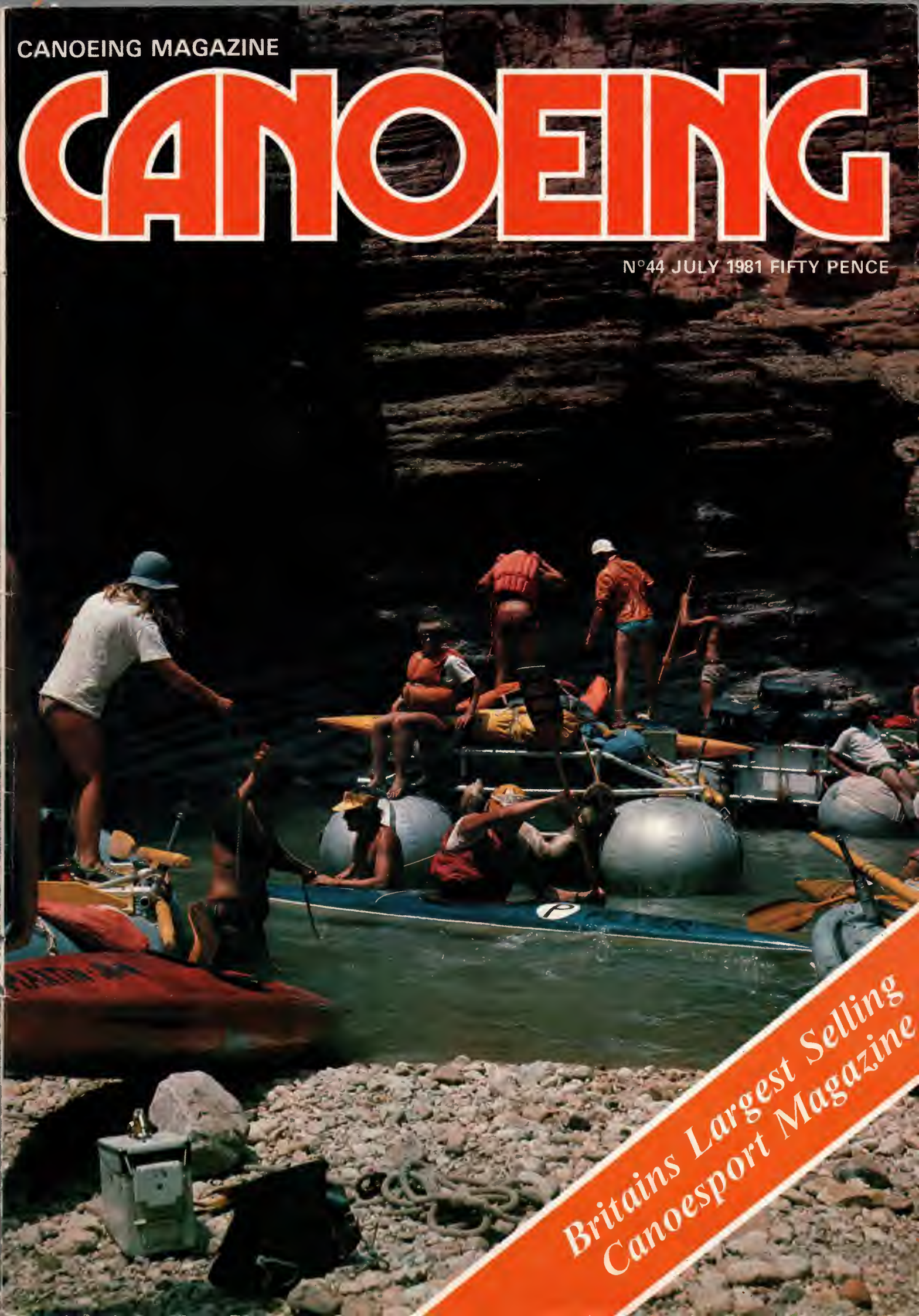


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N°44 JULY 1981 FIFTY PENCE



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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

JULY — NUMBER 44

Editor: Mike Clark

Canoeing Magazine, Editorial and Advertising
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COVER: *Kayaks and rafts — Grand Canyon. Photo: Mike Clark*



Portage of Teddington Lock — see page 10

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Notes & News

JOHN RAMWELL ON SEA CANOEING

John Ramwell, one of the leading authorities on Sea Canoeing and of course the man behind the Advanced Sea Kayak Club, is prepared to visit your club or organisation and provide an illustrated talk on sea canoeing, which includes slides and Super 8 film.

The following programmes are available to choose from.

'An Introduction to Sea Canoeing'.

'Advanced Sea Canoeing Expeditions'.

'Circumnavigation of Tasmania, 1979'.

This third choice is the story of the Australian expedition around Tasmania by Earle Bloomfield and John Brewster. It is a very high quality slide/tape presentation. John can be contacted by writing to him at: 32 Glebe Road, West Perry, Huntington, Cambs, or telephone: Bedford 58671 (daytime) or Huntingdon 811582 (evening).

CALSHOT WHITEWATER WEEKEND

Britain's leading Canoeing Centre is offering a special Kayak weekend of interest to those wanting to improve their skills in rough water paddling.

The packages offered include minibus, transport, specialised Kayaks and equipment and expert tuition from BCU Coaches. Participants can provide their own camping equipment and be self catering or chalet/bunkhouse accommodation can be arranged if required at a small extra cost. Transport will leave the centre, collecting participants by arrangement on Friday evening returning late on Sunday night after a full two days watersport.

The accent will be on enjoyment and those of a less adventurous nature will be welcome to participate in less demanding parts of the activity. Star or Proficiency Tests can be taken during the weekend.

Date: Brecon White Water Weekend 6-8 November; Cost: £34.50 (Adults) £23.00 (Under 19)

Full details and application forms from: Calshot Activities Centre, Calshot Road, Calshot, Southampton. SO4 1BR. Telephone 0703 892077

ROUGH TEST FOR SCOUT SHOPS TENT

17 year old Venture Scout, Michael Briggs, of North Petherton, Somerset, has slept out in a tent every night since February 1978. For nearly two years he has used equipment from Scout Shops Ltd and sent them monthly reports on its performance. As Scout Shops estimate that a month's constant use is equivalent to a year's normal usage, these reports are a valuable check on serviceability.

At the beginning of April this year, a disastrous month for weather, Michael began using a Gipsy tent, one of Scout Shops new lines. He spent some time camping in the Brecons and Snowdonia. At the end of the month he reported:-

'During weekend of floods in Wales, tent standing in about 2" of flowing water. It let in no water. Most other tents flooded.

'Very strong winds and gusts. Tent did not lose even one peg. About 6 or 7 other tents (out of 15) were blown down. Only

damage — one suspension strip on front inner came partially unsewn. A very good performance.'

Michael is attempting to beat the world record of over 6 years continuous outdoor camping which is at present claimed by an American family.

THE INTERNATIONAL LONG RIVER CANOEIST CLUB

Would you like to be a member of a canoe club that has NO AGM's, NO committees, NO rules or regulations and which in fact has NO restricting influences, but instead is only interested in giving the canoeist what they want from their sport i.e. easy access to canoeing information — to be able to contact the people 'in the know' — to hear about canoe expeditions around the world — to read about new developments . . . and so on. This club can give first hand information on hundreds of canoeing rivers and seaways such as:

Rivers: from Amazon to Zaire

Seaways: from Adriatic to Zealand

Lakes: from Athabasca to Zurich

This club is fully independent, with no affiliation to any official canoeing body, and is run for canoeists by canoeists. Each member of this Unique International Club gets:

1. A complete membership list not only giving name and address, but also telephone number, and full details of what areas/rivers/seas etc they have canoed or have info on.
2. An International Membership Card, which by possession gives that member 10% off organised Wilderness canoeing trips in Canada . . . 33% reduction on New Zealand River guides . . . 10% off Survival Equipment . . . 25% off Expedition report
3. A newsletter 'Paddlers World' issued every other month, of approx 8,000 words (12 sides of A4) giving details of expeditions, trips, members required for ventures, equipment, and news from the four corners of the canoeing world . . . and ALL this for just £1.50p per year, (you can even pay up to three years in advance-saves being bothered for subs every 12 months!) do not be misled by the world RIVER in our title-when the club was formed, back in '75, Sea Canoeing was a relative new branch of the sport, but now, with canoeists all over the world being driven towards the sea, we have an interest in this also, and in fact about 1/3 of each Paddlers World is reference Sea canoeing . . .

If you would like to know more about this Informal Club, write to: Peter Salisbury ILRCC, 238 Birmingham Road, Redditch, Worcs B97 6EL; England. Telephone: Redditch (0527) 65339

DEVIZES FOOTNOTE

We hear from Ron Moore of Mill Ford School, Plymouth that two junior paddlers mentioned in his account of the Devizes to Westminster Canoe Marathon (June issues page 7), Darren Evans and Peter Tucker have been awarded the Gluckstein Award for the crew displaying the most courage and fortitude. Peter has spina bifida, while Darren has no function in his legs. In the International Year for the Disabled it is a fitting award — well done.

REPORT ON THE DROWNING OF MR NOEL McNAUGHT — 2nd MAY 1981 — OXWICH BAY — GOWER

Mr. McNaught was sixty one years old and a canoeist of considerable experience being the author of two books on the sport. He lived at Shepperton.

At approximately 11.00 BST on Saturday 2nd May he set off from the beach at Oxwich Bay to paddle alone to Port Eynon, a trip of some four miles round Oxwich Point. He was using a Tyne folding kayak, rather old and extensively patched. He was wearing khaki shorts, sweater, zipped anorak, spraydeck and an Ottersports lifejacket to BS 3595.

Weather conditions — East to South East 3/4; slight sea and swell; Good visibility; Low water 1149 BST two days before Springs; Sea temperature 9°C.

A companion who had arranged to pick him up at Port Eynon saw him off from the beach and remained for about three quarters of an hour as he made his way towards Oxwich Point. His non-arrival at Port Eynon early in the afternoon caused her some concern and she returned to Oxwich in case he had put back.

At 14.47 BST a fishing vessel working pots off Pwll Du Head (East of Oxwich) reported to Swansea Coastguard MRCC that he had sighted a body in the water. He was unable to take it aboard but was towing it into Oxwich; there it was identified as Mr. McNaught. The fishing boat returned to sea and later saw and recovered his kayak which was waterlogged and floating upright with only the cockpit coaming showing above the surface.

The post-mortem examination disclosed death by drowning.

At the Inquest the skipper of the fishing boat stated that conditions off the Point that morning were too bad for him to work his pots and that he had sought better conditions to the eastward.

From all the evidence that has emerged it would seem that Mr. McNaught found conditions off the Point much worse than he had anticipated and that, in that area, he had capsized; a trolley which was loose in the kayak is missing. The kayak had no deck lines and, being alone, he would probably have decided to swim towards the shore. The only buoyancy in the kayak when recovered was a netting sack containing empty plastic bottles.

His efforts to swim would have been impeded by the large spraydeck and it would seem that in discarding it he loosened his lifejacket. The spraydeck is missing as are his shoes and a sock. When the body was found the lifejacket was over half inflated but the straps were loose and the jacket had worked round back to front and was pressing his face into the water.

From the hypothermia point of view the situation for a person not wearing an anti-exposure suit in these conditions was:- Safe — Three quarters of an hour.

Marginal (50% expectancy of unconsciousness which will probably result in drowning) — Three quarters of an hour to three and a quarter hours.

Lethal (100% expectancy of death) — over three and a quarter hours.

The verdict of the Inquest — Misadventure.

S. R. Richards,
(Regional Controller of
H.M. Coastguard/also BCU Sea Touring
Committee)

SPRINT RACING

AMSTERDAM REGATTA 1981

Fine weather and a good course, provided a great start for the Ladies Olympic Training Squad for the 1981 season at the Bosbaan International Regatta, at Amsterdam in Holland.

