

CANOEING MAGAZINE

CANOEING

No. 19 SEPTEMBER 1978 FORTY PENCE



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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

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COVER

Family canoe trip.

Photo: Courtesy of Old Town

Canoe Company.

BACK COVER

Lake, mountains, and kayaks —
ideal canoe country . . .

Photo: Courtesy of Old Town
Canoe Company.



K4s taking the turn at Holme Pierrepont.

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Comment

Mike Clark

NEW SPRINT VENUE

Since the existence of the National Water Sports Centre at Holme Pierrepont and its superb facilities, all the major events in the British Racing Calendar have obviously been switched to this site. The regattas on the Thames have been reduced to virtual 'fun-events' (one can no longer take seriously events competed on a curved river course with stream or tide to contend with . . . and 1000 metre events where the start is not visible to the finish. . .!) The top racing clubs are still based on the Thames, but clubs in the Midlands have gained an ever growing nucleus of racing paddlers through major events being competed at Holme Pierrepont. The London clubs over the last few years have done well to hold on to their superiority in the sport, bearing in mind the countless thousands of miles paddlers must have travelled up and down the M1 to following events at the National Water Sports Centre.

However, I hear that for next season, the tables are likely to be reversed a little with a number of the London club regattas being re-sited from the Thames to excellent water and amenity facilities at Leisure Sports Thorpe Park.

Thorpe Park, situated just off the M3 motorway south of the Thames at Chertsey, has been used for a number of seasons by the rowers. The site is landscaped gravel pits and facilities include possible buoyed lanes, boat houses, changing rooms, restaurant and bar. The water is still and flat, and the course of over 1500 metres. Hopefully it will be a little more sheltered than Holme Pierrepont, although the past few regattas at the National Water Sports Centre the conditions have been somewhat freak . . .!

WORLD CHAMPIONSHIPS SLALOM AND WILDWATER

It's interesting to note the reference in the ICF News to minutes of the ICF Slalom and Wildwater Committee that Australia has applied for the World Championships of 1981 . . .! I cannot think that the Australians can be serious at this late stage with such an application. The Montreal ICF Congress granted the World Championships to Britain and the site at Bala has already been approved by the ICF Slalom and Wildwater Chairman — Mondy Engel of Belgium — at the Europa Cup event earlier this year. The original application of the Australians was for 1983 and it is difficult to understand the thinking behind this change of application.

For the ICF Congress decision to now be reversed and the Championships to go to Australia for 1981 (which I think is almost totally inconceivable) it would mean there would be no World Championship event in Europe for a period of six years, the Championships being in Canada next year.

NOTES & NEWS



ESPADA RAFFLE

What with the Royal Commission on Gambling just published, it seems they should have been looking at some of our sprint regattas! This year's regattas have shown that a number of our paddlers also like a flutter with few being able to resist the five tickets for 20p demands of an Espada paddler, the funds of the Espada Raffle account have steadily risen. (I also hear of a few side bets on results of the long distance races!)

The Espada Raffle was thought up by Peter Sellwood of the Bradford-on-Avon Canoe Club and organised by Rod Dubber of Wolfreton School Kayak Club. The aim is at providing perpetual Sprint Racing Championship Trophies for the Espada Classes

The first six trophies for the 3000 metre Espada events, which Alister Wilson of Lendal Products has offered to produce, have already been made available to the Racing Committee, and will form a base for the Committees deliberations over the development of Youth Racing next season. Further trophies are planned and the model kayaks made by the Rumanians — here admired by Sallyann Marsh and Jane Colbeck of Wolfreton School Kayak Club — are looked on as a possibility when mounted, each winner being inscribed on shields mounted around the base.

The success of any raffle depends on the prizes. At the International Regatta the Minister for Sport, Rt. Hon. Dennis Howell MP, presented the prizes — two paddles, an anorak, and a spraydeck — to the lucky winners. The organiser would like to thank: The Canoe Centre, Canoeing Magazine, Canoe Sport, Fairways, Mark Gees, Harishok, Lendal Products, Southern Canoe Supplies, and Struer Kayaks for their generosity in supplying the prizes. It will not be too long before we have trophies for all the Espada events at National Championships.

IRISH SEA CROSSING

On Sunday July 9th, four members of the Larne Canoe Club made a successful crossing by kayak of the Irish Sea from Scotland to Northern Ireland.

The four paddlers — Paul Metson, George Kirby, Robin Kyle, and Jim Mayberry — started from Cairn Ryan (Scotland) at 6.30am and arrived at Sandy Bay, Larne (Northern Ireland) at 3.30pm, taking 9 hours to complete the crossing and making an average speed of just 3.6 miles per hour.

The four canoeists were paddling Trylon designed Seahawk kayaks which they had built themselves during the winter months of 1977, and it is believed that this is the first time this particular crossing has been made by kayak.

CENTRES OF EXCELLENCE

In the last year positive steps have been taken in Sports Council regions to establish 'centres of excellence' in a whole range of sports, since regional sports councils accepted the

responsibility of co-ordinating the various interests involved, especially governing bodies of sport, local authorities and institutions of higher education.

What are they? A centre of excellence is a location where top-class coaching and adequate facilities are found, together with sufficient personnel of high talent. Institutions of higher education, national sports centres, local authority facilities and existing first-class clubs will all feature prominently in the scheme.

Who decides? Sports Council regions are co-ordinating the various regional schemes in close liaison with Sports Council headquarters and the Minister of Sport's working party on centre of excellence which provide a national perspective. However, the final decision to establish such a centre must lie with the governing bodies of sport, since it is they who will appoint the coaches and select the participants; also

of vital importance are the local authorities — the main providers of facilities in this country.

Who pays? The Sports Council met the initial cost for three pilot schemes in 1977. It is hoped that local authorities will also be able to assist, especially with contributions 'in kind', such as facility provision and staff time; and local commercial and industrial sponsors will be encouraged to put money into them.

How will it work? Each centre will be an integral part of the governing body's coaching structure with the participants being of international or potential international standard for selected sportsmen and women.

Other points? Wherever possible, links will be provided between the centres and local medical and testing services. And eventually each region should have an advisory service to guide school-leavers on opportunities both to prepare for a career and to develop their particular talent.

FIRST STEPS IN CANOEING

If one is to believe some paragraphs from 'Every Boys Book of Sport and Pastime', edited by Professor Hoffman (author of 'Modern Magic') and 'illustrated with five hundred and thirty illustration', then it seems CANOEING is anything but a healthy exercise — I quote:

'During the last thirty years, canoeing developed to an extent which those old hands who 'paddled their own canoe' when the craft first became popular in England could never have anticipated . . . Paddling, however, is not to be recommended to growing lads as quite the ideal of a healthy exercise, in as much as it does nothing to expand the chest, but merely exercises the arms and shoulders. Paddling, in short, is rather to be regarded as a convenient way of travelling on intricate waters than as an eligible form of exercise . . .'

But wait, there is more . . . !

'The ordinary English canoe, of which a representation is given above, is propelled with what is known as a double paddle, that is to say, a staff with a paddle at each end, as shown in Fig.2. The end of the blade may either be cut off square or left rounded. It is held as indicated in the cut, with the hands grasping the staff about 23 to 26 inches apart.'

'Some little care must be exercised when first getting into a canoe, and the best plan for the beginner is to have it steadied for him by an attendant as he embarks from a 'stool' or landing-stage, as in the case of wayer sculling-boat. Stepping into the middle of the craft, in the well, the canoeist lowers himself to his seat, which is a cushion on the floor of the canoe; a back-board adds something to the comfort of his position, while a stretcher beneath the deck, or covered-in portion of the canoe, prevents his slipping forward when putting forth his strength in the act of paddling. Having seen that the back-board, cushion, and stretcher are properly adjusted, a mackintosh apron is placed over the legs (water always drips off the paddles) and tucked in so as not to hang outside the coaming, and the beginner is ready for a start.'

Get a load of this, Oliver!

'Position rather than rule will determine with which end of the paddle the first stroke shall be taken, for when starting from a landing-stage the novice will generally find it necessary to make two or three strokes on the same side after he has been pushed off by the attendant. The beginner may be advised to make short and gentle strokes at first, until he is familiar with the action, when he may put more power and length into his movements. In order to make the most of his strength, and to avoid unnecessary fatigue, the paddler should use both his arms to each stroke, and not (as the novice is apt to do) only that one which is nearest to the end of the paddle which is in the water. In making a stroke, the paddle is of course held with one end pointing up and the other down, in the manner shown in Fig.1. The end of the paddle with which the stroke is to be made is placed forward,

the shoulder of the same side being also forward, the body bending from the hips. The paddle should be dropped lightly into the water, and as the lower hand draws the paddle towards the body of the canoeist, the upper hand should come to the aid of the lower one by pushing its end forward, and not merely be kept stationary for the lower hand to pull against . . . The ordinary river paddling canoe is lightly built, and measures about 12ft in length, with an extreme breadth of about 22 inches. . .'

Since the above was written, I feel the sport has progressed somewhat and does by no means stunt the growth of young lads . . . The 'Every Boys Book of Sport . . .' etc, was first published in 1897 . . . ! It goes on to educate 'young lads' in the ways of swordsmanship, hunting, wrestling, billiards, living waxworks, and 'knurr and spell' (whatever that is?), among a host of others. It's interesting to note the 'extreme breath'. This is just about as wide as a present-day racing K1 . . . (My thanks to L. Strange of Leicester, who brought the book to my notice).

SAFETY AFLOAT — PACK IT WITH BUOYANCY

Below we reprint an article by Jan Grey, published originally in the Birmingham Canoe Club Newsletter for June:

'A NEAR NASTY ON THE TEME —

On a recent trip down the Teme with the river in spate but not overwhelmingly high, I witnessed a near nasty on Ashform Carbonnel Weir. Two members of the party shot it on the far right but were disconcerted by the strength of the pull-back so indicated the others to shoot left where, in the past, even in higher conditions, there has been no problem. The next paddler approached the weir, shot it at right angles but as the boat hit the water at the bottom, her kayak plunged and then popped back up, hitting the wall of the weir. After a few desperate strokes, she managed to slew the boat across and into the stopper but was unable to pull herself out. Although a rescue boat was by this time within reach, she capsized and then completely disappeared, kayak and paddle remaining in the stopper. She finally surfaced a good agonising seven seconds later and, panic stricken, grabbed the rescue boat near the cockpit nearly causing a second capsize since both were by now being pulled back into the weir. Someone called out for her to loose which she did and then swam, with assistance, to the bank. Her kayak came free of the stopper; the paddle, after a few revolutions, followed.

'I do not print this article as a deterrent but more as a warning. The direct cause of this incident was due to a bad leak in the paddler's boat, which, by the time we had reached Ashford, had become water-logged and unstable. The water rushing down into the bow caused it to plunge deeply, the air was forced back so that the kayak reacted like a fishing float, bobbing up. There was now no

buoyancy in the front and in any case the kayak was almost impossible to handle.

Kayaks that leak; kayaks that have insufficient buoyancy; paddles that are slip or weak; spray decks which are too tight or too loose; buoyant aids that are not properly secured; all these become a potential danger, not only to the person who owns them, but almost more so to those who have to risk their lives attempting rescue.

There is no way a meet leader could ever be expected to call a group to attention and then effect an inspection parade, indeed this is the last thing that any member would wish. All individuals, therefore, become personally responsible for the repair, maintenance and running order of their kayaks and equipment. Canoeing is not really a dangerous sport, careless canoeing however, is! Jan Grey.'

MAKE IT C.B. COME-ON — YUT DIG?

In the United States of America, Citizens' Band Radio is a two-way radio service which may be used by any member of the public on payment of a small licence fee. Equipment is inexpensive and nearly twenty million Americans own and use C.B. transceivers. Citizens' Band Radio is also available to the citizens of most European countries.

Citizens' Band Radio is illegal in the United Kingdom, despite the undoubted social benefits and commercial opportunities it offers. The British Post Office and now the Home Office, have always resisted pressures for a Citizens' Band in the United Kingdom. The reasons given vary and sometimes conflict, but the most important objections seem to arise from a desire to protect the Post Office's telecommunications monopoly (even though the PO cannot possibly provide a similar service and stands to lose little, if any, revenue if one is established) and from the technical shortcomings of the American system.

The Citizens' Band Association has been formed to campaign for a VHF Citizens' Band in this country, with different and better technical standards. Join the Association and help in any way you can. The address: *The Citizens' Band Association, 16 Church Road, St. Marks, Cheltenham GL51 7AN.*

(Of course two-way radio is highly useful for the canoeist. Not only the sea canoeists who already regularly use two-way radio, but I suspect many marathon organisers, river leaders, and outdoor centres and others would find a Citizens' Band of use.

At the present time there is no great difficulty in getting a licence to use two-way radio — providing you have Home Office approved equipment. And that is one of the biggest problems — such equipment cost over £200 and is restricting, while the non-approved sets as used in America and available on the home market are a fraction of this cost . . .)



Major K2 classes off the start.



Portage of Bell Weir and refreshments on the run.



Crews getting away after portage of Chertsey Lock.

THAMES MARATHON

EUROPA MARATHON SERIES

report and photographs by Mike Clark

The Windsor to Richmond Marathon K2 race, organised by the Richmond Canoe Club, was held on Saturday July 22nd. However, this usually casual event had turned into a real 'no quarter given' race, with it being the second event in the Europa Marathon Series and was also a selection event for the British Team to compete the Tour de Gudena to be held in Denmark in the middle of September.

Thus the event attracted a good British entry with some 50 crews competing, as well as teams from Denmark, Nederland and Ireland. The Europa Match also included a K1 event.

With a short chat to crews before the race, Howland Lawler pointed out that any crew breaking the downstream side of the Windsor Motorway Bridge — the start line — would be disqualified! This certainly had the desired effect and produced an excellent first time away start of the main K2 class, despite the appearance mid-river of three launches just as crews had lined across from bank to bank waiting for the off.... The other classes followed at a few minute intervals.

Almost ideal conditions and the quality entry, produced a hot race in which a group of some six crews had soon broken away from the main bunch. Among these were the British Team crews of Truelove/Haynes and Duncan/Handcock, plus the non-nominated pair of Gorman/Bourne.

These put in some tremendous work down the Thames and had soon built up a considerable lead. Our other top pair of Fowler/Williams were alas an early casualty with a broken rudder. However the pair eventually got another boat to continue the race and did exceptionally well to pull through most of the field to finish 7th overall... A Danish pair were also lost from the race with rudder trouble (almost off the the start), while Greenaway/Day paddled well to way past Hampton Court before Day burnt out.

Down through Chertsey, Shepperton and on to Hampton Court, the three British crews were well in command and there was no real challenge from overseas paddlers. The win went to Duncan/Handcock with a brilliant performance,

breaking Truelove/Haynes over the last miles and pulling clear by over a minute to make 3hrs 11min 32sec. Even in the K1 our paddlers took a clean sweep with Greenham winning and over 10 minutes clear of Andersen from Denmark, the first overseas paddler home. A look at the results shows other placings.

The race concluded with the prizegiving and a really splendid buffet reception for all competitors, put on by John Dewar & Sons — bottles of whisky all round for place crews and other prizes presented by Arun Travel. Let's hope we can keep this major sponsorship from John Dewar & Sons in future years...

EUROPA MATCH K2: 1st A. Duncan/S. Hancock, Great Britain 3hr 11min 32sec: 2nd G. Truelove/R. Haynes, Great Britain 3hr 12min 55sec: 3rd J. Fowler/A. Williams, Great Britain 3hr 20min 18sec: 4th J. Helder/B.v.d.Ster, Nederland 3hr 26min 55sec: 5th Love/McClean, Ireland 3hr 28min 38sec: 6th J. Keetman/Zaegers, Nederland 3hr 31min 17sec.

