

CANOEING MAGAZINE

# CANOEING

№34 JULY 1980 FIFTY PENCE





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## JULY — NUMBER 34

*Editor:* Mike Clark

Canoeing Magazine, Editorial and Advertising  
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**COVER:** *Zoom in on wild water canoeist at Bala. Photo: Don Charlesworth*



*Young canoeist in Australian surf. Photo: Peter Carter*

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# EXPEDITIONS

## EXPEDITION NEPAL

We must make a small correction to 'Expedition Nepal' article on page 18 of our June issue.

We stated that 'Chris Hawkesworth is supplying all the equipment from his factory in Nidderdale' . . . This is not the case, the expedition has had offers of considerable backing from the manufacturers with reduced price/donation of kayaks from Arrowcraft Ltd., P. & H. Fibreglass Ltd., and Pyranha. Jim Hargreaves at Capel Curig is co-ordinating the supply of kayaks. Accessories have mostly come from the Wild Water Centre — paddles, cags, buoyancy aids etc — but in addition A.C. Canoe Products have offered helmets and paddles. A C2 and C1 are coming from Gaybo Ltd.

The expedition has also obtained free of charge the following equipment: 18 suits from Gul Wet Suits; 25 Polywarm Sleeping Bags; 20-canoe trailer from Mechanical Services Ltd., 2 containers for all equipment from Contship Ltd., plus costing from Felixstowe to Bombay and return. There is also support from British Rail, Pan American World Airways, The British Canoe Union, and the Himalayan River Exploration.

As already reported, this is the biggest canoe/kayak expedition to leave the U.K. It involves English, Scottish, Welsh, Irish, and Canadian paddlers with American raft support.

## ROUND BRITAIN — BAFFIN ISLAND

Paul Caffyn and Nigel Dennis, the two paddlers circumnavigating the British Isles, are pressing on at a high rate. They have already rounded the notorious northern tip of Scotland, and with Cape Wrath and the Pentland Firth behind them, they were into Aberdeen early in June. If the weather is at all kind they should make a run down the east coast in about a month and could be through the Straits of Dover by early July.

The Baffin Island Expedition leaves the U.K. on the 8th July, for Frobisher Bay. They have now made their final arrangement, and will be leaving from Frobisher just as soon as the ice moves out, which means as soon as a strong north-westerly wind sets in down the length of Frobisher Bay itself.

Because of the menace of polar bear, one problem has been to make provision for a suitable rifle to be carried, but it will come in handy if they can supplement their rations by shooting some game on the way too!

Bolex have arranged for the expedition to use one of their 16mm. cameras during the trip, and they are looking out hopefully for Narwhal, which are of particular interest to the B.B.C. natural history unit in Bristol. The paddlers will be passing a breeding colony of over 200 walrus which would well prove photogenic too.

Frank Goodman has been practicing filming with a waterproof camera from the

capsized position, and sessions in a swimming pool have perfected the technique. He has also bought himself a 6mm wet-suit top so that the icy waters of the arctic can be kept at bay! The betting at the moment is 7 to 4 against him actually filming in this way, and Frank reckons those odds are about right as far as he's concerned. "If something really big and exciting comes near my canoe, I suspect that I'll be paddling like hell for the nearest land, even if the water is luke-warm — which I know it isn't!"

## LAPLAND 80

The McNulty range of Open Canadian Touring Canoes is in the news again with it being chosen as the canoe for the Lapland 80 International Canoe Expedition. The expedition consists of two Americans, Franklyn Bloomer and David Ary, two Swedes and four Englishmen; Chris Hare, David Hellawell (better known for their sea canoeing prowess), Robert Holbrook and Graham White.

After landing on Lake Rastojaure in small float-planes (the canoes are carried tied to the floats), the group will paddle their Huron 18s to the Gulf of Bothnia, down the Lianio, Tarendo and Kalix rivers, a distance of some 500-kilometres. The first part of the trip has never been done before and the group intend to pass from the Lianio to the

Tarendo rivers by going up the Piipionjoki also believed to be a 'first'.

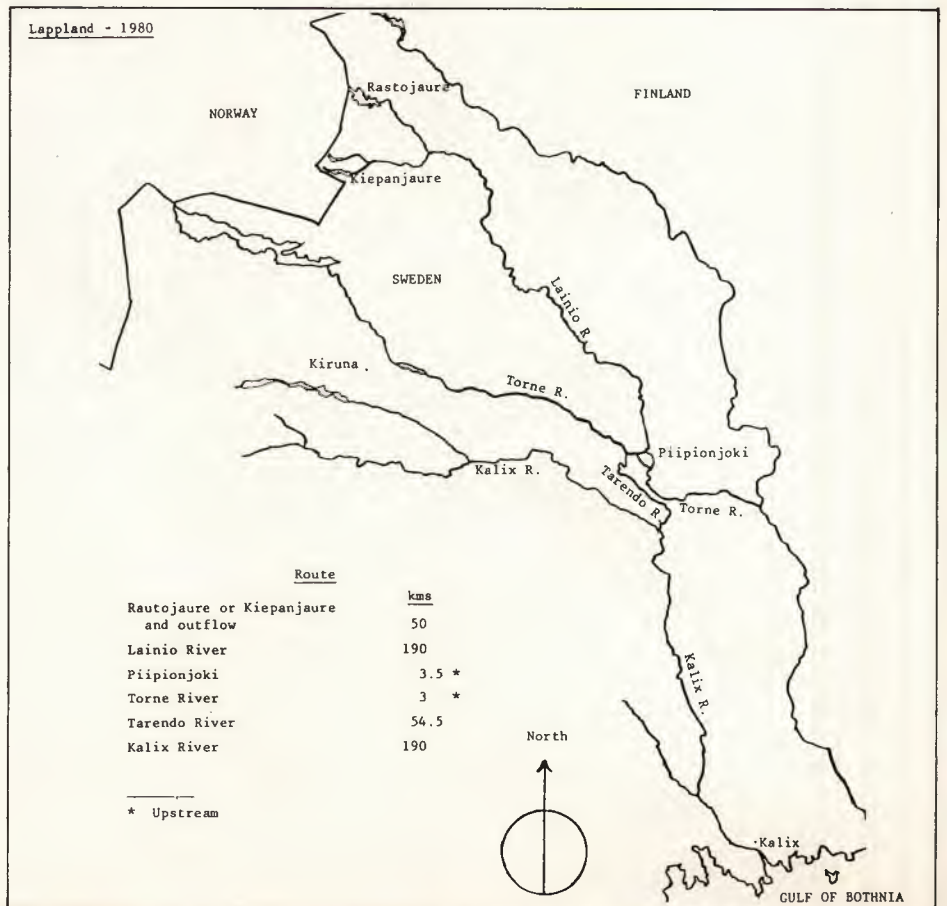
Lapland in Northern Scandinavia offers the only long distance wilderness canoeing in Western Europe. It is a considerable distance inside the Arctic Circle and offers the unique experience of 24-hours daylight at a time when the rivers are high with melting ice. It is anticipated that there should be a considerable amount of difficult white water during the first 100-kms and the last major rapid is known to be only 35-kms from the sea.

The McNulty Huron 18 was chosen as the canoe for the trip because of its carrying capacity and its ability to take the heavy water anticipated.

The Huron range is also being used for a less arduous run on July 18th to the 20th when a group from the Pharmaceutical Division of Reckitts and Colman, Hull, are paddling 62-miles from York to Hull in a sponsored paddle to raise funds for a Cancer Scanner to be used by the Sutton Annexe Hospital, York. Ian Porteous, John Howdon, Alan Wright, Mike Best, Dave Bell and Tony Newsham are taking the Huron 18 (4-man) and a Huron 16 (2-man) complete with all their gear on this trip down the River Ouse and the River Hull. McNulty Seaglass Ltd are helping their efforts with the canoes and equipment.

McNulty Ltd announce that they have appointed as agents and stockists in the Edinburgh region the well known outdoor equipment specialists Graham Tiso of 13 Wellington Place, Edinburgh. Tiso's have currently in stock all the McNulty range of canoes and kayaks and can be quickly contacted on 031-554 0804.

At the other end of the country in Wales their agents and stockists are Outdoor Action, 12 Wyverne Road, Cathays, Cardiff and can be contacted on 0222 28892.



## BOOST FOR LIZ

Liz Sharman, Britain's champion woman slalom canoeist, is promoted to Elite status in the latest list of grants to amateurs announced by Sports Aid Foundation at the beginning of June. This relieves her of major financial worries for training as she prepares for next season's World Championships at Bala, North Wales.

Miss Sharman missed the gold medal by only 1/2-second when winning the silver for the slalom at the last World Championships in Canada. Sports Aid Foundation Governors are hoping their increased grant will help her to improve to the world title.

Training for Miss Sharman, 22, from the village of Buxhall, near Stowmarket, Suffolk, is restricted to 'flat water' on a local farmer's lake and at a swimming bath when outdoor water is frozen. Now she can travel more frequently to major training centres in the West Midlands, Scotland and Wales for the wild water her event requires.

Only competitors rated by their sport's national association to be capable of competing with distinction in World Championships, qualify for SAF Elite Grants.

The first of these exclusive grants was made early last year to ice skater Robin Cousins, who has since become the European and Olympic champion.

Sports Aid Foundation have now awarded Elite Grants to 39 top amateurs in Britain. These include athletes; Sebastian Coe, Brendan Foster, Daley Thompson, Allan Wells, Tessa Sanderson, swimmers; Duncan Goodhew, Sharron Davies and Maggie Kelly, diver Chris Snode, world water ski champion, Mike Hazlewood and another outstanding canoeist, Richard Fox.

In all, Sports Aid Foundation have granted more than 1,000 G.B. International amateur competitors from 44 different sports since becoming fully effective four years ago.

Miss Sharman first won International colours three years ago and the following season became British Open Slalom Champion. She has made an impressive start to this summer's major international events by finishing a close runner-up to West Germany's talented Ulrike Deppe in the first competition of the season's Europa Cup Series at Merano, Italy, held over the first weekend in June.

## AUSTRIA & BAVARIA WHITE WATER GUIDE

In the review of the 'Austria and Bavaria White Water Guide' (Canoeing Magazine, May 1980) we omitted to mention the address from which the guide is available. Thus below:

Austria and Bavaria White Water Guide by A.J. Ford, available at £3.00 from: *White Water Publications, 13 Wellington Crescent, Baughurst, Basingstoke, Hants. RG26 5PF. Or direct from: WO 1 A.J. Ford, Station Staff Office, Munsterlager, B.F.P.O. 104.*

## REGIONAL SPORTS WEEKEND

A Regional Sports Weekend is being planned by the Sports Council (Southern Region) for 5th/7th September. Under the heading of 'Outdoor Activities' there is an introduction course for those over 18 years of age (and with little or no experience), to three popular outdoor activities — Climbing, Skiing, and Canoeing. The venue for climbing and skiing will be the Bulmershe College of Higher Education,

# Notes & News

Reading, and for canoeing Bisham Abbey near Marlow. The course will be under the direction of J. Anderson, B.Ed., BCU Coach. Residential price £36.00 — full details from: *The Sports Council, Watlington House, Watlington Street, Reading RG1 4RJ. Telephone: 0734 52342.*

## DEFINATELY NOT A BOOB

The usually austere and highly conservative 'Kanu-Sport', the magazine published by the Deutschen Kanu-Verband, seems to have caught a touch of the 'Mike Clarks' with a very lightly clad female decorating the front cover of their June issue — and not even the excuse of a canoe or kayak in sight! Good on you Mr Vesper, if this is the first in a new style of 'Kanu-Sport' covers, maybe you would like a few of my PGL canoe girl photos! (Mike Clark).