The team comprised the 8 best senior girls from Great Britain who, with a few hundred other racing canoeists, had sat at Nottingham and watched the wind and snow two weeks before. The cancellation of this domestic regatta meant that, not only were the girls facing their first international competition of the year, but also racing against each other over 500 metres for the first time.

A new idea at international level was tried this weekend, that of 1,000 metre races for the women in K1, K2 and K4. (Could this be the forerunner of more races for the womens classes?) These races proved to be very interesting with only the Rumanians not taking up the challenge. The British girls dominated all three events. Anne Plant winning the K1 — Lucy Perrett and Frances Wetherall the K2 and Lucy, Frances, Lesley Smither and Gay Clough the K4.

In the 500 metre events the ladies progressed without too much trouble through the heats on Saturday to the finals on Sunday. The K1, K2 and K4 all giving great results with Lesley Smither gaining a second place behind Olympic finalist Buhaev of Rumania and Lucy Perrett fighting hard for third place. Anne Plant was 6th and Alison Crawley 8th.

Lucy went on to team up with Frances Wetherall in the K2 to take a well deserved second place — again behind the Rumanians — with our other crews of Alison Crawley and Sarah Lucas coming 5th and Lesley Smither/Gay Clough 8th.

The K4 proved to be a very exciting race

with the British crew of Frances/Lucy Gay/Anne holding on to 2nd place until the last few yards of the race when they were caught by the Belgian crew and beaten into third place by 2/100ths of a second, a fine effort with great promise for the future. Our other crew of Lesley/Alison/Sarah/Wendy Clapham took 5th place behind the Dutch girls. A very happy but weary Ladies Team, with their total haul of 27 medals, returned home to England in the early hours of Monday morning.

Overall the results achieved at this regatta compare favourably with those of the team racing here last year. Hopefully they will again work on to reach the same levels as last year when all three members of the Ladies Olympic Team (Lucy, Lesley and Frances) made the finals.

Trevor G. Wetherall, Ladies Team Coach.

NATIONAL DISTANCE RACING

The National Distance Racing Scheme is an idea designed to get people of all ages, and standards of ability racing in any boat on flat water where they compete not only against others but themselves and the clock. The class winners at the end of the season (there are three classes) will not therefore necessarily be the 'top paddlers' or even recognised 'racing canoeists'.

The proposed scheme would operate as follows. Clubs would be asked to organise Distance Races over Class distances of 3000, 6000 and 10,000 m, on water as flat and still as possible. This can be a river, canal, lake, reservoir, harbour, anywhere where there is flat water. No portages should be included and no 'wash hanging' over the last 150 metres of the race (this should be marked by white posts on the bank). Each class should have a minimum of one turn within its distance. As a maximum this should not be more than half the class distance from the start/finish line i.e. 1500m 3000m. 5000m. All three classes would be open to all types of boat, to competitors of any age and of either sex.

There would be a mass start, in rows if necessary, and each class would be timed, each competitor receiving a serial numbered certificate (purchased from the

Racing Committee) with his or her time recorded on it, the type of boat paddled i.e. GP Slalom, Touring, WWR, Sprint and the status of the competitor i.e. Youth (under 16), Junior (under 18), Senior, Veteran. Prizes may be awarded by the organisers for each class/status as they see fit. Time sheets for each Distance race would then be sent to the National Organiser with a list of certificates actually issued (to finishers only).

The Race Organiser would be required to record on the bottom of the time-sheet the approximate flow rate of water on a river race, the wind strength and general weather conditions i.e. Fair, Cold, Rain, Snow, etc. This information would be used by the National Organiser as 'standardising factors' when calculating the National Distance Racers table (see paragraph below).

At National level the National Organiser will record all finishers at each Distance Race for each of the three classes, who complete the course in a time not exceeding 100% of the winners time. Each Distance Race will be so recorded during the season and a National 'Distance Racers' table, by class, published regularly in Flat Water, Focus etc. based on an 'improved time' scale, irrespective of boat used etc.

The National Winners will be based on the best six results of each individual, starting from the first Distance event entered in the year and ending on the 30th November. National titles will be given for the 'most improved paddler' in each class as well as by paddling status, irrespective of the boat used. Awards by boat type could also be considered, thus catering for the 'gladiators'. The object of the scheme is to 'get people canoeing' raise money for Racing; enjoy the exercise; plus the bonus of a bit of competition.

If you are interested in helping to promote such a scheme, are prepared to organise a Distance Race, would like to help with the administration or have any constructive ideas on the scheme please contact:- *Mike Haslam, Canoe 81-Nottingham, 72 Bridgford Road, West Bridgford, Nottingham.*

AND THEN THERE WERE TEN...

Welcome to Lyn Underwood and the magazine Archery International that came under the Ocean banner at the beginning of April.

Ocean Publications Limited now have ten sports magazines in the group, these being: Archery International, Boardsailing, Canoeing, Dinghy International, Films, Powerboat and Waterskiing, Seahorse, Ski, Subaqua Scene and Tennis.

The Ocean offices at Buckingham Palace Road and the distribution offices at Victoria

Street, seem to be getting more crowded with every month. With specialist editors for each of the above magazines, backed up by advertising staff, typesetting department, art department, and distribution and accounts, the company is growing at a fast rate. This is good news for each of the magazines, for we can enjoy all the benefits of a growing company with

an efficient back-up team of production staff and the most modern of equipment.

All production (other than the actual printing of the magazines) is done *in-house*...so it's fortunate that not all the editors are in at the same time (anyone who has tried to get hold of the Canoeing Editor will know just how elusive he is at the Buckingham Palace office...if you really need to get in touch with me, it's better by post as I collect mail once a week or within ten days...)



SATURDAY, SUNDAY, LUNDY...



The Devil's Slide



or 'What a Way to Spend Easter!'
By Barry Howell

Ever wondered why so many canoeing escapades are dreamed up over a pint? This one surfaced at Crystal Palace as we stood at the bar, immersed in that canoeing 'joie-de-vivre' that the Exhibition brings. It seemed easy then to agree to a trip to Lundy Island over the Easter weekend, with old canoeing friends from my spell in Cornwall.

'Where exactly is Lundy?', I felt bound to enquire, as faint memories of shipping weather forecasts recalled storm warnings and the like.

'About 12 miles off the North Devon coast. The crossing is pretty straightforward, more like a 12 mile ferry glide really, lots of people have done it.'

Back home in the Lake District, the time passed quickly. A perusal of the chart showed that the crossing might prove interesting. Lundy is nicely situated out in the Bristol Channel to catch the full influence of a powerful tidal system, as well as being exposed to unhindered winds from the Atlantic. Tidal races around Hartland Point and the south end of Lundy added another dimension to the picture.

Geoff Cox and I drove down to Hartland on the Thursday, in magnificent weather — sunny, blue skies, not a breath of wind. The plan was to meet at Hartland Quay on Good Friday at noon. It seemed too much to hope that the weather would stay the same overnight. It did. Friday started off hot, with a slight breeze.

We were packing the boats in the Hotel carpark when the Cornish contingent arrived — Frank Perry, Basil Stocker and Fred Buckingham. We had planned to leave at 2.30 p.m., allowing ourselves about four hours to make the crossing, and land at high water. Fred's super new waterproof watch that did everything but whistle *Dixie* bleeped out at intervals of 15 minutes; what a pain that watch was to become. Even carrying the instructions with him, we still couldn't make it tell the time!

Launching at Hartland Quay involves quite a lengthy carry to a rocky beach which had, in this instance, a sizeable swell breaking on it, but we were soon out of the bay, and paddling off. The forecast had predicted North-Easterly winds increasing to Force 5 later in the afternoon, and it was beginning to look as though they might be right. Unfortunately, the wind was blowing against a 5 knot tide race heading off round the cliffs of Hartland Point, producing an uncomfortable, choppy swell. We were very quickly half a mile or so off the line we wanted to take, despite using bearings which we thought accounted for tidal movement.

The Island was just a faint blur on the horizon, at this point, as it appeared to remain for most of the crossing. Paddling hard, we left the influence of the race behind us, only to find the swell size increasing with the wind strength out in the middle. Curiously, at this point, a RAF Rescue Helicopter appeared and circled right round us. It then dropped to about 50 feet, came right over and the crewman appeared at the door to give us the thumbs-up signal, which we returned. They were probably out on a practise run, but it was

Photos right: Top/Earthquake!
Centre/Good welly drying weather
Bottom/The team — Frank, Barry, Fred,
Basil, and Geoff

reassuring to know they were about. The occasional breaking wave ensured a degree of dampness, and we rafted up after a couple of hours to don extra clothing.

It was becoming apparent by now that Geoff was having problems with his boat — a Vynek — recently acquired. No fault of the boat, of course, it's just that when you stand five feet nothing and weigh eight stone wet through, even with your gear in there isn't very much of the boat in the water! Windage problems and a leading spraydeck combined to make the boat fairly unstable and it was only a matter of time before he capsized and took a swim...

Rafting up in conditions like that isn't easy, but with Geoff safely on the back decks, we pumped the boat dry. It is surprising how long it takes to complete the whole rescue and start paddling again, particularly if you have a quick bite to eat and a hot drink. When the whole thing happens again shortly afterwards, it's easy to find yourself a couple of miles off course!

The rest of the paddle was hard going, and it did not help to have to contend with the South Lundy race at the end of the trip. I have never seen a more confused area of water; tide race, wind swell and clapotis combined to produce a confused, seething mass of waves and white water. It was a relief to land at 8.30 p.m. on *Landing Beach*, two hours overdue, to the kind offer of a cup of tea and use of the 'phone from three very concerned light-house men.

We left the boats in a tunnel off the shipway and carried our gear up the cliff road to the campsite. What a felling to get the tent up, cook a meal and crash out.

Saturday dawned bright and sunny again, but with a wind gusting to Force 7. Good welly drying weather, but not good for paddling around the Island. We opted for a tour of Lundy on foot, not entirely disappointed at being unable to paddle. And what a place to explore. 200 - 300 ft cliffs encircle the Island, the sanctuary of thousands of sea birds, and a rock climber's paradise. Place names like *Earthquake*, and *The Devil's Slide* and *Hell's Kitchen* capture the feeling of the place. About 3½ miles by ½ mile, it is possible to walk right round Lundy comfortably in a day, but it would take far longer to see everything. Only about 20 people actually live on the Island now, the attractions of the mainland way of life apparently preferable to the Lundy existence, but the remains of more popular times are still clearly visible.

We were concerned about the paddle back to Hartland the following day as the wind continued to blow across the Island. Would we be, as the postage stamp franking system on the Island puts it *delayed by storm?*

Fred's watch beeped horrendously at 5.45 a.m. on Sunday morning. We had hoped for an 8 a.m. start to catch the right state of the tide. Unbelievably, there was not a breath of wind. A quick breakfast, break camp, load the boats and get on the water, bang on 8 o'clock. The paddle back was a complete contrast. Calm seas, sun tan oil and the Lundy helicopter for company. We were back at Hartland Quay by 12.30. A memorable Easter...



WATNEY THAMES GRAND PRIX MARATHON

Report by Di Lawler



Before the start at Richmond



Start of the K1

The Watney Thames Grand Prix Canoe Marathon was organised by the Richmond Canoe Club and held on Saturday 16th May.

Following a marathon race held by Richmond Canoe Club over a similar course last year, the BCU Marathon Committee chose this event as the British Grand Prix race for 1981. The Grand Prix series of five races takes place at different venues all over Europe. This year the locations are Holland (Amsterdam), Poland, Great Britain, Spain (Sella) and Denmark (Gudena).

The races in Amsterdam and Poland having already taken place, this was the third event in the series and attracted the strongest international marathon field that has yet taken to the water in this country. Full teams consisting of three doubles and three singles were fielded by Denmark, Spain, Holland and Great Britain. The Irish were unfortunately struck by illness a week before the event and were unable to make up a full team. Teams from Poland and Norway had been expected but the Poles were sadly, unable to finance their trip and the Norwegians decided not to come.

