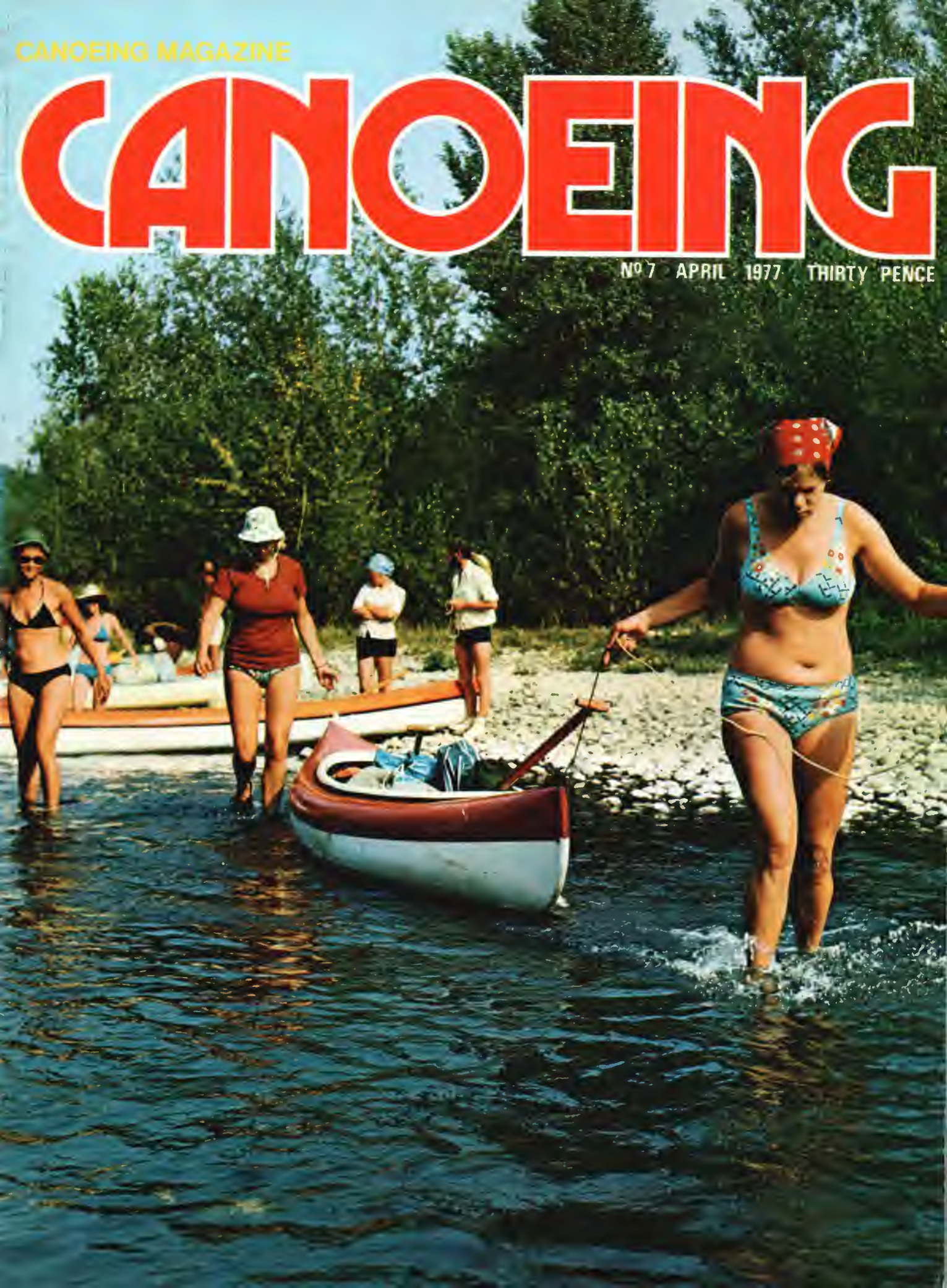


CANOEING MAGAZINE

# CANOEING

№ 7 APRIL 1977 THIRTY PENCE





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# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

APRIL — VOLUME 1 — NUMBER 7

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## FRONT COVER

Portage on the Dordogne, France.

Photo: Mike Clark

## BACK COVER

Coco-brown water on the Colorado after flash-flood. 1971 Expedition.

Photo: Mike Clark.



Paddlers competing on the Kennet and Avon Canal — Waterside Winter Series.

Photo: Mike Clark

# Comment

Mike Clark

The International Canoe Exhibition held at the Crystal Palace in South London at the end of February proved to be an outstanding success with an all-time record attendance of 9102 paying persons over the two days. At times the place seemed packed from end to end and one could hardly move along the concourse. With such crowds there were smiles all-round from the canoe/kayak manufacturers and others who had trade stands. Even with the supposed economic problems and shortage of money, the vast majority of the public at the Exhibition were spending and few seemed to be leaving without some package, article, accessory or publication. Most manufacturers went away with full order books and already having sold a good deal direct from their stands in the way of accessories. As one manufacturer commented — it was a superb show, but we had to spend most of the Sunday apologising for not having products on show as we had badly underestimated and sold out completely on the Saturday!

As usual your editor was taken up with our own 'Canoeing Magazine' stand on the concourse and thus did not find a great deal of time to get round the Exhibition. However, from what I did see the Manufacturing side of British Canoesport seems very healthy with numerous new designs in kayaks and interesting developments and ideas in accessories.

Our magazine with its 40-page bumper issue, was extremely well received with just on 800-copies sold over the two days, while many of the more popular canoesport books that were brought in for re-sale sold out on the Saturday morning. Many persons who were after the Evans/Anderson book 'Kayaking — The new Whitewater Sport for Everybody' but were unlucky due to limited supply that sold out within two hours of the Exhibition opening, should note that an adequate supply of copies arrived at our editorial office just a few days after the Exhibition! Well done U.S.A... The book is priced at £3.00 including postage and packing. Available from: 'Canoeing Press, 19 Main Street, Hemington, Derby DE7 2RB. (Cheques made payable to 'Canoeing Press'). Watch out for CP advert next month as we have now arranged for a wide number of canoesport books to be imported from the United States that have otherwise been unavailable.

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*The National Watersports Centre, Holme Pierrepont, at the height of the floods and as you've seen it all before! Note water streaming over on to the course at the lower lefthand and top lefthand. The fine line running up the course on the right and just in front of finish tower is the lamp standards protruding from the water!*

#### WELCOME THE NEW PRESIDENT

As reported elsewhere in this issue, the British Canoe Union now has a new President in David Wain. I am sure paddlers will give him full support in his new job and responsibilities.

After some 17-years in office and over 40-years of interest in canoesport, John Dudderidge was defeated in his stand for re-election as BCU President by a vote of 182 — Dudderidge: 200 — Wain, a vote of less than 400 persons from a membership of some 7000...

Over the years John Dudderidge has become known throughout the whole of the canoeing world and is respected for his knowledge in every country where organised canoeing exists. In accepting the position of BCU President, David Wain will have to work tremendously hard to adequately fill the office in the style John Dudderidge has made his own.

John will still be deeply involved in canoesport however, being a member of the International Canoe Federation Board of Management and having just taken on Chairman of the Guiding Committee for the International acceptance of Marathon Racing (Long Distance).

#### WATER, WATER EVERYWHERE...

It's a funny old country we live in. Remember that super summer we had last year when everyone was running around in shorts and sporting a sun-tan that would have done credit to six weeks on the Mediterranean...? Remember the host of heath and forest fires, and the water shortage that got so bad the government even promoted the Sports Minister to 'Minister for

Drought'...? Remember those dire warnings from the Water Boards and River Authorities that, even with average winter rain, there would still be water supply problems in many places during the coming summer...?

Well, our weather has once again done a great turn-around and came back at us with a vengeance. A much above average winter rainfall has brought floods to many places over weeks during January and February. The Thames has been in flood; the Severn has been way above normal level; the Dee in North Wales was at its highest for many years and produced outstanding conditions for one of the Dee Race series; the River Soar in Leicestershire was over its banks for a period of almost three weeks; while the Trent burst its banks and caused severe flooding over a wide area in Derbyshire and Nottinghamshire.

At the height of the floods the National Watersports Centre at Holme Pierrepont was badly affected. Flooding occurred twice, the first to a depth of five foot in the boathouses, the second to the boathouse roof...! In all some £25,000 worth of damage was done at the Centre but all should be back to normal for the start of the regatta season in a few weeks.

The flooding also brought tragedy to British canoeing. On February 20th Robert Yorke from the Northampton Canoe Club was drowned at Boulter's Lock near Maidenhead on the Thames, while on March 6th Kevin Keetley from the Soar Valley Canoe Club was drowned at Kings Mills near Castle Donington on the River Trent. During the flood period there have also been a number of 'near-misses', the most

notable at Llangollen during the Dee Race.

Robert Yorke was caught in the stopper at Boulter's Lock, rolled several times, but failed to escape the stopper, eventually coming out of his kayak. A short time later his buoyancy jacket surfaced below the weir and, although his body came to the surface, disappeared before it could be reached and has not been recovered at time of printing.

Kevin Keetley was playing on the broken weir at Kings Mills paddling up the main fall when the strong current sweeping the corner caught his kayak and forced him against a 40ft log that had become jammed across the side chute and part of the main chute during the recent floods. He capsized and his kayak became wedged beneath the tree. Efforts by other members of the club working from the central buttress just a few yards away, failed. It was almost an hour before the kayak was roped and broken in two. Kevin's body was brought ashore below the weir but he was dead.