## ALL FERAL BURROS TO BE REMOVED FROM GRAND CANYON NATIONAL PARK

A decision to remove all feral (non-native) burros from Grand Canyon National Park, Arizona, was announced in May by U.S. Assistant Interior Secretary Robert L. Herbst.

'The Park Service cannot preserve and protect the natural resources of the park without removing these animals,' Herbst said. 'Studies have shown that the native plant, small mammal and soil communities of the park cannot withstand the damage caused by these burros.'

The more than 350 feral burros inhabiting the park today are descendants of a North African species brought into the Southwest by prospectors around the turn of the century (a feral animal is one that was domesticated and has made a successful transition to living in the wild). In the absence of natural predators, the burros have flourished in the canyon and are common in other areas of the

Southwest. The problems they have caused are not new. Nearly 3,000 burros were removed from the park during the years 1924 to 1969.

The Park Service's plan will permit the live capture and removal of the burros by the public during a 60-day trial period, to be followed — if necessary — by shooting by Service personnel. Burros removed during the live capture effort will become the property of the collecting individuals or groups.

'Collectors will be given a fair opportunity to demonstrate their ability to remove burros during the trial period,' Herbst said. 'Our goal, however, is to eliminate all burros in the canyon within 6 months following termination of the live removal programme, should that prove necessary.'

At the end of the 60-day trial period, the Park Service will evaluate the effectiveness of the public live removal programme. If the public programme results in removal of burros at a satisfactory rate, this phase will be extended until it no longer proves effective or until all the burros are gone. If the public programme proves ineffective, the shooting phase will commence immediately. The plan also calls for a small number of burros to be herded out of the western end of the park, after which about 2 1/2 miles of fencing would be erected to prevent the animals' return.

The burro removal programme was decided upon after 2 1/2 years of study and examination of alternative methods of removal. Among the alternative methods considered by the Park Service during this period were death through drug overdose, live trapping, sterilization and restoration of predators. The public was encouraged to participate in discussions of the issue, and public views and suggestions were taken into account in the consideration of alternatives.

Herbst noted that major considerations in making the final decision were the strong public sentiment against any form of killing and the humanitarian desire to allow the public a fair opportunity to remove these animals alive.

Persons wishing to participate in the live removal programme must obtain a Feral Burro Collecting Permit from the National Park Service and must abide by all laws and conditions identified in the permit. All expenses will be borne by the participants. Permits may be obtained by writing the Superintendent, Grand Canyon National Park, P.O. Box 129, Grand Canyon, Arizona 96023.

Applications for permits must be accompanied by detailed descriptions of techniques and procedures to be used. The park will then screen the applicants, and restrict efforts that may violate laws or park regulations.

'The Park Service has determined that adverse impacts of the removal programme on park resources will be temporary, and can be mitigated by close supervision and monitoring,' Herbst said. 'But there will be some detrimental environmental effects,' he said, 'as both burros and the livestock used in capture attempts trample vegetation and disturb soil and wildlife.'



Canoeing on the River Wye near Welsh Bicknor Youth Hostel.

#### CANOEING AT YOUTH HOSTELS

With fifty youth hostels within a mile of canoeable waters the YHA has much to offer the canoeist. Chains of Hostels in the Wye Valley in South Wales and the Thames Valley are particularly well suited to the needs of the long-distance touring canoeist.

YHA Adventure Holidays offer the opportunity for people of all ages to learn to canoe with expert instruction, or to extend their experience of canoeing. Six different holidays run between April and September in hostels in Cornwall, Wales, Suffolk and Yorkshire feature, include canoeing.

When the YHA canoes are not in use for an Adventure Holiday, three hostels, including Blaxhall in Suffolk, will hire their canoes to groups, provided that the leader holds a British Canoe Union Instructor Certificate.

An information sheet on 'Canoeing at Youth Hostels' is available by sending a self addressed envelope to: *South-Eastern Publicity Committee, YHA, 58 Streatham High Road, London SW16 1AD.*

#### RECRO '80 BARCLAYCARD SPONSOR MAJOR NEW LEISURE FESTIVAL/EXHIBITION

A major new international leisure festival and exhibition is planned for August 1980. Named Recro '80 it will cover a wide cross section of leisure pursuits with strong emphasis on sport and associated activities. Recro '80 — The Barclaycard Leisure Festival — to give it its full title will be held at the Royal Showground, Stoneleigh near Coventry, Warwickshire between August 1st to 10th inclusive, and

is intended as a 'shop window' for all types of manufacturing and service firms involved in the leisure and hobbies industry. According to the Henley Centre for Forecasting, this market is expected to be worth almost £24,000 million this year in Britain — 25% of the projected personal spending. This first-ever Festival is divided into five exhibitions, Boat Show and Aqualeisure, Travel and Tourism, Sport and Motoring, Camping and Caravanning and Home and Garden. In addition, sports demonstrations and competitions as well as general entertainments, including evening orchestral concerts, and international cabaret artists will take place at the Recro '80 Theatre.

Sports and hobbies cover a wide field. Visitors will find:- Canoeing, boating, skiing, jousting, cricket, golf, hang-gliding, sub-aqua, hovercraft, camping, caravanning, snooker, bowling, badminton, darts, arts and crafts, woodwork, model engines and scale models, cycling, squash, horticulture, gardening and flower arranging, archery, horse-riding and equestrian events, DIY and interior design, home improvements, coin and stamp collecting, cookery and cooking demonstrations, fishing, clay pigeon shooting, athletics and gymnastics, photography and film making, travel and holiday planning, antiques, wine-tasting and a tattoo.

It is expected that in excess of half a million people will visit the Showground. There will be ample parking facilities for cars and coaches and shuttle services to and from Birmingham Airport and Coventry mainline railway station.

# SURF

#### PENWITH SURF CANOEING CHAMPIONSHIPS

Friday 6th June 7.00 a.m. — it looked like the familiar scene that competition surfers know so well. Yet again, there was a total absence of surf. Was it going to be a miserable first birthday for the 'Penwith'. No way, in fact, throughout Friday, the surf continued to build up to a peak at around 4.00 p.m. At this time Dave Rowat reported that it took 45 minutes just to get outside. And once outside, it was horrendous!

Saturday saw two optimistic organisers heading towards Godrevy, pencils honed to a fine point. It often seems at competitions that a good judge is as hard to find as the elusive yeti, but eventually we found three, (judges, that is) and the competition got under way.

#### Surf and surfers

The surf kayaks were the first away, and as it turned out, they had the best surf of the whole weekend. There was a steady onshore wind, but the waves had plenty of juice. We've given up talking about wave height — even the surf committee disagree on how to measure wave height! Suffice it to say, it was adequate for a day out surfing, but brilliant by competition standards. However, as the day drew on, the surf did decrease in size.

Sunday morning saw the organizers' pencils and spirits somewhat blunted. Was the 'Penwith' after all to share the fate of other competitions this year? At 10.00 a.m. it seemed that way, but by 11.30 we were able to start, spurred on by impatient surfers, babies that needed feeding, (Miss Tamsin Lay), and Les Reed, who had to drive back to London. The surf was far from ideal throughout Sunday, but we were able to run the events and results ran true to form. This year there was a new trophy for the 'Top Dog' — the competitor who gained the highest points during any one twenty-minute period. This hotly contested trophy brought the judging under close scrutiny.

#### Judging

There were faint rumblings about the judging, which is, sad to say, part of the competition scene. We are looking for a masochist, prepared to sit on a cliff for two solid days, enduring wind, rain and abuse, with no pay and little appreciation. This may sound like John Kuyser, (come back John, all is forgiven) who is alive and well and living in Calshot. John will in fact be judging the 'Cornish' (Sept 27th and 28th). See you there!

#### RESULTS

**Surf Kayak:** 1st M. Keeble; 2nd S. Waller; 3rd R. Knight. **Slalom:** 1st A. Kerslake; 2nd S. Lay; 3rd C. Mitchell. **Surf Ski:** 1st K. Andriessen; 2nd M. Keeble; 3rd R. Knight. **Junior:** 1st P. Foster; 2nd F. Kelly; 3rd S; Bailey. **Ladies:** 1st S. Tregear; 2nd C. Major. 'Top Dog' trophy won by M. Keeble.

Report by John & Penny Meardon

# Notes & News

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# letters

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## LIVING BYDE

About time I wrote to you. Thanks for the good crit. in the last magazine about 'Living Canoeing'. Yea verily, you speak the truth. Although the availability of historical pictures of KW3s may be a good thing, I will certainly take you up on the provision of new photographs for a 4th edition. It seems that with reprints and so on, it takes around three years for the start of the next edition preparation. I will indubitably seek you out and your master pics at the time.

Cheers,

Alan Byde.

P.S. I enclose some thoughts on sea canoeing:

At sea, less than three there should never be. Fine. That is how the group begins. But when trouble hits YOU, you are alone, out of the kayak, clutching your paddle if you are lucky, and the kayak, with the poor thing supported only by its buoyancy.

What to do then? That, for me, is the acid test of ability, and above all, of preparation. Reduce the volume of the compartment that the sea can flood to the minimum. So arrange the buoyancy that the cockpit empties itself . . . it IS possible, it's been done. Note that if you take the advice given by Oliver Cock in 'Canoeing Complete' (latest edition), you will not bother to attempt re-entry for, to use Oliver's words —

'There is no known guaranteed method for a single man to get himself back into his canoe alone after he has come out. Therefore let us finish with a final law. NEVER CANOE ALONE.'

Umm, yes, well, it rather ducks the issue, if you are in trouble, you ARE alone. Start in threes, but be prepared to finish alone. No-one would guarantee for me that I can draw my next breath; but one tries. . .

In 1928 Romer crossed the Atlantic in a 17ft beamy kayak. It was done again in 1952 and 53. (I may be in error on dates, but that's roughly what happened.) It is only a matter of time before ordinary canoeists start major crossings of that sort. All that is required is the overnight cockpit and the kayak that allows you to close your eyes for more than a blink.

The North Sea has been crossed by Derek Hutchinson. Agreed it was the narrow end, and agreed he wasn't the only one, but it is only a matter of time until some cross, say, from Scotland to Norway. Sail will almost certainly be used, as the energy requirements of the paddler are too great to be supplied by living out of the kayak stores, or off the sea. Too much energy would be used in fishing, and not enough could be carried. So, energy requirements dictate sail over distances. All that is needed is a little sail that would produce as much energy as a fit paddler. Maybe self-steering gear too, with perhaps a kite acting as a spinnaker when required. I wonder who's making it now?

Sincerely,

Alan Byde, Co. Durham.

## PADDLE WING

In reference to your comment in 'Book Reviews' in 'Canoeing Magazine', I too am surprised that Alan Byde and Derek Hutchinson have not taken up the 'Paddle Wing' method of self-rescue. I of course, not being as experienced at rolling with a laden kayak in storm conditions as the former, use the paddle wing as my last resort.

Maybe if Messrs Byde and Hutchinson tried it and published their findings, then possibly more canoeists would employ this excellent method of self-rescue.

Yours sincerely,

John Stevenson, Airdrie.

## PHOTOS, BATS AND THINGS

Was it you? Did you do it? Were you the one who supplied my photograph to P & H Ltd?

First it was Alan Byde who used one of my photographs in the third edition of Living Canoeing (page 79). (Incidentally, the boat in that picture recently became the first boat in Australia to have a Byde Cockpit Liner). Now it's P & H in their new catalogue. There on page 3 is another of my photos, a photo showing four of my Platypus BATs being used for Polo. You published it with a letter of mine in the Sept/Oct 1977 issue of Canoeing, p.14.

