especially important in the big Danube towns of Vienna, Bratislava, Budapest, and Belgrade. What a feeling to canoe through these cities, camping at canoe clubs within easy reach of the city centres, knowing that hospitality and accommodations are awaiting you. How sorry we felt for other travellers lugging heavy rucksacks and spending much time in search of cheap hotels, baggage claims and means of transportation.

Whereas in Western Europe the Danube takes you through the countryside and cities featuring museums, churches and innumerable historical sites, in Eastern Europe the canoeist sees a very different world.

With few exceptions, the Danube traverses the outback of Eastern Europe exposing the traveller to villages and communal farms usually inaccessible to the Westerner. The women washing their laundry on the banks of the river and the woodcutters and swineherders will stare at you in disbelief once they recognize the American Flag (or your own national flag) that you must carry with you on this international waterway.

## CANOEING THROUGH A LIVING HISTORY

Canoeing in Europe blends outdoor experience with touring. It opens up a whole new dimension to the possibilities available to a canoeist. Further-



*Top the monastery of Weltenberg in Germany. Middle a fisherman near Belgrade and bottom, camping near Illok Yugoslavia.*



more, it allows one to retrace the great expeditions of yesteryear, giving student and teacher alike a better perspective on space, time and travel. Philosophy, history and politics become more comprehensible in our jet propelled age.

A canoe trip such as the Danube adventure takes some preparation. Visas, maps, the necessary equipment as well as some knowledge of German and French are essential. And remember that a three day canoe trip demands as much gear as a three month expedition. However, Europe is very civilized and you will probably not be in wilderness areas but rather, simply living in the out-of-doors. Thus, food, health care, and wild beasts will present no problems.

There are numerous guides to the difficulty factors of all major rivers in Europe. The Danube is for instance rated zero on the international scale and thus well suited to even the novice canoeist.

Families, young adventurers and people with self assurance and curiosity can paddle lengths of the river or the whole way from the Black Forest to the Black Sea now that the wild water has been harnessed and the barriers between east and west broken down. We found it so. . .

*Top the "Iron Gates" and left part of a Gypsy caravan in Romania.*



# COLORADO SALMON '77

With the summer months fast closing, and most trips for this year dropping into the past, its time to start thinking of what for next year. Once again I will be putting together a trip to America, but this time either to the spectacular Colorado River and through Grand Canyon, or to the equally spectacular Salmon - River of No Return - in Idaho.

Either trip will be planned for four weeks during the mid-summer taking in the school holidays. Costings are difficult to assess at this stage, but paddlers should be prepared for a trip cost of at least £500 per person.

Paddlers should be of upper Division II or of Division I standard and experienced on heavy water. A number of passenger places are also likely to be available. Anyone interested in a unique trip should write for details - stating which trip would be preferred - to: *Mike Clark, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.*



*Lava Falls, the biggest rapid on the Colorado.*

### EAST ANGLIAN GRP TRAINING CENTRE

Trainee boatbuilders attending the Anglia Marine Group Training Association's courses at Oulton Broad, Lowestoft, Suffolk, are now carrying out GRP moulding operations with 'Impolex' unsaturated polyester resins from ICI.

The Group's training officer, Mr. J. Elliott, said recently: 'We appreciate the help we are receiving from ICI Petrochemicals Division. Our instructors are already becoming familiar with some of the products and they are particularly keen to try 'Impolex' K — the light cure resin-with-catalyst system. The fact that curing work can be broken off on a Friday evening and resumed on a Monday morning is of particular interest'.

The Centre, which cost £21,000 to set up last year, exists because of the enterprise of 21 private boatbuilding companies in East Anglia. When the AMGTA was instituted in 1974, the need for a facility for the provision of well-trained and efficient boatbuilders capable of immediate production work in local industry — plus facilities for retraining and research — was realised. Now there are about 36 trainees currently employed on a variety of courses. These embrace a one-year craftsman's course for boat-



Trainees take finished hull from kayak mould.

builders; a three-months boat assemblers' course; a seven-day GRP course for supervisors; and a three-day GRP course for personnel already in the trade. A five-weeks course for GRP laminators has just got under way.

