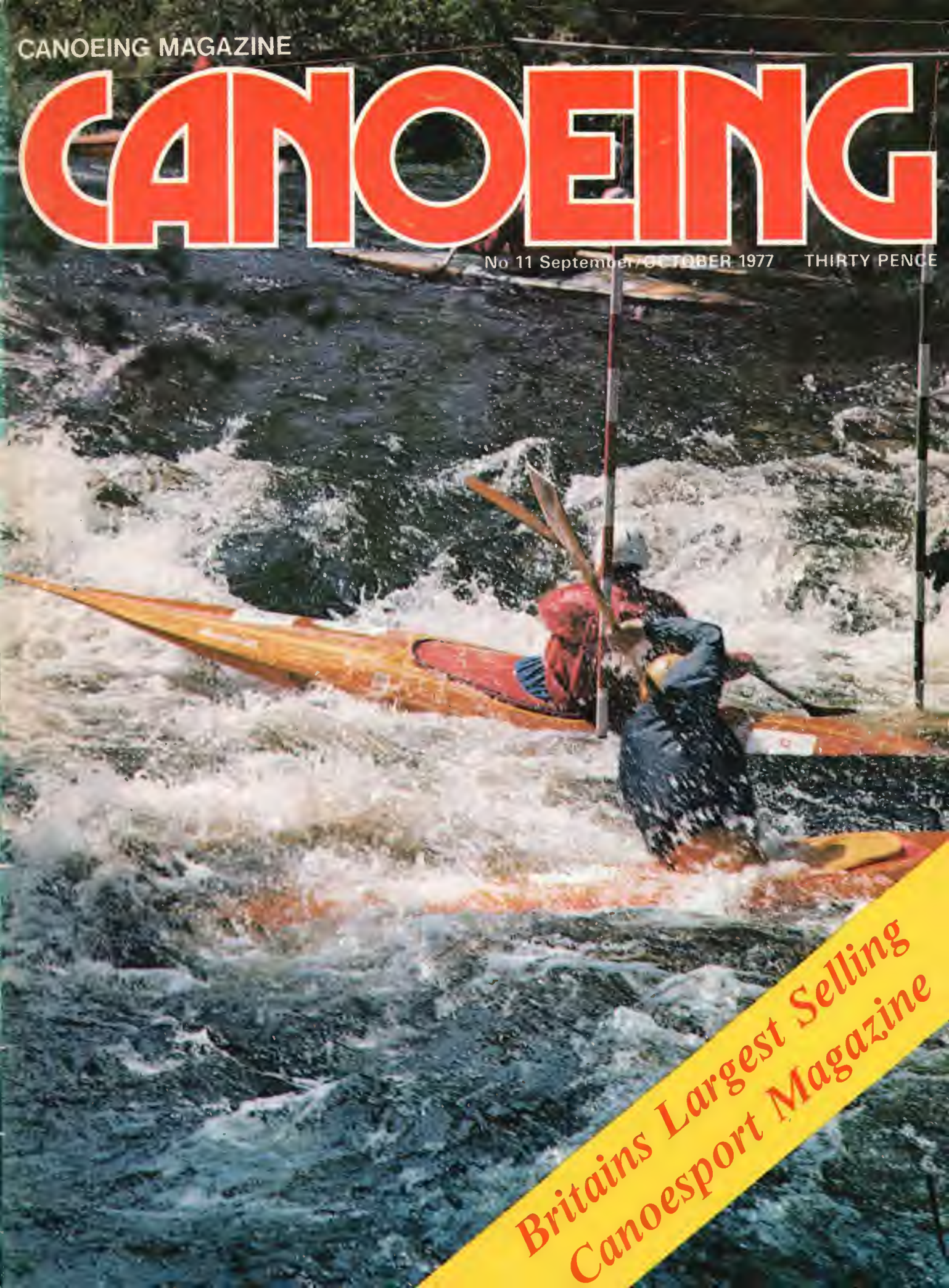


CANOEING MAGAZINE

CANOEING

No 11 September/OCTOBER 1977 THIRTY PENCE



**Britains Largest Selling
Canoesport Magazine**



New TARN 2

**A KAYAK FOR
WORLD CLASS
COMPETITION.**

SEND S.A.E. FOR CATALOGUE OF OUR COMPLETE RANGE



JAYCEE GLASSFIBRE PRODUCTS
69 Knights Hill, West Norwood,
London SE27 Tel: 01-670 1234

LENDAL

SCOTLAND

Lendal introduce

SEAMASTER

**a new paddle
for sea canoeists**

SEND FOR DETAILS OF OUR
COMPLETE RANGE:

LENDAL PRODUCTS

**18/20 Boyd Street, Prestwick,
Ayrshire, Scotland.** Tel: 0292 78558

CANOE SCOTLAND



FOR SOME OF THE FINEST TOURING AND BEST WILD WATER IN BRITAIN

Test old canoeing skills or learn new ones at the Scottish Sports Council's centres on Speyside and the Firth of Clyde.

**GLENMORE LODGE National Outdoor Training
Centre, Aviemore**

Kayaking – River Introductory River Spey Descent
Wild Water Inland Instructors'
Wild Water Weekend Course

Canadian Canoeing – Introductory
Weekend Course

**CUMBRAE National Water Sports Training
Centre, Great Cumbrae, Firth of Clyde**

Sea Canoeing – Introductory &
Weekend Course

Prices from £15 for a weekend.



For free brochure write to:

**The Scottish Sports Council,
1 St. Colme Street,
EDINBURGH EH3 6AA.
Tel: 031-225 8411**

CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

OCTOBER — VOLUME 1 — NUMBER 11

EDITOR: Mike Clark

Editorial and Advertising Office:

The Chapel, 19 Main Street, Hemington, Derby De7 2RB. Tel: 0332 810984.

CONTENTS

Comment	3	Sea Canoeing	10
Notes and News	4	Letters	14
Need a Little Help	5	Marathon Championships	16
Sea Canoeing	5	Expeditions	20
Channel Venture	6	World Championship report	20
ICF News	7	Trade News	24
Las Palmas	8	Classified Adverts	30

COVER

Team run at Tryweryn International Slalom. Photo: Mike Clark.

BACK

Photo: Mike Clark.



Leading crews in the Marathon Championship race towards the Castle Wall lock in the centre of Nottingham. Photo: Mike Clark.

CANOEING is published by Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. Tel: 01-834 3511/3430.

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

Contributions of articles, photographs, comments, and reports are always welcomed, but while every care is taken, no liability is accepted for safe custody and return, or for any loss or damage to material, whatever the cause. Unsolicited material will only be returned if sufficient postage and self-addressed envelope are included.

No article, photograph, or illustration appearing in Canoeing magazine may be reprinted, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or by other means, without the written permission of the Editor.

© Copyright 1977, Canoeing Press.

Comment

Mike Clark

GOLD MEDAL FOR ALBERT

Having disappeared off on holiday to Southern France a few days before the World Wild Water and Canoe Slalom Championships, and not having seen a mention of the results in the local French newspapers, it was not until I met up with Ria Van Stipdonk at the PGL Ardeche Centre a couple of weeks later that I learnt of the superb effort by Albert Kerr in becoming World Slalom K1 Champion at Spittal. (I had run in to a couple of German paddlers who were windsurfing on the Med. coast and 'thought' that one of the British Team had gained a medal, but were not too sure.)

Once again our British rough water canoeists have affirmed that we are not only in 'world class', but just as good as the very best . . . My congratulations to Albert and the whole Team on their supreme performance. My only regret is that I could not have been at Spittal to cover the Championship . . . but when our sport covers so many aspects, it is just not possible to make a trip to all the major championships.

It is interesting to note that over the last two World Championships of rough water, British paddlers have won two Gold Medals, one Silver Medal, and one Bronze Medal. However, the degree of national publicity through the media remains tragically small, even when compared with that gained by sprint racing where we still have difficulty in gaining through to the finals of many events at major championships.

PYRANHA ELITE

While all congratulations and praise go to Albert Kerr for his gaining the World Championship title, the achievement must also reflect to some extent upon the designer of the kayak he used — Graham Mackereth of Pyranha Mouldings.

British canoe/kayak designers have for far too long been overshadowed by the German designers — Prijon, Lettmann, Bone etc. — but at last we can show that British designs are equal to any of these, while the British quality of workmanship has for many years been far superior to that produced on the Continent.

Certainly Graham Mackereth and Pyranha Mouldings can be justly proud of their Elite range — for they are just that . . . ELITE.

NOTES

& NEWS

THE PIRATE CLUB

In July last year the foundation stone of the Pirate Club, the new Clubhouse for the Pirates of Camden Town, was unveiled by that inveterate sailor, Robin Knox Johnston. In October this year the Lord Mayor of London will formally open the Castle. Thus will begin a fresh chapter in the on-going saga of this unique and quite remarkable adventure playground on the water.

Founded by Lord St. Davids some eleven years ago, the Club now has about 1,500 members who come from the busy streets of North London to be skilled in the disciplines of watermanship on the Regent's Canal. Details of the Club can be obtained from: *The Pirate Castle, Oval Road, London NW1.*

LIFFEY FILM

From the beginning of September the film *Paddlers Must Wear Lifejackets* — the film of the Liffey Descent with John Noakes and Chris Hawkesworth — will be available for hire. This 25-minute 16mm colour and sound film, shown twice in the 'Go with Noakes' series on BBC TV, makes a spectacular addition to the Chrisfilm library.

This is believed to be the first time that the rights of a canoeing film have been sold by the BBC TV to a commercial library. More film is being shot during the month to be shown on the BBC children's TV programme 'Swop Shop' later in the year. Also more co-production between television and Chrisfilm is being planned for next year. All this argues well for the publicity of our sport and means that good quality TV films will be available for hire.

Some film has been shot at the Spittal

World Championships where Albert Kerr won his Gold Medal and this will be added to a re-edited 'Canoeing Scrapbook'. Full details of films available from: *Chrisfilm, The Mill, Glasshouses, Pateley Bridge, Harrogate HG3 5QH.*

LAGGAN LOCKS

On Monday August 29th, the Laggan Locks on the Caledonian Canal in Scotland were re-opened after extensive repairs which have taken some ten months to complete. Thus canoeists who have enjoyed a summer of deserted water on the Caledonian Canal can once again expect to have to compete with heavy water traffic . . .

LLANDYSSUL SLALOM

The Welsh Canoeing Association will be organising a Novice and Open Slalom at the Llandyssul site over the weekend November 12th/13th. Cash prizes and equipment. Entry fees: 50p per event for BCU/WCA members and youth. 75p for non-members. Camping facilities. Details from: *R. Tushingham, Plas Einion, Furnace, Machynllet, Powys.* Please send SAE.

I.W.A. RALLY

The I.W.A. Rally at Reading on 12th-14th August was as well organised as one has come to expect. There were more than 360 boats moored along the river bank, many having come hundreds of miles. Beautifully decorated narrow boats, fully painted, three or four deep in places. Canoeing was represented on the water by only two craft, one a folding canoe and the other a Thames motor canoe of nearly fifty years ago.

In the park by the river were very many side shows and stands. Canoeing

was represented by the Canadian-Canoe Association of Great Britain who had a first class stand well manned, and many visitors called to admire the canoes and to ask about the Association. The Corp of Canoe Life Guards put on a demonstration on the Sunday. I saw Oliver Cock walking round, and the President of the B.C.U. attended the opening ceremony but as the chairman of I.W.A.A.C.

If the attendance at the Canadian-Canoe Association stand was anything to go by, it would undoubtedly pay the B.C.U. to have a stand at future I.W.A. Annual Rallies, so long as it was well manned.

Next Year's Rally is very likely to be in Birmingham.

SPOGA EXHIBITION

The SPOGA exhibition, held in Cologne at the end of September, is Europe's premier trade exhibition for sporting goods and equipment, and attracts buyers from all the EEC and EFTA countries.

This year, in a bid to boost sales for Scottish sports goods manufacturers, the Small Business Division of the Scottish Development Agency are taking two group stands at the exhibition to promote the products of nine Scottish firms. Among these firms will be Lendal Products, the Ayrshire company run by canoeing enthusiasts Alastair and Marianne Wilson, exhibiting their uniquely designed range of racing and touring paddles.

The Irish will also be fielding a strong team at SPOGA with nine sports goods manufacturers on a national stand organised by the Irish Export Board.

This major Irish presence at the exhibition reflects the country's booming exports of sports goods. Last year such exports were worth some £5.4 million compared with just £1.5 million in 1974. Products on display will cover a cross-section of the industry, from fishing rods to climbing boots and from kayaks to bathing caps. Among the Irish contingent will be Irish Precision Mouldings Ltd with their range of kayaks, canoes, paddles, and canoeing accessories, and the firm of Sportrek Outdoor Equipment Ltd with down-filled anoraks and sleeping bags.

ZENNITH

Fi-Bo

RIVER RACING KAYAK

Write for details of our full range:-

(Wolverhampton) Ltd., Malthouse Works, Bandon Lane,
Low Town, Bridgnorth, Salop. Tel: Bridgnorth 61192

SEA CANOEING

SEA EXPEDITONS

News is now coming in with regard to some of the big sea expeditions that have been afloat this summer. Unfortunately no full reports are available yet, but the score to date is as follows:

John 'O' Groats to Land's End:

A 'phone call from Paul Grigg emanated from Gloucester, where they were well ahead of schedule, and had been covering over 40-miles every day on some stages.

Greenland:

No news at the time of going to press, although they're there.

North West Spitsbergen:

Frank and Dick Goodman at Valley Canoe Products had a letter from Sam Cook saying they were back safe and sound — an extract from his letter says — '... a tremendous expedition in an area that proved to be challenging and committing. You will be pleased to hear that the Nordkapp has reached an altitude of 500-metres, travelled 12-miles over ice without any damage, and moves like a bird through pack ice ...'

Kayak Konnexion:

This group coming from Mainz to Watford (featured last issue) were dead on time at Calais after a fantastic reception from towns and canoe clubs all down the Rhine and through Holland.

Frank Goodman and John Remrocks from VCP together with Gary Carter of Junior Wildwater Racing Team fame, paddled over to Calais on Saturday August 20th in perfect conditions, camped with the Kayak Konnexion team at Calais Yacht Club and returned to St. Margaret's Bay on the Sunday in 6hrs 20min, again in near-perfect conditions.

Everything was going well and they were due to finish their mammoth goodwill journey at 4pm of Saturday September 3rd at Watford, after a visit and reception on the steps of the Houses of Parliament on the way!

Cape Horn:

Kayaks and equipment are already on board ship to South America, where the Cape Horn Expedition gets under way in December. (Further details in 'Expeditions' column.) We hope to be

receiving full coverage of this expedition, of course, and we'll be topping up on details from the other trips as news becomes available.

ADVANCED SEA KAYAK CLUB

The Advanced Sea Kayak Club caters for sea canoeists of all standards on a national level. It has been operational for almost ten years — but only in its present form for the past two years. The club was first started by a group of enthusiastic sea canoeists and thrived for a long while with members like Dave Elmore and Martin Barker setting standards and helping to pioneer this aspect of our sport. About two years ago the ASKC seemed to flounder and John Ramwell was asked to take over its management. Being keen to do this, he saw it as a way of keeping membership informed of the activities of the sea canoeing committee which he and fellow sea canoeists were forming for the British Canoe Union.

Today the Advanced Sea Kayak Club must rank as one of the largest canoe clubs in the country. Membership is open to anyone with an interest in sea canoeing on payment of £1.00 per annum. In return Newsletters and general information is sent out and trips, meets, expeditions, and course are organised.

One of the functions laid on is the Sea Canoeing Symposium, held in Birmingham during December. This year's symposium is to be held over the weekend of December 17th/18th, the venue Newman College. This conference is usually a great success and gives sea canoeists the rare opportunity to get together under comfortable circumstances for a weekend to promote the furtherance of our sport.

Should anyone be interested in either the Advanced Sea Kayak Club or the Sea Canoeing Symposium, write for details to: John Ramwell, 85 Cardinal Street, Cheetham, Manchester M8 7WP.

NEED A LITTLE HELP?

WILD WATER

Can you please assist on the following points (1) I've seen reference to a journal called White Water Magazine. Who publishes it please? (2) I'm trying to get a plastic (or is it polythene) day bottle to put things in needing to be kept dry (e.g. camera, food, towel). Say 12" long and 7" dia with screw lid. Who can supply, please?

Thank you,

D. W. Bean, Stafford.

White Water Magazine is published four times a year and costs £1.20 including postage. POs or cheques should be made payable to 'Manchester Canoe

Club' and sent to: C. M. Rothwell (White Water), 21 Windsor Road, Clayton Bridge, Manchester M10 6QQ.

The plastic container you require is the BDH Container. Two sizes are available: 12" x 6" dia and 9" x 5" dia. prices £1.50 and £1.00 respectively, both plus VAT and postage of 44p. Available from: Valley Canoe Products, Private Road 4, Colwick, Nottingham. (Note these containers are not guaranteed watertight and a suggestion for additional safety is to cover the outside of the lid with an inch band of old tyre inner tube — covering the lid/container joint).

THERMOPLASTIC RACING KAYAKS

featuring the new: —

SKUA K1

SKUA K1 — DOUBLE SHELL MONOCOQUE SKILL CONSTRUCTION PRICED at £105.00 + VAT EX-WORKS

Other kayaks include: the TORNADO — Training and all-purpose kayak in tough ABS Plastic at £95.00 plus VAT. and SHARK bat-polo kayak at £50.00 plus VAT.

Shepperton Design Studios

76 The Green, Twickenham, Middlesex. TW2 5AG.
Tel: 01-898 4839. Works: Chertsey 65533.



CHANNEL VENTURE

Three men who each lost a leg on Active Service embarked on a Channel crossing by kayaks on September 9th to help raise money for the Queen's Silver Jubilee Appeal. The three, who wanted to demonstrate their ability to overcome serious injury, are members of the BLESMA Venturers, an Action Group of the British Limbless Ex-Service Men's Association.

'We believe that by proving ourselves adept in rigorous exercises such as this, we will be showing others who may have suffered severe losses, either within or without the Services, that being limbless need not be a barrier to full involvement in living.' Alec Beer, a member of the trio said.