EUROPA MATCH K1: 1st B. Greenham, Great Britain 3hr 28min 02sec: 2nd T. Cornish, Great Britain 3hr 28min 03sec: 3rd R. Belcher, Great Britain 3hr 29min 20sec: 4th J. Andersen, Denmark, 3hr 39min 22sec: 5th H. Bradjes, Nederland 3hr 41min 08sec: 6th J. Lutzen, Denmark 3hr 45min 40sec.

SENIOR K2: 1st Bourne/Gorman, Royal Canoe Club 3hr 14min 56sec: 2nd Parnham/Haynes, Richmond Canoe Club 3hr 16min 07sec: 3rd Clarke/Kinch, Richmond Canoe Club 3hr 16min 08sec: 4th Phillips/Nutting, Nottingham Kayak Club 3hr 19min 20sec: 5th Lawler/Lawrence, Richmond Canoe Club 3hr 24min 08sec.

SENIOR B K2: 1st Wingfield/Gould, Richmond Canoe Club 3hr 24min 21sec: 2nd Pearson/Pendle, Norwich Sea Scouts 3hr 25min 27sec: 3rd Spiers/Grey, Nottingham Kayak Club 3hr 26min 49sec.

JUNIOR K2: 1st Gautier/Melling, Richmond Canoe Club 3hr 20min 32sec: 2nd Ayres/Sellwood, Royal Canoe Club 3hr 31min 36sec: 3rd Groucher/Darling, Chichester Canoe Club 3hr 35min 26sec.

WOMENS K2: 1st Nadal/Lamb, Nottingham Kayak Club 3hr 37min 48sec: 2nd Haynes/Clapham, Richmond Canoe Club 3hr 44min 37sec: 3rd Perrett/Wetherall, Richmond Canoe Club 3hr 49min 58sec.

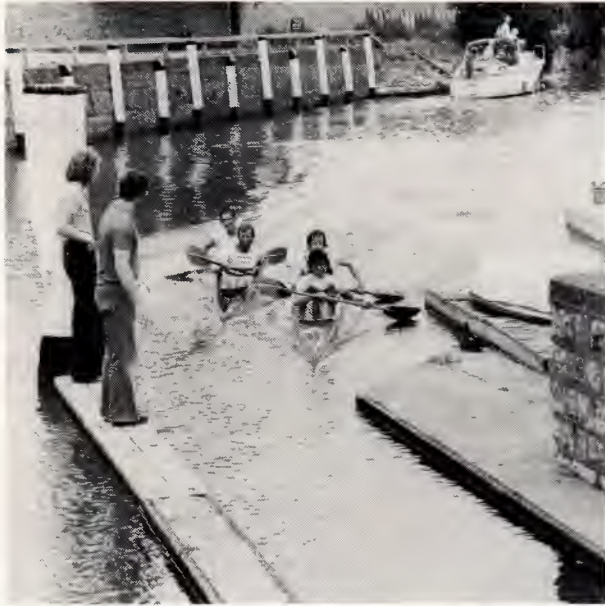


Dutch crew making portage of Shepperton Lock.



Crews portaging Shepperton.

THAMES MARATHON



Leading K2 crews coming into portage East Molesey Lock.



Take off from East Molesey Lock.



Bunch of K2 crews into East Molesey lock.

COMPETITION SYNDROME

by Pete Wood, ACO West County
and BCU Coach.

In recent years the term 'Competition Syndrome' has been popular among various members of the British Canoe Union Coaching Scheme. In this paper I want to explore the meaning of the term and of arguments for and against competition in relation to the Coaching Scheme.

Competitions have always been given a low profile by the Coaching Scheme. To give an example: competitions have not been allowed for use in either of the two levels of Proficiency tests nor in any of the awards. Some of the reasons are that a race does not test the paddlers skill of personal organisation and planning; also it is said that all a paddler has to do is follow the guy in front and finish. In many senses this is very true and a lucky paddler can jump into his boat, paddle eight miles at 90% flat-out, and eventually get to the finish. On the other hand that is all a paddler may well have to do these days behind a Senior Instructor, who, for his own reasons may so completely organise a trip, with the result that the rest just follow like ducks. Some of the Marathon and Wildwater races test paddlers skill and planning ability to a higher yet different level than the more conventional trip. For a paddler to compete successfully in a race of the calibre of the Exe Descent or perhaps the Usk Wildwater Race, the canoeist must do much personal planning along with route and ferry organisation.

Of course a high degree of paddling skill and fitness are also required, and to completely veto all competitions

counting as trips is just as bad as accepting all conventional trips where perhaps the main group of the party are driven to the river, placed in their boats with their 'canteen prepared' packed lunch, pointed in the right direction, picked up five hours later and driven home. The danger here lies in the fact that the non-leaders of the party may very well get used to this system and lose any natural motivation to explore their capabilities or to express themselves in their canoeing.

The 'Competition Syndrome' can make its presence felt in different ways, bad feelings perhaps or 'psyching-out' sessions as well as narrow, attitudes. For example: quite often before a race, paddlers will try to undermine the confidence of other competitors — tales of monster stoppers, mad swans, or miles of barbed wire . . . ! I have had similar things happen to me and at least twice I have had rudders of K1's dropped onto my fore-arm whilst carrying kayaks to the start — an accident? This sort of thing is unnecessary but does happen time and again. The mass starts of some marathons can be vicious and beginners often do well to keep off the front rank. In other examples, the young person who throws himself 100% into competition and as a result cannot appreciate a paddle along a peaceful river, looking at the wildlife and enjoying the sun, but worse, he scorns others who do enjoy this type of canoeing. The good but not outstanding paddler who trains for months, spends all his money

on boats and equipment, neglects his studies and does not achieve the results he craves for is another case in point.

Some of the manufacturers seem to play on the 'competition syndrome', maybe for two reasons. Firstly the ever increasing spiral of new boats, latest designs and revolutionary materials proclaimed to be used by the best. Secondly, only some 10% of competition designed boats ever go to a competition. Often many paddlers find themselves with the wrong type of boat for their style of canoeing as a result of glossy sales literature or from the bad advice of others. One particular kind of paddler has evolved from competition and he is the 'pot hunter'. He can be seen everywhere, at competitions of all kinds, entering below his standard, just to carry off a few prizes. . .

Competition does of course have great advantages, otherwise why would it be so popular?

Competition, once entered does offer a kind of companionship and the feeling of being fit and obtaining the best from one's equipment that can be measured more easily in the competition situation. Hard training and dedication do not always pay dividends, but when they do, the results are justifiably very satisfying. From my own point of view, I would rather be in a giant stopper in organised competition than in the touring situation with six Proficiency level paddlers. I suppose that to view the many styles of paddling in varied situations, competition allows greater scope and depth. To expand this idea, a paddler of perhaps Elementary Standard wishing for direction and expansion of his canoeing horizons can, by going to, but not necessarily participating in competition, see more varied river situations, evaluate a variety of boats, talk to more people of opposing views, see more equipment for sale and possibly try out more kinds of boats much more quickly than in any other way. Most forms of competition provide a structure to introduce beginners to its own particular dimension — divisional and class.

In conclusion, both competition and recreational sides of canoeing have a great deal to offer, but one must remember the whole point of sport is to enjoy one's self! The enjoyment can take various forms. Self expression in one's style, along with personal motivation means a great deal to many people, just as a complete change from a high pressure job may mean a great deal to others. Both the BCU Coaching Scheme and Competition (which should be compatible) are means to an end, not the ends themselves.



NATIONAL RACING CHAMPIONSHIPS

Report and photographs by Mike Clark.

The National Sprint Racing Championships, held at the National Water Sports Centre, Holme Pierrepont over the weekend July 8th/9th, once again did not have really ideal water conditions. The wind — the main cause of problems at the Centre — was gusting at around 10 knots, but unlike the International in June, this was not a total disaster as the direction was up the course — a complete reversal of the International weekend — and paddlers had to battle into a headwind.

As we have seen in the past at Holme Pierrepont, the regatta attracted a super entry, with paddlers from some 42 canoe clubs, plus independants and five other clubs or groups, and a programme of over 200 events.

Despite it being the British National Championships, there were entries from the few New Zealand and South African paddlers at present in the country — naturally enough Ferguson of New Zealand having most effect on the results, taking the win in the Senior K1 500 metre and 1000 metre events, but of course with the first British paddler actually taking the title. Espada events were heavily entered — the Espada B over 500 metre running to six heats — but the largest class at the regatta must have been the Junior Men, racing eight heats in the K1 500 metre and six heats in the K1 1000 metre.

The results of the regatta had a good deal of bearing on the selection of the British Team for the World Championships and this produced some excellent and exciting racing in the Senior Mens events. Duncan of Richmond Canoe Club took the National Title and second place in the K1 500 metre event, nearly four seconds down from Ferguson, with Greenham of Leighton Park another three seconds down. In the 100 metre it was Brown of Nottingham Kayak Club just under three seconds down on the New Zealander to hold off Ballard of the Whitewater Racers in third. In the K2 events Greenham teamed up with Ferguson to take the win in the K2 1000 metre (with a half British/half New Zealand crew here, maybe half the British title goes to Greenham!), but in the K2 500 metre Farrell/Hunter of Royal Canoe Club took the win just over two seconds clear of Haynes/Lawrence, also under Royal colours.

One of the most exciting and fiercely fought races of the weekend (no! the most exciting . . .) was the Mens K2 10,000 metre on the later Sunday afternoon. Even at the start Mark Giddings had a tough time holding back crews and getting a fair start. The paddlers tried at least six times to make a break . . . A tremendous battle ensued with Ballard/Harvey of the Whitewater

Racers making most of the running, but with excellent support from Gorman/West of Royal who managed to run a bunch of the leading crews almost into parked pontoons, and put in some fantastic burns that really made the leading crews work! At one stage Williams/Fowler and the crew of Ferguson/Vermaak (Vermaak from South Africa) got badly dropped from the leading bunch (a result of Gorman/West steering!) but both managed to work themselves back into a striking position. Haynes/Lawrence put in some real power work at the front, taking the lead off at least two turns . . . However at the last turn it was Gorman/West pushing the front with Ballard/Harvey on the wash and Haynes/Lawrence on the Ballard/Harvey wash. With the short run-in to the last 1000 metres — when all must take separate lanes — Gorman/West were somewhat spent and quickly left the front run to Ballard/Harvey. Way past the 1000 metre point Haynes/Lawrence, being on the outside of the course, were still on the wash of Ballard/Harvey . . . the only choice they had was to drop back over the wash and lose the race for certain or stay where they were and try and force Ballard/Harvey over, and risk disqualification.

Over the last 100 metres in an incredible finish, Haynes/Lawrence just pulled ahead to take the win with a time of 43min 10.57sec, less than a second clear of Ballard/Harvey. Williams/Fowler raced into third place nine seconds down . . . Ferguson/Vermaak dropped into fourth . . .



However, the official results (after protests etc.) gave the win to Dimmock/Brown, with Gorman/West in second place — the first four crews over the finish were disqualified on various counts — going inside the turn buoys (slight pushing at turn!), the 5 metre rule (wash hanging on last 1000 metre!), and coached from the bank slight encouragement for the Whitewater Racers!). But, despite the disqualifications, it was a really cracking race, and I think honours were upheld all round. Certainly Ballard/Harvey must be pleased with their resulting selection for the K2 10,000 metre event at the World Championships.

RESULTS

Senior events only

MENS KAYAK: K1 500m — 1st I. Ferguson, New Zealand 1.59.02: 2nd S. Brown, Nottingham 2.01.44: 3rd C. Ballard, Whitewater Racers 2.03.34: **K1 1000m** — 1st I. Ferguson, New Zealand 4.40.00: 2nd A. Duncan, Richmond 4.43.74: 3rd B. Greenham, Leighton Park 4.46.52: **K2 500m** — 1st Farrell/Hunter, Royal 01.48.18: **K2 1000m** — 1st Greenham/Ferguson, Leighton/New Zealand n/t: 2nd Haynes/Lawrence, Royal n/t: 3rd Gorman/West, Royal n/t: **K2 10,000m** — 1st Dimmock/Brown, Nottingham 43.23.91: 2nd Gorman/West, Royal 43.30.60: 3rd Mason/Harding, Nottingham 44.47.00: **K4 500m** — 1st Mason/Harding/Dimmock/Brown, OT 01.38.25: 2nd Burns/O'Connell/Watkins/Pringle, Ireland 01.38.95: 3rd Hancock/Duncan/Ballard/Harvey, Richmond 01.40.16: **K4 1000m** — 1st

Haynes/Lawrence/Williams/Fowler, Royal 3.43.03: 2nd New Zealand n/t: 3rd Hancock/Duncan/Ballard/Harvey, Richmond 3.43.88:

MENS CANOE: C1 500m — 1st W. Reichenstein, Irvine 2.14.04: 2nd K. Pereira, Richmond 2.24.85: 3rd S. Train, Fladbury 2.25.63: **C1 1000m** — 1st W. Reichenstein, Irvine 3.11.32: 2nd K. Pereira, Richmond 3.12.48: 3rd R. Glover, Windsor 3.27.78: **C2 500m** — 1st Bradford/Reichenstein, Exeter 2.08.43: 2nd Train/Saunders, Fladbury 2.10.72: 3rd Gohar/Bull, Leighton Park 2.31.21: **C2 1000m** — 1st Bradford/Reichenstein, Exeter 5.00.16: 2nd Train/Saunders, Fladbury 5.05.17: 3rd Bull/Royal, Royal n/t: **C2 10,000m** — 1st Bradford/Reichenstein, Exeter 49.53.18:

WOMENS KAYAK: K1 500m — 1st L. Perrett, Leighton Park 2.32.77: 2nd A. Crawley, Newham 2.37.96: 3rd S. Hornby, Whitewater Racers 2.38.41: **K2 500m** — 1st Perrett/Peacock, Leighton Park 2.07.03: Smithers/Wetherall, Richmond 2.09.80: 3rd Money/Harding, Nottingham 2.12.70: **K4 500m** — 1st Wetherall/Smithers/Perrett/Money, Richmond 1.54.81.

WORLD CHAMPIONSHIPS SELECTION

The British Team for the World Championships to be held in Belgrade over the period August 10th/13th is as follows:

Mens K1 500m — S. Brown: Mens K1 1000m — no entry: Mens K1 10,000m — B. Greenham: Mens K2 500m — E. Farrell/T. Hunter: Mens K2 1000m — no entry: Mens K2 10,000m — C.

Ballard/M. Harvey: Mens K4 500m — no entry: Mens K4 1000m — A. Duncan/B. Hancock/C. Ballard/M. Harvey: Mens K4 10,000m — B. Haynes/ D. Lawrence/A. Williams/J. Fowler:

Mens C1 500m — W. Reichenstein: C1 1000m and 10,000m, C2 500m, 1000m and 10,000m — no entry. Womens K1 500m — no entry: Womens K2 500m — H. Peacock/L. Perrett: Womens K4 500m — F. Wetherall/L. Perrett/S. Smithers/H. Money:

Coaches: G. Cooper: D. Parnham: W. Machin:

In the above selections it is interesting to note that the BCU Selectors have followed strictly their published policy, in that only paddlers and crews with a chance of gaining a final would be selected. Thus there are no entries in the K1 and K2 1000m, the Womens K1, and only the C1 500 entered of the canoe events — our paddlers not attaining a high enough standard. What a change from the past Championships where we have had paddlers and crews doubled in events and others just going for the 'experience' . . .

NOTTINGHAMSHIRE BACK SPRINT

The Nottinghamshire County Council have now confirmed a degree of sponsorship for Sprint Racing. A sum of some £7,500 — towards expenses of the International Regatta, Equipment, and Training — has been confirmed. Also an on-going commitment of support towards the World Championships of 1981 has been confirmed. Such support is truly welcome.

