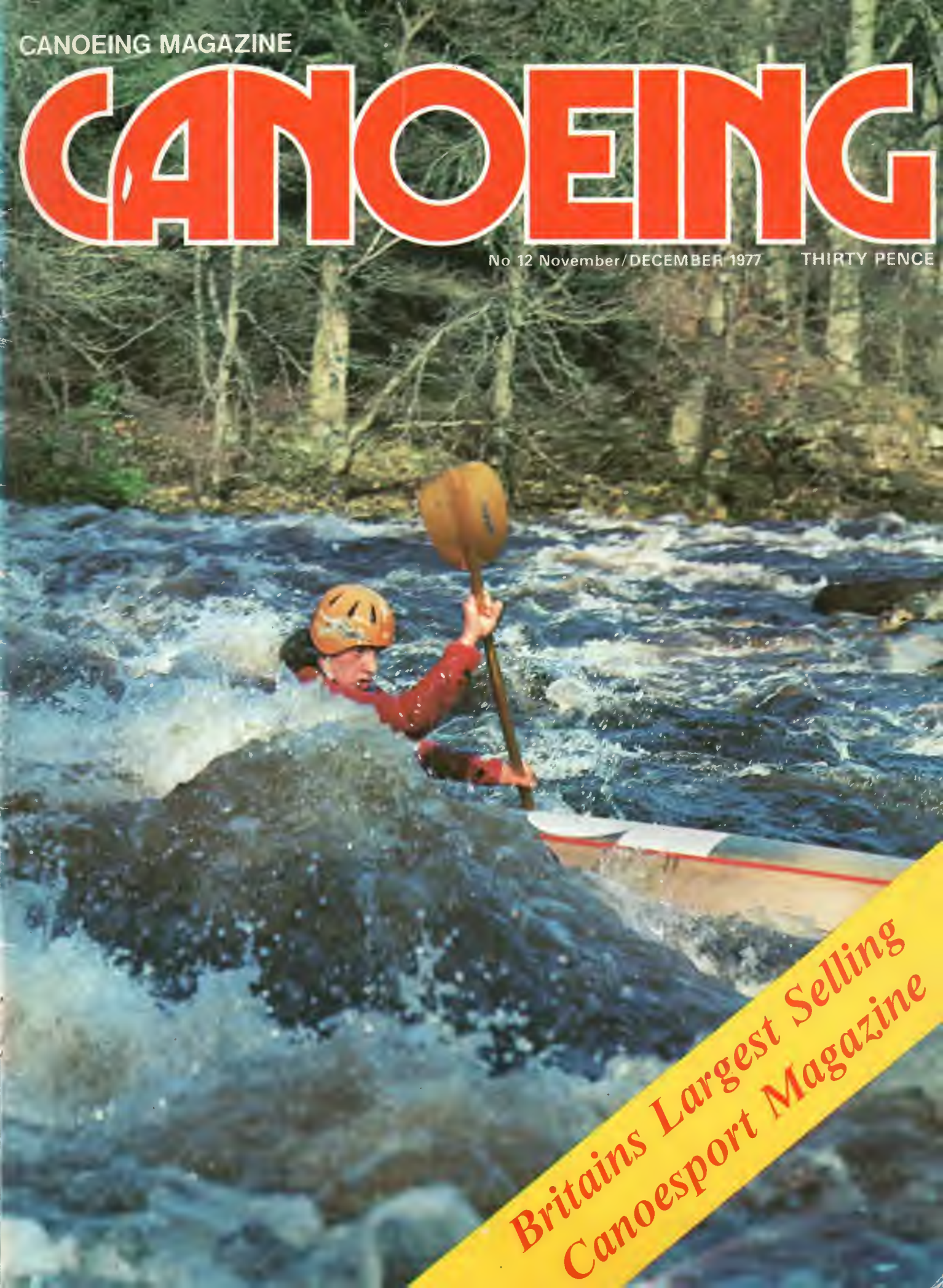


CANOEING MAGAZINE

# CANOEING

No 12 November/DECEMBER 1977

THIRTY PENCE



**Britains Largest Selling  
Canoesport Magazine**



# LENDAL

SCOTLAND

## WOOD SHAFTED PADDLES

'WHITEWATER' .....	£20.60
'SPRINTMASTER' (with contoured back) .....	£27.09
'RIVER RACER' (with contoured back) .....	£27.09

## GLASS SHAFTED PADDLES

'L/D MASTER' (with grip) .....	£17.17
'L/D MASTER' (without grip) .....	£15.15
'WHITEWATER' (with grip) .....	£19.21
'PACEMASTER' (with grip & contoured back) .....	£25.49
'PACEMASTER' (without grip & contoured back) .....	£23.66
'RIVER RACER' (with grip & contoured back) .....	£25.49
'RIVER RACER' (without grip & contoured back) .....	£23.66
'SEAMASTER' (with two grips) .....	£13.80
'SEAMASTER' (with one grip) .....	£12.96

The above prices include VAT plus carriage and packing U.K. maintained to all BCU and Club Members, otherwise carriage at cost.

## LENDAL PRODUCTS

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

## 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



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

## TRYLON

TRYLON LIMITED, WOLLASTON  
Northants NN9 7QJ.

Tel: Wellingborough (0933) 664275

QUOTE REF. CM



## THE SNIPE

### FIRST IN SURF

Winner of both the National & South West Surf Championships this year.

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



# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

## Comment

Mike Clark

DECEMBER — VOLUME 1 — NUMBER 12

EDITOR: Mike Clark

Editorial and Advertising Office:

The Chapel, 19 Main Street, Hemington, Derby DE7 2RB. Tel: 0332 810984.

### CONTENTS

Comment .....	3	Canoe Tour — Alpine .....	11
Notes and News .....	4	Canoe Tour — Allier .....	12
Expeditions .....	6	Tour de Gudena .....	15
Letters .....	7	Surf .....	20
Canoe North America .....	8	Photo Extra .....	23
ICF News .....	10	Trade News .....	25
On the Canals .....	10	Classified Adverts .....	30

### COVER

Yorkshire wild water.

Photo: Mike Clark

### BACK COVER

Sun break on the Ardeche.

Photo: Mike Clark.



Racing the break at Bude. Photo: Mike Clark.

CANOEING is published by Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. Tel: 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.

### A DROP OF THE HARD STUFF

Great news for British canoesport was the announcement in October that a leading whisky manufacturer is to sponsor the three major international canoeing events being held in Britain next season — these being: The Holme Pierrepont International Sprint Regatta to be held at the National Watersports Centre, Nottingham, over June 16th/18th; The International Wild Water Championships to be held on the Tryweryn at Bala in North Wales over June 1st/4th (this race being one of the Europa Cup Series), and the International Slalom Championships to be held on the top site of the Tryweryn over the same period. In addition there will also be some limited sponsorship for Marathon Racing.

### NOT SO GOOD . . .

Not so good news is the continuing lack of important information passed out from BCU Headquarters to this magazine — the only commercial canoesport magazine on the British market. It was by pure chance that your editor learnt of the press reception held in London to announce the sponsorship of major events for next season — maybe we are only supposed to pick up such news secondhand from the BCU House Magazine . . . Surely not a situation to be welcomed by the sponsoring company who are after maximum publicity.

Anthony Churchill, for our magazine's publishers, managed to contact the Director of the BCU who assured him that 'Canoeing Magazine' was on the BCU Press List and that ALL press releases, including the invitation to the press reception in question, were sent to our London address — yet no such releases or press invites have been received by Ocean Publications. Your editor had only one press release this year — dealing with the number of teams competing at the Holme Pierrepont International — and if this is the sum total of the season, the BCU is not exactly pouring out information. . .

I would state to every BCU member in Britain — for you ARE the BCU — that there is space in 'Canoeing Magazine' for at least a page of BCU Headquarters News, either as direct copy from Headquarters or as edited news from press release. Such space was offered to Headquarters with every one of the first five or six issues when 'Canoeing in Britain' and the old 'Canoeing Magazine' were combined and is still open for the future. Maybe some member should ask BCU Council at the coming AGM why such free space for publicity has not been taken up . . .



# NOTES

# & NEWS

## STRATEGY — WATER RECREATION

As a result of local government re-organisation in 1974, Regional Sports Councils adjusted their boundaries to conform to those of the new local authority councils. In the change, the Yorkshire and Humberside Region lost the southern part of Parts of Lindsey to the East Midlands, and gained North Yorkshire. This created the necessity for a revised and up-to-date document, 'Strategy for Water Recreation in North Yorkshire' which details sites of regional and sub-regional significance. The new publication completes the set of three, the earlier documents being published in 1971 and 1974.

Research and investigation has resulted in a comprehensive analysis of North Yorkshire resource suitability. And, in chart form, outlines existing inland sites of conditional and potential regional and sub-regional significance.

Conclusions and recommendations are also included in the report which can be obtained from: *The Secretary, Yorkshire and Humberside, Council for Sport and Recreation, Coronet House, Queen Street, Leeds LS1 4PW.*

## EXPEDITIONS — WILDERNESS UNLIMITED

Hey, do you fancy a trek amidst the mountainous splendour of the Himalayas, or maybe to search for the Bengal Tiger on elephant back; or maybe to sail to and explore tropical islands in the Pacific or to cross the burning Sahara on a camel; river-run the upper reaches of the Ganges or unique experiences amongst culture from Asia to Central America. Well, Mountain Travel (U.K.) Ltd., has been created to satisfy the increasing demand for such extra special tours and trips to unusual parts of the world.

The trips are led by highly skilled professionals whose very wealth of experience will not only ensure the safety and smooth running of the venture, but will also add an extra dimension to the appreciation of whatever confronts the traveller.

An excellent catalogue detailing all the various expeditions and trips available, can be obtained from: *Mountain Travel (UK) Ltd., c/o Twickenham Travel Ltd., 22 Church Street, Twickenham TW1 3NW.*

## SEX-CHANGE FOR DOUG?

Quote from 'Canoe Focus' — 'Sophia Doug Parnham missed a Gold World Championships Medal by a hair . . . ' I wonder whether that was in the womens or mens K1 . . . ?

## FUTURE EXHIBITION DATES

A number of watersport and outdoor pursuits exhibitions is due to be staged over the next few months and are of interest to the canoeist. The International Boat Show at the Earls Court in London will open its doors from January 5th to 15th. The Camping and Outdoor Leisure Exhibition will take place at Queens Hall Leeds from January 21st to 29th, and at Belle Vue Manchester from February 4th to 12th. The Boat and Leisure Life Show will be staged at the National Exhibitions Centre, Birmingham between February 18th to 26th. And the International Canoe Exhibition will take place at the Crystal Palace National Sports Centre over the weekend February 25th/26th. Dates to remember . . .

Plans are in hand to almost double the size of the Boat and Leisure Life Show which made its debut at the National Exhibition Centre at the beginning of this year. Both exhibitors and the organisers were delighted with the success of the first show which featured boats of every description, plus tent and camping gear.

'For the show in February we have greatly increased the amount of space available for canoeing,' said David Shaw, the exhibition manager. 'Now we have proved the effectiveness of a show for outdoor enthusiasts at the NEC we know we will attract a high standard of exhibits and visitors who will want to see and buy leisure products from all over the world.'

The International Canoe Exhibition — the top priority exhibition date for all canoeists is this year to have an 'exhibition theme', this being 'Canoe Camping and Canoe Expedition Work'. The exhibition is again expected to attract every major canoe/kayak manufacturer in Britain and an even greater success than the record breaker of this year.

## BCMA ANNUAL MEETING

The fourth Annual General Meeting of the British Canoe Manufacturers Association was held at Redbourne on Monday, October 10th.

The existing Officers were re-elected to serve for a further year and are: **Chairman** — Dick Goodman, c/o Valley Canoe Products Ltd., Private Road 4, Colwick, Nottingham (249371). **Secretary** — Bob Vardy, c/o Avoncraft Ltd., Burrowfield, Welwyn Garden City, Herts. (30000). **Treasurer** — Jane Goldsmith, c/o Gaybo Ltd., 4 Rose Hill, Brighton (684599).

The Chairman reported on a further successful year and was pleased that the present manufacturing members were

maintaining the Associations Standards for Construction and Safety. This gives any purchaser the possibility of immediate redress to the Association should any complaint arise that cannot be settled with the supplier.

The extremely high cost of complying with the new standards of the Health and Safety Executive under the Factories Act was not reflected in the prices of canoes/kayaks, due to increases in efficiency, but, prices had risen considerably during the year due to increases in the cost of raw materials. As all schools and club premises were now covered by the scope of the new Factories Act, it was thought that the sale of canoe/kayak moulds and building materials would be adversely affected in the future.

Every member of the Association would be exhibiting at the International Canoe Exhibition at Crystal Palace in February and the Association had once again donated a kayak as a prize for the slalom competition.

Report from Dick Goodman.

## CENTRE OF EXCELLENCE

The Centre of Sporting Excellence, Leeds, established in January of this year and the first of its kind in Britain, will shortly include Canoe Slalom and Wild Water in its curriculum.

The inaugural canoeing session took place on the River Wharfe at Appletreewick on October 26th. Taking part was World Champion Albert Kerr along with Julia Harling National Womens Slalom Champion, Nickie Wain National Mens Slalom Champion, plus a number of other top paddlers and five canoeing coaches.

Canoeing joins Badminton, Basketball, Gymnastics, Judo, Swimming, Table Tennis, and Volleyball in the scheme, which is designed to discover, encourage and develop top sporting talent. The Centre's principal aim is to provide training, coaching and competition activities of the highest possible level, for gifted young sports people, whether they are in full or part-time education or at work.

## WATER SAFETY REPORT

RoSPA welcomes the report of the Home Office Working Party on Water Safety which was published at the end of October. The Society, which represented on the working party, considers that the recommendations in the report should ensure that a searching look will be taken into water safety throughout the country, and hopes that the recommendation for a National Water Safety Council will be implemented as soon as possible.