In addition to Alec Beer, the others were Cliff Sadler and Tony Maynard. Alec Beer age 27, lost his leg in Northern Ireland in 1974 on his 4th Tour of Duty; Cliff Sadler age 53, lost his leg in Normandy in 1944; Tony Maynard age 33, lost his leg in Borneo in 1963. A fourth member of the team came from the Royal Marines Reserve, Cpl. Simon Cook, who although not limbless, joined the group as a volunteer for the adventure.

Due to the lack of a leg each, their difficulties were in balancing and steering the kayaks, the latter of course is an operation normally carried out with two feet.

'Although the record books are full of unique means of crossing the Channel, we intended to prove that challenges like this are not for the traditional athletes alone.' Cliff Sadler said. *'We wanted to show that if anyone else can do it, even those who may not appear to be equal can do the same. As we are encouraging others, we feel fortunate in being able to contribute materially to the celebration of our Queen's Jubilee.'*

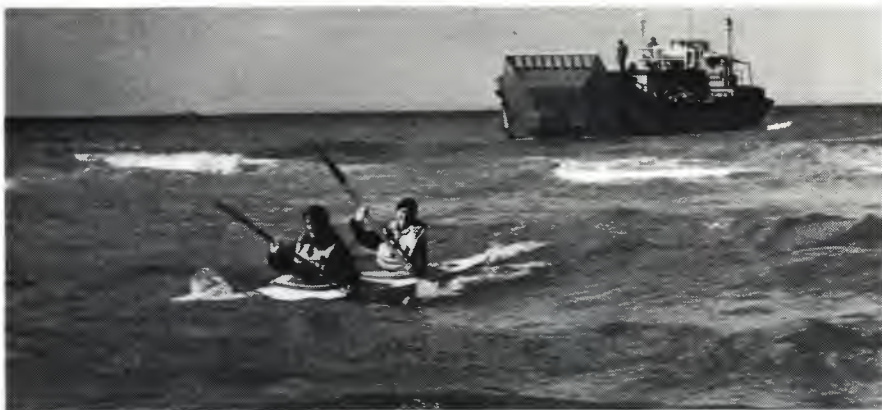
During a seagoing exercise the previous week, Cliff and Alec ventured out in a Force 7 gale and in a heavy following sea, and capsized. Both found themselves upside down in the sea and zipped in their Klepper double. However, having unzipped the spraydeck, the pair eventually managed to right the kayak, haul themselves aboard, and reach safety — a difficult procedure with only one leg apiece.

The crossing was made from St. Margaret's Bay, Dover, to Wissant about 12-km south of Calais. The crews were assisted by the Royal Marines, who provided the escort vessel and also loaned two Klepper kayaks.

The expedition started from St. Margaret's Bay, Dover at 07.12hrs in a Force 4 wind and with a heavy following sea — very difficult conditions for the kayaks. They had not gone more than a mile when the steering broke in the Adventurer, they rafted up with the



Maynard and Cook in the standard Royal Marine Klepper Service Kayak.



Beer and Saddler in an Adventurer, the Royal Marine support craft in the background.



Photos courtesy of the Royal Marines.

Cook, Maynard, Beer and Saddler at the completion of their venture.

Klepper and it was an incredible moment to see Alec Beer lift himself out of the Adventurer in this rough sea, levering his one leg over the Klepper to then go face downwards to repair the steering in the prow of the kayak. The hazardous operation was repeated three times until the last breakdown about five miles from the French coast when they decided to steer the boat by paddles, a very exhausting method when they were already tired.

The crossing was completed in seven hours. The crews were given tremendous welcome after landing at Wissant, 10-miles south of Calais, by the French Press and Television, the British Consul, the President of the Union Nationale of Paratroopers, the Commander of the Police of the Bologne Area and many others. The Deputy Mayor of Calais gave a reception for them at the Town Hall at Calais. Well done the BLESMA VENTURERS . . .

ICF NEWS

CANOE SLALOM/WILD WATER WORLD CHAMPIONSHIPS

The 10th World Championships in Wild Water Racing and the 15th World Championships in Canoe Slalom took place from July 17th/24th on the Lieser at Spittal/Carinthia; the weather was fine and the water level satisfactory. There were exciting races in all boat categories, and only the two team races in the C2 Mixed had to be cancelled. In Wild Water Racing 19 nations entered, with 204-competitors, and in the Slalom there were 21 nations, with 218 competitors. On all days there was a surprisingly high number of thousands of spectators. (The results with those of the World Sprint Championships are published elsewhere in this issue.)

The organisers, the Austrian Paddling Association, and the Sports Co-operative of Spittal, selected the following motto for the World Championships: 'Canoe Slalom must regain Olympic status.'

A special card was issued, in order to plead for this Olympic Status of Canoe Slalom, and this was sent with the signatures of the ICF Board to the IOC, to all National Olympic Committees, and to all National Canoe Associations in 134 countries.

SPRINT WORLD CHAMPIONSHIPS

The date for the 1978 World Sprint Championships in Belgrade, Yugoslavia, will be August 8th/13th.

OLYMPIC GAMES

The canoe races of the 13th Olympic Games 1980 will take place from July 30th to August 2nd on the Krylatskoe canal. According to our information there will be pre-Olympic races on the same course, at about the same time of the year in 1979. Therefore, the German Canoe Association will start the 1979 World Championships only 10 days after the end of the Moscow regatta.

In spite of the fact that there will be four gold medals in Moscow for recently introduced, or re-introduced races, the holding of canoe slalom events was turned down.

For the 23rd Olympic Games in 1984 there are now six towns in the United States in competition to be hosts. The ICF Executive

Committee intends to initiate soon negotiations with the American Canoe Association, in order to safeguard the interests of canoeing, inclusive of slalom, at the organising committee.

CANOE MARATHON

At the ICF Congress in Montreal, Great Britain, Denmark and Norway proposed Canoe Marathon as a race category of its own in the ICF, with its own committee and rules.

Congress agreed to a recommendation of the Board to form a small sub-committee to discuss the problems and make a report to Congress in 1978.

This sub-committee under the chairmanship of John Dudderidge, has done and has reported to the Board in Split. The Chairman issued invitations to all interested associations to meet in Denmark on the occasion of the Gudena Marathon. The meeting gave the opportunity to the Chairman to report on work already done, and air views on that particular part of canoeing.

All associations who have not answered the request for information about Canoe Marathon sent out in December 1976, would they please now do so. (John W. Dudderidge, 'Sunny Haven', East End, North Leigh, Witney, Oxon. England.)

CANOE RACING JUNIOR EUROPEAN CHAMPIONSHIPS

This years European Championships for Juniors were held on the Allier Lake at Vichy. The organisation of the competition by the Federation Francaise de Canoe-Kayak was irreproachable. Although a sudden highwater damaged the course markings shortly before the opening of the Championships, these were restored by hard work. The current, normally 0.5 m/sec. because of the flooding, became considerably stronger, though without influencing the results.

The USSR took the lead as the strongest nation, ahead of the DDR and Hungary. There was astonishingly strong competition between the competitors from the 22-nations, which included Australia, Canada and the USA.

Ski FREE at Olympia



Come and have a free ski on the huge indoor dry slope sponsored by Tate & Lyle.

As many lessons as possible will be given in the time available and equipment will be provided.

Enjoy a full programme of events including the Thomson Winter Sports Hotdog Team, (the all-girl champion acrobatic ski team), the Martini Kandahar races, the Tate & Lyle indoor ski championships, a ski fashion 'happening' straight from Paris, cross-country ski-ing, ski-bobbing and many other attractions.

THE 1977 DAILY MAIL INTERNATIONAL SKI SHOW

National Hall, Olympia
October 22nd-30th

Daily 12 noon - 9 p.m. Sundays 12 noon - 7 p.m.

Admission: £1.00 Adults. 50p for children under 14.

LAS

PALMAS

KAYAKS &

SURFBOARDS

by

Sam Roberts

The van is packed, it's pouring with rain but the destination is Gran Canaria with sunny beaches and thoughts of months of long lazy days ahead. First stop was Plymouth to pick up the rest of the team, then to Rosskoff and a long drive through France to Spain. While driving through France we had the misfortune to lose three of the ten surf boards the lads were hoping to sell in Las Palmas — where they fetch a good price. The next 'mishap' occurred when, after a long hot drive through Spain, we decided to pull up and prepare a much needed meal from the stores we had bought in bulk in Plymouth. Spaghetti bolognese was agreed on so into the boiling salted water went the spaghetti, then out of the store came one of the 5 large cans of mincemeat. With the spaghetti almost ready, I opened the can and lifted the lid, only to find the contents certainly were mincemeat — but of the variety used for sweet pies and not very appetising with spaghetti!

After that epic we drove to Barcelona to board the ship to Las Palmas. On route we stopped over at Aleconce

Velincea and Lanzarote where we were able to spend a little time sightseeing while the ship was in port. Then finally on to the friendly island of Gran Canaria where we docked and unloaded, glad that the journey was over.

From Las Palmas we drove to San Nicholas de Tolentino where, unknown to us, news of our coming had already reached to village and a 'welcome-back' party was being arranged (we had spent some time in this friendly village in years previous). When the people of San Nicholas hold a party they really go to town, serving many different Spanish dishes and barbecued fish — the festivities went on well into the early hours of that first night . . .

After a few days of settling in we were offered a house right on the waters edge in which to live for the duration of our stay. However a great deal of work was needed to make the house habitable as it had been empty for some considerable time, but the village children were more than keen to lend a hand and set about chopping straw to make good the holes in the thatched roof, while the young

girls swept and cleaned the rooms. In no time at all the place was ready and we moved in — to me it did not seem that a whole year had passed since my last visit.

Surfing is one of the main attractions of the islands. I was the only surf canoeist in the team, the other members being board riders — the youngest was Lawrence who at just 16-years of age is the National Junior Surf Champion, Roger Tout holds the senior title. The last member of the party was Tiger — a lifeguard from Australia.

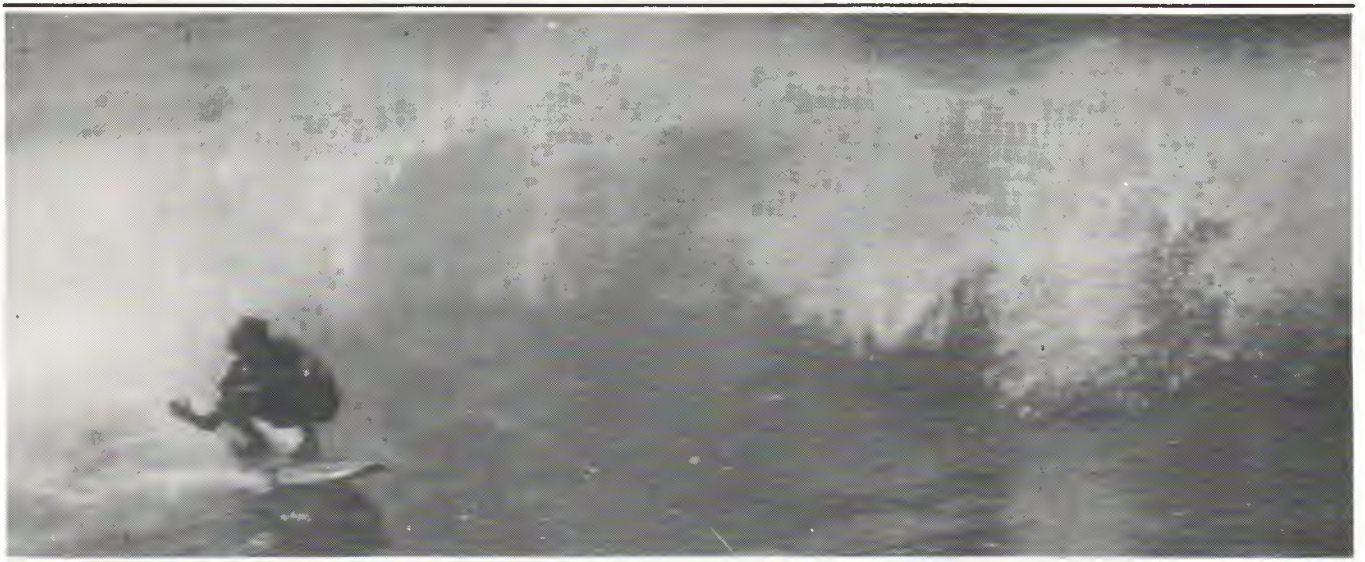
Spending Christmas on the island was a wonderful experience. I went out with the local fishermen very early on Christmas morning to catch some Christmas Day fish. It was so peaceful out on the water watching the sun rise over the dust red mountains with the volcanic mountain of Tai Dai with its snow covered peak looming in the background. The sight of the snow made one feel at home — until the sun is at its highest and then you know where you are . . . If there was no surf, then we went out octopus hunting, and this, combined with the tuna fish that the local fishermen gave us, made sure we never went short of protein!

After about six weeks in our little house, we decided to travel around the island and look up a few old friends. This trip was short-lived however after being involved with an unhappy experience when one of three Dutchmen I rescued after their boat had capsized, died as I swam ashore with him. I had tried to resuscitate him but to no avail. The police were appreciative, but the part I shall never forget is the way people stood around watching but doing nothing to help — as though watching a bull going to slaughter.

It was good to get back to San Nicholas to the quiet isolation of village life, it is hidden behind the mountains of the Canaries, accessible only by a 2-hour drive along winding roads from Las Palmas or by a very slow bumpy track from a place called Mogon. Here the surf rolls in throughout January, February and March, catching the trade winds from the north, building up an enormous swell to roll in on the reef beach of San Nicholas de Tolentino. With swells ranging from 3 to 16-foot timing is essential when one has to take off and land on the reef itself! It's certainly hazardous but exhilarating. Rides range from 50 to 60-metres and then when it's too steep for the kayak this is when the board riders come into their own. Surfing at sunset is the most thrilling experience for any canoeist . . .

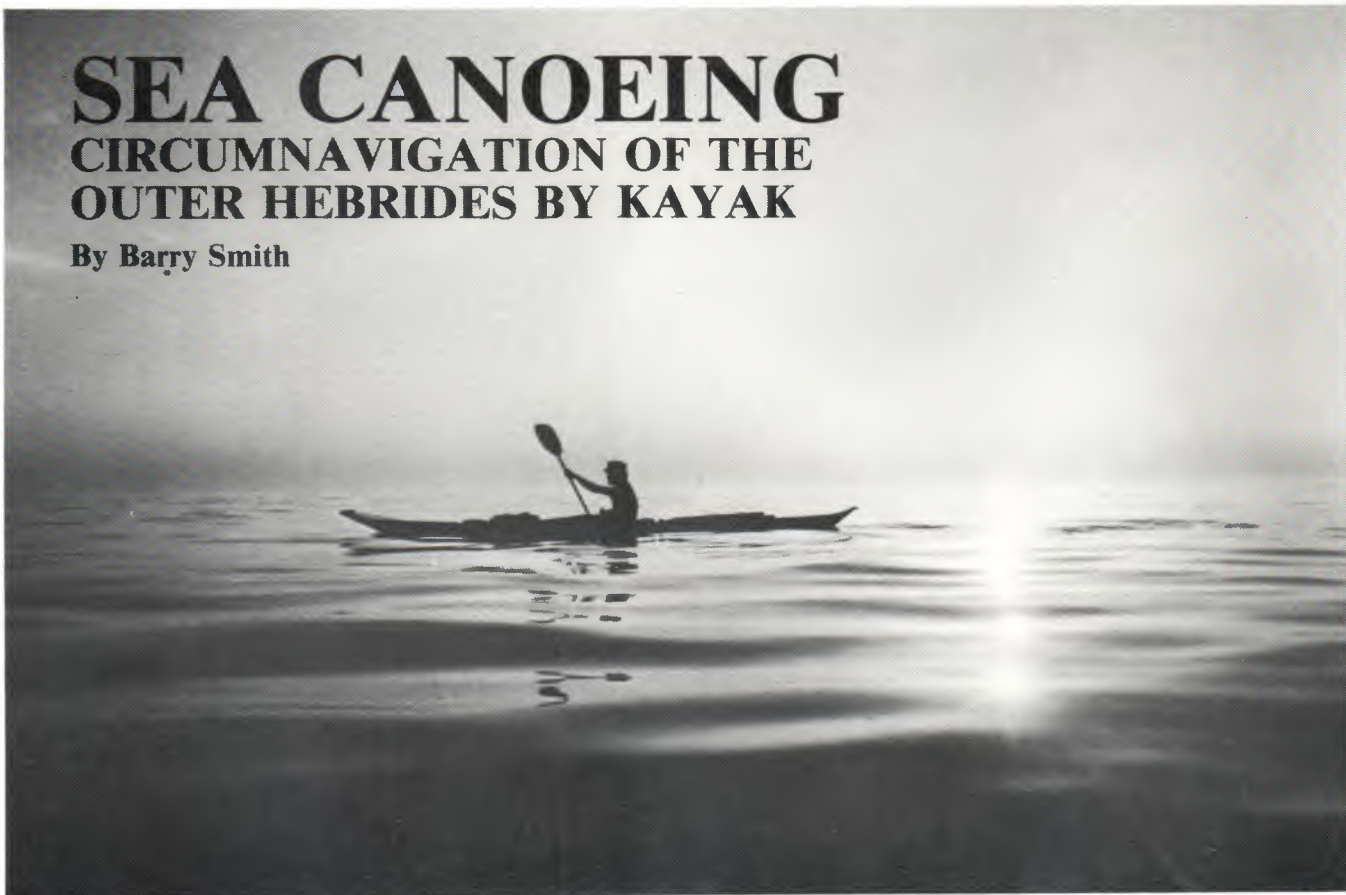
There are many places to surf at Las Palmas but, as in England, the sandy beaches also attract the tourists and holiday-makers. San Nicholas on the other hand is quiet, a well preserved place, and if one lives by the customs of the Canarians and accept their way of living they will accept you. Long Live San Nicholas —

(Anyone wishing more information of the islands or on surfing, apply to: Sam Roberts, c/o Harlow Outdoor Pursuits Centre, Burnt Mill Lane, Harlow CM20 2QS.)



SEA CANOEING CIRCUMNAVIGATION OF THE OUTER HEBRIDES BY KAYAK

By Barry Smith



**'A rotten carcass of a butt, not rigg'd
Nor tackle, sail, nor mast'.**

**(The Tempest by William Shakespeare)
Even the most optimistic could not have** reasoned that the weather looked anything like promising. Grey seas reached up to a bland sky in a continuous embrace; probably there would be no canoeing today. But we set out from Tarbert Harris with the object a circumnavigation of the Outer Hebrides.