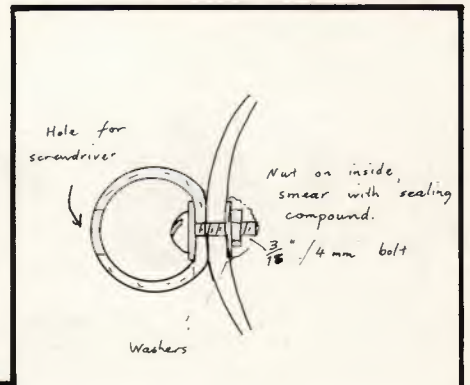
What my boat is doing in a British manufacturer's catalogue is anyone's guess. If it's supposed to be extolling the virtues of the P & H Phighter it can't be much help. Yes, there is a Phighter in the picture, it's the white boat on the extreme right, hardly the centre of attraction, and there are certainly no BAT Vs there, so they aren't the attraction either. In any case, you can't pass a Platypus off as a BAT V, it's

bigger (250 cm) and a rather different shape.

I've heard of and seen boat piracy, even the Platypus has been 'pinched' but now even photos are being 'pinched' as well. To advertise the opposition too! Aren't there any photographers left in the UK?

To help you and P & H, to whom I'm also writing, in your distress, here are some pictures of boats that are of their design, the Junior, in action, not in 'canals and rivers' but on the sea. I use a fleet of them for my school group, and good little boats they are too. Also, here are photos of the Mk 3, the junior version of the Platypus, 205 cm long, 45 cm beam. It's a sensitive little machine. As well, I've sent you a picture of John Ramwell during his recent visit to Australia. The bird is a juvenile Pacific Gull (*Larus pacificus*), which eventually decided not to eat John and his borrowed Nordkapp for breakfast. In case the technicians are also out of ideas, I've also included details of a towline system.

Harking back to Polo for a moment, the Aus. Canoe Polo Rules now include the following — 'There must be between 30



**A Towline System** F. J. Carter

Loop c 90 cm

Nylon Ring

Stainless Steel Pin Toggle c 120 cm

Length as required (Original is 5 m)

Stainless Steel Snaplink

Double loop of Shock Cord Plywood spool

**Double Boat Knot**

Toggle- Pull to release

Loop through Ring, held by Pin.

A loop of shock cord can be used across the pin to prevent it falling out at the wrong time.

**In Use**

Effective towing point.

Line across front of Cockpit, Toggle in convenient position.

**This towline system can be used** on almost any boat, even a BAT, and no fittings are needed on the boat itself. In the case of sea kayaks there is no interference with equipment on deck, although it could not be used on a boat with a rudder. The effective towing point is immediately behind the cockpit, where it should be to permit proper control of the 'tug' and the line can be released instantly if necessary. The cockpit rim forms a bollard, and the release mechanism with its toggle is in a convenient and readily found position at one side. It is usually easier to keep the main loop joined up, with the pin in place, and to slip the line over the bow when it is needed. After use, slip it off again and coil it ready for the next use.

and 45 cm of a soft shock absorbing material of 12 mm minimum thickness and 3 cm minimum width firmly affixed to the ends of the boat.' The idea came from the Queenslanders, and one of the most satisfactory and durable materials is 25 mm inside diameter reinforced PVC hose bolted on (see diagram). Now collisions are a dull thud, not a boat and tile shattering crash. Puts repairers out of work.

Dare you to publish all this and admit your guilt.

Sincerely,  
Peter J. Carter;

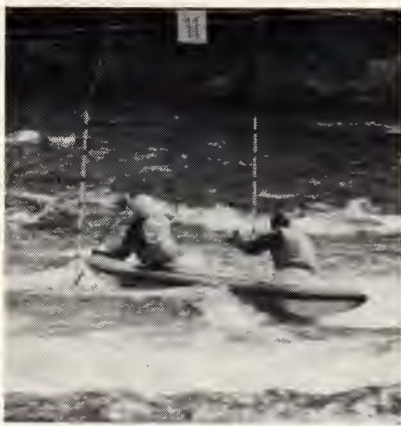
Hell, of course I dare publish your letter. I dare publish almost anything providing it is not libel. Yes for sure the photograph in the P & H Fibreglass catalogue came from a 'Canoeing Magazine source' — yours truly (or maybe not so truly!). Most photographs that come into Canoeing Magazine and are of interest are put into a rather large file for any future use. What was needed for the P & H catalogue was an illustration of bat polo — it did not really matter whether the photograph featured P & H boats or not, the important part was that the page should be immediately recognised as a 'bat polo' section. Apart from a few rather poor photographs taken of the national polo championships at Crystal Palace, the Aussie pic was the only other available and thus used — when you sent the photographs originally to Canoeing Magazine, you meant them to be published didn't you? Like the super batch you sent this last time, also all photographs supplied get to be published somewhere . . . many thanks, any photogrpahs in the future will always be welcome.

Mike Clark.



Excellent range of photographs from Peter Carter





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## EUROPA CUP SERIES

# SHANNON MARATHON



*Above: Danish crews preparing their kayaks before the start.  
Left: Fast protage by British K2 at Albert Lock.  
Below: First K2s from the canal cut, and Belcher/Kinch lead out the K2s over the last few miles.  
Over page: Belcher/Kinch racing over the finish to take the win.  
Photos and report from Mike Clark*



**SHANNON** — the second Grand Prix event for the 1980 Europa Cup, was held in Ireland on 14th June. Organised by the Irish Canoe Union, the event attracted a moderate entry with competing teams coming from Denmark, Holland, Spain, Portugal, Great Britain and Ireland. It was a little disappointing to note that the event failed to attract a single club paddler from the UK.

The course itself, starting at Carrick-on-Shannon just a two hour drive from Dublin, is a real paddlers race. Deep water on the beautiful Shannon (if you don't cut the corners too fine!) running through a series of linked lakes — very reminiscence of the first day on the Gudena in Denmark — then on to true river and the portage of a weir just above Jamestown, continuing down river, under the bridge at Drumsna and a mad dash to make the portage at Albert Lock onto the Jamestown Canal to make the circuit turn and reach once again the head of the lake series to finish once again at Carrick-on-Shannon. Total distance — just on 17 miles.

The drive out from Dublin on the early Saturday morning was eventful (in that we managed to drop a K1 from the trailer — while travelling at around 50 mph) and took us on the N4 through truly wild and beautiful country. The road to Carrick is dotted with great lakes on either side; the open countryside is unlike anything in England — mile upon mile of wild, lightly wooded landscape . . . with the odd bog thrown in. Quaint thatched cottages, but now inter-spersed with super ultra-modern bungalows showing a surprising wealth in this land farmers, tinkers and 'little people'. The towns are another thing altogether — only in Ireland could you see so many pubs and bars in one street . . . only in Ireland could you have a block of ten houses on main street and find nine of them to be drinking bars . . . But — back to the race.

Just before mid-day, in a flurry of spray and thrashing paddles, the Senior and Junior K2s were off the start. Almost immediately it was British crews who were out in front and making the pace . . . but there was competition from the Danish and Spanish crews, while the paddlers from Portugal were of an unknown quality. Five minutes down and the K1s were away and again it was British crews out in front from the start. Although again in the K1 there was strong competition from Denmark and Ireland and the unknown from Portugal, the wily pair of Cornish and Greenham were working well together, and along with Speck soon had the race well under control.

My vantage point for the duration of the race was the small TV launch — at the helm Ernest Lawrence. However, hardly had he opened the throttle at the start of the K2s than we all but sheared our propeller running some shallows while trying to keep clear of the kayakers! The blades were badly damaged (fortunately it was a 'slipping-clutch' type, not a 'shearpin'), and with six of us in the boat and the K2s fast disappearing towards the end of the first lake, it seemed we were likely to miss the race altogether. However, Ernest popped the engine back in the water, opened the throttle and it did pull — just a little, but not enough to get up on a plane. I can tell you we had a right game trying to catch up with the leaders; everytime we reached a wide spot in the river it was down to the boards and overtake as many crews as possible . . . but that leading bunch of five crews was just too far ahead.

Thus it was that we stopped just above



Jamestown Bridge to watch the K1s go through — out in front the three British boys — Cornish, Greenham, Speck — well in command of the leading group and running very easily. From here we backtracked a little to the canal cut and raced up to Albert Lock to watch the K2s make the portage, at the same time sending Ernest back some way down the canal cut with the launch and organising a car so that we could watch the first crews portage, then dash to car and drive down to Ernest and thus still be in front of the K2s on the water. . . .

We did not have too long to wait. Three crews were racing into Albert Lock — two British and one Spanish. The latter of

Campo/Alegre pulled into the wooden jetty to make the portage, the British crews of Story/Jackson and Belcher/Kinch raced right down to the concrete almost to the gates to make their portage. . . . Experience and a fast portage put them first into the water the other side. . . . However, the Spanish crew were soon up front again and out on to the first lake from the cut it was the Spanish boys battling with Story/Jackson for the lead.

Soon Belcher/Kinch were back on terms and this leading trio had a real battle royale over the last miles of the lake. . . . just a mile from the finish, three crews cut the last corner from the lake. . . . to fine! The Spanish crew turned at almost a 90° angle,

the British pairs lost each others wash, Belcher/Kinch were in the lead and pulling away strong. Story/Jackson just could not hold on and had to be content with second place across the line almost a minute down on Belcher/Kinch. The Spanish crew of Campo/Alegre, who had worked so hard to stay up front, had hit the shallows on that last corner and paid the price to finish third just two minutes down from the winners.

In the K1 three British paddlers had just wiped out all opposition. . . . Cornish took the win just a few seconds ahead of Greenham, with Speck taking the third place. Jorgensen for Denmark was over three minutes down in fourth place.

In other events, Miss Clough for Great Britain took out the womens K1 with a very clear win, likewise the British Junior pair of Fieldus/Gammon who were no match for the Irish club crews.

With good results from Poznan, and now these results from Shannon, Britain has a very commanding lead in the Europa Cup.

#### RESULTS

**Men K2:** 1st R. Belcher/R. Kinch, Great Britain 1.54.08; 2nd B. Story/S. Jackson, Great Britain 1.55.00; 3rd P. Campo/P. Alegre, Spain 1.56.08; 4th J. Sorensen/H. Pape, Denmark 1.57.50; 5th P. Murphy/D. O'Dorovan, Ireland 1.59.10; 6th L. Koch/F. Larsen, Denmark 1.59.54.

**Men K1:** 1st T. Cornish, Great Britain 2.03.55; 2nd B. Greenham, Great Britain 2.04.01; 3rd J. Speck, Great Britain 2.04.28; 4th K. Jorhensen, Denmark 2.07.16; 5th A. Harris, Ireland 2.07.18; 6th D. Collins, Ireland 2.10.15.

**Grand Prix Points:** Great Britain 48; Ireland 31; Denmark 26; Spain 22; Holland 15; Portugal 7.

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# Lawrence

## CANOES and KAYAKS

## LAWRENCE CANOES & KAYAKS

An interview with  
Ernest Lawrence

by Mike Clark

A trip to Ireland for the second event in the 1980 Marathon Europa Cup series, gave me a good opportunity to look in on Lawrence Canoes and Kayaks Ltd at Celbridge, particularly in the light of their recent tie-in with the British firm of Avoncraft Ltd at Welwyn Garden City.

