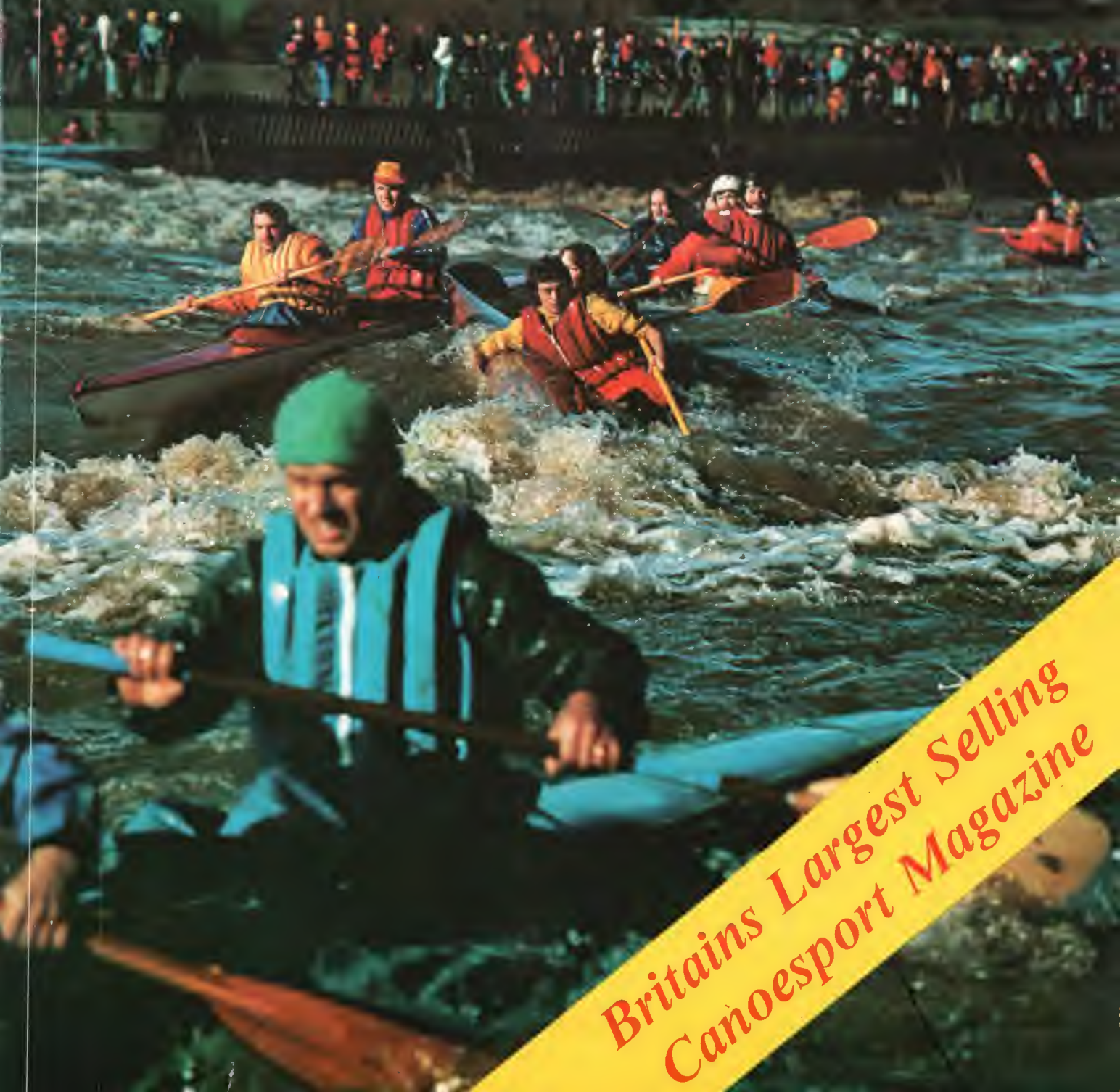


CANOEING MAGAZINE

CANOEING

No. 15 May 1978 40p



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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

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FRONT AND BACK COVERS

Crews racing down Salmon Pool Weir at the start of the Exe Descent.
Photo: Mike Clark

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Dept. C. Trevelyan House, St. Albans, Herts.

Comment

Mike Clark

If Britain could guarantee the snowfall that we have been struggling under during weeks at the beginning of the new year, we might well be taking up a sport some Americans seem to be blowing their minds with — or how to wreck your canoe in one easy run . . . !

Canogging (you've got to be joking!) is the name of the game and is as fresh and exciting as a breath of cold winter air . . . A hair raising dash down the snow covered side of a mountain by canoe is what canogging is all about and, as with any new sport, it should be approached obliquely rather than head on, so to speak. Several trial runs should be made on lesser slopes — if your canoe, nerve and neck can survive this, try a suicide run on the 'big slope' . . .

Photograph by courtesy of Old Town Canoe Company, USA.



WANTED — ALIVE

Details of Canoe Clubs unaffiliated to the British Canoe Union to: *Canoeing Magazine (Clubs)*, 19 Main Street, Hemington, Derby DE7 2RB.

INTERNATIONAL CANOE EXHIBITION

Spectacular Success
Report and photographs
by Mike Clark

Bigger and better than ever before — total sell out of exhibition space and a record attendance breaking the 10,000 mark for the first time, made the International Canoe Exhibition held at the Crystal Palace in South London at the end of February by far the best ever. (Total attendance 10,239).

Over one hundred stands — a mixture of trade, clubs and associations, — plus lectures and films, together with pool

(continued over)



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events, created an atmosphere that was both stimulating and informative.

The Crystal Palace Canoe Exhibition is totally unique. Nowhere else in the whole world is it possible for the paddler to see so many different canoes, kayaks and accessories gathered together under one roof. Canoes and kayaks of both British and European design, the newest designs in our sport, and undoubtedly some of the best manufactured in the world. Each year Crystal Palace Canoe Exhibition has been growing and developing. The trade stands have got better and better, and this year reflected the professional and true expertise of the British Canoe Trade

I did manage to get round the Exhibition on the Sunday morning before the doors were opened to the public and just a few of the stands can be seen in the photographs. Among some of the most interesting were the specialist expedition stands in the Cricket School, while among the trade there was the introduction of the Grumman Canoes to Britain and Europe. A quick talk with a number of manufacturers afterwards confirmed a great show and full order books.

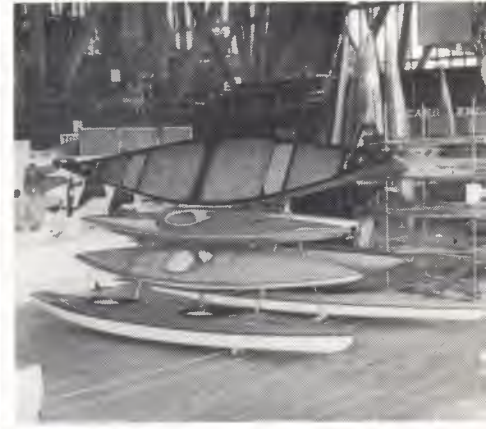
On the Canoeing Magazine stand, the Exhibition Issue was very well received — even with our topless back-page photograph! So much so that we completely sold out of magazines, both the current and all back issues, some three hours before the Exhibition closed . . .!

Among the pool events, the Youth Bat Polo result was Walsall 4 — St Albans 3; Senior Bat Polo Bere Forest (A) 4 — Bere Forest (B) 0; Canoe Slalom 1st Nicky Wain, Chester 1min 12.0sec; 2nd Richard Fox, St Albans 1min 13.4sec; 3rd Alan Edge, Leeds 1min 14.6sec.

The provisional date for next year is February 23rd/25th.

WHAT OF THE FUTURE?

With the response and total success of this years Canoe Exhibition, there must be some worrying thoughts within the BCU Exhibitions Committee of how to now develop the International Canoe Exhibition. Certainly if the increase in attendance and greater demand for stand space is to continue, Crystal Palace is going to be too small — even now the Exhibition is like a rugby scrum at times. But, to move from Crystal Palace would be unthinkable. At present a good percentage of profit goes to the Sports Council (owners of the National Sports complex) and the BCU. If a move were made to a proper exhibition hall, this revenue would be lost. The manufacturers too would lose over vastly increased stand space costing . . . However, there seems to be few alternatives. Maybe an idea would be to extend the Exhibition to four days taking in the Friday and Monday and limiting the weekend attendance to all-ticket holders and a maximum of 12,000 . . . Just thoughts.





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11. Whitewater Sports



.. NOTES & NEWS . . . NOTES & NEWS . . .

EXPEDITION CAPE HORN

At a recent press conference arranged by British Industrial Plastics for members of the highly successful British Kayak Expedition to Cape Horn, an engraved tankard was presented by the team to the man who was left behind to 'run the shop'.

The Expedition of course used Nordkapp GRP kayaks made by Valley Canoe Products of Nottingham. Director of the company and member of the Expedition Frank Goodman presented the tankard to his brother and co-Director Dick who remained in Nottingham to run the business during the six weeks absence of his partner. The 227 mile journey involved 18 days of canoeing, but had taken upwards of 18 months to prepare.

EXPEDITION CAPE HORN

A GRP 'Nordkapp kayak — identical to the four which were used by the successful British Kayak Expedition to Cape Horn in December 1977 — was on display on the Birmingham Canoe Club stand at the Boat and Leisure Life Exhibition held at the National Exhibition Centre, Birmingham over the period February 18th/26th.

Frank Goodman, a member of the Expedition, opened the Show and is certainly becoming something of a celebrity — no doubt it will soon cost a few bob even to talk to him . . . ! (Missing out on the name-dropping are the other three members of the Expedition — Jim Hargreaves, Nigel Matthews, and Barry Smith. Not forgetting British Industrial Plastics Limited of Warley, West Midlands, who supplied the 'Beetle' low styrene emission polyester resins used in the construction of the kayaks).

MORE SPORTS SCHOLARSHIPS

This year the University of Bath are inviting applications for three sports scholarships. The increase is because this year two other organisations are joining the first sponsor, Office Cleaning Services Ltd. It is possible also that another university will be offering a sports scholarship.

This is gratifying to Tom Hudson, ex-Olympic athlete and director of physical education at Bath, whose idea the scholarship is. He mentioned his idea to John Lane, regional director of OCS in Bristol, and subsequently in 1976 OCS sponsored Britain's first-ever sports scholar, Martyn Hedges, of Windsor, Britain's C1 canoe champion. Martyn was joined a year later by Malcolm Lewis, of Bristol, a young amateur golfer with great promise.

The sports scholarship at Bath differs from those offered by foreign universities — notably in Eastern Europe and the USA — in that not only must the candidate be of international



potential in his or her sporting event, but must be qualified academically.

The sponsorship enables the scholar to spend an extra year at university, free to concentrate on sport, the cost being met by the sponsor.

LUSS RESCUE BOAT

An anonymous donor gave RoSPA £10,000 with which to buy the rescue boat to be stationed at Luss on Loch Lomond. An Avon Searider 5M was chosen as the most suitable craft for the purpose, being similar to the inshore rescue boats used by the Royal National Lifeboat Institution. A new boathouse has been built at Luss and the jetty extended to aid launching. The boat which is called 'RoSPA 1 — Luss Younger' is powered by a 55hp engine and came into service last Spring.

BCMA MEETING

At the meeting of the British Canoe Manufacturers Association held at Redbourne on Monday March 13th, the main item under discussion was the recent Crystal Palace International Canoe Exhibition. Provisional figures from the Sports Council show an increase in attendance over last year of at least 1100, and all members reported on a very successful show. The Sports Council and the BCU Exhibition Committee were to be congratulated for organising such a professional event. Without doubt, the 'best ever'.

Among the other items discussed was the possibility of the BCMA providing a Wild Water Racer, of a proven design, as a standard 'class' boat. Discussions are well under way with the BCU WWR Committee and it is hoped that an acceptable design will soon be made available to paddlers from member firms and that moulds and a mould hire

service will be provided.

Report from R.H. Goodman, BCMA Chairman.

CANADIAN-CANOE ASSOCIATION OF GREAT BRITAIN

In recent years it has become apparent that there is a widespread interest in Canadian Canoeing, but all too often this interest dies from lack of information or facilities. To counteract this and to promote Canadian Canoeing in all its forms, the Canadian-Canoe Association of Great Britain was formed in 1956. If you would like to support Canadian Canoeing or need help with further information, do not hesitate to write to the Association.

It is particularly desired to emphasise that it is not the intention of the Association to wean members away from existing clubs, but rather to draw together Canadian canoeists enabling them to derive greater benefit from their sport through association than they would otherwise enjoy. A few friends may like to band together to form a Branch of the Association and so encourage others with kindred interests to join.

The Council of the Association is anxious to gather together as much information on Canadian Canoeing as possible and will be pleased to supply any which it possesses upon any aspect of the pastime. It will be glad to receive from members or any source, information or printed matter which it is felt may be of interest to others.

For details of the Association or information, SAE please to: Hon. Secretary, Leslie Rowe, The Canadian-Canoe Association of Great Britain, Gable Cottage, Downs Lane, Leatherhead, Surrey.

BRITISH ALASKAN KAYAK EXPEDITION

PDSA SPONSORE PADDLE

One of the PDSA's most unusual patients at the Society's Newcastle Animal Treatment Centre was a baby seal, nicknamed Sally, brought in last December (we kill them in this country!).

Martin Meling, head of the seamanship department of Wellesley Nautical School, Blyth, rescued Sally after finding her floundering in the harbour. She had multiple wounds, pneumonia, weighed a mere 29lbs and no-one thought she would survive — except her rescuer and the PDSA veterinary officers at the Newcastle Centre.

After treatment, and with careful nursing by Martin at the Nautical School, Sally gradually regained her health. Feeding her cost quite a lot, but fisherman in North Shields and a Blyth fishmonger contributed supplies of fish for the patient.

Eventually, on February 3rd, Sally at 65lbs (normal body weight for a seal of her age) was successfully returned to her natural habitat in the North Sea off St. Mary's Island, near Whitley Bay — helped by Martin in his kayak, as many viewers saw on BBC Television.

In appreciation of the veterinary assistance, Martin approached his friends of the proposed British Alaskan Kayak Expedition, and they agreed to help the PDSA to raise much needed funds by a sponsored paddle from the Farne Islands to Blyth Harbour next May. This will be a prelude to the group's expedition to the Aleutian Islands on June 4th to study wildlife in that part of the world. The Expedition will be led by Derek Hutchinson, and has the support of the Scientific Exploration Society and the World Expeditionary Association.

As the PDSA's educational programme encourages concern about all animals, no doubt many members of the Society's staff, and supporters, with Sally, the seal in mind, will also be following the Expedition's activities with interest.

SELL OUT FOR BOAT & LEISURE LIFE SHOW

When canoeist extraordinary Frank Goodman officially opened the Boat and Leisure Life Show at the National Exhibition Centre, Birmingham, on Saturday February 18th, he was launching the biggest event of its kind ever held in the Midlands.

Gathered under the giant roof of the NEC were boats, tents, caravans, and holiday ideas from all parts of the world — products of more than 30 countries, including replicas of the Nordkapp kayak that made the Cape Horn journey.