Since the centre was set up some 467 people have passed through it. Overseas promotion of the facilities has already attracted two Egyptians and a Swiss.

### MIGHTY MITE FROM OLD TOWN

The latest addition to the Old Town (U.S.A.) line of Chippewyan canoes is the Mini Tripper, a rugged lightweight model. The hull is of Old Town's new Vinyl/ABS/Foam sandwich which offers ruggedness under the most adverse boating conditions, plus providing its own flotation.

Mini Tripper from Old Town, U.S.A.



# TRADE PAGE

## REVIEW OF NEW KAYAKS, CANOES, AND EQUIPMENT.

The Mini Tripper is tough and manoeuvrable, ideal as a one-man craft but equally efficient as a family craft capable of accommodating three adults with full camping gear. Full details from: *Old Town Canoe Company, 375 Beaver Street, Old Town, Maine 04468, U.S.A.*

### SLALOM & DOWN RIVER BOATS FROM P. & H.

The firm of P. & H. Fibreglass Products has recently introduced the Phazer Mk. II competition slalom kayak, a boat developed from the Slimline Phazer. With the basic ideas from Raymond Calverley the firm have, by changing the hull shape, made it a much more lively kayak. By reducing the width of the kayak by 5-cm and bringing the width back to I.C.F. specification by the addition of 2½-cm wings, the rocker of the kayak has been increased.

The Phazer Mk. II is well suited to the latest slalom techniques of bow and stern dipping, yet retains its directional speed.

P. & H. have just brought over from Germany the latest Hahn Wild Water Racing kayak. It is now undergoing extensive trials in England and already proving to be a real top line racing kayak. Demonstration models will be available at the Autumn slaloms.

On the accessory front, the firm is adding another trailer to their range, complete with towing hitch, international lighting board and plug. This trailer will carry 12-kayaks with ease and allows for easy loading and unloading from the outside. Full size 'mini-wheels' and indispension units

make this an ideal club or school trailer.

Full details of these new craft, trailer and complete range of boats and accessories is available from: *P. & H. Fibreglass Products, 76 Dale Road, Spondon, Derby.*

### FAIRWAY MOVE

The firm of Fairway have recently moved to new premises in Worcester. Fairway manufacture specialist jackets and overalls for canoeing, sailing, and walking, either standard or to customers requirements, plus trousers, spraydecks, holdalls — all in Dunlop-rufe nylon — and racing boat and paddle covers in expanded vinyl. Details of these products can be obtained from: *Fairway, 2 Astwood Road, Worcester WR3 8ET. Tel: 0905 24801.*

### PYRANHA MATCH AND SPRINT C2

*Pyranha Mouldings Ltd* have just clinched a deal with Mendesta of Belgium to gain sole rights to manufacture the new Match 3 River Racing kayak for the British market. Although very nearly the same size as the previous Match, this new version is faster but still retains the handling characteristics and stability that has produced the Match supremacy.

On the Sprint Racing side, *Pyranha* have just completed their first sandwich construction C2's which have an exceptionally rigid hull whilst being comparable in weight to wooden canoes. The C2 was introduced at the Holme Pierrepont International Regatta in June and proved of great interest to many overseas paddlers.

Full details of the Match Wild Water or Sprint C2 are available from: *Pyranha Mouldings Ltd., Osnath Works, Lythgoes Lane, Warrington WA2 7XE. Tel: Warrington 31484.*

### NEW JOHN SEA PAK

*John Sea*, who has recently introduced specialist paks for canoeists, has now brought out another item of equipment for sea canoeists — a smaller First-Aid Pak (Standard). Contained in the small B.D.H. Safepak (7½" x 4¼"), it is designed for individual paddlers or groups, and costs £8.35 plus 55p p. & p.

The previous First-Aid Pak (Large) uses the 12½" x 6½" blue B.D.H. container and is intended for use by large groups and on more extended trips and expeditions. This very comprehensive pak is available at a cost of £22.50 plus 80p p. & p.

If you have any special requirements for First Aid, *John Sea* would be willing to quote on a Pak to suit your particular needs.

*John Chamberlin's* scheme to try and take out most of the 'leg work' involved in going to sea well prepared includes two other purpose designed kits, the Repair Pak — price £6.15, and the Survival Pak — price £8.40 (p. & p. on each is 80p).