Almost 600 people die every year in drowning accidents. More than 28% of the victims are children, threequarters of them aged between 5 and 14-years. Nearly 84% of those who die are male.

Water safety has been the Cinderella of accident prevention for too long, RoSPA hopes that this report will do something to redress the balance.





### IT COSTS TO BE AMATEUR!

The difficulties which beset an amateur sportsman were spelt out in 'The Centurian', house magazine of the Office Cleaning Services Group, by Martyn Hedges, Britain's C1 Champion and first ever sports scholar. His OCS Sports Scholarship enables him to spend an extra year at Bath University, with costs met by Office Cleaning Services Limited.

To stay at the top, Martyn estimated that it cost him £1000 in one year alone, over and above what he received from OCS. And he was one of the lucky ones — over two thirds of this was defrayed by other sponsors.

This coming year Martyn will be joined by the second OCS Sports Scholar — Malcolm Lewis, a golfer. 18-year old Malcolm is one of Britain's leading young golfers and at Bath he will be studying Business Studies.

### SCOTTISH REPORT

The fourth Annual Report of the Scottish Sports Council was published in October. In his foreword, the Chairman, Mr Peter Heatly, pointed out that all the Council's work and development was based on the amount of finance available, and that since its inception in 1972 the Council has been grossly inhibited from fully discharging its remit by the inadequate annual increases of funds. In actual 'real terms' the past and current years have shown a reduction of grant-in-aid. However, despite the economic climate, Mr Heatly noted that the Council was greatly encouraged by the determination of

local authorities to ensure that whilst physical recreation must take its share of local spending cuts, the service provided was retained in some measure.

Copies of the Report are available at £1.00 from: *The Scottish Sports Council, 1 St Colme Street, Edinburgh EH3 6AA.*

### CALLING ALL CLUBS . . .

During the course of a month, the editorial office of our magazine has to deal with a number of requests for details of canoe clubs local to enquiries. While your editor has the BCU list of affiliated canoe clubs, there are for certain a number of canoe clubs unattached to the Union — would secretaries of unaffiliated clubs please supply addresses of their headquarters and where membership enquiries should be addressed. Details to: *Canoeing Magazine (clubs), 19 Main Street, Hemington, Derby DE7 2RB.*

### THE CHANGELESS NORTH

It seems that the best way for trappers and hunters to travel in the Canadian North and Alaska is still by canoe. There is, however, always room for improvement in building and design, and an enterprising group of Indians are using their traditional craftsmanship to build a new type of freight canoe ideally suited to severe northern conditions.

The boat builders are members of the Tlingit Indian tribe of Teslin in the Yukon Territory, and the lumber their company — Teslin Tlingit Woodcrafts Ltd. — uses comes 900-miles by coastal freighter, railway and truck from

MacMillan Bloedel Limited of Vancouver, one of the worlds largest producers of forest products. Orders are for clear-grain western red cedar and clear-grain Douglas fir.

The Indians use the cedar for the canoe ribs and the fir for gunwales, and apart from the durability of the boats their popularity with the trappers, hunting guides, explorers and prospectors is their remarkable capacity. The 18-foot model of 280-lbs has a capacity of 1850-lbs; a 20-footer at 310-lbs has 3100-lbs capacity; and the 22-footer at 370-lbs has a payload of 5100-lbs — not quite designed for the slalom course!

The firm, which employs eight to twelve people, is under the majority interest of the Indians. The canoes, when covered with canvas and painted, are able to tackle the most rigorous tasks in the difficult northern lakes and rivers. Thus traditional skills and Indian craftsmanship is still alive in a world of GRP and Kelvar . . .

### WINTER AT GLENMORE

The booklet covering the Winter Courses at Glenmore Lodge in Scotland is now available. Glenmore Lodge is the Scottish Sports Council's National Outdoor Training Centre and is situated near Aviemore. Courses cover mountaineering, skiing, canoeing and sailing. First of the Winter Courses — Skiing, Snow and Ice Climbing, and Winter Hill Walking — start at the end of December. Brochure from: *The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA.*



# EXPEDITIONS

## Epic on the Orinoco

**Five British canoeists led by Mike Jones** have succeeded in their attempt to kayak the largest rapids in the world, the Maipure Rapids on the River Orinoco in South America.

Over 1000-miles upstream from the Atlantic the rapids, some 50-miles long and in places over 1-mile, have been a barrier to navigation between the upper and lower Orinoco for many years. With 20-foot high waves, giant whirlpools, and rocks the size of houses many people have drowned on the rapids and local natives know the falls as 'The Holy Rapids' — the place where no one ventures.

Mike is not new to this sort of thing of course, having canoed the Colorado River running through the Grand Canyon, survived being ambushed by bandits and chased by crocodiles on a 220-mile descent of the African Blue Nile, and last year earned himself a place in the Guinness Book of Records by descending the Dudh Kosi River from 17,000-foot on the slopes of Mount Everest in Nepal.

He assembled a team of very experienced canoeists. Two of the team — John Gosling, a 24-year old Birmingham Catering Manager, and Dave Manby, a Civil Engineer from Nottingham — had been with Jones on Everest the previous year. Included in the party were two newcomers, Peter Midwood, a 23-year old IM Marsh

Education student, and Ronnie Kennedy, a Mining Electrician from Edinburgh and at 21-years the youngest member of the team.

The party left Gatwick Airport flying with British Caledonian and carrying their kayaks as hand baggage in late August to fly to Caracas. From there they hoped to drive to the rapids. One and a half days out from Caracas and still 200-miles from the rapids, their expedition vehicle ground to a halt in 4-foot of flood water. Locals had told them the road ahead was impassable. They took their kayaks, carrying food, filming gear and for 3-days paddled over 200-miles of the Apure River to gain access to the Orinoco.

Problems of paddling in South America were immediately apparent. *'It was very hot, almost 100°F, we were constantly attacked by plagues of mosquito-like insects and on our second day we were attacked by crocodiles, Peter Midwood having the closest shave when one came up a few feet away from him and almost bit his paddle off!'*

For 8-days they travelled up the Orinoco on a variety of native boats, eventually arriving at the base of the rapids.

*'All the locals thought we were mad,'* recalled Midwood, *'Apart from the rapids and crocodiles the river is also full of pyrana fish which can strip the flesh*

*off a body in 30-seconds flat!'*

They spent two days paddling the lower falls then went to the top of the rapids. The first fall, known as 'Rapids of Death', attracted a large crowd of local boatman. *'They were amazed by the way we just flipped the kayaks back upright by Eskimo Rolling them when we were tipped over by the waves. They were the biggest and most dangerous rapids I have ever been on.'* said Mike Jones.

The group shot the 20-miles of rapids the first day, repairing their kayaks as they went. That night they slept on the river bank — snatching a few hours of sleep before leaving at dawn to tackle the longest stretch of rapids they were to meet, the biggest single rapid over 2-miles long. Route finding was extremely difficult and 200-yards before the end of the rapids John Gosling became trapped in a stopper — *'it was just like being in a washing machine,'* said Gosling — he was ripped out of the boat and swept off downstream. Fortunately Ronnie Kennedy was able to rescue him and a badly shaken Gosling was dragged to the bank. Later that day they completed the rapids to the amazement of the locals. Once again Mike Jones has done the impossible . . .

(The Expedition is to be featured in a future issue of the Sunday Telegraph Magazine.)

Tackling one of the falls on the Maipure Rapids on the Orinoco. Photo courtesy of BP Chemicals Ltd.





# letters

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

## WERDS AND FINGS . . .

Since my arrival in this superb country I've had to learn to use the vernacular, 'Canoeing' to describe the sport of kayaking. As England has a world patent on eccentricity, 'Canoeing' as a general term is thus acceptable.

As a sea paddler my great concern is that your magazine (which excels in all other things) uses 'Sea Canoeing' to head all information relating to the great grandfather of our sport, the sea kayak.

As an editor you deal with words and pictures, and cannot deny that 'kayak' is a classic word-picture which embraces all of the freedom and romance that surrounds the boat.

On behalf of all the sea paddlers I know, I appeal to you to rename this section in your magazine to 'Sea Kayaking'. Please don't emasculate our sports rightful name — sea kayaking.

*Yours sincerely,  
Earle Bloomfield,  
YMCA National Centre, Cumbria.*

**Certainly I will look at the heading** for the sea column and bring in the word kayaking. Of course really our magazine should be called 'Canoeing and Kayaking' and I quite often get remarks from overseas readers that our magazine deals mainly with 'kayaking' but is called 'Canoeing'. . . It is only in Britain that no distinction is made between canoeing and kayaking — to the general public all persons with a craft pointed at both ends and paddled with a single or double blade are using a 'canoe' . . .

## SURF A SKI

**Have you always wanted to be in the** right position on every wave, have no fear of being trapped in your boat, no worries about your roll or how good your spraydeck is, and still pay less than for a conventional kayak? Of course you have — and the answer is to get yourself a ski.

One of the most popular of surf skis at the moment is the P & H Surphski 'M' (another popular ski is produced just a 'skeet' down the Trent Valley!) The Surphski has a hull shape identical to the P & H Surfer Mk.II but the deck is modified so that you sit on it and not in it. However, the ski performs better than any surf kayak because it can utilise any size of skeg you want to fit, and you have total mobility to keep it in trim. If you are in trim you have speed, and if you have speed you have manoeuvrability. It is a sealed craft so no more worries about your spraydeck coming off. If you do capsize, which is not often, it is a very simple matter to get re-seated again.

What are the snags? I can find none, but if you know better, let's see an article in the next magazine.

So far there have been only two competitions in Britain with a ski event,

the Cornish Championships in 1976 and the South-West Championships in 1977.

Even though skis have been around for at least five or six years in their present form, there are many who want to exclude them from surf kayak competitions. If you ask why there is this opposition the answer comes back immediately that it is not a kayak. Well, what is a kayak? One authority states that a kayak must be pointed at both ends, in which case if skis are excluded from competition, the Surfer and most other surf kayaks with the same basic shape must also be excluded — which is ridiculous of course! (The terms 'canoe' and 'kayak' refer to craft paddled by the North American Indian and Greenland Eskimos respectively. It is generally held that a canoe is paddled by a single-bladed paddle and a kayak by a double-bladed paddle. The question that remains is does a surf ski when paddled with a double-bladed paddle become a kayak? — or maybe even a canoe if one was to paddle with a single-bladed paddle! Ed.)

The surf ski is as valid a craft as any other within the sport of canoeing and their paddlers all use canoeing skills. The sooner we realise this the better for all concerned.

One word of warning, if you get a ski, don't let your wife use it — you will never get it back!

*John Meardon, St. Ives,  
Cornwall.*

## ACCESS — ACTION CALL TO BATTLE . . .

**Paddle and be damned! We're** cheased off with ACCESS (or lack of it) and we're going to do something. If you want it changed — you do something too.

**Why not a mass rally on a North** Eastern river to demonstrate canoeists solidarity?

**Put down your paddle and pick up** your pen and write to us!

*Yours Sincerely,  
Trevor R. Potts  
and seventeen other canoeists from  
Middleton St George College of  
Education, Nr Darlington, Co. Durham.  
DL2 1RQ (letters to Trevor Potts at  
above address).*

## POKING YER EYES OUT

**Recently, with the development of** surf skis in South Wales, certain drivers, unused to overhanging craft on the car roof have had a few nasties in traffic. One, who should know better, raked the bow of our latest Ocean Racer along the window of the newsagent in Llantwit Major, not too difficult when you know the place. He said he didn't know where his end was. Same chap pulled up in Cardiff traffic and tapped on the window of a minibus driven by a large man in the construction business. He just about deconstructed our lot, and they thought

they knew where their end was. So he had a bright idea when they let him home. He'd had time to think.

Tie a piece of 5 or 6mm cord to the bow of the craft, about 24-inches dangling down, hanging loose at the lower end — it's not easy the other way round! At speed this streamlines along the craft on the rack and is not seen. Slow, or stopped, it dangles down, and appearing from above one's line of vision it attracts attention and reminds you of your full frontal projection . . .? It thus avoids your shoving long pointed objects up other people's nostrils.

*Sincerely,  
Alan Bye, with a little help.*

## SOUTH AFRICA

**In response to the open letter from** John Dudderidge on the developing situation in South Africa and published in issue number 10 of 'Canoeing Magazine', the following comments come from Anita Hart of Wembley:

The Immorality Acts are a series of Acts commenced in the 1950's, originally for the purpose of banning sexual intercourse between persons of different races. The original Acts, to define race, copied word for word the entire schedule of definitions of Hitler's Nuremberg laws of 1936. Subsequent amendment to the Acts extended their coverage to any dealings between whites and various categories of non-whites, including sport.

All the Acts are fully in force at present. In the field of sport they make illegal non-white membership of any white club (and vice versa), shared use of any toilets, changing rooms and facilities, and specifically forbid whites and non-whites drinking together in club bars.

As a sop to pressure abroad last year, the South African Government agreed, without lifting any of the Laws whatsoever, that the police would be asked not to enforce prosecutions where non-whites actually participated in sporting competitions with whites, but the Laws covering the sharing of any facilities or actual membership are still strictly enforced.

The net result is that, even though in certain national competitions a few non-whites are allowed to participate, over 90% of all sporting clubs and associations in the country remain strictly segregated.