When the Exhibition made its debut a year ago at the NEC both organisers and exhibitors wondered how the public would react to an event orientated to the water yet staged in the heart of England. They need not have worried. Visitors from

all parts of the British Isles and abroad flocked to the NEC.

The success of the first show was demonstrated by the fact that despite almost doubling the display space available, the organisers had to hoist 'Sorry, Sold Out', notices to potential exhibitors weeks prior to the Show opening.

CAMPING BOOM

According to the Camping Club of Great Britain and Ireland, at least one person in ten now camps, using either a caravan, tent, trailer tent or motorised caravan. Add to that the number of people who hire their equipment, rent a holiday caravan, chalet, flat or bungalow, and you have the staggering figure of nearly twenty-five per cent of the holiday making folk in this country turning to one or other form of self-catering, rather a change in trends from the seaside boarding house of not so many years ago.

Rather a change too, from the hotel holiday, for most people anyway — and to some extent from the heyday of the package deal which is somewhat fading, too. With a caravan in tow or a tent in the car, you are free to go where you like, when you like, setting down when you come into a nice area and moving off again as the mood takes you. But is it always as easy as that? The Camping Club of Great Britain only wishes it were. Against those astonishing figures quoted, provision of sites and facilities for camping is dismally inadequate in places.

Each successive year brings more people into the 'fold', yet the authorities are slow in keeping up with the demands of even five years ago. In peak periods, it becomes increasingly difficult to just drop into a site without previously booking a pitch and there is frequent discrimination over the type of equipment you happen to have chosen. It, therefore, becomes increasingly advantageous to join a Club, which gives you access to 'members only' sites owned or managed by them.

The Camping Club of Great Britain has sixty-five sites within its network, providing members with well over six thousand camping pitches. In addition to this there are over one hundred and fifty farm sites, covered by the Club's exemption certificate, which can accept up to five caravans at a time, for a period of up to twenty-eight days. As each season goes by, so the Club's surplus funds are employed in adding still further to these facilities.

Unlike some clubs, there is no restriction placed upon the type of camping equipment used. Everybody from the backpacker to the ardent caravanner is equally welcome. There are special sections within the Club which cater for the canoeing and boating enthusiast or which holds suitably located meets for the mountaineer. For this reason there is a small supplementary subscription. All that for a mere seven pounds a year plus the joining fee.

For further information contact: *Eric Fowler, Club Information Officer, The Camping Club of Great Britain and Ireland, 11 Lower Place, London SW1W 0EY.*

BARBEL KORNER

We are saddened to announce the death on February 17th of Barbel Korner, a popular German rough water paddler who has competed at the Llangollen International a number of times here in Britain. Our condolences to her husband Steffen Korner and family.

EXPEDITION CAPE HORN

Members of the Cape Horn Expedition are beginning their lectures and have also produced a series of mementoes from their epic trip. These are available from the individual team members or from: *Valley Canoe Products Ltd., Private Road 4, Colwick, Nottingham.*

Colour Poster of Cape Horn and Kayak 59p

Good quality T-Shirt with Cape Horn motif, blue only £3.20

Souvenir brochure, including diary of journey 34p

Car Sticker, glue on face 37p

Car Sticker, glue on back 37p

One of each, canoe and car sticker . . . 57p

All prices include postage
The team members are still busy working on their official expedition report that should be available for the interest of serious sea canoeists early in April.

SCOTTISH TOURING AWARD SCHEME

After talking about it for nearly two years, the Touring Committee of the Scottish Canoe Association are now to introduce an award scheme for Canoe Touring. The idea is to recognise the considerable achievements of Touring paddlers who over the years clock up thousands of miles canoeing in Scotland. It is hoped that it will also provide information about the needs and wishes of Touring Members which will enable the Association to better provide for them as a membership group.

All tours undertaken from January 1st 1978 are eligible for inclusion, provided you register before November 1978 (SCA Members). The distances for an award are:

BRONZE — 600km (375 miles)

SILVER — 2500km (1570 miles)

GOLD — 4000km (2500 miles)

The distances must be recorded on a Log Sheet and verified (preferably yearly) by the SCA Touring Committee. All distances on Tour are eligible, provided that 75% of totals are undertaken on Scottish Waters. Full details of the scheme can be obtained from: *SCA Touring Committee, c/o Peter Moore, 12c Calside, Paisley, Renfrewshire, Scotland.*

RACING REGATTA OFFICIALS SCHEME

In January 1976 the then Sprint Racing Committee ran its first formal Regatta Officials Course at Holme Pierrepont, National Water Sports Centre, Nottingham. This course was designed to give basic insight into regatta organisation, programming and officiating for those people interested in running regattas at both Club and National level. Coupled with further practical training and experience gained during subsequent racing regattas at the National Water Sports Centre, those who attended the Basic Course were registered as Regatta Officials by the Committee.

A further two Basic Courses have since been run in December 1976 and December 1977. With the later courses, continuation training and discussion groups have taken place for Registered Officials at which ideas and plans have been formulated to improve and develop the Regatta Officials Scheme further. At present there are some 70 registered or trainee officials on the Racing Committee list. The SRC had two main objectives in mind in formulating the Regatta Officials Scheme: primarily the Committee wished to establish an 'on-going' cadre of experienced officials capable of organising first class regattas at all levels of competition, thus ensuring the continued growth of racing in future years; secondly, but first in order of attainment, was the necessity to establish, at an International level, the quantity and expertise of officials that will be needed to organise and run the XVIth World Canoe and Kayak Championships in 1981, which will be held at Holme Pierrepont, National Water Sports Centre, Nottingham.

Both these objectives are now well on the way to being achieved, but help — your help — is still needed at all level of officiating if success is to be guaranteed.

Details of the next Regatta Officials Basic Course are given below, but you need not wait until December before becoming involved. Help is often required at Regattas and for some jobs previous experience of racing or officiating is far from necessary. Typists, marshalls, and finish line judges are always at a premium. So, if you are interested in officiating contact the Competition Organiser (or enquire at Regatta Control if you are attending a Regatta at the National Water Sports Centre).

CANOE '81

'CANOE 81' is the title that has been adopted by the British Canoe Union to herald the occasion of the triple World Championships in Racing, Slalom, and Wild Water Racing to be held in Great Britain during the summer of 1981. This is the first time that any one country has been given the opportunity to stage all three championships at the same time and plans are well in hand to ensure that British Canoeing presents to the World the best championships ever.

SPRINT

The BCU Council have already set up a 'Canoe 81' Co-ordinating Committee under the Chairmanship of Ron Emes, with two separate Organising Committees for Racing, and Slalom and Wild Water Racing under the respective Chairmanships of Mike Haslam and

David Wain.

Provisional dates for the 'Canoe 81' programme are given below and with such an abundance of World Class competitors, 1981 will surely become the 'year of the canoe' in British sporting calendars . . .!

CANOE 81 PROGRAMME

WORLD WILD WATER RACING CHAMPIONSHIPS

Opening Ceremony: Thurs. 16th July.
Competition: Fri/Sat. 17th/18th July.
Closing Ceremony: Sun. 19th July.

WORLD SLALOM CHAMPIONSHIPS

Opening Ceremony: Tues. 21st July.
Competition: Wed/Thurs. 22nd/23rd July.
Closing Ceremony: Fri. 24th July.

WORLD RACING CHAMPIONSHIPS

Opening Ceremony: Wed. 29th July.
Competition: Thurs/Fri. 30th/31st July. Sat./Sun. 1st/2nd Aug.
Closing Ceremony: Sun. 2nd Aug.

CANOE 81 ORGANISATION TREE

BCU COUNCIL
(responsible to ICF)

COMPETITION LIASION COMMITTEE
(responsible to BCU Council)

TRIPLE WORLD CHAMPIONSHIPS (CANOE 81)
CO-ORDINATING COMMITTEE
CHAIRMAN: Ron Emes

appointed by the CLC and approved by BCU Council

WORLD RACING CHAMPIONSHIPS
ORGANISING COMMITTEE
CHAIRMAN: Mike Haslam

WORLD SLALOM AND WILD WATER
RACING CHAMPIONSHIPS
ORGANISING COMMITTEE
CHAIRMAN: David Wain

RACING RULES

Do you organise canoeing races up to 10,000 metres at your local club? If so the Racing Committee would like to draw your attention to the general regulations contained in the Racing Rules (detailed below). These have been amended to clarify the position for those of you who organise ad-hoc events and are not sure whether or not your event should be considered as a bona-fide regatta.

The Committee would advise anyone who is considering running any type of sprint event to read the BCU Racing Rules, contained in the Canoe Racing Year Book, before organising an event. It is your responsibility to the paddler that any event, no matter how small, no matter what kind of boats raced, is conducted properly and efficiently. The Racing Rules are there to help you — please use them.

RACING

Definition: Racing is competition in

canoes and kayaks over a course as flat and still as can be obtained of distances up to and including 10,000 metres.

Although competitions may be organised for any craft the normal classes of boat will be the K1, K2, K4, and C1, C2 and C7.

THE RACING RULES

Valid from 1st January, 1978
I GENERAL REGULATIONS

1. All competitions announced as National or Open competitions shall be held in accordance with the Racing Rules of the British Canoe Union. (This rule does not apply to closed or invitation competitions subject to Rule 4).

2. National competitions are organised by, or on behalf of, the BCU.

3. Open Competitions are competitions for which entrance fees are charged, over distances up to 10,000 metres, organised by a member of the BCU, a Club or Clubs affiliated to the BCU or by an organisation outside the Union.

RACING

a. **A STATUS COMPETITION** is an open competition approved by the Racing Committee, for which a Regatta Permit has been issued (see Rule 6) and in which all or some of the events advertised, are for the classes of kayaks and canoes as defined in Section II of these rules. (ie. Racing K1, K2, K4, C1, C2) Details of such competitions will be published by the Racing Committee in the BCU Calendar, the Canoe Racing Year Book and other such publications as the Committee sees fit.

b. **A NON-STATUS COMPETITION** is an open competition in which none of the events advertised are for Classes of kayaks and canoes as defined in Section II of these rules.

c. Entry to an open status competition is restricted to members of the BCU. No non-members of the BCU may compete in an open status competition unless exempted under Rule 7 and/or unless specifically permitted by the decision of the Racing Committee of the BCU.

4. Competitions are considered closed or Invitation Competitions if entry is restricted to named individuals; bona-fide members of an independent organisation or recognised clubs. The number of such clubs must not exceed three and for affiliated clubs Rule 5 applies.

5. Every Club affiliated to the BCU shall state its affiliation in its competition advertisement and programme and declare that the competition is being held under BCU Rules.

6. Application for a Regatta Permit shall be directed to the Hon. Secretary of the Racing Committee. Such a permit shall require:

a. Observance of the BCU Racing Rules.

b. Inclusion of the words 'Under BCU Rules' upon all printed matter issued in connection with the competition.

c. Compliance with Section III rule 19.b. regarding Regatta Officials.

If an organisation is not in possession of a Regatta Permit, then the competition is not considered an amateur competition under the BCU Rules and anyone competing shall disqualify himself from competing under BCU Rules until he or she has been reinstated by the BCU Racing Committee.

7. Only members of the BCU may participate in Open Status competitions held under BCU Rules, with the following exception:

Non-members may race in an ESPADA Class, providing they sign the Amateur Declaration and providing the event is not a National Open Championship.

8. An amateur competitor is one who practises canoeing for its own sake and not for pecuniary gain. No person shall be considered an amateur competitor:

a. who has competed or canoed for stake money, prize or wager;

*b. who has coached or pursued the practice of canoeing for pecuniary gain;

*c. who has received money or any other consideration for taking part in canoeing.

9. When a competitor is a member of two or more clubs he shall, by March 1st have declared the name of the club in whose colours he will race that year in individual events. In crew events that clubs shall have first claim on his service. A person joining a second club after March 1st must continue to race for his first club. A competitor who has changed his club is not permitted to compete for his new club unless prior consent of his old club has been obtained. The consent shall not be withheld in the case of a change of residence from one area to another.

10. No club or member of a club or individual member of the BCU may compete in an open competition outside the United Kingdom without permission from the BCU Racing Committee.

**NOTE The amateur status is not broached by members of the BCU coaching scheme who are Senior Instructors etc and who organise or staff coaching scheme courses etc.*

ESPADA COMMITTEE

The new Racing Committee representative to the Espada Committee is David Train of the Fladbury Canoe Club.

David is particularly interested in young paddlers as the success of his own club has proved. Fladbury won both the Marathon Racing Hasler Trophy and the Racing MacGregor Paddle for inter-club competition during the 1977 season. All achieved with a large percentage of Espada paddlers.

SELECTION POLICY — WORLD CHAMPIONSHIPS 1978 10,000 metre events.

Under the Racing Committee Selection Policy, paddlers for the K1 10,000 metre event at the World Championships will be selected on results gained in the Senior International K1 10,000m event to be held at the Holme Pierrepont International Regatta on 17th/18th June. For the World Championship K2 and K4 10,000m event, British crews will be selected on the results gained in the Open K2 10,000m event to be held on Sunday 9th July during the National Championship Regatta.

SELECTION SUB-COMMITTEE

The new appointed independent member of the Selection Sub-

Committee is Brian Greenaway of the Royal Canoe Club. Brian resigned from the full Racing Committee at the end of 1977 but has agreed to serve as the independent member on the Selection Sub-Committee.

AGM REGATTA

The last regatta of the season — September 9th/10th — has been re-named the 'AGM Regatta' (previously 'Services Regatta') to remind all Clubs that the first part of the Section AGM will be held during the weekend.

This is your chance to discuss Team Selections and Results; question Team Managers and Coaches; and to put forward your own ideas on Racing. Use it to the benefit of the sport and attended.

Plans are also in the pipeline to hold a four-nation international match at this regatta, plus a Regional Championships (North, South, East, West), as well as the Inter-Services Championships and special 500m open regatta on the Sunday. Sounds like a real fun weekend to finish the season — don't miss it!

RACING REGATTAS AT HOLME PIERREPONT NATIONAL WATER SPORTS CENTRE

CONDITIONS OF ENTRIES — 1978

ENTRY FEES:—

Entry fees for the 1978 season have been set by the Regatta Sub-Committee at:—
40p **PER CREW** for Espada and Junior Events

80p **PER CREW** for all other events.

This represents an increase of 20p per crew for adult competitors. There has been no increase in fees for Espada or Junior Events.

LATE ENTRIES:—

Late entries will be charged at:—

50p **PER CREW** for Espada and Junior Events

£1.00p **PER CREW** for all other events.

There will be no separate scale for additional entries in 1978, all entries not received by the entries closing date will be treated as late entries. A late entry is therefore defined as 'an entry received on the day' for any event in the Regatta.

CLOSING DATES FOR ENTRIES:—

The Closing date for entries for all regattas, with the exception of the Home International, will be eight days before the event, ie. the Friday of the weekend before a regatta weekend. For the Home International, this is extended to fourteen days before the event. (See diary dates for details).

ADDRESS OF ENTRIES:—

All entries for all Holme-Pierrepont regattas should be addressed to:—

The BCU Racing (Regatta) Committee, c/o Holme Pierrepont, National Water Sports Centre, Adbolton Lane, Nottingham.