The smallest team consisted of Herr Reiner from the Lufthansa club in Germany. Having entered into lengthy correspondence with Jim Rossiter, the event co-ordinator, he had somehow failed to mention that he was coming without a boat, and wished to borrow one. Half an hour before the race was due to start, we were vainly searching for a wide enough touring single to suit his requirements! Communication was difficult, as his English was only a little better than our German. He eventually settled for an ancient slalom boat from the Nottingham Kayak Club stable, and agreed (or I think he did) that 15 miles was a little too far, and opted to do the Div.6 course. Needless to say he still lined up on the Grand Prix start, but was extricated in time! Somehow our race information must have been misleading . . .

The weather was blustery, and the heavens opened without warning several times during the morning. Watneys had done their utmost to brighten the scene with banners and bunting, but it was a grey day. The Spanish Team dutifully went to 'warm-up' in a deluge, but were beginning to look very reluctant about the whole thing.

As two o'clock approached, things began to improve (even Clarky arrived!), and it was a scene of colourful chaos, as boats and paddles clashed in a mass attempt to get afloat. The sun came out and over a hundred boats gathered for the start.

Great pains had been taken at the briefing to explain to all team managers that the race would not go unless all the competitors sat on the start line. Because of the language problem, it was agreed that a complete silence from the starter would indicate that the line-up was unsatisfactory. As the Grand Prix (and Div1) K2s pulled away from him, led by British club paddlers selfishly pushing the start as usual, the starter maintained his silence and prayed that they would come back. They did! — and the race got away to a reasonable start on the second line-up.

The 15 mile course was a hard one; the water was rough, the tide began to run out quite fast shortly after the start and many of the competitors on their return from the downstream turn at Kew Bridge, were looking uncomfortable in the conditions.

The K2 race was dominated by the Danish crew Pape/Sorensen, one of the Spanish crews, and the two GB crews Jackson/Hignett and Jobe/Freeman.

These four crews remained very close throughout the race until the Spaniards were dropped shortly before the upstream turn at Ravens Ait. The other three crews continued as a group until Pape/Sorensen were dropped at the final portage at Teddington Lock. Hignett and Jackson then led the field until about one mile from home, Hignett collapsed leaving Jobe and Freeman to try and hold off the Danes who were rapidly making up the ground they had lost. In spite of a valiant effort, Pape and Sorensen went on to win the race, with Jobe and Freeman 21 secs behind. Hignett and Jackson limped into third place, almost a minute in front of the Spanish crew, Villar and Lopez who finished 4th.

Although Peter Hignett's collapse was dramatic and looked serious at the time, he soon recovered, and happily the ambulance was not needed. If the drama of the K2 finish was Peters collapse, that of the K1 finish was the race for the line. Four boats raced for the finish, Robin Belcher (GB) David Packness (Denmark) Rod Kinch (GB) and Nick Gregory (Warren Canoe Club). These four paddlers had dominated the event throughout, and the battle went on to the very last seconds of the race. Unfortunately, Packness was positioned badly for passing inside the finishing buoy, and much to the dismay of his team manager, opted to risk passing outside the marker, even so Robin Belcher crossed the line first, Packness second, Kinch third and Gregory fourth. Packness then proceeded to return and cross the finishing line for a second time, this time inside the marker, doing so before any other boat came in to finish.

After the jury had sat and considered an objection made about the Danes' finish, the positions were adjusted so that the finishing order became, first Robin Belcher, second Rod Kinch, third Nick Gregory and fourth, David Packness. Special credit is due to the exceptionally good performance given by Gregory, who is still only a junior.

The final team scores for the event were as follows: Great Britain 37 points; Denmark 31 points; Spain 20 points; Holland 14 points; Ireland 10 points . . . not forgetting Herr Reich who completed the Division 6 course in 54m 11 secs!

The only one of our foreign visitors that has gone unmentioned as yet, is Anas Stormink from Holland. Anas was for many years top woman paddler in Holland, and has recently returned to canoeing, having had her first child. She was hoping to compete against the British girls in a 'Ladies Only' race. However, in spite of the rumoured dissatisfaction about the girls being compelled to race men in the marathon divisional system, they obviously did not welcome this chance to return to the old system. All the girls (with one exception) chose to race in their divisions. For most of them it meant 10m rather than 8m. but they were undeterred. As a result the Dutch girl took to the water with Division 3. Sorry Anas, we tried to lay on a ladies race for you!

The entry in all but the Grand Prix event was rather low, but competition was keen even so. Division 3, 4, and 6 were all won by paddlers from the host club, Richmond, there being an entry of 10-12 in each event. It was a disappointing day for the few crews who turned up to race doubles. As many as had boats available transferred to a K1 class, the others bravely entered the Div.1 K2 race, that being the only doubles class with enough entries to run.

Prizes had been most generously donated by Watneys London Ltd., and Mr Michael Fisher, accompanied by his wife,

was there to distribute vast quantities of beer, lager and soft drinks. Commemorative T-shirts were also donated by Watneys, and given to all who finished in the first three places.

The prizegiving and reception for the Grand Prix event were held in the Three Pigeons Public House adjacent to the canoe club. This had been organised and financed entirely by Watneys in conjunction with the landlord. This was a most pleasant social occasion, and when every one was suitably refreshed . . . competitors and officials alike, the prizegiving took place.

Alan Laws, chairman of the Marathon Racing Committee, thanked all those concerned with the organisation of the event, and in particular Watneys, for the large part they had played in making the event a success. Mr John Dudderridge OBE representing the International Canoe Federation, spoke briefly then Mr Fisher replied on behalf of his company, saying that both he and his wife had enjoyed their first encounter with canoe racing.

Mr Fisher then presented the trophies donated by Watneys and other prizes given by Watneys and Arun Travel.

We hope that Watneys discovered in this event some of the scope for promotions that they are looking for in water sports on the River Thames. Although the return for them is unlikely to be as great as the benefit to canoeing, we hope that they may look to canoeing again on other occasions. They will at least get 'good mileage' from the adhesive race numbers bearing their name, which will most probably survive the rest of this season and part of next racing up and down the rivers and canals of Britain . . .

RESULTS

Division 1 Single: 1st R.Belcher, Great Britain 2.13:09; 2nd R.Kinch, Great Britain 2.13:11; 3rd N.Gregory, Warren 2.13:12; 4th D.Packness, Denmark 2.13:10 (jury position); 5th S.Jorgensen, Denmark 2.17:50.

Division 1 doubles: 1st Pape/Sorensen, Denmark 2.00:12; 2nd Jobe/Freeman Great Britain 2.00:33; 3rd Hignett/Jackson, Great Britain 2.01:12; 4th Villar/Lopez, Spain 2.02:06; 5th Owen/Day, Great Britain 2.02:07



K2s portage at Teddington Lock



Trophy presentation by Michael Fisher to Robin Belcher

SLALOM & WILD WATER

WILD WATER NOTES

Following an infringement of the Tryweryn Access Agreement which took place on 21st/22nd March during a WWR National Squad training weekend, the BCU Wild Water Racing Committee has agreed to pay £50.00 into a charity of the Angling Association's choice as recompense.

● Following the Chairman's discussion with BCU Headquarters regarding the Gleneagles Agreement, the Wild Water Racing Committee at its 3rd May meeting decided as a matter of some urgency that it must have a firm policy on this matter. All BCU grants could be in jeopardy should anything untoward take place in any section of canoeing.

Subsequently it was proposed and is still to be ratified at the SGM that: *'Any paddler who has been involved in competition in South Africa become ineligible for selection for Great Britain Wild Water Racing Team. This ruling to not apply retrospectively.'* (Other sections of our sport may well have to take such a sorry action to protect grants — one thinks particularly here of marathon, sprint and surfing. No doubt if the present disgusting political trends in sport continues in years to come canoe expeditions to South Africa — they have some superb wild water rivers — and even canoe touring in South Africa will be banned and regarded as upholding that countries political ideals. These comments from the Editor.)

● The Wild Water Racing Committee is becoming more safety orientated and, following a letter from Mr D.Ruse of the Islington Boat Club, the Yearbook will have a new page inserted between Contents and Introduction saying: *'Wild Water Racing can be a dangerous and hazardous sport and the attention of participants is drawn to this. Race organisers will provide detailed information of the hazards for their race if requested.'*

Also on the Checklist Page, item 6 will read: *'It must be remembered that Wild Water Canoeing at all levels carries a certain element of risk. Organisers can supply factual information concerning the degree of difficulty, in accordance with the international grading system for rivers. They also take practical measures to ensure that all competitors are accounted for at the end of an event.'*

'Each competitor is responsible for his or her own safety however, and must decide whether the course is within his or her ability from the information supplied and their own experience.'

'Juniors should be advised by their competent leader.'

With reference to an English Team for the Commonwealth Championships (to be held at Grandtully in early August), the BCU Wild Water Executive does not have a mandate for selection, thus it recommends that paddlers should notify the Chairman of their Regional Group of the BCU that they intend to enter.

(Notes taken from Meetings 3rd May and 23rd May 1981.)

SLALOM NOTE

At the Slalom Committee Meeting of 17th April at Grandtully, item 13 showed that there is still interest in the proposed slalom course at Holme Pierrepont. The item noted that *'Slalom Course now BCU No.1 priority. Agreed to provide funds for publicity activities up to end of financial year. Reaffirmed that Tryweryn is necessary but only a partial answer to facilities problem, while Holme Pierrepont would be permanently available to wider ability range and larger population.'*

COMMENT

'Slalom Course now BCU No.1 priority...' Well, good on the Union, that's pretty canny of the BCU to have such foresight to make the proposed slalom site at Holme Pierrepont their Number One priority (not among the main priorities, but a number one priority!). Yes, but wasn't this slalom course designed and proposed to Nottingham Council and the Sports Council some five or six years ago? You're dead right matey — to be exact the scale model of the course was unveiled at the British Hydraulic Research Centre at Canfield, near Stoney Stratford on Saturday 22nd February 1975. That was the time for the BCU to be right behind such a course, that was the time to have made it a Number One priority. Right now, some seven years later, we can not take seriously that the course will ever be built — the costs have become too restrictive and the economic atmosphere is just not right. To my mind we (or rather British canoeing) has once again missed out. Why we have not got the slalom course at Holme Pierrepont and where the blame is to lie is not for me to comment, but I would say to the slalomists stop hedging your bets, stick with the Tryweryn, build that site up for competition and competition alone. Push for development right down the river to include top site and the Mill Site. The Tryweryn has to be our National competition and training site. ASCOT at Holme Pierrepont is a dead duck...
Mike Clark.

COMMONWEALTH SLALOM CHAMPIONSHIPS

At the request of the Commonwealth Canoeing Federation, and at very short notice, the Scottish Canoe Association has agreed to stage a Commonwealth Slalom Championship at Grandtully over the 4th/10th August — just two weeks after the World Championship Slalom and Wild Water at Bala.

Although Canoe Slalom and Wild Water Racing are not official events under Commonwealth Games Rules, it is expected that a demonstration event will be held in Brisbane in conjunction with the 1982 Commonwealth Games, with a view to incorporation of these events in the 1986 competitions which are to be held in Edinburgh. In the past such a slalom Championship has only been run

occasionally and then on a very much smaller scale than that envisaged for Grandtully.

Scottish Television will cover the Commonwealth Slalom Championships, but exact details of cover have not been finalised at time of going to press. However, the Scotsport team will be responsible for the programme and there is a fair possibility of the event being networked because of the country-wide interest in canoeing as a result of the World Championships and *Canoe 81*.