Both paddlers were experienced on rough water, Robert Yorke had gained the Master Class and ranked 19th in slalom for 1976; Kevin Keetley had been with the Soar Valley Canoe Club for over a year and had trained on rough water. Both paddlers were lost although a number of other paddlers were in the immediate vicinity. While the sympathy of the canoeing world goes out to their parents and relatives, drownings such as these within the training and competitive field are a rare occurrence and bring home a sharp reminder that our sport is dangerous and the power of water must never be underestimated, ignored, or treated with contempt...



# sea canoeing

## White Pointer off Holyhead

We beached just before 4.00 p.m. in fading daylight and immediately Don Charlesworth and Richard Flegg found a route up the cliff to the road and set off to Holyhead for the cars, hoping to hitch a lift. John Gaze had gone in search of a telephone at one of the farms he had spotted on the way in. It took a full hour for the six of us remaining to carry the nine kayaks, paddles and kit up the cliff and a quarter of a mile to the road. By then it was fully dark and we sat down in the ditch to wait, totally shattered.

John returned and sank down beside us, *"I was just too late. The Coast Guard had already spent out the Land Rover to search for us at likely landing places. He said he'd radio our position to the driver."*

We had been up late on the Friday night at the hotel in Betws-y-Coed discussing the trip; it was a sort of training exercise for the other members of the group. Bill, Roger Hoe and I had laid out all the reference literature and left them to plan it, assuming full responsibility for Saturday's activities on the water. I had nominated Richard, Ted Taylor and Chris Timms as group leaders. They agreed and selected Chris as overall leader.

As I sat in my wet kit, tired and beginning to feel the cold, I pondered whether the trip might have ended differently — successfully — if we had told them of the one flaw in their plan, but we hadn't.

The first half had gone well, out from Soldier's Point in Holyhead Bay, through the overfalls off North Stack, and using the tide race, round towards South Stack lighthouse. The water had been rough enough to keep the adrenalin flowing but nothing that anyone couldn't cope with, considering the experience of the party.

Halfway back across Gogarth Bay I had mentioned my apprehension to Roger and asked him to lead the others into North Stack Cave for a rest and empty, while I had a tentative look through the gap. My doubts were substantiated... The tide was rushing out of Holyhead Bay from right to left as I watched, and having a stand-up fight with the in-going swells. The waves that won through smashed against the jagged rocks with a crash like thunder, only to rush out to sea again and join a fresh argument. The overfalls were working with the full flow of the ebbing tide and stretched out for half a mile in broken rows of great standing waves, surging back and forth in some drunken dance. One minute green, the tops would then break and tumble down. It was totally unpredictable whether one moment you would be on a glassy wave front or be attacked by a mass of growling white water, just as if someone had turned the sea up-side down.

I paddled back round into the cave, untied my flask and had a coffee with Roger; *"It's doing at least seven knots."* I beckoned Chris and Bill over. *"If we manage to get back, it'll be a struggle. Sorry to muck up your trip Chris but here's what we want you to do."*

Back on the water Chris gathered us together and explained *"his"* plans; *"Roger and John C. will go first and try to make it round into the bay against the tide. It is flowing quite strongly so we'll wait and see if they succeed before any of us follow and then only in pairs. Bill and I will go last. The idea is to hug the cliffs until hitting the current and then paddle really hard, heading for the slower water. Be very careful of being surfed onto the rocks. O. K. Roger!"*

We went out through the gap to the right, hugging the rocks for as long as it

was safely possible and then struck out into the current. Minutes pass like seconds in situations like that. It's flat, so you dig deeper. Next second you brace as a thousand gallons of water takes it's own time in deciding whether or not to tap you on the shoulder. A quick surf, but no time to enjoy it because the previous wave is on it's way back out and intent on a second go at us. I was told later that Roger had been surfed right across my rear deck by one wave, his bow missing my back by inches, and I thought he was yards away all the time.

We reached the smoother water. Everything is relative. I looked at the cliffs to check on progress. They were going the wrong way! Roger was just behind, away to my right and we were both being swept backwards out to sea. I shouted at Roger to turn round and head back for the gap. It was more enjoyable in that direction, but lasted all of ten seconds...

Incredulous stares met us. *"Why did you turn back? You'd almost made it."* I think it was Don.

*"We don't stand a chance against that lot. You can't even see the fast bit from here."* Roger had confirmed it.

The erudite John Gaze, *"I wondered why I was catching you up so fast."* *"You'll have to take our word for it, no one else got to where we were. Remember, it isn't sufficient for a few of us to make it, all of us have to. One capsized followed by a failed roll and two of us are involved in a rescue. So in fifteen minutes, three of us are two miles out to sea from the most westerly point of Anglesey, with one bloke very cold and wet and possibly not looking forward to another go at it. O.K.?"* No questions. *"Right, listen, it's a good*



# sea canoeing

*exercise for us now, only for real. You three leaders and everyone else discuss the alternatives and choose one. It's now 3 o'clock. One hour of daylight left. The Coast Guard is expecting us by 3.30 p.m. That tide will be running until six. Bill, Roger and I are going a few yards away to talk about 'page three girls' while you think it over. Don't be too long."*

Robin Rhodes asked: "Can we borrow your map?" I threw them the map.

Gogarth Bay is one mile wide and on a calm day in the summer the beauty of the scene, solitude, and majesty of the towering cliffs are to be soaked up and enjoyed. But in the winter when a trip isn't going quite right, the air and water are colder, there's a time limit and the sky is cloudy, the whole place becomes very sinister. The cliffs are darker and seem to lean out over the sea. There are only three ways in or out, North Stack, South Stack, or across to Ireland... Up the cliff is impossible unless your name is Joe Brown, you don't play the guitar and haven't got a kayak to carry. North Stack was out, Ireland was too far so South Stack it had to be. Gogarth had suddenly become an evil place...

When we rafted together I said to Bill and Roger, "You can both have a say but I'll tell you what I think. It's twenty minutes to South Stack, straight through the gap with the current and then another twenty minutes to the far beach in Abraham's Bosom. Ernie Phillips assures me that it's possible to land there in an emergency. The two drivers get off immediately for the cars and to 'phone Holyhead. The rest of us get the tackle up the cliff before it's dark." They both agreed.

We paddled back to the others and they had come up with the same general scheme, having dismissed the idea of landing on the lighthouse rock as too dangerous and of dubious merit anyway. Bill expressed the importance of maintaining a steady paddling rhythm and we set off from North Stack. Twenty-one minutes later Roger and I were through the gap and we drifted, resting temporarily while the party re-grouped.

Chris and Richard were the last through and they were arguing heatedly. We gathered around as Richard said, "Chris reckons he saw a shark outside South Stack. It's daft at this time of the year!"

"Did you Chris?" I asked, "Why so

certain it was a shark?"

"Because of the tail. I'm not bloody joking, John, I saw it, and it wasn't particularly small!"

A general debate ensued on whether it was possible and the anatomical features of various large sea creatures, but it could have gone on for ages so I interrupted, "It's not far now anyway. Bill, you and Ted lead the way round the coast. Chris, you and Roger bring up the rear with me."

As the others set off I asked Roger and Chris to unwrap their hand flares. While they did so I unpacked the Miniflare gun and screwed in a cartridge. Roger looked a little sceptical but I said, "You've seen them here before and nearly everybody today has commented on the warmth of the water. Is it still so daft?"

The last time Roger had seen one in North Wales it had surfaced not a yard away from his kayak. George had told him it was a dolphin to save him from dirtying his trunks, and did not let on it was a shark until after we had landed.

We followed the others and hadn't gone fifty yards before Chris yelled. "There!" Roger and I looked to where he pointed. He'd seen it alright. The stocky dorsal and narrower tail fins were almost a kayak-length apart, all the time. They belonged to the same creature and it was at least eighteen feet long.

The party in front had stopped and were all gazing in the same direction. We caught them up and Richard looked at Chris but said nothing. The apology was implicit. Without thinking we had all eased nearer to the cliffs. Such is the security of a vertical slab of rock. Everything is relative...

The great fish had turned towards us and was stationary about thirty yards away. We were rafted up in three groups, transfixed as its tail slowly sank and its massive head came out of the water.

John Gaze, detectably not as cool as usual, muttered an obscenity and said quietly, "I don't believe it. It's too fantastic."

'Fantastic' wasn't the adjective most of us had in mind at that moment but there again, John read more books than the rest of us.

He continued, after a few moments reference to some mental encyclopedia. "Don't laugh, but I think it's a Blue Pointer, the one they call the Great White."

Nobody laughed...

Absolute silence, except for drips from paddle blades. The cliffs became even more oppressive. Ted murmured: "The bloody brute's staring at us." His voice fraying a little at the edges. He had the least stable kayak. He was right too. Deep in their murky sockets the malevolence of its eyes sent chills through us all.

The great mouth opened. One of us could have paddled straight in.

John Gaze didn't have to explain about the seven rows of saw-edged teeth, each tooth two inches across, or that when one is broken they all move up and a new tooth bud is formed at the back. But he did...

The fish slid back under the surface, sending out circles of ripples indicating the exact spot like a bulls-eye on some enormous target. A seagull let out a piercing shriek, Ted wobbled slightly and Bill completely filled his wet-suit trousers.

Roger tried to speak. It came out strongly on the third attempt. "There's only half an hour of light at the most. Set off in close pairs and if it surfaces near us again raft up immediately. Move!"

It worked, they moved off. The front pair weren't paddling too slowly but it was interesting to note that their hands didn't go in the water. Roger and I were last. We spent more time looking backwards than forwards.

Five minutes later the beach was sighted, only a quarter of a mile away. The tension had even eased perceptibly when it happened, completely without warning. Robin and Alan were in the middle pair of the ten of us when it struck, straight from underneath, like a polaris missile. It lifted Alan and his kayak nearly ten feet clear of the water before the massive jaws snapped shut around the cockpit section. It's white body glowed in the failing light as it crashed over sideways, taking Alan beneath with it, smashing both ends of the boat clean off.