Lower left: Farrell/Hunter of Royal Canoe Club — winners of the Mens K2 500m.

Lower middle: Steve Brown of Nottingham Kayak Club — second to Ferguson in the K1 1000m to take the British title.

Other photos showing the turns of the K2 10,000m.

Photos: Mike Clark.



wild water

A special meeting of the newly formed BCU Wildwater Racing Committee held in Nottingham at the beginning of July confirmed the proposed changes for re-organisation of British Wildwater Racing. The main details are set out below:

OBJECTIVES

- To improve the standard of those taking part in Wild Water Racing.
- To improve the safety of paddlers taking part in all Wild Water Racing Events.
- To encourage young paddlers to start directly in Wild Water Racing by organising races in lower age groups.
- To enable numbers to be limited by classes at events that in the future will be swamped with entries.
- To introduce a system of progression through classes from youth novice class to class A.
- Not to disrupt the present race system too much.

Implementation

- To design a class structure based on age and ability by:—
- Introduction of Youth Under 18 Class, Juniors Under 16 Class, and Under 14 Class.
- Introduction of Class A, B, C (Novice) for mens K1.
- Introduction of Class A for Womens, C1 and C2.
- Introduction of a Veterans Class at all ranking races.

K1 Men's Class A

Five annual ranking races on the Dee, Tryweryn, Usk and Awe. (Extra race to be rotated around the country each year where possible).

- Ranking list on points system taken from best 3 results. 1st place 100 points.
- Qualification from 1977/78 ranking list starting with 100 competitors.
- Revision of numbers, demotion etc. to be decided by the Executive at end of 1978/79 season.
- At a ranking class A race sufficient places must be reserved for all Class A paddlers, eg. first race 100. If still room on start list then this can be filled with Class B paddlers for an open event.
- The Team event at these races will be open to Class A and B paddlers.

K1 Mens Class B

- Seven annual Ranking Races — Dee, Tryweryn, Usk, Awe, Eden and Tay, North Wales.
- Ranking list on points system taken from best four results, 1st place 100 points.
- Qualification from 1977/78 Ranking list. Will include all paddlers with points less the first 100 who will be Class A paddlers.
- Promotion to Class A during season by winning a Class B event, plus a system of promotion at 1 per 20 starters or part thereof.
- Revision of numbers, Promotion-Demotion, etc. to be decided by the Executive at the end of the 1978/79 season.
- At a ranking Class B event enough places for all Class B paddlers must be reserved. If still room on the start list an open event for Class A and/or C paddlers can be run.
- Team events at these races open to those eligible for the individual events, but non-ranking.

K1 Mens Class C (Novice)

- All other races to have Class C status: Tyne, Tees, Wharfe, Swale, Wye, Dart, Nith, Royal Deeside, Tweed, Clyde, Teeth, Leny, Exe, Bedford, Ouse and any other new sites.
- All those not on the 1977/78 Ranking list will be Class C paddlers.
- Promotion to Class B by a win and a system of 1 per 10 starters.

● At Class C events Division C paddlers have priority and the event may include Open Event for Class A and B paddlers.

Womens C1 and C2

- All those on Ranking list (subject to review if it is considered some at lower end of ranking list are of poor standard) at end of 1977/78 season will from ONE Class A. eg. Womens A, C1A, C2A.
- Five annual Ranking Races (as for Men's K1 Class A).
- Ranking List to be decided on a points system. Winner 25 points.
- Numbers on the Ranking List will be reviewed at end of season — possibility of 2 ranking classes, as in men's K1 if numbers increase.
- At events which are ranking Class B for Men's K1 a non-ranking Womens C1 and 2 event will operate but only to those classed as A paddlers.
- Beginners in Womens C1 and C2 will start in Class C events and gain promotion by a win plus a system of 1 in 10 starters.
- New C2 crews start in the lower division of the two crew members.

YOUTH CLASSES

Under 18's

- Compete over same course as men at Class A, B and C event.

Under 16's and Under 14's

- Qualify by being below relevant age on January 1st of year concerned.
- Six ranking races (shortened A and B courses) but there to be a non ranking event at remaining races (again organisers being willing).
- Paddler stays in his age group for season unless he elects to paddle in higher age group. Once moved up an age group he cannot move back down again.
- Womens, C1, and C2, to be included in this system if there are sufficient numbers.
- It is hoped that a Youth Racing Class boat can be developed by either a manufacturer or individual for the under 16 and 14 paddlers.
- Courses for U16 plus U14, shortened:— Dee, Tryweryn, Usk? Wharf, Lower Tay, Clyde Goyt, 3 out of 7.

VETERANS

A Veteran Class — 35 years and over to be included in Class A and B events for paddlers of those divisional staltise.

ADVANTAGES OF SYSTEM

- Numbers not removed from popular sites.
- Beginners must start on generally easier courses and prove ability to gain promotion. Therefore, by the time they reach more difficult courses they should have gained experience.
- It will favour racing boats, without excluding slalom boats.

- A person entering a ranking event on time will be assured of his place as ranking A and B events will not be on same weekend unless site can really cope with the numbers.
- Provides a more graded approach to the sport.

REQUIREMENTS

- A records officer and ranking list compilers.
- All results to be forwarded to the above within 10 days.
- Results from all Class C races to be sent to ensuing B races. Results from all Class B races to be sent to ensuing A races.

PRIZES

- Prizes are awarded at the organisers discretion. It is expected that a full set will be presented at ranking races. If numbers are small however other division prizes can be reduced.

STATUS OF EVENT

- All competitions declared to be ranking or open and shown as such in the Year Book shall be held in accordance with the Wild Water Racing Rules of the British Canoe Union and shall be leviabie according to the rate set by the Wild Water Racing Committee at a general meeting.
- Ranking races are competitions organised by, or on behalf of, the BCU, whereby competitors gain points which are accumulated over a season in order to be ranked for the National Championships.
- Open Races are competitions organised by a club or clubs affiliated to the BCU or by an organisation outside the BCU and to whom a race permit has been issued. Levies are payable on all open events.
- Every club affiliated to the BCU shall announce its affiliation in its race advertisement and programme, and declare that the race is being held under BCU rules.
- Application for a race permit shall be made to the secretary of the Wild Water Committee. Such permits shall require:
 - a) Observance of the BCU Wild Water Racing Rules.
 - b) Inclusion of the words 'Under BCU Rules' upon all advance information issued in connection with the race.

PADDLER STATUS

- An amateur canoeist is one who practises the sport for its own sake and not for pecuniary gain. No person shall be considered an amateur canoeist;
 - a) Who has paddled for stake money, prize or wager.
 - b) Who has coached or pursued the practise of canoeing for pecuniary gain.
 - c) Who has received money or any other consideration for taking part in canoeing.- When a paddler is a member of two or more clubs he shall, at the first ranking event he enters in the season, have declared the name of the club in whose colours he will race that year in individual events, he shall throughout the season compete under the name of one club in individual team event.
- Entries for Team events other than from bona fide club entries will be ineligible for prizes.
- No club or individual member of the BCU may compete abroad in an event in which a Great Britian National Team is entered. Entry in other international events must be as individuals or club representatives and not as National or BCU representatives.
- Intention to invite a member of a foreign club to compete within the UK should be notified to the WWRC Secretary.

RULES

OBJECT:

The object of Wild Water Racing is to demonstrate a competitors mastery of his boat in fast moving white water while racing

a prescribed course in the shortest possible time.

Races held on courses of less than grade three difficulty are designated river racing.

COMPETITORS:

Wild Water Racing is open to members of the British Canoe Union and by invitation to members of other Federations.

An entry form must be completed for each competitor, and separately for each team.

The correct entry fee must accompany each entry.

The competitor must enter his appropriate class.

Any competitor entering in an age category must state his date of birth.

If a competitor wishes to receive start sheets and a result list he must enclose a large stamped addressed envelopes for those purposes.

If a competitor was promoted during the season he must state at which event promotion occurred.

A competitor must enclose his current BCU membership card with his entry or enclose a photocopy, in order to provide proof of his membership.

The side of the membership card photocopied shall be that containing the name, address and BCU number of the competitor.

Entries for ranking events must be received by the organisers 12 days before the event unless the organiser arranges otherwise with the committee.

CLASSES

INDIVIDUAL

K1 men, C2 men, K1 women, C1 men, C2 mixed.

TEAMS

3 x K1 men, 3 x C2 men, 3 x K1 women, 3 x C1 men, 3 x C2 mixed

BOATS

DIMENSIONS

All types of K1.

Maximum length of 4.5 metres minimum width 0.6 metres.

All types of C1.

Maximum length 4.3 metres, minimum width 0.7 metres.

All types of C2.

Maximum length 5.0 metres, minimum width 0.8 metres.

Rudders are prohibited on all boats.

Boats shall not be lengthened or widened to the required dimensions by use of wooden additions or similar means. The boat shape must remain as designed and within the required dimensions.

Kayaks must be propelled by double bladed paddles, canoes (C1 & C2) must be propelled by single bladed paddles.

Boats may only have a single hull, with a single bow and single stern.

Boats, accessories and clothing may carry the same trademarks as the corresponding articles on sale to the public. In any event these symbols may not exceed the size of 20 x 5cm on boats, and 10x3cm on paddles and may only appear once.

Signs or trademarks on equipment shall not be reduced to the prescribed dimensions by the addition of tape or by similar means.

If the name or the insignia of the club is applied to the boat, it is also subject to the same size restrictions mentioned in previous paragraph.

National emblems may be used without size restrictions.

Any boat or accessory that does not meet the above may not be accepted.

Each competitor is responsible for his own equipment.

SAFETY MEASURES:

All boats must be made unsinkable and must

be equipped at each end with a handle secured no more than 30cm from the bow and from the stern.

The following are considered as handles; Loops of rope, rope with toggles or rope running from bow to stern.

The handles at all times must permit easy insertion of the hand to grab the boat.

Rope must be at least 6mm in diameter.

The taping of handles is not permitted.

Each competitor will be required to wear a safety helmet and a buoyancy aid, unless otherwise stated by the organisers.

The buoyancy aid must support a legalised 6kg weight when immersed in water.

The boat must float to the surface when filled with water.

Competitors must be able to free themselves immediately from their boat at all times.

Each competitor should remain on the water at the finish after his run to ensure the safety of the next paddler.

OVERTAKING

Any competitor caught by another competitor shall allow the overtaking boat free passage if the overtaking competitor shouts 'WATER', or risks disqualification.

TEAM EVENTS

This is a joint run by boats of a class forming a team, they run together starting line astern and the time is taken from the start of the first competitor to the finish of the last.

The order in which the boats start or finish is optional and can be varied throughout the run.

Team members are free to assist each other in every way including helping a member to right himself, they can also lend him a paddle if he has broken or lost his own, but assistance is not allowed after a team member has crossed the finishing line.

Team members must finish within the span of 15secs or the team is disqualified.

LOSS OR BREAKAGE OF A PADDLE

When a competitor breaks or loses his paddle he may only replace it with the extra paddle carried on his boat. (Except as in previous paragraph).

DISQUALIFICATION AND ELIMINATION

A competitor who attempts to win a competition by irregular means or breaks the rules or who contests their validity is disqualified from the competition.

If a competitor is forced to break the rules by the actions of another person, the jury decides if he will be disqualified or not from the competition.

If a competitor starts in a boat which does not conform to the rules he is disqualified.

A competitor who is not ready to start as scheduled can be eliminated from the run.

A competitor who accepts outside assistance during his run may be disqualified.

Each of the following is considered to be outside assistance:

Any aid given to the competitor or his boat. Giving, passing or throwing a spare paddle to a competitor, or his original lost paddle.

Directing, pushing or placing in movement a boat by anyone other than the competitor himself.

Giving directions to competitors by means of electro-acoustic apparatus or radio - telephone.

Crossing the finish line upsidedown eliminates the run, the boat is considered upsidedown when the trunk and head are completely under water.

RESCUE OF A COMPETITOR IN DANGER

Since Wild Water Competition is as much contest against the elements as against other

competitors, it is required that any competitor finding another who is or maybe in danger must immediately render him rescue assistance on pain of disqualification for life.

LIABILITY

In all cases competitors compete at their own risk. Neither the organiser, the BCU or the ICF can be held responsible for the injuries or material damage sustained during the race or on the competition course.

REGULATIONS FOR ORGANISERS

ORGANISER

The person named in the year book or any race literature as the organiser of the event should be prepared to answer correspondence in connection with the event and will be held responsible for dealing with the entries and with the results.

COURSE

Wild Water. The course shall be at least 3km in length and part of it must be at least grade 3 difficulty.

River Racing shall be up to grade 3 difficulty.

The course must be navigable throughout, ie. there must be a route where a boat may pass without touching the bottom.

Dangerous passages may be marked with gates to indicate the correct channel.

Portages are not allowed.

ENTRIES

Entries may be refused if they lack the correct entry fee, which do not have any proof of BCU membership or which are in the incorrect class.

Late entries will only be accepted from newly promoted paddlers.

START ORDER

Starts take place in categories, it being understood that the fastest categories are always started first.

In individual categories the starts are separated by at least 30 seconds, and preferably by 1 minute.

In team categories starts are separated by at least 1 minute, and preferably by 2.

The start interval must remain the same for the entire competition, individual and team events being separate.

SEEDING

The order shall be seeded with the fastest person starting last, all available information shall be used ie. previous ranking and previous results. Paddlers should quote their previous ranking position or race promoted.

START SHEETS

The organiser must send receipts if requested and a programme or start list to all entrants who have sent envelopes for this purpose and whose entries are on time.

THE EVENT

The event must be run to the published times. In the interests of the sport prizes must be awarded for all classes.

START LINE:

This is a line clearly marked on both sides of the river.

START

Starts may be directly upstream or directly downstream. Angled starts with respect to the current direction are not permitted.

Each boat must be held at the starting position until the start by an assistant to the starter.

Only standing starts are permitted. In team runs the boats start one after the other.

Continued on page 29

I.C.F. NEWS

We regret that again this year we have failed to receive the results of all international competitions, as required by the competition rules. However, we have received quite a number of them through the teams of the Deutscher Kanu-Verband which took part in the competitions, and — because they will be of special interest to the national associations just now before the World Championships — have been sent out in Bulletin 4/78 (two issues of the ICF Bulletin have been sent out in late June and early July due to a mass of material).

Arising from this I ask all members of the Board and of the national canoe associations to send their important and any interesting news items for publication in the ICF Bulletin, to my address in Duisburg (H.E. Vesper, Am Muhlenberg 19, D-4100 Duisburg 1, Federal Republic of Germany.) and, if appropriate to the content of the news item, to send a copy to the General Secretary in Florence.

A Bulletin is only worthwhile if it is relatively up to date. Delays due to printing and translation in Great Britain and Belgium cannot be avoided, so we have to dispatch the various language issues consecutively.

Again I ask regional associations and clubs not to send me notices of international events of any kind, either competition or touring. All correspondence must be transmitted through the national associations. Official international fixtures require the approval of the Chairman of the relevant ICF committee, and other events will no longer be published in the ICF Bulletin. H.E. Vesper,
Editor, ICF Bulletin

(Note: Dates of international or major national events from any country, whether recognised by the ICF or not, amateur or professional, will always be published in 'Canoeing Magazine' if information is supplied. Direct to: Canoeing Magazine 19 Main Street, Hemington, Derby DE7 2RB, England.)

JONQUIERE COMPETITION

As long ago as Bulletin 1/2 1978 we reported in detail on the preparations for the Pre-World Championships at Jonquiere in Canada (Slalom and Wildwater).