Urgent telephone enquiries to:
D. Parker (060-77-3491)

TEAM LEADERS MEETINGS:—

Team Leaders Meetings will be normally

held on **Saturday Mornings Only** at 8.00am in the Lecture Room of the NWSC for all regatta.

MIXED CREWS/EVENTS

Entries from mixed crews will be considered at team leaders meetings and will be allowed provided that there are no objections from those team leaders present and sufficient lanes are available after all allocations to correct status paddlers have been completed.

SELECTION EVENTS FOR INTERNATIONAL TEAMS:—

British Senior Teams:—

All competitors wishing to be considered must enter the appropriate Senior A events, irrespective of their individual racing status.

British Junior Teams:—

All competitors wishing to be considered (must have been born in the years 1960 to 1963 inclusive) will be allowed to enter the appropriate Junior events, irrespective of their individual racing status.

HOURS OF RACING:—

Where programming allows, the hours of racing for domestic regattas during the season, will generally be as follows:—

Saturdays 10.00am to 4.30pm 10,000m events — early evening finished at approx. 7.00pm.

Sundays 9.00am finishing approx. 4.00pm.

DISTANCE EVENTS:—

Most distance events will be run as above with 3,000m and 6,000m events also being held during the lunch periods and on Sunday afternoons. It is intended to follow the programme of distance events shown below, (although the Regatta Committee reserve the right to alter this programme if circumstances warrant it).

Spring Regatta — *K4 National Championships + Open K1, Open C1.

Committee Regatta — *K1/C1 National Championships + Open K2/C2.

International Regatta — International K1/C1, K2/C2, K4 + Open K1, K2, C1, (Ladies K2 only) Ladies K1 only)

National Champs. — Open K2/C2

Inter. Clubs Regatta — K2/C2 events all classes + Open K1/C1 events.

AGM Regatta — Open K1/C1, Open K2

*Espada Classes

There are no National Championship events for Espada classes other than those that are run in the British Schools Canoeing Association Championships, held in conjunction with the National Championships Regatta. Non-Championship distance events will be run for Espada classes during the season, in accordance with the above programme over a course of 3,000m.

Junior and Ladies Events

These events will be over a course of 6,000m.

SPRINT

DISTANCE EVENTS — REVISED COURSES:—

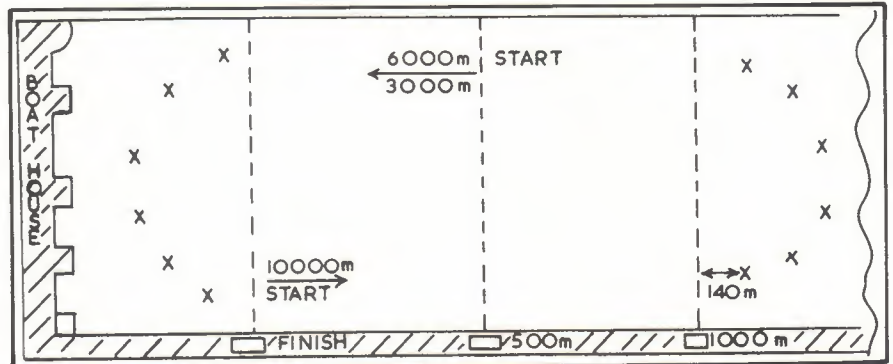
With the exception of the International Regatta, during the 1978 season, the revised courses as shown below will operate for all distance events:—

examples of the weekend costs are as follows:

B & B Friday night to Sunday lunch inclusive = £13.00 (inc. VAT)

Saturday lunch to Sunday lunch inclusive = £8.60 (inc. VAT)

Saturday dinner to Sunday lunch



COURSE DETAILS:—

10,000m — Start at Finish Tower, race up the course to top turn at 1140m down course return to tower. Repeat for three complete laps. Then last lap to top turn and down finishing straight with last 1000m in lanes. Total of seven turns, eight straights.

6,000m — Start at 500m marker, facing down course. Race towards finish, turn below Finish Tower, race to top turn and down back to bottom turn. Return to top turn and down finishing straight with last 1000m in lanes. Total of four turns, four and half straights.

3,000m — Start at 500m marker facing down course. Race towards finish, turn below Finish Tower, race to top turn and down finishing straight with last 1000m in lanes. Total of two turns, two and a half straights.

These course revisions have been introduced to enable competitors to gain more experience on turns, whilst enabling the safety and umpires boats to operate more effectively. The shortening of the straights will also mean that races are contained in an area suitable for spectator and TV viewing.

ACCOMMODATION AT HOLME PIERREPONT

The Regatta Committee have reserved 35 beds at each domestic regatta on Friday and Saturday nights for general use. (For International Regattas the full centre accommodation has been reserved for International teams only).

The cost of full board and accommodation will be £7.00 (inclusive of VAT) per day.* Bookings will be accepted on a 'first come — first served' basis and should be made, at the latest, with regatta entries. Booking forms will be available at the Centre Reception desk throughout the season. Some

inclusive = £7.00 (inc. VAT)

Bed and Breakfast only, per night = £3.60 (inc. VAT)

*A day is reckoned as bed and breakfast, lunch and dinner. Normally there are no arrangements for Friday evening meals at the Centre on a Regatta weekend.

MEALS AT HOLME PIERREPONE — Non-Residents

The Regatta Committee have arranged for non-residential meals to be available at the Centre on Saturdays and Sundays. Breakfast is taken between 7.30 — 8.00am. Lunch between 12.00 — 2.00pm. Dinner from 7.00pm.

COSTS: Breakfast — £1.20; Lunch — £1.60; Dinner £1.80 (inc. VAT)

These meals must be booked and paid for in advance (latest date with regatta entries. Booking forms will be available at the Centre Reception Desk.

ALL BOOKINGS FOR MEALS AND ACCOMMODATION SHOULD BE MADE THROUGH THE REGATTA COMMITTEE c/o The National Water Sports Centre BUT NOT DIRECT WITH THE CENTRE.

ALL CHEQUES TO BE MADE PAYABLE TO THE RACING (REGATTA) COMMITTEE.

BRITISH CANOE UNION — RACING COMMITTEE, 1978

Chairman:

Mr. M. Haslam Planning Branch, CAD Kineton, Leamington Spa, Warwickshire, Tel: 0926 640331 ext. 487

Hon. Secretary:

Mr. S. Cooper 7, Monkmoor Close, Oswestry, Shropshire. Tel: 0691 3117.

Hon. Treasurer:

Mr. A. Miller 14, The Causeway, Bassingbourn, Royston, Hertfordshire. Tel: 0763 42867.

RACING

Members:

Mr. G. Cooper 6, Barron Road, Northfield, Birmingham, 31. Tel: 021 476 6980.

Mr. R. Emes (Vice Chairman) 147, Gravelly Hill, Erdington, Birmingham 32. Tel: 021 373 5192.

Mr. C. Gray 128, Greythorne Drive, West Bridgford, Nottinghamshire. Tel: 0602 812814.

Mr. R. Jones 5, Fabricus Avenue, Droitwich, Warwickshire. Tel: 090 57 4828.

Mr. W. Machin (Records Officer) 21, High Grange, Lichfield, Staffordshire. Tel: 054 32 53169.

Mr. D. Parker 11, Holmfield, Off Brookview Drive, Keyworth, Nottingham. Tel: Plumtree (060 77) 3491.

Mr. B. Perrett 39, Hamilton Road, Reading, Berkshire. Tel: 0734 661035.

Mr. J. Rossiter 6, Birch Avenue, Caterham, Surrey. Tel: 0883 46631.

Co-opted Members:

Mr. R. Canham 71, Old Charlton Road, Shepperton, Middlesex. Tel: 093 22 25155.

Mr. D. Train Glen Villa, Payres Lane, Fladbury, Pershore, Worcs.

Representatives from other Committees:

Scottish Canoe Association —

A. Samuel

British Schools Canoeing Association —
Vacant

Joint Services Canoeing Federation —

D. Howie

Racing Regatta — Sub Committee 1978

Chairman = Chairman of Racing Committee

MEMBERS: Mr. C. Gray, Mr. R. Jones, Jane Jones, Di Lawler, Mr. M. Nadal, Mr. D. Parker, Mr. J. Rossiter.

Racing Selection Sub Committee 1978

Chairman = Chairman of Racing Committee

MEMBERS: Mr. G. Cooper, Mr. C. Gray, Mr. G. Oliver, Mr. L. Oliver, Mr. W. Machin, Mr. D. Parnham, Mr. D. Perrett.

INDEPENDANT MEMBER Mr. B. Greenaway

IN ATTENDANCE Mr. R. Emes, Mr. R. Jones.

THE RACING REGISTRATION SCHEME

Introduction

The Racing Committee has been concerned for some time over the lack of an efficient communication system between the Committee, competitors, officials and regatta organisers and its inability to ensure that only BCU members compete at regattas. The Committee feels that these short comings will be overcome by the introduction of the Racing Registration Scheme which will also enable it to establish exactly how many active

racing canoeists there are in the country, at any one time, and more importantly, be able to contact them, individually whenever the need arises.

Initial Registration

All racing canoeists including Espada paddlers, are requested to register with the Racing Committee. This should be done at the first National Water Sports Centre Regatta attended during the season.

Registration will only be carried out on production of a current BCU Membership card when the details of the competitor, (name, address, Club, racing status, BCU number etc.) will be entered into the Racing Register and a racing number entered onto the competitors BCU Membership card.

Renewal of Registration

Registered competitors will remain on the Register and retain their racing number until such time as they are no longer actively competing or their BCU Membership lapses.

Competitors will *not* be required to confirm their registration whilst a BCU Member.

Advantages of Registration

Registered competitors will be entitled to purchase the Canoe Racing Year Book and other racing publications that may be produced, at a reduced price. In addition, those who subscribe to the Racing Technical Journal will receive their copies post free, on publication of each Journal, and will, of course, be fully up-dated on Olympic Selection policies, team training days etc. Finally, from the 1979 racing season only registered competitors with the exception of first time attenders will be allowed to compete in racing regattas held at the NWSC and in National Championship events.

HOLME PIERREPONT NATIONAL WATER SPORTS CENTRE 1971/1977 COURSE RECORD TIMES — OPEN AND NATIONAL — CANOE AND KAYAK

OPEN ALL COMERS RECORDS					BRITISH NATIONAL RECORDS		
EVENT	CREW	NAT.TIME	DATE	CREW	CLUB TIME	DATE	
MEN							
K.1	500M H.Menendez	ESP 1.47.16	9.7.77	D.Parnham	RIC 1.48.41	9.7.77	
	V.Parfinovitch	URS (Joint)					
K.2	500M Romanovsky/Nargorny	URS 1.36.02	9.7.77	Farrell/Hunter	ROY 1.40.02	9.7.77	
K.4	500M Olbricht/Helm/ Duvigneau/Boy	DDR 1.27.32	9.7.77	Williams/Haynes/Oliver/ Alan-Williams	OTS 1.29.17	15.8.76	
C.1	500M Z.Scroka	URS 1.58.43	9.7.77	W.Reichenstein	IRV 2.06.10	29.5.77	
C.2	500M G.Smith/J.Wood	CAN 1.44.91	9.7.77	Reichenstein/Bradford	1.57.04	9.7.77	
K.1	1000M R.Helm	DDR 3.48.11	10.7.77	D.Parnham	RIC 3.48.96	10.7.77	
K.2	1000M Bako/Szabo	HUN 3.25.47	10.7.77	Mason/Harding	NOT 4.34.93	10.7.77	
K.4	1000M Bako/Szabo/ Csapo/Szanity	HUN 3.04.55	10.7.77	Brown/Mason/Harding/ Alan-Williams	OTS 3.13.48	10.7.77	
C.1	1000M S.Antipov	URS 4.01.28	10.7.77	W.Reichenstein	IRV 4.3.51	20.6.75	
C.2	1000M Buday/Frey	HUN 3.43.87	10.7.77	Reichenstein/Bradford	4.13.99	18.6.77	
K1	10000M D.Parnham	GBR 45.23	8.9.73	D.Parnham	RIC 45.23	8.9.73	
K2	10000M Mason/Jackson	GBR 41.26	8.9.73	Mason/Jackson	41.26	8.9.73	
K4	10000M Williams/Haynes/ Fowler/Hunter	GBR 38.02	29.5.77	Williams/Haynes/ Fowler/Hunter	OTS 38.02	29.5.77	
C1	10000M M.Humme	BRD 51.52	19.6.76	K.Pereira	RIC 55.29	11.7.76	
C2	10000M Lindelof/Zedlitz	SWE 47.55	19.6.76	Reichenstein/Bradford	50.06	29.5.77	
WOMEN							
K.1	500 M G.Dittmar	DDR 1.58.15	9.7.77	H.Peacock	RIC 2.06.22	9.7.77	
K.2	500 M Fischer/Rosiger	DDR 1.45.98	10.7.77	Peacock/Perrett	1.55.14	10.7.77	
K.4	500 M Fischer/Rosiger/ Pchurt/Dittmar	DDR 1.42.09	10.7.77	Wetherall/Smithers/ Haynes/Clapham	RIC 1.51.86	1.5.77	

COMPILED BY R.W. EMES — TEAM MANAGER, BRITISH CANOE UNION RACING COMMITTEE 12.7.77

letters

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

South Africa

Anita Hart (Canoeing Magazine issue 12) in a letter headed 'South Africa' leads me to believe that she is not in favour of Mr John Dudderidge's efforts to have the ban on the South African Canoe Federation lifted.

Why does she make the South African canoeists suffer, when they do not make the laws. It is wrong that sport should be used as a political weapon against the South African governments policies. Having been born in South Africa some men take up canoeing,

train, reach a high standard and are then blocked from international competition. What incentive do they have to carry on?

Anita Hart and people like her, are not only killing the sport, but guilty of practising political discrimination themselves against the canoeist in South Africa. While much that Anita's efforts to change some of the South African policies are to be commended, she must not do this at the expense of canoeing or any other sport.

Let us as sportsmen and as people who hopefully respect the fundamental rights of the individual, strive to become kings and not the pawns that we are.

*Yours sincerely,
Jerome Truan,
(Canoeist in South Africa).*

Access — action call to battle

(follow on from issue 12)

Well, we've done something! We are joining forces with the access staved canoeists in the North East. We're having a mass rally on the North and South Tyne on the 7th May 1978.

YOUR support is VITAL. Send a SAE for more specific details to: *Canoe Access Action, Middleton St. George College of Education, Near Darlington, Co. Durham.*

Lost licence

A letter to the British Waterways Board, Craft Licensing Office:

Dear Sirs, I return herewith the renewal form for River Registration for my canoe. I do not wish to renew it again.

There are two reasons why:

1. COST. Although only £3.00 a year, it has gone up by 300% in three or four years. My son and I have four canoes between us. The cost of buying licences for all of them for all the waters we would like to canoe would amount to over £100 quite easily. Last year we renewed only one of the two canoes we had had registered for several years. We no longer feel that the use we make of it is value for the money.