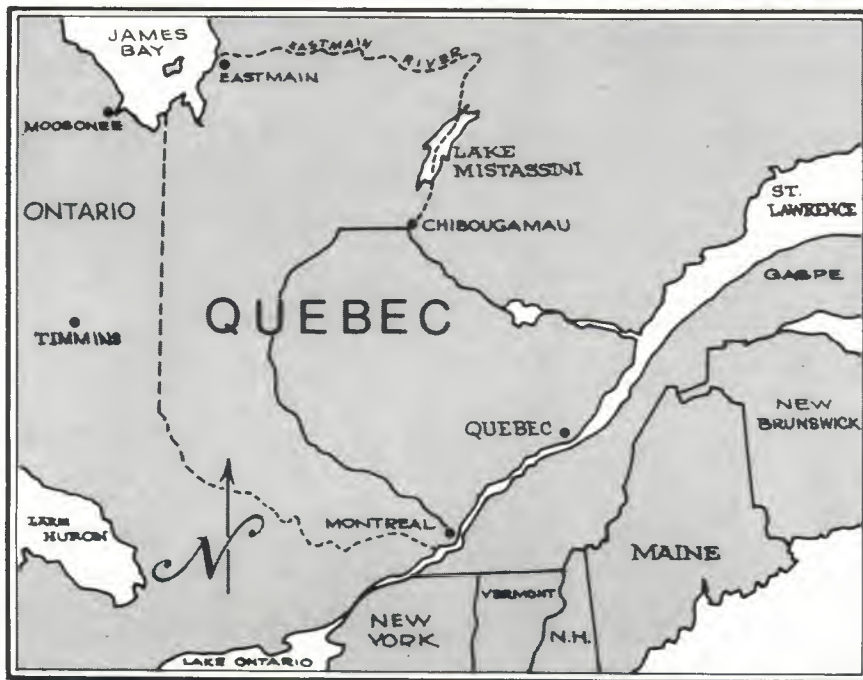
This may be sufficient for Mr Dudderidge to believe that the South African Canoe Association should no longer be suspended, but as he puts the South African Government version in his letter to canoeists, they deserve to have all the facts put before them to enable them to arrive at a decision on this issue, assuming that you are free to publish them.

My last visit to South Africa was 4-years ago. I maintain close contacts with many friends and relatives there who belong to various sports associations.

*Yours sincerely,  
A. Hart, Wembley.*



# CANOE NORTH AMERICA



Map above shows general area of the Quebec Trip. Broken line approximates the route travelled.

Six young men, uncertain of themselves, of their place in society, of society itself, forged a new confidence and a new faith from a canoe trip of nearly 1,000-miles through the Quebec wilderness . . . Photos courtesy of Old Town Canoe Company.

Six young Americans undertook a canoe expedition — colourful, often exciting, and, in its latter stages, a gruelling test — of some 1,000-miles that took them north from the head of Lake Mistassini, upstream through a series of wild and remote waterways, then down and down the beautiful but treacherous Eastmain River to James Bay. They paired up in three Old Town canoes — ideal craft for such wilderness

padding. One of the party kept a journal that gives us all too brief glimpses of the adventure, thrills, and enjoyment of being one with nature in such a vast wilderness, but also sees the six young and inexperienced voyagers as wanderers in a majestic, lonely, and sometimes cruel land.

From the journal entry of July 4th, two days after leaving the Hudson's Bay post at Mistassini: *' . . . It is much cooler than we thought it would be. Crisp, cold mornings followed by a dry fair day with lots of sun. The sky and clouds are twice as amazing. It is not every place on earth where you can see for so many miles and see nothing human or to do with humanity.'*

The canvas-covered canoes moved steadily northward on huge Lake Mistassini. When the wind blew behind

them, they rigged crude sails to help them along. Really foul weather was waited out ashore. The journal described catching a ten-pound trout on a minnow: *'Within fifteen minutes that fish had been cleaned, cooked, and in our bellies.'* That was the first of numberless meals provided by the vast wilderness through which they travelled.

By July 9th, Lake Mistassini was behind them and the journal read: *'We're on the Wabassinon River, not the Eastmain by a long shot but we have left the kindness of the lake and wonder what the river gods have in store for us.'*

Moving against the current in the rivers, fighting rain and cold headwinds on the lakes, the party worked northward towards the headwaters of the Eastmain. What had seemed a mountain of food at the beginning of the journey was fast dwindling. In Lac Bordeau a large pike was taken which they cooked, ate, and found good. At the foot of the lake one of the men shot a rabbit which was eaten with relish that same night. At an abandoned Indian camp they found some twenty pounds of flour and a little sugar. *'Two things we can use more of,'* recorded the journal. Early one morning they fished a small pond where all they could hear was the plop, plop, of trout jumping. More than twenty fish were caught within a short time and the party ate like kings . . .

After more than three weeks of hard canoeing, the little party felt confident of their ability to handle the Eastmain River onto which they moved near the end of July. *'We have been shooting rapids for awhile now, and we do all right. No major damage. We've taken a little skin damage and one cracked rib, but I think ours is in the best shape. The confidence we're gaining is invaluable for what lies ahead of us on the Eastmain.'*

The Eastmain River flows to the west for some 375-miles before dumping into James Bay. After twenty miles from the headwaters the river widens to some 200-yards. Short tributaries empty into it at frequent intervals, and the river rapidly swells in every dimension. It broadens, deepens, runs swiftly, is paved in places with huge boulders, roars down deep, narrow gorges, drops in some places more than 60-feet in two miles. The Eastmain can overwhelm two men in a canoe, or six men in three canoes. Yet, the adventurers, hardened by their preparation for just such a test, took what the Eastmain dealt them, patched their canoes where the river tried to destroy them, hunted and killed for food along the river's length, saw and felt themselves growing into real manhood, and always — well, almost always — retained their good humour and an amazing sense of perspective.

At the end of August, the six men and their three canoes reached the end of their incredible journey. Men and canoes were just a little battered but intact. They had completed what they had set out to do, they had lived an *'infinite odyssey'*.





*The first rapids encountered on the Eastman.*



*The rapids on Vicks Creek.*



# ICF NEWS

**WORLD SPRINT CHAMPIONSHIPS**  
(The World Sprint Championships were reported in our magazine with the last issue, but the ICF Bulletin for September carried an interesting Medals List as below.)

In the following list we give medals won in the World Championships, and in brackets those from the 1975 World Championships and the 1976 Olympic Games. It must be remembered that of the 18 races in the World Championships only 11 are included in the Olympic Games.

## WORLD CHAMPIONSHIPS 1978

The timetable for next year's World Championships to be held in Belgrade over the period August 8th/13th was published in Bulletin No.4. A Yugoslav delegation from the Organising Committee, led by its Chairman Milan Rajacic attended the World Championships in Sofia and made it known that the Head of State in Yugoslavia, Josip Broz Tito, had agreed to be the Patron of the next World Championships — a high honour for the

## CANOE FILMS

**Film Hire:** In a previous report we announced that from the Autumn of 1977 a canoeing propaganda film would be put at the disposal of the national canoeing associations to assist them in their own regions. The following films are now available:

1. 'Waves — Whirlpools — Kayaks': a 16mm colour film with magnetic sound, which runs for 24-minutes. The language of the film is German.

2. 'Great Sport with Small Boats': a 16mm colour film with magnetic sound, running for 15-minutes. German language.

All films must be ordered from Member of the ICF Propaganda Committee: *Hern Leopold Spitz, Teinfalstra. 4, A-1010 Vienna, Austria.*

**Film Offers: Kayak 75** — we have already reported on this film of the 1975 World Championships in Slalom and Wild Water racing, held in Skopje, Yugoslavia. This 35mm colour film runs for 15-minutes, costs 250-dollars US, and can be ordered from: *Yugoslavia Film, Knez Mihajlova 19, Belgrade, Yugoslavia.*

**Olympic Regatta, 1976** — The 1976 Olympic Canoe/Kayak Regatta in Montreal has been recorded on 13 reels of 16mm film, mostly in black and white, but partly in colour. It was made by Dr Stan Plagenhoef, a canoeing expert in Montreal. The reels 1 to 11 deal with the Heats, Repechage and Semi-Finals and include slow-motion sequences of the best kayak and canoe paddlers in the world. The reels 12 and 13 deal with the Finals of the 500m and 1000m events.

These films can be hired or bought, the total cost of all 13 reels is 1,000—dollars, and the cost of hire is 10-dollars per reel or 100—dollars for all 13 reels, postage extra, US dollars. Further details from: *Motion Analysis, PO Box 152, Buchanan, Mich. 49107, USA.*

		Table of Medals 1977								
		GOLD			SILVER			BRONZE		
		WC	WC	OG	WC	WC	OG	WC	WC	OG
	Country	77	(75)	(76)	77	(75)	(76)	77	(75)	(76)
1.	USSR	4	(6)	(6)	5	(3)	(3)	5	(3)	(—)
2.	Romania	4	(—)	(4)	4	(6)	(1)	2	(2)	(2)
3.	Hungary	3	(4)	(—)	4	(3)	(3)	4	(5)	(5)
4.	GDR	3	(4)	(3)	3	(2)	(1)	—	(1)	(3)
5.	Poland	2	(1)	(—)	1	(—)	(1)	2	(3)	(—)
6.	Bulgaria	1	(—)	(—)	—	(—)	(—)	1	(2)	(—)
6.	Italy	1	(2)	(—)	—	(1)	(—)	1	(1)	(—)
8.	Canada	—	(—)	(—)	1	(—)	(1)	—	(—)	(—)
8.	FRG	—	(—)	(—)	1	(1)	(—)	—	(—)	(—)
10.	Spain	—	(1)	(—)	—	(—)	(1)	2	(1)	(—)

This year, for the first time, the programme of the World Championships included a race for Mens Kayak Fours over a distance of 500-metres, an earlier 4 x 500m Relay Race for Kayak Singles having been dropped. The first World Champions in this new discipline were from Poland.

There follows the official list of the points gained by the nations, based on the kayak events for both men and women, and on the events for Canadian canoes. (see page 26).

whole sport of canoeing.

## WORLD CHAMPIONSHIPS 1979

The Deutsche Kanu-Verband as the Organisers of the Canoe Racing World Championships in 1979 have now been given a definite date for the completion of the technical improvements to the regatta course on the Bertasee in Duisburg in the Federal Republic of Germany. The opening Germany will take place on August 15th and competition from August 16th/19th.

# On The Canals

## COMING DUTCH

During October a delegation from the Netherlands Province of Groningen visited inland waterways in Britain to see how they have been developed and restored for recreation and amenity. The tour included the restored lower Peak Forest Canal, the Regent's Canal, and the Norfolk Broads.

## BLISWORTH TUNNEL

Essential repairs to the Blisworth Tunnel on the Grand Union Canal were completed at the beginning of October and is now open to navigation. The re-opening means that it is again possible to navigate from London to join the Midlands canal network without having to negotiate the tidal section of the River Thames.

# Conservation

## CONSERVATION AMERICAN CLEAN-UP

On the last kayak expedition to Grand Canyon, it was amazing the number of beer cans floating in the eddies of the major rapids (still full with beer!), yet the side canyons were almost totally free from litter of any kind. However, such a good state does not prevail in many other of Americas National Parks, so much so that the National Park Service has put into effect a Federal programme to reduce littering and to save energy.

Under the programme, a five-cent refundable deposit will be placed on all bottles and cans of soft drinks or beer sold within any federal property. Secretary for the Interior, Cecil D. Andrus said, 'Beverage containers make up a substantial share of the litter that must be picked up and subsequently disposed of. We expect this programme

will greatly reduce the amount of litter found along park roads, campgrounds, picnic areas and even in the back-country of many parks, where litter has unfortunately been increasing during the past several years.'

## NATIONAL PARK FOR SAUDI ARABIA

An American National Park Service team will assist in developing Saudi Arabia's first national park, a one-million acre expanse of mountains, desert, and seacoast near the Red Sea.

The park, to be known as Asir Kingdom Park, is in Asir Province at the extreme southern end of the country. Goats and sheep graze over much of the area's grasslands, while baboons, leopards, jackals, and birds of prey inhabit other parts of the region. Its elevation ranges from sea level to nearly 10,000-feet, the highest point in the kingdom.



# canoe tour

by Pat Heffron

During a fortnight of July and August this year, a party of canoeists from the Marlborough College Canoe Club toured and canoed some of the grade III/IV rivers in the Lofer and Lienz areas of Austria. There were eight boy paddlers and one adult. Four of the boys had been on a previous trip to France in 1975 when the Ardeche, Tarn, Ubaye and Durance were canoed; the others were relative novices with experience of surfing and British rivers. We hope that the following report will encourage other school canoe clubs to venture to the Alps for their summer canoeing. The programme completed by the club was one any average club group could attempt as long as there were a reasonable number of good steady paddlers in the group. Rescue on most of the rivers was very straight forward except on the Lieser and the Gail. Few boats were written off but some major repairs required that spare kayaks were necessary at times.

The drive from Zeebrugge to Lofer was completed in two comfortable days via Aachen, Frankfurt, Munich and the Salzburg Autobahn. The campsite at Lofer was pleasantly situated near the River Saalach below a good training stretch of the river and above the harder slalom course area. Much valuable information was obtained from the leaders of the British Junior Wild Water Team who were training on the river. The river was canoed from above Lamprechtshohle down to the campsite. The stretch down to the beginning of

the Gorge was a pleasant grade II and III, but the Gorge itself should be reconnoitred before running. There is a footpath which runs up from an obvious weir below the Gorge and which can be seen from the road. The Gorge has one awkward tight bend near the bottom which produced some capsizes when the water was low. However, the stretch below this is quite safe for swimmers. The Gorge is about grade III to IV depending on the water level. The weir after the Gorge was shootable in the centre and provided very exciting but safe moments. No boats were damaged on the 6-foot drop, but there are iron spikes at the small step just above the weir which can hole boats.

The Gorge was run three times by the group as it was such good value. Unfortunately, a tremendous storm prevented us from canoeing the slalom course. The course looked interesting, but not over technical for a group of our experience — this was, of course, not trying to actually do the gates themselves! However, where the river turns right for the last rapid of the course is the best place for school groups to get out or have rescue lines. After the corner rapid a very dangerous series of grade VI falls soon appear and there was little room for last minute rescues.