The Championship events are Mens K1, Mens K1 Team, Womens K1, Mens C1, Mens C2 for the Slalom, and Mens K1, Womens K1, Mens C1 and Mens C2 for Wild Water. It is intended to initiate and award overall perpetual trophies based on a point system for each of the Slalom and Wild Water Racing Championships, and, if funds permit, each individual event within the two main headings will also have perpetual trophies awarded.

The sport of canoeing in Scotland has grown on average by about 20% during each of the past five years and now has a very substantial number of participants. The Scottish Canoe Association has itself recently bought an area of land at Grandtully and has negotiated a lease of the river bank to construct a full slalom and wild water training site. Even now Grandtully is the second ranking site in Britain for canoe slalom (after the dam controlled River Tryweryn at Bala) and from the point of view of spectacle undeniably the best in Britain, both from the quality of the wild water and from the natural amphitheatre arrangement of the river banks.

At the present time the Scottish Canoe Association are looking for sponsorship of the event (in the region of £15,000). Details of the events, or offers of sponsorship: *Scottish Canoe Association, 18 Ainslie Place, Edinburgh EH3 6AU. Telephone: 031-226 4401.*

ELEVENTH HOUR REPRIEVE

Century Oils, the Hanley based lubricants firm stepped in to save local canoeist Bill Berrisford from losing his place in the British Team for this year's World Championship.

Disaster struck when Bill's canoe was stolen from the river bank in Stone prior to a lunch time training session. The incident effectively finished Bill's chances of winning a place in the British Team during the qualifying rounds to the World Championships held at Bala.

Century's sales director, Mr Colin Robson, saw the report of Bill's tragedy in the local press and offered to replace the canoe, which was completed before the weekend, just in time for a quick practise prior to the Bala event.

Bill spoke from his Longton home of his *'absolute delight'* at the news. *'These boats are specially made and I just simply could not afford to replace the stolen one. It's really a marvellous gesture from Century and I'm now confident that I can gain my place in the Team.'*

Century's Colin Robson, himself a keen water sports enthusiast commented, *'As a British company, we felt that we would not let this very capable canoeist lose his place in the British Team, through no fault of his own.'*

The offer of the canoe was a direct gift from Century and does not in any way affect Bill Berrisford's amateur status.
(Nice one, Century Oils; Ed.)

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letters

Letters of comment, praise, abuse or disgust, always welcomed — Address to: Editor, Canoeing Magazine, 34 Buckingham Palace Road, London SW1W 0RE.

MANCHESTER CANOE TOURS

Dear Editor,

The Manchester Canoe Club committee is concerned at the number of members of other clubs or unaffiliated individuals attending its tours uninvited and without even contacting the leader on arrival so that he may be unaware that they are on the water.

The club welcomes visitors from other clubs but there may be occasions when it is necessary to limit the size of the meeting or to ensure a level of competence.

Our own members have for long been expected to notify the leader if they propose to attend and similarly others should write to the organiser requesting permission to attend.

This to be accompanied by an s.a.e. so that the organiser can return details of the type of paddler for whom the tour is intended, notes of the type of water conditions usually expected, any special requirements of landowners at start and finish points or of angling clubs controlling the water and also a statement that the club cannot accept responsibility for the safety of individuals or groups, this responsibility falling upon the individual or group organiser applying to join the tour (M.C.C. rules state that all persons taking part in club meets do so as individuals and the club shall not be responsible for any injury which may occur to them or for any damage they may cause).

Maurice Rothwell, Hon. Sec. M.C.C.
Manchester Canoe Club.

COMMENTS

Dear Editor,

I have just read May issue including your comments on page 15, and would still like to know what happened to the D.W. this year. As I was unable to go along, I look to you and I quote 'Britain's largest selling CanoeSport Magazine' for information — that is why I subscribe to Canoeing Magazine each month.

Of late you have become completely involved in sea canoeing (as you admit), and trade news, to the exclusion of almost all other aspects of our growing sport.

Might I respectfully suggest in the interest of Canoeing (because I care), before your potentially excellent magazine is overtaken by other publications, that you pay more attention to other forms of canoeing. Towards this end I enclose a club newsletter; there must be many more around that you could obtain, but of course you will have to make arrangements with each club re-publication — not a difficult or expensive task.

A sample injection might be articles on where and how to canoe, latest paddle designs, canoe designs, history of, how to hand roll, safety and modern trends in design, how to make your canoe go faster, straighter, turn quicker etc. what, when and where to wear, how to tow two canoes, detailed club information on club events including maps and best approach. You might like to start with the Richmond Marathon on Saturday 16th — showing the best way round the locks, and in this way

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with imagination and hard work you might not only appeal to the sea canoeist but to the growing number of other serious canoeist who would feel compelled to buy your magazine to improve their own performance and enjoyment.

The source of all this information is available within the clubs, for a small fee articles can be commissioned through them, bringing benefit to all.

Yours in paddling,

Trevor Scarr,

Tonbridge and West Kent Canoe Club

● Many thanks for your comments, I will certainly take note of your suggestions. Devizes was covered in our last issue (June) — and trust this was suitable. But looking through the last few issues of the magazine I feel that I am getting a pretty fair coverage of our sport over quite a wide spectrum. Of course I already get a number of club magazines newsletters, as well as other canoe sport magazines from around the world. However much of the club material is unsuitable for publication in Canoeing Magazine, it being written (naturally enough) for club level. Ed.

BYDE — BERISMS

Dear Editor,

You must be aware that a 'safety cockpit' which is my design is being used by more and more people. Recently I have developed the Sea Tiger Mark 3, which incorporates some original thinking. Doesn't mean it's good, although I think it is, but it does afford some possibilities. This isn't advertising copy, as the basic notion is applicable to any sea going kayak. The reason I write is that it hasn't yet been put into words, at least not to my knowledge.

The new cockpit allows the paddler to lie right back, so that the shoulders are down to gunwale level and the head rests on the reardeck. Consider the overnight stop. The usual arrangement is to go ashore and to select a good campsite — drag out the tent and erect it — blow up the air bed — arrange the sleeping bag — get the stove going and cook — retire to kip — arise in due course, and repack it all, and then go off onto the water. A piece of ground which is soft enough to accept tents pegs is preferable.

With the new cockpit, you can lie back. Arrive at any offshore skerry, any rocky beach under a towering cliff, anything which will be above high water mark, and which will be free from wave splash and surge will do. Fix up a windbreak, and set the stove going. Cook, then lie back in the cockpit and kip. The safety cockpit is double walled, and so retains heat. The kayak is waterproof and so doesn't need a groundsheet. It doesn't require an airbed or tent, so think of the space you save. The ground can be solid rock, no need for pegs.

A similar item to this has gone to the 'Coastguard' magazine. One wonders what they will make of somnolent canoeists ashore on some offshore skerry, apparently cast up and possibly dead? No tents to show that the intention was there, just a few kayaks dotted about with no sign of occupants, unless the untidy lump in the cockpit could be considered human! He reaches for his signals, and when all is alerted and the IRB on its way he turns back to watch, just in time to see a bunch of eager paddlers slip away around the next headland . . .

I do think we have problems ahead. It bothers me that I am developing the equipment that will make it possible.

Yours sincerely, Alan W. Byde

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COUNTDOWN to CANOE '81

THE RUSSIANS ARE COMING

The Russians are coming . . . and they will be arriving in Nottingham in strength for the World Canoe Racing Championships in July.

They have confirmed an entry of 24 men and six women and with Hungary, East Germany and Bulgaria also sending full-strength teams, the Eastern Bloc countries will predictably be aiming to dominate the competition.

Provisional entries for the Championships have now topped 600 and they include Hong Kong and Portugal, who have never previously figured in the premier canoeing event, and Japanese women paddlers for the first time.

Said Canoe '81 Nottingham Director Mike Haslam: 'We are very encouraged by the provisional entry and it's especially satisfying to see that unrecognised canoeing countries want to take part.'

'It confirms our belief that the sport is expanding world-wide and can only add to the attraction of the event at Holme Pierrepont.'

The Canoe '81 officials have also received confirmation that China will be sending a team — the first time they have come to the West for a major event — as well as America.

Added Mr Haslam: 'America are an improving nation but because they did not go to Moscow, there's been no way of gauging their progress since the 1979 World Championships.'

'They haven't had an opportunity to show themselves against world-class opposition so it will be interesting to see whether they are ready to compete for medals alongside the Eastern Bloc nations.'

DOUBT FOR PORTUGUESE TEAM

Hard-up Portuguese canoeists are in danger of having their World Racing Championship hope sunk long before they are scheduled to arrive at Holme Pierrepont in July.

For unless they succeed in getting a sponsorship at home or in England they may have to cancel plans to take part in the Championships for the first time.

Portugal, the newest Canoe Federation in the world, were hoping to send four competitors and one official to the Championships.

But Canoe '81 director Mike Haslam said: 'It would be an absolute tragedy if they didn't manage to make it when you consider the amount of money involved.'

'They are ready to pay a lot of their own expenses and what we have got to try and do is find some way of financing their accommodation costs, which amount to about £350 for the whole week.'

'Canoeing is just beginning to take off in Portugal and if they can send a team to the Championships obviously it will give them a tremendous boost.'

'Who knows, there may be an English firm with commercial links in Portugal who would find some benefit from a little sponsorship deal like this.'

FUN REGATTA

A Fun Regatta over 250m in non-racing canoes will take place on the area between 1500m and 2000m on the pond at Holme Pierrepont on Thursday 30th July 1981.

Four classes of boats will be catered for: a. Class 3 — Touring singles (including White Water Racing kayaks); b. Class 4 — touring doubles; c. Class 5 — Slalom kayaks; d. Class 6 — Canadian singles.

The competition will also cater for the following age groups:

a. Veteran men — over 35; b. Senior men — 18-35; c. Senior ladies — over 18; d. Ladies A — under 14; e. Ladies B — under 16; f. Ladies C — under 18; g. Juniors A — under 14; h. Junior B — under 16; j. Junior C — under 18

Although detailed entries will be accepted up to 0930 hours on Thursday 30th July 1981 it would assist in the organisation of the programme if the entry form could be returned by 3rd July 1981 in order that the number of heats and semi-finals for each event can be estimated. As this is a Fun Regatta no times will be taken and lane numbers will not be available. Also although a generous estimate of the number of heats required will be made lanes will not be sacrosanct and it could be possible for heats to have 18 or more canoes on the starting line if necessary. Therefore, no one need fear an entry being refused for lack of lanes. The only reason for a cut off time at 0930 hours on Thursday 30th July is to enable start sheets to be produced and provided for officials and team organisers. As boats will not be numbered it would help the officials if each team/individual wore a distinctive vest or shirt or other form of dress or marking.

The entry fee is 10p per head per event. Semi-finals and finals are free! The entry fee must be paid with entries and not later than 0930 hours on Thursday 30th July 1981. The entry fee does not include the cost of entry to the NWSC on that day which, for a ticket purchased in advance is 60p for adults and 30p for juniors. However, for those who have taken part in the NABC Canoe Tour, their CANOE 81 passport will give entry to the NWSC.



Each individual/club/organisation is responsible for providing their own boats. No boat taking part in the Fun Regatta will be allowed on the course below 1500m. All boats must be launched into the east end of the water-skiing lagoon and paddle through the connecting channel onto the regatta course.

It is hoped that with the entry fees some prize can be obtained for the winners and possibly runners-up in each event.



DRAGON BOAT RACING

Three Dragon Boats, each capable of holding a crew of 27, will be available at the National Water Sports Centre for the World Canoe Racing Championships 1981. It is intended that these boats will be used in a Dragon Boat racing competition over a distance of 500m. Heats will take place after racing ends until 1900 hours on 30th, 31st July and 1st August. It is intended that the fastest crew on each day plus the three fastest losers over the three days will go forward to the two semi-finals on Sunday 2nd August. The three fastest crews from the semi-finals will take part in the final after the last race of the day.