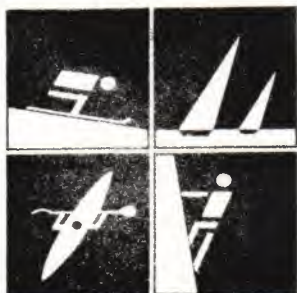
2. FISHERMEN. Even on recognised navigation we have to bear their ill-will. We get their curses and insults, and, on occasion, they make near misses when casting or with their catapults and air pistols. They crowd the banks, breaking them down and trampling the undergrowth. They leave their rubbish about or throw it into the water, and overhanging trees are festooned with their lines and hooks.

My son and I have always followed our club's policy of courtesy towards other water users, but we are all fed up with the fishermen.

*Yours sincerely,
P.A. Davies,
The Canoe-Camping Club*

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Canoe/Kayak again

So Earle Bloomfield feels emasculated if you call his tool a canoe — not more Freud! (See 'Letters' issue 12)

I expect his canoe resembles a genuine kayak about as much as clogs resemble moccasins if it's made of GRP and not a soft skin over wood framing. Even the lines are unlikely to be right as the genuine article usually has pronounced hollow sections and waterlines away from the cockpit.

There are numerous ethnic designs of canoe of which we Europeans have only adopted and distorted the kayak and

Letters (cont'd)

Canadian concepts to fit our purposes. As for sea canoeing, we have been so obsessed with kayaks that we must surely wake up to the fact that the Polynesian, Maori, Melanesian, Malayan, and Italian Ocean races have all produced proven sea canoes with Europeans have largely ignored except for the sailing catamaran (see below). The kayak has its own virtues but I don't count its ability to invert quickly as such a marvellous idea when at sea! Perhaps Earle equates stability with cissy, but he and his sea-going friends could voyage much further if they paddled chanting on their way aboard a 100-man Polynesian outrigger canoe. That might restore their masculinity.

'Kayaking' is such an ugly word for poetry in marine motion, surely it must really mean the noise made by kayakers talking about kayaks. Ugh!

So please, editor, no racial prejudice about 'Canoeing' it isn't exclusively European North American or Eskimo. Let's keep the mag title the way it is.

Here's looking forward to your first Outrigger-100 sprint report from Holme Pierrepont.

Yours sincerely,
Graham Vine,
Charlton, Middlesex

Note: The catamaran was not developed from the outrigger canoes as inferred in the above letter, but developed by the Prout brothers from two K2 kayaks that they built in Britain for the 1948 Olympics.

Kevin Desmond looks at:

A LITTLE CANOE HISTORY

By 1878, the Royal Canoe Club, ably captained by the legendary John MacGregor, had completed its eleventh year. During this period five hundred Members ('Gentlemen Amateurs') had been enrolled in its books — including such notables as The Earl of Mountcharles, The Reverend P. King Salter, the Hon. H. Lascelles, the Prince Imperial, Lord Dalrymple, Lord A. Douglas Wheeler, B. St J. Joule, Lieutenant A. Clitheroe-Ward, and last but not least W. Baden-Powell and the Commodore of the Club, HRH the Prince of Wales (later King Edward VII). But as Annual Report, issued from 11, Buckingham Street, Adelphi, London WC, stated 'The increase in numbers

recently has not been by 'leaps and bounds' as in the first spring of its growth, but good evidence exists of a strong vitality in the steady influx of new Members, and in the warm interest still shown in all that concerns its welfare by many of its original supporters. The Rules of the Club have remained unaltered, a circumstance that may appear worthy of notice to many Members who remember the lively discussions that rendered successive Meetings animated in past years.'

For example in 1874, two members proposed: 'That it is inexpedient that drop or deep keels be in future used in any Competition for a Prize given by the Club.' No sooner had this motion been lost by 10 votes to 7, than two other members proposed that 'In the Rule relating to drop or deep keels, '12 inches' and '18 inches.' ' An Amendment was then proposed by still two further members: 'To add to the motion the words, "but when hauled up they must be completely housed within the Canoe." ' The Amendment was carried by 15 votes to 2.

Also in the Annual Report of 1878 was 'tatement that: 'Controversies as to measurements, or what is the true type of Canoe for paddling or sailing, for cruising or travelling purposes — such topics have been hotly debated; but the time seems to have arrived when Canoeists are agreed that though wide difference of opinion may exist, still there may be good reasons for such divergence, and that as there are rapid streams and sluggish rivers, waters to be crossed not always tranquil, so there may be a balance of advantages in a particular type of craft specially designed to meet the peculiarities of a given locality. That such an agreement of opinion exists seems vouched for by the proposition to hold a Canoe Exhibition in the ensuing year.

'A complete and exhaustive Exhibition, showing chronologically how one improvement has gradually



suggested another, how special requirements have been met by ingenious inventions, how supposed advantages have sometimes proved fallacious, and to what causes such failures are to be attributed — short, should the development of Canoes and their gear be clearly traced, such an Exhibition might prove useful and, under any circumstances, would illustrate the rapid nature of the advance that has been attained. On the other hand, a mere heterogeneous collection of Canoes and gear, unclassified and but partially explained, would probably be misleading and the advantage to be derived from it questionable. To prevent such a result would necessitate much individual attention and very considerable expenditure of time and money.'

In 1871 the Canoe Club Boat-House had been open at Tagg's, East Molesey above the lock at Hampton Court, but remained pretty weak on facilities. Then in 1877, the Club began to rent a Boat-House from Mr Turk of Kingston, at £25 per annum, with Individual Members contributing to the support of the house by small fixed payments in proportion to the use made by them of the facilities offered — until such time as the RCC could maintain a private Boat & Club House of its own. But by 1878, Mr Turk of Kingston, anxious that his boathouse should become the permanent HQ of the Club, at considerable expense had erected a new building of two storeys (70ft long and 30ft broad) well adapted for the purposes of the Club. By March, his investment had paid off because: 'The Committee have every satisfaction in announcing that . . . they have secured at slightly increased cost a

private Boat-house, containing ample accommodation for a considerable number of Canoes, with the additional advantage of a Club-room on the upper floor, and a Lavatory and Dressing Room adjoining it.' Before long, the Royal Canoe Club-house had been described as 'the most commodious boat-house on the River Thames.'

Also in that prophetic Annual Report of 1878 came a confession: 'That state of the Branches of the Club is not encouraging: the Cambridge Branch, founded ten years ago, has been, or at all events is, dissolved; no intelligence has been received from it for upwards of a year. The Eastern Branch is, from a Canoeing point of view, flourishing; financially its condition would appear to be bad. Past experience leaves but little doubt that the idea of extending the influence of the Club, permanently, by means of Branches has failed, though there can be no doubt that the promotion of Canoeing has thereby been extended.

'There would appear to be room for some fresh organisation designed to act as a controlling power over all general objects affection Canoeists and Canoeing, something of the nature of the National Rifle Association. Our Club, patronised as it is by the QUEEN, would necessarily, and by general consent, be the acknowledged head of the Association. Into it all Clubs, under certain rules, would be admitted, and for the general purpose of it a special fund would be created. The local objects and management of each Club would, of course, in no way be interfered with, but would be carried on precisely as at present. Under such an organisation, Regattas might be held in different parts

of the United Kingdom, or foreign cruises carried out, while schemes of the nature of the projected Exhibition, or the cruise in Ireland, could be inquired into under a representative and authoritative management that would go far to insure success.'

(It is perhaps interesting to note that the British Canoe Union was not formed until 1936 — a mere 58 years later!)

Then on a more enterprising note, RCC members Log of Cruises in their canoes — be it on the Coast of Scotland, in Ireland, in Denmark — or as far afield as Australia and New Zealand were duly noted.

Finally, it is quaint to observe the type of canoes that were on sale in 1878:

'Cedar Sailing Canoe, built by Messenger, 14ft 6in long, by 2ft 5in wide, and 1ft 5in deep. Rising deck to enable owner to lie full length and sleep, a tent fitting over it, masts, sails, shot ballast, lead on keel, foot steering gear etc etc. All masts, paddles, sails etc stow under the decks, which are made to slide over and lock up, so that everything can be left in the Canoe during the owner's absence.'

or

'An oak Rob Roy, by Salter, 13ft 24in, with sail, waterproof, and stretcher complete, price £5.'

or

'A new Cedar Racing Canoe, 22ft long, 18in beam, built by G. Dunton (formerly of Searle's, Cambridge) complete with travelling case etc. . . .'

And no Second-Hand Canoe in those days, would have cost you — or your teenage Grandfather — more than £10! Pristine condition, mind you!

Waterways & Canals

GO AHEAD FOR KENNET AND AVON COMPLETION

At the end of December 1977, the British Waterways Board were able to announce that the Manpower Services Commission had approved the scheme to repair the lock and pound structures on the 29 locks on the Caen Hill Flight on the Kennet and Avon Canal at Devizes. Although the scheme will employ up to 43 persons for a period of one year a great deal of preparatory work has fallen on the shoulders of the Devizes Section under Section Inspector Stan Miles. In conjunction with the local Angling Association, a programme of netting and collecting fish is being carried out.

Work started in the week following Christmas. Jointly proposed by British Waterways Board and the Kennet

District Council, the scheme is the first phase of the restoration of the Caen Hill Flight of locks.

Phase 2 will call for re-gating of the flight and Phase 3 will be the general amenity treatment of the area. £132,000 has been granted towards the project by the Manpower Services Commission — the Board's contribution is around £43,000 and the Kennet District Council will handle all direct labour recruitment and administration.

The Caen Hill Flight is one of the major features of the canal and is a vital factor in the eventual restoration of the Kennet and Avon to through navigation.

Phase 2 will most probably be the subject of a major appeal by the Kennet and Avon Canal Trust Limited to provide funds in the region of £300,000 to enable

the Board to re-gate the whole flight of 29 locks which covers two miles of the Kennet and Avon at Devizes.

With the work at Avoncliff extended and the Trust's recent undertaking to fund, over the next two or three years, the restoration of the remaining locks between Bradford-on-Avon and Crofton, the Caen Hill Flight forms the major obstruction to the re-opening of the canal from Bath to Newbury.

A further major problem, and one that has always plagued the Kennet and Avon, is the provision of an adequate water supply. This is currently being investigated by the Board's engineering staff in conjunction with the Wessex and Thames Water Authorities.

(Reprinted from 'Waterways News'.)

wild water

WILD WATER ORGANISATION

The proposals detailed below is the plan for the future organisation of British Wild Water Racing drawn up by a sub-committee of the BCU Wild Water Racing Committee and first discussed by the Executive at a meeting in Llangollen on January 14th, 1978.

The Committee feels changes are necessary in order to improve the safety aspect of our sport, to reduce pressure at particular sites, and to encourage growth especially in the younger age groups. It is planned that a new system will be brought into operation for next season, but of course this must be discussed at a General Meeting.

PROPOSED RE-ORGANISATION OF WILD WATER RACING OBJECTIVES

1. To improve the standard of those taking part in Wild Water Racing.
2. To improve the safety to paddlers taking part in all Wild Water Racing Events.
3. To encourage young paddlers to start directly in Wild Water Racing by organising races in lower age groups.
4. To enable to be limited by classes at events that in future will be swamped with entries.
5. To introduce a system of progression through classes from youth and novice class to class A.
6. Not to direct present race system too much.

IMPLEMENTATION

To design a class structure based on age and ability by: —

1. Introduction of Youth Under 18 Class; Juniors Under 16 Class and Under 14 Class.
2. Introduction of Class A, B, C (Novice) for Men's K1.
3. Introduction of Class A for Ladies C1 and C2.
4. Introduction of Veterans Class at all ranking races.

K1 MEN'S CLASS A

1. Five annual ranking races on the Dee, Tryweryn, Usk and Awe (extra race to be rotated each year where possible).
2. Ranking list on points system taken from best 3 results. 1st place 100 points.
3. Qualification from 1977/78 ranking list starting with 100 competitors.
4. Revision of numbers, demotion, etc. to be decided by the Executive at end of 1978/79 season.
5. At a ranking Class A event sufficient places must be reserved for all Class A paddlers, eg. first race 100. If still room on start list then this can be filled with Class B paddlers for an Open event.
6. The team event at these races will be open to Class A and B paddlers and be ranking.

K1 MEN'S CLASS B

1. Six annual Ranking Races — Dee, Tryweryn, Usk, Awe, Eden, Tay.
2. Ranking List on points system taken from the best 3 results. 1st place 100 points.
3. Qualification from 1977/78 Ranking List. Will include all paddlers with points less the first 100 who will be Class A paddlers.
4. Promotion to Class A during season by winning a Class B event plus a system of promotion at 1 per 20 starters.
5. Revision of numbers, promotion-demotion, etc. to be decided by the Executive at the end of 1978/79 season. A third class may be considered if necessary.
6. At a ranking Class B event enough places for all Class B paddlers must be reserved. If still room on start list an Open Event for Class A paddlers can be run.
7. Team Events in these events open to A and B paddlers but non-ranking.

K1 MEN'S CLASS C

1. All other races to have Class C status. Tyne Tees, Wharfe, Swale, Wye, Dart, Nith, Royal Deeside, Tweed, Clyde, Teeth Leny, Exe, Bedford Ouse.
2. All those not on 1977/78 Ranking List

will be Class C paddlers.

3. Promotion to Class B by a win and a system of 1 per 5 starters.
4. All Class C events to include Open Event for Class A and B paddlers.

LADIES, C1, C2

1. All those on Ranking List (subject to review if its is considered safe at lower end of low standard) at end of 1977/78 season will form ONE Class A.
2. Five annual ranking races (as for Class A Men's K1).
3. Ranking list to be decided on points system. Winner 25 points.
4. Numbers on ranking list to be reviewed at end of season — possibility of 2 ranking classes as in Men's K1 if numbers grow.
5. At events which are Ranking Class B for Men's K1 a non-ranking C1, C2 and Ladies event will operate but only open to those on 1977/78 ranking list.
6. Beginners in Ladies C1 and C2 will start in Class C events and gain promotion by a win plus a system of 1 in 5 starters.

YOUTH CLASSES

1. Under 18's

Compete over same courses as Men's in Class A and Class B and Class C.

2. Under 16's and Under 14's

Compete in their own age group over shortened Class A and B and C courses if this is possible with organisers in conjunction with Class A and B and C events.

6 races to be ranking (shortened A and B courses) but there to be a non-ranking event at remaining events (again organisers being willing).

Paddler stays in his age group for season unless he elects to paddle in higher class. Once moved up cannot move back down again.

An under 16 winning his event can move into Class B Under 18's for next race. At end of season a paddler who has competed 3 ranking U/16 or U/14 events can move directly into Class B.

3. C1, C2 and Ladies to be included in this system if there are sufficient numbers.

4. It is hoped that a Youth Racing Class boat (one design) can be developed by either a manufacturer or individual for the Under 16 and Under 14 paddlers.

VETERANS

A Veterans Class — 35 years and over to be included in Class A and B events.

ADVANTAGES OF SYSTEM

1. Numbers not removed from popular sites.
2. Beginners must start on generally easier courses and prove ability to gain promotion. Therefore by the time they reach more difficult courses they should have gained experience.
3. It will favour river boats.
4. A person entering a ranking event on time will be assured of his place as ranking A and B events will not be on same weekend unless site can really cope with numbers.
5. Provides a more graded approach to sport.