From Lofer, the party drove over the Gross Glockner Pass to Lienz. (A toll road.) A word of warning; our fairly new but heavily loaded vehicle only just made the last gradient and this was on a

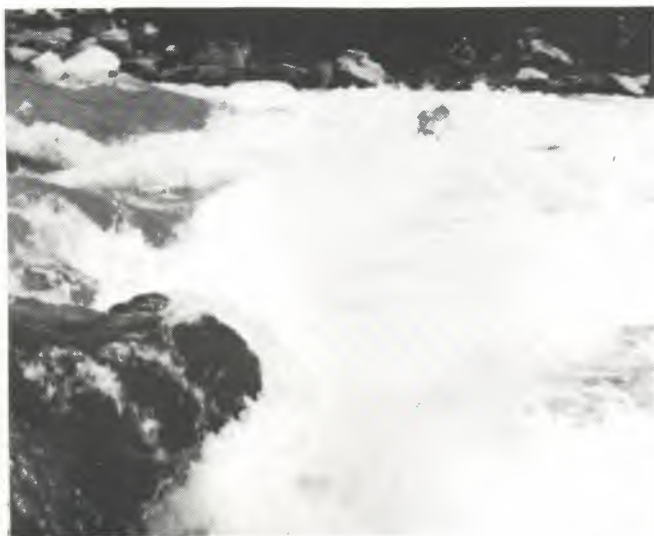
cold day . . .

The campsite at Lienz was 'Camping Debant', a good site, but fairly expensive. It might be better to camp nearer Spittal if the group were more experienced than this one. From Lienz the following rivers were canoed:

**RIVER MOLL** — a 45-minute drive from Lienz on Gross Glockner road. Start below series of weirs at Judenbrucke. Cross river on wooden bridge and park place available. The river was continuous grade III with rapids virtually the whole way to the lunch-break taken at the last lay-by before Winklern. The stretch from Winklern to Stoll was not so continuously rapids, but the last rapid before getting out above Stoll was the heaviest of the day — a super grade III to IV. The trip was very enjoyable and unlike anything one can obtain in Britain, continuous rapids for mile after mile. Rescue was straight-forward as the road ran along side for most of the way.

**RIVER LIESER** — a 1-hour good drive from the campsite. The only section canoed was the Slalom Course above Spittal. The water was low but the more experienced members of the group found the water heavy and the stoppers very tricky. . . One canoeist swam below the famous corner and did not enjoy the ride. Although the road runs close to the river, it is sometimes difficult to throw lines to swimmers as old wires slung across the river get in the way. Some boats were quite badly damaged on this stretch of the river.

**RIVER GAIL** — just 1½-hours from Lienz. The best way to get to the start is to take the Toblach road to Sillian where an excellent road — initially — leads to the start below Obertilliach. Steep minor roads lead down to the river at several places but the wary of trailers and inexperienced drivers. The stretch of road down to Kotschach is narrow and the bends very tight. Rescue is difficult in as much as access to the river by road is possible only in a few places. The river itself was very good indeed. Continuous grade III but heavier and demanding more steering ability than on the Moll. Only one snake was seen by the group,







but there could be more! The canoeing stretch finished at Kotschach above an unshootable weir. The track is reached by going into the town and crossing the river via the main road. A narrow track leads up beside the river to a position above the weir.

**RIVER DRAU** — just ½-hour drive from Lienz on the Toblach road. Be very careful of hidden weir under a minor road bridge about 10-miles out of Lienz. There is a skull and crossbones on the prior bridge upstream so there should be no problems. Access was at a woodyard below Abfalterbach. The river was good grade III with one or two spots of grade IV. Rescue was fairly easy as the road was nearby, although there were a few eddies on the river itself. There is a small bridge just above Thal which is ideal for egress. Note the 'Danger' sign on the bridge.

**RIVER ISEL** — another ½-hour drive from Lienz on the road to Huben. At Huben there is heavy water under the bridge followed by a series of weir-like steps with banks of evil looking stoppers

stretching right across the river. They looked to be good grade V in places and with the risk of a very unpleasant swim if there was a capsize. The group started below the weirs and canoed to Lienz. The water was good grade III with some of the biggest standing waves yet found. In one or two places side swirls caused problems and the odd spill. Coming into Lienz there are a number of small weir steps which were safe to shoot when we did them. The last rapid before the main road bridge should be carefully reconnoitred as it is heavy with only one shootable tongue on the left facing downstream.

From Lienz the party returned to the UK via Augsburg and the Olympic Slalom Course. The course itself was fantastic with some of the heaviest water the canoeists had been on. Fortunately, it is also very safe as numerous swimmers proved to us whilst we were examining the water. Only the more experienced paddlers were allowed to do the whole course. The others forked off half way down before

the main part of the course. There were numerous rolls and the odd capsize and swim, but all the boys thoroughly 'enjoyed' the roller-coaster ride down into the main stopper and the swirling water below it. There is now a deflector board which makes the main stopper much easier apparently. Incidentally, there was no charge for use of the course and no difficulty getting onto the water. Whilst we were there there were some paddlers but no real overcrowding. With large numbers, inexperienced canoeists and others playing in the stoppers there could well be problems. We found it very useful to have safety lines available very near to the main stoppers to avoid overlong swims and damaged kayaks.

It is hoped that the information provided will be of use to other school groups of like abilities, or lack of them! The area around Lienz is very attractive and if some of the rivers are not exactly top grade, their position and beauty more than compensate for this.

# The Allier

by J. P. Eyre-Walker

The decision to try the rivers of France during the summer holidays was met with enthusiasm by the better canoeists in the school's club. It was Justin Clark's idea and he immediately set about the task of choosing a suitable river. However, information was hard to find until Neil Collier produced a French guide to the rivers of France — *'Canoe-Kayak sur les Rivières de France'*. (The BCU were found to be lacking in literature and we would ask, on their behalf, that anyone trying the Continental rivers to write-up their trip and send it in to *'Canoeing Magazine'* so as to make planning for others that much easier.) Our final choice was the River Allier, a tributary of the Loire, in the Central Massif.

Justin masterminded the preparations, with Nick Tusting and myself in charge of the food and Neil looking after the making of a short trip film — but for the latter there were plenty of willing hands all wanting to be directors and cameramen . . .! Edward England, Mike Wynne and Sgt. Derek Millam (our driver from Shrewsbury Barracks), made up the eight members of the trip.

The journey from Calais to the river was quite a long one and took us a total of 15-hours in a Bedford van, lent to us by Harrold Leather Innovations, and pulling a trailer with a load of 13-kayaks its top speed was just 55mph. The chosen campsite was in Prades at the end of the second gorge on the river.

The site was quite well equipped with a camp shop that sold bread a few tins of provisions, while milk and eggs were available from a local farm.

The first day was spent warming up, canoeing down to St. Arcons d'Allier, a distance of 7km. Later we went on a further 3km to Langeac. On the first stretch the rapids were frequent but only graded at I to II, interspersed with an occasional grade III. From St. Arcons to Langeac the river is less interesting than higher up — the reward being when you arrive at the weir at the pull-out point that was fantastic to play on. The road follows the river down the first stretch for a few kilometres, but rejoins it at Langeac.

The next stretch we tried was the more difficult run from Monistrol-sur-Allier to Prades. The river here runs through a truly magnificent gorge that gradually fades into the typical steeply-sided valley of the Val d'Allier and which is repeated on numerous rivers of the Central Massif area. The first kilometre



of the 10km run is not too impressive as far as rapids go, but this soon changes below a broken weir after which grade III and IV raids are frequent and mixed with very many grade II. 'La Roche qui Pleut' is possibly the most beautiful of the individual rapids. It is a natural drop of some 5-feet and has to be taken either on the left or right, but definitely not down the centre which sports a nasty corner that would capsize the best canoeists. The next big rapid lasts for 200-yards and is of sustained grade IV. The last 2km of the run is not so exciting, but the scenery is breathtaking. If required, a train will take you

back to Monistrol from Prades at 6.30 each evening.

On the Allier, it is above Chaperoux-sur-Allier that the grade V and VI is to be found — strictly for the very experienced only . . . The run is some 20km long and includes a triple and a double shoot that should prove a challenge to the very best of paddlers.

Thus the Allier provides some superb canoeing with grades to suit a wide range of paddlers, super scenery and good weather (the latter during the summer months of course). The river could be canoed as a holiday trip on its own or in conjunction with one or more

of the many other exciting and beautiful rivers of this region. I believe that we were lucky with the water being so high and, if I were planning to go again, it would be during the late spring period when the snows melt. (Note: most rivers in central France last year were well above the summer normal — no doubt making up for the previous year when a river your editor had planned to tour was found to be completely dry! Ed).

Further information on the trip available from: *J.P. Eyre-Walker, Ridgemount, The Schools, Shrewsbury, Shropshire.*



Derek shoots 'La Roche qui Pleut'

Piers Eyre-Walker comes back for another go.



Lunch break for the team. Left to right: Piers Eyre-Walker, Sgt. Derek Millam, Justin Clark, Nick Tusting, Edward England, Niel Collier and Mike Wynne.



# CANOESPORT RACING KAYAK AND PADDLES CHAMPIONS OF GUDENA !



In the first year of manufacture CanoeSport Racing Paddles and a sandwich Javelin K1 win the Worlds Premier Marathon Canoe Race! . . . And were used to obtain 16 British Senior National titles in Sprint, Marathon, and Wild Water Racing . . . Also they were used to obtain a best position of 4th and 5th place respectively in the World Sprint Championships in Sofia, Bulgaria.



## RACING KAYAKS

**RAPIER K1** —  
for the lighter paddler

**JAVELIN K1** —  
for the heavier paddler

Both kayaks manufactured with a totally rigid sandwich technique Weight 12kg.

## RACING PADDLES

**SAMSON RANGE**

4 models  
weight 900gm

**STANDARD RANGE**

3 models  
weight 900gm

*The lighter, Stronger Paddles  
— A D/W MUST*



# CANOESPORT

**(Martin Boshier)**

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





Report and  
Photos  
Mike Clark

September 17th. The place is the quiet town of Skanderborg in the heart of Denmark. The morning is bright, the wind only moderate and everywhere in the town cars, loaded with kayaks of all shapes and sizes head out north towards the top end of the lake around which Skanderborg lies. Here the road is

# TOUR DE GUDENA



almost totally jammed solid with cars and kayaks; the verges on either side are crowded with cars and kayaks, plus hundreds of paddlers working in a frenzy to prepare their craft for the coming race . . . Over on the west wide of the lake almost half a mile from the start line, the British Team have found a quiet spot to prepare their kayaks and get afloat. Team manager and coaches chase around checking their guards; numbers securely fixed to craft, racing bibs not too tight on the paddlers' chests. The minutes tick by and gradually the top end of the lake begins to fill with a seething mass of craft, paddlers jockeying for the best start positions — if such a thing exists on this race — noting where other top favourites were, persons to watch and hang on to if they are to be in the leading bunch and not have to battle through the wash of a hundred other paddlers. . . A launch urgently dashes backwards and forwards in front of the start stakeboats, trying in vain to restrain competitors who seem constantly edging forward and ignorant of the English instructions to 'stop paddling — hold back from the start line . . .' Just a few seconds after 12.00 over 60 K2s — international racing and touring doubles — raced off the start, followed a few minutes later by the massed start of over 200 racing K1s and some 120 touring K1s. The biggest canoeing event ever held in Denmark was under way — the 10th 'Tour de Gudena'.

## THE COURSE AND RACE ORIGINS

Over recent years, many of our top British marathon racers have enthused about this 'Tour de Gudena'; not in the least due to the fact that British paddlers have been well placed in past events of the race (and races always seem to have more appeal if we can actually win!) — 'you must cover the Gudena Clarky, it's the most fantastic of all marathon events . . .' Well, with such requests and along with notes earlier this year from Erik Wilche (founder and chief organiser of the race) saying that this 10th Tour de





Gudena was to be a special event and that as in past years the entry was expected yet again to break all records — I was persuaded to cover the event...

In a search for something similar to the Spanish Sella River Race, the British Worcester course and Irish International Liffey Descent, the Danes came up with a marathon that in no way duplicates the other major marathons but is totally unique and in a class of its own. The Gudena race is competed on flat and still water (the former relying on calm wind conditions) over a distance of 120km taken in five stages over two days. The race breakdown is: Skanderborg to Ry (30km) with 30-minute stop before taking second stage: 2nd stage from Ry to Silkeborg (17km) with overnight stop: 3rd stage from Silkeborg to Tange (32km) with 40-minute stop: 4th stage from Tange to Langa (24km) with 20-minute stop: 5th stage from Langa to Randers (16km). The youth, women and Canadian events are raced over a shorter course of 56km in three stages.

Since its inception in 1968 with an entry of just 127-paddlers, the race has progressed to become the biggest single canoeing event to be held in Denmark. This 10th Tour de Gudena attracted a fantastic entry of over 816 paddlers competing in some 710K1s, K2s, C1s, C2s of single or double racing and touring craft. The range of participant covered the whole spectrum of canoe sport from the top international to the leisurely tourist out to prove he could cover the required distance — not so fast maybe, but just as well — in his craft. Teams and paddlers competing came from Austria, Belgium, West

Germany, Finland, Great Britain, Hungary, Netherlands, Norway, Scotland, Sweden, and Denmark. The event was also attended by Sergio Orsi, General Secretary of the International Canoe Federation, and John Dudderidge, ICF member with responsibility for the Working Party on Marathon Racing.