The Dragon Boats may be booked for practice runs each lunchtime by crews taking part in the heats that day. However, if sufficient entries are received it may be necessary to use the lunch period for further heats. Further practice time will be available on Sunday 12th July at the NWSC.

The entry fee for the competition will be 50p per person. This will not only entitle each crew to take part in the competition but each crew member will also receive an advance ticket and a complementary ticket to the World Racing Championships for the day of their heat. In addition each crew will receive a further two complementary tickets. Those who win through to the semi-finals will receive another set of complementary tickets for 2nd August.

Each crew should select a suitably interesting name to describe itself (e.g. Fladbury Flappers) and this name should be indicated on the entry form. Traditionally all members of the crew should wear the same coloured vest or shirt or some other distinctive garment. A description of the distinctive clothing should be included on the entry form.

Entry forms should be returned to: Dragon Boat Competition, CANOE 81-Nottingham, 72 Bridgford Road, West Bridgford, Nottingham

ANYONE FOR A LONG PADDLE?

Plans are being made to bring the spectacular water sport of Dragon boat racing from Hong Kong to Holme Pierrepont this summer. It's all part of the attractions lined up to coincide with the World Canoe Racing Championships in July.

Three of the 36-foot long-1½ ton boats are currently 'on loan' to England from the Hong Kong Government and

Continued on page 21

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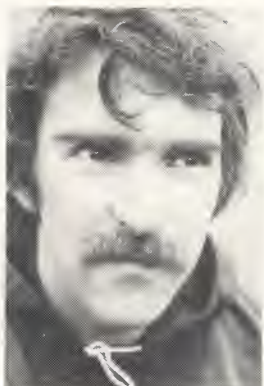


WILD WATER RACING

The Wild Water Racing and Slalom teams to compete at the World Championship at Bala



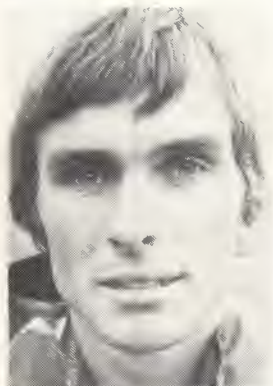
S. Horney



I. Freestone



F. Mitchell



J. Turan



Williams



R. Campbell



A. Mylett



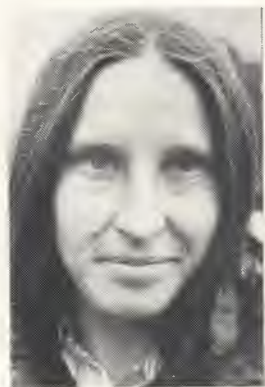
Goode



Haydock



R. Evans



A. Plant



J. Hibble



G. Goldsmith



Tannock



Woodgate



Kay



Peartom

SLALOM



S. Garriock



J. Roderick



B. Owen

Bob Joce



A. Munro

Y. Young



R. Williams

E. Jamieson



A. Smith

M. Smith



B. Berrisford



N. Wain



M. Hedges



P. Keane



J. Taylor



R. Fox



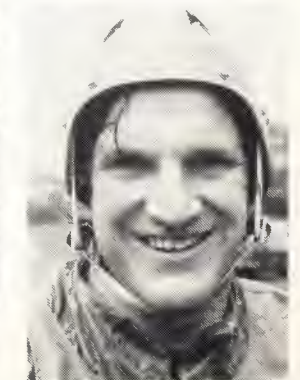
J. Dolan



L. Sharman



S. Small



A. Kerr



R. Ayres



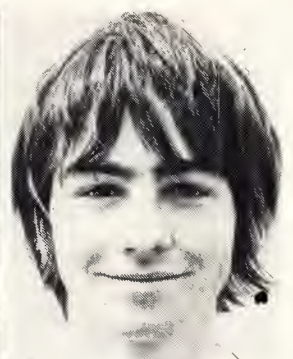
L. Smithers



J. West



A. Williams



M. Train



S. Train



A. Sheriff



P. Wetherall



M. Gohar



S. Hancock



A. Plant



K. Smith



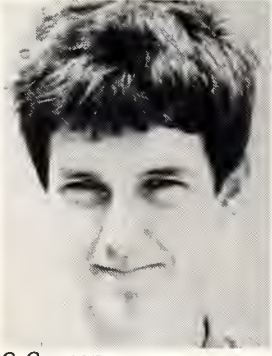
A. Crawley



G. Clough



L. Harding



C. Cannan



G. Bourne



W. Clapham



M. Harvey



L. Perrett



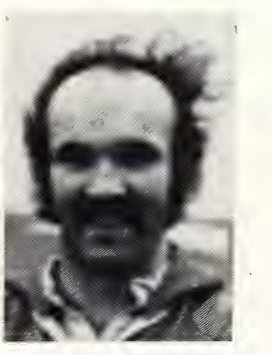
C. Ballard



S. Lucas



S. Brown



W. Reichenstein

SPRINT RACING

At the time of printing the Sprint team had not been selected, but would come from the above paddlers

Championship officials are aiming to get them to Nottingham. But they have run into deep water over transporting the boats from their temporary 'berth' at the Thorpe Park Leisure Centre in Surrey.

A shipping company was to have delivered the boats to Nottingham but they have had to back down and the organisers are desperately trying to seek a solution to the problem.

'As a last resort we might try and get them to Nottingham through inland waterways,' said Canoe '81 Director Mike Haslam. 'But we are hoping another method can be found.'

'We are determined to get them here because it will provide such a spectacular and colourful event. We've already got a number of clubs and organisations wanting to take part.'

'Each boat holds 27 people and we are looking for more entries from youth clubs and the like to make Dragon boat racing a feature of the Championships.'

30-PLUS FOR HOLME PIERREPONT

At the time of going to press with this issue, over 30 National Canoe Racing Teams have confirmed that they will be competing at the World Canoe Racing Championships at Holme Pierrepont. The list to this date 20th June is as follows: Australia, Austria, Belgium, Canada, Cuba, Czechoslovakia, Denmark, Federal Republic of Germany, German Democratic Republic, Finland, France, Hong Kong, Hungary, Ireland, Ivory Coast, Japan, Holland, Norway, Portugal, People's Republic of China, Poland, Rumania, Soviet Union, Spain, Sweden, Switzerland, United States of America, Yugoslavia, New Zealand, and of course the host country of Great Britain.

LIST OF TECHNICAL OFFICIALS

Approved by the International Canoe Federation, Board of Management on 25/26 April 81

JURY (Wettkampfgericht)

Chairman/Vorsitzender

1. Sergio	ORSI	ITA
2. Oto	BONN	HUN
3. Peter	MAASSEN	FRG
4. Caslav	VELJIC	YUG
5. John	DUDDERIDGE	GBR
6. Victor	LUKATIN	URS
7. Joachim	WEISKOPF	GDR
8. Pablo	STOCK	MEX
9. Lars	BENNBACH	SWE

3. Uwe	SCHMIDT	GDR
4. Howard	TURNER	USA
5. Jesus	INCLAN	ESP
6. Anatoli	TAELIYAVINI	ITA
7. Blanka	KUZMIN	URS
8. Neville	BADUROVA	TCH
9. Ian	SUNDERLAND	GBR
10. Rosy	McCONACHIE	GBR
11. Rosy	STORMINK	GBR
12. Rosy	GRAY	GBR

COMPETITION COMMITTEE

(Wettkampfausschub)

Chief Official/Hauptwettkampfleiter

1. Nicolae	NAVASART	ROM
2. Ron	EMES	GBR
3. Mike	HASLAM	GBR
4. Colin	GRAY	GBR

(Technical Organiser)

STARTERS AND ALIGNERS

Starter/Vorstarter

1. Otto	TOMIUC	ROM
2. Tony	UPSON	GBR
3. Andrew	SAMUEL	GBR
4. Jean	DETHISE	BEL

15M METRE JUDGES

1. Heinz	SCHILCHER	FRG
2. Jiri	PROCHASKA	TCH

SECRETARIAT

1. Bruce	LUCAS	GBR
----------	-------	-----

COMMENTARY

1. Mick	NADAL	GBR
2. Derek	MANNERING	GBR

MEDICAL OFFICER

Dr. Horst	BURGER	GDR
-----------	--------	-----

FINISH LINE JUDGES (Zielrichter)

1. Ignjat	DOKIC	YUG
2. Frank	WHITEBROOK	AUS

UMPIRES (Arbitre) (Schiedsrichter)

1. Max	RAUB	AUT
2. Jochen	LENZ	GDR
3. Marcel	VENOT	FRA
4. Nikola	VELEV	BUL
5. Vaclav	ADAMIC	TCH
6. Vladimir	SILAEV	URS
7. David	HOLME	GBR
8. Jozsef	PEHL	HUN
9. Jean	ZAMFIR	ROM
10. Elly	MULLER	HOL
11.	JENSEN	DEN
12. Bob	SLEETH	CAN

TURNING POINT UMPIRES

1. Toncho	GEORGIEV	BUL
2. Gunter	BYHAN	GDR
3. Edward	SEREDNICKI	POL
4. Ozren	TOSIC	YUG
5. Cornel	BIRSANESCU	ROM
6. Colao	FERNANDEZ	ESP
7. Gunter	ROHRBACH	FRG

BOAT CONTROL

1. Jim	ROSSITER	GBR
2. Ernst	DREXLER	AUT
3. Eckhard	BOHNERT	GDR
4.	WORTULEVECI	POL
5.	RADONIUS	URS
6.	ARTAMONOV	URS
7. Jorn	CRONBERG	DEN

CANOE '81 NOTTINGHAM

Bring the whole family to see the thrills and spills of the World Canoe Racing Championships PLUS spectacular water-skiing, powerboats, Chinese dragon boats, vintage cars, amusements and lots, lots more!

ADMISSION
Adults £1 or £2
Children 50p or £1

WORLD CANOE RACING CHAMPIONSHIPS

and
waterside 81
exhibition

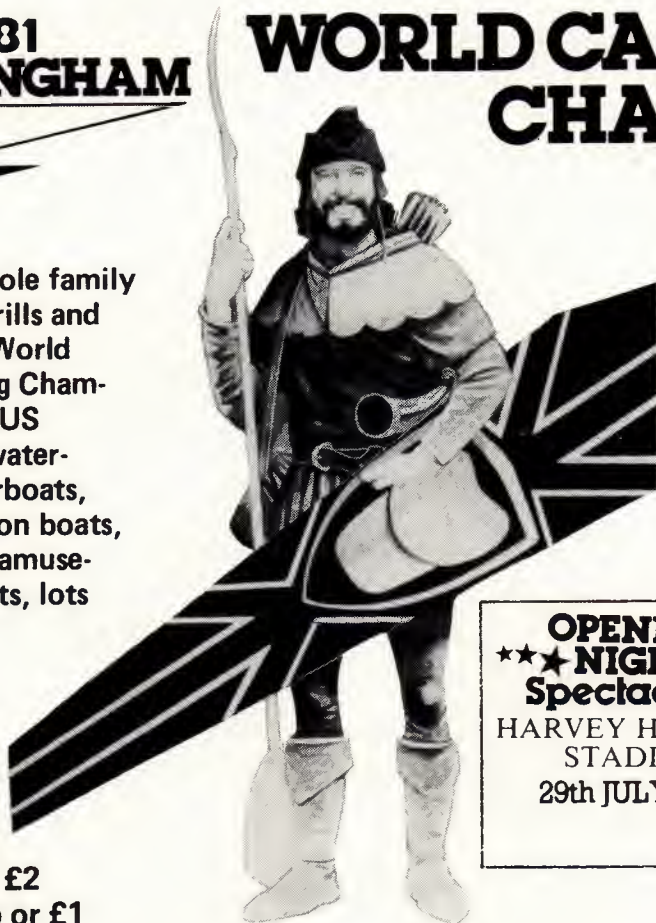
30th JULY to 2nd AUGUST

AT THE
HOLME PIERREPONT
NATIONAL WATER
SPORTS CENTRE
Nottingham

OPENING
NIGHT
Spectacular

HARVEY HADDON
STADIUM
29th JULY 8pm

An opening ceremony
with gymnastics,
bands,
motor cycle displays
and fireworks!
Admission FREE



EXPEDITIONS

ANGLESEY SEA KAYAK EXPEDITION

A few places still remain on a one week Sea Kayak Expedition, camping in Anglesey, North Wales.