I've known Ernest Lawrence — managing director of the firm — for many years now, a friendship that built up over the early, and great years of the famous Liffey Descent Canoe Marathon. Celbridge in County Kildare where Lawrence Canoes are now based, was the original start-place of the Liffey Descent. All of the older long distance paddlers who went to those early Liffey races can surely never forget the almost total chaos at the town bridge just a hundred metres down from the race start, with paddles and boats clashing as competitors tried to take the narrow river archways . . . Probably even more famous are the Celbridge Rapids a mile down river below the town where many a K2 or K1 came to grief . . . But enough of those days. Canoeing in Ireland has come a long way since then, just as one manufacturer in Ireland has progressed from a back-street mews in the centre of Dublin and the production of an obscure range of kayaks and licenced models, to a large, modern, purpose-built factory on an industrial site in Celbridge, with a range of well-designed touring kayaks, a unique grouping of Canadian canoes, and a series of marathon racing craft that are becoming accepted as the best available by top competitors and teams — the firm of Lawrence Canoes and Kayaks Limited.

**Can you give a little background to the company? How you have built-up from the early days in Dublin to this ultra-modern factory here at Celbridge?**

**Ernest:** We started just three of us working from an old mews in Dublin. Now at that stage what we were virtually trying to do was to build boats for the Irish market. We had a Lettmann licence, a Gatz licence, and we had a Kirton licence. But it was very difficult to try and supply a market as small as Ireland and yet cover a total range of canoes and kayaks. It means that you needed a high number of moulds, yet a very small call-off from each mould. So at that stage we decided we would try and export — that was six or seven years ago — but when you're building under licence export is extremely difficult, so needless to say it wasn't very successful and we dropped exporting for a year. Then, after consideration, I thought to hell with it, why not try and do our own designs. But at that stage when you're just building boats to licence and looking up to persons like Lettmann, it's very difficult to turn round and say, right, we'll do some design work, because in Ireland . . . emm . . . I mean we still get all the Irishman jokes — which we

like as much as anyone else — but unfortunately it does give you what I call a 'Paddy' mentality, that you're the furthest island west of Europe and that you're a little bit behind the door when it comes to doing anything. Who would accept an Irish boat for instance in Europe? Anyway, we had a go and designed some boats. And the first two we designed were very, very successful. Now that opens the door for export — when you have your own models, then you can export. Fortunately we live in a country where there is quite a lot of assistance for exporters and for manufacturers, so that in the early years we got help to go to exhibitions, advice on brochures, and advice with all the technical problems of exporting. Then we established an agent in Holland.

He has done extremely good work for us. He distributes through Holland, Belgium, Germany and on to Sweden. (*Stop for factory noise from floor below!*) He set everything up for us in Holland and we sent him some sample boats. Now the interesting thing about it was, eh . . . Navyimpex is the company . . . a chap by the name of Hans Comptor that I had known for many, many years and a distributor in watersports, but he knew absolutely nothing about canoes and kayaks, and I think this was the best advantage we possibly ever had because he put us in touch with lots of general sports outlets. So we were putting in general purpose canoes and not trying to get in against the specialist slalom people and specialist racing people — that was the door in and from then on then to develop into the competition field.

Now two years ago we obviously saw the limitations of the existing hodge-podge of sheds that most canoe manufacturers start off with . . .

**Where were you at that time?**

**Ernest:** We were just down the road here in Celbridge. This is our fourth move. We started off in a mews in Dublin, which was very picturesque and charming — just three of us working there. Then we moved out to where we were living — Tony Maher and myself — out to the west of Dublin, and moved in to what used to be a battery-hen place and eh . . . stayed there for about two years before moving from there to the present site we are on now, except it was a very small shed. Three years ago we got the idea that we would have to build a purpose-built factory because I could see that there were a tremendous number of very small canoe manufacturers . . . eh . . . there appear to me to be more canoe manufacturers in the U.K. for instance, than in the rest of Europe put together, and most are very small. But canoeing was expanding from within a very limited sphere of competition and enthusiasts and it was expanding out of that into just a recreation.

To my mind therefore, you are not doing them a service if you don't make the craft available through general sports shops, marinas and the like. Now I could see the limitations therefore in trying to produce that kind of set-up from a very small factory, and I thought it would be only a matter of time until somebody got the idea of producing a very limited range of boats from a very, very large factory area, cutting the costs right down, and producing cheap boats for the masses. Now, the way I look at it at the moment is that **every** recreation has grown-up to the point where there are now only one or two major manufacturers owned by big concerns . . . so therefore if you're not one of the leading people, when the change takes place, you're gone, you're finished, because I think the big companies that are already in recreation will look round and they'll say '*There's more to this canoeing than meets the eye, this could be another outlet for us, let's see where can pick up a firm and get an interest in it and develop it.*' And, emmm, if that's the way it's going to go — and I'm not saying that I agree with it — but it's better for you to be the one person that gets the golden handshake and asked to remain on as managing direction, than to suddenly find yourself up against one of the BIG, BIG boys who, either leave you along if you're very small and specialised, or wipe you out if you're any sort of threat to them.

I think canoeing now is on the verge of becoming a world recreational pastime, people have more leisure-time, families have more leisure-time and, eh, I have one customer, a doctor, who has a large family with six children spread over eight to eighteen — he has bought something like nine boats from me, and I asked him why was he so fanatical about canoeing. And he said to me, Ernest, it's the last recreation I can think of for keeping a family together. He said everything else splits up families, but this one keeps us together as a family and is a wonderful relaxing outdoor recreation. Now, if he thinks that, there is a good chance that a lot of other people will think that way, eh . . . working wives means more money and they want recreation, youngsters seem to grow up more quickly these years and invariably all learn how to swim, so that emm . . . holidays, it's becoming more expensive to holiday abroad, so why not holiday at home, have a couple of canoes and go canoe camping or touring . . . So I think we will move away slowly from the idea of THE Canoe Club and its competitors and move into family recreation . . . which creates one hell of a challenge for bodies like the Irish Canoe Union and the British Canoe Union — these people are going to be outside the fold. So for any sensible canoe manufacturer he's going to say how am I going to meet this challenge, where am I



going to put my boats, how am I going to produce as many as I can? And that is the problem . . . and if I've got the answers, I'm not telling! (*Laughter.*) And if I've not got the answers I'm going to try and find out who has . . .

**So basically your range now is touring, but you're also moving into the more specialist side of competition with the marathon racing boats. What's the set-up now with the marathon team in the U.K. . . .**

**Ernest:** Well, I look round and I say who has developed a product which has got mass appeal and at the same time is involved in competition. If you look at the motor industry, I think you can learn a lot from that, and if first of all we say we want to get publicity for our products and we want to develop our products, the way to do that is through competition — that's where you put your name, that's your flagship. So, whilst I want to produce general purpose boats, I want to put my name across in competition, and learn from that so that I can develop it into the touring craft range and get ideas from competition. So my policy at the moment is to . . . support a national team, in marathon. Marathon is very close to touring, despite the fact that the boats are totally different. Now if I can support a national team, not by this stupid way we have done things in the past which was to give out free boats — I mean that's been the death of more canoe manufacturers. But to actually work with a national team and say to them I'm going to give you boats this year, I will not even expect you to race them, but what I would like you to do with them is to train in them, perhaps race in them if you feel confident in the boat, but give me your ideas of what the boat should look like — vis-a-vis its shape — what the fittings should be, and any special ideas you have that would make your chances of doing well in a race better . . . emm . . . maybe pumps or whatever.

Now if I can do that over a period of three years, then I would develop boats that would be very acceptable to the average marathon racing canoeist — so I would sell boats that way, and also I would get a range of ideas which I can feed back into other branches of the recreation. I use the

word recreation deliberately as opposed to canoesport. So that's the policy I have there on that one. Now the other side is of course the Canadian canoe . . . and that I suspect could really surprise us all, even in these islands, I think we could be very surprised at the number of people who would take to Canadian canoeing. Emm . . . there are a number of reasons for saying that. The boats will last longer, they're tougher, they carry more bodies, and therefore these points alone appeal to youth organisations. It's also easier to pick up the recreation. You can start younger folk in the company of older people; you can carry camping equipment; you can carry camera gear; you can carry picnics . . . err, I think there's tremendous possibilities there. So I'm going to develop that side of it, for the west of Europe anyway . . .

What I would also like to do is to turn round and have a real good look at other manufacturers and see where the gaps are. There are people like Valley who specialise in their sea canoeing, so there's no point in me trying to meet them and produce A 'sea canoe'. This is a fault that all manufacturers have, they feel that they must have *THE 'sea canoe'*, they must have *THE 'surf canoe'*, they must have *THE 'pool trainer'*, they must have A 'Canadian'. So we all end up with vaguely the same range of boats — which is no choice at all, and it's bad for the canoeist because you don't get the same kind of development work . . . Frank Goodman I think is an example of how to do it right . . . and that is to turn round and develop, develop, develop, one particular aspect of canoesport. And who has benefitted most? I mean the growth in sea canoeing has been enormous, and is thanks largely to that man who has done the development work. Now if I turn round and I try to develop a sea canoe, I am only going to produce an alternative and it's not going to be done with the same depth of knowledge, and it will be the canoeist who will lose out . . . and to a certain extent, if I do it, and all the other canoe manufacturers do it, Frank Goodman would lose out and therefore he would not be so inclined to invest heavily in developing that sport. So you get a vicious circle, so my idea is leave them alone, let them get on with it and the best of luck, and I'll try and get on with

something else and hope that others with the same sense will say the same thing and leave me alone. Then we'll all have specialised boats, but okay I still accept that we should have competition in that if another firm sets up with the same idea and they specialise and they develop, then there's probably room for the two of them. You'd have two firms specialising in Canadians, vying with one another. The benefit from that is that prices would be maintained competitively and there would be a much faster development of ideas. So the canoeist would benefit from that. So . . . it's not that we are in an era of change in canoe manufacture, but we need an era of change.

**What sort of markets do you have here in Ireland, and what sort of percentage of your manufacture goes abroad? Ireland is very small and the number of canoeists here must be very small even on the touring, let alone the competition side.**

**Ernest:** For a start the number of canoeists in the country for its size is very high, there's a very high percentage. Most of the schools now canoe. The Irish Training Scheme that produced canoe leaders — mainly teachers and youth club leaders — worked extremely successfully, and all along the Liffey everywhere there is a school there's a canoe club. So we have a very high percentage to our population of canoe clubs . . . if you take clubs and schools and put them all together we are certainly talking in three figures, for sure we are in the hundreds for canoe clubs. Thus about forty percent of everything we produce stays in Ireland, and sixty percent of it is exported. And most of that has been straight to Holland, but now that we have a tie-in with Avoncraft I expect that in the future much more of our production will go into Avoncraft, because we are producing some of his models for him. The idea is of course that the factory and showrooms in Welwyn Garden City will develop as a retail centre . . . because the other problem that I see is that when you go to buy a canoe, you go with a little list of what you want in the boat. Now that may be fine for you, but it's pure murder for the canoe manufacturer. He has to slot you



Left: Audrey and Ernest Lawrence of Lawrence Canoes.  
Above: One corner of the glassfibre moulding workshop.

somewhere in his production with a very specialised little boat that is built differently to all the other ones. But if I can bring you into a showroom and show you a range of canoes, and you can make a choice of which model you want, and then I can take you round the back and show you a stock of them . . . you'll never lift that little bit of paper out of your pocket . . . you'll take away a boat there and then, because otherwise I will say to you, you can have what you like out of my stock or you can wait twelve weeks for what's in your pocket . . . I think most people would turn round, lift up half a dozen canoes until they get one that feels just right, of the right colour or one that appeals to them, and say I'll take that. I think that's the service we should provide for canoeists, and it can be done best by having such a place as at Welwyn Garden City where we can have a good stock, a good retail centre with choice of accessories, buy your little instruction book, buy a magazine, buy a little bag for carrying your clothing in, buy a lifejacket, paddle, spraycover . . . the whole lot, and go away with a complete package. I think this is the way to do it, but unfortunately there are far too many manufacturers selling direct . . . we do it ourselves, but we're trying to get away from it. It occupies somebody's time for the greater part of the day just to sell a canoe — the canoeist wants to chat, he wants to talk, if you're a canoeist yourself you want to talk to him, give him advice and help . . . and the day just goes on, and on, and at the end of the day it has cost you in man-hours — and you're probably one of the highest paid persons in the firm — a fortune . . . just to sell that man a canoe. So I think we're all doing that the wrong way round as well . . .