For Britain we had entered a very large team of 20-paddlers, along with eight from the Royal Navy Kayak Association, 4 under Wild Water Racers colours, and seven entered by the Scottish Canoe Association. With paddlers like Brian Greenham, Tim Cornish and Chris Ballard in the Mens K1, pairs like Brian Haynes/John Fowler, Brian Greenaway/John Day and Graham Truelove/Robin Belcher in the Mens K2, along with Christine Haynes in the Womens K1 and Kath Nadal/Heather Money in the Womens K2, backed up by a good support team, we could expect a great deal — even when up against paddlers of the calibre of Fleming Andersen (record holder in the Mens K1) and the strong Belgian Team being fielded.

#### FIRST DAY RACING

In the mass of paddlers off the start, it was difficult to see where our top crews were placed, one just hoped that they were out there in front with the leading bunch. Thus with Jim Rossiter driving one of the team mini-buses, we shot off to the first real vantage point of the race, the portage of a road crossing on a narrow section of the Gudena River about ten kilometres down from the start and just before entry onto the

Mosso — the largest lake on the tour.

A great crowd of spectators lined the crossing, while friendly police directed traffic and held back the enthusiastic supporters. (All down the course there was help from local forces who seemed just as interested in the event as the spectators. Certainly at places like the 1st stage stop of Ry where the race brought the whole town to a virtual standstill, there seemed no hassle from the local population and one could not imagine such a race being held in parts of Britain!)

The river banks either side of the portage became more crowded as supporters found parking spaces and walked down. The river was narrow, the banks lined with reeds and overhanging with trees. The water was still and odd birds darted between the reeds — it was quietness before the impending storm of racing canoeists, thrashing paddles and flying water... Suddenly around the far corner raced the first of the K2 crews. Out in front were the Belgian crew of Hendrick/Vervaeck with the Hungarian crew of Ratkai/Schtathausser and the Danish pair of Skovlund/Petersen wash-hanging. A few seconds down came the Dutch pair of C. de Jong/Domburg followed by the British crews of Greenaway/Day and Truelover/Belcher. Another three or four pairs made the portage before Fowler/Haynes came through some four minutes down on the leaders...

After the initial rush and confusion of the first crews, things settled down into a steady stream of crews making the portage, some running, others taking a more leisurely attitude — the wait now





was for the first of the Mens K1.

Shouts and encouragement heralded the approach of the K1's. Great! Superb! The first paddler to make the portage was Brian Greenham for Britain, but closely followed by Frys of Belgium, Andersen of Denmark, and Hassens of Belgium. Other British paddlers were also well to the fore — Tim Cornish, Chris Ballard, Martin Harvey and Jeremy West all within striking distance of the lead. We had a real depth of paddlers — in both K1 and K2.

Among other interesting crews well up at this early stage in the race was the Hungarian Zoltan Bako — a world class paddler over sprint distance, but outclassed in an event of this sort and to disappear from the leading bunch even before the end of the 1st stage — like Frys, Hassens of Belgium, and team mates Ratkai/Schtathauser.

From the narrow river section the crews now raced out onto the Mosso, biggest of the six lakes that the competitors have to cross during the race and one that in the past has caused a number of problems for paddlers, not the least being very rough conditions in high winds. However, on this day the conditions were kind and the lake presented no problems whatever.

Across the Mosso the paddlers could only be seen as specks in the distance and there was no chance to get really close. From the road bridge at the end of the lake it was still the Belgians out in front of the K2 with the Danes grimly hanging on but with the Hungarian pair having been dropped somewhat. Third and fourth had been taken up with Truelove/Belcher and Greenaway/Dav.

while 5th and 6th were Fowler/Haynes and Smith/Roberts. In the K1 Greenham was still out in front.

From the Mosso the paddlers were again on the narrow winding Gudena River for a short stretch then onto another small lake and the run-in to Ry and the end of the 1st stage. Here the Danes — Skovlund/Petersen — had managed to burn out in front of the Belgians and although the following four places were still taken by the British crews, positions had changed a little. Smith/Roberts were in front with Truelove/Belcher and Fowler/Haynes wash-hanging, the latter having pulled up well over the stage after a poor start, while the fourth crew of Greenaway/Dav had dropped some half minute but still within a striking distance of the other British crews. The K1 also showed good British results with Greenham out in front but hard pushed by Fleming Andersen. The Belgian had been dropped and third place was now taken by Tim Cornish holding off the Swede Carlsson. Thus we finished the 1st stage with the lead in the K1 and three crews some 45-seconds down on the leading two pairs, both of whom looked tired.

The scene at Ry was all-action with crews coming in to the finish, paddlers being rubbed down and refreshed with food and drink, kayaks, seats and rudders being adjusted or having attentions, and others getting ready to go on the water again and start the race of the 2nd stage in the same succession and interval as they finished the 1st stage. The dash and urgency of activity at this and each of the following stage breaks creates a race atmosphere unlike

any I have experienced before . . .

The 20-minutes soon passed and the leaders were once again on the water and heading off on the 17km 2nd stage to Silkeborg. The Danes and Belgium K2s took off together while the three British crews sat on the water waiting for the word to go. The seconds ticked by, the leading K2s disappearing into the distance, each second the gap grew and the British boys became impatient... 'Not yet' was the instruction from the starter . . . It was impossible, the trio were certainly not this far down at the end of the 1st stage . . . It was a time-fault that would have effect on the result and whole pace of the race over the coming stages . . . At last — 'Ready, go!' Once again the top British crews were racing and pulling out all the stops in an effort to try and pull back some of the lost distance. With three crews together and another not too far down, there was advantage to work as a team and really pile on the pressure. A little later Greenham and Andersen went off together, followed by Cornish and Carlsson.

The 2nd stage gave paddlers deep water racing across another small lake and followed by another lake almost the size of the Mosso to finish in the town centre of Silkeborg. With the distance quite short and race access difficult, Jim took the mini-bus straight to the finish and arrived just in time to see our K2's finish. The position was super for Britain — Fowler/Haynes had pulled through and were up in front, with Truelove/Belcher hanging on to their wash, the Belgians and Danes were pushed down into third and fourth





places, while Smith/Roberts and Greenaway/Day were taking fifth and sixth placings. The time over the first six crews was just six minutes, with the first four crews covered by just one and half minutes. However, the battle for the K2 was even better than the results told. There was that time-fault on the start of the 2nd stage to be taken into account. Appeal by Team Manager Jim Rossiter gave Fowler/Haynes an extra minute lead overall on the Belgians and, as their Team Manager was not in Silkeborg on the Saturday evening (their team housed at Skanderborg Youth Hostel) they were ignorant of the fact of this time change — even when they got on the water in the morning for the start of the 3rd stage.

The first day result in the K1 was just as good. Greenham was still out in front and some 8-seconds clear of Andersen, with Tim Cornish taking third place less than a minute down. Further in the field there was Ballard, Harvey and West taking 6th, 7th and 8th places but almost 10-minutes down from Greenham.

In the shorter races for Youth, Women and Canadian — which it was impossible to follow — British paddlers were doing just as well. The end of the first day saw all our women out in front, Christine Haynes tying for first in the K1 with Helle Stuart of Denmark, and Kath Nadal/Heather Money almost 3-minutes clear in the K2. In the Canadian singles, Willy Reichenstein was lying in fifth place just over 2-minutes down. The scene was certainly set for an exciting second day race . . .

## SECOND DAY RACING

The second day started in brilliant conditions with bright sun and little wind. Once again it was a spectacular massed start in Silkeborg, with two lakes to be crossed, but the greater part of this 3rd stage to be raced on the Gudena River which now sported quite a steady stream and good paddling water.

This day there would be no holding back the British crews. All our paddlers were full of confidence. Fowler/Haynes had a comfortable time lead in the K2, while Greenham seemed well capable of holding off any challenge that the Dane could mount in the K1, and it seemed unlikely that the Swede Carlsson or the German Umlarf could carry the day. For Greenham, the motivation of a brand new £400.00 Struer K1 for the winner was more than enough.

Off the lake and along the Gudena, the lead was taken out by a tight pack of seven K2s with Greenaway/Day, Fowler/Haynes, Truelove/Belcher and Smith/Roberts pulling two Danish crews and the Belgians. The pace was steady and no one — least of all the Belgians — seemed anxious to push it up. At this point the Belgians were unaware of the alteration to the first day finish times and did not realise they were over a minute down on time, rather than a few seconds. In the K1, Greenham was out in front again and leading a group of five. On his tail were Pape of Denmark, Ballard for Britain, Frys for Belgium, and Andersen for Denmark.

From this one sighting on the 3rd stage, we took off the bottom of the lake at Tange just in time to see six K2s over the finish . . . and with Greenaway/Day leading out. However,

even with such a commanding position in the K2 event, the British paddlers were far from happy at the end of this stage. For Greenaway/Day the pace had been too slow and the pair had been pushing it up over the stage, even to the extent of running other British pairs up the bank and an almost wipe-out on a moored boat . . . ! It seemed we were our own enemies and presented more problems than any of the foreign competition. The Team Management — Jim Rossiter and Bob Russell — really had their work cut out to calm our crews and get them back on the water in a fit state of mind to race. The 4th stage promised to be a make or break for the Belgians who at last had learnt of their true position on overall time. They had been content to sit on British washes throughout the stage but would now have to go out for a break or concede the event.

Greenham had few problems in the K1 with the race completely under his control. One had the feeling that although Andersen still clung to his wash, Brian could meet any challenge and was able to take our four or five lengths over Fleming or any other just when ever required.

Once again after a break of 40-minutes at Tange with crews getting dry clothing, a warm rub-down, along with food and drink, the racing was under way now with the British crews leading out the K2. With only a comparative short run of 24km for the 4th stage, Jim left in one of the minibuses to make one quick vantage point stop to see the progression and pass on the news that a Belgian appeal against the time-fault had now reduced the first day lead to under half a minute — still in the British favour.

The weather had now clouded over from the brilliant conditions of the early morning, and now at last the Belgians were out in front and making the pace. But with three British crews working as a team, there was no hope that a break could be made — Hendrick/Vervaeck were good, but there's no way you can beat three crews working together. The Belgians knew this and so did Jim Rossiter . . . He had to ensure that the trio kept as a trio and just let the Belgians make the pace. There was no room for Fowler/Haynes to now force the pace, or Greenaway/Day or Truelove/Belcher to try and make a break. Our crews only had to sit on the Belgians stern and wait . . .

At the end of the 4th stage there was the usual hectic activity as coaches and managers made ready for the arrival of their crews. Also there were now numerous paddlers from the Youth, Womens and Canadian classes who had been caught up after their early morning start on the shorter course.

The minutes ticked by as all patiently looked for the arrival of the leading K2s. There was not long to wait and with a sudden rush and thrashing of paddles, five K2s came battling around the distance river bend, still all neck and neck. There was no doubt as a spectacle — this was great racing! The lead was taken up by Fowler/Haynes with Truelove/Belcher washhanging one side and Greenaway/Day washhanging the other, the Belgians holding on to the latters wash and the Danish crew of

Skovlund/Petersen taking the centre wash from the leading trio. The lads were playing it cool . . .

The break was for 20-minutes before taking to the water for the 5th and last stage — a distance of only 16km to the finish. Unless something really disastrous happened, we had to have a British win in the K2 . . .

The leading crews were soon again on the water — a quick countdown, spray and the race was under way again for the final 'sprint' . . . Even before the off, the Dutch crew of C. de Jong/Domberg finished the stage just 10-minutes down on the leaders and closely followed by the fourth British pair of Smith/Roberts. Minutes later the K1s arrived at the stage finish. Cornish had now pulled up to share the lead with Greenham, after having made a terrible start on this second day, but still Anderson and Carlsson were hanging on.

With the finish stage under way and the K1 boys getting ready to go back on the water, there was no time to stop and see them off if I was to get to the finish before the K2s. Jim was going to stay for some while yet, so I scouted round and found some Dutch friends who were leaving immediately and grabbed a lift with them.

The finish just below Randers Bridge in the town centre was again all activity. The huge car park and wharf area was full with roof-racked cars and trailers. It seemed impossible that so many cars had followed this event over the two days. A crowd of supporters lined the bank awaiting the finish, while curious town-folk stopped on their Sunday afternoon stroll to watch what all the fuss was about . . .

A long procession of paddlers crossed the finish line — youth paddlers, both boys and girls, young adults, middle-aged and even not so young . . . Within a few minutes of arriving, the K2 crews raced into view. Still out in front were Fowler/Haynes, and with the final sprint that started just before Randers Bridge, the pair pulled out a couple of lengths over the Belgians to ensure a British win. The Belgian pair had tried to put in a breaking sprint at about 5,000m out, but could not hold off the British paddlers. After the race Hendrick/Vervaeck conceded that the best pair had won . . . A compliment to Fowler and Haynes from two fine sportsmen and great paddlers.

Indeed, it seemed that at Gudena British was best . . . Minutes later Brian Greenham in the K1 just burnt off all-comers to win the event with Tim Cornish crossing the line in front of Anderson. Among other wins, our women had held on to their first day leads to win both the Womens K1 and K2. It was certainly a grand-slam for Britain.

I cannot let the results pass without making a note on the truly brilliant effort put in by Jeremy West, our young junior paddler who took 7th place overall in the Mens K1 . . .

After the race in the evening, the prize presentations took place in a local sports centre and included a meal for some 700 odd paddlers . . . All credit must go to Erik Wilche and the Danish organising committee who have without doubt made this 'Tour de Gudena' the greatest of all marathon races in Europe.



For the British paddlers it was not yet time to return to Britain. The boat trip of some 18-hours did not leave Esbjerg until the Monday evening, giving time to look round the famous Struer Racing Kayaks factory at Struer.

The boat trip was taken up with gorging ourselves at the splendid 'open-table' and losing some excess energy at the boat disco that went on for as long as there were dancers . . . Thus the British Marathon paddlers returned home — well proud of their achievements at this 10th Tour de Gudena . . .

