

CANOEING MAGAZINE

CANOEING

No. 20 OCTOBER 1978 FORTY PENCE



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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

Comment

Mike Clark

OCTOBER/NOVEMBER Vol. 1 No. 20

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COVER: Canada — real wilderness canoe country. Photo: Elmer Engel.



Fowler/Williams shooting Diglis weir.

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

SUBSCRIPTION RATES: United Kingdom and Eire, £6.00; Overseas, £6.50 — for twelve issues.

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MARATHON SUCCESS

Great news has come from the ICF Congress held at the World Sprint Racing Championships in Belgrade — the discipline of Marathon Canoe/Kayak Racing has at last gained ICF recognition. Even better is the setting up of an ad hoc committee to draw up international rules for Marathon reporting directly to the ICF Board, and unattached to the ICF Touring Committee or the ICF Racing Committee as had been expected. Thus with a little luck this Committee will gain full ICF standing at the Congress of 1980 — an independent, full ICF Marathon Racing Committee, and without doubt a World Championship status to follow.... We could hardly have asked for more!

Now it could well be that instead of World Championships in three disciplines being held in Britain in 1981, it could be four World Championships with Britain hosting the first ever World Marathon Racing Canoe/Kayak Championships. This would certainly be highly appropriate as Marathon is a major part of British canoesport and has been fostered since the early 1950s, while in recent years successive BCU Marathon Committees have been promoting international and ICF recognition of this branch of canoesport.

Regarding the application from Australia for the 1981 World Slalom Championships — mentioned in the ICF News and in my Comment of the last issue — no discussion came up at Congress on this, so it would seem that there were a few crossed lines somewhere....

Also at the ICF Congress, I hear that Canoeing Magazine got a 'mention in dispatches' for our treatment of F News...Great, and I am rather proud of such recognition, but what really matters is if you the reader like the magazine and the way it is progressing.

Quotes in other circles includes the French magazine 'Canoe-Kayak' that in their summer issue carried part of the technique from the Kayak Surfer feature. But here it was a pity they did not pick up more detail.... (Following numerous requests, I am at present putting the 'Kayak Surfer' publication back together again and would be pleased of any material — photographs, technique, design progress, trips or surfing beaches — either British or overseas.)

On August 23rd Dr. Mike Jones, leader of the Karakoram Kayak Expedition, was drowned on a rapid of the Brulda River....

It is impossible to put into words my feeling of despair and grief when the news of the tragic loss of Mike Jones filtered through from the wilderness area of the Himalayan Mountains and broadcast over BBC Radio on the Thursday afternoon of August 31st.... It had been only such a few weeks before that Mike had called in at The Chapel — as he had done many times before — after an odd item of equipment for his cameras that I was pleased to give him... As usual he was bubbling over with excitement, obviously looking forward to this second expedition to the high Himalayan area, but saying little of his plans — only that I would have an article on the epic when he returned... It seemed impossible that he would never again be breezing into The Chapel...

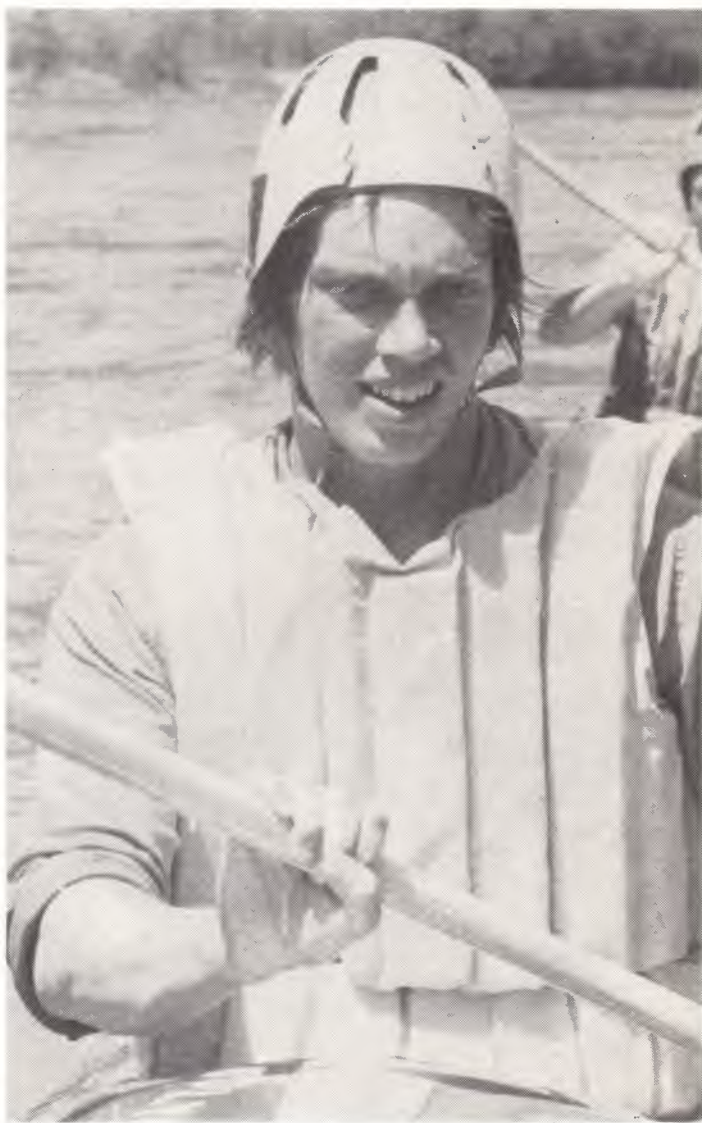
Mike Jones, who would have been just 27 years old on September 6th, was certainly one of the most colourful characters around canoeing. During his spectacular career he had led successful kayak expeditions to Austria, canoeing parts of the River Inn that were then thought unnavigable; to the Blue Nile in North Africa where the group was shot at by bandits; to the Orinoco in South America; was a member of the first British Kayak Expedition to the Colorado River running through Grand Canyon in 1971; and set new canoeing records with the brilliant descent of the Dudh Kosi River off the side of Mount Everest, gaining a world altitude record by commencing the descent from 17,500 feet off the Khumbu Glacier. He was a true pioneer and adventurer, and his films and articles brought tremendous publicity for our sport, reaching to a far wider audience than our competition achievements could ever do.