**Your staff here, what sort of problems do you have in getting staff? And on the range of boats you're offering right through from kevlar, sandwich, glass . . . what sort of problems here?**

**Ernest:** The first problem is the obvious one . . . you can't put an advert in the paper and get someone who's trained . . . there's no such thing in Ireland as a trained glassfibre laminator with canoe experience . . . so you must train them from scratch. Now you might from time to time get someone who is trained in glassfibre, but they're more of a menace being set in their ways . . . and as Tony Snell said to me many years ago 'If you can build a canoe well, you can build anything' . . . so from that I firmly believe you train your own people, and generally the best people to train are younger people.

Now secondly, canoes are far too cheap . . . in these islands anyway. This is because of this historical business where a canoe is manufactured by a very small company and sold direct . . . so there are no built-in mark-ups for advertising, for retail selling . . . and very often the people who build canoes are canoeists . . . and that's their only qualification. They've no commercial expertise, so their costings may be cockeyed and their overheads minimal . . . so we have a tradition and a history of an under-priced article. Now . . . I know most



### The Lawrence range of canoes and kayaks include:

Sprat — single beginner  
 Sprite 2 — single rough water  
 Easky 2 — single rough water/surf  
 SKB 401 — single general purpose  
 Searcher T1 — touring single  
 Searcher T2 — touring double

Wolf — 2-seater Canadian  
 Scout — 4-seater Canadian  
 Striker K1 — racing kayak  
 Stinger K1 — racing kayak  
 Sprinter K2 — racing double  
 Spectre — slalom kayak

**Full details from: Lawrence Canoe and Kayaks, Maynooth Road, Celbridge, Co. Kildare, Ireland.**

canoeists will give hoarse laughs at that, but if they try to compare a canoe with any other article . . . a bike or what have you . . . the boats are just under-priced. So, it's very difficult to turn round and get employees and give them a very, very good wage and retain them . . . that's the big problem. We take in young people, we train them, we bring them up to as high a wage or salary as we can afford . . . and at that stage when they're a little more world-wise, they move off and we lose them. Now, I have checked round as to what we're paying, and in comparison with other canoe manufacturers, we pay very well. But we still have difficulty in holding on to them. There comes a point when they say well look I'm going to get married, or they are married and another child on the way and just have to look elsewhere for more money . . . I'm caught in the middle, trying to supply the trade and give a trade-discount on a traditional price that is far too low . . .

**Boat designs, where do they come from . . . who designs them here in the factory?**

**Ernest:** Well I do most of the initial work on them, and then like Topsy they just grow. We have Tony Maher, who is well known in Ireland and elsewhere, in marathon racing . . . and Mick Keating as well in racing. So they put in their share of the design work as well. Thus our boats are almost exclusively our own designs now. However, we've just signed up a contract with our Dutch agent and we will be producing some of the Toni Prijon range for him for distribution in Europe . . .

**Not U.K.?**

**Ernest:** Not U.K. . . Goldsmith relax! But an offshoot of that is that we will be able to produce a limited number of Prijon boats for the Irish market. But . . . I will never really build to licence again . . . only as a sub-contract . . . because it does limit you

far too much. But basically that leaves us with a good solid range . . . We have our marathon boats and really concentrating on marathon sport . . . in kevlar, sandwich and glassfibre. And the designs, although they have the specifications of a sprint boat they are aimed at the marathon paddler, not the sprinter. Thus we have those as our flagship . . . Going to the other extreme we are developing the Canadian and next year we will have a choice of five models. In between that we have the general purpose and touring boats. Plus the Prijon boats that will be distributed through western Europe . . . that will be exciting.

**Where do you see Lawrence Canoes going from here? Any other projects?**

**Ernest:** What I would like to see is . . . a certain amount of industrial work, a small amount of industrial work. For two reasons. Canoe building tends still to be very seasonal, and most people we deal with find it very difficult to take in to stock large numbers of boats between the months of October and January. This places a big burden on the canoe manufacturer because you need vast amounts of storage space, the boats are so bulky and of course you don't have very much turnover in that period. So I would like a small amount of industrial work to keep the firm ticking over in those quieter months. But secondly, in a great deal of industrial work there are techniques which can be developed and could be useful in canoe building, also new materials . . . and this means you can play around with such things as resin injection and other mechanical aids. I think the future lies in a great number of mechanical aids in canoe manufacture . . . spraying . . . particularly resin injection . . . pressing, not necessarily pressing of boats, but pressing of components that go into boats . . . and a lot of that is developed from industrial work.

I would like to narrow the range a little because with the marriage with the Vardy range, the Avoncraft boats, the total range will have to be cut down, and I would like to cut down again and again, and keep it to a minimum. We do this in Holland, find out which of the boats sell . . . we've halved our range to Holland and this leads to less confusion. Less options . . . we're trying to work on two options on every boat — a standard, and a deluxe or special model . . . So it is not just a question of some guy wanting glitter and not wanting a backstrap, you either buy our basic boat, or you buy the deluxe one that has the glitter, and the backstrap, and the flash, and the kevlar . . . the whole lot as a package. That means you're moving towards the customer who wants something special, but you're going the whole way, or he buys your basic boat. You're getting your GLS, or you're getting your L model . . .

Thus it was the end of an interesting discussion with Ernest Lawrence, but this article will not be complete until we have looked at the retail outlet — Avoncraft at Welwyn Garden City. This will be done over the next months . . .

**While in Ireland for the Shannon Marathon** I had the chance to look over the Lawrence Canoes factory at Celbridge (see feature in this issue), and there tucked away in one corner was a very interesting veneer K1. As you can see from the photographs here, the design is very much like the Jigwood or old Max K1. However there are no markings on the boat and it seems likely to date from around the 1936 Olympics.

I got the boat down from its rack and had a real close look. A highly interesting seatpan and rudder system, veneer hull and deck, both still in super condition — can anyone identify the make and probable year of manufacture? I had a word with Ernest Lawrence and he gave me the history and details of the craft as he knew. The boat was found in the shed of a member of the Hoath lifeboat crew, this was Hoath in County Dublin. The story behind the boat is that someone from the U.K. used to

holiday in Hoath and brought this kayak over each year with him to train in, mainly around Hoath Harbour. He finally left the kayak in the safe keeping of the Hoath lifeboat crew member, saying that he would come back the following year. However, he has never returned to this day. It is not certain when the owner last came to Ireland, maybe it was just after or even before the last World War. The kayak has certainly been stored in the shed for very many years. The boatman seemed to think that the owner was a member of the British Team. This would have been for the Olympics of 1936 or the 1948 Olympics at Henley after the war. There appears to be a date burnt into the cockpit of the kayak, a little indistinctive, it could be 1936. That is all that is known about the kayak. Anyone know anything about such a kayak? Or of a canoeist who used to regularly holiday at Hoath in Ireland? (By the way there is quite a hefty storage bill! Only joking, folks!)

# MYSTERY KAYAK



# COUNTDOWN to CANOE '81

## CLUBS & ORGANISATIONS

### CANOE 81 — TRIPLE WORLD CHAMPIONSHIPS — MERCHANDISE

As you are aware the 1981 World Championships in Racing, Slalom and Wild Water Racing are to be held in Great Britain during the period 15th July to 2nd August 1981. The three Championships and associated events are to be known collectively as CANOE 81.

Two separate CANOE 81 — committees have been established in Bala, North Wales and Nottingham, England to organise the respective championships and these are known as CANOE 81 — BALA, (for the Wild Water Racing and Slalom Championships) and CANOE — 81 NOTTINGHAM (for the Racing Championships).

Both Organising Committees are, at the present time, seeking ways of raising the money required to stage CANOE 81, one of which is through the sale of special CANOE 81 merchandise to Canoe Clubs and the general public.

The purpose of this letter is to offer your Club and members the opportunity of purchasing such merchandise, well in advance of the actual Championships.

The prices quoted on adverts in the Canoe Press are for sales direct to individuals, but if your Club would like to purchase CANOE 81 — merchandise in bulk, for subsequent re-sale, then we will be pleased to supply to you goods at lower prices than those quoted. This will enable you to generate income for your Club as well as supporting the fund raising efforts of CANOE 81. The range of goods available will be extended as the Championships approach.

I do hope your Club will support this venture to make CANOE 81 a success and I look forward to your reply.

**MIKE HASLAM for CANOE 81**

*British Canoe Union,*

Details of bulk discount prices from:

*Canoe 81 — Nottingham,*

*72 Bridgford Road,*

*West Bridgford,*

*Nottingham.*

*Tel: 0602 819879*

## CANOE TOURIST SERVICE

To cater for the many canoeists, from home and abroad, who will want to come to the World Racing Championships as spectators, CANOE 81 - NOTTINGHAM will be providing a special 'canoe tourist' service.

The service will be designed to assist with accommodation and travel arrangements for those resident in the United Kingdom, whilst it is hoped to offer a full package tour for those canoe tourists coming to the Racing Championships from

abroad. Tourists will be accommodated in various guest houses and hotels, in the Nottingham and West Bridgford areas, with whom CANOE 81 - NOTTINGHAM will make block bookings at attractive rates. Tariff and services will vary from bed and breakfast only at a small guest house, to full board at a four star hotel.

Plans are in hand to arrange concessionary fares for CANOE 81 spectators travelling to Nottingham by train, linked with special arrangements for those arriving in England by air or cross channel ferry.

Full details of the canoe tourist service will be published separately later in 1980 through national and international canoeing magazines. Bookings for accommodation and package tours will be dealt with by Sporting Travel Services, Royston in conjunction with the East Midlands Tourist Board and the British Tourist Board.

Basic information about CANOE 81 given on free bookmarks, is already available from the CANOE 81 - NOTTINGHAM Office in four languages (English, French, German and Dutch) and British Tourist Board offices in Europe; North America; South Africa; Australia and New Zealand have shown an early interest in promoting CANOE 81 in its entirety.



## BALA SITE — CLEARING, DRAINAGE AND BUILDING

Notes from Pete King, reprinted from the Manchester Canoe Club Newsletter:

**Slowly there is progress — we'd all like an extra six months but there is a slow tide starting to flow.** The organisers have enormous problems but besetting all else is MONEY. No, this isn't an appeal for anything other than understanding, but the budget goes up and down like a yo-yo. Holme Pierrepont can get money to improve its excellent facilities because it's a permanent site, while the White-water fanatics scabble for halfpennies.

This explains why, with enough on their plate already, the Slalom Executive is endeavouring to buy the camping field at the upper site — some money may then come our way.

The other problem in the back of our minds is how big will the crowd be and consequently how do we cope with it — car parks, grandstands, programmes, catering, road access, accommodation for visitors

from overseas . . . writing a list of the things to be thought about is a shock in itself. Running the events as such is going to be the easy part of it, although some are already saying its the least important part, I'd like to think the paddlers are the ones who matter, and once we've got that end right, we should do all we can for the spectators.

Having said that I'm not asking for money (the Slalom Executive ARE looking for money) but more importantly, if we do buy the site or just have it for events, there is a vast amount of work needs doing on the river beds and the land.