This gloomy day was the first time that Barbara Dowson, Ian Matheson, Colin Mortlock, Ian Wall and myself (Barry Smith) had come together as a team. Consequently, although Colin's efficient postal service had kept us in touch as far as equipment was concerned, there were various ideas about food — ranging from a belief in the efficacy of *rice and rabbit food* to a highly systematised approach. We eventually decided to be a little less than self-sufficient and leave a food dump in Tarbert. In spite of this the boats were exceedingly heavy, certainly well in excess of one hundred pounds, making for precarious handling on many of the steep seaweed covered beaches. We anticipated a journey of about 360 miles but this turned out to be somewhat optimistic.

In planning this journey we exercised an individuality of approach which is to be expected from a group thrown together for one trip. I tended to rationalise on food and make it as simple as possible, to check my gear carefully,

and to ensure that the information in the admiralty pilot, tidal streams atlas and charts were edited into a notebook and onto the one-inch maps which I was carrying. It emerged from this work that the coastline of the Outer Hebrides presents a tremendous challenge to the canoeist — a physical landscape encompassing rugged headlands, remote coves and far flung sandy strands, guarding a hinterland which is almost always sparsely populated. If the weather was fickle then there was obviously potential for difficult canoeing, and if it was fair there appeared to be four crux areas — the Sound of Harris, the Sound of Barra, the southern isles centred around Mingulay, and the Butt of Lewis — and a great unknown in the long lee shore of the west coast.

We paddled out of East Loch Tarbert, relieved to be away at last and already freed from some of the shackles of the shore. A following sea and favourable wind — a rare combination on the trip as it turned out — and perhaps the sun was beginning to shine...That evening as we made camp and sat around the driftwood fire the outlook was far from bleak. The dread with which I had anticipated some ghastly omission of food or equipment appeared to be unjustified. The weather forecasts could have been worse, and we were at a good jumping off point for the Sound of Harris. Neither the cautious words of the pilot nor the scepticism of the local fishermen could daunt the enthusiasm as

we looked back at Scalpay Lighthouse blinking out its message in the darkness.

Even the most ardent sea canoeist would be hard pressed to deny that this is a particularly esoteric branch of the sport. When the going is good the rhythmic paddling, with the kayak on the same course perhaps for several hours, and the seemingly magic rites of reading the chart, pilot, tide tables and so on — these pleasures appear strictly for the initiated. Should the sea be unsettled then I know of no other sport where the need to balance the dichotomy of personal impulse and group responsibility is more real. Unlike the alpinist for whom the rope provides psychological assurance at the very least, the man paddling his own boat has no such tie with his fellows, and the link must be made by acute sense of common awareness.

The crossing to North Uist, linking up the myriad of small islands on a warm clear day, provided a relaxed introduction. Lunch was in a sun-washed cove, the first of many such places, where rounded boulders provided an almost infinite number of armchairs to recline upon. Ian Matheson and I fished while Colin and Ian Wall went into Lochmaddy to telephone the coastguard. We made a regular effort to inform the Stornoway station of our position and, on a flexible basis, give a phone-in point for two or three days hence. We fully appreciated the limitations of such a support system, but it would have served as an aid in the

event of a long term epic and, almost as importantly, it helps to maintain good relations between canoeists and sea life-saving services. In fact the Barra coastguard played a vital role in the journey and, a month later, when I visited the Stornoway station, it was fascinating and reassuring to find that all our position checks had been recorded, and the officers very interested in our route and the equipment which we use.

On this occasion the fishing was a marginal success and, after an hour of catching seaweed, proved that pollock have similar fighting qualities to weed and probably much the same taste unless heavily seasoned. Although we did not give ourselves enough time for this pursuit we did have our successes in supplementing our diet, and mackerel, cooked on a grill over an open fire, was particularly good.

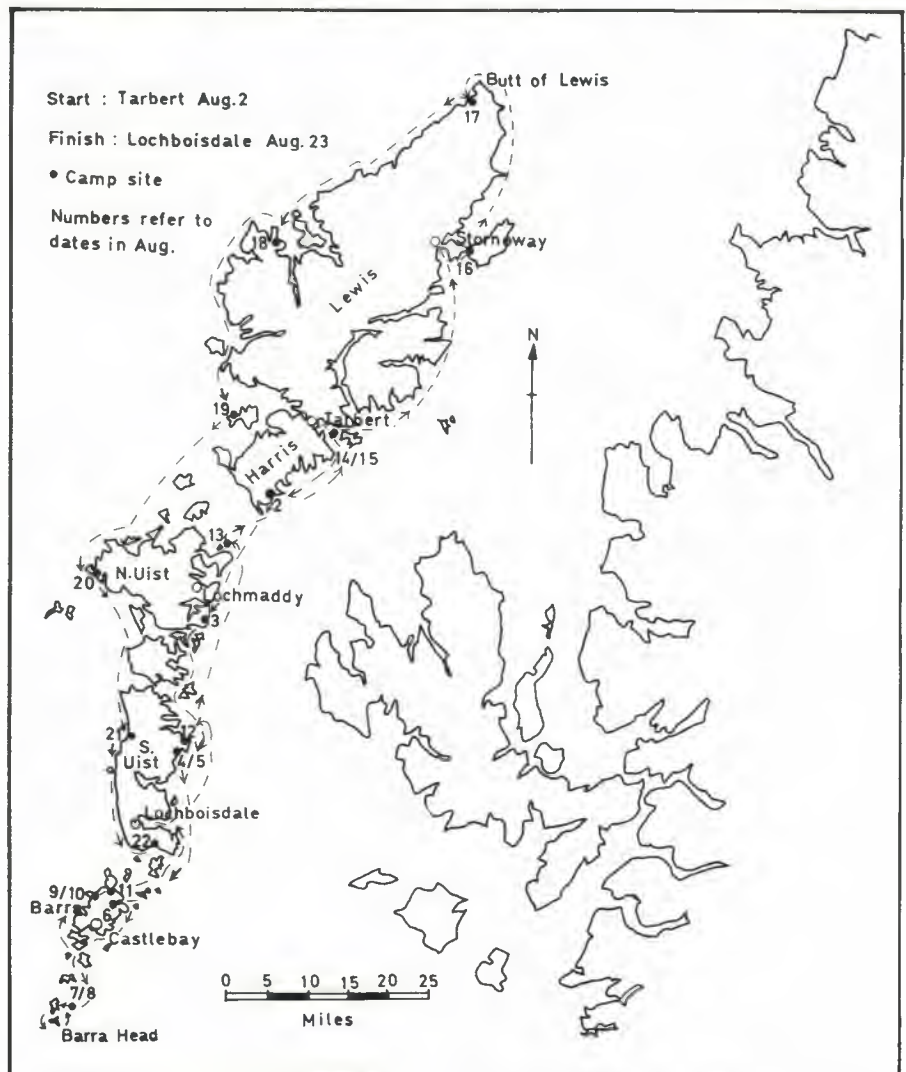
The east coast of North Uist, Benbecula and South Uist, with the rounded hills and rugged mountains leading through lonely glens and lochs to an uncompromising coastline, has an atmosphere of remoteness which makes the stark outline of the power station at Loch Carnan look so out of place. We took a rest day in the shadow of Beinn Mhor and Hecla and above a beach strewn with the plunder of the sea. It rained and I remained tent-bound, reading about places a long way from the sea, before raising myself to self-enforced activity in collecting driftwood with a fire-raiser's delight. The next day was windless and drizzling and it seemed worth travelling on. The ambient greyness of sea and sky, led me to unworthy speculation. However, the changing nature of all things was demonstrated by the arrival of the sun and then of coffee from a silver pot. As the water from our wet suits dripped onto the deep pile carpet there was a temptation to overstay our welcome at Lochboisdale Hotel!

As we pushed out into the Sound of Eriskay — scene of the *Politician* going aground and of the subsequent *Whisky Galore* — we felt that now we were entering an exciting land. Again the sea was dormant and we viewed at ease the tiny islands with their lonely population of sheep, the *lazy beds* a lasting monument to a very hard working agrarian labour force, and a derelict castle as legacy of hard times. We camped on the north-east side of Barra, and paddled round to Castlebay early next morning. Unlike most of the village harbours in these isles, this is an attractive place to enter, with fine hills providing a backcloth to a settlement clustered around the church and the harbour castle. Once an important place for the herring fishing fleet, sailing is now mainly a leisure activity and this year the lobsterman was most in evidence. It was a chance for us to stock up on basic food requirements like bread and fresh meat before setting out for the deep south. We paddled by Vatersay, through the Sound of Sandray and out west to Flodday; and we were immediately aware that this was no longer a weather shore — these seas had



Preparing the fish

Photo Barry Smith





On the move

Photo Barry Smith



Butt of Lewis campsite, west coast Lewis

Photo Barry Smith



The west coast of South Uist

Photo Barry Smith



The west coast of North Harris

Photo Ian Matheson

come all the way from America without opposition and they certainly looked hungry for land. It was also evident that the words of the pilot concerning tides had come home to roost. Heading for an obvious feature on Pabbay, the view of Barra Head Lighthouse — about six miles beyond — slipping by in the *wrong* direction showed that even what had seemed to be an over-cautious corrected course would benefit from some adjustment.

The name Mingulay has the uncommon distinction of immediately conveying an impression of island remoteness. The only beach is on the eastern side, swept clean by the Sea of the Hebrides and nestling in perfect symmetry between hilltops and a fertile glen which runs up to a west shore comprising some of the highest cliffs in Britain. On an island which once sustained a population of about 140 persons there are now just two roofed houses. One is the school and the other is the minister's house which was deserted almost immediately upon completion when the island was evacuated about a hundred years ago. This house, showing some of the unfortunate evidence of bivouacking by canoeists and others, has recently been purchased by an Englishman from the group of crofters who own the island. In renovating the building he will face many of the problems which eventually defeated the original incumbents. A rocky prominence is the landing place and everything to be brought ashore depends on the nimbleness of the boatmen and a calm sea. One is fairly predictable but the other certainly is not. Necessities such as lighting, heating, water and sewage are required only in a basic form when one is living on the fringe.

We used Mingulay as a base from which to go around Barra Head. There is almost always a big swell around Berneray, and the lighthouse keeper confirmed that the salt spray is a regular phenomenon around the light which is over seven hundred feet above the sea! During our passage the sea was big and regular, and for seemingly prolonged periods we lost sight of each other between trough and crest. The cliffs are enormous, bold arretes and ominously dark zawns linked by very impressive faces. It would be rash to speculate upon how long the cliffs will remain inviolate from the bruising boots and piercing pitons of the rock climber, but for the moment their secrets are shared only with life around the sea. This island has sustained a population for several centuries, and the little graveyard, with its preponderance of child graves, bears evidence to the fact that longevity was not a feature of life here. Soon the lighthouse will be unmanned.

We were all too aware of our remote situation and of the fact that so far we had been very lucky with the weather. Listening to the shipping forecasts was a regular ritual, and it never ceased to impress me how inaccurate our recall was and how important it is to write details down. A feature with me is that I can seemingly lay awake for hours to

avoid missing the forecast and then fall asleep just as the reader says *Hebrides!* With more careful preparation than before, we returned to Vatersay, where we had lunch and tried to ignore the roar of water over a reef which heralded our return to the wild west. I have seen bigger waves but seldom with so much power and violence. Going out through them, with the sun behind us and the white coming towards us was easy enough, but then there was the uneasy feeling, unspoken at first, that getting back in would perhaps be difficult. The west coast of Barra offers few sheltered havens, swell was breaking heavily on the rocky headlands, and the sandy beaches appeared to be subjected to heavy dumping surf. From close scrutiny of the map we decided that Cliad, on the north-west, offered a possible refuge. And so it did, but not for long as soon after our rapid arrival the surf closed in. Probably we could have got in at a number of places, but to loop a fully loaded kayak, or to ride a shoulder — wrenching wave in a high brace and be dumped at the end, was not our idea of good seamanship and could have serious consequences. During our couple of days at Cliad we passed much time in staring at the ocean and discussing what we were going to do. It was a relief to work on the local crofter's hay and take an opportunity to join the real world. The swell showed no sign of getting any smaller, and with our lack of local knowledge it was difficult to assess if this was the norm or whether we were getting the effects of the very strong winds which the south-east coast of America was then experiencing. Eventually, we decided to revise our objective from a circumnavigation to an end to end journey, taking us back up the east coast. We were given generous assistance by the coastguard to return to the weather shore, but it was disappointing, and I was sceptical of Ian Matheson's suggestion that, if and when we arrived at the Butt of Lewis, we could review the state of the sea and perhaps come back down the west coast.

We had been out from Tarbert for ten days, and were settling down to a daily routine. Depending on weather and tidal conditions we would set off early, with the aim to cover about twenty five miles each day. As a group we worked a compromise between taking time to explore the coastline and making progress towards the main objective, and would go ashore at least once during the day and raft up for a brew from the flasks every three hours or so. There was little problem in finding camping places although this often depended on careful map interpretation early in the day. The sites varied from very small islands where we had to dig around old springs and wells to find water, to rocky seaweed inlets and then, especially on the west coast, sites overlooking majestic sweeps of beach.

The return journey up the east coast seemed to pass very quickly and, with favourable conditions, repetition detracted little from the paddling since there were differences in the sea, route

detail and the camps. At Tarbert extra food was collected, and after a rest we completed thirty-eight miles to Stornoway. This was our longest day and en route we were entertained either by a group of large dolphin or a school of whales. They were certainly very impressive, the turbulent water and heavy blowing reminded us that they were very much in their element and we were very much out of ours! Stornoway provided the eagerly anticipated fish and chips before continuing into the night to a camp site on the Eye Peninsula. The next day we ghosted through the early morning mist on compass bearings, then meandering into caves and tottering sea stacks, to the notorious Butt of Lewis which we passed under the watchful eye of the lighthouse keeper. Conditions were almost flat calm.

Having successfully completed the secondary objective Colin, who had received a message that his mother was seriously ill, was forced to depart, Ian Wall agreed to help out with transport back to the Lakè District and Barbara was attracted by the idea of a solo crossing of the Minch. This was a blow as our ideal was to complete the journey as a team which, for all its individuality, had developed as a kind of flexible autocracy. Ian Matheson and I realised, however, that as a smaller group we could make faster progress if necessary — assuming we made no mistakes. We speculated that we could reach Tarbert in the time available and so gain the satisfaction of completing a round trip, and at the back of our minds was the slim chance that Ian's original suggestion of returning down the west to the Uists after reaching the Butt could after all be within the realms of possibility.

The next 150 miles, which we completed in just over five days, is recalled in the form of a number of fine images. The west coast of south Lewis and Harris comprises jagged forelands indented with ugly storm beaches, and interrupted by hidden coves. The mountains of north Harris were vigorously eroded during the Ice Age, and from the sea this is a landscape of bare boned where little of man can be of a lasting nature. Moving across the Sound of Harris was like paddling on a mirror of water, and we disturbed groups of sleepy birds as the sun slipped slowly below the horizon.

We landed on Taransay in the last minutes of daylight and I stumbled off to find water. When I returned an hour later, after a prolonged vigil under a drip of water, the warm glow from within the tent heralded the pungent smell of cooking done in sea water and the fine taste of lobster which had spent much of the day staring at me from under my deck lines. The following morning was memorable for two happenings: the midges launched an especially unpleasant attack and, having vacated the shore in harassed confusion, we came across sharks — near enough for me to skulk away and for Ian to photograph their teeth. Bailivanich, by Benbecula Airport and a residential

centre for the service personnel manning the rocket range, was a real eyecore, but this was partly because we viewed it from a distance for such a long time. Our arrival was accompanied by a steady fifteen to twenty knot headwind, and this stirred up a short breaking and wetting sea. On the morning we reached Benbecula we kept out to sea, avoiding water which was breaking over the bars near Baleshare, but it was only with strenuous effort that we managed to keep our speed to just over one knot. During this spell of five hours non-stop paddling, with bow pointing inconstantly towards the main airport tower, I was forced to develop new mind games in order to keep going; and my state of depression was exacerbated by Ian's sprint finish as we landed. This was a crucial point in the journey for we were approaching the exposed coast of South Uist which had provided us with such grave doubts when we were coming up from the south. Our telephone conversations with the coastguard became a little more animated as we tried to squeeze from them that the good weather would last not for just one day but for three!

From here to the Sound of Eriskay comprises an almost continuous beach some thirty miles long. Behind lies the machair, a fertile area of grassland noted for its wild flowers in spring and for its bird life which inhabits the many lochens. There was very little surf, perhaps due to the gently shelving nature of the sea bottom, and the main problem was the headwind which at times rendered the paddling process strenuous in the extreme. Consequently, it was with some relief that we entered the Sound of Eriskay for the third time and moved round on a youthful sea into Loch Boisdale.

After 445 miles paddling completed in exactly three weeks, including rest days, we landed our Nordkapps for the last time, and felt the usual anticlimax associated with the end of a long journey. We congratulated each other over coffee from the same silver pot, but felt less guilt than before as the wet suit warmed water steamed into the pile carpet...

Many islanders helped us — Murdo and Michael McNeil on Barra and the Coastguard Service throughout; Mr Alex McCuish of Cliad; the Newhall family and Jackie Bingham and friends from Stornoway — to name just a few. Without them the journey would have been less enjoyable.

ACHIEVEMENT

A circumnavigation of the Outer Hebrides was completed by Ian Matheson and Barry Smith. Barbara Dowson, Colin Mortlock and Ian Wall completed an end to end journey. The 445 miles took three weeks during an exceptionally settled period of weather in the August of 1976. Further details are available from: *B.J.N. Smith, Dunfermline College of Physical Education, Edinburgh 4.*

letters

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

GETTING FIRED AND FLARED UP

Recently my firearms certificate ran out. The local Police HQ wrote to me in good time to remind me that this was about to happen. I have to have a firearms licence because I have a Schermuly Miniflare and a Wischo Pen Flare, both much the same. They fire flare capsules from a gadget about the size of a fountain pen, and the base of the capsule contains a percussion cap similar to a .22 cartridge. I suppose a smoke flare let off in a bank might cause some upset, for example.