Photo Extra

Boys from the Wheelers Lane School, Birmingham, canoeing the River Dee, North Wales. (Top) Gary Billing tackling the Serpent's Tail Rapid above Llangollen. (Bottom) Mark Woodward on the Llangollen Town Falls. Photos: Ted Marlow.



Conservation

NORTH PENNINES — Area of Outstanding Beauty

Approximately 10% of the land surface of England and Wales is designed as 'National Park' for purposes of special planning control.

The purpose of the National Park designation is to protect and enhance the natural beauty of the area designated and to promote the enjoyment thereof by the public for purposes of open air recreation and nature study. There are ten such National Parks ranging in size from 225-square miles to 866-square miles.

A further approximate 10% of the land surface of England and Wales is designated as 'Areas of Outstanding Beauty', again for purposes of special planning control. However, the purpose of 'AONB' is to protect and enhance natural beauty only and there is no obligation on the authority concerned to promote the public enjoyment of these areas.

So, we have approximately 20% of the land surface of England and Wales designated for special control. There are several other designations designed for special controls of one sort or another such as Heritage Coasts, Areas of Great Landscape Beauty, Nature Reserves, Areas of Special Scientific Interest and so on. Leaving aside towns and industrial areas, a substantial area of countryside of England and Wales is subject to designation.

Who benefits from the 'AONB' designation? They are controlled locally through local authorities who have access to up to 75% grant aid from public funds to finance the purposes of 'AONB'. National Finance for local purposes, under local control! Surely there is a case for at least 50% of the control being in the hands of nationally appointed representatives? Who exercises the controls? Local people, some with vested interests, protecting 'their' countryside and very often frustrating public enjoyment, all on national funds. What about local authorities? So long as they can keep control over the 'AONB' Committees they welcome the opportunity to spend taxpayers' money on their localities, mainly for the benefit of those who live there.

What of the proposed North Pennines AONB? This proposal relates to 900-square miles of land, larger than any National Park or existing 'AONB', almost as big as the County of Surrey in fact, lying in the counties of Cumbria, Durham and Northumbria. It has the North Yorkshire Moors and Yorkshire Dales National Parks to the South; the Lake District National Park to the West; the Northumberland National Park to the North; and the industrial north-east

and the sea to the East. In fact, a nice little in-filling job between National Parks so that virtually the whole of Northern England will be neatly 'designated'.

The draft statement of intent, outlining the proposal for the North Pennines 'AONB', states that 'Designation would receive a high priority for financial assistance from the Countryside Commission towards measures which enhance the landscape' and 'a medium priority for measures which allow the landscape to be enjoyed by members of the general public'. Beware of the glass case!

The National Parks Authorities surrounding the 'AONB' have a duty to promote the enjoyment of the public in their areas but in some instances they claim to be unable to cope with the number of visitors and are pursuing policies of locating visitor development to the perimeters of the Parks and beyond. But the perimeter and beyond is now proposed as the North Pennines 'AONB', all 900-square miles of it, and the local authorities have the sole duty of protecting the landscape. So what of the poor recreationalist? Pushed out of the Parks and banned from the 'AONB'; all at his expense, too. The local authorities say they recognise the need to provide for 'a level of recreational access to the area, provided that it is appropriate to enjoyment of its natural beauty'. Fine words indeed but most unlikely to be of any help to the people from the towns and cities who are paying for the 'AONB' and want to enjoy it in an appropriate way.

The Camping Club was to the fore in the 1920s, 1930s, and 1940s with other recreational and amenity organisations who pressed for the establishment of National Parks as finally secured in the National Parks and Access to the Countryside Act 1949. The Club was a founder member of the Standing Committee on National Parks and is still a member of it under its new name, the Council for National Parks.

The Camping Club is now saying it is time to call a halt to land control designation, at least for a while, so that we can review what is actually happening, especially with regard to 'AONB', to see if it really is being applied in the best interests of the majority of the people and that it is relevant to present day circumstances.

This massive North Pennines 'AONB' cannot be allowed to go by default or soon this creeping paralysis of 'control' will spread over our countryside until all land is designated as something or other and we will need to refer to guides at one mile intervals to see if we are allowed to hop, skip or jump or enjoy the privilege of resting awhile to enjoy what God gave us all.

We say NO to the North Pennines 'AONB' unless a radical change of approach is introduced that will allow people to enjoy these areas in a way considered appropriate by the majority of the people who pay for them.

CONSERVATION PROTECTION FOR ALASKA

The Carter Administration's proposal to protect 92 million of Alaska's 375 million acres was presented to the US Congress in the Autumn by US Interior Department Secretary Cecil D. Andrus. The land recommended is already in Federal ownership.

Recommendations were made under provisions of Alaska Native Claims Settlement Act. These lands would constitute approximately 45.1 million acres in National Wildlife Refuges and 41.7 million acres in National Park System, more than doubling the size of each system.

Secretary Andrus also recommended 33 rivers and river segments for inclusion in the National Wild and Scenic Rivers System totalling some 2.45 million acres, and nine rivers for study, plus additions of some 2.5 million acres to existing National Forests.

The 'Four Systems' management plan proposed by Andrus would establish 10 new units of the US National Park System while expanding three existing parks. The US Fish and Wildlife Service would acquire nine new refuges and expand five others. By including entire ecosystems and watersheds in parks and refuges at the onset, the US Interior Department proposals would attempt to avoid costly mistakes made for more than a century in setting aside lands and waters for preservation in the 'lower 48' states.

As Secretary Andrus told the House Sub-committee on Alaska lands and General Oversight: 'Through enactment of our proposals, we can be certain that the crown jewels of — its most spectacular natural environments, recreation areas, and wildlife habitats — will remain in trust for the benefit of our Nation's citizens.'

'When we talk of conserving resources for our Nation and for the future, we must put this in perspective. It is not our intention to 'lock up' the State of Alaska, and our plan provides sufficient latitude for needed development.'

'There are roughly 375 million acres in Alaska. Our proposal involves 92 million acres. The State of Alaska will be receiving 103 million acres, much of which will be open to development. The Natives are receiving more than 44 million acres, much of which will be developed.'

Secretary Andrus emphasised that 'if we err by conserving too much, this can always be changed in the future.'

The US Department of the Interior further proposes the designation of 33 rivers or river segments as components of the National Wild and Scenic Rivers System, with nine others to be studied. Twenty-three rivers would be within the boundaries of other protected areas.

Marathon Racing

EUROPA CUP FOR MARATHON

With the growing interest internationally for Marathon Racing, this season there is to be introduced a Marathon 'Europa Cup Series'.

The Series will comprise three races: 32km Natteroy Rundt, Norway on July 8th; 46km Windsor-Richmond, England on July 22nd; and 120km Tour de Gudena, Denmark on September 16th/17th. Entries will be three K1 and three K2 crews per country, the first two to count in scoring, the best two races to count. A first place win in an event will score 21pts, second place will score 19pts, third place 18pts, etc. Such a Series will certainly help to focus on Marathon Racing and promote even greater competition in the sport . . .

RULE CHANGES

At the Marathon Section AGM, the following rules changes were made effecting competition through the 1978 season:

★ The Hasler Trophy Year 1978 will be run from January to August (the last race being the National Championship). Thereafter the year will run from September to August.

★ Beginning in 1978, Hasler points will be awarded at the National Championships. Senior, Junior, and Womens classes will receive double points and all other classes will have the normal points system.

★ Club points will run from 20, 19, 18, etc.

★ The Hasler Trophy will be awarded for a Club's best eight results plus the National Championship.

★ In the Tier 3 races, points will be awarded on a pro-rata basis on the number of starters in a class, with a maximum of 10 points to the winner.

★ C1 and C2 classes will be introduced at Tier 3 level if race organisers consider they have a suitable course to offer. It is found there is enough support for the classes, Hasler points may be awarded next year (from September 1978).



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Saundersfoot,
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Waterside,
Brightlingsea
Telephone 020630 3646
GLOUCESTERSHIRE
The Windcraft Co. Ltd.,
Sion Lane,
Bristol 8,
Telephone 0272 37870

KENT

Sandgate International
Windsurfing School,
97 Sandgate High Street,
Folkestone,
Telephone 0303 30110

LANCASHIRE

Campamarena Holidays,
1a Fowler Street,
Fulwood,
Preston,
Telephone 0772 716061
LONDON
Racing Sailboats,
553 Battersea
Park Road, SW11,
Telephone 01-228 5911

NORFOLK

Trident Maritime,
94 St. Benedicts,
Norwich NOR 24J
Telephone 0603 26069

NORTHUMBERLAND

Newton Windsurfing
Centre,
Newton-by-the-Sea,
Alnwick,
Telephone 0665 76666

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Mansfield Marine Ltd.,
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Pleasley,
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Lochgilphhead,
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Eastbourne,
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Eastbourne 22595
Chichester Windsurfer
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SLALOM CORRECTION

The Abingdon Slalom (N/OT/J) to be held on June 11th, is being organised by the Kingfisher Canoe Club, Abingdon, and not Riverside Canoe Club as published in our Calendar. Entries to: B.M.R. Green, 1 Pond Cottages, Chilton, Didcot, Oxon. OX11 0PG.

NOVICE SLALOM

Newbury, Novice/Jun. Ranking. May 6th. Details: M. Nebel, Russet Eabes, Stroud Green, Newbury, Berks.

IRISH EVENTS

Major Irish events for 1978 are listed below, having arrived too late for inclusion in our last issue:

APRIL

23rd — Marathon Ballymore
Slalom Palmerstown
29th — Marathon Liffey
Marathon Bandon

MAY

6th — Sprint Leixlip
7th — Marathon Boyne
13th — Marathon Grand Canal
Slalom 2/3 Leixlip Bridge
20th — Slalom 3 Kilkenny
21st — Marathon Nore
28th — Slalom 3 Grand Canal

JUNE

10th — Marathon Blackwater
Marathon Clone Strand
24th — Marathon Clane

DUTCH EVENTS

Major Dutch events for 1978 are listed below, having arrived too late for inclusion in our last issue:

APRIL

8th — Marathon Geiden — Gevitas KV
15th — Marathon Amsterdam — Viking KV
22nd — Marathon Haarlem — HKV
23rd — Marathon Eindhoven — Beatrix KV
29th — Tour/Slalom Monschau

MAY

4th — Marathon Haarlem — Trekvogels KV
13th — Tour Helmvaarders — HWC
14th — Slalom Halmvaarders — HWC
14th — Sprint Bosbaan — Frisia KV
20th — Marathon Delft — DWSV
20th — Marathon Gewest Noord Championship

JUNE

3rd — Sprint Zaanregatta — Quo Vadis
10th — Sprint Hanzeregatta — DKV

AUGUST

26th — K4 Amsterdam — Viking KV
27th — Sprint Sloterplass

SEPTEMBER

2nd — Marathon Zaandam — de Geuzen
9th — Slalom Ned. Champs. Grevenbroich
16th — Slalom Gennepmolen — Eindhoven
23rd — Marathon Haarlemmermeer — HKV

OCTOBER

8th — Marathon Gennepmolen — Eindhoven
14th — Marathon Amsterdam K2 — Viking KV
28th — Marathon Molenmarathon, — VKC

Details: Central Bureau NKB, JH Dunantstraat 62, Krommenie, Holland, Netherlands.

CANOE SPORT DIARY

JULY

8th — Marathon Carrick
29th — Marathon Bann

AUGUST

12th — Marathon Limerick
26th — Marathon Athy

SEPTEMBER

2nd — Marathon Liffey Descent
16th — Slalom 3 Sluice
17th — Slalom 3 Sluice
29th — Marathon Barrow
30th — Slalom 2/3 Barrow

OCTOBER

7th — Marathon Liffey
14th — Slalom 3 Benburb
Slalom 3 Cork
15th — Marathon Fermoy
21st — Slalom 1/2 Laragh

NOVEMBER

4th — Slalom 2/3 Tullylish
11th — Slalom Grand Canal
18th — Wild Water Cork
25th — Slalom 1/2 Palmerstown

EXE ESTUARY RACE

The Canoe Centre, in conjunction with Whitbread Breweries, are to sponsor an Exe Estuary Marathon Race on Sunday June 25th.

The Exe Estuary used to be a popular Long Distance race for many years, but for various reasons it fell from the calendar. It is now hoped that with sponsorship and some excellent prizes — apart from 'pots' — the race will again attract a large entry. The Exe Estuary will start at 11.00am on a course from Dawlish Warren to Exeter. Full details from: *The Canoe Centre, Marsh Lane, Crediton, Devon.*

APRIL

MARATHON

2nd — Nottingham, Tier 3
9th — Thames, Tier 3
16th — Leamington, Tier 3
23rd — Lee & Stort, Tier 3
Hull & District, Tier 3

WILD WATER

16th — Leven Wild Water Test
29th — Tryweryn

SLALOM

2nd — Symonds Yat, 2nd
Shepperton, 3rd
Fairlee, 3rd/4th
Pont Arithon, N.
9th — Hambledon, 3rd/4th
Pontrilas, N.
Peterborough, 4th/N
16th — Hambledon, 2nd
Myrtle Park, 4th/N
Comrie, 4th/N.
23rd — Llandyssul, 3rd/4th
30th — Teith, 4th/N

MAY

RACING

6th — Spring Regatta
27th — Committee Regatta

MARATHON

1st — Nottingham, Tier 4
6th — Stour Youth, Tier 4
7th — Bedford-St Neots, Tier 3
Rother, Tier 3
Scouts, Tier 4
14th — Taunton-Bridgnorth, Tier 3
Loch Lubnaig, Tier 3
20th — Scout & Guide, Tier 4
Southampton, Tier 4
Chelmer Youth, Tier 4
21st — Reading, Tier 3
Bromley, Tier 4

SLALOM

7th — Old Windsor, 2nd
Ironbridge, 4th/N
Newbury, N.
14th — Bala Mill, 1st
Easby, 3rd/4th
Glasshouses, N.
21st — Tryweryn, 1st
28th — Leny, 4th/N.

CANOEING THE FRESIAN ISLANDS

The BAOR Canoe Association is planning to hold a sea canoeing course off the north German coast in the Spring. With this in mind a group of four paddlers, Cpl. Mike O'Connell, Capt. Liz Elliot and Warrant Officers Bob Etherton and Roger Nadin paid a visit to the coastline north of Wilhelmshaven in mid-December.

After consulting maps and charts, the island of Wangerooge, part of the Friesland Islands, was chosen as a likely place at which to base a course. Additionally, it would prove ideal as a starting point for a proposed attempt to canoe to Heligoland.

The individuals in the group had very little time to spare so it was a matter of choosing a time to go which was compatible with the individuals availability rather than with the tides and conditions. This being so, we found that on the only day on which we could all be available to canoe to the island, the ideal tide situation was about an hour before daylight. At 6.30am on Wednesday 7th December our Land Rover pulled up at the harbour slipway in the village of Harle, the harbour lights reflected dully off the sluggish brown waters and out to sea a weak white light indicated the end of the harbour channel wall.