Replacements to replenish used items in all *John Sea* Paks are available. The task is made easier by the checklist supplied and which has columns for routine checks.

Full details of *John Sea* Paks and the empty B.D.H. containers (small, medium, large) are available from: *John Sea, 8 Heather Crescent, Breaston, Derby DE7 3AR.*

## OLYMPIC RESULTS

### FOR THE HOME TEAM ( AND THEIR TIMES )

Kayak-1 500m women heat 2. Sheila Burnett 5th of 7	2:17:07
Kayak-1 500m women repechage 1. Sheila Burnett 2nd of 5	2:10:59
Kayak-1 500m women semi-final 2. Sheila Burnett 4th of 4	2:12:07
Kayak-2 500m women repechage 2. Pauline Goodwin and Hilary Peacock 3rd of 4	2:01:68
Kayak-2 500m women semi-final 3. Pauline Goodwin and Hilary Peacock 4th of 4	1:59:53
Kayak-1 500m men heat 2. Douglas Parnham 3rd of 6	1:58:36
Kayak-1 500m men semi-final 3. Douglas Parnham 3rd of 5	1:56:14
Kayak-1 500m men final. Douglas Parnham 7th of 8	1:50:33
Kayak-1 1000m men heat 3. Douglas Parnham 3rd of 6	3:56:47

Kayak-1 1000m men semi-final 1. Douglas Parnham 3rd of 6	3:52:00
Kayak-1 1000m men final. Douglas Parnham 7th of 9	3:52:64
Kayak-2 1000m men heat 3. Stephen Brown and Norman Mason 7th of 8	3:54:64
Kayak-2 1000m men repechage 3. Stephen Brown and Norman Mason 4th of 5	3:37:60
Kayak-4 1000m men heat 1. Anthony Alan- Williams, Brian Haynes, John Oliver, Alan Williams 6th of 7	3:19:36
Kayak-4 1000m men semi-final. Anthony Alan- Williams, Brian Haynes, John Oliver, Alan Williams 5th of 5	3:19:32
Canadian-1 1000m men heat 1. William Reichenstein 7th of 8	4:49:20
Canadian-1 1000m men repechage 2. William Reichenstein 4th of 4	4:37:47



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Non trade Adverts are published free of charge

**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 SCHOOLS AND YOUTH** organisations — our Adventure Centres offer an inexpensive introduction to canoeing. Choice of Centres in UK on River Wye and in Brecon Beacons National Park, and in France on the River Ardeche. Multi-activity holiday packages are also available. For a copy of our 1976 brochure, please write to: P.G.L. Adventure Ltd., (382) Station Street, Ross-on-Wye HR9 7AH. Tel: 0989 4211/5.

**GEES QUALITY** paddles, Slalom, Canadian Slalom, Flat blade kits, One piece Racing/Touring, Sprint Racing. Brochures and correspondence only: Mark Gees, 61 Thames Eyot, Cross Deep, Twickenham TW1 4QL.

**CANOEING/SAILING** films for hire, sale. 'Colorado', 'Wild-Water' — An introduction. Send foolscap s.a.e. for lists. Chrisfilm, Glasshouses Mill, Harrogate HG3 5QH. N. Yorks. Tel: Pateley Bridge 310.

**GAYBO OLYMP V** nearly new, spray deck and helmet £70. Cheltenham 31724.

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**SIX CANOE TRAILER.** Steel construction. 50mm coupling. Lighting. Complete Indospension wheels. £60. Ring Chichester 88609.

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**FOR SALE** 16' 0" open touring Canadian. Yellow and varnish cold moulded hull. Contact D. P. Hardy, Beaumaris 344 or Liverpool 724 2321 ext. 271 (Monday to Friday).

**FOR SALE** Tyne Prefect folding single canoe. Used twice. Including paddle, spray-deck and repair kit. £95 ono. Ring 01-997 3100 after 5 p.m.

**KW7 MOULD** or similar any condition. Also J. C. Wildcat to buy or exchange for Olymp 5. P. Griggs, Thornton Farm, Vineyard Road, Northaw, Herts. Tel. Cuffley 2547.