With the reminder I received a letter signed on behalf of the Chief Constable reminding me that my 'firearm' was designed to 'maim and kill'. Well, me being me, I just wasn't having that at any price. My adjectival pencil flare, quite probably useless in a real emergency, was described as designed to maim and kill. It isn't! It's designed to attract the attention of searchers looking for a castaway canoeist. Who knows, it might have saved the life of the youngster who died off the Isle of Wight some years ago?

Well, I wrote back what I can only describe as a 'snotty letter' and pointing out the difference. I still object to having to have the full majesty of the law and the police brought to bear on my poor insignificant flare . . .

One day last Christmas I met a local off-duty bobby, whom I knew slightly by sight. He was three parts cut, as the saying is, and so he should be as he was wetting the baby's head. I was introduced to him formally. 'Ho yes,' says he, 'Llanmaes eh? Um. Firearms certificate. Something odd about,' says he. Now I was astonished. Here was a man who hardly knew me, who was steeped in bonhomie, and who could nevertheless rattle off details of a disturbing fact about me. It didn't make him happy. I can imagine the scene in the local repository of the law. 'Now lads,' says the Sergeant, 'commit these facts to memory. Learn them. There is an unemployed fellow in Llanmaes who says he writes books, and who potters about in his garage where he appears to make glassfibre canoes. He leads a quiet enough life except when he writes inflammatory letters to the Chief. Clearly a man with something to hide. He has a firearms certificate. He says it's for a flare. He says he needs it for canoeing. Do you ever see him canoeing? No.'

Now time passed. I wrote a letter to the Chief Constable, expressing my upset at his description of my lifesaving flare (maybe) and I finished off full of pomp and circumstance, 'From those to whom much power has been given, much is expected.' (I sometimes write to my MP as well). I doubt if the Chief ever saw it. After a lapse of time a friendly,

concerned and mature voice announced itself on the phone as Sergeant someone. He had a lot to deal with. It clearly wasn't going right. Could I please send in the old certificate? Don't miss a line. Great twit that I am. The rules of the game are clearly stated, send in the old certificate for renewal, and I hadn't - but what do you expect of schoolteachers (ex).

Never losing a chance to stir it up, I sent in my second more in sorrow than in anger letter and enclosed the colour leaflet concerning 'Skyblazer' Pocket Flares. I mean, if I could buy those without a licence, why should I need a licence for the pen flares? The reply is as follows, so I warn anyone in the Barry Police area to watch out! If you have a Skyblazer without a firearms certificate, you could be had for it. And it could be serious - I quote:

'South Wales Constabulary. Chief Constables Office. 6th July 1977.

Dear Sir,

Firearms Act 1968.

. . . The Skyblazer Flares referred to in your letter dated 16th June 1977, would appear to be subject to the Firearms Act 1968, similar to the flare pens already in your possession.'

Just a word to the wary. Pen flares aren't much cop. Okay for wilting egos. You want flares for safety, carry a parachute flare, and perhaps a percussion fired hand flare. Make sure the case is not cardboard, the type that is stuck like a match, they are without doubt diabolical but without the flare.

Finally, I must add that the Police have never given me a bad time, and I don't want to do that to them, even though it seems to be open season for them. But what I do object to is the necessity for a Firearms Certificate for a

life saving device. And another thing - how come useless flares can be offered for sale? Is there no British Standard to ensure that sea-going canoeists can have some faith in the flares they carry? The growing popularity of the Nordkapp and kayaks of that type indicate only one thing. There are more of us all at sea

*Yours sincerely,
Alan W. Byde,
canoeist and author, South Wales.*

DECK FITTINGS

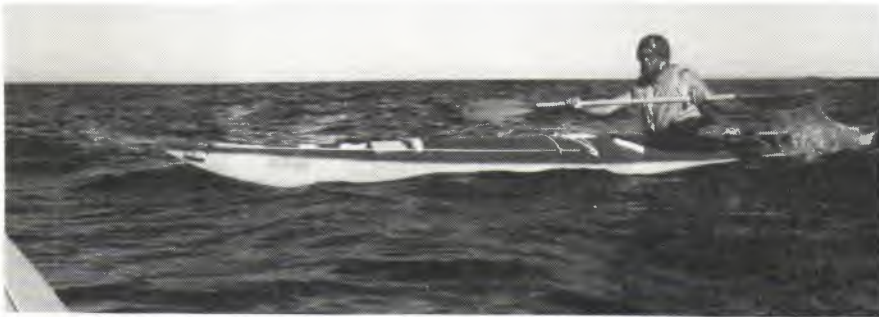
On seeing my name and address in a friend's copy of your February issue, I decided it must be time I had my own subscription, enclosed a cheque to cover.

Now South Australia has practically no white water, so slalom is almost non-existent, but touring on the Murray River has long been popular (for some 20-30,000 years if you include Aboriginal bark canoeing), and sprint racing and surfing are building up. We also recently began competitive polo and sea touring is catching on fast.

The enclosed photographs show Neil White (North Sea) and myself (Sea Hawk) some 3-miles off Adelaide one morning on a sea which became quite choppy before we had landed, (although nowhere near as rough as it was a fortnight earlier when Neil almost managed a reverse loop while preparing to land), and some polo action. Boats show P & H Plighter and my own design Platypus.

Also enclosed are sketches of deck fittings devised here that maybe of interest to readers. Although there is some intrusion into internal space, the deck is left flush and snag free, and cords are readily replaced when worn without cutting and reglazing. Fittings can be installed in new or older boats. At first we used GRP domes until it was discovered that table tennis balls were immune to resin if not acetone. For special shapes PSF wrapped in masking tape can be used, and then dissolved out. When fitting in hard to reach locations a piece of wire is taped to the inside of the dome. The wire, protruding





regattas have been rather makeshift affairs, with rather loose organisation and the bare minimum of buoying. We would value any advice and suggestions that anyone can give us.

Yours faithfully,
P.J. Carter,
Sec. South Australian Canoeing Association.

P.S. I shall now look forward to reading my own copy of 'Canoeing' magazine!

GETTING ALL STEAMED UP

I was interested to read your correspondence on contact lenses and canoeing. I have worn hard lenses now for over four years and my experiences may be of interest and give hope to myopic paddlers!

I wore glasses for many years in competition and found them better than nothing but still a great nuisance, particularly for wild water racing in winter when they not only became covered in water, but also misted up. I tried all kinds of dodges to avoid the problems, Fairy liquid, clip-on sun glasses to give a double glazing effect and anti-mist solution, but non proved effective.

I had my first lens fitting in Aberdeen but found them unbearable. After another year of purgatory with four eyes, I tried again in Perth. They were absolutely perfect, so the moral of the story is that not all practitioners are good at measuring and fitting lenses!

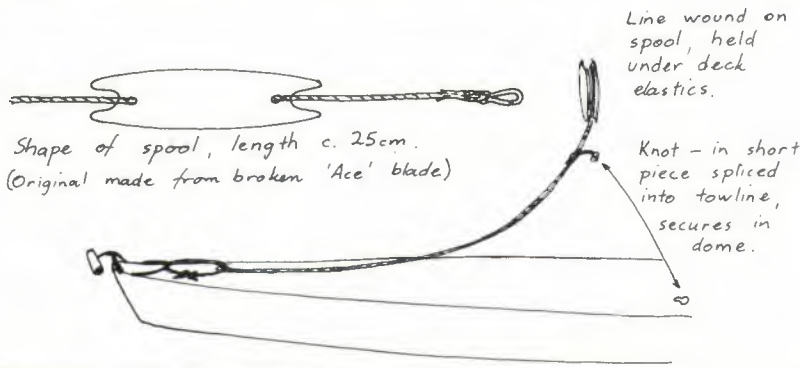
I enquired about soft lenses at the time but was told that although they were good for many sports, they were badly affected by salt water. Whether this was true or is still the case, I do not know; perhaps someone else can provide us with the information.

The practitioner told me that if I was careful, the lenses would be fine for rough water canoeing and I have since proved this to be right. I have worn my 'glass eyes' in every slalom and wild water race I have entered over the past four years, and that includes numerous Grandtully Slaloms and races, the Tryweryn, the Isere, the Salach, the Inn, and many other rivers.

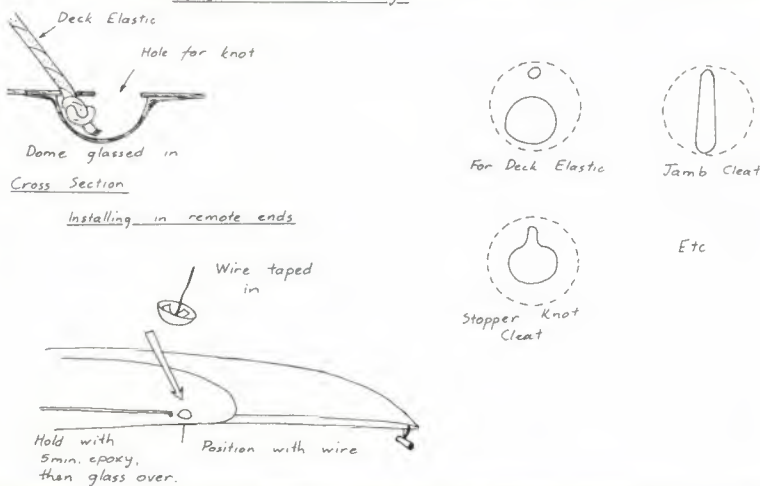
I have capsized on about five occasions over the years with my lenses in place and simply closed my eyes before entry and for a few seconds after recovery. I swim with them in place and again just close my eyes while under water. During these years I have only lost one lens and that was at Lipno in Czechoslovakia only a few months after having the lenses fitted. I presume that at the time I had not quite mastered the technique of screwing up my eyes when hitting big waves, and those of you lucky enough to have paddled that river will know that there are 'big waves' in abundance! On two other occasions the lenses have come off my eyes, but only moved off the cornea and did not fall right out. One simply carried on paddling in such circumstance with one good eye and retrieves the lost lens at the end of the race!

Yours sincerely,
Andrew Morton, Scotland.

A Towline Arrangement



Dome Deck Fittings



through the hole, is used to position the dome and dabs of 5-minute epoxy are applied to hold it. When that is set the dome can be safely glassed in. The towline system is secure for use as a decline, but readily accessible when needed (usually for dealing with

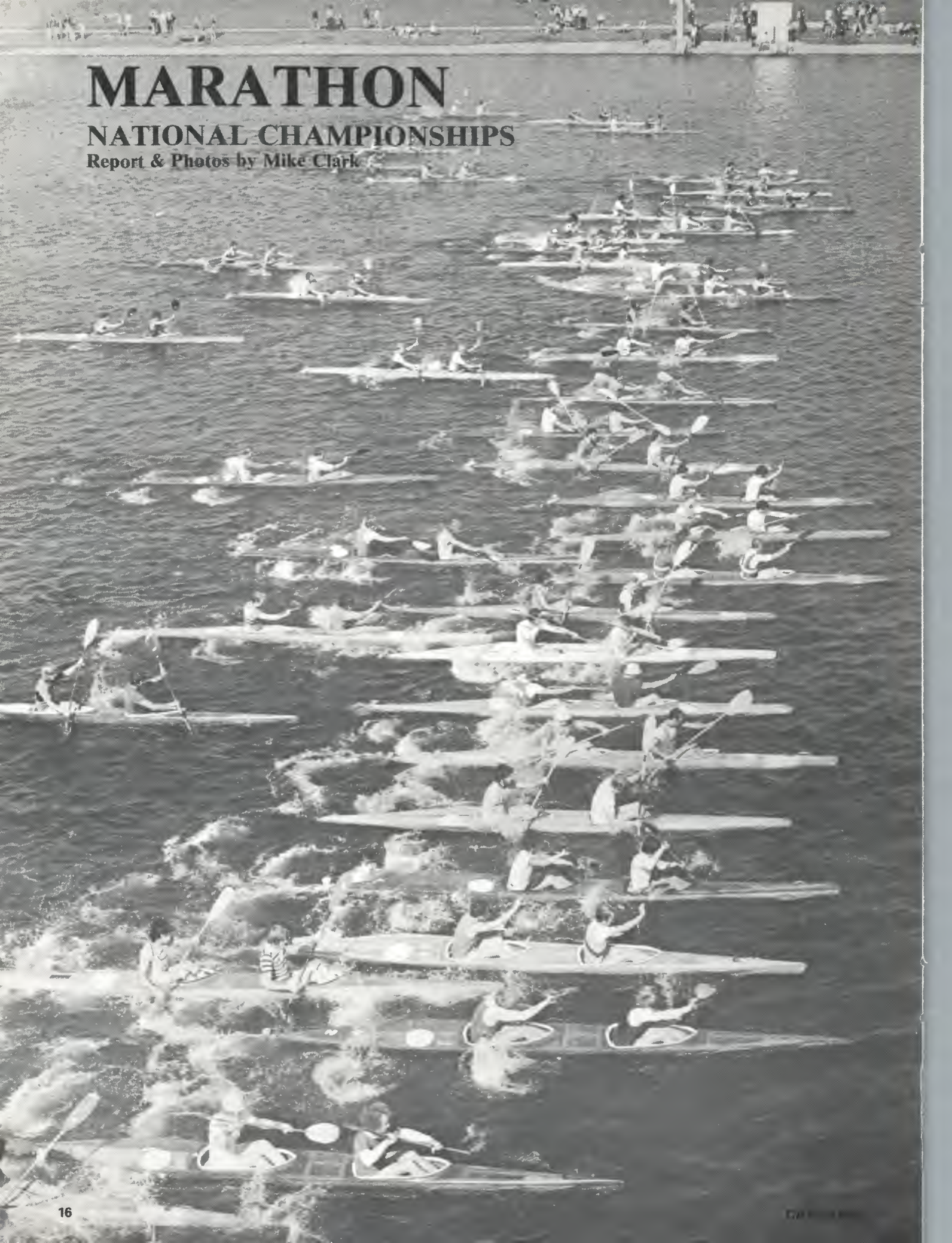
capsized novice sailors), and avoids snarls and tangles.

The West Lakes course, now manned the A. M. Ramsey Course, is an Olympic standard course, and we are looking forward to the 1979 National Championships here. Up to date sprint

MARATHON

NATIONAL CHAMPIONSHIPS

Report & Photos by Mike Clark



The August Bank Holiday saw the return of the National Marathon Racing Championships to Nottingham after a number of years with the event being successfully staged at Worcester.

The Nottingham course could not boast crowd-pulling weirs such as Bevere or Diglis, but for Seniors an interesting course had been devised using the National Watersports Centre, the River Trent, and the Beeston Canal — smooth water all the way with five portages. The course started with 15,000-metres on the Watersports Course, then a long portage over the country park side to put into the River Trent above the flood gates of Colwick. Paddlers then raced upstream to Trent Bridge, making a turn under the bridge to come back downstream, but within a hundred metres making a portage onto the Beeston Canal just opposite the Nottingham Kayak Club. The canal winds through the centre of Nottingham, under the Castle walls, then out into the country again to terminate at Beeston Weir on the Trent. Here paddlers made another portage back onto the River Trent to race downstream, through Clifton, under Trent Bridge, on to Colwick and a portage back onto the National Watersports Centre with a 700-metre run-in to the finish — a course of just over 16-miles.

There seemed to be quite a wide view of opinion on the course! It did not have such obstacles as Bevere and Diglis — weirs that in the past have seen a great deal of damage to kayaks — and, although deep water all the way, the canal seemed to prove a little of a drag. From a spectators point of view, access gave only four widely spaced vantage points, and if one went to Beeston Weir, there was a race back through the centre of Nottingham (not good for traffic on a Saturday afternoon — particularly if the local football team happens to have a home match!) to get to the finish before paddlers.

However, whatever the merits or otherwise of the course, the Championships attracted a highly respectable entry with over 90-paddlers in the Senior K1 and over 50-crews in the K2; almost 40-paddlers in the Junior K1 and some K2 crews — a total entry of over 350 crews or paddlers representing 30 British clubs and with entries coming also from Ireland, Holland, Denmark and a small group of individuals from South Africa who raced under Richmond Canoe Club colours.

Before the racing, an excellent reception was held at the Nottingham Kayak Club on the Friday evening, which was attended by members of the Nottingham Council, the East Midlands Sports Council, the Mayor of Rushcliffe, and the overseas paddlers. On the Saturday evening another excellent 'get-together' — by all accounts — was taken up with a 'pool-party' at the Rushcliffe Leisure Centre for all competing paddlers.

The racing, as in previous years, was split with the Senior K1 and Junior K2 being raced on the Saturday, rest day on the Sunday, and the Senior K2 and

Junior K1 being raced on the Bank Holiday Monday. Thus giving paddlers and crews the chance to compete either or both the singles and doubles events.

SENIOR K1

The Senior K1 for my money certainly produced the most exciting racing of the weekend. Almost from the start, a break was made by a small group of paddlers including Brown of Nottingham, Belcher of Royal, Cornish of Richmond, and Greenham of Leighton Park, and by the middle portage of the canal these four had the break to themselves. But in a field of some 90-paddlers there was plenty of action further down the field and the gap between the leaders and the following pack was only counted in half-minutes.

Frantic portages were made below the Castle walls and at Beeston and, with the first four paddlers so close there was bound to be an exciting finish. After over 16-miles, it was Tim Cornish and Brian Greenham who made the last portage together from the Trent to the Watersports Centre and raced neck and

neck for the finish. Cornish just took the lead from the portage, but had failed to empty his kayak of loose water. Greenham put in a tremendous power burst from the 500-metres to draw level with Cornish, the latter fading fast and desperately trying to hold on to a slender lead. With just 200-metres to go, Greenham sensed victory and raised his stroke even higher; half a length, a length, two lengths — poor Tim was broken and Brian crossed the finish some 20-seconds clear to take the National Championship. For the moderate crowd of spectators — who had no doubt really come to watch the hydroplane racing that was co-featured on the blustery afternoon — it was Marathon racing at its best with two paddlers contending the title right to the finish.

Behind them Belcher and Brown were also having a ding-dong battle, the former just taking third but with Brown recording the same finish time. Culverwell, the South African under Richmond colours, took 5th place; the first Dutchman home was De Jong on



11th; the first Danish paddler was Petersen in 15th. Indicative of the strong competition, the first ten paddlers all finished within three minutes of each other . . .