A number of teams are still encountering difficulties in regard to flights and connecting transport on to Jonquiere, since even at the end of June the official agents for Air Canada dealing with APEX tariffs, could only offer expensive flights to Ottawa, and the boats themselves could not be included in the baggage. It is hoped that the

reductions for flights and other transport indicated by the Canadians in their circular dated March, 1978, and in the Minutes of the ICF Slalom and Wildwater Committee, will be realised in 1979, otherwise we might very well not have the best competitors at the start, but rather, the representatives of those canoe associations able to meet the cost of the journey.

For the rest, the Organisers in Jonquiere, who have obtained larger offices at the address below (already published in Bulletin) and have, since March, dispatched a series of information leaflets, including a detailed guide to the North coast of Lac St-Jean Saguenay.

Organising Committee of the World Championships of Canoe/Kayak 1979 Inc., 555, Route 170, Mail 170, Jonquiere, Quebec G7S 4L1, Canada.

This year at the Pre-World Championships there should be some four hours of television coverage of the competition, but for 1979 a complete transmission of the World Championship events, up to 12 hours live, is expected.

In 1979 they are counting on the participation of 24 associations with some 550 competitors.

WORLD CHAMPIONSHIPS 1981

As can be gathered from the Minutes of the latest meeting of the ICF Slalom and Wildwater Committee, Australia has applied for the right to organise the 1981 Championships, as well as Great Britain, even though they were firmly awarded to Great Britain at the last ICF Congress.

CANOE SAILING

According to the Minutes of the ICF Sailing Committee, its Chairman last year was able to establish closer relations with the American Canoe Association, and production of the One Design Canoe has now begun there based on a mould imported from the German Federal Republic. Chairman Arthur Neveling is also in touch with the canoe association in Hong Kong and Italy, where canoe sailing is reported to be officially introduced and fostered.

The Swedish Canoe Association is making an application to the ICF Congress in Belgrade for official ICF approval of its Junior Sailing Canoe. It believes that with this canoe more young sailors can be attracted to the sport.

CANOE TOURING INTERNATIONAL CRUISES

In the ICF Bulletin 1/2 1978 we published all the international tours known to us and also included international tours not previously known about or recognised by the ICF Touring Committee (complete list published in Canoeing Magazine number 15). Without doubt many canoeists have

taken part in these 'unofficial' international tours, have had a good time and formed new friendships with the other paddlers.

Nevertheless, in accordance with the regulations of the ICF we must in future omit from our list any tours which have not been sent in by the national association concerned (*Applies to ICF Bulletin — not 'Canoeing Magazine'.*)

There is a particular problem with cruises in Italy, because the best known of the Italian canoe tourers, Guglielmo Granacci, last year left the official Italian Canoe Association and the Milan Canoe Club and founded another association which is distributing a great deal of promotional material on international canoe touring, and also putting forward comprehensive programme.

According to the Statutes of the ICF only the Commissione Italiana Canoe under its President Dr. Virgilio Forte and with headquarters in Rome, is recognised as a member of the ICF and this new body calling itself the 'Federazione Italiana Canoe Fluviale' with headquarters in Milan and directed by Mr Granacci is not eligible for membership of the ICF.

From 1980 we shall try to provide the national associations with information on International Tours by the end of the previous year so that they can publicise them in their journals and help their members to plan their holidays in good time.

WATER TOURING CONFERENCE

The Secretary of State for Touring in Spain devoted his second national assembly to the subject of water touring, and Mr Juan Laredo, member of the Spanish Canoe Association contributed a lengthy paper on the theme 'Canoeing in the framework of Water Touring'. The conference took place June 10th/18th in Galicia and its aim was to encourage water tourers to spend their holidays in Spain.

CANOE MARATHON

The initiative taken in 1976 by several national canoe associations, in particular in Scandinavia and Great Britain, to introduce marathon racing into the official competition programme of the ICF, has been carried further by a Working Party under the Chairmanship of the Board Member John W. Dudderidge. A Report from this Working Party is included in the documents for this year's Congress, at which a decision is to be taken on which of the existing committees this discipline of Canoe Marathon shall be assigned.

This season three International Marathons made up the 'Europa Cup Series', these being Nottory Rundt: Richmond Marathon: and Tour de Gudena.

Apart from these, the New Zealand Canoe Association has informed us that an international canoe marathon will be organised in March 1979 over a course of 40km on open water.



PHOTO EXTRA

The French crew Masson/Genestier competing the C2 10,000 metre event at the Nottinghamshire International Regatta.

Photo: Mike Clark.

letters

Letters of comment, praise, abuse, or disgust, always welcomed. Address to - Editor, Canoeing Magazine, The Chapel, 19 Main Street, Hemington, Derby DE7 2RB.

I CAN'T AGREE

Woodendale Cottage
Maer Hills,
Baldwins Gate,
Newcastle-under-Lyme
Staffs.

Dear Editor

re Hilary Peacock's MBE

The news of Hilary's MBE came as somewhat of a surprise. If an award was to be made to the sport, then I can think of many people whose efforts appear to be far greater than Hilary's. However, if an award was to be made to a woman competitor, then Pauline Goodwin's achievements in the sport appear to outweigh Hilary's

Hilary Peacock

1. Member of British Team since 1974.
2. Slalom — non starter.
3. W.W.R. — National Champion twice since retirement of P. Goodwin.
4. Sprint Racing. Held two National Championship Titles in 1976 with P. Goodwin (K2).
5. W.W.R. — Competed in 2 world Championship events.
6. Competitor in Montreal Olympic Games 1976 with P. Goodwin (K2).
7. Won International Medals in W.W.R.
8. World Champ. medals: Indv. Bronze Team Gold with P. Goodwin & P. Mitchell.
9. Long Distance — No significant results.
10. Expeditions — Nil.
11. Other achievements. Member of B.C.U. Council 2 years and W.W.R. Executive. T.V. and press publicity.

Pauline Goodwin

1. Member of British Team 1966 — 1976.
2. British Slalom Champion twice, plus British Open Champion.
3. W.W.R. — National Champion retired unbeaten after eight years.
4. Sprint Racing. Held five out of six National Championship Titles in 1976 two with H. Peacock (K2).
5. W.W.R. — Competed in 5 World Championship events.
6. Competitor at Munich Olympic Games 1972 and Montreal Games 1976 with H. Peacock (K2).
7. Won medals in Slalom and W.W.R. at major internationals.
8. World Championship medals: Indiv. Silver Team Gold with H. Peacock and P. Mitchell.
9. Long Distance — National Champion 1968. First woman (from Britain) to win Danish Marathon, Tour de Gudena, 37 Miles, 1976.
10. First woman in the world to canoe down Colorado River through Grand Canyon 1971.
11. Other achievements. *Only* British Canoeist out of male or female to have represented Great Britain in the four disciplines of the sport ie. Sprint, L.D. Slalom and Wild Water Racing. Founder member of Stafford & Stone C.C. Currently coaching with West Midlands Centre of Canoeing Excellence. Third place (overall) in Europa Cup. T.V. and press publicity.

The reason I have written the above is because I have been under great pressure from so many people in the sport who felt that injustice had been made and as a result, I felt compelled to put pen to paper.

Jon Goodwin.

Copies to:
White Water.
Canoe Focus.
Canoeing Magazine

CANOEING MAGAZINE — GREAT!

Many thanks for a super issue of 'Canoeing Magazine'. The July issue number 17 is certainly one of the best yet — coverage of competition in both sprint and rough water, a splendid feature on the Cape Horn Trip, plus other Expedition News, a continuation of the North America Series, Conservation News, Trade News and other interesting items — making for a readable issue balanced across a number of aspects of our sport. What a contrast with 'Canoe Focus' (which at present must be the best advertisement for taking out a subscription to 'Canoeing Magazine'!). Please keep up the good work, your format is just right.

Yours sincerely,
A. Burns,
Bournemouth.

Thanks for the nice comments, but I am never content with the way the magazine's looks, there is always room for improvement and some way to go before I will be pleased with it. Ed.

CAN'T WIN 'EM ALL!

I've just sent off my subscription to 'Canoeing' for another twelve issues. In doing so I was forced to dwell on the last twelve issues of 'Canoeing'.

Firstly I'd like to say that I have enjoyed the magazine. However a few things have sprung to mind, which have often nagged me in the past when opening my new edition of 'Canoeing'.

The first thing that always strikes me is how behind the news is. Reports of competitive events are generally months out of date. The Devizes-Westminster took place in March, yet it only made the June issue. I find this incredible — how could the national daily's give it a report the same weekend it took place amongst all their other varied news, and yet 'Canoeing' take three months? This seems a consistent problem and was definitely not an isolated case.

The second thing that always comes to mind is the lack of reports (and pictures) of competitive events. Granted you usually manage to cover at least one major event — but there has usually been more than that. Some editions cover no events at all in any significant way, except for BCU handouts (*you got to be joking! Ed*) to which any BCU Member has access and which are often duplicated again in 'Canoe Focus'.

I am a racing canoeist and so obviously would like to see more space devoted to the coverage of both sprint and marathon racing. However, in some ways I have not that much to complain about. The coverage of slalom events has, in the past, been negligible.

So please, could we have more sports coverage — in the style of the commendable 'Canoeing Magazine'. I appreciate that many people involved in canoeing do it for no competitive purpose — but there are a lot that do and I am sure they would like to see that side of canoeing better represented.

Well that's my view anyway.

Otherwise I always look forward to my edition of 'Canoeing' — so keep up the good work.

Yours sincerely,
Tim Gould,
Chiswick, London

Well at least you have renewed your subscription, so things can't be that bad. As for the comments, the magazine is now virtually on a monthly basis and news must become more up to date. However, we do have cut-off dates and where events fall four or five days after this the time lapse may well be eight weeks before publication. The issue that covered Devizes carried a cover date of 'June' and on the face this may seem a very long time when events covered included the Oxford Marathon (first week in March), Devizes-Westminster (last weekend in March), Training Squad Weekend (last weekend in March), and Fleet Rally (middle of April). But, editions are pre-dated by a month, the issue cover-dated June appearing in the middle of May. The

'July' issue appeared in the middle of June and carried reports of the Spring Regatta (first week in May), North/South Tyne Rally (first week in May), and Tryweryn Weekend (second week in May) . . . a time lag of five weeks and about the minimum possible. (Nothing compared with some overseas readers where the magazine takes anything up to two or three months to reach them after publication . . .!)

As for the coverage, I try to get a full view over our sport, but with a little cut back on the competitive side when compared with the old 'Canoeing Magazine'. Our magazine now goes to many open outlets and is attracting paddlers who have no links with competition or clubs — thus the magazine must be of a general appeal and not heavily bias towards competitions. (I tried a virtual competitive magazine with the old 'Canoeing' and it did not make me a fortune!) However, there was good coverage on the International Regatta in the last issue . . . should have pleased . . . Ed.

canoesport diary

SEPTEMBER MARATHON

3rd — Worthing, Tier 3
17th — Soar, Tier 3
Scouts, Adur, Tier 4
23rd — Sudbury, Youth, Tier 4
24th — Pangbourne, Tier 3
Yorkshire Derwent, Tier 4

SLALOM

3rd — Marple, 4th
Glasshouses, Novice
Pulteney Weir, Novice/Open
Ironbridge, Open
10th — Whorlton, 3rd/4th
Castlefields, 4th/Novice
Teviot Bridge, 4th/Novice
17th — Matlock, 3rd
Howsham, 4th/Novice
Duckmill, Novice
24th — Serpents Tail, 1st
West Tanfield, 4th/Novice

SURF

3rd — Welsh Championships, Abervon
10th — National Championships, Bude

OCTOBER MARATHON

1st — Wey, Tier 3
7th — Sheffield, Tier 3
8th — Longridge, Tier 3
Garstang, Tier 4
Yare, Tier 4
Heybridge, Youth, Tier 4
15th — Kennet River, Tier 3
22nd — Avon Descent, Tier 3
Sidcup, Scouts, Tier 4

SLALOM

1st — Shepperton, 4th
Pontrilas, Novice
8th Llangollen Town, British Open
15th — Builth Wells, 2nd
Potarch, 3rd/4th
Carlisle, 4th/Novice
22nd — Llandyssul, 2nd
Darley Abbey, 4th
Comrie, 4th/Novice
29th — Dedham, 4th/Novice
Welsh Championship

SURF

1st — Northern Coach. Competition
15th — Cornish Championships

Winning the women's K4 Holme
Pierpont.

EVENTS & COURSES

SURF CHAMPIONSHIPS

The Cornish Surf Canoe Championships will be held at Sennen Bay (near Land's End) over the weekend October 14th/15th. Details and entry

forms on receipt of s.a.e. to: Mrs P. Meardon, 9 Spencer Close, Carbis Bay, St. Ives, Cornwall.

GENNEPER MOLEN

An International Canoe Slalom will be held on the Dommel in Eindhoven over the weekend of September 16th/17th. Events are open to K1, C1, and C2 of all divisions. Rough water is artificial and of Grad I-II. Events will include a night slalom for teams only (sounds like a fun-weekend!) Entries at soonest date to: Joop van Brink, Smetanalaan 29, Eindhoven, Holland. Telephone: 040-512273.



CANOE NORTH AMERICA

**BOB PERKINS and BERNIE PEYTON
TAKE ON THE ARCTIC TUNDRA BY
CANOE**
photographs by courtesy of
OLD TOWN CANOE COMPANY, USA

**Starting on June 20th and ending on August 27th,
Rob Perkins and Bernie Peyton travelled in an Old
Town wood and canvas canoe across the Canadian
barren lands, from Great Slave Lake in the North-
west Territories to the Polar Sea at Chantrey Inlet . .**

For six months we researched our trip that would take us to the treeless land during the short enchanting arctic summer where sunlight is present twenty-four hours a day. Our trip followed a route in the history and discovery of the Northwest Passage, the most colourful and exciting drama of 19th century North America.