Just under the surface its whole body writhed and thrashed turning the rows of teeth into so many giant saws, tearing fish flesh and bone apart. The sea turned red and was littered with fragments of the boat.

Alan had only come on the weekend to go fishing. Why the hell had we persuaded him to borrow a kayak and come on the trip?

The turmoil ceased abruptly as it had started. We were only four hundred yards from the safety of the beach but nobody moved. No one had rafted.

Then there were nine, all staring at one spot.

Its head broke surface again. John Gaze didn't have to tell us that in the stomach of one caught off Australia



they had found half a sheep, an out-board motor, a tattooed human arm, six tins of peas and a nongy. But he did...

Don fell on to Ted's front deck and was violently sick.

The three-foot mouth opened again, revealing a torn anorak jammed in its teeth. It was motionless in the water, pointed snout nearly vertical as though waiting for its trainer to throw it a ball to balance.

Roger struck his hand-flare and as the head swivelled towards us, not ten feet away, he threw it straight into its mouth. Next second I released the trigger on the flare gun but the brute moved. I too had aimed for the mouth, but, as it turned, the fire-ball smashed deep into its left eye socket. It would burn violently there for at least fifteen seconds. The frenzy was instantaneous.

As the shark dived, its huge tail broke surface near Richard, capsizing him. He rolled up again so quickly there was a hole in the water where he had been.

The brute must have swallowed the handflare whole at the start of its twenty-seconds burn because, not half a minute later, there was a mass burst of smoke-filled bubbles about forty yards away. The abdominal explosion had ripped it apart. The sea turned red

yet again and a chewed fragment of Alan's lifejacket bobbed to the surface. We all raced for the shore, only paddle blades and sterns in the water...

John Gaze returned from the farmhouse. "The Coast Guard asked if it was okay to alter the details of the trip to 'nine' canoeists set out. He says it'll mess up his statistics if the two figures don't tally."

Bill Bailey was shaking me hard. "Wake up you dozy sod. Alan's arrived in Robin's car along with the Coast Guard Land Rover. Come and help us get some boats tied on."

I jumped up and ran to the car. "Alan!"

"What's the matter?" he asked surprised.

"Nothing. Nothing at all." I touched his arm without him noticing.

"How did the fishing go?"

"I caught half an eel."

"How do you catch half an eel?"

"Well, I didn't actually catch it. The bloke next to me caught it and gave me half."

"Where is it?"

"Under the back of Don's Saab. I didn't want to stink Robin's boot out. Do you think Don will think to bring it?"

We tied the three kayaks on the roof-rack and Ted, Roger, Robin and Alan set off for Betws' and the hotel. Roger was late.

Chris, John Gaze and I sat down

again. The sperm whale resumed pacing. Five minutes past five.

"They must have got lost." We were cold, wet and had run out of jokes. A silent period.

"Isn't it a bastard? Half-past five on a Saturday night and sitting in a bloody ditch at the side of a road!" The sperm whale stopped pacing and burst out laughing. Through the darkness we could see its whole body wobbling like an erectile liquorice jelly.

"They've been gone one and a half hours."

"Two grown men and they get lost in two miles!"

"I'd expect Don to get lost but not Fleggy. He should know the area."

"Useless! They could've walked it there and back in this time."

"Perhaps they've had to."

"Yes, maybe we shouldn't blame them. What if they couldn't get a lift?"

John Gaze: "No, "No. Rubbish to that. Let's have a jolly good moan."

They returned just after half-past five, guided by the Coast Guard Land Rover. We asked and they told us. They hadn't got a lift... While we were sat in the ditch cursing them, they were walking along in wet canoeing gear cursing the four motorists that passed them.

Boats and kit on board, we thanked the Coast Guard for being so helpful and departed for Betws-y-Coed... (Don had driven over the eel!).

## letters

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

### DISAPPEARING TRICK...!

**My son got his first kayak at Christmas.** After a quick session in the Thames at Abingdon in mid-February I was taking him home and on the way the kayak parted company from the car in gusty conditions. Although we retraced our journey immediately and did a thorough search the following morning, there was no trace of fibreglass, bungee or kayak!

Boathouses, River Authorities and Police were informed and we even carried out an air search but with no luck. My son is distraught -- I'm embarrassed and the kayak -- a Klepper Minor in orange deck and white hull called 'Buggalugs' -- is still missing. Could any of your readers help?

Yours sincerely,

Ken Young, Bourne End.

Any readers in the Abingdon or Thames area who have knowledge of the whereabouts of this Klepper Minor or are offered a Klepper Minor (orange

deck/white hull) at an unrealistic price from a non-canoeing person should contact: Ken Young, 16 Burroughs Crescent, Bourne End, Bucks. Tel: Bourne End 21367.

### BAT REFEREEING

**The subject that has prompted me** to put pen to paper is one which has amused some, appalled others, and alarmed me for several years now. It is the very low standard of refereeing in Bat Polo Tournaments and notably the National Championships Finals.

This year we saw some very good refereeing on one side of the pool, with the official concerned stopping the game to speak to both sides about dangerous play. One official however cannot referee effectively.

Bat Polo must be one of the most potentially dangerous of sports; and one of the most difficult to referee. Surely we as polo players owe it to our sport to improve the standard of refereeing

which must improve the standard of play, as players become more skillful and less physical.

I would like to offer the following suggestions:

1. Several rules need more explicit definitions, i.e. what is classed as obstruction and what is not? Does a paddler have possession of the ball only when it is in his hand and not beside the kayak? Is there an advantage rule (as in football)?

2. A referee making a decision must be positive, and a standard system of signals (as in basketball) would be useful.

3. It is one thing to know the rules and another to apply them. A qualified sports referee is more likely to make a good polo referee than a canoeist.

4. A course should be held by someone respected for their refereeing ability, to standardise and train potential referees. Those 'qualifying' being asked to referee area polo rounds and the National Finals.

5. Perhaps organisers of competitions (or team captains) might be asked to assess referees and send reports to the Bat Polo Committee for reference.

Congratulations to Bear Forest who outclassed all opponents at Crystal Palace to retain their trophy yet again.

Brian Barfoot,

Luton Youth Canoe Group.



# notes

# & news

## DOWN RIVER

After a break of some three months, it is good to see that the American publication of 'Down River' is once again back on the market. The magazine — dealing with all subjects connected with river running — is back with colour cover and Eric Evans holds the editors hot seat.

## INCREASING CIRCULATION

As already noted in our 'Comment' column, the magazine had an excellent sale of some 800 copies from the 'Canoeing Press' stand at the International Canoe Exhibition, Crystal Palace. However, the magazine also found its way onto the Birmingham Canoe Club Stand at the Birmingham Boat Show held at the National Exhibition Centre over the period February 24th to March 6th, where another 100 copies were sold.

'Canoeing' is now available at a number of retail outlets around London and the South East and also from a number of specialist outlets across the country. Certainly it is gaining in strength and being very well received.

## BOOST CLUB FUNDS

With 'Canoeing' magazine covering the whole spectrum of canoesport its appeal is wide and not just restricted to the competitive paddler. Thus its potential selling market is the whole of canoesport and could be a way of boosting your club funds. We offer 25% discount off the cover price of the magazine to canoe clubs talking a bulk order of ten or more copies for resale to



their members. (VAT does not apply to publications). Orders for bulk supply (min. 10-copies) should be sent to: *Canoeing Magazine, Ocean Publications Ltd., 34 Buckingham Palace Road, London SW1W 0RE.*

## HOLME PIERREPONT INTERNATIONAL

The Jubilee International Regatta at the National Watersports Centre, Holme Pierrepont, Nottingham, and planned for the weekend July 8th/10th already looks like being another outstanding success. At the beginning of March International Teams confirmed as attending stood at 12 nations — not including host. Countries competing: Australia, Belgium, Canada, DDR (German Democratic Republic), Hungary, Ireland, Japan, Netherlands, Norway, Poland, Sweden, and the U.S.S.R.



## SEA TOURING SYMPOSIUM

The Sea Touring Symposium held at Newham College, Birmingham, over a weekend way back at the beginning of December, proved to be a highly successful meeting. John Ramwell has now published a detailed report on the weekend. Copies are available at 30p from: *John Ramwell, 85 Cardinal Street, Cheetham, Manchester 8.*

## TOPCRAFT LTD

The firm of Topcraft Ltd., ceased trading at the beginning of the year and went into voluntary liquidation, and a meeting of Members and Creditors was held in Birmingham on February 8th. The Statement of Affairs as at February 1st 1977 showed that the company had estimated assets of £6,340. Estimated claims of preferential creditors amounted to £6,109, and unsecured creditors claims exceeded £15,000.

## LAGGAN LOCKS

The British Waterways Board were pleased to learn during the latter end of February that their representations to Ministers and to the Department of the Environment had proved fruitful and has enabled the Board to carry out, as a matter of urgency, repairs to Laggan Locks on the Caledonian Canal.

Laggan Locks have been closed since October 31st when a section of the lock wall collapsed rendering the canal impassable.

## Moscow 1980

The Organising Committee for the next Olympic Games in Moscow has now published its plans for the Olympic competitions. Some of the venues are already operational.

The Olympic Canoe Regatta will be held at the regatta course of Krylatskoye, a suburb of Moscow. This course has already been used by the rowing people for the 1973 European Championships and since then it has been extended to provide a new boathouse for 600-boats, repair shop, rooms for competitors, Press centre and conference rooms. The stands, most of which are covered, will hold approximately 21,000 spectators.

## KAYAK SURFER

The February issue of 'White Water Magazine' carried a fantastic review of the Canoeing Press publication 'Kayak Surfer' (many thanks Stuart!).