SENIOR K2 — DUST-UP AT TRENT BRIDGE

The racing on the Monday was held in bright sunshine and super conditions. The Senior K2 event saw some 50-crews in contention. Greenham and Cornish paired up for the race and thus there seemed to be little doubt that here was the winning crew. However, off the spectacular start, the pair broke a rudder line and were out of the event. (They returned to the hard and took out another K2, but with the last of the crews fast disappearing over the portage to the river, they had little chance of paddling through the field — you just can't give such hot competition a ten-minute start and hope to finish in the medals! Thus they paddled hard over the course but were not in the race).

At the difficult portage onto the Beeston Canal, paddlers seemed to have little respect for their craft, other

paddlers, or any poor spectator who got in the way — and that included cameramen! Regretably at this portage, canoeing and boating interests somewhat clashed . . . To make the portage required the swing-bridge across the lock pound to be in position, and thus cruisers would be unable to use the lock for a short period. With only a couple of miles into the race, crews were still bunched together and the total time from first to last paddler could not have been more than 15-minutes at the outside. Alas, one cruiser coming into the lock from the canal side could not be persuaded to draw up for a short period and let the international race come through before he locked on the Trent (even on a Bank Holiday the boater was in a mad-cap hurry and could not be stopped — and there was me thinking cruising was all about taking things quietly and without hassle, silly me, they're just like our canoeists and don't give an ass who gets in the way?) This guy did manage to make it through the lock before the 90-odd K2s came pounding over the

portage, but this let in three other cruisers from the Trent River side, who again insisted they had right of way and were going to lock through — the situation progressed from a battle of words between marshalls and boaters, to a trial of strength with the two sides battling for the swing bridge — the boaters trying to open it, and the marshalls trying to keep it in position. And of course, all this time K2 crews were rushing across the bridge! Certainly an explosive situation, and by this time all for the want of five or six minutes . . . The outcome was a win for the canoeists and slightly scraped boat paint-work for the boaters. The majority of the K2 crews got across the bridge, thus giving an equal chance to all paddlers.

The race developed into a battle between two crews — those of Brown/Haynes of Nottingham and Truelove/Belcher of Richmond, the former again taking the win on a run-in to finish with just six-seconds separating the crews. The crew of Greenaway/Day took third almost two minutes down — for sure!



feel there would have been a different story if Greenham/Cornish had not broken their rudder line on the start . . . Pennyfather/Sandberg from South Africa took out 4th place with Dutch and two Danish crews taking 8th, 9th and 10th.

With differing courses for Seniors and Juniors, it was only possible to follow one event. However, a convincing win was recorded by the Nottingham pair of Bourne/Dimmock in the Junior K2 being over a minute clear, and the pair taking 1st and 2nd respectively in the Junior K1 and only separated by one second . . .

NATIONAL MARATHON CHAMPIONSHIPS RESULTS

Senior Men K1 — 1st Greenham, Leighton Park 1hr 58min 47sec: 2nd Cornish, Richmond 1.59.47: 3rd Belcher, Royal 1.59.19: 4th Brown Nottingham 1.59.19: 5th Culverwell, Richmond 2.01.43: 6th Alan-Williams, Royal Navy 2.02.10: 7th Ballard, Lichfield 2.02.28: 8th Moore, Fladbury

2.02.37: 9th Smith, Harlow 2.02.43: 10th Clarke, Royal 2.02.53.

Senior Men K2 — 1st Brown / Haynes, Nottingham 1hr 58min 48sec: 2nd Belcher / Truelove, Royal 1.58.54: 3rd Greenaway / Day, Richmond 2.00.42: 4th Pennyfather / Sandberg, Richmond 2.01.01: 5th Ballard / Harvey, Lichfield 2.01.38: 6th Gorman / Storey, Royal 2.03.02: 7th Clarke / Haynes, Royal 2.03.13: 8th Mantel / Willems, Holland 2.03.50: 9th Rykaer / Larsen, Denmark 2.04.23: 10th Petersen / Mortensen, Denmark 2.04.57.

Junior Men K1 — 1st Bourne, Nottingham 1hr 16min 30sec: 2nd Dimmock, Nottingham 1.16.31: 3rd Kemp, Fladbury 1.16.54: 4th Missen, Bradford 1.17.00: 5th Ball, Nottingham 1.17.40.

Junior Men K2 — 1st Dimmock / Bourne, Nottingham 1hr 01min 07sec: 2nd Canham / Rogers, Royal 1.02.20: 3rd Ball / Smith, Nottingham 1.02.21: 4th Missen / Padday, Bradford 1.03.00: 5th Lancaster / Beardall, Leighton Park 1.03.08.

Womens K1 — 1st Nadal, Nottingham 1hr 23min 42sec: 2nd Money, Nottingham 1.24.52: 3rd Lamb, Leighton Park 1.26.15: 4th Lucas, Gailey 1.27.13.

Womens K2 — 1st Clapham / Haynes, Richmond 1hr 07min 17sec: 2nd Nadal / Money, Nottingham 1.09.24: 3rd Money / Harding, Nottingham 1.11.54: 4th Crawley / Lamb, Harlow 1.13.00.

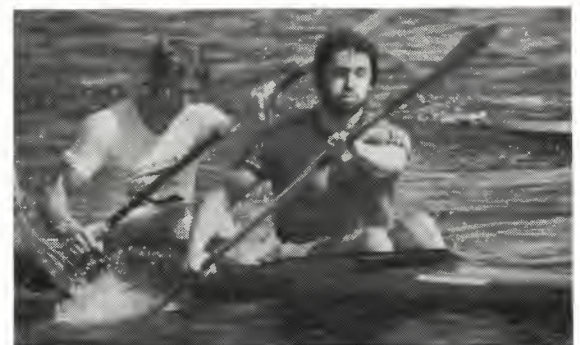
Boys Espada 'A': K1 — Holme, Nottingham 1.11.47: **K2 —** Ward / Mannering, Leighton 00.55.30. **Espada 'B': K1 —** Salisbury, Leighton Park 1.21.15: **K2 —** Sellwood / Salisbury, Bradford 1.04.41: **Espada 'C': K1 —** Beardall, Leighton Park 1.22.41.

Girls Espada 'A': K1 — Watson, Leighton 1.11.42: **K2 —** Sellwood / Darling, Bradford 1.11.44:

Espada 'B': K1 — Jacobs, Leighton 1.17.24: **K2 —** Jacobs / Watson, Leighton 00.55.00:

Espada 'C': K1 — Burton 1.14.00: **K2 —** Squire / McCoy, Gailey 00.58.22.

Veteran K1 — Perrett, Leighton Park 2hr 11min 26sec.



Previous page: Spectacular mass start of the Senior K2s on the Monday. Watersports hard before the start on the Saturday.

Start of Senior K1.

Winning trio of the Senior K1, Greenham centre, Cornish right, Belcher left.

This page: First portage on the Senior K1 race from Watersports Centre to River Trent.

K1 paddlers making the portage of Castle Wall Lock.

Refreshments at Beeston Weir.

Cornish and Greenham over the last few hundred metres of the Senior K1 — Greenham pulling up to draw level.

Above: the first two crews in the Senior K2 event making first canal portage, run-in to Beeston, and sprint for the finish.

Photos: Mike Clark.

ORINOCO EXPEDITION

For those people who thought a kayak descent of Everest was the ultimate in canoeing madness (featured in issue 6), Mike Jones, 25-year old Bradford doctor left England in early September on an even more far-fetched and hair-raising trip — a 600-mile descent of the South American Orinoco River, including shooting the Maipure Rapids, the largest rapids in the world over 50-miles long and a mile wide.

The 5-strong team, with the backing of the Sunday Telegraph Magazine, are at the time of going to press in the middle of monsoon swept equatorial jungle, aiming to get as high up the Orinoco River as possible before launching their kayaks.

Apart from some very large rapids and falls, the river is teeming with pyranha fish which are said to be able to strip the flesh off a body and down to the bones in 30-seconds — as Mike Jones says 'it's an incentive to Eskimo roll quickly!' Add to this crocodiles and native indians on the bank who are far from friendly and it looks as though the team could be in for quite an epic!

Included in the expedition are two other members from the Everest team — Dave Manby aged 23-years a civil engineer from Shrewsbury, and John Gosling aged 24-years a catering manager from Birmingham. Newcomers to the party are Peter Midwood a

Total length of the journey will be about 250-miles and including at least one exposed crossing of some 20-miles. Central objective of the expedition will be the completion of this ultimate challenge in sea canoeing combined with the testing of men, kayaks and equipment.

The team consists of Barry Smith, a lecturer at Dunfermline College of Physical Education, Nigel Matthews, Senior Advisory Teacher with Leicestershire Education Authority, Frank Goodman, canoe/kayak designer and a Director of Valley Canoe Products, and Jim Hargreaves, ex-Army PTI and now Chief Canoeing Instructor at Plas-y-Brenin Mountain Centre.

DEVELOPMENT OF THE NORDKAPP

Confidence in one's chosen method of water transport has been demonstrated since at least the time of the ancient Polynesians who used balsa rafts to cross the Pacific. Earlier, perhaps, the Vikings had sailed the Atlantic in what most of us, today, would describe as a frighteningly small ship.

Comparable confidence in their own GRP kayaks, combined with supreme confidence in their own abilities, have been demonstrated on several occasions over the last years when the designers and builders of the 'Nordkapp' sea kayak

have paddled themselves through some of the world's most unfriendly waters. Moulded with 'Beetle' polyester resins at Valley Canoe Products, this particular design was developed to meet the needs of a group of Britain's most experienced sea canoeists who were planning to paddle around North Cape.

Frank Goodman (of VCP of course), based the design on the Eskimo kayak of Greenland that had evolved as a fast, seal hunting boat used predominantly in the relatively sheltered waters around ice flows. The 'Nordkapp' team need a kayak incorporating such advantages with the additional qualities of high load carrying capacity, low windage, the ability to cope with heavy weather, and it had to be a 'dry' boat.

Consequently, the hull was made longer (17-ft/5.2-m) and with a wider beam to give the necessary room for food and equipment on long distance expeditions. Care had to be taken to keep the lines low so that the 'Nordkapp' would remain as little affected by cross winds as the Eskimo kayak. Bow design was exaggerated so that the hull would shed water more easily. Water tight bulkheads are moulded in, with deck hatches for every compartment and hand operated pumps.

The 'Nordkapp' proved to be a fast boat, pleasant to handle in flat water yet able to cope with heavy weather. It set a new standard for sea kayaks and it created new techniques amongst the canoeists who used them.

The 'Nordkapp' is now produced in nine versions, but even so further development and evolution of the design is still taking place.

(abridged from 'Beetle Bulletin' BIP)

CANOE/KAYAK EXPEDITIONS

22-year old student from Liverpool, and Ronnie Kennedy aged 21-years and a mining electrician from Edinburgh.

Locked in by jungle for much of the descent, they will be completely self-supporting carrying all their equipment, food and camping gear in kayaks specially designed for the descent. Each boat weighs 10-kilos, and a considerable amount of expertise has gone into the design and construction, attributable to Graham Mackereth, Managing Director of Pyranha Mouldings Ltd., Warrington. He used BP Chemicals Cellobond A265/500B resin in the construction, the same as used on the kayaks in the Everest Expedition of last year and in the winning kayak used by Albert Kerr at the World Slalom Canoe Championships in Austria this July.

The party hope to complete the descent by mid-October — one wonders where these hair-brain paddlers will go next . . .!

CAPE HORN FOR CHRISTMAS

Already kayaks and equipment are on board ship and bound for South America in preparations for the Cape Horn Expedition that will see a party of four paddlers rounding Cape Horn on Christmas Day.

The venture will commence from Tierra del Fuego, take the canoeists round Cape Horn and then to the relative safety of the Beagle Channel.



Frank Goodman and Nordkapp kayak on the Trent.



Mike Jones trying out a specially built Pyranha kayak on placid waters . . .

WORLD SPRINT RACING CHAMPIONSHIP

Report by Mike Haslam

Imagine arriving at a new church just ten minutes before the first wedding, to find the building not completed and the church organ to be installed. That was the situation when the British Team boats arrived at the site of the World Sprint Racing Championships a mere five days before the competition was due to start. Some approach roads were not completed and in the gathering gloom 'welders sparks' cascaded from an unfinished Control Tower; water and electricity supplies were non-existent in the Boat Sheds, and diners in the Lebed Restaurant were eating amid the paint and paper of fantic decorators!!!

However, a vast army of local labour, including one or two 'grannies', were hard at work and a convoy of lorries were busily removing rubble in a 'round the clock' procession. By the time our Team arrived just two days before the start, things were looking better and when the Championships officially opened at 6pm on August 31st the seemingly impossible had been achieved — the site was complete.

The regatta course was set on a beautiful lake, surrounded by mountains, to the south of Sofia. The Control Tower and Grandstand rose majestically from the lake-side, sheer, tree-covered cliffs forming an impressive backcloth. The Boat Sheds, by contrast, were two miles around the lake tucked behind an outcrop of rock and completely out of sight to all but the starts for the 1000m events. There was also a total lack of communication between Boat Sheds and the Finish Line, — a factor that was to cause all teams problems during the course of the competition. This situation gave rise to the second 'niggling' factor — transport between Boat Sheds and Finish. Teams using their own transport were directed into a car park some five minutes walk from journeys end, by a very efficient Bulgarian policeman, leaving only the official over-crowded bus, which was not always convenient. This situation was not of the Organising Committees choosing who had apparently wanted the course set the other way round with both the Boat Sheds and Grandstand complexes together. However, the engineers had decreed where the Finish Tower would be sited and that was that! Despite these set backs and the peculiarities of the Bulgarian catering arrangements in the Students Village accommodation, occupied by all Team Officials and Competitors, the British Team were in fine spirits — even though they were sharing a Boat Shed with those 'kangaroo cousins' from 'down-under'!

Before the competition started, it is

sad to report that, despite the presence of a USA Team which took part in the Opening Ceremony, no official entries had been received from the USA federation and therefore they were not permitted to compete. A terrible blow this, especially for the likes of Ann and Brett Turner who had already spent a great deal of time on the European circuit (at their own expense) in preparation for the Championships.

The heats and repechages for the Mens 1000-metre events were held on Thursday September 1st with all the big names in the K1, with the exception of Sledziewski of Poland, going straight through to Saturdays semi-final. Sledziewski, the joint reigning champion, qualified in the afternoons repechages. Also through first time, was the lone New Zealander, Ian Ferguson. He qualified in the second heat of the day behind Perri of Italy and Britians Doug Parnham. In the Mens K2 the Nottingham crew of Rob Harding/Norman Mason had to go through the afternoons repechages before gaining a semi-final place for Britain. The Mens C2 crew of Willy Reichenstein/Mike Bradford were not so lucky, being disqualified in their event for changing lanes. And in the Mens K4 event, the British boat was, to say the least, disappointing and failed to qualify with a dismal time of 3min 24.4sec.

The first events on the Womens K1 and K2 were also held on the Thursday with Hilary Peacock qualifying for the semi-finals in the K1 and also in K2 where she was partnered by Lucy Perrett.

Friday was 500-metre day with the story much the same — all the big guns qualified but for Britain only the K2 crew of Eric Farrell/Trevor Hunter got through with the K1, C1 and K4 all falling by the way-side. Disappointing this, especially for Andy Sherriff who stopped paddling during his K1 heat because of a voice, that he presumed was an umpire, saying 'no paddle', 'no paddle'. The lesson to be learnt here would appear to be, when you are in front stop for no one . . .

The morning semi-finals for 1000-metre events on Saturday saw the pace hotting up. Ian Ferguson (New Zealand) was pushed out by Csapo of Hungary in the first K1 semi, but Doug Parnham paddled supremely in the third to qualify for the final in the third fastest time of 3min 52.8sec. Sledziewski of Poland failed to qualify for the final, finishing in fifth place behind Ferguson in his semi. In the Mens K2 the luck of the draw saw Harding/Mason in the fastest semi and despite fighting all the way, they failed to qualify. Both the womens crews looked capable of

qualifying for a final, but it was not to be. Hilary Peacock paddled a poor K1 to go out in 2min 17.1sec and, although the K2 lifted itself considerably, they too failed to make it.

In the afternoons K1 final, Doug Parnham could not produce his mornings form and finished a sad ninth behind men he has regularly beaten. The race was won in brilliant style by Vasile Diba of Rumania, who had time to turn and taunt Rudi Helm, the Olympic Champion, in second place and then coast across the finish line with paddle held high. Incredibly he still finished over 3-seconds in front in a time of 3min 53.9sec. Rumania followed this up by winning the Mens C1 with Iran Patzaichin; Gudrin Dittmar of DDR won the Womens K1 by inches from Cozma of Rumania and in the Mens K2 the Hungarian crew of Bako/Szavo won convincingly from Olbriht/Matern of the DDR. Thus four finals had been won and not a Russian amongst the Golds — shades of a revolution! However the Mens C2 soon put this right with the Soviet crew of Yurchenko/Lovanov a clear three seconds up on Buday/Frey from Hungary, with Poland taking the Bronze.

It was the Poles who sprung the surprise of the afternoon when they took the Gold Medal in the Mens K4, the Russians taking second with the much fancied Spanish crew just getting the Bronze.

Sunday mornings 500-metre semi-finals started well with the British camp cheering the now adopted Ian Ferguson through to the final of the K1 with a time of 1min 50.7sec. But the biggest British cheer of the morning was reserved for the K2 crew of Farrell/Hunter who paddled magnificently to go through to the final in 1min 40.2sec and just down on the Hungarian crew of Csapo/Svidro. The Womens K4 crew of Clapham/Perrett/Smithers/Wetherall all paddled well but failed to make the final, finishing fourth behind the Czechs in 1min 48.5sec. The surprise of the Championships, which brought the near capacity crowd to its feet, was the sight of the Japanese C2 crew of Atsunobu/Syusei taking the West German crew on the line for a well deserved place in the afternoons final.

Mid-day saw the first 10,000-metre event underway with eleven K4s on the start line. The Russian crew, stroked by the legendary Shaparenko, lead from start to finish and within the first 100-metre the race had virtually been won. Hungary and Poland completed the winning trio with Rumania in fourth place and being chased home by the British crew of Harding/Fowler/Mason/Haynes. A good result this for Britain

for, despite the small entry, there were some class crews down the field and hopes for a future medal in this event must be bright.