In 1834 an irrational man driven by an intense curiosity left England for the little-known region of the Canadian Tundra. George Back had been commissioned by the Admiralty to travel down a legendary river in the hopes that the river's mouth would be near Captain John Ross, who had been missing for three years in the Eastern Arctic. Back spent the winter of 1834 at Fort Reliance after canoeing from Montreal to Great Slave Lake and travelling an additional 400 miles to survey the headquarters of a river the Indians called '*Thlew-ee-cho-dezth*' meaning Great Fish River. The following spring Back and ten men sledged a 30 foot boat some 200 miles across black ice to Sandhill Bay on Aylmer Lake, and carried it to the headwaters. During the month of July Back's party ran no fewer than 83 set of rapids, often carrying the 5000 pounds

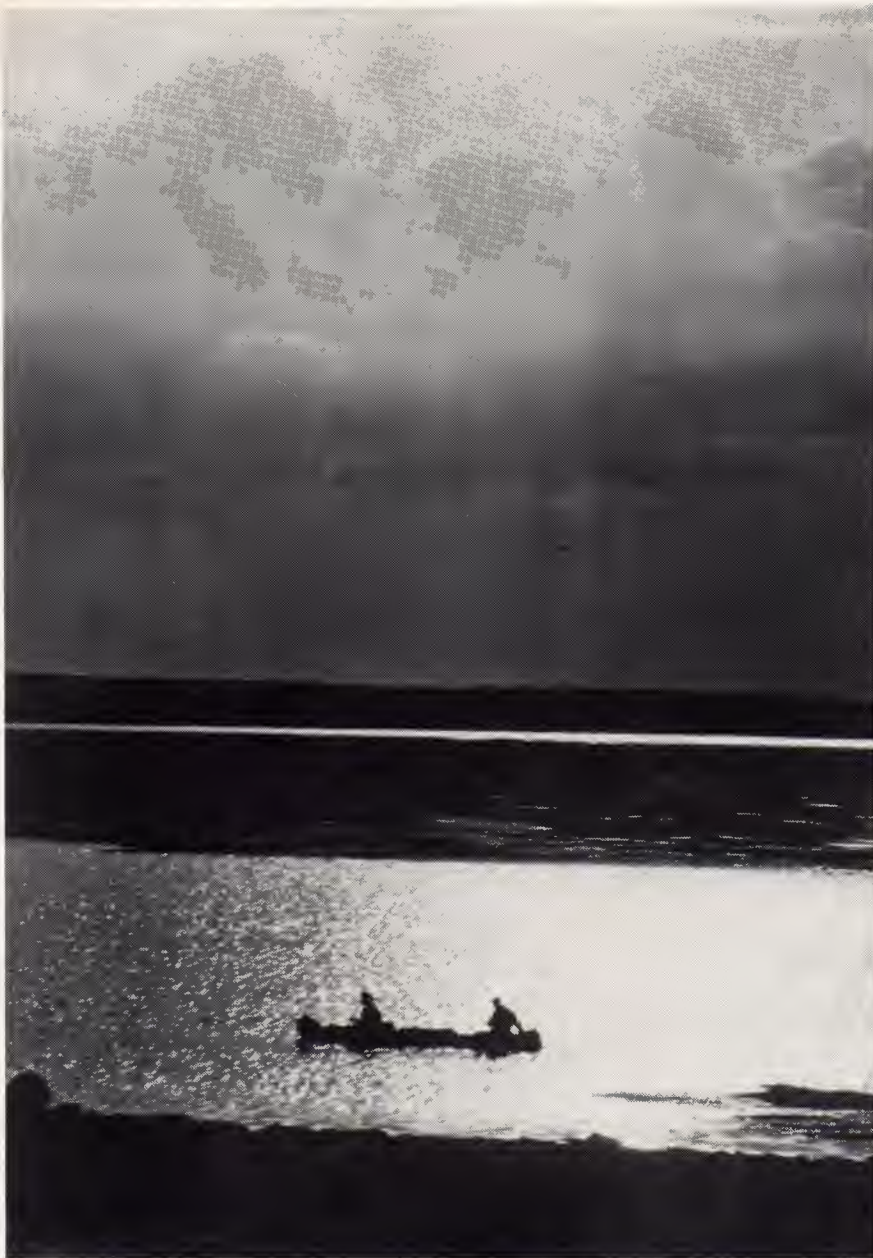
of gear around them to lighten their heavy clinker-style boat, and navigated enormous lakes which defied even our efforts. The party made their way to the Polar Sea in miserably cold weather. After mapping short sections of the arctic coastline, the expedition turned around and went back the entire 850 miles to Fort Reliance before the winter freeze up . . .

Our journey down the Back River was through as unspoiled a wilderness as George Back described in his journal. We were privileged to stay for the entire summer season, absorbing the rapidly changing mood of the tundra, and the excitement of the river's growth. The first two weeks of June we drove 4000 miles from Boston to Yellowknife, the capital of the Northwest Territories, and then with our canoe lashed to the floats of a twin engine otter, we flew to Fort Reliance and began our trip at the still standing chimneys of George Back's winter camp. Immediately we were greeted by thousands of black flies and mosquitoes, the cursed little beasts becoming our constant companions. At this point in the trip the bugs were dying in the cold air above the ice, the trout and gaegers gobbling them up by the

handfuls . . .

Most of the 200 miles we paddled to reach Sandhill Bay was beset with thick pack ice. It became a game to try and guess which way the wind would blow the thick floes, and take advantage of the narrow zig-zag course between them. Many times we would become trapped on shore, compelled to portage to a narrow section and chop through it, clearing a channel by pushing the chopped sections of ice under the rest of the floe with our paddles. On June 30th we waited until the wind abated at midnight while the sun settled low on the horizon, sending long shadows across the ice field like glacial striations. Paddling in the soft twilight, we made a three mile crossing from an island, escaping to the western shore of Clinton-Golden Lake by way of a narrow lead, the only one of several miles.

On our way up to the Back River we were amazed by the abundant wildflowers nourished by the melting permafrost. Peregrin falcons and osprey wheeled overhead while ground squirrel and lemming scurry about the lichenous boulders. On our country's 200th birthday we witnessed dazzling rainbows and a pair of falcons



protecting their nest from the ravenous attacks of a large marsh hawk. These magnificent birds thrive in the north, whereas they have been virtually wiped out elsewhere. We are reminded that our country is threatened daily by elements which erode the curiosity of man and the environment which enhances his vision.

On July 6th we portaged a short quarter mile from Aylmer Lake to the headwaters of the Back River. It is hard to imagine that the shallow rock chocked stream bubbling out of Sussex Lake is the small beginning of one of the four largest waterways in northern Canada.

The weather for the whole month of June and most of July was so glorious it was hypnotic. We settled into a rhythm of rising early and paddling an hour before breakfast, travelling anywhere from 15 to 18 miles a day. This gave us plenty of time to explore, fish for huge trout, and stalk the musk ox, the imperial quadruped of the north. Whenever we found ourselves walking along the banks we would gather the dead branches of the dwarf willow, the only wood available for our cooking fire. A three day supply was often reserved in a cloth bag for baking purposes. It would be hard to single out any one day as a highlight. One day we came across a herd of musk ox, who upon sensing our presence, formed a circle around their young while scraping their horns on the ground as a warning. The next day a white wolf accompanied us for a mile, soon to be forgotten when we were attacked so badly by bugs that we were in fear of choking. I swung a pot over my head and filled it to the brim with black flies! Every day we would take the fly rods to a pool below the rapid we had last run, and would be

Left: A moment of calm on an early morning paddle.

Bottom left: One of the many 'inukshuk' or totems.

Bottom centre: A product of the Great Fish River.



solidly attached to an enormous trout within a few casts. The Great Fish River deserved its reputation.

By the middle of July the river had grown to a healthy size with standing waves and back eddies large enough to put an end to dry living. We carefully scouted each rapid set, fully aware that a mistake could see us floundering in a 42 degree bath, 300 miles from the nearest settlement. Admittedly there were a few times when our judgement was off and I'm sure that if we hadn't taken the added precautions of snapping on a $\frac{3}{4}$ length spray deck we would have dumped. The fact that we didn't swamp or damage the canoe is as much a function of our better senses as it is due to a superbly built boat designed to handle all the conditions we had to put it through. On a trip such as this, one can not afford to have the slightest doubts about your boat.

As potentially dangerous as rapids, the lakes in the middle of the Back River can experience a sudden wind, while only moments before they were as smooth as glass. The low lying land and the vastness of the water with long bays running north and south presented us with navigational problems which could only be solved through common sense. Compass declinations are over 30 degrees and the variance is undependable. The last day of July we became mightily confused having gone 10 miles out of our way to the opposite shore we thought we were following. It took us the better part of the day to figure out our dilemma and find the island we were looking for. The wind picked up dramatically and we retreated to a hasty camp on the island. By the early afternoon our tent buckled under the 30 knots, the right pole had broken. We moved the tent and gear four times in the next three days, unable to leave the vicinity of camp. The paddles and fishing rods were lashed to the tent poles for extra support and great boulders were placed on the tent pegs. The month of August witnessed a change in the weather and in our rhythm of travel. We were now compelled to find shelter from the wind. In this predominately flat country we sometimes walked a quarter mile over huge boulder fields, to set up camp at the base of a rock wall. The canoe and wanagans were then placed around the windward sides of the tent for added protection.

The last days of July also brought something new into our world that we were to see almost constantly for the remainder of the trip. We had entered the former domain of the Ualiakliit and Hanningajuqmit Eskimo. They left behind the totems, made by standing a long rectangular rock on end or placing a rock on top of another. These totems or 'inukshuk' are multi-functional. They serve as cache markers and as decoys during the caribou hunt. The migrating caribou would alter their course upon seeing the man-like form of the inukshuk and be persuaded to walk up a valley where the hidden hunter waited with his spear. The most interesting use is



Above: The portage from Aylmer Lake to the Back River headwaters.



Left: Scouting a set of rapids.

Below left: A tranquil stretch of water.



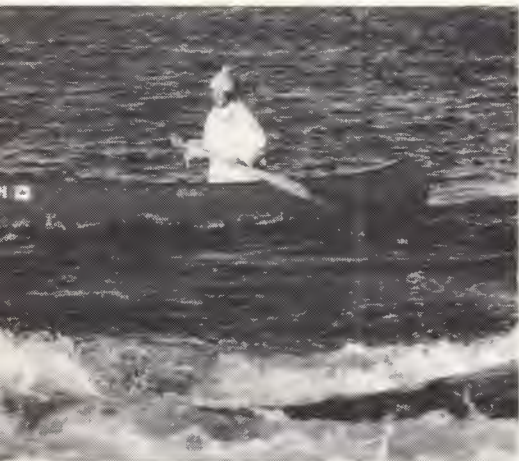
Bottom:: Arriving in Fort Reliance from Yellowknife.

Below: A potentially dangerous lake in the middle of the Back River.

Far right: Carrying the canoe through the vastness of the tundra.

Right: A very scenic navigational problem.





brought out by Jean Briggs in her book, *'Never in Anger'* chronicling the 17 months she spent at the mouth of the Back River with the Utkuhikhalingmuit in 1962. She points out that loneliness is the worst sufferable condition of the Eskimo, curable up to a point by the building of rock friends and relatives. Eskimo tent rings were also seen in great abundance. We would see them high above a rapid where the hunter has the best view of the caribou. The ring is made up of the boulders which secured the bottom edge of the tent against the wind and dogs. Should the tent be left open, the Eskimo dog would enter and eat every last piece of clothing and bedding.

The lakes narrowed down once more, the flat land rose and the river quickened its pace toward the Polar Sea. Many large rapids characterised the last three weeks of travel. The once green meadows became parched, the short fall

season sprinkled the earth with berries and the cranberry leaves turned a brilliant crimson.

On August 9th we awoke to our first snow and decided to portage the rest of Rock Rapids to warm up. Gaggles of geese and a few swans flew south, the gales not far behind them. In quick succession we passed through Sandhill, Wolf, and Bromley-Calder rapids. The inukshuk became more numerous, standing like sentinels along the high banks of Sinclair Falls, and most notably along Franklin Lake as we entered the River's estuary. In a land where there may be one inhabitant for every thousand square miles, man's presence pervades in these totems. We had the impression of being constantly surveyed.

The weather deteriorated. Snow began to stay on the ground. The month of August also saw us cooking in the tent on a primus stove, wood having become extremely scarce and the wind too strong for a fire. We crossed the Arctic Circle on August 16th and headed for the last sets of rapids that were to be amongst the most challenging of the entire summer. The last rapid we shot several times going both directions. Our map had run out some thirty miles back up river; we had at least a day's paddle to reach a nursing station built by the government in 1958. The Eskimos were suffering from respiratory ailments brought by the white men (Kaplunas). As we approached the last set on August 25th we noticed tide going against us. The rapid was actually a shallow rockfield with a tidal factor thrown in. The wind was a good 20 knots, it was snowing and freezing cold. Like our predecessors we reluctantly, but wisely, let nature tell us to find camp and wait the storm out. To do this we were compelled to go back five miles, shoot the rapid again going up river, and camp underneath a hummock, behind one of the only sheltered spots we had seen that day. We awoke to high winds and snow the following day. Both banks of the river looking like a weathered caribou antler, contrasted by the pale green river and black rocks. Hands and feet numb, we snapped on the spray deck and paddled toward the tidal rip, the tide now going our way. Our doubts of safety were well awakened, as the bow reared up, my paddle searching for a stroke in the trough. The river met the tide resulting in large breakers. There was no turning back. It was exhausting. We paddled on in silence, listening to the whisper that howled in the minds of the early explorers, driving them beyond the limits of common sense, to make their peace with the God within. Two hours of hard paddling and we were free of the current. During that time our world had closed in to the next wave, the next stroke, and the team. The same day we arrived at the nursing station and left our trip notes in a large cairn a mile inland. Robby figured out how to create the tundra's first jelly donut using one of his socks and the funnel for the primus stove. We were highly complimented by our pilots who devoured them on the return flight to Yellowknife. . .

MARATHON RACING



Mr. A. Earp manager S.W. Whitbread presenting 1st prize K1 senior.

EXE ESTUARY MARATHON

The revived Exe Estuary Marathon Race, sponsored by Whitbread and the Canoe Centre Ltd., was held on Sunday June 25th, and attracted an entry of just over 50 crews. The weather for the event was rainy to start with, but conditions brightened for the afternoon when the sun broke through cloud. The race started promptly at 11.00hrs after a short briefing from Dave Green. The start was of the Le Mans type with kayaks lined at the waters edge and paddlers having to run to their boats. However, high tide was at 11.13hrs so that the slower the paddler, the tougher it became — a number of complaints were received on this! The race of course is estuary from Dawlish to Exeter — the longer on the water, the harder the tide ran . . . The sponsors were quite pleased with this revival and, with an application for ranking status next season, it is hoped to attract a larger entry.

The results showed: **Senior K1** — 1st S. Missen, Bradford-on-Avon 1hr 33min 58sec: 2nd J. Wingfield, Richmond 1hr 39min 29sec: 3rd A. Worth, Exeter 1hr 46min 23sec: **Senior 'A' K1** — 1st J. Truran, Royal 1hr 32min 09sec: 2nd N. Clarke, Reading 1hr 33min 30sec: 3rd C. Vermaak, South Africa 1hr 38min 06sec: **Junior K1** — 1st G. Currell, St Austell 1hr 52min 11sec: **Womens K2** — 1st Valentine/Williams, Devon Police Cadets 2hr 58min 36sec: **Senior K2** — 1st Ralph/Speck, Bradford-on-Avon 1hr 32min 46sec: 2nd Anderson/Carpenter, St. Lukes 1hr 37min 42sec: 3rd Compton/Braddon, St Austell 1hr 39min 16sec: **Junior K2** — 1st Selwood/Selwood, Bradford-on-Avon 1hr 50min 42sec.

HASLER TROPHY

The Hasler Trophy positions at about half way through the Marathon Racing season shows the first ten placings thus: 1st Fladbury 67pts: 2nd Reading & Leighton Park 63pts: 3rd Nottingham 59pts: 4th Bradford-on-Avon 56pts: 5th Richmond 47pts: 5th Newham 47pts: 7th Royal 45pts: 8th Lichfield 37pts: 9th Gailley 29pts: 10th Leighton Buzzard 24pts.

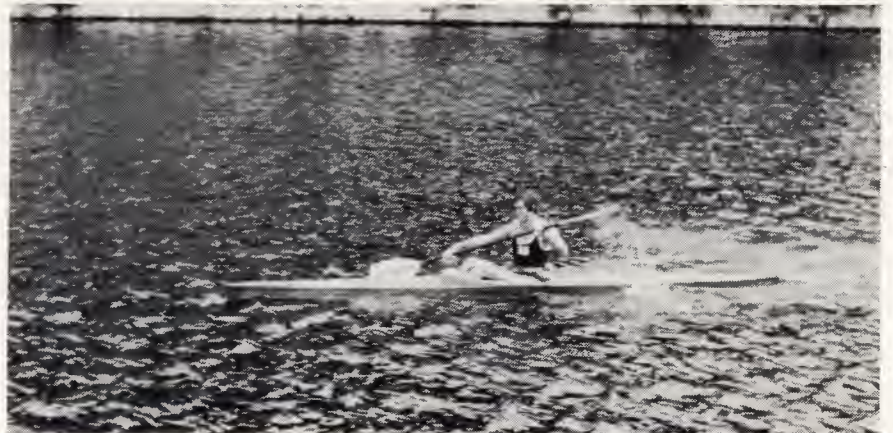
Positions are from points gained up to and including the Bath to Bradford Marathon held on June 11th.