#### MAIN RESULTS

**Mens K1 1st** Brian Greenham, Great Britain 9hrs 09min 10sec: 2nd Fleming Andersen, Denmark 9.09.30: 3rd Tim Cornish, Great Britain 9.10.03: 4th Niels Carlsson, Sweden 9.10.20: 5th Joachim Umlarf, West Germany 9.15.55: 6th Chris Ballard, Great Britain 9.17.30: 7th Jeremy West, Great Britain 9.23.26: 8th Erik Ongsted, Norway 9.25.36: 9th Hans Pape, Denmark 9.27.03: 10th Martin Harvey, Wild Water/Great Britain 9.29.49:

**Mens K2 1st** John Fowler/Brian Haynes, Great Britain 8hrs 35min 00sec: 2nd Bruno Hendrick/Marinho Vervaeck, Belgium 8.35.06: 3rd Graham Truelove/Robin Belcher, Great Britain 8.35.10: 4th Erik Skovlund/Egon Petersen, Denmark 8.35.14: 5th Brian Greenaway/John Day, Great Britain 8.41.43: 6th Joachim Bocher/Kim Darfeldt, Denmark 8.46.36: 7th C. de Jong/T. Domburg, Netherlands 8.46.45: 8th David Smith/Sam Roberts, Great Britain 8.48.38: 9th Niels Johansson/Torsvorth Thoresson, Sweden (juniors) 9.01.25: 10th Peter Rykjaer/Finn Larsen, Denmark 9.02.14.

**Womens K1 1st** Christine Haynes, Great Britain 4hrs 39min 16sec: 2nd Helle Stuart, Denmark 4.39.29: 3rd Imogen Lamb, Great Britain 4.42.24: 4th Christine Thorsen, Denmark 4.44.27: 5th Lene Larsen, Denmark 4.44.58.

**Womens K2 1st** Kath Nadal/Heather Money, Great Britain 4hrs 24min 03sec: 2nd Christel Ekelund/Annika Persson, Sweden 4.37.18: 3rd Ann-Lovi Lodde/Marne Ekelund, Sweden 4.42.13: 4th Margit Schonthal/Gertrud Hven, Denmark 4.42.48: 5th Peggy Jappien/Marez Grottker, West Germany 4.47.49.

**Nations Cup 1st** Great Britain 70pts: 2nd Denmark 59pts: 3rd Sweden 47pts: 4th Belgium 37pts: 5th Netherlands 32pts: 6th Norway 24pts: 7th Scotland 19pts: 8th Finland 7pts.





# SURF

## BUDE 1977 — THE NATIONAL SURF KAYAK CHAMPIONSHIPS

The British National Surf Kayak Championships took place at the usual venue of Crooklets Beach, Bude, over the weekend of September 10th/11th, and as in previous years was organised by the Cornwall Canoeing Association.

Conditions were a bit of a mixed bag with a strong wind on the Saturday creating a messy surf that produced few good shoulders and gave a rough ride for the slalom kayakers, while a number of the surf kayakers could not even get out past the break. The Sunday gave better conditions — the wind had dropped to almost a dead calm, while the surf, although much smaller than that of the Saturday, gave a regular break with some good shoulders and an occasional set of four or five foot plus... Even the overcast sky had cleared to give a brilliant day and super conditions for photographs — only the state of the tide dictated what could be photographed. (I would have been more happy with the tide advanced by about an hour — but there, you can't have everything perfect!)

A number of the surfers had been at Bude for the week previous, and by

accounts from Frank Goodman, the surf was very much better at the beginning of the week — great, you should have been here yesterday. . . !

The overall entry was certainly up from last year with almost 40 paddlers in the Mens Surf Kayak and some 50 paddlers in the Mens Slalom Kayak. However, no matter how many in the class and how good the surfers, all were hard put to give a good performance on the erratic surf of the Saturday and it seemed more by luck that the paddlers were gaining points. The surf was just a total mess . . . and very reminiscent of last year's Championships. But if we keep using Bude, we must hit good conditions some year! The occasional sets of big breaks on the Sunday gave some super rides, and more than a few paddlers in the Slalom Class managed to produce some superb pop-outs. The Surf Kayakers gained a number of really good runs, but the surf was far from really suitable. At times a great set would come in, only to slide away with the paddler left thrashing his blades on flat water . . . Still there's always those splended Cornish Cream Teas to sustain or revive the spirit (one of the best places yet found is a cottage a mile out

from Bude on the Bideford road — really super teas, just try it next year. . .).

## RUMBLINGS BELOW

Over the last couple of years, surf sport seems to have been standing still and at Bude there was more than a little air of discontent among the paddlers. During the Saturday afternoon a duplicated sheet was passed round, calling for more organisation of events, a need for money and sponsorship, the promotion of a professional surfing circus, and the forming of a break-away 'British Paddle Surfing Association'. Also a meeting was called for the evening at which such grievances could be aired, the Chair taken by Messrs Oliver Cock, Chris Scott, and John Hermes.

A majority of the competitors attended and the meeting kicked off with a general air of discontent with the BCU — who seemed to be doing nothing for surf sport other than insisting on BCU membership for all competitors and just producing hassle. (It's interesting to note that the Cornwall Canoeing Association, who have organised the National Surf Kayak Championships for the last five or six years, are not in fact affiliated to the BCU!) The meeting went on for some period and the air cleared a little. The meeting resulted with a new Surf Committee elected. *The Chairman:* John Hermes; *Secretary:* Tim Rule; *Treasurer:* Ron Graham. Some 21-clubs with an interest in surf canoeing were represented at the meeting.





## NATIONAL SURF KAYAK CHAMPIONSHIPS — RESULTS

**Open Surf Kayak Handling — 1st R. Graham**, independent: 2nd J. Kent, Gloucester: 3rd D. Rowatt, Dolphins Aqua Club: **Open Slalom Kayak Handling — 1st J. Hermes**, Cornwall Canoe Assn: 2nd A. Kerslake, Taunton: 3rd J. Goodey, Taunton: **Womens Slalom Kayak Handling — 1st Jenny Russel**, St. Austell: 2nd Julie Marchetto, Morrismen: **Junior Slalom Kayak Handling — 1st N. Boulton**, Penzance: 2nd N. Camp, Weymouth: 3rd T. Cook, Taunton: **Junior Surf Race — 1st N. Camp**, Weymouth: 2nd J. Davey, Weymouth: 3rd C. Wills, Brighton. Relay Race — 1st Brunel: 2nd RAF: 3rd Bournemouth.

## WELSH CHAMPIONSHIPS

The first Welsh Canoe Association Surf Championships were held at Aberafon Beach, South Wales over the weekend of September 24th/25th. Slalom Kayak heats were held on Saturday in fair surf which had arrived just in time after a week of total calm. However, competitors turned up on Sunday for the Surf Kayak heats in conditions which were bad and got steadily worse as the day progressed. By the end of the semi-finals the waves were 8-foot plus and almost completely blown out, but by moving the competition to the opposite side of a breakwater the finals were held in very clean surf, watched by a large crowd.

The Slalom Kayak Handling was won by John Hermes, who was presented

with a magnificent silver tray donated by David Wain, while Steve Waller, the winner of the Surf Kayak Handling received a most attractive shield donated by Afan Borough Council. The Mayor of the local council presented the prizes.

The Welsh Canoe Association wish to thank Afan Borough Council, the Surf Technical Committee and all helpers, without whom this most successful event could not have taken place.

## WELSH CHAMPIONSHIPS — RESULTS

**Surf Kayak Handling — 1st Steve Waller**, Swansea: 2nd John Kent, Cheltenham: 3rd Phil Dean, Accrington: **Slalom Kayak Handling — 1st John Hermes**, Cornwall: 2nd Alan Page, Newport: 3rd Howard Hughes, Swansea & Gower: **Surf Race — 1st Mark Wolsey**, Atlantic College: 2nd Glyn Hughes, Swansea: 3rd Steve Jenkins, Neath, **Junior Trophy — John Penhaligon**.

Report from Vyv Cox.

## CORNISH CHAMPIONSHIPS

Since Sennen Beach, near Land's End, and its neighbour, Gwenver, are among the best surfing beaches in the country, it is hardly surprising that, with the option of both of them, the Cornish Kayak Surfing Championships, run by the Penzance Canoe Club, are increasing in popularity.

The word must have spread after last year's championships at Gwenver, with some pretty hairy stuff coming in from the Atlantic, but on Saturday October

1st, during the heats of this year's championships at Sennen, it looked as though all the hard work put in by Penzance Canoe Club's husband and wife team of John and Penny Meardon, would not be supported by that rideable surf which Sennen can produce. It was small and choppy and not at all the sort of stuff for spectacular performances.

However, on the Sunday, Sennen turned up trumps — at least in the morning — and even the top paddlers in the country were satisfied. The surf was not sufficiently regular to make it easy, but stretched the competitors by making them read it and work to take full advantage of it.

It slackened off during the afternoon, unfortunately, just when the Juniors and the Womens Classes needed reasonably good conditions to show what they could do.

The prizes were presented by Linden Kuyser, wife of the chief judge, John Kuyser.

## RESULTS

**Surf Kayak Handling 1st Rick Knight**: 2nd Les Reed: 3rd Ron Graham: **Slalom Kayak Handling 1st John Goodey**: 2nd Simon Beeson: 3rd Steve Hill: **Surf Ski Handling 1st Dave Newnham**: 2nd Nigel Boulton: 3rd Robert Green: **Juniors 1st Dave Slater**: 2nd Nigel Gay: 3rd Ray Borman: **Womens 1st Jenny Russell**: 2nd Pat Buckingham: 3rd Loveday Jenkin: **Surf Race 1st Simon Beeson**: 2nd Steve Jordan: 3rd Ken Jardine.

Report from J. Page.







*Presentation at Welsh Championships.*







*Above*

*Margot Muir, student at South Grafton High School works her way down the Gooseneck Rapid on the Wild Water Racing Course below Nymboida Power House, near Grafton in Northern NSW, Australia. As well as paddling for her School Margot is a member of the Big River Canoe Club.*

*Left*

*'See no Evil!' Darryl Boyd, 10th Grade student at Richmond River High School, prefers not to see what lies ahead of him after the first drop at the Gooseneck on the Nymboida Power House Course. Apart from the stopper at the bottom a narrow strip about two feet wide is all that is available to avoid eddying out into trees on the left, or great delay on the right.*

*Extreme left*

*Robert Miles, Australian Junior Champion and a student in 11th Grade at Lismore High School, clears the first gate and heads towards the first stopper on the Tennis Court Rapid on the Nymboida Power House Slalom Course in Northern New South Wales.*

*Photos by Frank Whitebrook.*





# TRADE NEWS

## COLD WEATHER GEAR

Just in time for the cold winter weather, Joseph Banks Limited of Latchford, Warrington are now stocking a range of Fibre Pile warm-wear manufactured in Scotland by North Cape Limited.

Over the years, man has watched and learnt many things from animals, and has used their skins for both warmth and protection. Animal fur, although making an ideal garment for outdoor wear, has always been too heavy and restrictive for most outdoor pursuits.

The Dacron fabric used in North Cape polar wear is a 100% polyester pelt. The furry side is worn on the inside, trapping air between the garment and the wearer's body, yet moisture passes through into the atmosphere and the fabric dries rapidly retaining its softness and warmth. Thus these are ideal garments for discerning sportspeople, who challenge the elements and demand the best in warmth and durability.

Two of the most popular styles are the 'Latok' — a hooded jacket with pockets and available in red and navy; and the 'Ogre' — a jacket with contrasting shoulder and elbow patches and pockets, available either with navy patches on red or grey patches on navy. The Latok is priced at £15.25 and the Ogre at £17.99. Sizes, small, medium, and large. Postage 50p extra.

Joseph Banks Limited also keep mittens, socks, and long johns in the same material. For full details send SAE to: *Joseph Banks Limited, 749 Knutsford Road, Latchford Village, Warrington.*

## P & H MOULD HIRE

In an effort to try and increase the popularity of Canadian Class Wild Water Racing, the firm of P & H Fibreglass Products are introducing a new service, along with a new canoe to their range.

P & H now complete their Canadian WWR range with a highly competitive river racing C2. But to make Wild Water Racing in C1 or C2 available to a wider number of people, P & H are also introducing a mould hire service on the moulds for their Wild Water Racing C1 and C2's. Moulds to be hired (upon leaving a deposit) for £15.00 plus VAT per canoe made, or, for the less ambitious, the C1 is to be made available in Kit Form for £82.00 plus VAT and the C2 in Kit Form at £115.00 plus VAT. Both craft are available complete and in a variety of construction options from £110.00 for the C1 and from £145.00 for the C2 — both plus VAT.

Full details of the C1 and C2, plus the complete range of P & H are available from: *P & H Fibreglass Products Ltd., Old Stanley Colliery, Station Road, West Hallam, Ilkeston, Derby*



*Pyranha 'Orinoco' kayak being put through its paces.*

## ORINOCO GENERAL PURPOSE

The Orinoco is the name Pyranha Mouldings have given their new wild water touring and general purpose kayak. The boat was of course selected by Mike Jones for his latest 'impossible' adventure on the Orinoco River in South America.

The Orinoco has overall slalom dimensions but is big volume to respond well in all types of water. Less rocker than the standard slalom kayak gives good directional stability, while the high construction specification features diolen hull, thicker end loops, comfortable broad bucket seats, and polystyrene/buoyancy bag option. The Orinoco will certainly become a standard kayak to replace the dated slalom designs that have traditionally been used at Outdoor Pursuit Centres and among youth groups. Full details of the Orinoco and the range of craft from: *Pyranha Mouldings Ltd., Osnath Works, Lythgoes Lane, Warrington, WA2 7XE.*

## SURF SKIS v SURF KAYAKS WANTED — SKI MANUFACTURER

Dear Mike, I received a letter from Hugh Fisher, a Canadian flatwater kayak racer who spent some time in England this last summer.