A few feet of black wet mud

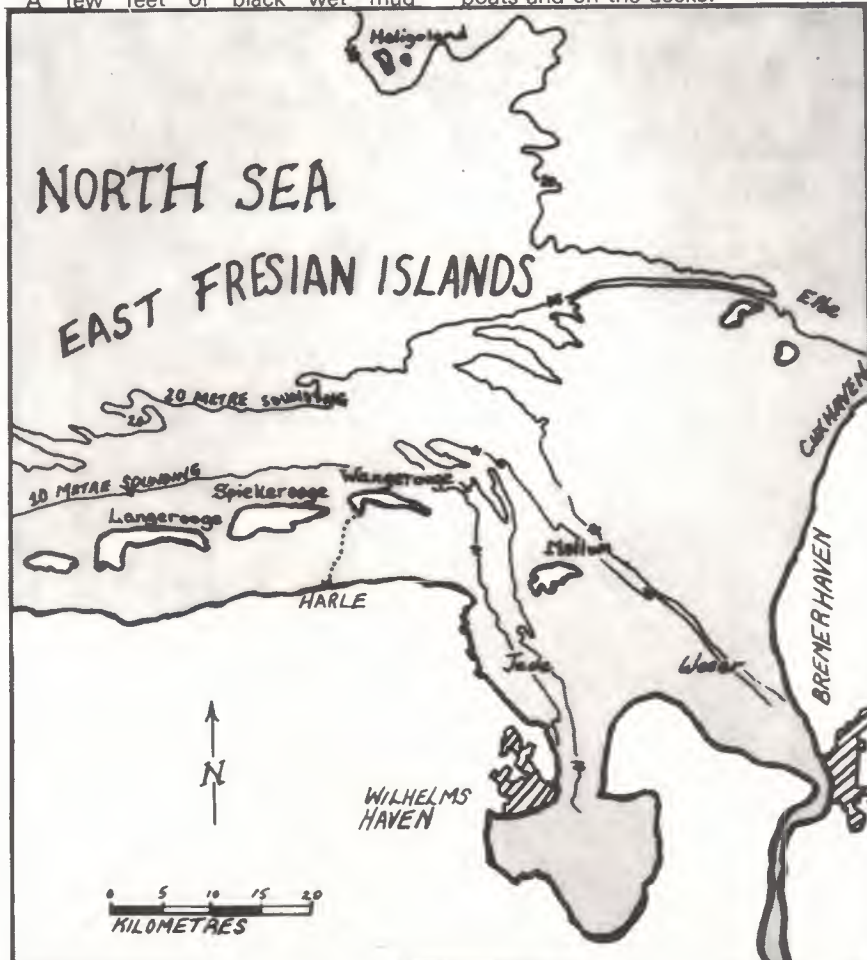


Roger Nadin, Liz Elliot and Bob Etherton, on arrival at Wangerooge, cold wet and muddy.

separated us from the water and various methods were tried to get across this without getting covered in the stuff — most of us found it impossible and great dollops of the muck ended up inside our boats and on the decks.

We knew that we had only a limited amount of time in which to cover the distance to the island as a local boatman had told us that there was a rapid change from outgoing to incoming tide and that between the islands, the average speed of the tide was six-knots. The paddlers set off moving quite quickly along the harbour channel though the mud banks. A line of black buoys indicated the route but a buoy with a red flashing light which we had expected to see was just not visible. Additionally we had been told that the lighthouse on Wangerooge could be seen for 50-miles but we were only six miles or so away as the crow flies and couldn't see it! Later we were to discover that the top of the lighthouse was covered in low cloud and the light couldn't be seen even while standing on the island.

Eventually, after moving from buoy to buoy and after a murky dawn light had eased the black veil of night away, we spotted the red light that we had been looking for, but it didn't seem to be in the right place. This buoy, shown on the chart as 'Short F1 R' had, we were later told, been moved to the position of 'H/7' and that one had been moved some way to the west. However by the time we reached the 'red' buoy we could also see the rock beyond it and knew exactly where we were. We now headed to the north of the rock until we met up with the large sandbank which we had been advised to cross on foot to avoid the sea area to the north. Once across this (we wondered what a passing boatman would think of the footprints), watched by a couple of seals, we aimed for the Wangerooge harbour buildings which could just be seen through the mist.



A pleasant few hours were spent on the island, walking along the beach to keep warm and chatting to the friendly harbour master. The return trip was made aboard a ferry as the harbour master advised that the mist was likely to turn to fog — and anyway the ferry restaurant was warm and served fresh coffee!

Technical Details:

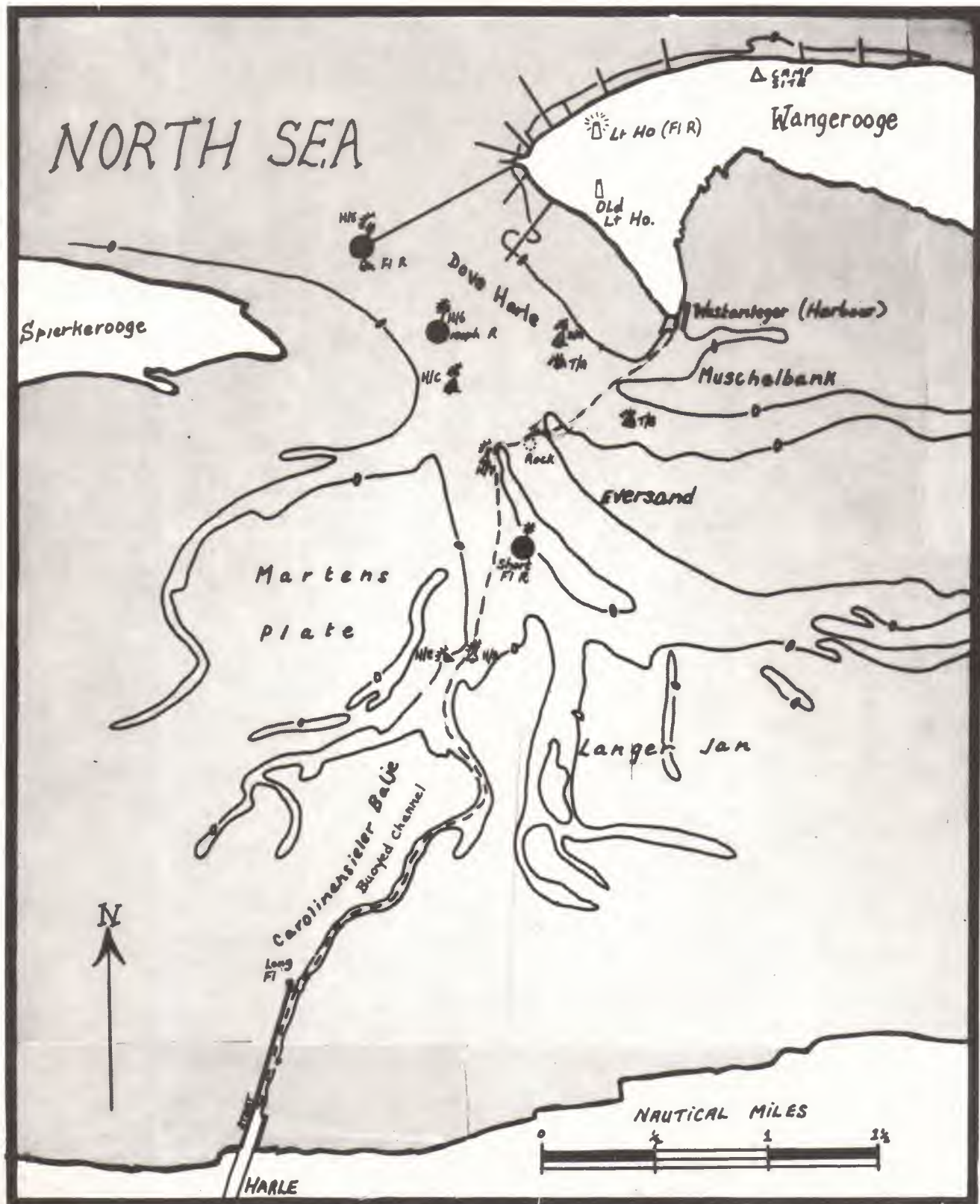
- Boats — 2 — Anas Acuta
- 1 — Nordkapp
- 1 — Olympia

Charts — Available from . . .
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*Note: Chart Number 1 is a German/
 English booklet with the title —
 Abbreviations Used on German Charts,
 and is priced DM 3.50.*

**Roger
 Nadin**



I.C.F. NEWS

GENERAL ARRANGEMENTS AND AMENDMENTS

In the last issue (ICF Bulletin), as a result of errors, certain fixtures have been wrongly announced, therefore we are selecting and publishing again the more important fixtures: 1978

Florence/ITA	23/26 Feb.	Meeting of ICF Executive Committee
Stockholm/SWE	22/23 April (not 29/30 April as planned)	Meeting of ICF Board
Belgrade/YUG	6 August	Meeting of ICF Board
Belgrade/YUG	7 August	ICF Congress
Belgrade/YUG	8 August	Meeting of ICF Board
Belgrade/YUG	10/13 Aug.	XIV World Championships in Canoe Racing Europa-Cup in Canoe Slalom and Wildwater Racing
Spindlerov Mlyn/ TCH	27/28 May	Slalom I, Wildwater I
Bala/Tryweryn/GBR	3/4 June	Wildwater II
Augsburg/GER	15/16 July	Slalom II
Bourg St. Maurice/FRA	22/23 July	Slalom III, Wildwater III America-Cup in Canoe Slalom and Wildwater Racing
Buena Vista(Col.) USA	1/22 July	Slalom I, Wildwater I
Leavenworth (Wash) USA	8/9 July	Slalom II, Wildwater II
Whisler(BC) CAN	15/16 July	Slalom III, Wildwater III
Moscow/URS	25/29 July	Pre-Olympic Regatta
Tampere/Finland	1/5 August	Junior European Championship in Canoe Racing
Duisburg/GER	15/19 Aug.	Senior World Championships in Canoe Racing
Split/YUG	15/20 Sept.	Mediterranean Championships including Canoe Racing
Jonquiere/CAN	1/8 July	World Championships in Canoe Slalom and Wildwater Racing

CANOE RACING

It must be pointed out that in the ICF Bulletin are published all the officially recognised fixtures; those on the list which is drawn up at the annual calendar meeting of each discipline. There is no point therefore in notifying the Editor of events arranged later, about which even the responsible ICF Committee has no knowledge.

In future such events not included in the original list will only be published if they have been previously approved by the responsible ICF Committee.

Changes in the ICF Fixture List 1978

a. Open Regattas-new fixtures

20/21 May Ghen/BEL	WC Programme Sen. + Jun.
25/27 July Jajce/YUG	WC-Programme
16/18 June Nottingham/GER	Additional 6,000m event for women, Special prize for the best nation is the 'Henry Thelen Memorial Trophy'.

XIV. World Championships 1978 in Belgrade/YUG
The Organising Committee of this year's World Championships in Canoe Racing 'BEOGRAD '78' has published its programme. Below we are giving the more important items in the timetable:

Monday, 7 August Arrival of teams at lodgings in Hotel Jugoslavija

Tuesday, 8 August

9.00 — 12.00hrs
15.00 — 19.00hrs
18.00hrs

Measuring of boats, Ada Ciganlija
Meeting of the ICF Racing Committee, Ada C.

Wednesday, 9 August

9.00hrs
9.00 — 12.00hrs
10.00hrs
12.00hrs

Meeting for Team Leaders and Officials, in Ada Ciganlija
Measuring of boats, Ada C.
Examination for new officials of ICF
Assembly of all competitors in Townhall
Festive Opening of the XIV. World Championships in Ada Ciganlija

Thursday, 10 August

9.00 — 12.10hrs
Men K.1 1,000m
Men C.1 1,000m
Women K.1 500m
Men K.2 1,000m
12.25hrs
14.30 — 17.00hrs
17.25hrs

Heats
Men C.2 1,000m
Women K.2 500m
Men K.4 500m

Draw for Start Numbers
Repechage for the morning events
Draw for Start Numbers

Friday, 11 August

9.00 — 11.20hrs
Men K.1 500m
Men C.1 500m
Women K.4 500m
11.35hrs
15.00 — 16.50hrs
17.05hrs

Heats
Men K.2 500m
Men C.2 500m
Men K.4 500m
Draw for Start Numbers
Repechage for morning events
Draw for Start Numbers

Saturday, 13 August

9.00 — 12.20hrs
12.35hrs
15.00 — 17.00hrs

Semi Finals of the events of the first day
Draw for Start Numbers
Finals of events of the first day and presentation of medals.

Sunday, 13 August

8.30 — 10.10hrs
10.25hrs
11.10hrs
13.00 — 14.40hrs

Semi Finals of the events of the second day
Draw for Start Numbers
Final of Men K.4 10,000m
Finals of the events of the second day
Finals of 10,000m events for men in C.2, C.1, K.2, K.1, Victory Ceremonies
Solemn surrender of the World Championship Flag of the ICF to the Representative of the City of Duisburg and the German Canoe Association together with the closing banquet.

Monday, 14 August

Departure

XV. World Championships 1979 in Duisburg/GER

As already reported, the building work on the world famous regatta course on the Duisburger Bertasee is in full swing. The complete site of the re-building of the Regatta Course includes a Federation Sports Centre in the former regatta building and the total cost will be about 15 million DM,

but for this we shall have the newest and most modern installation to meet all demands.

OLYMPIC GAMES

XXII. Olympic Games 1980 in Moscow/URS

In the daily press we read, again and again, that Moscow is already equipped for the Olympic Games, but in spite of promises from the responsible Section Heads in Moscow Organising Committee, the Propaganda Committee of the ICF has, up to now, not received a word, so we cannot give any information. As already announced, the Canoeing events will take place from July 30th to August 2nd 1980.

INTERNATIONAL MARATHON RACING

For 1978 the following Marathons will be used in assessing points for the award of a 'Europa Cup'.

- 8 July Notteroy Rundt/NOR
- 22 July Richmond/GBR
- 16/17 September Gudena/DEN
- Other Marathons in addition to the aforesaid:
- 27 May Ireland
- 15/16 April Amsterdam/HOL
- 5/6 August Sella/SSP
- 3 September Tay/Scotland
- 31 September Liffey/IRL

CANOE SLALOM AND WILDWATER RACING

Amendments to the Fixture List for 1978

The Chairman of the ICF Slalom and Wildwater Committee, M. Engel has again requested the announcement of the following as the responsible ICF Officials:

In Europe

- Karl Prachner 27/28 May **Spindlerov Myln/TCH**
- Jacques Besson SL - WW Czechoslovakian Canoe Federation, Na porici 12, 11500 Prague 1/CSSR
- Polde Leskovar 3/4 June **Bala/Tryweryn/GBR**
- Mondy Engel WW British Canoe Union, 70 Brompton Road, London SW3 1DT
- Edward Serednicki 15/16 July **Augsburg/GER**
- Polde Leskovar SL TSV 1847 Augsburg, c/o Johannes Walch, Sanderstr. 56c, D-8900 Augsburg
- Tibor Sykora 22/23 July **Bourg St. Maurice/FRA**
- Karl Rath SL WW Fédération Française de Canoe Kayak, 87 Quai de la Marne, F-94340, Joinville le Pont.