**WANTED** to exchange Avoncraft Racing Single for slalom or sea tourer. Goss, 46 Ayston Road, Uppingham, Leics. 3306.

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**CANOE HIRE**, hire a kayak, paddles, spraydeck, buoyancy aid, and even a roof rack for your holiday or day trip. Touring singles, doubles, and slalom kayaks available. For details send s.a.e. to: Pyranha Mouldings Limited, Osnath Works, Lythgoes Lane, Warrington WA2 7XE.

**CANOE HIRE SERVICE** River Wye and River Ardeche (France). Details from: P.G.L. Adventure Ltd (174), Station Street, Ross-on-Wye HR9 7AH. Tel: 0989 4211/5.

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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.

# pyranha

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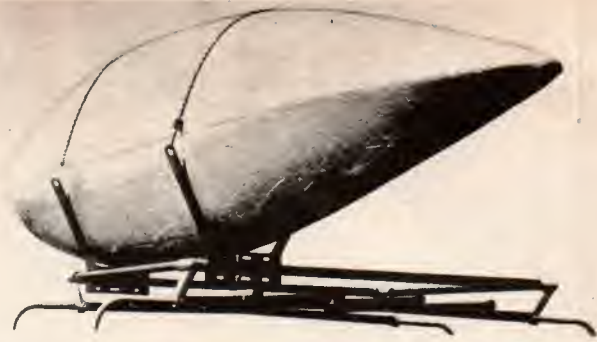
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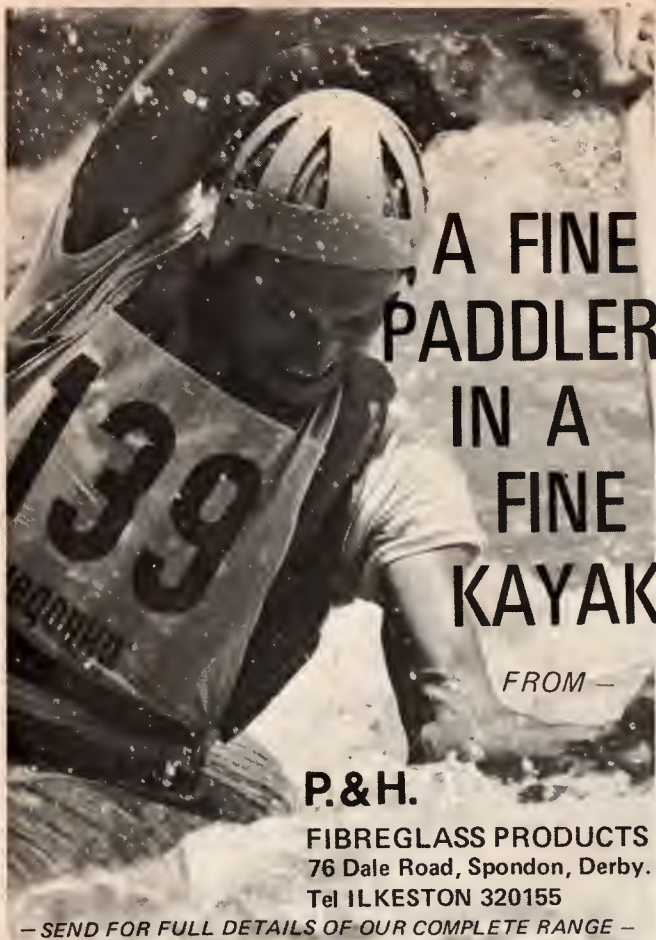
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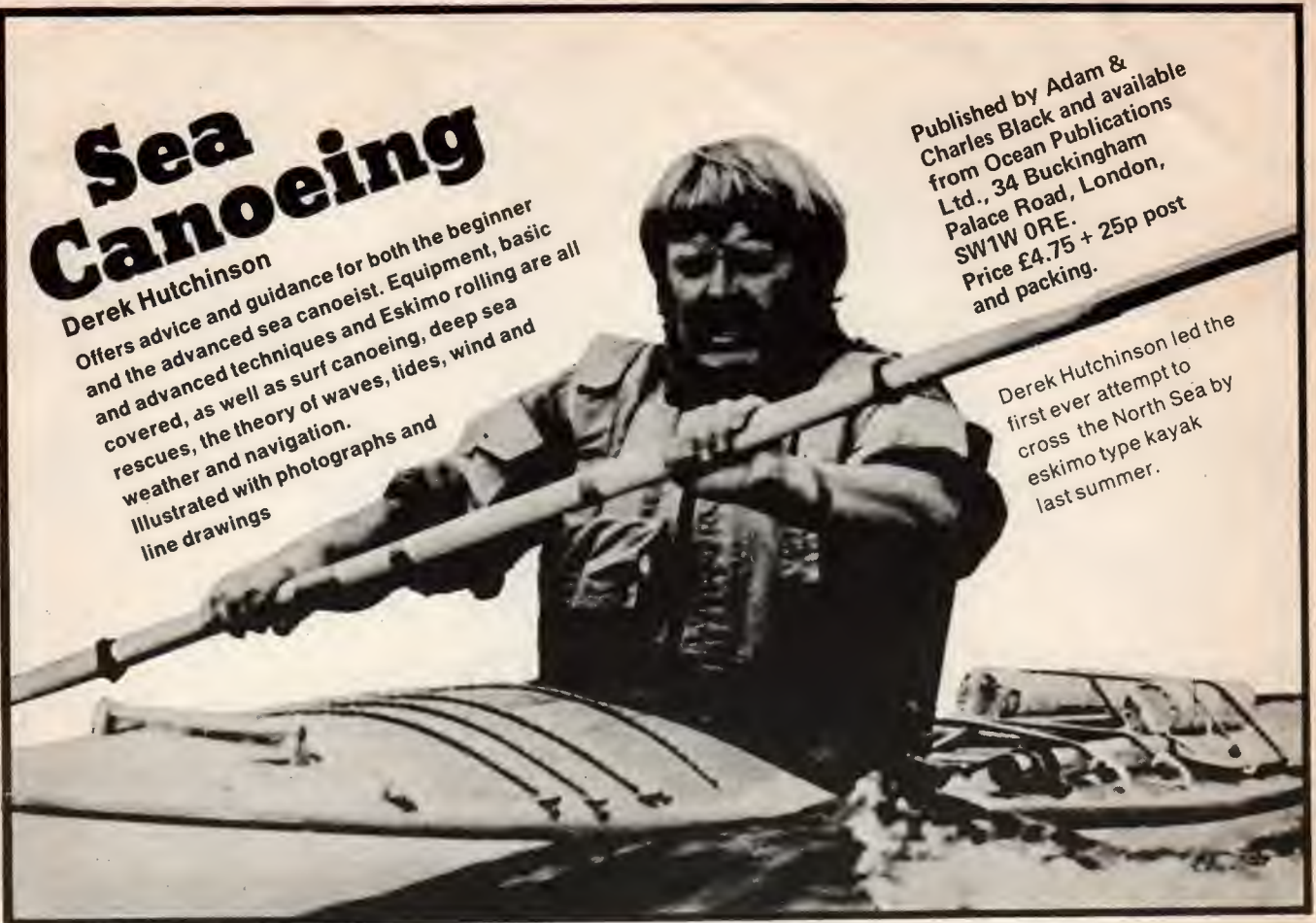
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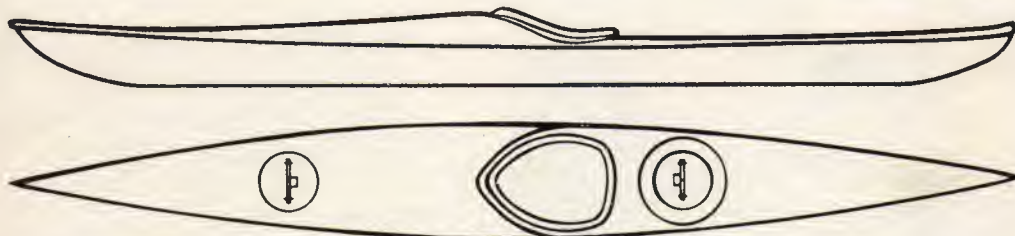
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