He said I was quite popular in England because of my surf kayak designs (produced by Valley Canoe Products). He also said that he told kayak surfers there that Merv Larson and myself prefer the Surf Ski over Surf Kayaks and that they didn't believe Hugh when he told them this, and in fact acted as though he was 'screaming blasphemies'!

I will state now for the record that both Merv and I prefer Surf Skis (wave skis) over Surf Kayaks. We have both been paddle surfing for about eleven years experimenting with shapes and designs of surf kayak and surf skis. There are a number of reasons why we

prefer the Surf Ski:

1. The ski is lighter (about 10 to 15lbs US) which makes them easier to move around.
2. There is less loose equipment to look after (just a seat belt).
3. Lower profile which makes the craft less affected by the soup and easier to pull through the soup.
4. Each ski is custom built for the owner which thus allows for individualised skis and ultimate trimming.
5. Each ski is essentially a test platform for future changes.

There is one minor disadvantage — the way the ski is set up puts the rider at least four inches off the bottom, making for a very tippy craft. To lower the rider involves too much time in man hours. And with experience the rider will soon master the craft.

The surf kayak is good, but the surf ski goes beyond it and you guys in England are ready for it. Merv has successfully done the cork-screw roll on a ski at Rincon on an 8ft wave. The ski I am talking about is designed by Merv Larson, made of surfboard foam (foam blank, then covered with glassfibre) and not hollow like the one with the sliding seat.

If anyone is interested in learning to make these skis (on commercial basis), contact either Merv or myself so we can make the necessary arrangements. This would require a trip to California for a couple of weeks to learn all the construction methods and feasibility studies. Addresses: *Mike Johnson, 1621 San Luis Rey Avenue, Vista, Calif. 92083, USA* or *Merv Larson Surf Skis, 1237 S. Wells Road, Saticoy, Calif. USA.*

Above is printed a letter from Mike Johnson of California — the designer of the Surf Shoe, currently the top surf kayak in the country if the results from Bude are anything to go on. He also designed an even more up-to-date surf machine, the Moccasin. Both these kayaks are available from Valley Canoe Products of Nottingham.

As you can see, Mike is anxious to find a builder for Merv Larson's surf skis. But with VCP already producing both of Johnson/Larson surf kayak designs, I spoke to Frank Goodman, one of the directors of Valley Canoe, and asked him why he wasn't acting as manufacturer for this new ski. It seems that it is all a question of manufacturing capacity. Frank said that their workshop space was already at full pressure now and without building new premises he could see little chance of being able to turn out any quantity of skis, and therefore he has reluctantly had to turn down Mike's offer of a franchise. He feels that probably a surf-board maker would be better that a canoe/kayak-builder to take on these skis as they are of foam blank construction similar to surf boards.

Frank says that there is no reason why VCP couldn't help to market the skis, whoever actually makes them, as his company has already been very successful with Mike's other surf kayak designs.



Frank disappeared under a pile of Nordkapps as he was speaking, and I could see his point — there is no doubt that there isn't an inch of room at his Colwick workshop to increase production, and he's very happy to let someone else have a go at the new ski design.

(The ski that Valley Canoe Products already produce is their own design based on the Moccasin hull, called the Skeet and is built hollow, as normal kayaks and not onto foam, as surf boards).

#### A CUT ABOVE

Tests carried out by B.O. Morris, the Coventry-based finishing specialists, have proved that glass reinforced plastics can be successfully cut with their range of Supercut tungsten carbide rotary burrs.

These make a low-cost alternative to the diamond cutters traditionally used to cut GRP. Morris manufacture over 100 different types of tungsten carbide burrs. These range in size from 3mm to 16mm diameter. Standard shapes available include cylindrical, cone, ball nose, oval and various rim shapes. With the Supercut range, a set of staggered teeth in opposite spiral are superimposed on the normal burrs.

Best results are obtained using slightly faster than usual cutting speeds around 22000 rev/min. Typically, a hole was 'drilled' through a 3/32in thick panel using a conical burr then a foot square enclosure cut out in under 1-minute.

Full details and prices available from: B.O. Morris Limited, Briton Road, Coventry CV2 4LG.

#### EXPLORER SEA KAYAK

The new sea-kayak from McNulty & Sons, South Shields, seems to be doing well for its manufacturer and designer. Although as yet little advertised, it is selling well both here in Britain and overseas.

The idea of successfully selling kayaks to the native inhabitants of Alaska so appealed to local BBC TV that they made a small feature on the design, testing and manufacture of the new Baidarka 'Explorer'. Its name acknowledges its development from the original Baidarka, but it is not only in appearance that it differs, with its distinctive high curved stern. The seat is wider and deeper, and the foredeck higher, accommodating comfortably the larger man. It is almost a foot longer and this increased buoyancy allows for much more equipment to be carried.

Just above the gunwale line, in front of the cockpit, are recesses for deck fittings to prevent them catching on the paddler's hands, while the hull shape is also slightly different amidships and giving greater stability.

Altogether, the Explorer is an ideal choice as an all-weather sea-kayak, well suited to extended expeditions. Full details and prices from: Capt. Frank McNulty & Sons Ltd., Victoria Road, South Shields, Co. Durham.

#### STREAKER STEALS THE SCENE

New from Jaycee Glassfibre Products is the Streaker competition slalom kayak — a super low volume/profile slalom machine. The kayak has had trials among top paddlers throughout the summer months and is now in full production. Available to order in diolen or glassfibre constructions. Full details from: Jaycee Glassfibre Products, 69 Knights Hill, West Norwood, London SE27 0HN.

#### SALES SET FAIR

The eleven Irish companies that took part in SPOGA during September (sports goods exhibition in Cologne) are expecting business worth at least £1.4 million to result from the fair. According to the Irish Export board, organisers of

Ireland's national stand in Cologne firm orders of £500,000 were won during the exhibition itself.

Fintan Keogh, the Irish Export Board's General Manager in Great Britain, pointed out that this performance was further evidence of the country's growing exports of sports goods. In 1975 such exports were worth just £2.1 million. Last year the total was £5.4 million and for the first six months of 1977 the figure was £4.3 million.

Among the Irish firms exhibiting were the canoe/kayak manufacturers of Irish Precision Mouldings of Celbridge.

#### INSTANT REPAIRS

After many years use by professional builders and tradesmen, Evo-Stik Flashband is now available in convenient pack sizes, ideally suited for use around the home, in the garden, or more important to our readers as instant running repairs to damaged glassfibre hulls.

The Evo-Stik Flashband — which is currently being advertised on television — is an aluminium self-adhesive sealing strip with a lead-like finish. No tools or skills are required to use Flashband and such is the self-adhesive quality that it will adhere to most surfaces. Just unroll as much Flashband as required, cut to length, peel off backing paper and press the strip firmly down — one repair complete, at least until a permanent glassfibre repair can be made back at base.

The new Evo-Stik DIY Flashband is available from do-it-yourself shops and hardware stores. in rolls of 3-metres or 'Patch Packs' of 1-metre.

#### LATE NEWS

##### WATCH OUT — WATCH OUT

All British canoeists should tune in to ITV Television Networks for a rough water spectacular on December 28th at 9pm. Regretably a date embargo prohibits details — just tune in folks!

##### RIVER SEVERN WARNING

A report has come to hand of danger at Llanthony Weir on the River Severn at Gloucester. Recently work has been carried out at this weir and there are now a number of steel girders on the river bed and cut off just below water level — highly dangerous! Inquiries by a local newspaper produced the bright remark that 'not many boats go onto this part of the river.' There was also a degree of rubble below the weir, but this may have since been removed or washed down stream. . .



The fine looking Baidarka Explorer — beached and being paddled by its designer, Derek Hutchinson.



**NATIONAL EVALUATION**

Country	Mens Kayak	Womens Kayak	Mens Canadian	Total
1. USSR	68	20	50	138
2. Hungary	59,5	12	48	119,5
3. Romania	48	22	47	117
4. GDR	40	28	17	85
5. Poland	49	14	12	75
6. Bulgaria	12	23	29	64
7. FRG	12	7	9	28
8. Canada	8	5	13	26
9. Czechoslovakia	6	1	18	25
10. Belgium	20	2	—	22
11. Italy	17	—	4	21
12. Yugoslavia	9	—	11	20
13. Sweden	8	—	10	18
14. Spain	16	—	1	17
15. Great Britain	13	—	—	13
16. France	6	2	3	11
17. Norway	8	2	—	10
18. New Zealand	7	—	—	7
19. Netherlands	5	—	—	5
20. Mexico	—	—	2	2
21. Finland	—	—	1	1
21. Japan	—	—	1	1

**STOP PRESS**

**RIVER WYE WARNING**

Just as we go to press comes a warning from Colin Green of the Woodlands Outdoor Centre at Glasbury-on-Wye of danger to canoeists running the River Wye. Recently scaffolding has been erected under the arches of Builth Bridge above Builth Wells. This scaffolding is highly dangerous to anyone running the river — a young girl was drowned in a canoeing accident that occurred at this bridge on November 2nd.

**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

**Canoeing 1978**

AT

**Plas y Brenin**

**THE NATIONAL CENTRE FOR MOUNTAIN ACTIVITIES**

**ADVANCED INLAND PROFICIENCY**

This course will take the form of a two day assessment for the BCU Advanced Proficiency Certificate (Inland). Candidates must satisfy the pre-entry requirements as laid down in the BCU coaching handbook.

26P February 10-12 (Fri-Sun) £17

**ADVANCED KAYAK COACHING WEEKEND**

A concentrated coaching course in advanced kayak paddling skills. One of the main features of this course will be an extensive white water coaching session using video equipment, enabling paddlers to see themselves in action on rough water and closely analyse their own technique.

51P March 24-26 (Fri-Sun) £17

**WILD WATER CANOEING**

This course is aimed at experienced canoeists who wish to improve their white skills to a more advanced level. During the course instruction will be given in advanced white water techniques on some of the best rapid rivers in the North Wales area.

The courses are being run during the winter to take full advantage of the more reliable water conditions and to avoid the fishing season.

21P February 4-11 £57

34P February 18-25 57

**ALPINE CANOE COURSE (2 weeks)**

This course is designed for the capable white water canoeist who wishes to extend his experience abroad. The course will travel to the French alps to canoe on some of the most spectacular white water rivers in Europe. Because of the difficult nature of the river and the standard of water which will be attempted (III-V), it is important applicants for this course should be able to roll. Further details, including fee, on request.

93P June 10-24

FOR THESE AND OTHER CANOE COURSES

CONTACT:

THE DIRECTOR  
PLAS Y BRENNIN  
CAPEL CURIG  
BETWS-Y-COED  
GWYNEDD (06904-214)





# 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

**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*



# JOSEPH BANKS Ltd

## CANOEING ACCESSORIES

Prices correct at 1st October, but please be prepared for fluctuations. Prices include VAT. Carriage charged at cost, eg. Paddle 1.25, Neop. Dec/B. aid 75p. C/Hat 50p.

2" White plastic toggles, per pair	0.30
Rubber drip rings, per pair	0.20
Failsafe footrest brackets, old type 40p new type	1.40
BDH Containers 9" x 5" £1.20, 12" x 6"	2.00
Nylon spraydecks, (State type of canoe)	4.99 & 5.99
Neoprene spraydecks, Canadian & 2 Kayak sizes	11.99
Harishok Buoyancy Aids, Shortie 11.50 Gold lab.	12.75
Ace Protective helmets, 4 colours	4.20
Ace Protective helmets, slight seconds	3.30
Paddle Kits, wood blade, alloy loom, flat	5.99 cur. 6.65
W. W. Paddle, F/Glass blade, wood loom	16.25
Gees Champion, all wood Slalom Paddle	25.60
Gees Leda all wood Canadian slalom paddle	14.50
<i>Lendal Seamaster paddles, single &amp; double grip TBA.</i>	

We have one SANNA (Silver) and one SANNA EXTREME (red) both with Diolen hulls, for sale (Subject to being unsold).

Our own GAYBO C2 Slalom canoe, used occasionally . . . £125  
Also our CANOE TRAILER, good condition, 10/12 boats £150

*Please telephone for further details of any of the above, SAE with postal enquiries please.*

749 Knutsford Road, Latchford Village, Warrington  
Tel: Warrington 31569, after hours Lymm 3796

# Granta

A SUPERB  
RANGE OF

## CANOES & KAYAKS

FOR TOURING, SLALOM &  
ROUGH WATER, RACING, SEA  
& SURF, IN GALSSFIBRE, PLY,  
OR SOFT-SKIN. COMPLETE OR  
KIT.

*INCLUDING THE FAMOUS KAYEL RANGE  
FOR THE DIY ENTHUSIAST*

*Send for illustrated brochure:*

## GRANTA BOATS LIMITED

23-29 Great Whyte, Ramsey, Huntingdon PE17 1EZ  
Tel: (0487) 313777/9



# 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 'CP Decal Designs'.*

## cp decal designs

19 Main Street, Hemington, Derby DE7 2RB.



# PADDLE A CANADIAN CANOE THIS WINTER FROM P & H.

A BRAND NEW HIGHLY COMPETITIVE  
WILD WATER RACING C2  
AND THE VERY LATEST  
HAHN RACING  
C1 —

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

**Fibreglass  
Products**

**P & H**  
FOUNDER MEMBER OF THE BRITISH CANOE MANUFACTURERS ASSOCIATION

BOTH THESE  
CANOES ARE AVAILABLE  
AS COMPLETE BOATS, IN KIT-  
FORM, OR MOULDS ARE AVAILABLE  
FOR HIRE —

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

# 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 12½% VAT*



The  
**GOLD & SILVER  
CHAMPIONSHIP  
GEAR**

**Harishok Limited**  
Unit Three, Clarendon Trading Estate, Clarendon Road  
Hyde, Cheshire. SK14 2LJ. Tel: 061-363 9216



# CANOEING CLASSIFIED

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

## CANOES & KAYAKS

**FOR SALE — JC MATCH 2** White Water Kayak. Excellent condition, hardly used. £65.00. Apply: G. Monk, 186 Wayfield Road, Chatham, Kent ME5 0HG.