Anyone who can spend either a weekend or preferably a week or more is very welcome. There's plenty of hard labour but also a need for anyone versed in CIVIL ENGINEERING to help decide what to do and how to do it. This includes land clearing and drainage, bridge building and alterations to buildings, so there is plenty of scope. Some of the top paddlers are already committed to spending time on the site this summer to get the work done. This could be a real and lasting contribution to canoeing by anyone with a couple of weeks of the long vacation going spare. Any Offers? (To Mike Briggs please — not me).

**Mike Briggs, 106, Becketts Lane, Great Broughton, Chester.**

**Bala, or to give it its correct name 'Y Bala'** has played a distinguished role in Welsh life for many centuries. Situated in the heart of Welsh Wales it is the social, cultural and economic centre for the surrounding district. It is also a tourist centre which is looking forward to welcoming the World's best canoeists to the Pre-World (1980) and Canoe '81 World Championships.

The main highway through the town has all the hallmarks of a small Welsh community. You will hear the ancient Celtic language — Welsh as much as the international language — English. Farmers mix with tourists and friendliness is obvious. The shops are full of Welsh crafts including weaving using home spun and dyed wool from the sheep which graze on the surrounding hill sides. Blue grey Welsh slate is used to make a variety of souvenirs and traditional love spoons made of wood with intricate designs are to be seen.

Traditional fare includes Bara Brith — a currant loaf, Welsh Cakes, Cawl — a thick soup, a meal in itself and of course the best lamb in the world.

Don't be surprised to see ladies wearing the traditional national dress which includes a tall black hat, lace collar, cuffs and white starched apron.

Bala and the surrounding district is obviously a must for any tourist — and canoeist!

# CANOE '81

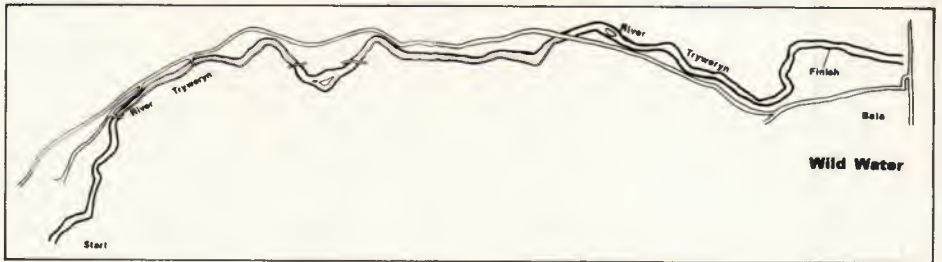
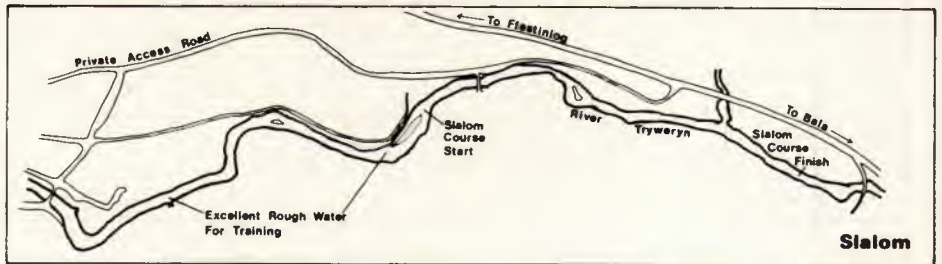
## THE RIVER TRYWERYN

The River Tryweryn is reservoir controlled and lies immediately downstream of the Llyn Celyn reservoir (80,000 megalitres/17,800 million gallons), so making it possible to discharge large flows of up to 1,000 megalitres (250 million gallons) a day into the Tryweryn under close control, thereby creating a five mile long stretch of wild water ideal for slalom and wild water canoe events.

The river has a natural drop in the region of about 80 metres (270 feet), it has a bed that is littered with rocks which, while proving to be obstacles in the slalom and wild water events, can also help to create a maze of rapids, cataracts and undertows.

It also boasts a series of natural amphitheatres which should easily accommodate crowds in the region of 15,000 a day.

A great deal of work has been carried out both on the river bed and the banks to give one of the most beautiful settings for World



Championship Slalom and Wild Water Racing.

The layout of the river Tryweryn gives ideal spectator views along the course. From the many vantage points, it will be

possible to see competitors plough their way through rapids, negotiate the drop at the top of the Slalom run and pit their wits against engulfing waves as the water picks up speed.

# SPRINT RACING

## RECORDS AT HOLME PIERREPONT

Both the Inter-Club and the Olympic Trials Regattas — the first two Sprint Regattas of the new season held at the National Watersports Centre, Holme Pierrepont, Nottingham — have broken all previous records for numbers of competitors entered, races run, and the number of crews competing. This expansion of the sport has been steadily increasing over the last eight years, due in part to the excellent organisation and facilities available at Holme Pierrepont. Problems are beginning to arise on the organisational side due to the sheer pressure of number competing. For each regatta there is needed somewhere in the region of 40-people to act as Regatta Officials — starting the races, typing the results, pressing the buttons, driving the rescue boat, umpiring the races etc., and all the other jobs which go on unsung behind the scenes, which are essential to the smooth running of regattas.

You may not be aware that last year's August Regatta nearly did not take place, simply because of the shortage of officials, and at two other regattas the organisation was under more strain than necessary because of lack of support.

If we are to see our sport expand, and continue to offer a growing opportunity to the many young paddlers who enter our ranks each year, it is essential that we have enough officials both to run the regattas and to ensure that the work involved does not fall on too few shoulders.

Becoming a Regatta Official can be quite easy and painless! No experience is necessary and at all levels of organisation there are stimulating and interesting jobs for the beginner. If YOU have any spare time at your next regatta and would like to do your 'bit' for the sport, then please contact Di Lawler or Colin Gray.

## NEW BOATS

Struer of Denmark are producing several boats to replace existing designs. All are designed by Jorgan Sampson the world famous Danish Boat Designer. The new models are The Pacer, a new K2 designed for the heavier paddlers; The Cleaver K1 again designed for the heavier paddler and to replace the Lancer — the Cleaver is of course also being built in glassfibre under licence by the Canoe Centre in this country; The Tiger K1, a replacement for the Ranger and designed for the light paddler; and The Commander K4, a replacement for the Winner K4 which was perhaps the most dated of the current Struer designs. The new K4 is by all accounts designed along similar lines to the Cleaver, being very narrow and deep in the bow and with the widest point being directly behind the rearmost cockpit. The Canadians and Dutch teams have already bought one of these boats, so there is a good chance we shall see at least one of the new Commanders in action at our own International Regatta.

## BRITISH CANOE TEAM FOR MOSCOW

The British Olympic Canoe Team to compete in Moscow was selected at the end of May. The following paddlers were selected:

**MENS KAYAK** — Grayson Bourne, Douglas Parnham: Stephen Brown: Neil Robson: Christopher Ballard: Andy Duncan: Stephen Handcock.

**MENS CANOE** — William Reichenstein.

**WOMENS KAYAK** — Leslie Smithers: Francis Wetherall.

The Team Manager and Team Coach (Bernard Perrett and Martin Boshier respectively) will be responsible for which paddlers will race which events. Their decision to be finalised after the Duisberg Regatta.

An additional two members were selected to join the Team at the beginning of June, these being Alan Williams and Lucy Perrett.

## CANOE REGATTA — SWEDEN

The British Canoe Team to compete the International — Sweden v German Federal Republic v Great Britain — was selected at the end of May. The Team is selected as follows:

**JUNIOR/SENIOR TEAM** — S. Train: A.

Saunders: G. Saxby: M. Edwards: M. Lloyd: A. Train: B. Broadbent.

**YOUTH/JUNIOR TEAM** — M. Train: S. Wickens: W. Ashman: G. Neil: D. Colling: M. Harrison: D. Thompson.

**Team Manager** — D. Train: **Team Coaches** — G. Oliver and R. Brightly.

The event is a CANOE Regatta (no kayaks) being held at Jonkoping, Sweden over the weekend 19th/20th July. The British Team will be taking across C7s to introduce the craft at this 'low-key' regatta.

## DISAPPEARING SQUAD

As that date in Moscow draws near, pressure has mounted on individuals and federations who had decided to send a team to the Olympic Games to change their minds. Success (if you can call destroying the Olympic Movement success) was certainly gained with the New Zealand Olympic Team... Originally 96 members strong, the team decreased to just eight competitors by the beginning of June and was down to four members by 7th June — three canoeists and one shooter. Stick to your guns and paddles guys, don't be swayed by opinion if you think otherwise... Good luck in Moscow.

# MARATHON RACING

## MARATHON CAMP

The Marathon Racing Training Camp on Loch Tay in September of last year proved to be very successful and the Marathon Committee have decided to repeat the Camp for 1980. (This is providing that the grant aid is forthcoming.)

Places will be available for about thirty persons and participants will travel to the Tay following the National Championships at Worcester. Paddlers will compete in the Scottish Tay Descent International as part of the week.

Applications to attend the camp should be submitted to Jim Rossiter by 26th July. Address: Jim Rossiter, 6 Birch Avenue, Caterham, Surrey.

**RACING  
XXII OLYMPIC GAMES 1980  
in Moscow**

The events for this year's Olympic Games in Moscow take place — as already published — from Wednesday, 30 July to Saturday, 2 August 1980. The Games will finish on the following day with an official closing celebration.

We have already reported many times on the preparations for the Olympic events in Moscow by the Organisation Committee. Our particular interest has been the Rowing and Canoeing course in Krylatskoje, last mentioned in Bulletin 8/79.

In the meantime, the Games have become overshadowed by political events. The final decision to participate rests with the National Olympic Committees, especially since the International Olympic Committee has stated clearly that the XXII Olympic Games will take place as planned in Moscow, and also that no alternative games will be held.

We read in a publication of the Organising Committee that the Soviet canoeists first took part in Olympic Games in Helsinki in 1952. They fared average, with Nina Savina taking a Bronze Medal. In the 1956 Games in Melbourne and those subsequently, however, the Soviet team has belonged to the top class, producing several two and three time winners. Over 60,000 participate in canoe racing in the Soviet Union.

We have to wait and see whether the Olympic Canoeing events will provide opportunities for challenge by the best from all of the national Unions, as have all previous Olympic Games.

The ICF Racing Committee has fixed the following dates for the 1980 Olympic Games:

19th May Entry by number (to Moscow); 12 July Entry by name (to Moscow); 25 July Meeting of the ICF Racing Committee; 26 July Judges Team Leaders Meeting; 28 July Judges Meeting; 30 July-2 August Olympic Events.

**CHANGES TO THE ICF CALENDAR  
1980**

The following changes have been made to the dates for Open Regattas that were published in Bulletin 7/79.

22 — 24.5.80 Snagov/ROM Olympic Programme.

14 — 15..6.80 Zaandam/HOL, 22 Zaanregatta World Championships Programme.

11 — 13.7.80 Bydgoszcz/POL World Championships Programme for Seniors European Championships Programme for Juniors. Heats and Repechage previously on 11.7.80.

13 — 14.9.80 Bratislava/TCH

4 — 5.10.80 Czechowice/POL, Antoni-Bazaniak Memorial Regatta. 500m for Seniors, Men and Women, all classes. In addition, races for Junior and Youth in Kayak and K2 over 10,000m as main Memorial Race.

**SLALOM AND WILD WATER RACING  
SLALOM IN THE OLYMPIC  
PROGRAMME FOR 1984?**

The Bulletin 4/79 contained a report of the efforts being made to include Slalom in the programme for the Olympic Games in Los Angeles in 1984.