The 'Kayak Surfer' has been available for some time now and stocks are getting a little low — 150 copies were sold at the Canoe Exhibition. Only around 50 copies remain and a re-print will be considered over the coming months. During such a re-print some alterations will be possible with the change of non-technical articles — thus any outstanding surf prints would be welcome. The 'Kayak Surfer' publication is priced at 75p including postage and available from: *Canoeing Press, 19 Main Street, Hemington, Derby DE7 2RB.*

## WORLD CHAMPIONSHIPS

The results of an enquiry by the ICF Slalom and Wild Water Racing Committee shows that promised participation in the World Championships in categories K1 Men, K1 Women, C1 Men, and C2 Men is large enough for the events to be carried out. For the C2 Mixed class, the following had entered by January 1st: Slalom — 4 singles, 3 teams; Wild Water — 6 single, 4 teams, and with the probability of two more entries in both Slalom and Wild Water of singles and teams.

The programme for the World Championships, which will be held on the Lieser, has been announced. The Wild Water events will take place on July 18th and 19th; the Slalom events will take place on 22nd, 23rd, and 24th.



## RACING YEAR BOOK

The new Canoe Racing Year Book appeared in time for the Canoe Exhibition and carries a good deal of interesting information covering Racing and Marathon Racing. Included is information on Training Squads, Competition Coaches Scheme, Espada Youth Scheme, Racing Rules, Racing Registration Scheme, plus Calendar of Racing and Marathon events for the 1977 season. Copies of the year book are available at 50p, or 25p to registered racing paddlers, from: Mike Haslam, Work Study Dept., COD Chilwell, Beeston, Nottinghamshire.

## SWISS AUTO REGULATIONS

Anyone planning on driving to the World Slalom and Wild Water Championships in Austria this summer will no doubt be going via Switzerland. Drivers should note that as from January 1st 1977 new traffic regulations have come into force. Driving with side-lights only is no longer permitted. The use of headlights, dipped headlights or twin fog-lights is compulsory (dipped headlights in tunnels).

## CANOE FILMS

In order to strengthen propaganda for canoeing, the International Canoe Federation Propaganda Committee has ordered a film which will be put at the disposal of national canoe associations, probably by the summer months.

The film, 'Waves — Whirlpools — Kayaks' was made by Hans Memminger of the German Federal Republic, shot on



16mm colour with magnetic sound, and runs for 24-minutes. It deals with the first steps of embarkation to the most advanced wildwater passages, and includes beautiful shots from the Rosanna in Arlberg, from the Silvretta, the raging Trissanna, and the Inn in Lower Engadine.

## BOAT PIRATING

In the article 'Boat Pirating' by Frank Goodman, published in our

January issue number 5 of 'Canoeing', a slip of the pen named 'a local Church Boys Brigade' as part of the pirating scene. Mr. M. Todd of The Boys brigade Shop, Headlam Street, NEWCASTLE UPON Tyne, felt that this remark threw suspicion upon him. We must say that both Mr. Todd and the Boys Brigade have a completely clean bill of health and we are sorry for the mistake and inconvenience or embarrassment it may have caused. Ed.

Could you please help me with a problem that nobody seems to be able to answer.

I am a 3rd year P.E. student and I love canoeing but I wear contact lenses and cannot wear them when canoeing. Do you know of anything that could help — are there any commercial goggles that could be used? Some people have suggested to use the swimming goggles but I am scared to try as contact lenses are £40.00 a pair. I would be really indebted to you if you could put me in contact with somebody that could help.  
Dave Phelan,  
Limerick, Ireland.

The only thing we can suggest is that you do in fact try the swimming goggles, or sort around one of your major hardware/tool shops for a pair of possible industrial goggles. Both will have the problem of steaming up but can be overcome by rubbing a little saliva over the inside before use as with face masks used for snorkelling. The alternative is the practice of squinting before you take a ducking, but could be a little hit or miss (a £40.00 miss in fact!).

## need a little help...

Have you got a canoeing problem and need a little help to know the best way of dealing with it? Then maybe the resources of our magazine and a team of canoe sport experts on call can help with your query. Write to: The Editor, Canoeing Magazine, 19 Main Street, Hemington, Derby DE7 2RB. (Enclosing s.a.e. for reply.)

I have been trying to obtain suitable plans for a traditional Canadian canoe, but without much success. Can you help? I would be extremely grateful for any help that you could offer.  
N. A. Brett,  
Comerie, Perthshire.

I wish to purchase plans for a two-man kayak, or perhaps a kit, as simple as possible. The 'Daily Mirror' newspaper recommended that I write to

you on the chance that you can help me.  
W. Hotchkiss,  
Sudbury, Suffolk.

Possible source of canoe/kayak plans is:  
Percy W. Blandford, Quinton House,  
Newbold-on-Stour, Stratford-on-Avon,  
Warwickshire.

I am attempting to obtain plans of a kayak designed by K. H. Littleddyke. The kayak is the Kayel Angmasalik Eskimo Kayak, which was available from several manufacturers until a few years ago. So far my enquiries have been fruitless. Any information you can provide would be a great help.  
Peter Birkett,  
Penryn, Cornwall.

Kayel designs were originally marketed through Ottersports Ltd of Ash Street, Northampton. However, the designs have now been taken on by Granta Boats Ltd, Ramsey, Huntingdon PE17 1EZ., but the kayak is only available in kit form and not just in plan.



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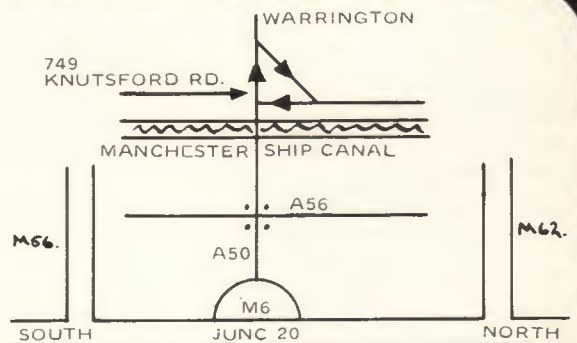
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ROOF RACKS, V-BARS, U-BARS. 50p. per day plus VAT. DEPOSIT REQUIRED . . . . .	£5

## CANOEES IN STOCK (SUBJECT TO BEING UNSOLD)

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OLYMP SIX. BLUE.	

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# racing news

## NEWS FROM THE AGM

A very lively and entertaining British Canoe Union Annual General Meeting was the reward for those who made the trip to Bristol University on Saturday January 29th. Despite being the year of the BCU's 'bi-annual provincial tour', the meeting was very well attended (in relation to the usual attendance in the capital) and well worth the expense of travelling down to the West Country.

Prior to the main AGM however, several of the Technical Committees held their own Section AGMs. Both the Sprint and Long Distance Committees reported a financially sound year and with good results being obtained at an International level; especially by Doug Parnham in reaching both the K1 500m and 1000m finals at the Montreal Olympics, and the LDR Teams in winning the Senior K2 events at Gudena and the Liffey Descent.

## SPRINT RACING — RACING SECTION

The Sprint Racing Section agreed to several changes in Racing Classes (reported in our November/December issue no. 4) and adopted its new constitution which included the change of name of the section from 'sprint racing' to plain 'Racing Section'. Ron Emes stepped down as Chairman of the SRC — Tom Shenton was approved as his successor.

## LONG DISTANCE — MARATHON RACING

The Long Distance Racing Committee also approved a name change and henceforth will be known as the Marathon Racing Committee. A sound move this in view of the proposals before the ICF for international recognition for 'marathon racing' and the subsequent setting up of an international committee to control it.

## NEW COMMITTEES

The new Racing and Marathon Racing Committees were elected as follows:

**RACING COMMITTEE:** Chairman — Tom Shenton; Secretary — Mike Haslam; Treasurer — Allen Miller — Members — George Copper, Ron Emes, Brian Greenaway, Colin Gray, Rowland Jones, Bill Machin, Bernard Perrett, Mick Nadal, Jim Rossiter.

**MARATHON RACING COMMITTEE:** Chairman — Alan Laws; Secretary — Sue Kirschner; Treasurer — Ken Lovell; Members — Mike Carvell, John Fowler, Max Kirschner, Brian Greenaway, Colin Gray, Bernard Perrett, George Olive, Jim Rossiter, Bob Russell.

## NATIONAL COACHING

The National Coaching and Development Committee did not meet formally but there was an informal meeting of Coaching Scheme members designed to give the new NCDC Chairman, Carle Quaife, a chance to meet and talk to the 'people' (shades of Jimmy Carter!). A free discussion took place amongst those present ranging over such topics as the validity of the 'Guide to the Waterways of the British Isles', and how best to up-date it; the Access problem; Competitors and Coaching Scheme members who are not members of the BCU — how to combat them. Not a great deal was said about improving the Coaching Scheme, but after all there was only four hours to go before the main AGM (including lunch-break) and Rome was not built in a day.

## BCU ANNUAL GENERAL MEETING

The main AGM started off as quietly as usual with the reading of the previous minutes and the adoption of the accounts. There was some

discussion on the accounts including the side issue of how much revenue had been lost because of non-members competing regularly at BCU events, especially slalom, but no conclusive evidence was available. The Union reported a deficit for the year of £1,726.00 which leads one to ask the question, not asked at the AGM, which is 'how can the Union lose £1,726.00 whilst the Technical Committees accounts show a combined credit balance of £7,707.00 (which includes an administration grant from central funds of £3,783.00 for the year). Obviously the Technical Committees have projects and expenses that do not fall on Headquarters, but a return to central funds of half the admin grant would have balanced the books! Charity begins at home chaps, give Ted Owen a break — he deserves it...