Exe Estuary.



Start of Whitbread Dawlish Warren to Exeter Marathon.



Winner K1 Jerome Truran, Dawlish Warren — Exeter.



Prize winners Dawlish Warren — Exeter.

NORWAY 1978

Report from Jim Rossiter, Team Manager.

The Marathon Team that competed in the Norwegian Marathon Week, had a very successful trip, although the rain and windy conditions did make the racing particularly difficult.

The first event was an 18km sea race around the beautiful islands near Kristiansand. All our team paddled K1 and Jerome Truran, Nigel Clarke and Robin Belcher soon established themselves in the leading group with two Norwegians — Orheim and Ostby. This was the situation for most of the race, until a large motor-boat split the group at the 12km mark, leaving Truran to battle it out with the Norwegians. Orheim won the final sprint, but with Truran just a second clear of Ostby. Belcher raced into fourth and very close on the stern of Ostby. Richard Gautier won the Junior K1 class with Simon Melling third.

The next event a Lorwik was a race 20km around the edge of a fresh water lake. A strong wind blowing along the lake made conditions very difficult. Belcher took the lead right from the start and gradually increased it to win by 500 metres. Truran, Ostby and another Norwegian, Hvistendahl formed the group behind Belcher, and these were joined by Nigel Clarke at the halfway point. In a very close finish Ostby just took Clarke on the line with Hvistendahl fourth and Truran fifth, but with only seconds separating these four paddlers.

The Junior K1 race of 15km, was dominated by Melling and Gautier right until the halfway mark, when the latter had the misfortune to lose his rudder on some submerged rock. Melling went on to win the race comfortably.

The third event, from Drammon to Svelvik, along the Drammon Fiord, proved the most difficult to date. The start was on a fast flowing river, joining the fiord after 2-km. This caused some heavy standing waves which took their toll.

Again it was Belcher, Truran, Clarke and Ostby who formed the front group for the first 18-km, before Clarke fell behind. Belcher went for the line 1000 metres out and held on to win, with Truran taking Ostby almost on the line. Dave Smith and Brian Greenaway, improving all the time with training on the difficult water, were not far down, while Melling once again dominated the Junior event, with Gautier second.

The main event of the series, and the Europa Cup match, was the Nottoroy Rundt. A race of 32-km around the island starting and finishing at

Tonsberg. The event attracted full teams of 3 K1s and 3 K2s from Norway, Holland, Denmark, and Great Britain.

The race was paddled into a very strong headwind for the first leg down the island, causing very rough conditions, especially at the halfway stage where one-metre high cross-waves were experienced.

In the K2 event, a leading group of six crews soon established themselves. Three Norweigns, one Danish and two British crews of Smith/Shepard and Haynes/Truelove, the latter having damaged their rudder on shallow ground just off the start.

As the heavy water started to take its toll the leading group began to ship water — except for the British crews! They had planned well for the event and were using the new Hi-line Makker boat with footpumps, which enabled them to keep their boats dry. By the 15-km stage, all the other K2 crews were forced to stop and empty out — some even sank before they reached land! Brian Greenaway/Mike Kelly pulled through to the front at this point and established a 500-metre lead over Smith/Shepard. However, this lead was gradually reduced, and at the 26-km mark Smith/Shepard had caught up. Greenaway/Kelly held the wash and rested until the last 1000-metres, where they broke away again to win in a new record time, a performance which really staggered the organisers in such conditions. Truelove/Haynes were just caught on the line by Orheim/Opsahl.

The K1 race again followed a familiar pattern from the start, with Belcher, Truran, Ostby being joined by Hvistendahl and Stige — the race record holder from Norway — and the well-known Jorgen Anderson from Denmark. This situation existed for the first 6-km before Ostby fell behind and Truran stopped with boat trouble. Anderson was then forced to stop to empty out, allowing Clarke to move up into fourth place — after nearly capsizing at the start!

Stige was dropped at the 15-km mark when he stopped to empty. Belcher and Hvistendahl having taken in a lot of water themselves decided not to stop — Belcher knowing he had beaten Hvistendahl in all the other races, pressed on to take up the lead. Stige re-joined the race 500-metres down, but with an empty boat he soon made progress and with just 4-km from the finish he caught up. He then managed to take

finally showed his class to win in the last 1000-metres.

Gautier in Junior K1 paddled very well for the first half of the race before Melling overtook him. They both showed their class here by taking 1st and 2nd — a very encouraging performance for the future.

In the Europa Cup points table, Great Britain went into the lead after Nottoroy Rundt with 27-points; Norway 24-points; Denmark 16-points; Holland 7-points. Robin Belcher also gained the trophy for the top K1 points gained in the Norwegian Marathon Series.

RESULTS

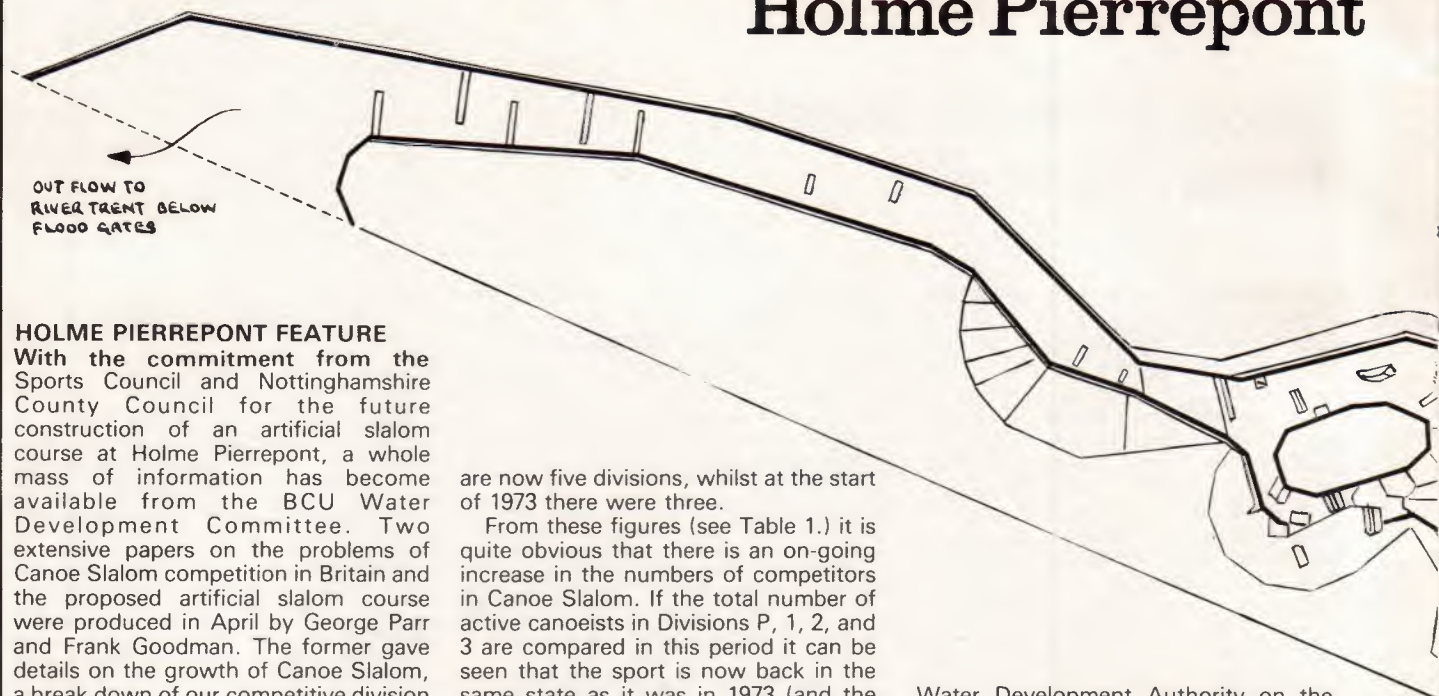
KRISTIANSAND — SENIOR K1: 1st Andreas Orheim, Norway, 1hr 17min 49sec; 2nd Jerome Truran, Great Britain, 1hr 17min 50sec; 3rd Knut Ostby, Norway, 1hr 18min 34sec; 4th Robin Belcher, Great Britain, 1hr 18min 40sec; 5th Nigel Clarke, Great Britain, 1hr 19min 25sec; 6th Jan Hvistendahl, Norway, 1hr 19min 50sec. **JUNIOR K1:** 1st Richard Gautier, Great Britain, 1hr 20min 27sec; 2nd Geir Hansen, Norway, 1hr 21min 33sec; Simon Melling, Great Britain, 1hr 22min 37sec.

LARVIK — SENIOR K1: 1st Robin Belcher, Great Britain, 1hr 36min 16sec; 2nd Knut Ostby, Norway, 1hr 38min 13sec; 3rd Nigel Clarke, Great Britain, 1hr 38min 14sec; 4th Jan Hvistendahl, Norway, 1hr 38min 15sec; 5th Jerome Truran, Great Britain, 1hr 38min 16sec; 6th David Smith, Great Britain, 1hr 39min 26sec. **JUNIOR K1:** 1st Simon Melling, Great Britain, 1hr 13min 53sec; 2nd Geir Hansen, Norway, 1hr 14min 26sec; 3rd Arne Sletsjoe, Norway, 1hr 15min 29sec.

SVELVIK — SENIOR K1: 1st Robin Belcher, Great Britain, 1hr 33min 13sec; 2nd Jerome Truran, Great Britain, 1hr 33min 16sec; Knut Ostby, Norway, 1hr 33min 19sec; 4th Nigel Clarke, Great Britain, 1hr 34min 26sec; 5th Jan Hvistendahl, Norway, 1hr 36min 07sec; David Smith, Great Britain, 1hr 36min 08sec. **JUNIOR K1:** 1st Simon Melling, Great Britain, 1hr 38min 33sec; 2nd Richard Gautier, Great Britain, 1hr 39min 01sec; 3rd Arne Sletsjoe, Norway, 1hr 39min 33sec.

NOTTOROY RUNDT — SENIOR K1: 1st Jostein Stige, Norway, 2hr 45min 21sec; 2nd Jan Hvistendahl, Norway, 2hr 34min 25sec; 3rd Robin Belcher, Great Britain, 2hr 44min 29sec; 4th Nigel Clarke, Great Britain, 2hr 46min 59sec; 5th Jorgen Anderson, Denmark, 2hr 49min 39sec; 6th Flemming Norsk, Denmark, 2hr 51min 08sec. **SENIOR K2:** 1st Brian Greenaway/Mike Kelly, Great Britain 2hr 26min 00sec; 2nd David Smith/Steve Shepard, Great Britain, 2hr 26min 20sec; 3rd Andreas Orheim/Morten Opsahl, Norway, 2hr 37min 07sec; 4th Graham Truelove/Roy Haynes, Great Britain, 2hr 37min 09sec; 5th Jesper Nordam/Lars Rasmussen, Denmark, 2hr 37min 55sec; 6th Jesper Lutzen/Peter Rykaer, Denmark, 2hr 38min 27sec. **JUNIOR K1:** 1st Simon Melling, Great Britain, 2hr 53min 05sec; 2nd Richard Gautier, Great Britain, 2hr 57min 13sec; 3rd Erik Fessaas, Norway, 2hr 58min 40sec.

ARTIFICIAL SLALOM COURSE Holme Pierrepont



HOLME PIERREPONT FEATURE

With the commitment from the Sports Council and Nottinghamshire County Council for the future construction of an artificial slalom course at Holme Pierrepont, a whole mass of information has become available from the BCU Water Development Committee. Two extensive papers on the problems of Canoe Slalom competition in Britain and the proposed artificial slalom course were produced in April by George Parr and Frank Goodman. The former gave details on the growth of Canoe Slalom, a break down of our competitive division system, slalom competitions and numbers competing, the development of facilities and the possible use of an artificial course at Holme Pierrepont would attract. The paper by Frank Goodman dealt with the possible finance of the proposed course, discussion with Army engineers for possible help with digging out, the background to Canoe Slalom, problems of present natural courses, the solutions to be found in Holme Pierrepont, and progress to date. Some of the detail in these papers is purely basic background to our sport, but other parts are of great interest to all. I have extracted en bloc parts from both papers below:

GROWTH OF CANOE SLALOM

Competitors in slalom events in Britain are ranked according to standard attained into one of five divisions. Those with very high ability (of international standard) are in the 'Premier' division, and the divisions below this are numbered one to four in decreasing standard, respectively. Table 1. shows the populations of these divisions for the years 1970-78.

Several points should be made; (a) In 1973, division 3 was too large to be manageable (as were division 3 events) and the range of ability in that division was too high. Hence division 4 was formed. (b) From time to time it has been necessary to alter the criteria for promotion and demotion between divisions, which accounts for some of the year-to-year fluctuations in the populations. Generally the promotion and demotion qualifications are getting more severe, especially since 1976. (c) No record is kept of Novice paddlers. The population of this category must be much higher than in division 4. (d) There

are now five divisions, whilst at the start of 1973 there were three.

From these figures (see Table 1.) it is quite obvious that there is an on-going increase in the numbers of competitors in Canoe Slalom. If the total number of active canoeists in Divisions P, 1, 2, and 3 are compared in this period it can be seen that the sport is now back in the same state as it was in 1973 (and the effects of re-organisation have been completely annulled).

DEVELOPMENT OF FACILITIES

At the simplest level, what the white water canoeist needs is rough water for his sport, and nothing more. Because natural water of this type tends to occur in remote places, it is normal for the canoeist to travel very long distances to events and to 'rough it' as regards accommodation when he gets there. Of course, the other thing needed by the canoeist is to be allowed access to the water, which is very seldom readily granted in Britain, unlike other countries.

If there were plenty of sites with these basic requirements then the sport would not be bulging at the seams as it is. But it is a singular observation that there have been no specialist facilities whatsoever built in Britain for white water canoeing. Compare this with what is happening, or has happened, in other growth sports (squash courts, swimming pools, running tracks, tennis courts, sports centres, etc), or with what is happening in other countries.

Facilities suitable for development cannot be cited when there are none known. Suggestions which could be pursued to aid further expansion of facilities are: (a) Negotiations of access to restricted and prohibited sites. There is a very strong lobby of canoeists who are actively involved in this on a continuous basis. (b) Purchase of fishing rights of suitable stretches of rivers. The fishermen would then be allowed unrestricted access to the water for fishing, for the canoeists do not object to fishermen! (c) Regrading of river beds to improve the water. This is being undertaken by the Welsh National

Water Development Authority on the River Tryweryn. (d) Encouragement of the installation of suitably-designed weirs, by Water Authorities, to facilitate canoeing. (e) The construction of artificial rough water channels.

SOLUTION OF CANOE SLALOM PROBLEMS

The canoe slalomist must be given a 'home' where first quality water is available throughout the year for both training and competition. Lack of permanent sites for white water canoeing is retarding the sport, and the lack of capital expenditure has made it the most deprived sport in the country.

The immense problems of access to private waters, mostly in the hands of fishermen, does not auger well for the future of white water canoeing, as most authorities are not prepared to handle this 'hot potato'. For example, the Peak Park in Derbyshire has many adequate white water rivers, close to the conurbations of Lancashire, Yorkshire, and the Midlands. NO white water of any description is available to the canoeist within the Park.

The solution to site problems is:

*To look at slalom nationally and try to build up a rational system of artificial courses to supplement natural sites, improve on natural sites where possible, and to provide slalom facilities where no natural sites exist at present.

*A national pattern might consist of:

(a) A World Championships Quality Course — Holme Pierrepont.