The week is planned as an opportunity for newcomers to sea canoeing to enjoy the adventure of exploring the beautiful Anglesey coast and Islands under the careful guidance of BCU Coaches.

Weather conditions will dictate the exact route but it is planned to include the fast tide races at the Skerries and in the 'Swellies', and to do some Kayak surfing.

The expedition will travel from Hampshire by minibus and the Centre will provide all the lightweight camping equipment and food, as well as a range of modern sea Kayaks and special canoeing equipment. Members will be able to use their own equipment if they wish. BCU tests may be taken during the week.

Date: 24-28th August. All inclusive price £86.50

Details from: *Dave Evans, Canoe Department, Calshot Activities Centre, Calshot Road, Calshot, Southampton SO4 1BR. Telephone: 0703/892077*

FRASER RIVER KAYAK EXPEDITION

A British Kayak Expedition, leaving this September for the wilds of Canada has been selected by the Royal Geographical Society and BBC Television for the Mick Burke Award.

Each year a few expeditions of outstanding merit are selected for this Award and the BBC in conjunction with the team will be producing a documentary film of the expedition to be shown on the 'World About Us' programme.

OBJECTIVES

This September the Fraser River Kayak Expedition will be paddling and filming the Fraser River from its headwaters in the Rocky Mountains, 800-miles to its mouth on the Pacific, finishing at Fort Langley the old Hudson Bay Trading Post close to Vancouver.

The Fraser is one of the largest rivers in North America with a notorious reputation for dangerous canyons, huge rapids, 40-foot whirlpools and boiling white water. It has always features large in the historical geography of Western Canada. Hundreds of lives were lost in Pioneer Days by those trying to run the easier sections of the river. Now largely bypassed by modern roads and settlements, a paddle down the Fraser is a journey in time into those Pioneer Days.

The Expedition is especially noteworthy:-
*This is the first kayak expedition to attempt a major white water river from source to ocean.

*The descent of the Fraser has never been attempted by kayak before.

*Carrying all the necessary equipment in the kayaks, this is the first wilderness expedition of its type not to be dependent on raft or shore support.

*The team will be using the very latest in lightweight equipment to paddle the 800-miles in a mere three weeks.

THE TEAM

Pete Midwood, Dave Manby, Pete Knowles, John Griffiths, Sue Hornby/Griffiths and Jeff Gill are some of the most experienced white water canoeists in Britain. Between them they have taken part in almost every major overseas white water canoeing expedition in the last eight years. Sue is Britain's Women's Wild Water Racing Champion. The expedition has the approval and patronage of the British Canoe Union.

PUBLICITY

*The film of the Expedition is scheduled to be shown on BBC TV *World About Us* next Spring.

*World-wide TV rights have already been contracted for.

*The Expedition has understandably excited considerable interest in the outdoor world and articles will be appearing in specialist and general publications both here and in North America.

*Following the trip team members will be lecturing widely to Canoe Clubs and outdoor groups in Britain, Europe and North America.

SEA KAYAKS TO JAPAN

Just as we go to press with this issue a British Sea-Kayak Expedition to Japan is at the start of their three month trip that will be spent touring the numerous islands, bays and beaches of Southern Japan.

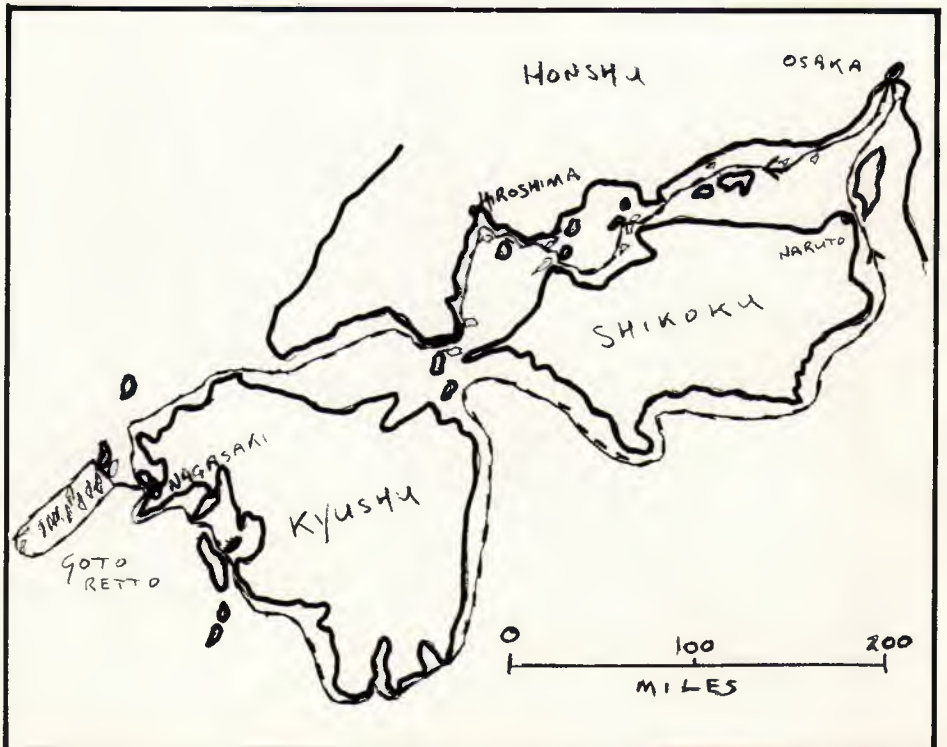
One of the expedition's first priorities was a fast sea kayak capable of carrying a full load of expeditionary trappings. For this the Vyneck — well-tried in the wild waters of the Faeroes in 1980 — was chosen by members.

Gaybo Limited have recently added the Vyneck to their wide range of kayak and agreed to sponsor the expedition. It is believed that the Vyneck will be the first ever sea kayak seen in Japan when the expedition leaves Osaka to paddle through the 3000 islands of the Inland Sea (such a statement will, of course, be immediately refuted by someone!).

The route will take the paddlers on to Kyushu, the largest southern island, and then from Nagasaki the trip will continue west to the maze of islands offshore, where the Admiralty Pilot reports numerous tide races, overfalls and whirlpools. It is in these remoter islands that the party will concentrate its activity. On returning to Nagasaki the circumnavigation of Kyushu and Shikoku islands will be completed, going via Naruto — supposedly the Corryvrecka of the East, where the chart indicates tide streams of 11-plus knots two miles before it narrows, and where the Pilot reports extensive whirlpools and overfalls.

Despite this however, it is not expected that the Vyneck will meet water too seriously challenging or to compare with the conditions it has previously handled comfortably in the Faeroes, Iceland, and Newfoundland. The kayak's main asset in Japan will be its speed between the endless range of conflicting attractions in a country which is certain to see further interest from sea paddlers.

In addition to the assistance of Gaybo Limited, the British Sea-Kayak Expedition to Japan is supported by the Sports Council, and an integral element will be the liaison with the Japanese Canoe Association.



COLORADO

DRAFT ALTERNATIVES FOR THE COLORADO RIVER MANAGEMENT PLAN —

Draft Alternatives for the Colorado River Management Plan have been written in response to a number of events in the last year. In 1979 the National Park Service completed, and the former Secretary of Interior approved, the Colorado River Management Plan. That plan included provisions to eliminate motor-powered craft from the Colorado River by 1985; established total use levels and allocated use between commercial and noncommercial users; set guidelines for managing commercial and noncommercial permits; established environmental protection requirements; set health, sanitation and boating safety measures; initiated an information and education programme; and established an impact monitoring programme and plan updating procedures.

Response to this plan came in the form of a Congressional amendment to the 1981 National Park Service Appropriations Act. The amendment set use at 1978 levels, required that an economic base for commercial operators be retained, and mandated continued motor use on the river during the preferred use season, May through September.

This draft document represents the National Park Service's modifications to the 1979 plan to meet the amendment's requirements. This current draft is divided into two sections; the general plan and annual operating requirements which detail procedures for running the river.

The plan includes several alternatives for motor/oar use:

● **Alternative A** — Motor and oar trips would be offered throughout the year. Although no oar-only periods would be scheduled, some oar-powered trips may experience no interaction with motorized craft during the winter.

● **Alternative B** — Motor use would be prohibited during the entire winter season from October 16th through April 15th. One disadvantage to this option is that oar-only trips would be relegated to a less ideal time of year, considering weather.

● **Alternative C** — Oar-only trips would be permitted during three months of the winter season, from October 1st to January 1st. Motorized use would be permitted during the rest of the winter season and the entire summer season from April 16th to October 1st. This option would provide for oar-only use in the fall, when the weather is relatively mild. It would also provide a choice between motors and oars during the winter.

● **Alternative D** — Three, two-week, oar-only periods would be scheduled during the summer season. The summer season would extend from April 16th to October 15th. This alternative would allow oar-only use during a more favourable time of year, considering weather.

This draft plan sets total use for summer season at 150,076 user days. Winter use totals 19,874 user days. Commercial allocation is 106,156 user days for the summer. The noncommercial user day allotment for the summer is 43,920 user days. (Just over 40% to private use).

Provisions for environmental protection, information and education, boating safety, food and sanitation, monitoring, and review and updating of the plan remain basically the same as started in the 1979 plan.

BS MA 91, Canoes

VALLEY PRODUCES TO THE NEW B.S. MA91 — FIRST IN THE WORLD!

Nearly a decade ago, the British Standards Institute was asked by ROSPA to look into the development of a standard for canoes in this country, and a group of interested people were invited to form a committee. The BCU and ROSPA were represented, and an independent member was also asked to join . . . little did Frank Goodman of Valley Canoe Products imagine that this was the beginning of ten years of committee meetings to thrash out some answers to this highly technical problem. In fact, a standard was issued in 1976, but subsequent experimental work by Frank at VCP showed that the standard was invalid, and it was withdrawn. By now, Frank had become the British Canoe Manufacturers Association representative on the committee, and work continued until at last the new British Standard was published this spring. BS MA 91 is a standard that should provide a basis for all canoe builders, and with their long track record for innovation, invention, craftsmanship, experimentation and safety conscienceness, it is fitting that Valley Canoe Products are the first company in the world to build to BS MA 91 standards.

Apart from the high standards laid down for the actual construction of the canoe itself, each boat is now sold with a set of safety instructions aimed particularly at the first-time purchaser, who could well be an inexperienced canoeist. Since the address of the BCU is also noted, it is hoped that the novice canoeist will approach the BCU to learn more about the sport and thus raise the standard of skill and safety over the years.

Of course the BCMA have been very closely concerned with the new standard, and the BCMA Standards of Construction run almost parallel to the BSI Standard, and are still valid.

At a time when there are many poor-quality and often downright dangerous canoes on the market it is a good idea to make sure your canoe is built by a reputable manufacturer and to the new BSI Standard.

This draft provides for an ongoing monitoring programme to ensure the quality of the Canyon and River environment. The National Park Service will conduct river trips, use aerial photography, and other means to measure the possible impacts of river running. Visitor experience and concessioner economics should be part of the monitoring programme.

Monitoring results could indicate a need for management action. If so, consideration will be given to modifying the plan. The National Park Service will seek input from the public on a continuing basis and when any changes in the plan are being considered.

Public comment on this draft plan will be accepted until August 15th, 1981. Comments received after that date cannot be considered. A series of public meetings will be held in early July to provide the public with an opportunity to discuss the draft with NPS managers and to make formal statements on the plan.