The meeting received its first surprise of the afternoon when the result of the ballot for President of the Union was announced. John Dudderidge, after some forty years of service to canoeing and seventeen years as President of the BCU, was defeated in a straight fight by David Wain. The voting was close at 182 to 200 and the outgoing President was the first to congratulate David Wain on his victory.

Further evidence of vigorous behind the scenes campaigning was apparent when the results of the BCU Council ballot were announced. Top of the poll with 272 votes was Hilary Peacock, second was John Handyside with 253 — a clear indication of the Wild Water and Racing votes coming to the fore. The remaining successful candidates were: Geoff Sanders (201); Eric Totty (156); and Alan Laws (147). The unsuccessful were Jim Bright and Ralph Tyas, both seeking re-election with 142 and 119 votes respectively, and new faces Mark Brown (racing) and Neville Unwin (slalom) with 137 and 132 votes.

It is interesting to note that even the unsuccessful candidates would have been returned easily on last years voting figures and this increase in the number of members bothering to vote — albeit from one particular section — is encouraging. Even so the total votes cast this year represent less than 7% of the membership.

The afternoon really warmed up when the motion on the AGM Agenda calling for the Wild Water Racing to separate completely from Slalom and form its own Technical Committee was reached.

After an initial skirmish from Martin Boshier and an eloquent verbal presentation of the motion by Hilary Peacock, the retiring President John Dudderidge announced that the motion was not legal under BCU rules and that the formation of Technical Committees was BCU Council's responsibility. Amid confusion over this point and general uproar, Mike Haslam pointed out that

## THE FIRST RACING CANOEING YEAR BOOK

Over 80-pages of information including rules for Racing and Marathon Racing; 1977 Racing and Marathon Racing programmes; Promotions; Espada Award Scheme; Competition Coaches Scheme Courses; plus Results and Awards for 1976 season.

Published jointly by BCU Racing and Marathon Racing Committees.

PRICE 50p (30p to registered paddlers on production of BCU Card) incl. postage.

Available from:-

MIKE HASLAM, Work Study Department, COD CHILWELL, BEESTON, NOTTINGHAM.



the same BCU rules allowed for all motions appearing on the AGM Agenda to be discussed. Ron Emes added his usual 'two-way' comments to the debate and eventually the proposer agreed to amend the motion to read that BCU Council should decide the matter on direction from the AGM vote for or against the basic proposal.

Much discussion was then entered into on the relative merits of the idea. Prominent against motion were Ian Pendleton and Neville Unwin, whilst for the motion were Martin Boshier, Martyn Hedges, John Handyside, and of course the proposer. Mark Markham, Charman of the Slalom and Wild Water Racing Committee, arose only once and, like Moses returning from the Mountain, announced that his Executive were proposing separate steering committees for each discipline but with a combined Executive as at present.

John Turcan, Chairman of the Scottish Canoe Association, regularly 'popped-up' and suggested that the motion be withdrawn completely but his pleas were lost amongst the heated debates rising from the floor. Finally the meeting was called to order and a vote on show of hands was taken. The motion was carried by 63 to 24 with some 12 abstentions. However, the play was not yet over as Maurice Rothwell, who had spoken against the motion, demanded a poll of proxy votes and produced a further 19 against, John Dudderidge added another 21 to this. However the overwhelming majority of proxy votes were for the motion, proposer Hilary Peacock carrying 37 votes and Martin Boshier adding another 60-plus votes. The final count was well over 200 votes for the proposal and only 56 against. (The proposal for a separate

Wild Water Committee has since been discussed by BCU Council who have requested a proposed 'Wild Water Constitution' be submitted to Council.)

The presentaion of awards was somewhat of an anti-climax after the hub-bub of the debate, but special mention should be made of Martyn Hedges, collecting the senior canoeing awards for both Slalom and Wild Water, and of Doug Parnham, Racings double Olympic finalist who received the Senior K1 1000m Championship award for the third year running.

The AGM closed after an impromptu address by Ron Emes who expressed the Union's thanks and best wishes to John Dudderidge for his many years of service and loyalty.

### REGATTAS AT HOLME PIERREPONT CONDITIONS OF ENTRY

**ENTRY FEES:** Entry fees for the 1977 season have been set by the Regatta Sub-Committee at:

40p per crew for Espada and Junior events.

60p per crew for all other events.

**LATE ENTRIES:** Late entries will be charged at:

50p per crew for Espadas and Juniors.  
£1.00 per crew for all other events.

A late entry is defined as 'An entry received on the day from a competitor from whom a prior entry for any event in the Regatta has not been previously received'.

**CLOSING DATES:** The closing date for entries for all regattas, with the exception of the Home International, will be eight days before the event (Friday of the previous week). For the Home International this is extended to fourteen days before the event.

**ADDRESS FOR ENTRIES:** All entries for events held at Holme Pierrepont (any Canoe Regatta) should be addressed to: The Regatta Committee, c/o 128 Greythorne Drive, West Bridgford, Nottingham.

**ENTRY FORMS:** Entry forms are available from Regatta Committee members or from the 'reception' National Watersports Centre Holme Pierrepont on regatta weekends.

**TEAM LEADERS MEETINGS:** Team Leaders Meetings will be held at 8.00am on race days in the Lecture Room of the National Watersports Centre for all regattas.

**MIXED CREWS:** Entries for mixed crews will be considered at Team Leaders Meetings and will be allowed providing that there are no objections from those Team Leaders present and that sufficient lanes are available after all allocations to correct status crews have been completed.

### SELECTION EVENTS FOR INTERNATIONAL TEAMS

**BRITISH SENIOR TEAMS** — all competitors wishing to be considered must enter the appropriate Senior 'A' events, irrespective of their individual racing status. **BRITISH JUNIOR TEAMS** — all competitors wishing to be considered (must have been born between the years 1959 to 1962 inclusive) will be allowed to enter the appropriate Junior events, irrespective of their individual racing status.

**ACCOMMODATION:** The Regatta Committee have reserved 30-beds for each regatta on Friday and Saturday nights. Cost of full board and accommodation will be £5.50 including VAT per day. Bookings should be made at the latest with Regatta Entries (cheques payable in advance to 'Regatta Committee') and not direct to the National Watersports Centre.

**MEALS:** The Regatta Committee have arranged for non-residential meals to be available at the Centre for Saturdays and Sundays — lunch and dinner. Lunches available between 12.00- 2pm. Dinner from 7.00pm. These meals must be booked and paid for in advance (latest date with Regatta Entries) through the Regatta Committee and not direct to the National Watersports Centre. Lunch £1.50: Dinner £2.00 including VAT. (Cheques made payable to 'Regatta Committee').

**THE RACING COMMITTEE** — Regatta Sub-Committee:

Members 1977 —

**Chairman:** Mike Haslam, Work Study Dept. COD Chilwell, Beeston, Nottingham.

**Regatta Officials Secretary:** Rowland Jones, 5 Fabricus Avenue, Droitwich, Worcestershire.

**Members:** Colin Grey, 128 Greythorne Drive, West Bridgford, Nottingham; Di Lawler, 93 Chertsey Lane, Staines, Middlesex; Mick Nadal, Flat 5, 22/24

BRITISH RACING TEAMS — SELECTION EVENTS			
DATE	REGATTA	SELECTION EVENT	TEAM
May 21st/22nd	GHENT, Belgium depart May 20th.	SPRING REGATTA, Nottingham April 30th/May 1st.	SENIORS JUNIORS
June 4th/5th	WEST BERLIN, GFR. depart June 2nd.	SPRING REGATTA as above	SENIOR
June 18th/19th	BOCHUM, GFR depart June 16th.	COMMITTEE REGATTA, Nottingham May 28th/29th.	JUNIOR
July 8th/10th	JUBILEE REGATTA, Nottingham.	NATIONAL CHAMPIONSHIP, Nottingham June 18th/19th. BOCHUM REGATTA	SENIOR JUNIOR
July 23rd/24th	COPENHAGEN, Denmark depart July 21st.	World Championship Team only (see Sofia below)	
Aug. 5th/6th	VICHY, France JUNIOR EUROPEAN CHAMPS. depart August 1st.	JUBILEE REGATTA, Nottingham July 8th/10th.	JUNIOR
Sept. 1st/4th	SOFIA, Bulgaria WORLD CHAMPIONSHIPS depart August 29th.	JUBILEE REGATTA, Nottingham July 8th/10th	SENIOR

Selection for each event will be based on results obtained at the appropriate selection event only, except in the case of illness, when previous performances may be considered by the selectors. Membership of the Olympic Training Squad is NOT a pre-requisite for selection. 10,000m selections will be given equal status with 500m and 1,000m selections.



William Road, West Bridgford, Nottingham: Jim Rossiter, 6 Birch Avenue, Caterham, Surrey.

### REGIONAL RACING COACHES

The Racing Committee, in conjunction with the Marathon Racing Committee, have proposed to the Competitions Liaison Committee that the following Competition Coaches be appointed as Regional Racing Coaches for the areas shown. Anyone interested in Racing or Marathon Racing who needs advice on coaching, personal performance, training, or technique, should contact their nearest Regional Coach. The Regional Coaches will also be responsible for the development of Racing and Marathon Racing within their regions.