The afternoons finals started with a repeat performance by Diba who added the 500m K1 Gold to his collection in a close finish with Sledzeiwski of Poland. The Hungarian Sztanity took the Bronze and Ferguson finished with a creditable eighth in 1min 51.21sec. Rumania completed a double, double, when Varabiev took the C1 Gold with Eicke of West Germany (BRD) collecting a rare western medal in second place.

The Womens K4 500-metre final was won, to the delight of the partisan crowd, by the Bulgarian crew in a 'finger-nail' finish with the DDR — the accredited times being 1min 37.88sec. and 1min 37.92sec respectively. The USSR were third in 1min 38.09sec. Olbricht/Matatern (DDR) went one better than their 1000-metre Silver by taking the 500-metre K2 Gold with the Russians second and Hungarians third. Again a close finish this with a winning time of 1min 37.58sec and less than a second separating the first three.

Another Silver Medal for the west came in the C2 final where a blanket finish on the line saw the Canadian pair of John Wood/Greg Smith lose-out to the Hungarian pair of Foltan/Vaskuti but ahead of the Russians Yurchenko/Lovanov.

The Mens K4 final was another 'action replay' with the same Polish crew that won the 1000-metre out in front of the 500-metre. The Spanish took the Bronze Medal again and just to swing the changes, the Russians and Rumanians swopped places with the latter taking the Silver Medal and the Soviet Union trailing in fourth place.

With evening drawing on, the long awaited 10,000-metre events got underway, first on the line being the C2s and closely followed by the C1s. Again both events were decided in the first 1000-metres with the USSR crew of Petrenko/Lovanov taking the Gold but closely followed by the Rumanian pair. In the C1 event an interesting race developed between Wichmann of Hungary and Yurchenko of the USSR, Wichmann 'clowning' his way over the finish to take the Gold and literally goading the Russian to try and catch him!

British interests centred around the 'kayak tens' with Brian Greenham/John Phelps in the K2 and Doug Parnham in the K1 being our last hopes for a World

Championship Medal. Alas, the sun never seems to shine on British canoeists at such championships. The K2 crew suffered the agonies of a broken footrest off the start and despite gamely fighting back through the pack, finished out of contention down the field. In the K1, which was the most closely contested race amongst the 10,000-metre events, Doug Parnham was in the leading group of six throughout the race but in the last 1000m he was forced to give water to the leading Russian who took lane nine, or be disqualified for paddling lane ten. The result was a frustrating fourth place for Parnham behind Perri of Italy, Stepaneno of USSR and Fabian of Hungary. Doug was bitterly disappointed by this result in a tactical race of which he was capable of winning. One can only hope that his thoughts of retirement may be put back another year in order to have another chance at gaining that elusive Gold Medal. Mention must also be made here of Ian Ferguson who took a highly creditable sixth place behind Janic of Yugoslavia in a field of twenty-four starters.

With the competition over, it was time to reflect on the results. Times had been generally slow and performances had varied considerably. This had been attributed in the main to the 'heavy' water conditions. The Poles had been seen to treat their boats with a paste compound before each final and then literally ferry the boats to the start pontoons. Could this strange development have accounted for their unexpected success? The Russian monopoly was broken, for this year at least, and although the bulk of the medals still went to the east European countries, there are glimmers of hope for western nations who adopt similar schemes to that of the Canadians. They went home with a well deserved Silver Medal and acceptable results in six other finals thus ensuring continued support for their Racing Team in the fore-seeable future.

The emergence of Farrell/Hunter as a World Class crew is encouraging for Britain, and Harding/Mason are not too far behind. Hopefully, Ferguson, who has elected to stay on in England for a year, will be able to develop to his full potential, especially if he opts to paddle for Great Britain and thus qualify for the benefits that joining the Olympic Training Squad can bring. On balance then, an acceptable Championships for

Britain with some crews performing below par and others excelling. No medals again, but the potential is there — a fact reinforced by the Junior Teams achievement in reaching four out of six finals at Vichy.

WORLD SPRINT CHAMPIONSHIPS

MENS KAYAK — K1 10,000m 1st Perri, Italy; 2nd Stepanenco, USSR; 3rd Fabian, Hungary; **K1 1000m** 1st Diba, Rumania 3.53.9; 2nd Helm, DDR 3.56.0; 3rd Perri, Italy 3.56.5; 4th Stepaneko, USSR 3.56.8; **K1 500m** 1st Diba, Rumania 1.46.62; 2nd Sledzeiwski, Poland 1.47.13; 3rd Sztanity, Hungary 1.48.41; 4th Perfinovich, USSR 1.48.63;

MENS KAYAK — K2 10,000m 1st Schjurskas/Korockov, USSR; 2nd Bako/Szavo, Hungary; **K2 1000m** 1st Bako/Szavo, Hungary 3.31.31; 2nd Olbricht/Mattern, DDR 3.32.81; 3rd Romanovski/Nagorny, USSR 3.34.52; 4th Lebas/Hanquier, France 3.35.34; **K2 500m** 1st Olbricht/Mattern, DDR 1.37.58; 2nd Vorobiev/Astapkovitch, USSR 1.37.72; 3rd Csapo/Svidro, Hungary 1.38.25; 4th Burny/Frys, Belgium 1.39.63;

MENS KAYAK — K4 1000m 1st Oborski/Welna / Koltan / Budzica, Poland 3.07.32; 2nd Shaparenko / Morozov / Nikolsky / Avdeev, USSR 3.08.94; 3rd Menendez / Sanchez / Lopez / Ramos, Spain 3.09.29; 4th Diba / Zafiv / Simion / Simionenko, Rumania 3.09.70; **K4 500m** 1st Oborski/Welna / Koltan / Budzica, Poland 1.26.68; 2nd Draguleshi / Borband / Zafiv / Simeonenco, Rumania 1.28.49; 3rd Menendez / Sanchez / Lopez / Ramos, Spain 1.29.46; 4th Sedov / Kononenko / Zaliupe / Belski, USSR 1.29.56.

MENS CANOE — C1 10,000m 1st Wichmann, Hungary; 2nd Yurchenko, USSR; **C1 1000m** 1st Patzaichin, Rumania 4.12.5; 2nd Antipov, USSR 4.14.0; 3rd Buday, Hungary 4.17.6; 4th Ilkov, Bulgaria 4.19.9; **C1 500m** 1st Varabiev, Rumania 1.57.70; 2nd Eicke, BRD 1.58.13; 3rd Soroko, USSR 1.58.28; 4th Hajdu, Hungary 1.59.08.

MENS CANOE — C2 10,000m 1st Petrenko / Lovanov, USSR; 2nd Varabiev / Cozlov, Rumania; **C2 1000m** 1st Yurchenko / Lovanov, USSR 3.46.68; 2nd Buday / Frey, Hungary 3.49.96; 3rd Opara / Grundwicz, Poland 3.51.19; 4th Markov / Hunteanu, Rumania 3.51.54; **C2 500m** 1st Foltan / Vaskuti, Hungary 1.45.16; 2nd Wood / Smith, Canada 1.45.56; 3rd Yurchenko / Lovanov, USSR 1.45.83; 4th Simionov / Sinionov, Rumania 1.47.30.

WOMENS KAYAK — K1 500m 1st Ditmar, DDR 2.04.12; 2nd Cozma, Rumania 2.04.72; 3rd Korshunova, USSR 2.06.30; 4th Janakieva, Bulgaria 2.06.68; **K2 500m** 1st Rosiger / Fischer, DDR; **K4 500** 1st Mincheva / Bojanova / Mincheva / Janakieva, Bulgaria 1.37.88; 2nd Rosiger / Fischer / Dittmar / Pochert, DDR 1.37.92; 3rd Lapteva / Chikareva / Korshunova / Doroh, USSR 1.38.09; 4th Orlov / Nichtov / Ivanov / Mihala, Rumania 1.38.95.

WORLD CHAMPIONSHIP RESULTS

WILD WATER RACING

Mens K1 — 1st Peinhaupt, Austria 24.51.34; 2nd Magdinier, France 25.08.56; 3rd Kast, Federal Republic of Germany (BDR) 25.12.58; 4th Pfeiffer, BDR 25.13.23; 5th Schlecht, Austria 25.16.03; 6th Haas, Austria 25.28.31; 7th Burny, Belgium 25.29.06; 8th Baerlocher, Switzerland 25.37.12; 9th

Estanguet, France 25.41.45; 10th Broennimann, Switzerland 25.42.14. (Great Britain — Campbell 11th; Swallow 14th; Hibble 17th) 59 starters.

Mens C1 — 1st Libuda, BRD 28.19.90; 2nd Zok, France 28.19.92; 3rd Blazicek, Czechoslovakia 28.33.78; 4th Perli, Italy 28.33.95; 5th Cass, United States 28.34.66;

6th Cervenka, Czechoslovakia 28.41.94; 7th Hedges, Great Britain 28.54.17; 8th Verger, France 28.57.49; 9th Morrison, United States 29.06.29; 10th Gaba, Czechoslovakia 29.07.54. (Great Britain — Hedges 7th; Goldsmith 19th; Goodwin 27th) 32 starters.

Mens C2 — 1st Ploch/Schindler, BRD 26.23.31; 2nd Kuenzli/Probst, Switzerland

Results Cont.

26.40.51: 3rd Steindl/ Mullneritsch, Austria
26.49.17: 4th Hayne/Jaquet, France
26.49.81: 5th Seruga/Fraczek, Poland
26.52.94: 6th Berngruber/Gefeller, BRD
26.53.80: 7th Benhak/Benhak, Czechoslovakia
27.01.02: 8th Wyss/Wyss, Switzerland
27.03.46: 9th Percz/Molka, Poland
27.03.60: 10th Durand/Silotto, France
27.05.94: (Great Britain — Cooper/Parr 25th) 27 starters.

Mixed C2 — 1st Mollard/Mollard, 14.57.03:
2nd Rose/Rose, BRD 15.07.16: 3rd Billet/Billet, France 15.14.88: 4th Martini/Franck, France 15.21.41: 5th Schuetz/Piaskowski, BRD 15.29.36. (Great Britain — no entry) 15 starters.

Womens K1 — 1st Grothaus, BRD 14.18.82: 2nd Kaeser, Switzerland 14.28.57: 3rd Beriguauud, France, 14.45.61: 4th Goedecke, BRD 14.46.81: 5th Prijon, BRD 14.49.26: 6th Weiss, Switzerland 14.51.65: 7th Klein, United States 14.52.23: 8th Roupioz, France 14.54.39: 9th Fisher, United States 14.54.98: 10th Peacock, Great Britain 14.57.54. (Great Britain — Peacock 10th: Plant 26th: Wain 28th) 29 starters.

TEAM EVENTS

Mens K1 — 1st Peinhaupt/Schlecht/ Haas, Austria 25.04.43: 2nd Kast/Pfeiffer/Gunzenberger, BRD 25.16.79: 3rd Magdiner/Estanguet/ Benezit, France 25.25.79. (Great Britain — Swallow/Campell/Hibble 4th) 15 starters.

Mens C1 — 1st Zok/Verger/Bonnet, France 27.55.97: 2nd Blazicek/ Cervenka/Gaba, Czechoslovakia 28.08.17: 3rd Libuda/Schuhmacher/ Fiedler, BRD 28.10.50. (Great Britain — Goldsmith/Horrod/Hedges 7th) 8 starters.

Mens C2 — 1st Pioch/Berngruber/ Roock, BRD 26.24.64: 2nd Kuenzli/ Wyss/Hirsch, Switzerland 26.36.89: 3rd Hearn/Lugbill/Burton, United States 26.48.23. (Great Britain — no entry) 5 starters.

Womens K1 — 1st Grothaus/ Goedecke/Prijon, BRD 14.42.35: 2nd Kaeser/Kucera/Weiss, Switzerland 15.00.11: 3rd Beriguauud/Roupioz/ Roche, France 15.00.27 (Great Britain — Peacock/Plant/Wain 5th) 7 starters.

CANOE SLALOM EVENTS

Mens K1 — 1st Kerr, Great Britain 220.80: 2nd Foerstl, BRD 231.66: 3rd Sattler, Austria 232.03: 4th Stanuch, Poland 235.50: 5th Kauzar, Yugoslavia 236.64: 6th Poberaj, Yugoslavia 239.01: 7th Peters, BRD 241.25: 8th Gawlikowski, Poland 241.66: 9th Mechura, Czechoslovakia 242.50: 10th Wain, Great Britain 243.61. (Great Britain — Kerr 1st: Wain 10th: Fox 27th) 71 starters.

Mens C1 — 1st Sodomka, Czechoslovakia 306.26: 2nd Massaiski, German Democratic Republic (DDR) 308.81: 3rd Tresnak, Czechoslovakia 312.89: 4th Robinson, United States 317.22: 5th Libuda, BRD 323.99: 6th Lugbill, United States 325.42: 7th Ford, United States 331.53: 8th Eibenm, DDR 346.53: 9th Maslanka, Poland 355.43: 10th Madore, France 356.05. (Great Britain — Keane 12th: Hedges 27th) 36 starters.

Mens C2 — 1st Hofmann/Kalbitz, DDR 281.66: 2nd Nedved/Schwarz, Czechoslovakia 319.16: 3rd Kretschmer/Berek, DDR 320.40: 4th Garvis/Garvis, United States 323.80: 5th Schulze/Konopka, DDR 327.54: 6th Wyss/Wyss, Switzerland 342.85: 7th Seruga/ Fraczek, Poland 344.96: 8th Gutschick/Hefti, United States 349.23: 9th Lamy/Platt, France 351.99: 10th Henze/Fischer, DDR 357.00. (Great Britain

— no entry) 26 starters.

Mixed C2 — 1st Lyda/Gilmann, United States 483.40: 2nd Aponte/Kennedy, United States 570.51: 3rd Dry/Purdy, Australia 577.39: 4th Koechlin/ Koechlin, France 686.21: 5th Hastil/ Hallaran, United States 687.29. (Great Britain — no entry) 10 starters.

Womens K1 — 1st DDR 304.54: 2nd Krol, DDR 305.44: 3rd Harrison, United States 311.47: 4th Deppe, BRD 339.94: 5th Kaeser, Switzerland 345.88: 6th Campbell, United States 348.60: 7th Feydt, DDR 352.58: 8th Erbers, BRD 357.11: 9th Costa, Switzerland 371.71: 10th Hearn, United States 391.61. (Great Britain — Harling 35th) 37 starters.

TEAM EVENTS

Mens K1 — 1st Frossard/Prigent/ Renault, France 280.42: 2nd Sattler/ Fauster/Wolffhard, Austria 285.92: 3rd Popiela/ Gawronski/Stanuch, Poland 286.08. (Great Britain — Kerr/Wain/ Edge 5th) 19 starters.

Mens C1 — 1st Massalski/Eiben/ Koerner, DDR 353.15: 2nd Libuda/ Horn/Moos, BRD 454.33: 3rd Sodomka/Tresnak/Radil, Czechoslovakia 455.97. (Great Britain — no entry) 8 starters.

Mens C2 — 1st Nedved/Schwarz-Kmostak / Halfar-Benhak / Benhak, Czechoslovakia 371.53: 2nd Wyss / Wyss-Hirsch / Walter-Karel / Krejca, Switzerland 447.96: 3rd Kudlik / Jez-Seruga / Fraczek-Rychta / Lesniak, Poland 602.48. (Great Britain — no entry) 7 starters.

Womens K1 — 1st Kaeser/ Costa/Weiss, Switzerland 415.16: 2nd Bahmann/Krol/Feydt, DDR 500.10: 3rd Harrison/Campbell/Hearn, United States 516.13. (Great Britain — no entry) 8 starters

CHARLOTTE MASON COLLEGE OF EDUCATION
AMBLESIDE CUMBRIA

A ONE YEAR COURSE

leading to the
**ADVANCED CERTIFICATE
IN OUTDOOR EDUCATION**

of the University of Lancaster
beginning September, 1978

This course is designed for qualified teachers with several years' experience and personal skills in one or more outdoor pursuits. It will investigate

**ADVENTURE AND CHALLENGE
FOR YOUNG PEOPLE
IN A FRAMEWORK OF SAFETY**

This course will include a study in depth of the physical, psychological and social needs of young people, the potentialities of different environments for adventure, the demands of leadership in outdoor activities, and the place of these activities in the curriculum

An integral part of the course will be the development of personal skills within a wide range of outdoor pursuits, and opportunity will be given to gain national qualifications in these skills.

Forms of application and full details of the course may be obtained from the Registrar, Charlotte Mason College of Education, Ambleside, Cumbria, LA22 9BB

CYMRU CANOES

GENERAL PURPOSE
SLALOM &
TOURING KAYAKS



**PANTHER Mk.I & II.
SHRIKE, OLYMPIA**

*plus the outstanding
EVEREST ELITE*

Also Lifejackets, spraydecks, A.C.I. paddles and helmets.



**CYMRU
CANOES**

ST. HILARY'S ROAD,
LLANDUDNO, LL30 1PU.
Tel: 0492 77067.

TRADE NEWS

AUSTRALIAN MANUFACTURERS ASSOCIATION

Downunder in Australia, a carbon copy of the British Canoe Manufacturers Association has been formed, influenced no doubt by the quality and design of craft supplied by BCMA members in the 'old country'. In fact, long before the idea of establishing a similar association, excellent quality boats had been produced by Cole in Western Australia, Paddlemaker Australia of Queensland, Ibis Canoe of New South Wales, The Canoe Factory of Victoria, and Bon Voyage Enterprises of South Australia.

Paddlemaker Australia won a 'Good Design Award' of the Australian Design Council, Cole competition kayaks are the only ones which stand up to the imported designs, and Bon Voyage Enterprises have recently introduced the Valley Canoe Products 'Nordkapp' and other designs under exclusive licence and built to BCMA standards using VCP safety accessories and parts.

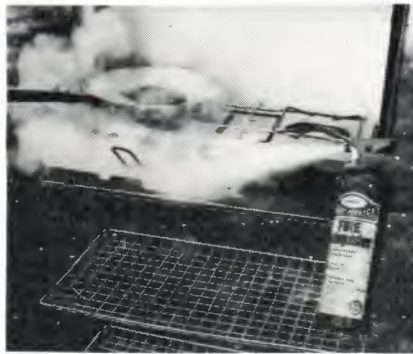
News item from

J.H. Lamb, Lockleys, Australia.