A copy of the safety instructions issued with every canoe built to BS MA 91 is given below.

SAFETY INSTRUCTIONS

Knowledge, good basic training, and gradual experience are the ingredients which enable a canoeist to enter exciting and challenging situations in safety. The British Canoe Union offers comprehensive advice on how and where to canoe and all other aspects of the sport.

The canoeist

- (a) Should be able to swim 50m in normal clothing.
- (b) Should wear a lifejacket or buoyancy aid.
- (c) Should wear suitable clothing. Wellingtons or heavy clothing are not recommended.
- (d) Should canoe with others; a minimum of three canoes.
- (e) Should practise capsizing drill.

The canoe

- (a) Should be maintained in good condition.
- (b) The cockpit should be kept clear, i.e. no loose ropes or gear.
- (c) Deck-lines, if fitted, should be taut and always kept free of the cockpit area.

Inland

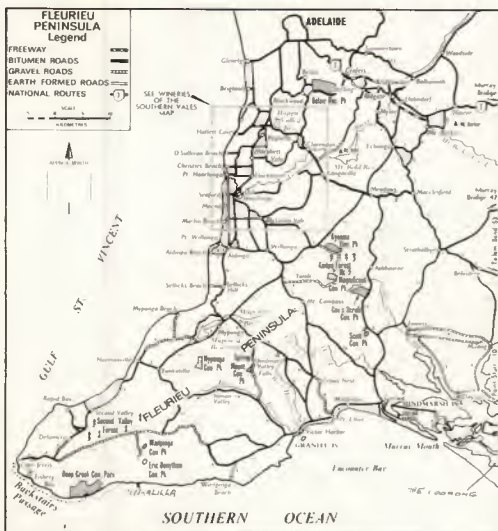
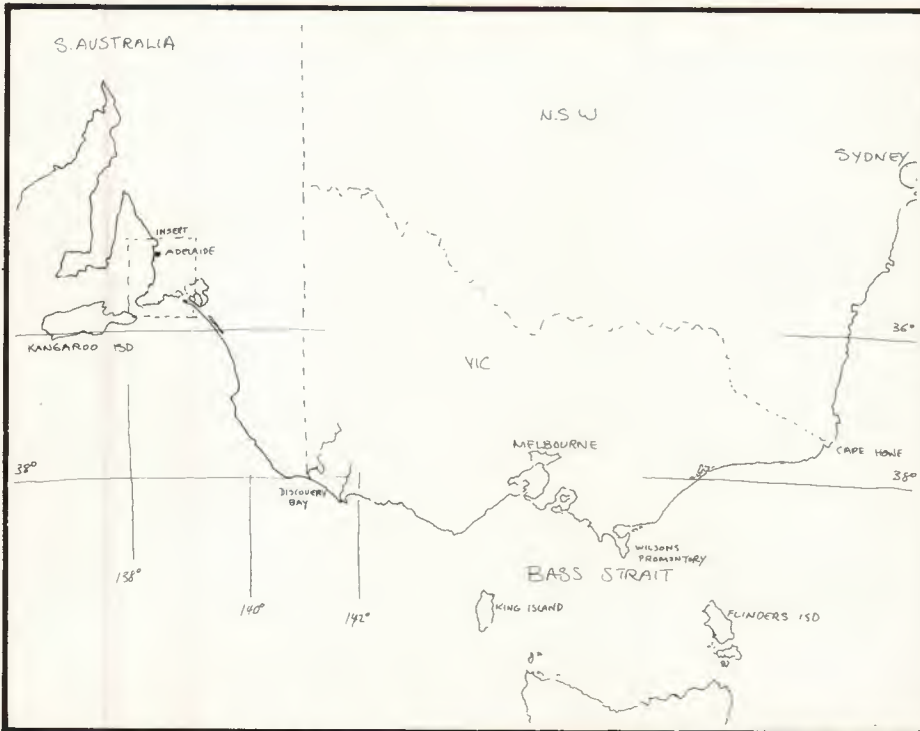
- (a) Weirs can be hazardous
- (b) Beware of overhanging trees and underwater obstacles
- (c) Keep clear of other craft
- (d) Rivers in flood can be dangerous.
- (e) Ask about local conditions

On the sea

- (a) Be very wary when the wind is blowing away from the shore
- (b) Check weather, tides and rip currents.
- (c) Ask about local conditions.
- (d) For coastal passages carry flares and emergency equipment.
- (e) Tell a 'reliable agent' where you are going and how long you will be, and submit a passage plan to HM Coastguard.
- (f) Keep your 'agent' informed of changes of plan. Ensure he knows how to alert the coastguard should you become overdue.

SIX HOURS SEA TRIP ORDINAIRE DOWN UNDER

Article by Joe Lamb



Down south of Australia's foremost cultural capital, Adelaide, planned by the Eurasian Colonel William Light and named in honour of a German princess who became an English Queen, visitors can find well conserved history of South Australia's non-convict colonisation as well as original wilderness. Down south here on Fleurieu Peninsula, rolling hills slide gently to terminate as golden beaches or dive abruptly as steep glacial cliffs to be washed by waves fetched from the Southern Ocean. Fleurieu Peninsula is a playground of many pursuits including sea kayaking.

At the bottom tip of Fleurieu Peninsula, Cape Jervis provided us with embarkation point for the historic two way kayak crossing of Backstairs Passage in '78. Since then frequent excursions commenced and finished here. But the day trip being reported here differed from other in that it

let us locate toe-holes for a new easterly direction for adventures to and from Encounter Bay, where the great English navigator Mathew Flinders met his French counterpart Nicolas Baudin in 1802. We too could be said to have followed their paths in a miniature exploration, and it certainly was no walk-over for some of us paddling along Fleurieu Peninsula's southern shore of continuous cliffs and merciless dumping surf beaches...

The day before had seen us off Second Valley practising rescues, towing, and undertaking a short shake down cruise in St. Vincent Gulf. Now new chums and old hands were assembled sharing Cape Jervis' tiny pebble beach with fishermen. The absence of smaller fishing boats being launched confirmed the forecast for a stiff wind and/or current. When we pushed off at 90.35 hours, air temperature in the shade

was soaring beyond 28°C and humidity was 12%. To avoid exposure we were plastered with cream and dressed in such individual fashions that the sight of us could have made the Great Khan soil his pony! Soon our small fleet of ten assorted boats slipped past under the pier and turned east into Backstairs Passage, hugging close to shore supposedly to evade head wind which was whipping up white caps further out at sea. This was a course of false security when the shore was continually stacked with razor sharp saw teeth rocks leaning defiantly against pounding waves! Few sea birds cared to soar in the blistering hot thermal. But we welcomed meeting with playful dolphins, which indicated there was no shark about the immediate vicinity. We paddled on, with the party gradually formed into three varying sized close friendship groups.

The passage of time and distance were progressively matched by disappearance of safe landings. Land was rising to become lofty cliffs. Increasing current strength, swells, and waves against cliffs confused water to worry the less experienced a bit. All of us were discouraged by difficulty of communication to be very chatty. Two paddlers of the Sea Hawk and one using the tiger turned for home. A Prijon 420 paddler carried on with sobbing moan that no way he was going to make it. Indeed 1400 hours had come and gone but still there was no sign of our objective. Deep Creek, not withstanding some of us had scrub-bashed in the area. The view from seaward was different. The youngest paddler in a Nordkapp though he wanted to land there and then, but managed with friendly encouragement and sloped on with more competence than a gaping big showman who rejected him for another trip. The Nomad paddler plunged on with typical Dutch determination. Another Nordkapp paddler commented that had he realised it was a *fair dinkum* hike he would have brought along orange juice and *Marsbar*. The mixed end result of them would certainly be less offensive and mentally retarding than that of beer and chocolate as published proofs had it! In any case he was quite pleased with my shout of neat H₂O from the bag-pipe. After the drink he resumed the lead, with the North Sea owner who borrowed a Nordkapp for the occasion. The third paddler in the vanguard was XXOS in statue, fitted only in a Lettmann Trailer, and most bullocks were as strong as he! While he later confessed the trip was almost exhausting, he was no artless gorilla who managed by brute strength and couldn't roll up from capsizing in gentle wash. Another Nordkapp paddler and myself roved between groups to take occasional pictures (per skill learnt from Goodman and Ramwell).

My mate's one-up-manship was firing away with two Nikonos cameras, recording the trip in colour and black and white. Nevertheless the more magnificent grandeur of overhanging cliffs and spectacular waves bursting to the imagined tune of Tchaikovsky's 1812 Overture began to impress me as inhospitable obstacles to refuge, rather than nature's objects D'art. The monumental Porpoise Head with uncanny name-sake likeness broached on our port beam as we laboured past it while visually searching for Deep Creek. Then just as we were about to raft up, I spied a snug little inlet guarded by towering sentinel like rocks blazed by ochre hue lichen. I approached suspiciously and

cautiously to find in fact there was a creek meandering out from the hinterland to meet the in-surgng swells, too well obscured by a spit of rocks. I managed to hook around behind that spit and gained momentary protection to sprint up the placid stream and got out before the next wave turned it into a boiling trough again. In like manner all but two landed without excessive excitements. Miscalculated timing caused two to be piled up in a heap of boats and bodies on top of boulders just short of the creek's mouth! The only damage was sustained by pride.

Here we were at Deep Creek after 1500 Hrs. with the summer sun beating down so severely that soon I was dusting salt off my cap and shoulders. The locals swamped all over us with welcome, those miserable persistent suicidal illegitimate annoying bloody flies! They were greeted with the customary great Aussie salutes and profanities. I thought it prudent to continue wearing the fish net drapping me from head to waist while I ate lunch and thus swallowed no fly! Temperature reached 32°C in the shade, highish for December.

Deep Creek, a small secluded grassy valley, resembled a Greco-Roman Amphitheatre with a grand commanding vista of the sea for a stage back-drop. Burnt Yakka stubbles studded the hill. Whether they were like captivated motionless spectators or simply bails of spoiled hay, they testified last year's bush fire which drove bushwalkers to make their last stand in this creek until being lifted out by 'copters. Now its our turn to make a cool decisive stand and deliberated on three options: we could hide kayaks and take a two hour hike to the nearest road; we could paddle onto Tunkalilla in half the time and fetch our vehicles; or we could return, chasing the setting sun and paddle into the night. The popular preference was obvious and we wasted no time getting ready for the final hop. Those of us who used boats with hatches and bulkheads took special care screwing down hatches, as many an almost disasterous leak was due to cross threading and/or inadequate tensioning.

The exodus was less eventful and, by Hicks, we were fortunate for the anticlimax: on a previous trip when smaller numbers coped with a much easier exit an outdoor specialist paddled off with the hatch door left off on deck to be dropped and lost. The delay for remedy nearly meant the whole party got caught by an unfavourable tide. Now we were on our way with the sea not being any easier. Kangaroo Island was left too far astern on the starboard side to cut down the fetch from the south. But I think a brief spell and some *tucker* restored our spirit sufficiently to dismiss small problems.

Relishing the thought that we did not have far to go, we struck across for Tunkalilla on a course farther out to sea. The softer rebounding swells permitted surfing. Enjoyable rides let me arrive three minutes or so earlier than the rest to check on the beach, to find only a very timid surf running. That was rather fortunate, further down the beach the Victoria wreck (1934) remained as a grim reminder of the sea's unforgiving and pugnacious capacity. And we had the chance to go in *pistollero* style.

We had arrived after six hours and sixteen nautical miles of BCU grade IV kayaking (one member equated it to be 59 Km if there was no unfavourable current), to let novices gain satisfaction, insights into themselves, and appreciate the pursuit.

While others dived back into the surf for a cool frolic, I just stood there contemplating the late Mediterranean afternoon seascape over a nice hot cup of Jasmine tea. The view reminded me of enchanting Hinchinbrook Island in Queensland, the original wilderness for sea kayaking like so many places around Australia. The other great asset being easy going but dependable mateship character of almost all who love the pursuit.