Decisions have not yet been made, although the endeavours by both the ICF and the American Canoe Association have been underway for over a year. The ACA has formed a special 'Committee for the re-introduction of Canoe Slalom into the Olympic Games in 1984' under the Chairmanship of Mrs. Abigail Endicott, 905 6th St. S.W. 311, Washington, D.C. 20024, USA.

During the course of the World Championships for Slalom and Wild Water in Jonquière in 1979, George W. Nickel (an estate owner) flew out from California in his private plane. He owns a huge area of land together with a holiday park, in which amongst other things, there is a boulder

strewn river (the River Kern) which would be ideal for an Olympic Slalom. In addition, there are two lakes which he has suggested for the rowing and canoe regatta events, and for which he would personally meet a large proportion of the installation cost. The River Kern runs along the Rio Grande. Water leaving one of the lakes there can be regulated to provide an optimum water level for the period of the training and the slalom events. In addition, Lake Buena Vista (in the holiday park) has an even 5m depth along its 5km length and would make an excellent course for both the rowers and the canoeists — even though the Organising Committee in Los Angeles is still toying with the idea of staging the rowing and canoeing events in a bay on the Pacific near San Diego, that is, say, where tide and wind have an effect.

The ICF Executive Committee held a Press Conference in Jonquière which must be noted as having been very successful, as the suggestions of Mr. Nickel and the ICF were reported in numerous newspapers. The Organising Committee in Los Angeles, however, has not commented on it yet, despite having received two letters containing corresponding suggestions and the signature of the ICF President, Charles de Coquereaumont, and the General Secretary, Sergio Orsi.

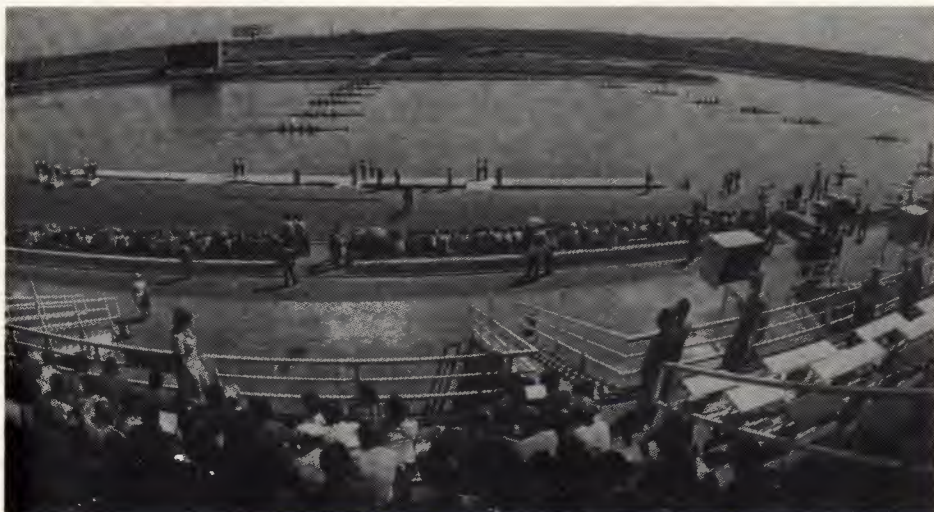
In the meantime, however, there has been contact between the President of the Los Angeles Olympic Organising Committee, Mr. Peter Ueberroth and Mr. Nickel, but so far without success. It has therefore been agreed that the President of the FISA (International Rowing Union) Thomas Keller and the General Secretary of the ICF fly out to Los Angeles in the spring of 1980 in order to review the matter on the spot and make a renewed attempt to have the Slalom events brought back into the Olympic programme. It looks as if the Organising Committee is showing little interest in these events, because Mr. Nickel has suggested retaining the entry fees for the Slalom event to offset his big personal contribution. It is of interest that the Water Sport Holiday Park, together with the River Kern and Lake Buena-Vista, is about 4 miles from motorway No. 5, i.e. about 1½ hours driving from Los Angeles.

Mr. Nickel formed the Company 'Kern River White Water Co. Inc.' a year ago, and its Manager — Tom Johnson — is a well-known former American paddler.

It must be regretted that in spite of intense effort by Abigail Endicott and Susan Chamberlin as lady Chairman of the Slalom Committee of the ACA, the National Olympic Committee of America appears totally disinterested.

Reports about developments are to hand, but they are unfortunately not very positive. In contrast to former Olympic Games, it looks as if the XXIII Games in Los Angeles will be seen as a purely commercial undertaking, as was the case a few weeks back with the Winter Olympics at Lake Placid. In spite of this, our American representatives are not giving up and Mr. Nickel has formed a 'Kern County Olympic Organising Committee' including representatives of trade and industry, state authorities and the President of the California State College as further sponsors.

Abigail Endicott is now asking for urgent action from national unions, either to make representation to their IOC members, or to write direct to the Organising Committee in Los Angeles. The message is to have Canoe Slalom events re-introduced into the Olympic Programme for 1984.



View of the Grandstand of the Krylatskoje course, taken during a rowing event. In the background is the half-island, behind which is the channel for training or returning the boats.

Such letters should be addressed to: *Mr. Peter Ueberroth, President of the Los Angeles Olympic Organising Committee, c/o Mrs. Abigail Endicott, Chairman, 905 6th Street, S.W. No.311, Washington, D.C. 20024, USA.*

If each of us does as much as possible, we could perhaps be successful. At the last meeting of the International Specialist Union (AGFIS), the ICF President discussed this re-introduction with the Sports Director of the Organising Committee in Los Angeles, Mr. Richard H. Sargent, and pressed hard for our interests to be brought under discussion in Los Angeles.

#### DATES — CHANGES

There are also changes to the Slalom and Wild Water calendar published in Bulletin 9/79 as follows:-

11 — 13.4.80 Bovec-Soca/YUG WW SL C; 9 — 11.5.80 Liptovsky Mikulas/TCH WW SL C; 17 — 18.5.80 Kienberg/AUT WW SL C; 28 — 31.8.80 Bala/GBR WW SL A Pre-World Championships; 6 — 7.9.80 Dunajec Band Stary Sacz/POL — SL C.

#### DATES FOR 1981

Miss Helen Brownlee of the Slalom and Wild Water Committee of the Australian Canoe Federation has invited the first event for 1981. It takes place in Slalom and Wild Water from 10-18 January 1981 in Nymboida, N.S.W. (Australia). Entry closes on 31 December 1980. Entries to: *Australia Canoe Federation, 5/14 Pearson St., Gladesville 2111, N.S.W. Australia.*

These events will be run at the same time as the Australian Championships — the international paddlers can participate in the Australian Championships. It is hoped to be

able to take this opportunity to hold a Commonwealth Championship.

The Organising Committee in Bala (North Wales) GBR has sent out its invitation for the Pre-World Championships on 28/31 August 1980 and has included information on the World Championships in Wild Water and Slalom 1981, which take place from 11-24 July 1981 on the River Tryweryn.

#### MARATHON RACING GRAND PRIX 1980

The four events for the 1980 Grand Prix have already been published in Bulletin 9/79. They are:

4 May Poznan/POL; 14 June Shannon/IRL; 12 August Nalon/ESP; 20/21 September Gudena/DEN.

Jörn Cronberg, the Vice-President for the Ad hoc Commission for Marathon Racing, brought out a brochure in February 1980 containing all the papers and conditions for these four events. Those interested can obtain them by sending two International Reply Coupons to: *Jörn Cronberg, Engvej 184, DK - 2300 Copenhagen S, Denmark.*

#### COMPLETION OF THE 1980 CALENDER FOR MARATHON RACING

The Calendar for 1980 has already been published in Bulletin 9/79. In the meantime, however, additional races have been notified as follows:

Sept. 7 Veurne/BEL 'Drei Flüsse Marathon' — '3-River Marathon' K1, K2 and R1, Senior over 30 km, Junior and Ladies over 15 km, Calm Water. A. van Thienen, Nachtegalenlaan 10, B-8480 Veurne;

Sept. 14 Nieupoort/BEL 'Ijzer Marathon' K1, K2 and R1, Senior over 40 km, Junior and Ladies over 17 km, Calm

Water. P. Coeck, G. Gezellelaan 110, B-8710 Heurle.

Sept. 28 Vigevano/Pavia/ITA 'River Ticino Marathon' over 40 km. Commissione Italiana Canoa, Viale Tiziano 70. 1 — 00100 Rome.

Sept. 28 Veluwe Marathon 1980/HOL over 25 km, 50 km or 100 km from Beekbergen. J.A. Kok, Pieter Steynstraat 155, 8022 TE Zwoller-Nederland.

#### NEW CANOE UNIONS

Contact has been taken up with a number of countries regarding the forming of national canoe unions. These have not, however, yet led to membership of the ICF. In the meantime, however, a canoe union has been officially formed in Portugal, but it is still without a concrete proposal for acceptance.

The Union 'Federacão Portuguesa de Canoagem', Rua Antonia Pinto Machado, 60.2º, P — 4100 Porto, has Mr. Rui Palha Melo Freitas as President. The journal 'Desportos' has already published a report in July 1979 about canoeing, depicting the ICF emblem as well as the most important dates for 1979.

#### CHANGE OF ADDRESS

The Australian Canoe Federation has a new General Secretary whose address, and at the same time the address of the Australian Canoe Union, is: *Roy Farrance, 140 Cotham Road, Kew, Victoria 3101, Australia. Telephone: Office — 806030 or 805934 Private — 857 5303.*



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## NOTTINGHAM K1 STABLE

Parents of young paddlers at Nottingham have recently been seen down at the Nottingham Kayak Club workshop in large numbers, stippling and rolling glassfibre into the shape of K1s. That's not very interesting you might think, just parents making new boats for son or daughter. In this case though the boats are for the parents themselves! They are building the Avoncraft Rapide, a very stable K1 for which Nottingham Kayak Club have recently acquired a mould. The 'Old Men' of Nottingham who seem to have great difficulty in paddling an Espada and find a K1 impossible, can paddle the Rapide complete with high seat with no trouble. Twelve boats have been produced so far, and to date no one has capsized the boat accidentally — including some virtual beginners!

The Avoncraft Rapide model is proving so successful with the beginners that the Nottingham Kayak Club Committee has decided to sell off some of the Clubs Espada fleet and replace them with Rapides, which they think will be far more useful in the long term development of the Club. Cost of materials for the boats, including a mould hire charge, work out at below £50.00 — certainly good value in any terms. The mould at Nottingham is available for use by non-club paddlers, and anyone interested in trying the boat or building one should contact George Oliver — address as below.

Fladbury, Reading, and Leighton Park Canoe Clubs have each ordered moulds which will be delivered shortly and will also be available for producing boats for clubs in their areas. For details contact David Train and Bernard Perrett as below.

In an effort to help in the building of the Rapides, Avoncraft Limited are offering a materials service with full materials for a single boat working out at around the £40.00 mark. Full details on the Rapide and material service from: *Avoncraft Ltd., Burrowfield, Welwyn Garden City, Herts. AL7 4SR. Telephone: 070073 3000.*

**David Train**, Glenville, Fladbury, Near Pershore, Worcester.

**George Oliver**, 12 Commercial Road, Keyworth, Nottingham

**Bernard Perrett**, 39 Hamilton Road, Reading, Berks.

## NEW AZZALI PADDLES

Pyranha now have in stock the very latest Azzali paddle range. Modifications to the construction and design of this paddle have resulted in a better wood/strength relationship, giving a stronger and lighter paddle, together with a larger blade area. This paddle is now available in attractive red, green or wood veneer blade finishes.