East Midlands	—	Colin Grey
West Midlands	—	George Cooper and Bill Machin
South	—	Bernard Perrett
East	—	Bob Russell
London and SE	—	Brian Greenaway

# diary notes

### NORTH WALES SURF CHAMPS

The North Wales Canoe Club will run and organise the North Wales Surf Championships over the Spring Bank Holiday weekend of June 4th/7th at Hell's Mouth, Abersoch. The Championships will include Surf Race, Slalom Kayak Handling, and Surf Kayak Handling. Events will take place on June 6th and 7th thus enabling canoeists and spectators to travel the short distance from the Tryweryn International Slalom. Full details are available from: *Vyv Cox, Victoria House, Corwen Road, Treuddyn, Clwyd.*

### THREE HARBOUR

**Paddlers and Club Secretaries** please note that the 'Three Harbours' marathon race will be held on Sunday May 22nd and not July 24th as shown

in the calendar. Full details from: *Canoe Race Secretary, 1 Harbour Cottages, Old Bosham, Chichester, West Sussex.*

### GHENT INTERNATIONAL REGATTA

The Canoe Club Ghent will be organising the Ghent International over the weekend May 21st/22nd. Racing will be held under ICF and Belgian Canoe Federation rules, and the regatta competed at the Georges Nachez Watersportbaan with financial support from the Belgian Ministry of Sports and the Community Council of Ghent.

Competition will take place over all distances from 300m to 10,000m for all K classes. Closing date for entries is May 6th and should be sent to: *Paul Hoekstra, Dijkweg 34, 9821 Afsnee, Ghent, Belgium.*

# access

Last November a group of paddlers from the Weirwolves Canoe Club drove to Wales to canoe parts of the Upper River Wye. Only having one vehicle — our borough mini-bus — I planned dropping off the group about four-miles upstream from Rhayader, then parking the empty bus in Rhayader town centre and getting a lift back up to the embarkation point.

We had checked with the B.C.U. Handout which clearly stated that no problems existed on the proposed section, so long as normal courtesy was observed when anglers were encountered.

Myself and another instructor called in at the general store near the bridge at Rhayader to enquire if any taxi service existed to run me back upstream to the start of our run. Imagine our surprise when on hearing of our intention to canoe the river the store-owner announced himself as Mr. Powell, Chairman of the Rhayader Angling Association, and further, that he would prosecute me and anyone else who attempted to canoe on 'his' river. After a great deal of discussion and explanation on both sides, Mr. Powell agreed to allow us on the water but stated that he had tried frequently to deter canoeists who, like us, seemed to be under the impression that they were allowed to run this section of the Upper Wye. He also said he had questioned a number of paddlers about the British Canoe Union but couldn't get the B.C.U. Headquarters address (70 Brompton

Road, London, Ed.) from them. Two points arose: 1. He said he would prosecute any canoeist found on the river without permission. 2. Unlike most other rivers his Association of Anglers owned access, banks and river bed on this upper section. (The boundaries of which I could not determine.)

In January I wrote to Mr. Powell seeking his permission to again canoe some four-miles of the river above Rhayader and then down to Newbridge below Rhayader. In his reply he stated that this was the first time his committee had been approached by a canoe club asking permission and that certainly we could run the river. On arrival at Rhayader I went to see Mr. Powell at his shop and he invited me to his house where we chatted amicably about the anglers problems with canoeists at Rhayader. Being at the top of the river fishing was only good 2-3 weeks of the year and often over these short periods canoeists descended on the river ruining swims by playing on rapids and at bottom pools even when being fished by anglers. Spawning was also a problem mentioned. All he said seemed quite reasonable and often more than justified. He also told me of his latest meeting with the local BCU River Adviser who had argued vehemently for all year round canoeing. However, Mr. Powell went on to say that his committee had decided to allow canoeing on the Upper Wye at Rhayader during December, January, February and March, and possibly part of each

November.

It seems to me that yet again as on the River Tees and River Usk (see February issue of White Water Magazine) small groups of cowboys could ruin the chances for others canoeing a very good section of river. I am also annoyed that my membership to the British Canoe Union with all the so often mentioned advantages could so easily have landed me in court and a fine I couldn't pay. Perhaps revision of the access position could be sent out more frequently and amended more often. (*It might even get sent through to 'Canoeing Magazine' for publication!* Ed.) What is the point of training me as an instructor to follow the correct procedures if in the end I land my Club in trouble...

I can see how long my letter is, but I hope perhaps some of the relevant points could be published in your magazine.

*Yours sincerely,  
M. J. Peters,  
Vice Chairman, Weirwolves Canoe Club*

*The problem of access and friendly relations with the fishing interests is of major importance for canoeing — indeed the future sport depends on sound agreements with all other river users. Thus problems or advice on access will always be published to maximum space in 'Canoeing Magazine'.*



# WIN a slalom kayak



## Win a Pyranha Elite rough water kayak!

Yes, a world class British designed competition slalom Kayak – the Elite 65ss or the Elite 80ss – that's the tempting prize from Pyranha Mouldings Ltd., of Warrington for the *'Canoeing Magazine'* easy to enter competition. All you have to do is put 8 of 15 design features listed that go to make a world class slalom kayak in their order of importance, then with not more than ten words complete the Pyranha slogan *'Choose Pyranha for . . . . .'* Thus if you think design feature 'B' *"High manoeuvrability – to turn quickly between gates."* is of top importance to a slalom kayak, then put 'B' in box 1 on the entry form, completing in order of importance across the entry form to box number 8. Judging will be done by three outstanding personalities in the British Slalom.

Think you know what makes an outstanding slalom kayak different from the run of the mill designs? If so, read the rules, fill in one or more lines (up to a maximum of ten lines per entry), complete the Pyranha slogan, and send off, enclosing entry fee of 5p per line, to reach *'Canoeing Magazine'* by May 30th.

The entry fee of 5p per line will go direct to the British Canoe Union and donated on conditions that it is used towards the training of the World Championships Slalom Team only. Thus cheques or postal orders enclosed with entry should be made payable to *'British Canoe Union'*. Two free lines are included and may be used only if you have entered the eight pay lines.

### ELITE RANGE

The Pyranha Elite range of kayaks is the climax of more than six years experience and research into kayak design. Developed through International Competition success that cul-

minated last season with the most successful year yet for Pyranha Mouldings and for those who paddled their craft.

Prototypes of the Elite range were used at International Events during 1976 and the production design Elite 65ss used to win its first National Title at the end of the season.

In these Elite Competition Kayaks you are sitting in comfort, plenty of room to spread the knees under the knee/thigh supports to get a good grip of the craft – yet you're paddling an ultra lowline competition slalom kayak! Pull on the paddle and experience the unusually quick responsive acceleration, the finer more racy paddling position. Push it into a breakout – the bow grips the eddy and the Elite is round so fast that it takes practice to acclimatise to this new era of design. You pull through a gate, drop the stern under the pole and you're off down the course . . . It's the mixture of exhilaration and confidence that the Elite gives that could make you and an Elite an unbeatable combination.

**ELITE 65ss:** a kayak particularly suitable for the lighter paddler, giving about the same speed and manoeuvrability compromise as a heavier can expect in the 80ss.

**ELITE 80ss:** designed for the heavier paddler this kayak is broader but has more manoeuvrability to help in a tight situation. Large seat unit is fitted as standard and there is also more foot room than in the 65ss.

### DESIGN FEATURES

- A. Good forward speed – to accelerate fast and to get between gates quickly. ✓
- B. High manoeuvrability – to turn quickly in between gates.
- C. Low bow – to be able to sneak under gates on forward breakouts and to turn early from the reverse gate.
- D. Enough stability to enable the paddlers to concentrate on paddling and not have to worry about the water.
- E. Low profile stern – to be able to slide underneath gates.
- F. Bow and stern semi-spiked to effectively reduce length – reducing speed yet increasing manoeuvrability.
- G. Flattened *'platypus-like'* ends to retain buoyancy yet keep manoeuvrability at a maximum – though losing a certain amount of rocker. ✓
- H. A conventional plan view bow and stern reducing depth to hydrodynamic shape to achieve a compromise between manoeuvrability and buoyancy.



- I. Retaining buoyancy in centre of the kayak to keep it paddlable in rough water. ✓
- J. Well rounded curves on sides of cockpit to avoid sudden losses of stability caused by sharp edges.
- K. Rounded deck sections to help shed water quickly.
- L. Raised bow to give 'water ski' effect keeping bow in the rough water. ✓
- M. Comfortable seat and knee position to get good grip of the kayak — consequently giving tireless control.
- N. Recessed end loops to avoid catching poles. ✓
- O. Attractive deck styling giving good looks and strength to the deck. ✗
- P. Widest section beyond seat to give a narrower more effective paddling position. ✓
- Q. Long waterline length to give speed, directional stability in rough water, and to grip the current on a breakout — though reduces manoeuvrability. ✗
- R. Short waterline length with rockered gunwale — aids manoeuvrability yet reduces speed. ✗

## RULES

1. The competition is open to persons in the British Isles and Eire only, with the exception of employees of Ocean Publications Ltd., Canoeing Press, or Pyranha Mouldings Ltd.
2. An entry must consist of one or more lines giving 8 design features in descending order of importance to a slalom kayak from the 15 listed plus



erty of the Pyranha Mouldings Ltd. immediately after the competition has been judged.

8. The winner must be prepared to accept the prize in person at the Pyranha Showroom in Warrington, or to nominate a representative on his or her behalf. They must also be willing

to have their name and address published in full and to be interviewed if required.

9. The closing date for entries will be May 30th, 1977. Entries should be sent to: 'Slalom Comp', *Canoeing Magazine*, 19 Main Street, Hemington, Derby DE7 2RB.



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# EXPEDITION SPECIALS

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'CJH' (Chris Hawkesworth) started it seriously way back in 1971 with his *'First British Kayak Expedition to the Colorado and Through Grand Canyon'*. Mind we are not saying that *'expeditions'* should be credited to Chris — there must have been a good few organised expeditions previous, and of course every canoe club touring holiday was an expedition in itself. However, since that first run of the Colorado, we have had various hot heads running *'grade 100'* stuff on the River Inn in the Alps, the Blue Nile and Zaire in Africa, and most recently the Dudh Kosi off the side of Everest in the Himalayas (the latter featured in last months magazine). The sea canoeists, not to be out done started with The Channel, crossed to the Irish Sea and then run in with a 500-mile trip up the coast of Norway to the Nordkapp...