In America

- Paul Liebman 1/2 July **Buena Vista Colorado/USA**
- Heinz Poenn SL WW Dennis Emory, P.O.B. 2327, Jackson, WY 83001 or Eric Thorp, P.O.B. 3605, Boulder, CO 80303
- Paul Liebman 8/9 July **Leavenworth, Washington/USA**
- Heinz Poenn SL WW Werner Furrer, 5152 Sound Ave. Everett, WA 98203 or Larry Jamieson, 4133 Interlake Ave. Seattle, WA 98103
- Paul Liebman 15/16 July **Whisler, British Columbia/CAN**
- Heinz Poenn SL WW Canadian Canoe Association/CWWA c/o Edna Hobbs, 105-340 Seymour River Place, North Vancouver B.C. 47H 1S8

Pre-World Championship Competition in Jonquière/CAN 1978

This year's Slalom and Wildwater Racing competition in Jonquière from August 16th - 20th will be officially designated as 'Pre-World Championship for 1979'. The Wildwater competition will be restricted to the individual events and will be held on the River Metabetchouan in Desbiens; The Slalom competition with individual and team events will be held on the River aux Sables in Jonquière.

The accommodation will comprise 200 beds (two to a room) in one part of the College, about 3km from the slalom course and about 45km from the wildwater racing course. These beds will be at our disposal for the period 16 - 20 August only, and early booking is advisable..

The overnight charge including bed linen will be Can. \$7.75, and without linen (bringing a sleeping bag) Can. \$5.10. The charge for meals will be: Breakfast \$2.25, Lunch and Dinner each \$4.

The negotiations being conducted with Air Canada for a cheap group flight from Europe have not yet been brought to a successful conclusion, but we hope for better results in 1979.

In the last few days the basic plan has reached the national associations. A summary of the programme is given below:

Wildwater Racing

- 16 June 1978** Notification of numbers of competitors and reservation of accommodation
- 30 June 1978** Notification of names of competitors and team officials
- 7 August 1978**
14.00hrs Draw for Start Numbers, NW Secretariat
- 8 August 1978**
14.00hrs Draw for Start Numbers Slalom Secretariat
- 11 August 1978**
14.00hrs Marking of Slalom Course, CEPAL
- 16 August 1978**
9.00 - 11.30hrs Measuring of boats
13.00 - 17.00hrs Course ready for use, CEPAL (Slalom)
13.00hrs Test run of the course, CEPAL (Slalom)
14.30hrs Team Leaders Meeting, CEPAL
15.00hrs Parade for Opening Ceremony in Desbiens
19.00hrs Opening Ceremony, City Hall, Desbiens
- 20.00hrs** Examination for International Officials, in Desbiens
- 17 August 1978**
10.00hrs Non-Stop-Training Wildwater, Desbiens
- 13.00hrs** Wildwater Races
18 August 1978
9.00 - 12.00hrs Women K.1
Men K.1
Men C.1
13.00hrs Victory Ceremony, City Hall Desbiens
15.00hrs Non-Stop-Training Canoe Slalom, Jonquiere
13.00 - 15.00hrs Measuring of boats, Jonquiere
- From here Canoe Slalom**
- 19 August 1978**
10.00hrs 1. Run: Men C.1 and Women K.1
12.00hrs Closing time for Team Events
13.30hrs 2. Run: Men C.1 and Women K.1
- 19 August 1978**
14.45hrs Team Event Men C.1 and Women K.1
16.00hrs Victory Ceremony

I.C.F. NEWS

I.C.F. NEWS

20 August 1978

10.00hrs
12.00hrs
13.30hrs
14.45hrs

16.00hrs
17.00hrs

1. Run: Men K.1, C.2 and Mixed C.2
Closing time for Team Events
1. Run: Men K.1, C.2 and Mixed C.2
Team Event Men K.1, C.2 and Mixed C.2
Victory Ceremony
Victory and Closing Ceremony

ICF-Canoe Slalom Competitions also in Sweden

Lief Anderson from the Swedish Canoe Association has translated the ICF Competition Rules with explanatory diagrams into Swedish. The booklet has now appeared and can be obtained from: *Svenska Kanotförbundet, Sveavagen 25-27, 4 tr., S-11134 Stockholm.*

CRUISING — TOURING

A significant area of work in the International Canoe Federation and amongst the numerous national canoe associations is provided by the organisation of international tours, on which the canoeists of many countries get to know each other personally and make friends.

It is very important that early notice should be given about those tours in the Bulletin of the ICF in order that the national canoe associations can inform their members through their own publications.

An official list issued by the ICF has, unfortunately, up to now not been available to the Editor, so we now announce below, the international tours already briefly referred to the ICF Bulletin 7/77, as well as other tours which have come to our notice. We also provide the necessary dates for applications to be received and addresses to write to for further information. We request that this information be passed on as quickly as possible through the magazines of the national canoe associations.

BELGIUM

ICF 13.—15.5: XIV. West European Whitsuntide Canoe Rally on the Ourthe from Nisramont to Hotton. Entries to: Franz Grunebaum, Avenue des Buissonnets 3,b—1020 Brussels.

GERMAN FEDERAL REPUBLIC

ICF 23.4—: NRW-Canoe Rally on the Lippe, start 9.00hrs in Sande, 3 stages for points, Bronze Finish 30km Boathouse Lippstadt; Silver Finish 40km Boathouse Benninghausen; Gold Finish 51km at the Kessler Mill. Enquiries and entries by 15.4.1978: to K.H. Wessel, Am Busch 8, D-4755 Holzwickede.

ICF 29.4—1.5: VIII. Int. Wesser Marathon Tour (with preliminary trip on the Werra) (2 stages of 80 and 134km. Enquiries and entries to: Canoe Club Hameln, Bootshaus Hafenspitze, D-3230 Hameln.

ICF 4.—7.5: V.Int. Bremer-Tiden-Rally with conducted tour, from Nordenham to Bremen, Entries to Herbert Loseke, Kirchhuchtinger Landstr. 166, D-2800 Bremen.

5.—7.5: VII Int. Isar Canoe Rally from Bad Tolz to Munich. Enquiries and entries to: Gunther Volkner, Kreuthstr. 12 a, D-8013 Olching.

ICF 5.—7.5: VII. Int. South West Canoe Rally on Kocher, Jagst and Neben rivers. Enquiries and entries to Herbert Guttropf, Hauptstr. 19, D-6140 Bensheim.

ICF 13.—14.5: VII. Int. Saar Border Canoe Rally from Mettlach to Kanzern, 29km on Priems, Saar and Nied. Enquiries and entries to Ossi Zimmer, Moltkestr. 19, D-6638 Dillingen.

ICF 24.—28.5: III. Int. Rhine and Old Rhine tour with Canoe Rally. Enquiries and entries to TSV Pfungstadt, Abteilung Paddeln, K.H. Strohauser, Mainstr. 24, D-6102 Pfungstadt.

ICF 26.—28.5: Int. Elbe Canoe Long Distance Rally (Neetze-Elbe) Enquiries and entries to Hans-Eugen Kloock, Augustenburger Ufer 4, D-2000 Hamburg 70.

ICF 11.—17.6 XIII. Int. Chiemsee Week with conducted tour on German/Austrian Frontier rivers, WW I-III. Enquiries and entries by 7 June 1978 to Dr. K.A. Kumm, Schulzendorfer Str. 110, D-1000 Berlin 28.

ICF 9.—16.7: Int. Wildwater Week in the Steiermark/Austria. Trips on the Enns, Steyr Salza, Steyr and so on. WW I — IV. Enquiries and entries to Franz-Peter Walkowski, Wolbeckerstr. 39, D-4401 Albersloh.

ICF 14.—16.7: VI. Int. Schwentine Canoe Rally. Entries to H.J. Dudeck, Holsatenring 40, D-2350 Neumunster.

ICF 18.—20.8: Int. Friesland Round Tour with trip on North Sea Coastal Region. Enquiries and entries to Wolfgang Half, Weserstr. 5, D-2930 Varel.

ICF 16.—17.9: XXIII. Int. Canoe Marathon Berlin in 2 stages, on the Spree Havel and Teltow Canal: Entries by 2 September 1978. Enquiries and entries to Werner Paschke, Schulzendorfer Str. 281, D-1000 Berlin 28.

FRANCE

ICF 25.—26.3: XV. Int. Rally on Ardeche, 25km WW II. Enquiries and entries: Touring Club de France, Section

Canoe-Kayak, 4 Place des Jacobines, F-69002 Lyon.

ICF 16.—17.8: XXV. Int. Rally on the Cure. Enquiries and entries to Touring Club de France, Service Nautique, 65 Avenue de la Frande Armee, F-75782 Paris, Cedex 16.

JUGOSLAVIA

ICF 6.—9.7: XIX. Int. Tour on the Ibar, 2 stages: Raska — Ušce 32km and Ušce — Kraljewe 48km, WW II, Enquiries and entries to Kajak Klub 'Studenica', YU-26342 Ušce na Ibru.

ICF 24.—29.7: XV. Int. Tour on the Una, 90km, WW II, 4 stages from Loskun to B. Novi. Enquiries and entries to Kajakaski Savez Jugoslavije, Bulevar Revolucije 44/1, YU-11000 Belgrade.

ICF 1.—4.9: VIII: Int. Tour through the valley of the Drina. 53km in 2 stages. Enquiries and entries to: Kajakaski Savez Jugoslavije, Bulevar Revolucije 44/1 YU-11000 Belgrade.

LUXEMBOURG

ICF 24.—28.3: European Nautical Rally 1978 (Diekirch), with tour on the rivers of the Ardennes, about 30km, WW I-II. Enquiries and entries to Fédération Luxembourges de Canoe-Kayk, Boite postale 424, Luxembourg 2.

NETHERLANDS

ICF 4.—7.5: Four days on the Gewasern um Zwartsluis Int. Tour on the Zwarte Water, Ijssel, Ganze Diep and so on. 106km in 4 stages. Entries by 17 April 1978 Enquiries and entries to J.A. Kok, Peter Steynstraat 155, NL-8022 Te Zwolle.

ICF 1.10: Int. Tour in the Apeldoorn-Dierens Canal, Ijssel and Green. Entries by 10 Sept. 1978. Enquiries and entries to J.A. Kok, Peter Steynstraat 155, NL-8022 Te Zwolle.

POLAND

ICF 22.—28.5: XIII. Int. Wildwater Week on the Poprad and Dunajec from Maszyna to Sacz, 140km WW II-III, 6 stages.

ICF 25.—28.5: XXXVII. Int. Tour on the Dunajec from Nowy Targ to Nowy Sacz, WW II-III, 95km in 4 stages.

ICF 14.—25.7: XXIII. Int. Tour on the Brda, 270km in 10 stages from Nowa Brda to Bydgoszcz.

ICF 20.—23.7: V. Int. Tour on the Puckbucht, 85km in 4 stages from Hel Gdynia.

ICF 3.—10.9: XI. Int. Tour on the Masurian Lakes, 190km in 5 stages from Pspychowo to Gizycko.

ICF 20.—23.9: IX. Int. Tour 'Golden Leaves', 56km in 3 stages on the Seenplatte from Wieczyca. Enquiries and entries for all tours to Polski Związek Kajakowy, U. Ksiecica Jozefa 24a, Cracow/Poland.

25.—28.5: Canoe Journey on the River Pilica from Maluszyn to Sulejow.

21.—23.7: Canoe journey on the River Tanew from Osuchy to Ulanow.

5.—11.8: Canoe Journey on the River Drweca from Ilawa to Brodnica. Enquiries and entries for the last three rivers in Poland to: Krakowski Klub Kajakowy, Im. Melchiora Wankowicz, ul. Warszawska 11, 31 — 155 Krakow, Poland.

SWITZERLAND

ICF 16.—22.7: V. Int. Wildwater Week in Trun/Graubünden. Trips on Albula, Glenner, Meesa, Tessing, Vorderrhein WW II-V, Wildwater equipment obligatory. Enquiries and entries to: Urs Kull, Hoflisstrasse, CH-9425 Tal.

SPAIN

ICF 3.—9.7: Int. Tour in Urgell. Enquiries and entries to Setmana Internacional — SEDIS —, Postfach 55, La Seu d'Urgell/Spain.

ICF 24.—30.7: XV. Int. Canoe Tourist Rally on the Rio Noguera Pallaresa. Enquiries to Jose Biosca Tomac, Principe de Viana 85, Lerida/Spain.

WILL WATER TOURING DIE OUT?

In most countries during the last few years there has been a great increase in touring by water (nautical touring), the touring membership of clubs and associations has risen, and more and more expeditions are being organised on home and foreign rivers.

However, a great danger has been threatening for several years to which attention should be given not only by national associations but also by the International Canoe Federation. Increasingly in European countries our free running rivers are being interrupted by hydro-electric installations and their barrages, and thereby ruined for the sport of canoeing. Several national canoe associations, including the French, Austrian and German have protested at this, together with their members, both officially and unofficially.

In Austria one interesting river after another is being sacrificed to the production of electric power. Just after

we had the opportunity a few months ago to watch the World Championships on the Lieser, they began work on a barrage, and also on the Brandenburger Ache. The situation in France is almost worse, for there are plans to alter the Grande Canyon of the Verdon and render it useless to us, also part of the Durance and the Valley of Eyrieux on the Ardeche.

In addition to its work for performance sport, the ICF must take action to preserve for later generations of paddlers the opportunity of paddling on the rivers of Europe.

PERSONAL

Higher Order of Merit for Charles de Coquereaumont/Paris

It gives us great pleasure to announce that by decree of the President of the French Republic, Charles de Coquereaumont the President of the International Canoe Federation, has been appointed a Commander of the 'Ordre National du Merit' in recognition of his services to Youth and Sport.

We should like to point out that Charles de Coquereaumont already holds the 'Croix de Chevalier' of the French Legion of Honour and various other French and foreign honours.

We send our President our heartiest congratulations.

Hans Egon Vesper receives the Federal Order of Merit

On October 24th, 1977, H.E. Vesper, the Chairman of the ICF Propaganda and Information Committee was decorated with the Federal Service Cross and ribbon for his services over many decades in Sport, above all in international relations.

Canoeing very active in Australia and New Zealand

Whilst in Europe winter training on land replaces canoe activity on the water, Slalom and Wildwater Championships have just taken place in New Zealand and Australia

New Zealand held its Championships at the beginning of October in Nymboida, whilst the Australian Canoe Federation staged its National Championships for Slalom and Wildwater in Perth/Western Australia. On this occasion a new course was officially opened by the Governor of the State. The Championships were well attended in spite of the fact that many participants from the Eastern States had a round journey of 7000km to get to the Championships.

The little magazine 'Whitewater' edited by the Australian author Gary Nelson with its up to date information has made a great contribution to the growth of interest in the sport.

It comes as a great surprise to us that the active representatives of the Australian and New Zealand Canoe Associations have been able to publish in the illustrated magazines, long articles with colour photographs from the Slalom and Wildwater Championships, as well as to get action pictures of canoeing into calendars on sale to the public.