Pyranha also have a new range of nylon products for the canoeists needs. Strong holdall bags in red or blue with Pyranha logo at each end. These holdalls have an inside pocket, strong, durable handles and large carrying capacity. Approximate size — 65cm x 25cm x 28cm: New spraycovers and canoe cags, all with taped seams to increase strength and improve their waterproof qualities: The range of buoyancy aids have now been re-developed due to new production techniques, enabling Pyranha to provide the customer with the same high standards, yet giving better value for money.

Due to an increased number of customers calling in at the Watersports

# TRADE NEWS

## NEWS AND PREVIEW OF EQUIPMENT AND GEAR

Centre, and the development of a new Mail Order Service, coupled with the strength of the pound abroad, Pyranha are able to offer something close to the hearts of all canoeists — **Reduced Prices** — Azzali Slalom Paddles, old price £35.00, new price £29.00; Nylon Spraycovers, old price £7.90, new price £6.90; Buoyancy Aids old price £17.65, new price £15.18; Canoe Cags old price £12.85, new price £12.08.

Full details of the above and total Pyranha range from: *Pyranha Watersports Centre, Marina Village, Preston Brook, Runcorn, Cheshire WA7 3DW. Telephone: Runcorn 716666.*



*The Pyranha showroom*

## AGENTS NORTH AND WEST

**Capel Canoes are pleased to announce** that they have recently appointed Midwater Sports of Brixham, Devon as their South West agents, and M.G.F. Watersports of Thorpe, Yorkshire as their agents for the North of England. They will be able to supply a full range of Capel Canoes including their new Snipe. All initial enquiries still go to: *Capel Canoes Limited, Five Oak Green, Nr. Tonbridge, Kent. Telephone: Paddock Wood 2128.*

## BOARDS AND CANOES

**Avoncraft tell us they are now** marketing windsurf boards and have agencies for Windsurfer International who produce the highly competitive 'Sea Panther' 'Flying Panther' and 'Express Surfer', and for Tabur Boards who produce the 'Dufour Wing'. A selection of windsurfing boards and wetsuits suitable for surfing can be seen at their showrooms at: *Burrowfield, Welwyn Garden City, Hertfordshire.*

## CHRISFILM GOES VIDEO

**From 1st September 1980 most of the** Chris. Hawkesworth canoeing films will be available for hire and sale on Video cassettes. Chrisfilm is investing in their own transfer equipment and the present 16mm film will be put onto Broadcast Quality

Video Tape. This master tape can then be copied onto any of the four different Video Cassette Systems in either of the three international standards.

The first films available on cassette will be 'Colorado', 'Wild-Water — An Introduction', 'Paddlers must wear Lifejackets', 'Wild Water Racing Pt. 1' and 'Wild Water Racing Pt. 2'.

It is anticipated that a cassette of 'Colorado' will cost about £35.00 for the 45 mins colour cassette, or around £5.00 for hire, including VAT. This compares with 16mm purchase or hire of £480.00 and £16.50. Some of the cassettes will carry a small amount of advertising material.

An advantage of the cassette system is that super 8mm film can also be put on to tape and edited between two tape machines. The first super 8mm film on cassette will be Frank Goodman's film of canoeing around Cape Horn. Yet a further advantage is that in addition to English sound tracks, the master Video Tapes can be tracked with several different languages. At the push of a button the show cassette can be tracked with a different language.

Chris. Hawkesworth, Managing Director of Chris. Hawkesworth Limited (Chrisfilm is a subsidiary), is also engaged in talks with the BBC and two independent TV companies for the purchase of the non-theatrical copyright to other canoeing and outdoor activities films. The Chrisfilm library is poised for substantial expansion over the next few months.

NOTE: Video Cassette Machines can be hired or purchased from most TV Dealers. The current cost is around £15.00 per month hire or around £700.00 for purchase. Sony Betamax or JVC/VHS appear to be the most popular. Chrisfilm pre-recorded cassettes will be on 1/2" cassettes to fit these standard machines.

Full details of Chrisfilm Video Cassettes or Chrisfilm in general can be obtained from: *Chrisfilm (Chris. Hawkesworth Ltd), The Mill, Glasshouses, Pateley Bridge, Harrogate, North Yorkshire HG3 5QH.*

## COCKPIT COVERS

**Protective cockpit covers for canoes** and kayaks are not a new idea, but they have not been readily available in the past. Now Southern Canoeing Supplies are manufacturing covers for marathon and sprint racing boats, and available from stock. The covers, made in blue waterproof nylon material, can also be made for slalom, wildwater and touring models if a paper pattern cut to the outside rim of the cockpit is supplied with the order.

The covers are very useful to keep the inside of your boat clean and dry during transit, to prevent the loss of vital wing nuts and buoyancy blocks, but best of all you can put all that wet gear in the boat for the journey home — and for only £2.75 including VAT and postage. Full details of the range of cockpit covers, paddles and a range of other canoeing gear from: *Southern Canoeing Supplies, 2 Jugglers Lane, Yatesbury, Calne, Wiltshire.*

## MANCHESTER YHA SHOP DOUBLES

**Another 5000 sq.ft. at first floor level** has been added to the Manchester YHA Shop doubling its size and making it one of the largest outdoor living stores in the UK.

The shop, positioned in Manchester's prestigious Deansgate, opens in its new form on June 21st. The new floor area will enable manager, Mike Collister to put on, for the first time, a wide ranging display of leading lightweight tents. Big names include Robert Saunders, Ultimate, Vango,



Lichfield, Stan Evans and Caravan.

In addition water sports and canoeing equipment, the book shop and YHA membership enquiries counter are also to be re-sited on the first floor.

The original ground floor area is to be re-ramped resulting in better displays to allow the customer greater opportunity to move around and see the merchandise on sale. More space will also result in being able to stock a larger range of duvets, vests, waterproof and general leisure clothing. As well as the YHA's own label garments G & H, Rohan, Ultimate and Phoenix are also stocked.

Following these improvements at Manchester it is hoped that larger premises will be obtained for the Birmingham branch later this year.

### INTO TOP BOATS

**Having firmly established themselves** as one of the leading suppliers of economy kayaks in the country, Whitewater Sports at Woking have now turned their attention to the medium and top ranges of kayaks.

Their top range boats are all selected models from leading manufacturers and to these has now been added the excellent Valley Canoe Products models. This is the first time these popular boats have been available on a comprehensive basis in the south of England and a large influx of V.C.P. boats now seems likely.

The medium range of kayaks has also been extended to include the latest versions of the renowned KW4 and KW7 designs, together with the Vampire Bat, Whitewater Mk.II Tourer, Open Double Tourer and Beaver Canadian Tourer. These models are now available, generally ex-stock, at real value for money prices from: *Whitewater Sports, 22 Guildford Road, Woking, Surrey (Telephone: 04862 72426)*

### 1980 CONCRETE SOCIETY CANOE RACE ATTRACTS RECORD NUMBER OF ENTRIES

**Over 250 canoeists will compete in 48** concrete canoes at Thorpe Park, Egham, Surrey on 5th and 6th July 1980 to win cups and trophies in the third annual Concrete Society Race. The increasing popularity of the annual competition and a record number of entries has led to an extension of the event to cover two days.

The open competition, an additional event successfully started last year, has attracted a large number of entries from commercial organisations. As well as the open and intersarsity competitions, there is a section for ladies which has attracted 22-teams, and also a section for the over-40's. Prizes are also to be awarded for the design and construction of the canoes. Trophies will be presented at the prize giving at 5.00 pm on Sunday 6th July.

In addition to the entries from colleges and universities in the UK, a team from the University of Delft, Holland, overall winning team of the 1979 Concrete Canoe Race, and a team from the University of Technology, Eindhoven, the Netherlands, will both be travelling to Thorpe Park to take part.

The aim of the event is to further the education and training of university and college students in the design properties and use of concrete in unusual application. The participants must design their canoes for hydraulic and structural performance, aiming always for minimum weight and simple practical construction, and they must themselves build the canoe in which they compete.

Thorpe Park will be open between 10.00

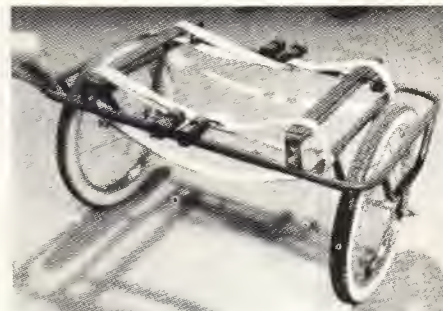
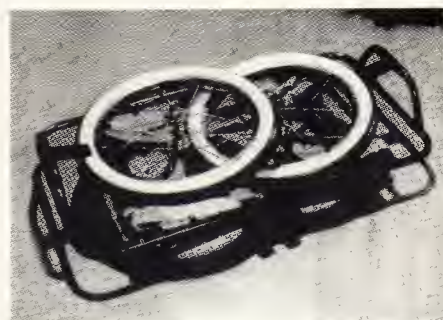
am and 6.00 pm on both days. University races will run from 2.00 pm until 5.30 pm on Saturday 5th and will be completed between 10.30 am and 1.00 pm on Sunday 6th. The open races will commence on Sunday morning and continue until 4.30 pm.

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Trolley from Water Rat



### HURON TO LAPPLAND

**McNulty Seaglass of South Shields tell** that their very successful Huron 18, an 18ft Open Canadian Canoe, has been chosen by the members of the Lappland 80 International Canoe Expedition as the craft to carry them and their gear from Rastojaure, a lake on the Swedish Lapland/Norwegian border, 470-miles down hitherto unpaddled rivers to the Gulf of Bothnia.

The Huron 18 was specifically chosen because of its manoeuvrability and carrying capacity. The expedition flew in to Rastojaure in seaplanes on 17th June. We hope for a full detailed report on the expedition return . . . Details of the Huron range from: *McNulty Seaglass Limited, Victoria Road, South Shields, Tyne and Wear, NE33 4QA. Telephone: 0632 563197.*

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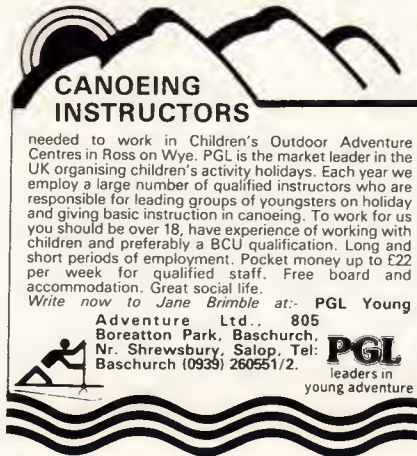
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**FOR SALE KAYEL CUB KITS** export version. Cancelled order. £49.50 plus carr. Granta Boats, Ramsey, Huntingdon, Cambs. Tel Ramsey (0487) 813777

**FOR SALE - SEA KAYAK**, Baidarka Mk.1. Complete with two hatches, bilge pump, spraydeck and paddle. £100.00. Also Bat at £15.00. Telephone: 047-983603 (Scotland).

**FOR SALE - KLEPPER AERIUS** (Single) folding canoe, hardly used, property of deceased canoeist, offered for £200 or near. 5 Watersplash Road, Shepperton.

**FOR SALE - TYNE JUNIOR KAYAK**, paddle, spraydeck, helmet. Very good condition - £75.00. Telephone: 01 727 4257

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**FOR SALE - REDUNDANT MOULDS AND PLUGS**, going cheap from £20.00 for non-commercial use. Python, Treska, Inn-Minor etc. Also sale of discontinued lines or colours. Welded suits, including trousers, plus fibrepile, cags, and buoyancy aids. Send foolscap s.a.e. for lists, or call 9.00 to 5.00 p.m.: Wild Water Centre, Glasshouses Mill, Harrogate, North Yorks HG3 5QH. Telephone: 0423 711624

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