The rough water boys already look as if a serious attempt will be made on the Orinoco this year, while the sea canoeists have lined up a trip to North-West Greenland and a rounding of Cape Horn for the summer months. One would have thought this enough for one year...not so!

## BRITISH COLUMBIA EXPEDITION

part or all of this) culminating in a choice of one of two five-day expeditions. The more ambitious is an exploratory crossing of the 13,000-ft Coastal Range via Mosley Creek and the Homathko River, exiting by seaplane; the other is a kayak/raft trip down the scenic Chilco and Chilcotin Rivers, with interesting rapids and varied canyonland scape.

To round off the expedition (after a couple of days rest) and perhaps dispose of boats surplus to requirements, the more competent paddlers will have the opportunity to run Hell's Gate and Fraser Canyon — hopefully with raft back-up — before returning to Vancouver. The latter stretch and parts of Moran Canyon make certain Colorado rapids appear comparable to the Manchester Ship Canal (says who! Ed.).

The whole area of the expedition lies alongside the western slopes of the South Canadian Rockies and is very picturesque. Hiking and horse-riding are built into the arrangements for those wanting a more diverse programme. Trip date is through August to first week in September. Cost will be around £500.00 per person. Full details from: *Richard Knight, 60 School Road,*

**JOHN O'GROATS TO LANDS END**  
It's been walked, cycled, and even hitch hiked, but as far as can be ascertained never paddled.' But this summer that's what four paddlers intend to do — John O'Groats to Lands End by kayak...

Taking a route from John O'Groats across Scotland via the Caledonian Canal, then down the coast to North Wales, across the border country via the Dee and River Severn, then down the coast again to Lands End — a distance of just under 1000-miles — four paddlers: Paul Grigg, Simon Chivers, David Evans, and David Thimbleby hope to become the first canoeists to make this run. They also aim to raise at least £500.00 in sponsorship money for the Royal Lifeboat Institution, compile a full expedition report for interested parties, compile a coastal guide for canoeists, and to make a thorough appraisal of all the equipment, craft, and food used on the trip.

**CIRCUMNAVIGATION OF ICELAND**  
In June, three canoeists will set out in an attempt to circumnavigate Iceland by kayak. The total distance is around 1,500-miles and the trip is expected to take at least three months.



lines have been used on the coupon.  
 6. The competition will be judged by three personalities from British Slalom and the result published in first available issue of 'Canoeing Magazine' after close of competition. The Judges decision will be final and binding and no correspondence whatever will be entered into on this subject.  
 7. All entries will become the prop-

# NOTES

address to VCP, a free pair of gloves will be on the way to him pronto! Sales to Switzerland and Germany have already commenced, and three sizes will be available.



A letter from Ian Beecroft in White Water Magazine recently, talking about the value of Tailored Airbags in slalom kayaks inadvertently jumps the gun on a new design in the pipe-line at Valley. It is widely known that Valley make the only air-bags for kayaks in the country — known as TABS — and these are manufactured in laminated unsupported P.V.C.

TABS are available in pairs (bow and stern bags) or as four smaller bags to fit each side of existing styrene pillar buoyancy. The drawback with them is their weight. A pair weigh 2lbs. The four to fit with pillar buoyancy weigh 3lbs, and a pair with foam inserts weigh 2lb 10oz. This however is not too bad when you remember that pillar buoyancy plus resin and glass for fixing must add at least a pound in weight to a kayak. Still, adding a pound to a slalom kayak is too much, and Valley are experimenting with some new lightweight material which looks as though a satisfactory air bag can be produced weighing less than pillar buoyancy but giving some 90-kg positive buoyancy instead of about 20-kg. It is hoped these will be available later in the spring.

(The Trade-page seems more like a 'Valley Canoe Products' benefit this month...! Manufacturers are reminded that this column is open to them for the review of new equipment, ideas, and canoe sport craft. Just send a couple of paragraphs describing new equipment, plus any photographs available to: *Canoeing Magazine, 19 Main Street, Hemington, Derby DE7 2RB*)

**A MASS OF NEW EQUIPMENT AND CRAFT FROM VALLEY...**  
 Valley Canoe Products (the firm just round the corner from the 'Canoeing' magazine office!) started the new year and went to Crystal Palace with a number of new and interesting items of canoeing equipment.

After two years developing their sea-going kayaks and accessories, Valley have now added a new slalom design to their range of kayaks.

A low-profile kayak, with excellent stern and bow dipping characteristics, beautiful compromise between speed and manoeuvrability, and a superb new deck and cockpit design will catch the eye of the 1st Division paddler as well as those 'on the way up'... This new craft, called the Viper, should set new standards for design and quality of construction. Available in glass, Diolene, or Kevlar.

A logical development of their surfing kayak designs is the Skeet; a new Surf Ski which gives the paddler full bow-to-stern weight shift for maximum performance. A top quality surf machine for the enthusiast.

For all winter canoeists (although we are now heading fast into the warmer weather!), Valley Canoe Products have developed a new glove that protects against cold wind and water. Made in expanded neoprene, these gloves allow direct contact between hand and loom, and also allow the hand to slide up and down the shaft without interference.

Valley's Nordkapp Expedition Kayak has proved so successful that the basic design is unaltered from last year, but two new additions of note are now available:

1. A redesigned orifice to the deck-pump, together with an improved flexible water-tube that is long enough to pump out a kayak belonging to another member of the party.
2. A sea-water battery driven light for the deck compass.

### NEW BCMA MEMBER

Chris Hawkesworth Ltd., have recently been voted into membership of the British Canoe Manufacturers Association. Also note that the firm now has a new telephone number, it being: 0423-711 624 (Harrogate).

### OUTDOOR COMFORT

Enthusiasts for the outdoor life will find a new household bedding product — Slumberfleece — a tremendous asset on all kinds of outdoor weekend activities and camping holidays. Ideally suited to caravan and boat bunks, as well as camping direct on the ground, it will ensure a warm night's sleep if cold, and a refreshing one if it is warm.

Slumberfleece is available in sizes to fit all widths of bed — the two narrowest (30" and 36") are ideal for use on board a boat or caravan, or ideal to carry in a rucksack, being light in weight and easy to pack. It has the additional asset of having a foam backing which ensures that it will remain firmly on the bunk or surface on which it is laid. When used at home it is often placed beneath the undersheet; away camping it can be used similarly beneath a sleeping bag.

known for their strength and wide application rather than their convenience, but last year Devcon came out with a particularly neat idea for their epoxy adhesives. It is the Dev-Tube — a double barrelled syringe that meters out equal quantities of hardener and resin ready for instant mixing. No guessing the right proportions, no waste of time or material, no fiddling, no lost tubes. Just snip the end of the double tube, press the piston rod, and resin and hardener arrive together on the spot, as much as you need and no more. Mix thoroughly, and bonding begins. The Dev-Tube can be stored for long periods and between jobs the pack can be resealed with the special cap, ready for future use. Two types of adhesives are available:

'5-Minute' Epoxy — is a very fast curing clear adhesive that hardens quickly even in thin films and at low temperatures.  
 '2-Ton' Epoxy — is a general purpose, extra high-strength adhesive with excellent water-resistant properties. A 30-minute-cure formulation that will bond Steel, Wood, Aluminium, Glass, Bronze and most other materials...

Dev-Tube dispensers can be obtained through chandlers, D.I.Y. and hardware shops. Recommended retail price is 78p plus VAT.

(A couple of weeks back I pick up the samples of the Dev-Tubes sent with the above information to our London office and have since had call to use them. A small catch on the car quarter-light came away in yours truly's hand. Application of a highly advertised 'instant' glue failed to hold the metal to glass catch — I tried three times to make a firm joint and each time the glue held for a couple of days before pulling away. One application of this new '2-Ton' epoxy has made a superb joint...Ed.)

### VALLEY AT CRYSTAL PALACE

With only fifteen pairs of 'Smittens' (the new glove featured above) available on their stand at Crystal Palace, Valley Canoe Products disappointed a good few people who wanted to snap up their new line in canoeing gloves. These mittens leave the whole hand in contact with the loom of the paddle and loop onto the shaft in such a cunning way that Valley have taken out a provisional patent on the design. One customer gave VCP a super slogan when he said they were 'The next best thing to good weather'. Frank Goodman says he knows the chap ever so well but cannot now think of his name, but, if he reads this and drops his



Slumberfleece works on two principles; in cold weather its thick insulating pile bounces back the body's heat; in hot weather the high pile allows cooling air to circulate between the bed and the body. Slumberfleece is produced in a natural colour and now, a nut brown shade is being introduced. Available in most major stores throughout the country.

### SKY BLAZERS

**Flaretec Limited** launched in January 1976 a range of Distress Flares and Survival equipment. They are now introducing a new White Com-



munication Flare which can be used for attracting attention when not in a distress situation.

The White Skyblazer Flare is ideal as a prearranged communication signal for Back-packers, Hikers, Mountaineers, and Sea Canoeists. Also for divers to attract attention to their surface boat, yachtsmen to attract attention of vessels on a collision course — any situation where it is necessary to attract attention, but not to call out Rescue Services.

This new White Skyblazer seven second aerial flare has the same performance as the Red Skyblazer, burning with 20,000 candle power up to an altitude of 300-feet. The White Skyblazer is 4¾" long, ¾" diameter, weighs only 1-oz., is waterproof and floats. The recommended retail price is £7.80 a pack of three.