FIRE BELOW!

Fires in the kitchen, garage, workshop, car, caravan or boat can be dealt with rapidly with a new, one-hundred dry powder extinguisher, just introduced in Britain by motor accessory manufacturer Mill Accessory Group of Dunstable.

The 'Paddy Hopkirk' extinguisher, which carries the AA Seal of Approval, holds 1kg of powder — enough for about 10 to 16-seconds of operation. Although non-refillable and intended for use on one occasion only, it has the advantage of one-handed operation, with instant controlled discharge by a trigger, so that a widespread fire or one which rekindles itself (in smouldering upholstery, for example) can be tackled in a series of short bursts. The powder is suitable for Class A, B, C and E fires, which include rubber and plastics, petrol, oil, fat, gas and electrical equipment. Recommended price is £8.95 plus VAT, and the extinguisher is available through motor and accessory



shops, hardware stores and chandlers.

ALL LIT UP . . .

Edward Heath's yacht Morning Cloud is now fitted with retro-reflective life-saving equipment as an added protection for the crew. Reflective strips, fitted to the yacht's life rafts, buoys and crew lifejackets, greatly increase the chance of rescue in the event of accident.

The Scotchlite material reflects light directly back to the source, thus assisting the rescue services. Often searches have to be abandoned at night and the new material ensures that searchlight-equipped lifeboats have an improved chance of seeing the swimmers. Even in poor daylight conditions, particularly in bad weather, the reflective material works well and offers greatly increased protection.

Self-adhesive reflective patches are available from most ships chandlers and are sold in packs which include a primer. The material should be fixed to all outer clothing and equipment in a position where it is visible from front, back and above.

Many boating waterproofs are sold complete with reflective strips and patches, further contributing to the improvement in safety at sea. (The 3M Scotchlite material has previously been featured in our Trade Page (issue 8), but safety accessories such as this — ideally suited to the sea canoeist — cannot have too much editorial coverage).

K1 DEVELOPEMENT

The Shepperton Design Studios have recently introduced a new K1 sprint racing kayak onto the British market.

While the lines of the kayak are very similar to many other boats in its class,

the ICF Rules such as to restrict design, the construction is certainly a new innovation to the canoeing world. The outer skin of the kayak hull is still moulded from GRP, but sucked into it is a thermoplastic ribbed moulding which, when bonded together gives a sort of monocoque resulting in a far more rigid boat than the conventional single skin glassfibre kayak.

The decks at fore and aft are then capped onto the structure; these are also formed from the thermoplastic, in this case CAB (cabulite) which has been manufactured in a smokey transparent finish, adding significantly to the aesthetic appearance of the kayak. Not



only this, but you can see what your feet are doing if they have become so cold that you think you have lost them!

The footrest and 'T' bar assembly are again of a new design. Shoulders have been moulded into the ABS inner core as part of the shape of the structural moulding, and anodised aluminium notched extrusions are used to make adjustment of the footrest simple — at the turn of a couple of wind nuts. Again the transparent decks allow you to see exactly what you are doing.

The seats are moulded in ABS — as will be found in most K1 boats



"MY BIGGEST THRILL WAS A PEDALO, TILL I DISCOVERED STRAND GLASSFIBRE."

"Building one of our kayaks or surfboards is simple and inexpensive.

Simple because, we've Britain's widest range of glassfibre materials and tools plus all the advice you need.

And inexpensive because our prices are very low. That goes for our hired-out moulds, too. If you'd like to know more, phone or write for the address of your local Strand Glassfibre branch."



strand glassfibre

For making or mending almost anything.

Brentway Trading Estate, Brentford, Middlesex. Telephone: 01-568 7191

Capel Canoes Ltd

PAPOOSE TRAINERS

@ £40

Including buoyancy, failsafe footrests and carrying toggles. Accessories also available.

We also manufacture slaloms general purpose and double canoe plus 8ft stem dinghies

A price to suit every pocket

Capel Canoes Ltd.,
Five Oak Green, Nr. Tonbridge, Kent.
Tel: Paddock Wood 2128.



nowadays — but an added extra to the two dimples moulded in for comfort, the firm are offering an extra home comfort in the form of a moulded foam swab to keep your behind warm and stop any chaffing often experienced on long distance paddling. (Price £2.00)

Just as interesting as the new construction of the SDS K1 is the price — £105.00 plus VAT, ex-works. How's it done? The answer is in the construction

sold in the UK, Austria, Switzerland, Sweden, Norway, Canada and America last year, the acceptance by Nortons of a very small order has definitely paid off!

The bags (TABs) are made in Storeys' Storvic 352 HG sheeting. They have a neat push-pull valve for oral inflation and a quick release device for rapid deflation. These bags fill a kayak from the back of the cockpit to the stern, and



Cockpit area showing ribbed thermoplastic inner hull.

time. While the outer skin of the kayak must be laid up in the usual GRP way, the thermoplastic moulding of the inner core can be formed at an alarming rate — a cycle time of just 6-minutes . . .

Full details of the SDS K1 can be obtained from: *Shepperton Design Studios, 76 The Green, Twickenham, Middx. TW2 5AG.*

ALL BUOYED UP

Valley Canoe Products of Nottingham, designers of buoyancy bags (not to mention some excellent kayaks), are in close collaboration with a local welding company, Norton Plastics of Derbyshire, who supply VCP with their needs.

Frank Goodman of VCP, stated that Norton Plastics were the only welding firm in the locality who were prepared to take the first small order of 20-pairs of bags, to see how they would see. As VCP are currently supplying 100-pairs of bags a week, and over 5,000-pairs were

from in front of the footrest to the bow, and with over 200-lbs of positive buoyancy, single-handed deep water rescues are possible.

The buoyancy bags are fitted with eyelets so that they can be tied into position, and the standard bags have blocks of polystyrene foam sealed inside so that a kayak will stay afloat in the unlikely event of both bags becoming punctured. Full details and prices of TABs are available from: *Valley Canoe Products, Private Road 4, Colwick, Nottingham.*

PYRANHA WORLD WIDE

Pyranha Mouldings Ltd., of Warrington have now gone into production of their two designs for canoe slalom that were used by members of five International Teams at the recent World Championships — of which the Elite Equipe was used to win the Blue Riband Event.

The two kayaks — the Elite Equipe and Elite 66SS — have at last broken the design strangle-hold for so long held by the Germans and Pyranha now have a world wide demand for their kayaks. The Pyranha range is now available through agents in the USA, Australia, Belgium, Holland and Germany, as well as being available direct from Pyranha UK to any part of the world.

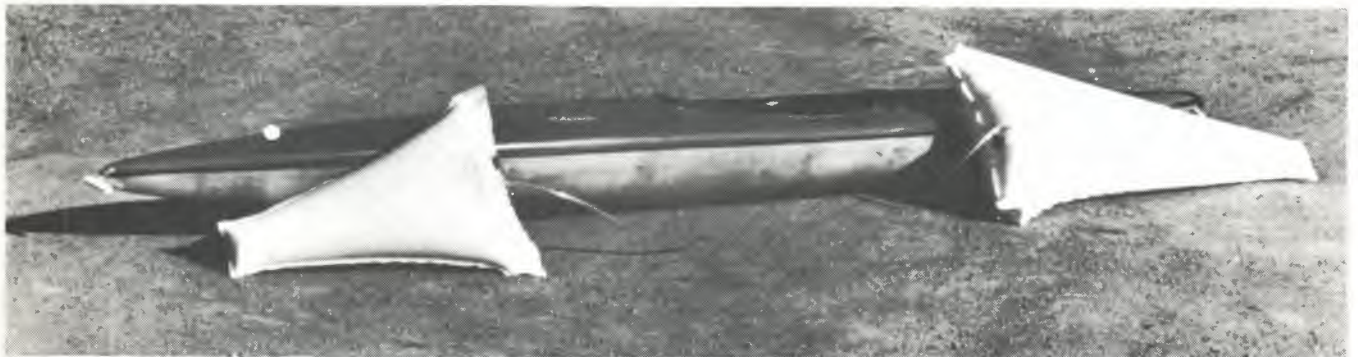
The Elite Equipe is a very low-volume competition slalom kayak that should only be contemplated by those that want the ultimate in slalom performance. The 66SS shares the same advanced hull design but has a more buoyant deck, making it suitable for big water and for the less experienced. Both the Elite Equipe and 66SS now have an improved specification from previous models with increased strengthening of bow and stern, and with the addition of back straps in all competition models. The decks have also been re-styled with the use of multi-colour deck flashes that bring out the natural styling lines. Both models will be available on demonstration at most of the late slaloms in Britain. Full details of the Elite competition range and other Pyranha kayaks and canoes can be obtained from: *Pyranha Mouldings Ltd., Osnath Works, Lythoes Lane, Warrington, WA2 7XE, Great Britain.*

'CANOESPORT' RACING

Martin Boshier is a pretty well-known character throughout the Sprint Racing, Marathon, and Wild Water circles both here in Britain and on the Continent of Europe. Now becoming just as well-known are his *'Canoesport'* products — top competition GRP sprint racing K1s and GRP moulded racing paddles. The former are built for him exclusively by Baron Canoes Ltd of Fordingbridge and carry the superb quality and craftsmanship that Bob Burnell has established with the Baron range of rough water kayaks.

The Canoesport Racing Paddles are currently used by members of the British Sprint Racing, Marathon, Slalom and Wild Water Teams. The blades are produced from a special GRP/foam sandwich and available on a GRP shaft or *'aircraft alloy'* shafts. Blade designs include the conventional asymmetric shape with moulded back spine and the famous *'Struer Racing'* shape.

Full details of Canoesport products can be obtained from: *Canoesport (Martin Boshier), 21 Tring Court, Waldegrave Park, Twickenham, Middx.*



New kayak from Shepperton Design Studios.

CANOESPORT RACING PADDLES

have in one year—

Been used in the Sprint, Wild Water, and Marathon National Championships to obtain 11 Senior Titles.

Become the most used paddle by the British Sprint, Wild Water, and Marathon Racing Teams.

Been used by 4 nations at the World Sprint Championships and 3 nations at the World Wild Water Championships.

THE REASON!

Due to advanced manufacturing techniques the paddles are up to 20% lighter and stronger than conventional wooden racing paddles.



THE SAMSON RANGE

SAMSON TYPE 1/1A: The famous 'Struer Racing' shape with moulded in back spine. Glass blades with the CanoeSport foam sandwich. Shaft — alloy or glass with a choice of stiffness together with handgrip.

THE STANDARD RANGE

STANDARD TYPE 1/1A: The conventional asymmetric racing blade with a 'moulded in' back spine. Blades made wholly of glass with the CanoeSport foam sandwich. Shafts — glass with a choice of stiffness with handgrip, or 'aircraft alloy' that gives greater stiffness.

PRICE £27.00 inc. VAT.

All models: average wt. 850/950 grammes.

CANOESPORT RACING K1s

(The glass sandwich K1 that was used in the finals of the World Sprint Racing Championships, Sofia 1977).



RAPIER K1 —

for the lighter paddler

Winning kayak of British Senior 500m Sprint Championships.

JAVELIN K1 —

for the heavier paddler

Introduced in May 1977 and finished 5th at the World Sprint Racing Championships, Sofia 1977.



CANOESPORT

(Martin Boshier)

21 Tring Court, Waldegrave Park, Twickenham,
Middlesex TW1 4TH. Tel: 01-891 1110



CANOESPORT STICKERS

A range of canoesport motif car stickers designed and screened by Mike Clark. Printed in various colours on vinyl (to go on inside of car window). Also short-run screening of club designs (min 200). Send details of design required for quote.

Please send me stickers as marked below:

- 'GO CANOE' on oblong 30p
- 'GO CANOE' in circle 30p
- 'SURFER' on oblong 35p
- 'TRYWERYN' in circle 30p
- 'C1 PADDLER' in circle 30p
- 'C2 PADDLERS' in circle 30p
- 'JUBILEE REGATTA' 35p
- 'WORLD CANOE 1981' 40p

Letter strips:

- 'I'd rather be CANOEING' 30p
- 'I'd rather be KAYAKING' 30p
- 'I'd rather be SURFING' 30p
- 'I'd rather be SKATEBOARDING' 30p
- 'I'd rather be WINDSURFING' 30p
- 'I'd rather SURF A KAYAK' 30p

NAME

ADDRESS

I enclose Cheque/Postal Order/International Money Order
of made payable to 'Canoeing Press'.

CANOEING PRESS

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



The *elite* SLALOM TEAM

Not just one design but a range of slalom kayaks and canoes already proving to be Britain's most successful range in 1977. Already winning the Northern Ireland Championships, the Crystal Palace Master Class Invitation event, Britain's first major slaloms of 1977, British Universities and British Schools Championships – ELITE – BRITISH WINNING SLALOM KAYAKS AND CANOES and of course – EVEREST 80 conqueror of the worlds highest river.

For further details send S.A.E. to:



pyranha

Pyranha Mouldings Ltd/Designers and Manufacturers of Canoes & Kayaks
Osnath Works, Lythgoes Lane, Warrington WA2 7XE / Tel; Warrington 31484

New Ace Challenger

Slalom/Competition Paddle

Announcing yet another new paddle from A.C. Canoe Products (Chester) Limited. The 'Challenger' has been designed and constructed for the serious white water and surf canoeist. All paddles are made from well proven foamed, coupled glass reinforced polypropylene which is hard-wearing resilient, unsinkable and maintenance free. Paddles may be purchased as kits or ready assembled (206-214 cm. l.o.a.) Red blades, Blue tubes, special lengths on request.

Also manufacturers of Canoe & Water-Skiing crash helmets. Available from leading canoe manufacturers and dealers or direct from:-

**A.C. CANOE PRODUCTS
(CHESTER) LTD.**

P.O. Box 62, Chester, England. Tel: (0244) 311711/2

JOSEPH BANKS LTD

749 KNUTSFORD RD LATCHFORD VILLAGE

CANOEING ACCESSORIES

Plastic Toggles	0.15	PADDLES	
Drip Rings (pair)	0.20	Kit, Flat Wood Blds.	5.99
F'safe Foot Bracket	0.40	Kit, Curved Blades	6.65
Paddle Joint Ferrule	1.15	4' PVC Shaft	1.60
Survival Bag	0.80	ABS Paddles	7.40
Safepacks	1-20 & 2.00	Jointed ABS Paddle	8.35
First Aid Kit	2.30	F'glass Bld. Wood Shel	16.25
2" Grey W'proof Tape	0.75	Gees Triton	26.25
2 Part Foam B'cy	3.99	Gees Champion	25.60
Nylon Spraydecks	4.95-5.99	Gees Leda	14.50
Neoprene S'decks	11.99		
Ace Helmets (2nds)	3.30	BUOYANCY AIDS	
Ace Helmets	4.20	Harishok Shortie	11.50
Henderson Deck Pump	12.75	Gold Label Small	11.50
H'son 7" Hatch	10.13	Gold Label M & L	12.75
Lifeline Kit	2.85	Pullover Style	11.50
Loadcarrier Rack	19.50	Otter Lifejacket	16.20
Tabs	5.99 & 6.49	L'Jacket Sea-Cover	4.35

SAE with enquiries please — Prices subject to change — Please include enough for carriage.

Tel: WARRINGTON 31569 or LYMM 3796



NORDKAPP

THE WORLD'S FINEST SEA-KAYAK

Selected as **THE** expedition canoe by:-

- British Sea Kayak Exploration of North West Spitsbergen
- North Wales Kayak Expedition to North West Greenland
- Mainz to Watford (Kayak Konnexion)
- John o'Groats — Lands End (Long River Canoeist Club)
- British Kayak Expedition — Cape Horn
- Agents in most European Countries
- Built under licence in Australia & New Zealand
- Direct from the designers & manufacturers in this country

who are:-

VALLEY CANOE PRODUCTS LTD.
PRIVATE ROAD 4, COLWICK ESTATE,
NOTTINGHAM. TEL: 0602 248371





**CAN YOU AFFORD
NOT TO JOIN
THE SNIPE SET?**

BUILD OR BUY THE
MOST POPULAR
COMPETITIVE LOWLINE
SLALOM KAYAK EVER
PRODUCED FOR THE
HOME BUILDER
MATERIAL £30

SIX OTHER DESIGNS FOR ALMOST
EVERY ASPECT OF CANOE SPORT
AVAILABLE. SEND FOR DETAILS

TRYLON



TRYLON LIMITED, WOLLASTON
Northants NN9 7QJ. Tel: (093 363) 275
QUOTE REF. CM2

**WET
SUITS**

STOCK SIZES OR MADE-TO-MEASURE

Men's and women's suits or Long Johns
tailored to your measurements. Internal
sewn seams ensure no water percolation.
Fast service.

Made exclusively from **SorboSkin**
Mark your measurements below and post today.

Sex . . . Age . . . Height . . . Chest . . .
Waist . . . Hips . . . Bicep . . . Forearm . . . Wrist . . .
Outside leg . . . Inside leg . . . Thigh . . . Knee . . .
Calf . . . Ankle . . . Shoulder to neck . . .
Shoulder to wrist . . . Base of neck to waist . . .

Name
Address



We also supply wet suit kits at competitive prices.
Send S.A.E. for catalogue & price list.

SEASPORTS

119 Seamer Rd Scarborough
North Yorkshire YO12 4EY
Telephone 0723 67564

HARISHOK



Kayak Buoyancy Vest

The formula for
comfort and security
chosen by the
WORLD'S TOP
SLALOM CANOE-
ISTS. Available
nationally from
Team Harishok
Dealers.

New Extra-Strong
Plastic Zips . . .
Superior Fabric
resists sunlight
bleaching . . .

Harishok Limited

Unit Three
Clarendon Trading Estate
Clarendon Road
Hyde - Cheshire - SK14 2LJ
Telephone: 061 368 9216

CANOEING CLASSIFIED

CLASSIFIED ADVERTISEMENTS: Trade Adverts @ 4p per word (Minimum 50p)
Non trade Adverts are published free of charge

CANOEES & KAYAKS

FOR SALE — MATCH 2 down river racer with Diolen hull. In good condition. £65.00 o.n.o. Tel: 021-449 0397.