(b) A group of courses of International Quality: Tryweryn, maybe; one or two sites in Scotland; somewhere on the Severn or Thames; somewhere in South Wales; one or two sites on the English northern rivers.

(c) A series of Regional Sites —

perhaps twelve in all, providing national competition.

(d) Local Practice Sites; possibly several score, where alterations to existing weirs etc could give suitable conditions for white water practice and mini-slaloms of local interest only.

*to make the major project the completion of the Artificial Canoe Slalom Course at Holme Pierrepont.

PROGRESS AT HOLME PIERREPONT

As long ago as 1967 the idea of an artificial slalom course on the River Trent was mooted. No progress was made until the inclusion of canoe slalom in the 1972 Munich Olympic Games stimulated further interest. This in 1970 the BCU began a feasibility study for a slalom course at Holme Pierrepont, and with the help of the Sports Council, the Nottinghamshire County Council and other interested bodies, had, by 1974, designed a course that had been

IMPORTANCE AS A SITE

The central position of Holme Pierrepont in relation to the country as a whole, the centres of population in general, and the ease of access from the motorway in particular, are obvious.

Facilities for the canoeist are already extensive at the Water Sports Centre, as these are provided for the existing 2000-metre rowing course, ski lake, etc., and the development across the river of a marina and yachting basin will further concentrate water sport activity.

The River Trent drains one of the largest river basins in the country and therefore provides one of the largest flows of water in the British Isles. Comparative flows for several rivers are given in Table 2. This flow is tending to increase over the years, as water usage in the area increases.

Colwick Sluices, immediately adjacent to the Holme Pierrepont Centre, hold back the River Trent to form one of the largest single drops on the river. The head available depends on the amount of flow in the river. Table 2 shows flow rates and appropriate difference of level at Colwick. The sluices are in the form of under-shot gates that hold the upper level of the river constant. Large volumes of water mean a decrease in the head available for a slalom course. For only 5% of the

available at normal summer and winter levels, in contrast to most natural courses in this country, where only near flood conditions give international standard courses.

When the above points are compared in detail with others existing in the country it can be shown that there is no possibility of matching Holme Pierrepont on any score. To take three examples:

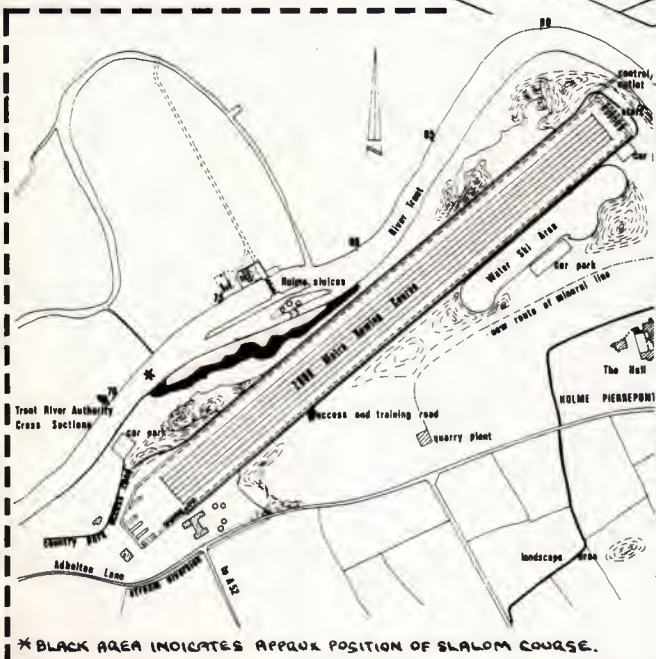
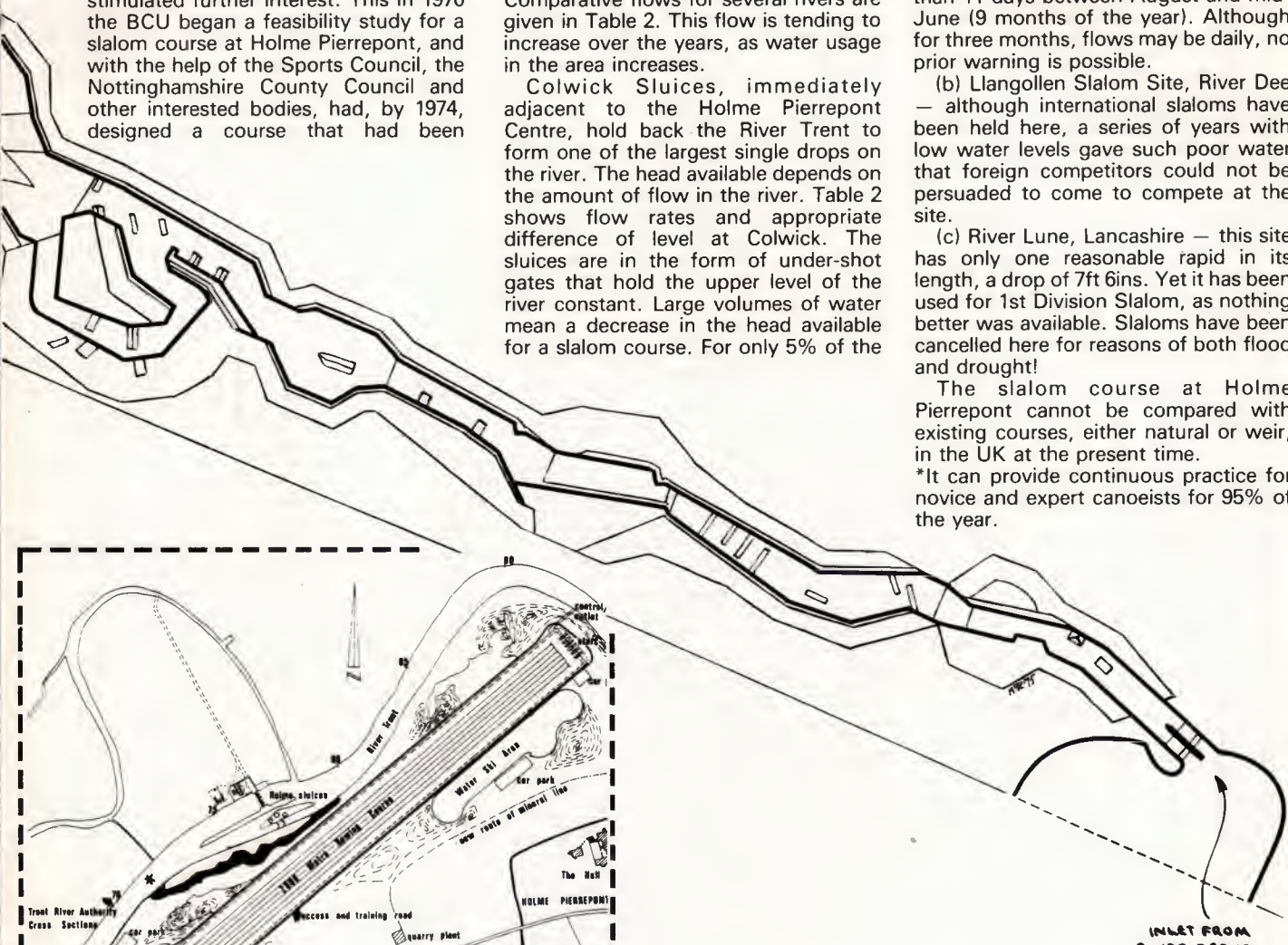
(a) River Tryweryn, North Wales — the present site of the World Championships for 1981. Our premier slalom site. This site has controlled water of a good standard, but release of water for slalom cannot be more often than 11 days between August and mid-June (9 months of the year). Although for three months, flows may be daily, no prior warning is possible.

(b) Llangollen Slalom Site, River Dee — although international slaloms have been held here, a series of years with low water levels gave such poor water that foreign competitors could not be persuaded to come to compete at the site.

(c) River Lune, Lancashire — this site has only one reasonable rapid in its length, a drop of 7ft 6ins. Yet it has been used for 1st Division Slalom, as nothing better was available. Slaloms have been cancelled here for reasons of both flood and drought!

The slalom course at Holme Pierrepont cannot be compared with existing courses, either natural or weir, in the UK at the present time.

*It can provide continuous practice for novice and expert canoeists for 95% of the year.



* BLACK AREA INDICATES APPROX POSITION OF SLALOM COURSE.

'proved' by a 20:1 scale model built by the BHRA at Cranfield.

Since 1974 the BCU has been working steadily at minor problems concerning the detailed design of the course, and in May 1977 the Nottinghamshire County Council produced a preliminary study and cost estimate of the proposed artificial slalom course.

year is the flow of the Trent in excess of 10,000-cusecs. The head is then reduced to four feet and the course would be drowned out and therefore unusable. Medium volumes which give large heads flow for the greater percentage of the time. For only 1% of the year does the flow drop below 1,000-cusecs. The course would be

*It can provide better quality water than any existing rapid in the UK.

*Slalom gates and equipment would be permanently available.

*It would provide a 'home' for the slalomist and stimulate the sport of canoeing generally.

The addition of the slalom course to the Centre at Holme Pierrepont would make it the finest water sports centre in the world. We have the finest site in the world for an artificial course available; it could have been the first artificial course of international calibre designed entirely for the canoeist. We shall be lucky indeed if we get it into 8th place!

USE OF THE COURSE

There are two principles on which the course would benefit the competitive side of canoe slalom:

(a) By providing water of a standard higher than is now available, thus releasing division 1 sites for use for division 2 events (and so on) and hence improving the standards throughout the sport.

(b) By providing the ability to run many more lower division events to relieve the present severe congestion in these events.

Both of these advantages would facilitate the running of events throughout the country which would be better organised because they would not be over-subscribed.

Holme Pierrepont could take about one half of the ranking slaloms listed in the Year Book. This would probably be undesirable as it could tend to lead to trying to do too much in too little time, with a consequent reduction in quality of events. However a year's programme at Holme Pierrepont would likely to include as a minimum: one top class International: one 'holme' International: three Premier Division events: four 1st Division events: six 2nd Division events: and four events in each of 3rd Division, 4th Division, Novice Division, and Open. A total of some 31 events, and, along with training weekends and possible use by others outside the ranking system, a total useage by almost 10,000 over a year.

Division	P	1	2	3	4	Total (P + 1 + 2 + 3)
1970	—	146	156	305	—	607
1971	—	174	259	448	—	881
1972	—	205	339	611	—	1155
1973	—	(213)	(346)	(762)	—	(1321)
		213	346	411	351	970
1974	—	201	384	420	504	1005
1975	12	208	434	367	564	1021
1976	12	233	436	649	675	1330
1977	12	275	303	631	572	1221
1978	41	344	410	538	556	1333

This is confirmed by Table 2 in which the slalom events for each division (and 'Novice', 'Open' and 'International') are listed for 1970-78.

AVERAGE, LARGEST AND SMALLEST FLOWS AT VARIOUS STATIONS (Surface Water Handbook)

River	Station	Average	Flow in cusecs	
			Largest	Smallest
Trent	Colwick	2,991	32,000	616
Severn	Bewdley	2,285	23,000	200
Thames	Teddington	2,386	27,900	31
Tay	Grantully	1,811	17,000	364
Dee	Above Wrexham	1,090	16,000	68

FLOW ON TRENT AT COLWICK AND RELATED DIFFICULTIES IN HEAD

		Cusecs.	Head
Average Summer Flow.	6 months period.	2,106	11.5'
Average Summer Flow.	3 driest months.	1,681	12.0'
Average Winter Flow.	6 month period.	3,970	9.75'
Percentage of time when flow is in excess of 10,000 cusecs. — 5% 4' head			
Percentage of time when flow is less than 1,000 cusecs. — 9% — 12.5' head.			

TRADE NEWS TRADE NEWS TRADE NEWS

NEW VIPER

Valley Canoe Products report that they have been playing around with subtle changes of hull-shape with their Viper L slalom kayak and come up with a shape that seems to be delighting all those that have tried it. They have also modified the cockpit at the back to give a little more room when leaning backwards, and the alterations are extensive enough to warrant a new name. It is to be called the Vipe SL and is now in full production. It is around at most top slaloms and is available for test. If you fail to see it at slaloms, take a visit to the VCP workshop next to the River Trent at Colwick where you will be able to try it out . . .

Full details of this and the full range from: Valley Canoe Products, Private Road 4, Colwick, Nottingham. Telephone: 0602 249371.

CANOESPORT MOTIFS

The last eighteen months has seen a rather 'rude' sticker going round the British slalom scene. One design is available from CP Decal Designs, but the original 'credit' must go to members of the Stafford and Stone Canoe Club for the wording and production of the yellow square version . . .

New in canoesport motifs from CP



Beaver Blade.

BEAVER BLADE

An excellent new Canadian paddle for the touring enthusiast is now in full production with Mark Gees at Twickenham. The paddle — the Beaver — has a tough five-ply fitted to a smartly plastic-covered 32mm aluminium shaft and finished with a moulded hand grip. The overall length is 180cm and retails at £5.90 plus VAT — even with such a modest priced paddle, the craftsmanship and finish is no less expected of a competition blade. The Beaver paddle is available from some leading stockists — The Canoe Centre (Twickenham) Ltd, P & H Fibreglass Limited, and Valley Canoe Products — or full details direct from: Mark Gees, 19 Coombe Road, Hampton, Middx. TW12 3PB. Telephone: 01-979 6592.

Decal Designs and available from the beginning of September are: 'Marathon' — 'Ride a Wave' — 'Moscow 1980' — 'Try it in a Kayak'. The latter credited to paddlers in Natal, South Africa.

Details of a whole range of stickers to your own club design from: CP Decal Designs, 19 Main Street, Hemington, Derby DE7 2RB.

P. & H. FIBREGLASS LIMITED

The firm of P & H Fibreglass Products have this last month gone 'limited' and will in future be known as P & H Fibreglass Limited, the Directors being David Patrick and Martin Spencer.

P & H Fibreglass also announce that they have obtained the exclusive UK rights to build the Austrian designed

wildwater racing kayak that was used to win both the Mens and Womens K1 Wildwater Racing events at last years World Championships at Spittal and at present being used by members of the Austrian National Team. The boat will be known as the Thor K1.

The Thor K1 is a high volume kayak, completely at home and easy to control on the roughest of water, while at the same time retaining flat water speed and a high degree of manoeuvrability. The boat has been used successfully this season in taking first and second places in the first leg of the Europa Cup.

More news from P & H is that they have recently obtained an additional model of the Loadcarrier Roofrack, this one being for vans and 'awkward cars' — the previous model not being suitable. The new rack has much wider bars and the gutter feet are deeper. The new van Loadcarrier roofrack will retail at £25.00 including VAT and postage: the original car Loadcarrier roofrack is still available, priced at £15.50 including VAT and postage.

Full details of the new Thor K1 and the Loadcarrier roofracks, plus details of the complete range of craft available from: *P & H Fibreglass Limited, Old Stanley Colliery, Station Road, West Hallam, Ilkeston, Derby. Telephone: Ilkeston 320155.*

BARON MOVE

Baron Canoes Ltd., will be making a move to new premises during August, a move from Fordingbridge in Hampshire to Torrington in North Devon. The new factory will have some 4,000sq feet of space, plus available land to expand a great deal further in coming years. The new factory will be on the Hatchmoor Trading Estate.

Towards the latter end of August, Baron will be putting into production a new competition slalom kayak that has been developed over the last year. Models should be available for the September or October slaloms.