It must be seen as particularly extraordinary that Dr. Frank Whitebrook, Member of the ICF Board and of the ICF Propaganda and Information Committee has succeeded in having an action picture of a wildwater canoeist used for the coloured cover of a mathematics text-book 'Let's explore maths', an appropriate conjunction of the most difficult intellectual work with the most difficult physical accomplishment.

A MEETING TO PREPARE CANOE MARATHON

On December 5th, 1977 representatives of the British Canoe Union, the Dansk Kano og Kajak Forbund, the Irish Canoe Union, the Nederlandsche Kano-Bonds and the Norges Kajak Forbundes met in London to discuss the future of Canoe Marathon.

As discussions up to now in the associations have shown, there are a number of national associations with marathon racing organisation corresponding closely with performance sport and predominantly using racing boats, whilst in some other associations the arrangement of marathons is in the control of the touring committees, and draw support from cruising canoeists.

At the meeting in London of this unofficial 'International Committee for Canoe Marathon' the subject was given further consideration. The matter will be brought before the ICF Board and in due course will be put to the Congress as a proposal.

CHANGE OF ADDRESS

Rudi Landgraf, Ehrenmitglied der ICF, lives now in DDR-9503 Zwickau, Leninstr. 89/II.

Mondy Engel, Chairman of the ICF Slalom/WW Committee has a new address: Domaine du Kiem, 21, rue Stein, Luxembourg/Kirchberg Luxembourg. Tel. Private 43 21 22 Office 49 91 410.

The Spanish Canoe Association has likewise a new Headquarters with the address: Federacion Espanola de Piraguismo c/o Miguel Angel núm. 18 — 6, Madrid 10/Spain Tel. 410 38 15.

The new address of the Canoe Association of Cuba is: Federation Cubana de Canotaje, c/o Comité Olimpico Cubano, Hotel Habana Libre, La Habana/Cuba.

I.C.F. NEWS

TRADE NEWS

Not too serious

Klepper of Germany first put the kayak into mass production with their folding kayaks in the 1900s, the frame and canvas kayak brought the craft within the reach of the amateur builder in the 1930s, while the height of skill in folding kayak design was achieved in the middle 1950s. Since then the market has been dominated by the GRP craft. Little thought these days is given to the following kayak (save for the British firms of Granta and Tyne, and the original German firm of Klepper), or development of other non-rigid kayaks. However, one firm has been quietly developing a range of 'rigid' inflatable kayaks — that of Metzeler of West Germany.

Metzeler produce a whole range of inflatable craft — mostly dinghies or run-abouts — and a number of these are available in Britain through agents Helly Hansen Ltd. The only 'kayak' available through these agents is the 'Joker'. This is certainly a 'joke' as a kayak and is a fun boat not intended for the serious paddler. However, more suited to the touring paddler and even the rough water touring man are two other designs from Metzeler — the Spezi-Duo and Spezi L. (No doubt available through Helly Hansen on request).

The Spezi-Duo is a two seater touring kayak with a length of just under 17ft and beam of 28ins. The weight is 55lbs and assembly time of 25mins.

The Spezi-L is a single seater rough water touring kayak with a length of 14ft 4ins and beam of 28ins. The weight is 46lbs and assembly time of just 10mins.

The kayaks are 'rigid-inflatables' manufactured in rip-stop Trevira coated on both sides with rubber which is tear resistant and rot-proof. Full details of the Metzeler range can be obtained from: *Helly Hansen (UK) Ltd., Ronald Close, Kempston, Bedford MK42 7SJ.*

Otter S.E.A. single

Ottersports Ltd of Northampton have recently introduced a new single seater kayak that is specially designed for the Canoe Camping and Touring Enthusiast, being large enough to accommodate the storage of tents and sleeping bags etc., and with the same large cockpit as the TS1, it is capable of taking a large adult.

The Otter S.E.A. kayak gives easy, fast performance on Sea, Fiord, Large Inland Lake and Estuary, a comfortable and stable craft which also has first class directional stability. Fittings as standard include: Painter/Lifeline Deck Fittings,

Inbuilt Closed Cell Buoyancy, Adjustable Footrest of the Platform type, allowing maximum adjustment to be made whilst seated in the Cockpit, and an adjustable seat. Provision is also made for the simple fitting of a Rudder and Backrest if these are required. Full details of the Otter SEA can be obtained from: *Ottersports Ltd., Ash Street, Northampton.*

Field & trek gear

The current catalogue from Field & Trek (Equipment) Ltd., lists over a thousand items of selected quality outdoor gear for mountaineering, backpacking, camping, and canoeing. Among them is this snazzy fibre pile jacket that is fast becoming the 'in' material for the all-weather canoeist.

The jacket really holds the body warmth, is light to wear and dries out quickly when wet. Full details and catalogue of outdoor gear from: *Field & Trek (Equipment) Ltd., 23-25 Kings Road, Brentwood, Essex CM14 4ER. Telephone: 0277 221259.*

Club decals

The International Canoe Exhibition at the Crystal Palace proved that almost any design of decal will sell. On the Canoeing Magazine Stand we had the whole range designed by your editor and produced by CP Decal Designs — at times it was impossible to sell them fast enough, whether a canoe or skateboard design! A few more canoe-motif designs are in process and will be available shortly — watch for next advert. However, clubs may be interested in having their own design produced on a decal.

CP Decal Designs can supply decals to your club design in two or three colours (including background) on an area of approximately 4" square or similar area at £21.50 for a minimum of 200 (either to go on outside of kayak/bumper, or to go in inside car window — only one or the other). Just send rough or finished design with colours required to: *CP Decal Designs, 19 Main Street, Hemington, Derby DE7 2RB.*

Dribag

Last year 'Canoeing Magazine' was given a 'Dribag' to try out — a heavy duty high grade extruded PVC bag with a unique watertight clasp. The 'Dribag' proved both watertight and airtight, highly suitable for use in canoe or kayak and safe enough to keep dry your

emergency gear, clothes or even camera. The size also made it ideal for use in a kayak.

Certainly the patented clasp seems totally watertight, but the bag itself, although of heavy duty PVC, will eventually wear — the underside of kayak decks may not be totally smooth and free from small projections — so check bag when in use! However, the bag is accepted and in use with the armed forces of both France and Israel. Three sizes are available: Mini — 12" x 26" @ £5.35; Yacht — 16" x 30" @ £7.15; and the Super Yacht — 19" x 37" @ £11.85. Prices include VAT. Available from: *Canoeing Press, 19 Main Street, Hemington, Derby DE7 2RB.* (Dealer enquiries invited — UK and overseas).

Scout shops value

With the ever expanding market for outdoor leisure products, the Scout Shops Ltd. are fast building a very high reputation for supplying only high quality goods at competitive prices — not only through their direct selling retail shops, but also through an efficient mail order scheme.

Scout Shops Ltd. is wholly owned by The Scout Association and under Deed of Covenant, 100% of trading profits are returned to The Association. The original Scout Shop was established soon after the foundation of the Movement in 1907 with the purpose of providing items of uniform and Scout equipment to guaranteed standards at reasonable cost.

As the scope and variety of Scouts' activities has developed, so Scout Shops have extended their stock range until, today, it covers nearly 4,000 separate items. The main office and a large warehouse are at Lancing from where the Mail Order Department operates. But there are Retail Shops in Brighton, Harrow, Ipswich, Leeds, Oxford, Preston, Peterborough, Worthing, York, Westminster, and the City of London. Long term expansion allows for further branches to be established in areas of worthwhile potential.

Scout Shops Ltd. is the principle supplier to members of The Scout Movement. However, as will be apparent from the intention of expanding the chain of retail shops, interest extends to the public sector which now accounts for some 30% of all sales.

In keeping with the objective of increasing the share of sales to the public, new branches are being developed as Camping and Outdoor Centres. The appropriate changes in design and layout are being introduced at existing outlets to bring them up to similar standards. Obvious Scouting items — uniforms, flags, and badges — now form a separate department within local shops, and general camping equipment and leisure wear being brought to the fore.

Scout Shops Ltd. have now produced a full colour 48-page catalogue showing all their camping and outdoor leisure

available. Tents from 1 and 2-man specialist back-packer and mountaineering to super family frame tents and outsized marquees; Sleeping bags; Rucsacs; Outdoor Clothing, including Anoraks, Cagoules, Parkas, and super-warm polar wear of fibre-pile; Boots; Emergency Packs; Stoves and Cooking Gear; plus a host of other gear and accessories from Cool Boxes to Clasp Knives. All available on Mail Order or from your nearest Scout Shop Ltd.

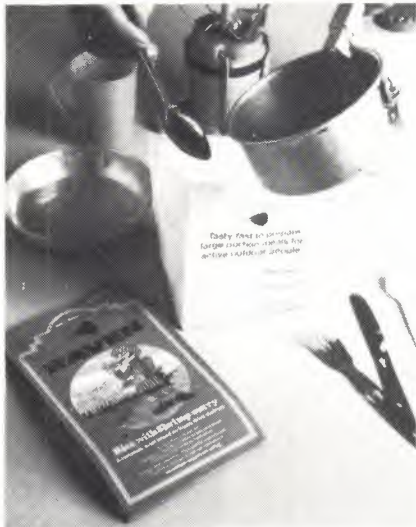
'Camping and Outdoors 1978' catalogue is available from: Scout Shops Ltd., Churchill Industrial Estate, Lancing, West Sussex BN15 8UG.

Spice of Life

Raven Outdoor Meals have introduced a new range of convenience meals which they are calling the Regal Range.

Based on high quality freeze dried foods, the new range includes 'chunks' of meat to give greater visual and eating satisfaction. The range is introduced with three meals — Spiced Beef with potatoes, Chicken and Mushroom with rice, and Shrimp Curry with rice. Other meals already under test will be introduced throughout the year.

A great feature of the range is that no



cooking is required, giving a saving in preparation time and amount of fuel carried. Preparation is merely by adding boiling water and eating after five minutes hydration. Boiling water may be added directly to the meal in the waterproof pack to save the use of extra utensils.

Portions are extra large, even by Raven standards, and the retail price for each complete meal is expected to be 80p to 90p. The meals are presented in attractive and distinctive dispenser packs.

Raven, a British company, fairly new to the leisure foods market, have already made a great impact in the outdoor world with their good value, imaginative and tasty meals. Director Godfrey Boulton tells us, 'We are very excited about this new Regal Range. They have been formulated to give a high calorie

content with a high organoleptic acceptance and represent very good value for many, apart from being light to carry, quick to prepare and good to eat. Pilot packs have been supplied to a number of expeditions, including the recent British Orge Expedition, and all have been most enthusiastic.

"Gone are the days, of course, when convenience meals for the outdoor man were just about eatable. These, we think, will even be described as delicious."

Literature and sample packs are available from: Raven Outdoor Meals, Alexa Products, 23 Oxendon Road, Arthingworth, Market Harborough, Leicestershire LE16 8LA. Telephone: 085-886 349.

Roofrack Bargain

P. & H. Fibreglass Products have recently purchased a large quantity of the Swedish Loadcarrier Roofrack and have been able to negotiate very favourable terms, which has enabled them to reduce their previously advertised price by £5.00. This popular roofrack, which they have been selling for over three years, is now surely the best value in roof racks suitable for kayaks, available in Britain. The price, direct from the factory at West Hallam, is £14.00 including VAT, or by mail order at £15.50 including carriage and VAT.

Also available from P. & H. Fibreglass Products are the usual kayak accessories, including a full range of neoprene wetsuits, spraydecks, booties and open palmed mitts.

A new service, P. & H. now offer you the chance of using your Access or Barclaycard for your purchase. When ordering, just quote your Access or Barclaycard number and your order will be dealt with in the normal manner. Telephone orders up to £10.00 can also be accepted by quoting your Access or Barclaycard number.

Full details of P. & H. kayaks, canoes, and accessories, plus the Loadcarrier Roofrack can be obtained from: P. & H. Fibreglass Products, Old Stanley Colliery, Station Road, West Hallam, Ilkeston, Derby. Telephone: Ilkeston 320155.

PBK Canoe Plans

The famous PBK Canoe Plans — frame and canvas kayaks designed by Percy Blandford — that for very many years were the most popular designs in British canoeing, are now being printed and distributed by W.F. Harrison, 7 Scott Street, Keighley, West Yorkshire.

Bill Harrison was with York Marinecraft Ltd., who supplied a great many amateur kayak builders with

timber and other materials over the last twenty years. Percy Blandford has tried to 'kill-off' the canvas kayak many times, but still the plans sell — upwards of 500-plans last year with about half going to the USA. Plywood kayak plans accounted for almost the same number.

We understand that Percy is not exactly retiring, but hopes to find more time for writing (at present he is on his 62nd book), mostly for American publishers, and many nothing to do with boating at all . . .

Thoughts of summer

With vivid memories of massive snow-drifts that hit parts of Britain during the first months of the new year, maybe we should turn our thoughts to more pleasant things and the hot days of summer.

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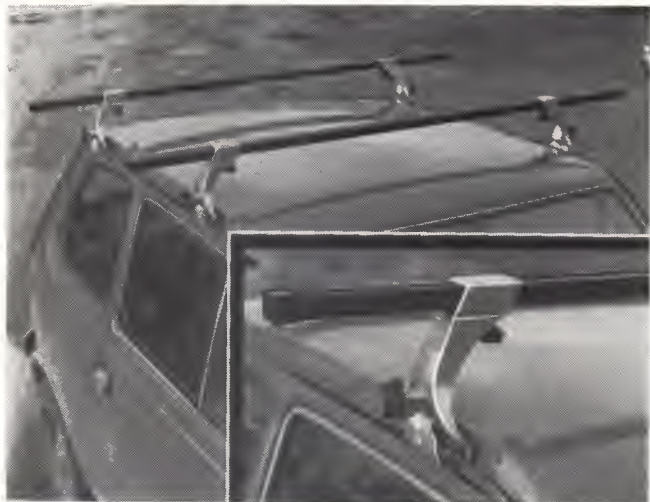
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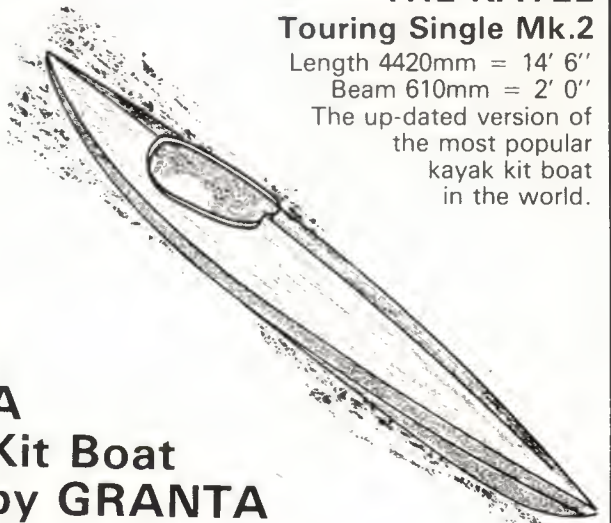
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