The firm have also introduced a 60-second Skymark smoke signal to the already well established 30-second Smoke Signal. This miniaturised canister measuring only 3" high, 1¼" in diameter, weighs 55-grammes, and produces a dense cloud of orange smoke that is an ideal daylight distress signal and can be seen from a great distance. The recommended retail price is £4.04. Full details of the Flaretec range of equipment can be obtained from: *Mike Flint Marketing, 60 Glenthams Road, London SW13 9JJ.*

### SEASPORTS MOVE

**The firm of Seasports have now moved** to larger premises in Scarborough. Seasports manufacture a wide range of wet suit styles in 3, 4, and 5mm materials ideal for all types of canoeing. The firm's new address is: *Seasports, 119 Seamer Road, Scarborough, North Yorkshire. YO12 4EY. Tel: 0723 67564.*

### SEA CANOEING FLARES

**There has been quite a deal of publicity** lately regarding flares in polythene pouches that look waterproof, but in fact are not.

Schermuly are shortly to bring out a flare that has been tested and approved by the Admiralty for their divers. It is waterproof and tested to a depth of 100-feet, the waterproofing effected by the use of neoprene seals. The flares are of double action, at one end there is a star shell to attract attention, while at the other end there is a smoke flare for use when assistance is near at hand. This new flare will retail at about £5.00 and first stocks should be available in April. One canoe firm that will carry stocks is: *Joseph Banks Ltd., 749 Knutsford Road, Latchford, Warrington, Cheshire.*

## COURSES

### BOWLES CENTRE

**The Bowles Outdoor Pursuits Centre** is now fully booked until the October of this year. This is the second year running that all courses for the summer have been completely sold out before the end of January, and it seems to be becoming increasingly necessary to book twelve months in advance...!

It is also a year in which Peter Fletcher leaves the post of Director after ten years at the Centre. He leaves Bowles in August and sets off with his wife Eileen on a two month continental canoeing trip. They propose to follow this up with four months skiing in the Alps and then in the summer of 1978 they depart for Eastern Canada where Peter is doing a lecture tour, talking on outdoor activities to colleges, schools, etc.

### CAIRNGORM CANOEING

**The Cairngorm Canoeing and Sailing School** run by Clive Freshwater is this year offering an exciting 'Great Glen Canoe Expedition'. The week-long expedition — run three times during July, August, September — will take students on one of Scotland's finest waterways — the Caledonian Canal — passing some of the grandeur of the

Highlands. The trip will start from the foot of Ben Nevis, Britain's highest mountain, through Loch Ness and up to Inverness the capital of the Highlands.

With the damaged lock gates on Loch Laggan and the canal closed to all large boats and pleasure craft, canoeists should have the beauty and wilderness of the Highlands almost to themselves. Full details of the 'Great Glen Canoe Expeditions' and other courses organised by the school can be obtained from: *Cairngorm Canoeing and Sailing School Ltd., Insh Hall, Kinraig, Inverness-shire PH21 1NU.*

### GLENMORE LODGE

**A Trans-Scotland Climbing Expedition, Orienteering, and Mountain Painting and Sketching** are just three of the new, exciting courses being run by the Scottish Sports Council in 1977. The courses will be held from May to December at Glenmore Lodge National Outdoor Training Centre, and are for both beginners and those who wish to improve on skills already acquired.

Set at the northern edge of the Cairngorm Mountains, near Aviemore, the main purpose of Glenmore Lodge is to foster greater activity and higher standards in the fields of moun-

taineering, ski-ing, canoeing and sailing. In recent years there has been a growing demand for outdoor activities which has not been catered for because of a reduction in the opportunities offered by many of Scotland's outdoor centres. To help counteract this, the Scottish Sports Council is devoting more of its programme time at Glenmore Lodge to make available a wider range of courses.

Thirty-four different courses are being offered, covering such subjects as hillwalking, rock-climbing, kayaking, canoeing, sailing, mountain rescue, and natural history. Mountain painting and sketching affords a chance to explore the pine and mountain country around the Lodge, while the orienteering course is an introduction to a more active sport which has proved a popular family pastime. Also included are mountain photography, fell walking, a study of mountain weather, and outdoor activity sampling which enables people to try their hand at a number of sports.

Glenmore Lodge was the first purpose built outdoor activity centre in Britain. It sleeps sixty-four persons in rooms of four and has a comfortable lounge, a library, lecture room, shop, drying room, laundry and showers. Twelve instructors are based at the Lodge.

For further details and information about courses, contact: *The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA.*



# Paddles Galore.

The Canoe Centre had their three new kayaks on show at the Crystal Palace Canoe Exhibition, these being: The Allegro low-profile slalom kayak and Shark down river racing kayak – both made under licence from Belgium – and the Makker International racing K2 now produced in glassfibre under licence from Denmark.

A visit to the Canoe Centre showrooms at Twickenham will reveal that the firm now holds a very comprehensive range of paddles for canoe and kayak. Among these is the superbly crafted blades from Aquarian of Canada.

Aquarian produce a complete range of paddles, cars, and accessories, and have recently been awarded the Design of Excellence Award for their products – the highest award granted annually by the Manitoba Design Institute in Canada.

Aquarian paddles have been designed to master every canoeing situation from placid lakes to thundering rapids. They are manufactured by Xylid Industries Ltd., in one of the most advanced factories in North America with a layout and operation designed for the highest quality mass production. Recent additions to the Aquarian range as shown in the accompanying photographs. Stocks held at The Canoe Centre, Twickenham include paddles to kayak slalom and touring, and also slalom and touring for canoe.

The Canoe Centre also hold an extensive range of Azzali paddles – manufactured in Italy – for racing, touring, and slalom.

For U.K. readers prices of paddles held in stock at Twickenham are available from: *The Canoe Centre, 18 Beauchamp Road, Twickenham, Middx.* For overseas and readers U.S.A. details of Aquarian paddles can be obtained from: *Aquarian Industries International Ltd., 301-170 Hargrave Street, Winnipeg, Manitoba R3C 3H4, Canada.*



The range of Canoe Paddles and accessories available from Aquarian of Canada.

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*Bats* Bath Mat; Pighter.

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**FOR SALE — OLYMP V.** Used five times only £58.00. Apply: Williams, 79 Buckingham Drive, Loughborough, Leicester.

**WANTED — SECOND-HAND** long distance racing kayak, preferably Mirage or similar. Tel: 01-542 9204 (Wimbledon).

**FOR SALE — VENEER HUNTER K1,** £70.00 o.n.o. Spanish built, No Rot. A few Scratches — A real Gift, just look at today's prices for a wooden boat. . .! Also Phantom Sprint in good condition — £25.00 Must sell, need space! Also Hustle Mk. II Touring Double, rebuilt and relined with GRP, only used a couple of times since — excellent buy at £30.00. Phone: Steve Kitson at Batley 478982 (W. Yorks).

**FOR SALE — GLASS GLIDER K2,** as new condition. Understern and overstern rudder, buoyancy as self-baller. £118.00. Also new pair of Hungarian made racing paddles, length 224cm. RH control. £22.00. Apply: J. Day, 31 Wherry Road, Bungay, Suffolk.

**FOR SALE — SURF SHOE,** patriotic Red/White/Blue; smart boat, £55.00 o.n.o. Contact: Bristol 561922.

**FOR SALE — PYRANHA MATCH 3** in good condition, £68.00. Red top with Kevlar bits incorporated in Diolen hull. Spraydeck also included in price. Apply: M. Brown, 7 Appledore Road, Orchard Hills, Walsall, West Midlands.

**FOR SALE — DK12 TOURING SINGLE.** Moulded deck and hull. Very good condition. Very well made by a professional joiner. Sorry, cannot deliver. £50.00 o.n.o. Apply: Wendy Robinson, Tel: Shipley 54653.

**FOR SALE — K1 WILD WATER RACER.** Very good condition, but a little old. £35.00 o.n.o. Apply: K. Stenton, 2 Bro Gethin, Betws-y-Coed, North Wales.

**FOR SALE — FAMILY OF OUR GRP KAYAKS** — all including paddles, spray-decks, and lifejackets. 14ft tourer £55.00; two 13ft slaloms £30.00 each; 11ft 6ins junior £40.00. Tel: Rayleigh (Essex) 72841.

**FOR SALE — PYRANHA SABRE RACING K1.** Lime green translucent colour in glass-fibre. Built-in rudder and in quite good condition (about 2 years old). £35.00 o.n.o. Apply: J. Hayes, 2 Higher Knutsford Road, Grappenhall, Warrington, Cheshire. Tel: Warrington 63003.

**WANTED — CHILDS 'TICH' OR SIMILAR.** Also 'Seahawk'. Ring Daventry (Northants) 71562.

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

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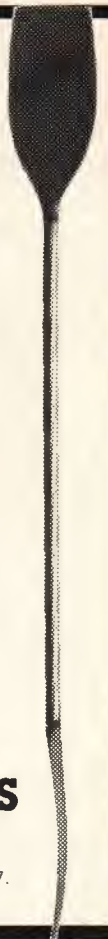
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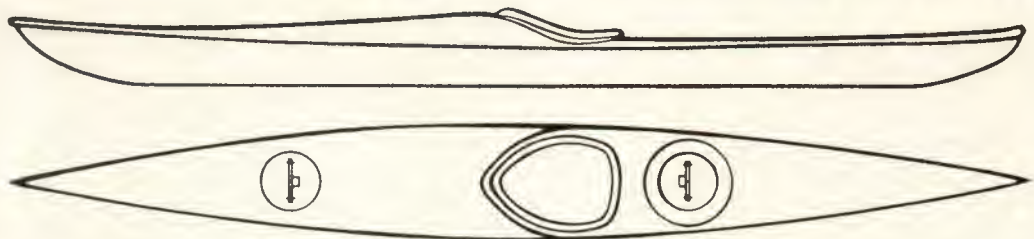
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