Full details of this and other kayaks in the range from: *Baron Canoes Ltd., Hatchmoor Trading Estate, Torrington, North Devon.*

PADDLE — JAKET

Those of you who watched the recent Wimbledon fortnight may have noticed that no self-respecting tennis player would be seen off court with an uncovered racquet! Golfers, squash players, cricketers, skiers, fencers and even croquet players have been covering up for years. In fact devotees of almost every sport imaginable have long recognised the importance of treating their clubs, racquets, balls and mallets with respect. Not so the canoeist — he seems quite happy to spend thirty quid on a pair of craft-made paddles, and then toss them onto the bank or

lash them, unprotected, on the car roof, and still expect them to last forever. Well, now you can protect your favourite paddle, because a new item of equipment has just been designed specifically for that purpose. It's called a 'Paddle-Jaket' and consists of a strong and resilient paddle blade cover made of double lined 4mm neoprene, with a durable nylon entry zip. When you're finished paddling you simply slip on the 'Paddle-Jaket', zip it up, and your blades are safe and sound until the next time you use them. The tough shock absorbant qualities of double lined neoprene ensure your paddles are safe from every-day bumps and scrapes.

The 'Paddle-Jaket' has been designed by Jim Hargreaves, Head of Canoeing at Plas y Brenin, The National Centre for Mountain Activities, and member of the recent British expeditions to the Grand Canyon and Cape Horn. He's been a very active canoeist for ten years and recognises the need for paddle care.

'Paddles, especially racing blades, are getting lighter and lighter, and they really do need some form of protection from off the water knocks if they're going to last' says Jim.

'Paddle-Jakets' are available in red/blue or two toned double lined 4mm neoprene, with a variety of attractive striped trims. They look smart, they fit like a glove, and they really do protect your paddle. In fact, no self-respecting paddle (or paddler!) should be without one! 'Paddle-Jakets' cost £10.50 a pair, including VAT and postage. Available only from: *Jim Hargreaves, Plas y Brenin, Capel Curig, Gwynedd, North Wales.*

HARISHOK DECK

Harisok Limited are nearing completion of development work on a new spraydeck with welded seams and neoprene edged. It is hoped the new deck will be in full production towards the end of autumn. More details later. . .

Details of buoyancy aids, anoraks and other gear from: *Harishok Limited, Unit Three, Clarendon Trading Estate, Clarendon Road, Hyde, Cheshire SK14 2LJ. Telephone: 061-368 9216.*

PENTA GEAR

A tough and stylish sailing top and matching waterproof trousers are just two of the attractive items in Volvo Penta's 1978 range of Leisure Gear. Price of the top is £12.99 and the trousers at £8.60 — excluding VAT.

Among other garments in the range are sailing suits, lightweight jackets, hooded towelling sweaters, sports shirts, tee shirts, and anoraks. All available in a wide range of sizes means the whole family can be fitted out with items from the Leisure Gear collection, and the clothing will appeal to users of all sorts of craft — including canoeists . . .

Leisure Gear is available from Volvo Penta dealers, and a list of these can be obtained from: *Volvo Penta UK Limited, Otterspool Way, Watford, Herts. WD2 8HW.*

NORDKAPP

Telephone Conversation:

'Is that Valley Canoe Products?'

'Yes indeed.'

'Oh, this is Mr. F . . . s. Do you remember the Nordkapp you built for me last week?'

'Yes, this was the one you wanted for a kayak expedition to Norway wasn't it?'

'That's right, I'm ringing to see if it's possible for you to build me another quickly, as I've just written this one off.'

'It is difficult at the moment as we have a long waiting list for this boat.'

'Well, I must tell you that although I've written the boat off, it in fact saved my life, which gives the greatest credit to the strength of your construction.'

'Oh yes, what happened?'

'Well, I was driving along when my half-shaft broke. My car has a soft-top but luckily I had the Nordkapp on top of the car, and although the car went out of control and rolled completely over, the kayak took the full weight of the car, and I managed to escape without injury. Had I not been carrying the kayak, I would have been crushed.'

'You sound as though you had a lucky escape. It must have shaken you up a bit, when did all this happen?'

'Oh! just a few minutes ago, I'm ringing from a road-side call-box. I just wanted to make sure I could get a new boat order, then I'll have to phone for the police and see if I can get the wife out of the car.'

Such dedication is of course admirable, and is of the same order as the dedication we give at VCP when we're building your kayak, whether it be



a top expedition boat or a beginners kayak. He sounded such a good fellow that we built a new boat in record time! N.B. This story is TRUE, except for the slight exaggeration about the wife . . . but it makes it an even better story doesn't it?

Frank Goodman.

CANOE CENTRE CRAFT

The Canoe Centre (Twickenham) Ltd., have just introduced three new craft to their already very extensive range. The new boats are:

The CENTAUR — a competition slalom canoe that is designed round the very latest thinking. The hull has a wooden stiffener down the centre with carbon fibre reinforcement running the whole length of the craft on either side of the centre line. In side elevation, the rear deck line falls away from scalloping around the cockpit area to a fine semi-Beavertail stern. The canoe is complete with pillar buoyancy fore and aft.

The KIRTON KANOOK — a traditional Canadian canoe designed for touring and with tumblehome sides and deck rim for fitting of spray cover. A separate flooring moulding presents a very neat interior and gives added strength to the bottom of the hull. Sealed ends with waterproof hatches provide dry storage and buoyancy. Parana Pine slatted seats are available as an extra fitting.

The VENTURA B-Line — an open and wider version of the popular Ventura Hi-Line for touring. Has two chair type seats as standard but can be supplied with three seats on request. An ideal family fun-boat. Complete with fitted cell moulded buoyancy. Rudder fitted as extra.

Full details of these and others in the Kirton, Struer, and Kleeper range from: *The Canoe Centre (Twickenham) Ltd., 18 Beauchamp Road, Twickenham, Middx. Telephone: 01-892 8979.*

McNULTY SEAGLASS

McNulty Seaglass Ltd., announce production of a new Canadian touring canoe — length 16ft with a maximum beam of 32inch and a midships height of 13inch. The canoe is available in glassfibre or WOOD VENEER — yes, that's right wood veneer, the first time wood veneer canoes have been made in this country for more than 50 years, we suspect (no doubt someone will correct us!). As yet unnamed, this touring craft has proved an exciting performer in both flat and white water. Basically a family touring craft, it has forward bulkheads with waterproof stowage compartments, two position seats for kneeling or sitting, and a really effective tumblehome.

Full details of this canoe and others in the McNulty Seaglass range from: *McNulty Seaglass Ltd., Victoria Road, South Shields, Tyne and Wear NE33 4QA. Telephone: 0632 563196.*



Kirton Kanook



Ventura B-Line



Centaur C1

TRADE NEWS TRADE NEWS

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OUTDOOR MEALS FIT FOR A KING



Continued from page 13

The starter shall give a countdown of '30 seconds', '15 seconds', '10 seconds', '5 seconds', 4-3-2-1-GO.

Only the starter is qualified to determine if a false start has occurred. He may determine (in the absence of a jury) if a second start is to be given. The recall signal will be a blast on a whistle.

TIMING

Timing may be carried out by photoelectric system and/or a stop watch.

The time of a run is measured from the time of the competitors body crossing the start line to the time when the finish line is crossed by his body, in C2 the first body that crosses each line.

If timing is taken with a stop watch it must be with a 60 second sweep watch, with at least a 1/5 second revolution.

The organisers may declare a race closure time.

SAFETY MEASURES:

These apply to all who visit the event and operate at all times, including practise. Failure to comply can involve disqualification from one or more events.

FINISH LINE:

This must be marked clearly on both sides of the river.

FINISH:

An audible signal must be given to indicate that a competitor has crossed the finish line.

SPOTCHECK OF BUOYANCY

It is recommended that organisers spotcheck the buoyancy of boats and personal buoyancy aids at both the start and finish.

As soon as a competitors time is known, it must be posted together with his start

number, in a prominent position or announced in some other consistently perceptible form until the time for protests has expired.

RESULTS

The following must be done within 14 days: Final results prepared.

One copy sent to all entrants who have a stamped addressed envelope for this purpose.

Ten copies together with all the levies and entry cards to the Wild Water Racing Secretary.

PROTESTS

Shall be made in writing, must be handed to a member of the jury, maybe made up until 15 mins after the last result was posted in that category.

PROVISIONAL CALENDER 1978/79

OCTOBER

1st — **LEVEN TEST**, Lakeland Canoe Club. Details: E.R. Totty, Craigmuir, High Knott Road, Arnside, Nr. Carnforth, Lancs. LA5 0AW.

22nd — **LEVEN TEST**, as above.

NOVEMBER

4th — **DEE I**, Manchester Canoe Club. Details: Mrs N. Godfrey, 3 Far Ridings, Romiley, Cheshire.

12th — **LEVEN TEST**, as above.

— **WHARF**, Leeds Canoe Club. Details: Mrs N. Small, Shonehaven, 3 Manor Close, Leeds 6.

19th — **EDEN**, Lakeland Canoe Club. Details: A. Emerson, 21 Hillside, Holme, Nr Carnforth, Lancs.

DECEMBER

3rd — **USK I**, Chalfont Park Canoe Club. Details: M. Gettleson, 21 Balnacraig Avenue,

Neasden, London NW10 1E.

10th — **DEE II**, Manchester Canoe Club. Details: Mrs N. Godfrey, 3 Far Ridings, Romiley, Cheshire.

18th — **TEES I**, West Yorks Canoe Club. Details: M. Butler, 14 Fairfield Road, Barnard Castle, Co. Durham.

1979: January 7th — Tees II; 14th — Dee III;

21st — Usk II; 28th — Dart; February 4th — Tees III; March 4th — Wharf.

EUROPA CUP

The second leg of the Europa Cup held on the River Tryweryn at Bala in North Wales over the beginning of June gave results:

MENS K1 — 1st D. Pfeiffer, German Federal Republic 23.43.2; 2nd J. Burny, Belgium 23.45.7; 3rd J. Hibble, Great Britain 24.00.7; 4th G. Peinhaupt, Austria 24.07.9; 5th U. Pech, German Federal Republic 24.08.3;

MENS C1 — 1st R. Pioch, German Federal Republic 29.18.6; 2nd R. Evans, Great Britain 29.21.6; 3rd G.Zok, France 29.23.7; 4th W. Feidler, German Federal Republic 29.42.4; 5th K. Ernst, German Federal Republic 29.48.1;

MENS C2 — 1st Feuliette/Madore, France 27.38.6; 2nd Wyss/Wyss, Switzerland 27.46.1; 3rd Steindl/Mulneritz, Austria 27.54.2; 4th Rund/Schumacher, German Federal Republic 28.03.2; 5th Kunzli/Probst, Switzerland 28.07.0;

WOMENS K1 — 1st G. Grothaus, German Federal Republic 26.03.9; 2nd D. Gardeltz, France 26.42.8; 3rd H. Peacock, Great Britain 26.43.8; 4th R. Prijon, German Federal Republic 26.49.3; 5th E. Schauff, German Federal Republic 27.12.1;

Leading positions after the second leg show Burny of Belgium out in front of the Mens K1, Zok of France in the Mens C1, Feuliette/Madore in the C2, and Grothaus of the German Federal Republic in the Womens K1.

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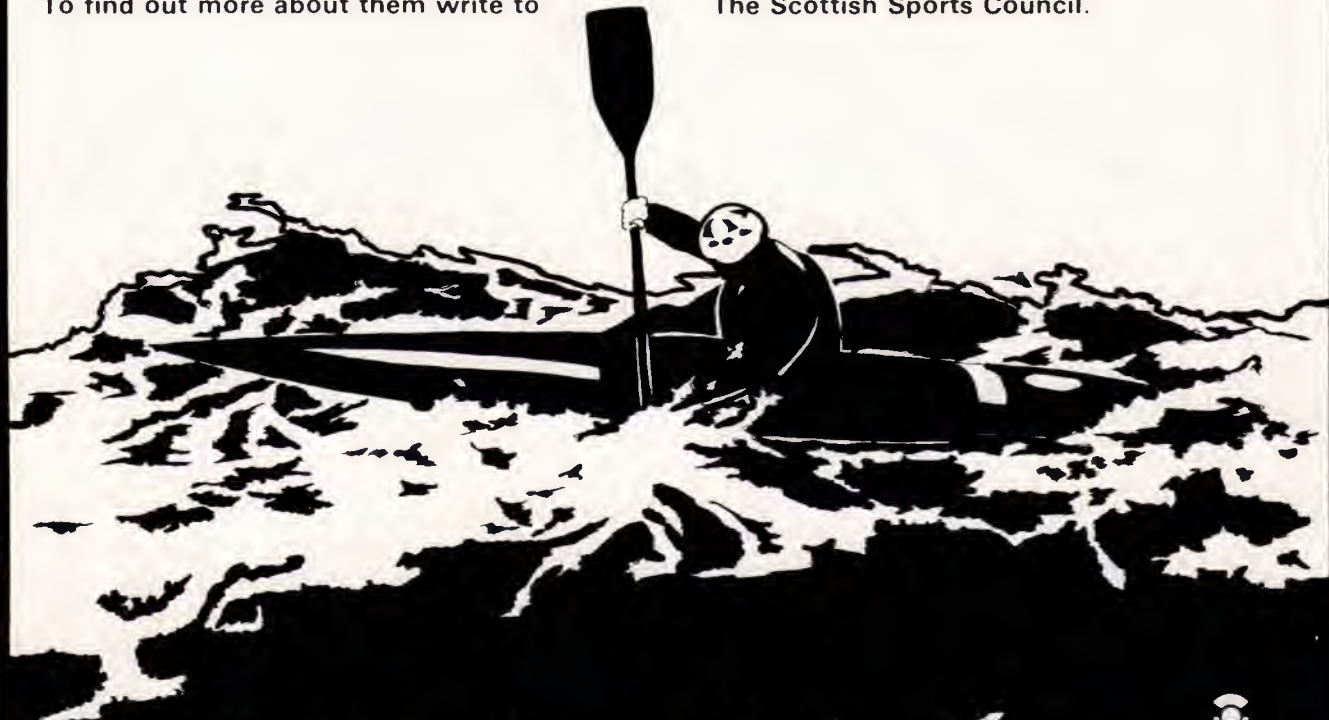
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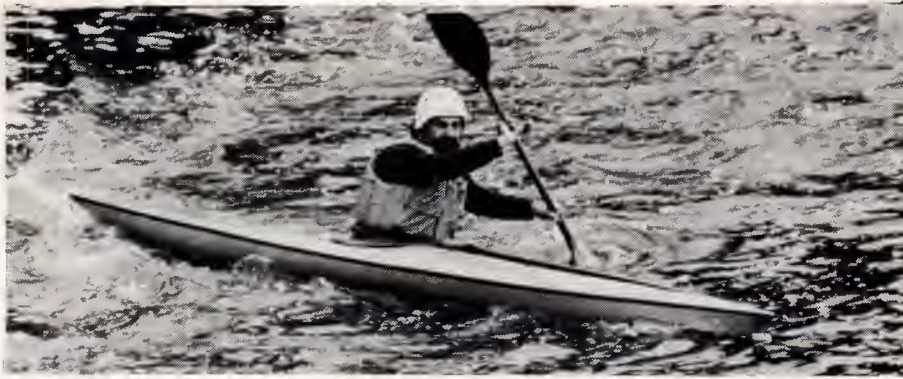
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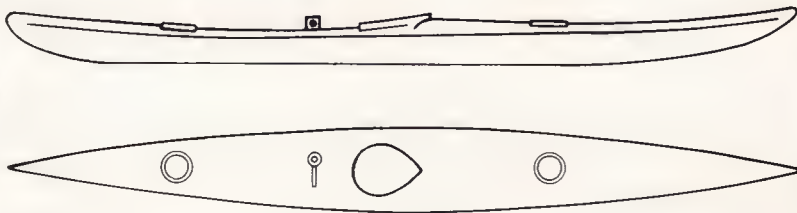
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