FOR SALE — DART Class 3 racer, very good condition, built by The Canoe Centre, Twickenham. Spraydeck included, £60.00 o.n.o. Apply: S. Neave, 27 Newland Avenue, Worlingham, Beccles, Suffolk.

FOR SALE — TRYLON TIGER, good condition, with paddle, spraydeck, and lifejacket. £30.00 Tel: Moneton (027783) 286.

FOR SALE — K2 glassfibre hull/ply deck. Collect: R. Miller, Bodenham Manor School, Hereford. Tel: Bodenham 231.

FOR SALE — SPECTRE K1 W/W boat, good condition, £60.00 o.n.o. Apply: S. Metcalfe, Tel: Chippenham 4608.

FOR SALE — STRUER LANCER K1, excellent condition. £170.00 to include seat and cover. Tel: North Trowbridge 782024 any evening.

FOR SALE — STRUER POINTER K1. This boat has been stored for the last four years and hence is in first class order. £65.00 to include seat. Tel: North Trowbridge 782024 any evening.

FOR SALE — OLYMP C2, red and white in excellent condition and hardly used. Complete with two spraydecks and JH paddles. £100.00 o.n.o. Tel: 021-550 8847 (Birmingham).

ONE PAIR red, slalom canoes for sale. Used one week only. Not our sport. Complete with paddles, foot rests, etc. £80 the pair — no offers. Fairseat (Kent) 823360.

GAYBO OLYMP V slalom kayak £75, Acer slalom kayak £55, both excellent condition, with spray-decks and paddles. Worthing 67874.

FOR SALE — two brand-new kayaks made by ex-professional. SNIPE lowline slalom kayak in diolen, £65.00 with footrest and buoyancy. TIGER touring, £60.00 fitted with buoyancy, decklines and footrest flanges. Both reinforced for hard use. Apply: Martin Sheen, 2 Moorlands, Frogmore, St. Albans, Herts.

PADDLES

PADDLES — Quality timber. Slalom, Racing, and Kits. Brochures and correspondence only: Mark Gees, 61 Thames Eyot, Cross Deep, Twickenham, Middx. TW1 4Q1. Tel: 01-892 3635.

WANT-ADS

WANTED — SLALOM KAYAK, must be light weight — 23 lbs. Apply: S. Metcalfe, Tel: Chippenham 4608.

WANTED — SPRINT C1 in fair condition, with paddle. Contact: Tudor Hughes, Tel: Chippenham 3034 — evenings after 8pm.

WANTED — HELMET, Longjohn, spraydeck, buoyancy aid, in reasonable condition. Apply: D. Mc Mahon, Caherlalla Ennis, Co. Clare, Eire. Tel: 065-21735 — after 7pm.

WANTED — POINTER 65 in veneer — for my old age, in any condition. Please phone or write stating price: Steve Kitson, 9 Lark Hill, Batley, West Yorks. Tel: Batley 478982.

HOLIDAYS

FOR SCHOOLS AND YOUTH organisations — our Adventure Centres offer an inexpensive introduction to canoeing. Choice of Centres in UK on River Wye and in Brecon Beacons National Park, and in France on the River Aredeche. Multi-activity holiday packages are also available. For a copy of our

1977 brochure, please write to: P.G.L. Adventure Ltd., (382) Station Street, Ross-on-Wye HR9 7AH. Tel: 0989 4211/5.

SPRAYDECKS

SPRAYDECKS made to measure in orange 5oz P.U. £6.50 inc. p. & p. Send paper pattern of cockpit marking seat. Cash with order. C. Collister 34 Pedesmere Park, Flexton, Manchester M31-1EP."

EXPEDITIONS

EXPEDITION with Scouting connections, to canoe in Peruvian Andes. Jan-Mar 1979. £250.00 approx. Members required. S.A.E. to: Jim McGibbon, c/o Lake Hotel, Keswick, Cumbria.

FILMS

OUR 'CANOE-CRAFT' instructional films are still available from our new address. Details free. Explorer Films, 3 Fairway, Merrow, Guildford, Surrey, GU1 2XG. Tel: 0483-35468.

CANOE POSTERS and slide-sets for sale. Canoe Films for sale and hire, including 'Colorado', 'Wild Water — an Introduction', 'Muota-World Championships'. Send foolscap S.A.E. for lists: Chrisfilm, Glasshouses Mill, Harrogate, N. Yorks. HG3 5QH. Tel: Harrogate 711310.

EQUIPMENT

SPECIAL DISCOUNTS for B.C.U. Members on canoe paddles, lifejackets, waterproofs, and full range of all popular brands of lightweight camping equipment suitable for the canoe camper. 7-day approval terms on most items. Special department for Clubs, Educational and Export Orders. Large mail order department. Send for free Catalogue and Price List to: Field & Trek (Equipment) Ltd., 23/25 King's Road, Brentwood, Essex CM14 4ER. Tel: Brentwood 221259/219418 (code 0277).

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

HOWARTH SPORTS

27 Limefield Rd, Smithills,
Bolton, Lancs Tel: Bolton 43777

SPECIALIST CLOTHING FOR
CANOEING & OUTDOORS.
CAGS, ANORAKS, HOLDALLS &
SPRAYDECKS — Standard & Specials

AGENTS FOR — LENDAL PADDLES, GAYBO,
PUMA AND PYRANHA MOULDINGS --



CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

- Please send me a specimen copy of 'Canoeing' magazine @ 40p.
- Please send me 'Canoeing' magazine for the next twelve issues commencing with the issue @ £4.80. Overseas rate @ £5.00 per twelve issues. (US \$10.00)
- New subscription Renewal subscription

I enclose Postal Order/Cheque/Money Order/National Currency, to the value of and made payable to 'Ocean Publications Ltd.'

If you have difficulty in obtaining a regular supply of CANOEING make sure of your copy by taking out a SUBSCRIPTION

NAME

ADDRESS

.....

..... Please remember Postal or Zip Code

To the Circulation Department.

ocean publications

34 Buckingham Palace Road. London SW1W ORE.



John Sea SURVIVAL PAKS
Basic equipment, vital for all sea trips

SURVIVAL PAK
REPAIR PAK
FIRSTAID PAK


Individually packed in the well known blue B.D.H. containers

information from **John Sea** (S.A.E please)
8, Heather Crescent, Breaston Derby, DE73AR
tel: Draycott (03317) 3119

CANOEING HOLIDAY COURSES

Five day touring holidays for beginners in Canadian and Slalom craft over 60 miles of the River Spey. Great Glen Expeditions from Fort William to Inverness. Also sailing on Loch Insh and Coastal Cruising from Ullapool.

Brochure:
Sailing School, Loch Insh, Kinncraig, Inverness-shire.
(Telephone: 054 04 272)



B.C.U. Insurances

COMPREHENSIVE CANOE INSURANCE
SEND S.A.E. FOR PROPOSAL FORM

JOAN BAKER,
62 Rupert Rd, Sheffield S7 1 RP (585997)

TOW A TRAILER WITH

DIY SAVE UP TO 50%

BOOK OF PLANS 60p

FREE COLOUR BROCHURE FROM

MECHANICAL SERVICES, BELMONT RD. BOLTON. Tel. 0204 58434

24 HR PHONE



for your canoeing course

loch eil centre

ACHDALIEU
FORT WILLIAM
INVERNESS-SHIRE
SCOTLAND

EDEN VALLEY

Prospect Hill Hotel
Kirkoswald

Ideal for your canoeing trips in the North
Special Block Booking Terms
Tel. Lazonby 500 (std 076883)

SEDA canoeing

THE AMERICAN COMPANY FOR ALL AMERICAN ROUGH WATER CANOE-KAYAK ENTHUSIASTS

TOP COMPETITION CANOES & KAYAKS FOR SLALOM, DOWN RIVER, & TOURING: PADDLES, LIFE VESTS, CRASH HATS, & ALL ACCESSORIES.

U.S.A. & CANADIAN ENQUIRIES ONLY:-

SEDA PRODUCTS 'everything for canoeing'
P.O. BOX 997, CHULA VISTA, CALIFORNIA 92010, U.S.A.

Always mention

CANOEING

when answering Advertisements



ARROWCRAFT MARINE LTD.

Enclose this advert with your order to get £7.50 off the retail price of any of our canoes ordered before Xmas.
S.A.E. (9x6) for price list & brochure.

Reg. No: 1301836
Reg. Office:
19, Lingfield Close,
Great Wyrley,
Walsall,
Staffs.
Phone: WALSALL 415045.

HARTUNG	DOUBLET	K1 ESPADA	SALZA
PYTHON	WOMBAT	C1	SURF-YAK
JUNIOR	STIP-YAK	C2	CADET

Water Vat

AS SEEN AT THE
INTERNATIONAL CANOE EXHIBITION

MAKERS OF HIGH QUALITY GLASSFIBRE
CANOES, WITH A FINISH SECOND TO NONE

AT PRICES YOU CAN AFFORD
example 14'6" SINGLE TOURER ONLY

£59.00

all models kept in stock at the following places

EPSOM, SURREY; WICKFORD, ESSEX;
HARTFORD, HUNTS; HERNE BAY, KENT;

WORKS & OFFICE
MARKET WESTON
NR. DISS. NORFOLK

FOR ABOVE TEL. Nos.
TEL. BOTESDALE 651

all prices subject to 12% VAT

WET SUITS & KITS



Buy direct from the experts.
As leading wet suit suppliers in
the country, we do have
something to boast about.
Like better quality suits that
cost less. Better kits, easier to
assemble, they cost less too.
We have more sizes, more styles,
quicker delivery, a more efficient
and reliable mail order service.
Can we really be that much better?
We can and we are.

SEND FOR A BROCHURE AND
SEE FOR YOURSELF.

AQUAQUIPMENT

69 Hatfield Road, St. Albans, Herts Tel. St. Albans 50662

Please send me your brochure to:—

Name _____

Address _____

CM

BARON

FALCHION XL

Super Lowline Competition Slalom

MACHETTE K1

Competition River Racer

WILD WATER KAYAKS OF OUTSTANDING QUALITY

Send for full details to:

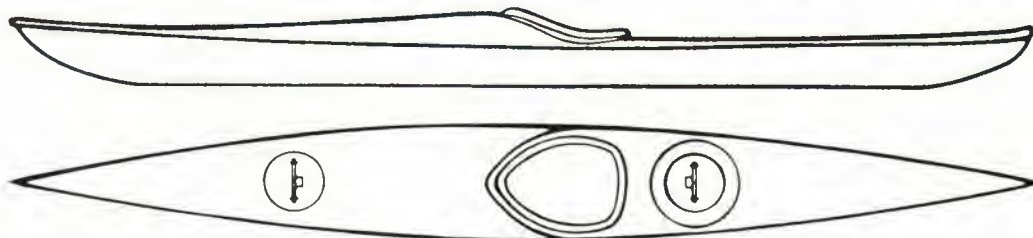
BARON CANOES LTD

9 Ashford Road, Fordingbridge, Hants.

Tel: Fordingbridge 54080

THE BAIDARKA

BRITAIN'S BEST SEA KAYAK



LENGTH 4.8 m (16'0½")
BEAM 0.53m (1'9")
WEIGHT 22kg (49lb)

PRICES:

BASIC £75.00
HATCH & BULKHEAD
FOR'D & AFT £15.00 each
SPRAY DECK £4.00
DECK LINES £4.00
EX-WORKS, EX-VAT

**CAPTAIN FRANK McNULTY
& SONS LIMITED**

VICTORIA ROAD, SOUTH SHIELDS,
Tel (STD 08943) 63196

100-MILES NON-STOP

By the all-Baidarka 1976 NORTH SEA EXPEDITION'S successful crossing from Felixstowe to Ostend – ONE OF THE LONGEST OPEN-SEA PASSAGES EVER RECORDED IN A MODERN KAYAK!

Read 'SEA CANOEING' by DEREK HUTCHINSON. The only authoritative work on the subject. £4.75 & 25p postage and packing.

POETRY IN MOTION BY

GAYBO

Meister 80
Meister Extreme
Sanna Extreme



**Five
national world
championship
teams can't
be wrong!**

FOR DETAILS WRITE TO:

Office: 4 Rose Hill, Brighton, BN2 3FA. tel: 684599

Factory: Units 2 & 3, Fontwell Marine, Nr. Arundel, Sussex.

Contractors and Suppliers to: H.M. Forces and Education Authorities

If your sport is SLALOM then we have the boats for you

elite 80ss

A highly manoeverable
lowline slalom kayak
suitable for even
the heavyist
paddler

**Fibreglass
Products**

T&H

FOUNDER MEMBER OF THE BRITISH CANOE MANUFACTURERS ASSOCIATION

Works:
OLD STANLEY COLLIERY,
STATION ROAD, WEST HALLAM,
ILKESTON, DERBY.
Telephone: Ilkeston 320155

for the
lighter paddler
an extremely fast
low volume slalom kayak

LIESER

Our range also includes an ultra modern Slalom C2
and the very latest Hahn Slalom C1

Send SAE (10 x 5) for free colour poster of our range.



Become a part of Nature with Tyne Touring and Streamlyte Slalom Canoes

Canoeing, like nature, can be tranquil or exciting. You can explore streams and lakes in a Tyne glass fibre touring canoe, challenge the wild water or surf in a Streamlyte slalom kayak.

Discover the great outdoors this summer and don't forget, we also have canoes which can be dismantled into a convenient rucksack.

Please send me a free colour brochure on Touring and Competition canoes

Name

Address

Write today for full colour brochure
Local stockists available on request



Tyne Canoes Limited

Dept. 1126 117, St. Margarets Rd.,
Twickenham, Middx. TW1 3HZ.
Tel. 01-892 4033.

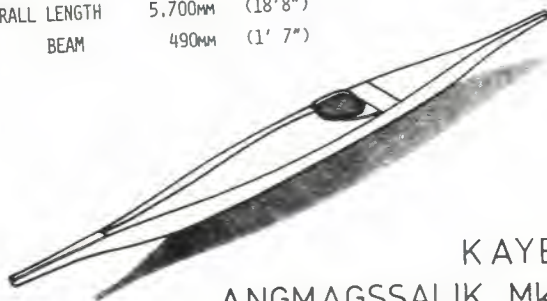
 Tyne Canoe Limited,
Dept. 1126 117 St. Margarets Rd.
Twickenham Middx TW1 3HZ
Tel. 01-892 4033

Granta

CUTS THE COST OF SEA
CANOEING WITH THE
INTRODUCTION OF THE

KAYEL ANGMAGSSALIK MK.2 CANOE KIT

OVERALL LENGTH 5,700mm (18'8")
BEAM 490mm (1'7")



KAYEL
ANGMAGSSALIK Mk.2

Another up-dated Kayel design from our
chief designer Mr. K.H. Littledyke.

Send for a free catalogue of our
extensive range of touring and
competition canoes and kayaks,
kit or built.

S.A.E. To:-

GRANTA BOATS LTD.,
23-29 Great Whyte,
Ramsey, Huntingdon,
Cambs. Tel: (0487) 813777/9



**FINEST DESIGNS
HIGHEST
STANDARDS**

**THE BRITISH
CANOE MANUFACTURERS ASSOCIATION**

- A.C. CANOE PRODUCTS LTD., PO Box 62 Chester.
Tel: 0244 25277.
- AVONCRAFT, Burrowfield, Welwyn Garden City, Herts.
Tel: 07073 30000.
- THE CANOE CENTRE (Twickenham) LTD., 18 Beauchamp
Road, Twickenham, Middx. Tel: 01 892 8979.
- CYMRU CANOES, St. Hilarys Road, Llandudno.
Tel: 0492 77067.
- GAYBO LTD., 4 Rose Hill, Brighton, Sussex.
Tel: 0273 684599.
- HARISHOK LTD., Unit 3, Clarendon Trading Estate,
Hyde, Cheshire. Tel: 061-368 9216.
- HOWARTH SPORTS LTD., 27 Limefield Road, Smithhills,
Bolton, Lancs. Tel: 0204 382500.
- JAYCEE GLASSFIBRE PRODUCTS, 69 Knights Hill, West
Norwood, London SE27. Tel: 01-670 1234.
- LENDAL PRODUCTS LTD., 18/20 Boyd Street, Prestwick,
Ayrshire. Tel: 0292 78558.
- P. & H. FIBREGLASS PRODUCTS, 76 Dale Road, Spondon,
Derby. Tel: Ilkeston 320155.
- TRYLON LTD., Thrift Street, Wollaston, Northants.
Tel: Wollaston 275.
- VALLEY CANOE PRODUCTS LTD., Private Road,
4 Colwick Est., Nottingham. Tel: 0602 249371.
- WILD WATER CENTRE, Glasshouses Mill, Harrogate,
N. Yorks. HG3 5QH. Tel: Pateley Bridge 624.

**Familiar names that offer you
the best in canoes**

Write or ring for full details

CANOE SHORTIE CAG



A 6KG BUOYANCY JACKET TO I.C.F. SPEC. WITH WATERPROOF SLEEVES AND NEOPRENE CUFFS — WHY BUY A CAG AND A SHORTIE, WHEN THE 'SHORTIE CAG' DOES BOTH — !

SEND STAMP FOR COLOUR LEAFLET



WILD WATER CENTRE

GLASSHOUSES MILL, PATELEY BRIDGE,
HARROGATE, YORKS. HG3 5QH. Tel: 0423-711624
A COMPANY IN THE CHRIS HAWKESWORTH GROUP

This year's leader



MAKKER BY STRUER

International K2

A must for every serious paddler

ALREADY PROVEN THE TOP K2 for 1977

Sandwich construction now available for all racing models: —
Inc Ranger — Lancer & Lazer.

We stock Lendal — Gees — Kober — Azzali — Ace paddles and Harishok Buoyancy and Clothing Equipment etc., and also can supply Surf and Skate Boards.

*The Makker above is just one of the 30 types of Kayak and Canoe produced by Kayaks Limited for The Canoe Centre (Twickenham) Limited.

THE **CANOE**
CENTRE (Twickenham) LTD

SHOWROOMS OFFICE
18 BEAUCHAMP RD. TWICKENHAM, MIDDX.
tel. 01-892 8979

FACTORY OFFICE
MARSH LANE, CREDITON, DEVON.
tel. 0363-2 3295