Cecil O'Riley was typical of the unaffected friendly rural character of the bush we found at Tunkalilla. He insisted on refreshing us with tea-and-tattle before driving me to the cape to collect my car and trailer. On the way he related his biography and the history of the region. He also reckoned he was not going to exchange his semi-retirement life style of fishing for anything dilly like paddling in water where

he had frequently seen schools of some twenty sharks measuring more than fifteen feet! Little did he know that any bludger could hitch a ride on an excursion and consummated it with a Victory Roll that turned into another swim. Nor had he heard of two great modern Australian kayak expeditions: in '71 Clif Wright and Colin Rose paddled from Sydney to Hobart and in '79 there was Earle Bloomfield and John Brewster's historic Circumnavigation of Tasmania. Even less Australians know John Rymill, leader of the British Graham Land Expedition of 1934-37, used eskimo kayaks in the exploration of Antarctica.

Author's footnote: This is the only original contribution to CANOEING. No responsibility is accepted for 'edistorted' versions and/or pinched snippets used out of context in periodicals published outside Great Britain!



Top: Practising rescues the day before off Second Valley

Centre: Deep Creek lunch spot seen from across the creek

Bottom: Tunkalilla Beach near Victoria Wreck

Introducing **NOMAD CANOES**



Nomad Canoes was formed in September, 1980 and operates from a spacious modern factory on the Deeside Industrial Park at Queensferry, just a few miles from Chester. Although a new company we are already producing fine quality canoes using the best in materials. Our product range gives a wide choice in general purpose and two seater touring canoes together with a competition range which already includes four slalom kayak designs, a C1 slalom, a K1 downriver, a C1 downriver and being introduced at the World Championships a brand new slalom kayak and open Canadian.

Last but not least our various construction options give you the opportunity to purchase a canoe that will fit your water and pocket needs.

The picture above shows two slalom Kayaks, Supermann and Ferrara, our C1 slalom kayak plus the top selling general purpose canoes, the Comanche.

For further details write or telephone to the address below, or come and see us at Bala during the World Championships.



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UNIT 15, DEESIDE INDUSTRIAL PARK, CLWYD

Telephone (0244) 811393

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

WHITewater GO SAILBOARD

The sailboard business is booming at Whitewater Sports with the acquisition of a new shop near Woking. At present the shop is dealing only with the sailboarding portion of the business of the various canoeing companies involved with sailboards, and thus Whitewater must now have one of the largest ranges in the country being agents for Windsurfer, Windglider, Sailboard, Dufour, Saint Tropez, Wayler, Klepper, Enduro, Alto, Eagle and several others.

Tuition for boardsailing is available at the local Silvermere Country Club where a sheltered lake, hot showers, and a bar help ensure an enjoyable days entertainment.

The potential of the new shop for the canoeing market must be considerable, it being located just 50-yards from the new Haw Lock on the River Wey and within a mile of BCU Headquarters at Addlestone.

Whitewater Sports director, Alan Jones, confirmed that it will be possible to hire kayaks and canoes from the shop on a daily or weekly basis, which would open the River Wey and River Thames to canoeists visiting the London and Surrey areas.

Whitewater Sports now have in stock the Casio range of digital watersports watches. Three models are available, all of which are water resistant to 100-metres, and have timekeeping, calendar, alarm, countdown and stopwatch facilities, making them ideal for canoeing and windsurfing. The models are: W100 — lightweight resin case and strap at £19.95; W150c — stainless steel case with resins trap at £25.95; W150 — stainless steel case with adjustable bracelet at £32.50.

Whitewater's range of canoes and kayaks too has been increased and now includes the Derwent Shuttle, Palm surf kayaks and skis, plus the Krakatoa, P&H, Pyranha, Arrowcraft, Valley, Nomad and Gaybo ranges. Obviously the firm intends to be the South of England Mecca for kayaks and windsurfers!

Further details of complete ranges from: *Whitewater Sports, 22 Guilford Road, Woking, Surrey. Telephone: 04862-72426.* For details on boardsailing range and gear: *Surrey Sailboard Centre, 2a Woodham Lane, New Haw, Addlestone, Surrey. Telephone: 0932-40171.* Alternatively why not visit them at the trade shows at the World Championship sites of Bala and Nottingham.

NEW MINIFLARE 2 — NOW ON SALE

The new Miniflare 2 from Pains-Wessex which was first exhibited at the London Boat Show in January 1981, is now on general sale under the Pains-Wessex and Schermuly brand names and available from leading Yacht Chandlers throughout the UK

This light weight, compact personal distress signalling kit weighs 288 gms and measures only 150mm x 66mm x 19mm,

enabling it to be slipped easily into a pocket. The pouch is moulded in weather resistant PVC and incorporates a built-in lanyard attachment point, ensuring that the kit remains with the user at all times.

Miniflare 2 contains eight red aerial flare cartridges complete with a pen sized firing penjector and does not require a UK firearms licence. Replacement packs of eight red stars, and accessory packs of eight collision warning white stars, are also available.

When designing the kit, reliability, safety and ease of operation were considered equally important as performance. In the new design the plastic pouch features an integral sealing cover, ensuring the signal cartridges are completely environmentally protected and thus eliminates the risk of corrosion. The penjector is fitted with a large pull ring to facilitate fast and easy withdrawal from the pouch and features an uncocked firing assembly, ensuring that there is no risk of premature firing of the signal cartridges during loading.

Instructions for use are printed on the side of the pack in easy to read day-glo colours, and a fully comprehensive leaflet explaining when and how to use Miniflare 2 is enclosed with each kit. Look for the attractive red, yellow and brown presentation packs at your local stockist.



The new Miniflare 2 on display card



The Harishok 'Boardsailer'

CANOE CENTRE SHOWS LATEST HARISHOK EQUIPMENT

Some of the latest innovations in water sports equipment were to be found on Stand D20 at the National Action Sports Show in May. The stand was occupied by retailers Canoe Centre (Twickenham) Limited, but much of their display had been masterminded by specialist manufacturers Harishok Limited of Hyde, Cheshire.

Harishok made their name originally as manufacturers of canoeing buoyancy aids — a range of which still constitutes a large proportion of their output and which are used by 75% of the canoeists in Britain. Later they widened the product base by adding sailing clothing and pioneered a seam sealing technique which electrically welded plastic tape to the sewn seam to give a guaranteed waterproof join.

Cosmetics have always played a large part in the design of water sports clothing and the Harishok 'Boardsailer' jacket epitomises the current trends towards brighter colours and lighter fabrics. This garment is a buoyancy vest and a spinnaker jacket in one; filled with closed cell foam and covered in rip-stop nylon. The colourways on offer give a very wide choice to the purchaser. A full-length zip and hand-warmer pockets complete the specification.

Although the 'Boardsailer' has been on the market for two or three months, the Harishok Dry Suit had been released specifically for the Action Sports Show. Constructed in 200 denier neoprene-coated nylon with an all-up weight of 7oz per square yard, the Dry Suit will be available as either a one or two-piece garment. The specification includes rubber wrist and neck seals, full sock leg seals and rubber booties. On the two-piece suit the waist has a roll-over seal and a waterproof zip closes the one-piece garment across the shoulders. A third version of the Dry Suit will be a one-piece item with the upper half manufactured in breathable Gore-Tex.

Boardsailing is predicted to be the major growth sport for the 1980's. Whether the prediction carries any weight or not remains to be seen, but never-the-less British manufacturers are readying themselves to provide the specialised equipment needed by the participants. In addition to the Dry Suit already mentioned, Harishok Limited are offering a new Wet Suit of conventional design consisting of a long-john coverall and a full-sleeve bolero. Constructed throughout in nylon covered in 3mm neoprene with Mauser stitched, taped and glued seams, the Wet Suit has a total of 6 zips for easy wear. Only one colourway is available — navy blue with light blue trim.

Following the recently revised ruling by the British Canoe Union, the general use of closed-cell foam buoyancy aids has increased dramatically. Harishok have been in the forefront of buoyancy aid development for many years and details of all their products in this area, including the revolutionary Lifedeck, can be obtained from: *Harishok Limited, 12a Jackson Street, Hyde, Cheshire, SK14 1BX.*

NEW SOUTHERN CANOEING

Southern Canoeing are pleased to announce the opening of their new canoe retail shop.

A full range of kayaks and equipment is offered, kayaks including the Ardeche, Apache, KW4 and Snipe, plus accessories by Lendal, Canoesport, Ottersports, Harishok and many others. Of interest to racing canoeists will be the new and successful Puma K2 and Mustang K1.

Situated in Devizes, Wiltshire, which is of course famous for the Devizes to Westminster Canoe Marathon run at Easter every year, the shop is in an ideal location it being situated not far off the M4 motorway giving easy access from South Wales, Devon, Cornwall and London. Local waters include the River Thames and River Avon, and customers will be able to try some kayaks on the Kennet and Avon Canal which passed only yards from the shop.

Thus from now on Southern Canoeing can be found at 22 Bath Road, Devizes, Wiltshire. Telephone: 0380 6255 (the shop is open every afternoon 2-5pm and Saturdays 9am to 5pm).

FROM EGGS TO KAYAKS

Our photograph shows views inside and outside Cymru Canoes workshop set on a wooded hillside in the outskirts of Llandudno.

Situated in three acres of farmland, the building, which is two-storied, formerly housed some 4,000 poultry (see the egg did come first!!!)

Cymru Canoes will be exhibiting at Bala for the three days of the Slalom event and, being only 38-miles from the Tryweryn, visitors to the World Championships will be welcome at the Llandudno workshop and showroom. The address: *Cymru Canoes, St Hilary's Road, Llandudno, Gwynedd LL30 1PU. Telephone: 0492 77067.*

FREEMAN PRESENTATION

Freeman Chemicals Limited, manufacturers of quality resins, recently marked the opening of their Deeside Technical Centre with the presentation of two Ardeche double kayaks to the Dinas Bran School at Llangollen.

The school benefits from having an international class slalom course, in the form of the swift flowing upper reaches of the Dee, virtually on its doorstep (not to mention the World Slalom Course at Bala). The school's close proximity to the Shropshire Union Canal also provides an ideal training ground for the basics of coaching — and eminently more suited for



the Ardeche Double Touring kayaks . . .

The double kayaks were made by Nomad Canoes and donated on behalf of His Royal Highness The Duke of Edinburgh, who officially inaugurated Freeman's Technical Centre on 13th March, 1981.

SEIKO WATER RESISTANT DUO DISPLAY SPORTS 100 WATCH

The success of the Seiko Quartz Duo Display watches which were introduced last summer, has prompted the company to combine these outstanding features with those of their popular water resistant Sports 100 watches. The result is a Quartz Duo Display Sports 100 watch which is thought to be the first model of its kind on the market. It is water resistant to 100 metres.

Like all Seiko duo display watches the greater part of the watch face is devoted to an analogue display. This model (ref.no.HV039) has a three hand display which is adjusted by turning the crown, in the fully pulled out position. It also has a second setting device.

The digital portion of the watch has four different functions: a calendar mode showing date and day of the week; a standard time mode capable of displaying the time in hours, minutes and seconds in either 12 or 24 hour digits. Adjustments are made by turning the crown at the intermediate stop. The alarm setting mode enables the wearer to set the alarm, using either 12 or 24 hour time. The chronograph mode has a 60 minute stopwatch capability, showing minutes, seconds and one hundredth seconds.

Other useful features include an hourly time signal, and a battery life indicator. The battery used to power this time piece has an approximate life of two years.

The Seiko Duo Display Sports 100 watch has a smart black dial and trim which neatly contrasts the stainless steel case and bracelet. The recommended retail selling price is £129.50.



The showroom of Cymru Canoes

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