**FOR SALE — STRUER RANGER K1**, new and unused. £400.00 o.n.o. Apply: B. Greenham, Flat 24, 52 Coronation Square, Reading, Berks.

**FOR SALE — SURFER Mk.II** £55.00: Olymp VI £70.00: Gaybo Match I £20.00: Soar Valley Mk.III £65.00: Bath Bat Mk.IV £40.00: All in very good condition. Tel: Crawley (0293) 24607.

**FOR SALE — AVONCRAFT BLIZZARD** down river racer, excellent condition, little used. £55.00. Tel: Stone (Bucks) 476.

**FOR SALE — FOLBOT** original 17ft frame with Granta skin. Needs rebuilding. Offers to: H.D. Binyon, Westwood, Icklingham Road, Cobham, Surrey. Tel: Cobham 2128.

**FOR SALE — SURFER** kayak. Used on two vacations, excellent condition, £45.00. Will consider delivery. Contact: K. Wade Tel: Dudley (West Midlands) 231792.

**FOR SALE — TWO MUSTANG SLALOM** kayaks. Never used — immaculate condition. Both 23lbs in weight. £50.00 each o.n.o. Tel: Luton (0582) 591368.

**FOR SALE — BARON SABRE WWR**. £50 o.n.o. or exchange for Anas Acuta or similar. Tel: Daventry 71562.

**FOR SALE — OLYMP V** immaculate condition, magenta with yellow flashes. 22lbs. Superb slalom canoe, T.A.B.'s spraydeck, paddle. £65 Colchester 230797.

**FOR SALE — GREEN OLYMP VI** diolene hull, excellent condition. £65 Phone Ron Latter Bala 395.

**FOR SALE — NORTHCAP** single-seater, large cockpit, deck-fittings, cast-in-buoyancy, kneegrips, spraycover and manhole cover. New condition, £100.00. Apply: F.O.D. Hirschfeld, 32 Melbourne Road, Teddington TW11 9QX.

## PADDLES

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

## WANT-ADS

**EXPEDITION** with Scouting connections to canoe in Peruvian Andes. January/March 1979. £250.00 approx. Members required. S.A.E. to: Jim McGibbon, Quarrycourt, Quarry Street, Liverpool L25 6DY.

**WANTED — C1 SLALOM CANOE**, any condition. Contact: D. Pressley, 4 Springwell Terrace West, Northallerton. Tel: 0609-6350.

## EQUIPMENT

**FOR SALE — DOLPHIN WETSUIT** top. Boys, 29' chest. Worn twice. £12.00 o.n.o. Tel: 01-549 3769 (Kevin Stockbridge).

## FILMS

**OUR 'CANOECRAFT'** 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).

## 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 Ardeche. Multi-activity holiday packages are also available. For a copy of our 1978 brochure, please write to: P.G.L. Adventure Ltd., (382) Station Street, Ross-on-Wye HR9 7AH. Tel: 0989 4211/5.

**SEA CANOEING** Offers advice and guidance for both the beginner and the advanced sea canoeist. Available from Ocean Publications Ltd., 34 Buckingham Palace Road, London SW1W 0RE. Price £5.00 inc. p&P.

## SITUATIONS

**THE SCOUT ASSOCIATION** invites applications for the post of Assistant Warden, National Boating Centre, near Marlow, Bucks. Activities include organising canoeing courses and maintaining a fleet of canoes. The successful applicant must hold the BCU Senior Instructor Award.

The post is residential and accommodation is available for single or married persons. Details are available from: The Headquarters Administrator, The Scout Association, Baden-Powell House, Queen's Gate, London SW7 5JS.

## INSTRUCTORS

**BREDWARDINE LODGE**, situated in Herefordshire and adjacent to River Wye, require seasonal instructors at Easter, Spring Bank Holiday and Summer Periods. The Lodge provides adventure holidays for boys and girls between 12-17 age ranges. Instructors should be experienced in Canoeing and/or Hill Walking; re-numeration will be scaled in line with relevant BCU and/or MLC qualifications. Further details: The Manager, Bredwardine Lodge, The Old School, Bredwardine, Herefordshire.

**CANOEING INSTRUCTORS** wanted March — September. Long and short periods. Contact Liz Lloyd, P.G.L. Young Adventure Ltd. 801 Station St., Ross-on-Wye, Hereford. Tel: 4211.

## PERSONAL

**HANDKNITTING** — For that individual styling, have your canoeing sweaters, etc., handknitted exclusively by professional knitwear designer. Contact: Pat Black, 'Bayview', 3 Golf Avenue, Monifieth, Dundee DD5 4AS. Tel: Monifieth 2351.

**TOW A TRAILER WITH**  
**DIY** **INSPECTION**  
SAVE UP TO **50%** **BOOK OF PLANS 60p**  
FREE COLOUR PHOTOGRAPHY  
**MECHANICAL SERVICES, BELMONT RD**  
BOLTON Tel: 0204 58434 24 HR PHONE

**B.C.U. Insurances**  
**COMPREHENSIVE CANOE INSURANCE**  
SEND S.A.E. FOR PROPOSAL FORM  
JOAN BAKER  
33 Somerset Rd Histon Cambs CB4 4JS  
Phone Histon (022 023) 2781

## WET SUITS at FANTASTIC PRICES

AND OF HIGHEST QUALITY  
**MADE IN STARSKIN 4mm NYLON ONE SIDE AND 3 mm NYLON TWO SIDES**  
**GUARANTEED AGAINST NYLON SEPARATION. MONEY BACK IF NOT SATISFIED**

LONG JOHN ZIP FRONT	4 mm	18.60
" " " "	3 mm	21.93
JACKETS & TROUSERS	4 mm	28.60
" " " "	3 mm	36.62

All prices inclusive of V.A.T., P & P extra. As supplied to education authorities.

Send for full price list to:

**INSPOITS** 31/39-HIGH BRIDGE,  
NEWCASTLE-ON-TYNE NE1 1ES.  
Tel: 610501 (6 lines) ASK FOR MR. ANDERSON





# 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, DE7 3AR  
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,  
Kincaig, Inverness-shire.  
(Telephone: 054 04 272)

### DUNFERMLINE COLLEGE OF PHYSICAL EDUCATION

#### OUTDOOR PURSUITS

One Term  
Leadership Course  
25th April 1978  
1st July 1978

*Including: Mountaineering, Sailing, Canoeing, Orienteering and Expedition*

The Course will be based at Dunfermline College but much of the time will be spent at the College's Outdoor Centre in Inverness-shire and other situations throughout Scotland.

*Details from the Secretary, Dunfermline College of Physical Education, Cramond Road, Edinburgh, EH4 6JD, Telephone No 031-336-6001.*



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  
PYTHON  
JUNIOR

DOUBLET  
WOMBAT  
STIP-YAK

K1 ESPADA  
C1  
C2

SALZA  
SURF-YAK  
CADET





## Shepperton Design Studios

### THERMOPLASTIC KAYAKS

SKUA K1—£105; TORNADO GP KAYAK—£95;  
SHARK BAT KAYAK—£50.

WRITE OR TELEPHONE FOR INFORMATION & DEMONSTRATIONS:



SHEPPERTON DESIGN STUDIOS, 76 THE GREEN, TWICKENHAM, MIDDLESEX.  
Telephone: 01-898 4839 — Works Chertsey 65533

## 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 --



## "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.





# SURF SHOE

**CHAMPION  
SURF KAYAK 1977**

**THE WINNER OF THE NATIONAL SURF CHAMPIONSHIP  
BODE 1977, WAS SURFING A V.C.P. SURFSHOE  
WHICH IS NOW OVER 10 YEARS OLD!!**

**HAVE YOU TRIED  
OUR NEW**

# MOCCASIN



**VALLEY CANOE PRODUCTS LTD.  
PRIVATE ROAD 4, COLWICK ESTATE,  
NOTTINGHAM. TEL: 0602 249371**



# STREAKER



**The NEW WINNER TOP SLALOM KAYAK  
*NOW BEING USED BY TOP PADDLERS***

**SEE IT—TRY IT—IN DIOLLEN—IN KEVLAR—YOU WILL BE DELIGHTED!**

*SEND STAMP FOR CATALOGUE OF COMPLETE RANGE OF JAYCEE KAYAKS AND CANOES*



# JAYCEE GLASSFIBRE PRODUCTS

**Works & Showrooms  
69 Knights Hill, West Norwood, London SE27  
Telephone: 01-670 1234**





# GLASS FIBRE

Prima Glass Fibre Materials are the only suppliers with a Lloyds and Admiralty approved moulding shop — offering a complete range of materials and tools of top quality to Lloyds and B.S. specifications.

- CANOE MOULD HIRE SERVICE for —
- PGM BAT MK.6 — Baths trainer/canoe polo.
- PGM 100 — Junior trainer.
- PGM 150 — Slalom G/P.
- Full range of materials, tools and construction kits.
- Daily demonstrations in our Adm. Lloyds & D.T.I. works.

Fill in coupon for free brochure.

Name.....  
 Address.....  
 .....  
 .....

**PRIMA GLASSFIBRE MATERIALS LTD.,**  
 Platts Eyot,  
 Hampton, Middx.  
 TW12 2HF.  
 Tel: 01-979 0164.

## 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

# LENDAL

SCOTLAND

## WOOD SHAFTED PADDLES

'WHITEWATER' .....	£20.60
'SPRINTMASTER' (with contoured back) .....	£27.09
'RIVER RACER' (with contoured back) .....	£27.09

## GLASS SHAFTED PADDLES

'L/D MASTER' (with grip) .....	£17.17
'L/D MASTER' (without grip) .....	£15.15
'WHITEWATER' (with grip) .....	£19.21
'PACEMASTER' (with grip & contoured back) .....	£25.49
'PACEMASTER' (without grip & contoured back) .....	£23.66
'RIVER RACER' (with grip & contoured back) .....	£25.49
'RIVER RACER' (without grip & contoured back) .....	£23.66
'SEAMASTER' (with two grips) .....	£13.80
'SEAMASTER' (with one grip) .....	£12.96

The above prices include VAT plus carriage and packing U.K. mainland to all BCU and Club Members, otherwise carriage at cost.

## LENDAL PRODUCTS

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

## 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 **SarboSkin**

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.

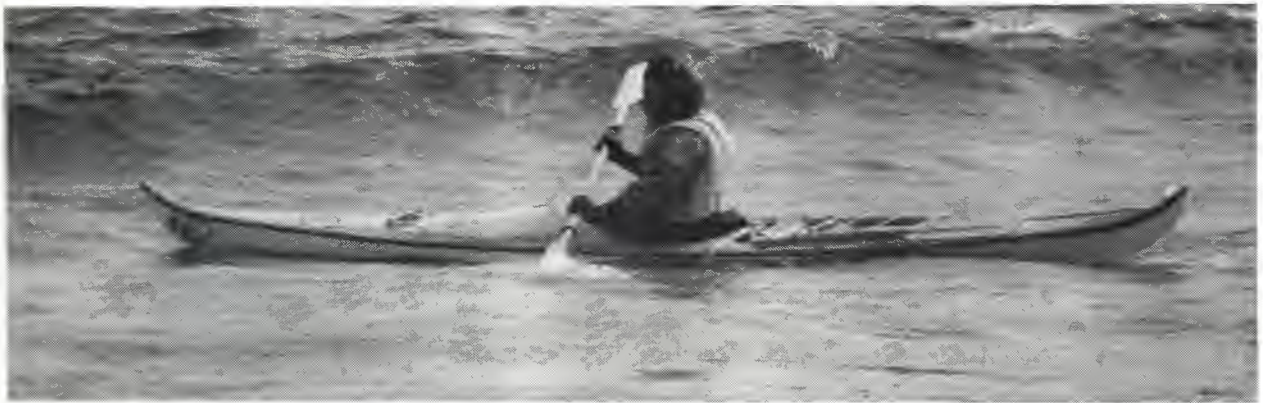
## SEASPORTS

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





# THE BAIDARKA EXPLORER



The Baidarka Explorer is the latest development in the series of elegant and successful sea-kayaks designed by Derek Hutchinson and built by Capt. Frank McNulty & Sons Ltd.

Inspired by the Roughwater kayaks of the Greenland Eskimos and our own experience of the North Sea these attractive seaworthy kayaks cater for both the experienced day paddler and the dedicated expedition enthusiast.

For further information on the 'Baidarka Explorer' and our range of expedition and seacanoeing accessories contact:

**Capt. Frank McNulty & Sons Ltd., Victoria Road, South Shields, Tyne & Wear**  
Phone 0632-563196/7

DON'T FEEL LEFT OUT OF IT —  
COME TO

**THE CANOE CENTRE**  
FOR THE MOST CONSISTENT  
LONG DISTANCE WINNERS

MIRAGE — GLIDER — MARKER  
WINNERS OF THE D.W. FOR THE LAST 8 YEARS  
WHY DON'T YOU MAKE 9!

THE

**CANOE**  
**CENTRE**

**(Twickenham) LTD**

SHOWROOM OFFICE  
18 BEAUCHAMP RD, TWICKENHAM, MIDDX. °  
tel.01-892 8979  
FACTORY OFFICE  
MARSH LANE, CREDITON, DEVON.  
tel.0363-2 3295





**CANOEING**