Mike's canoeing ability was exceptional, and he would dare to run rapids that all others feared or thought impossible... Yet he could not have been regarded as reckless.

The accident happened on the afternoon of August 23rd, just a day's march from the foot of the Baltura Glacier where he had planned to start the descent. Mike, along with Roger Huyton and Dave Mamby were on the water trying out film equipment. Huyton capsized and the strong current of a stopper sucked him from his kayak. Mike went to his rescue, Huyton managing to grab the stern toggle, but in the desperate water soon lost contact. The rapid sucked Huyton under again but eventually threw him into an eddy and the safety of the river bank. Mike's kayak was seen capsized in the rapids below.. Mick Hopkinson, who was saved by Mike in a similar situation on the Dudh Kosi two years ago, ran along the river bank for some miles, but there was no sign of the expedition leader.

With the death of Mike Jones, the world of canoeing has lost one of its best ambassadors, but his daring and spectacular exploits will be an inspiration for others to follow and take up the challenge of the world's wildest rivers. For his parents, time will numb the pain of the lost loved one, but can never erase the memory of a son so tragically drowned in the full bloom of manhood... Words are so inadequate....

Mike Clark



ABOVE: Mike Jones on Grand Canyon expedition in 1971.

RIGHT: Mike Jones on Cottonwood rapid Arkansas river.

Dr. Mike Jones

1951—1978



KARAKORAM EXPEDITION

EXPEDITION MEMBERS

Dr Mike Jones (27) (leader)

John Gosling (25)

Rob Hastings (26)

Mick Hopkinson (29)

Roger Huyton (24)

John Liddell (28)

Dave Manby (24)

Pete Midwood (24)

OBJECTIVE

To descend by kayak the Braldu River from its course on the Baltoro Glacier at Paiju to its confluence with the river Indus at Skardu. The attempt to be made in late August/early September 1978.

REPORT

On Wednesday August 2nd two members of the team, Dr. Mike Jones and John Gosling flew by British Airways VC 10 to Rawalpindi where they spent two days confirming the expedition object and permissions with the Department of Tourism and made contact with the liaison officer, Captain Shoaib Hameed of the Pakistan Army, before being joined by the remaining six members of the team on Sunday August 6th. Arrangements were then made for the air flight to Skardu in the Karakoram region of Pakistan for Tuesday August 8th. The team was then delayed in Rawalpindi for six days due to the need to fly in a Pakistan airforce C130 cargo aeroplane because of the volume of equipment. The plane was unable to fly during bad monsoon weather. On Tuesday August 15th the team arrived in Skardu where they stayed in the P.W.D. resthouse and spent two days assembling the kayaks which had been transported from England in two halves for ease of freighting.

On Friday August 18th the expedition left Skardu and was transported by jeep and tractor to Bongla (8,000ft) where porters were hired and the walk up commenced. This should have taken four days to Askole (10,000ft) where a day was to be spent in acclimatising to the altitude, followed by a further three days to Paiju (14,500ft) at the foot of the Baltoro Glacier. The walk up followed a path along the Braldu Gorge, often on the banks of the river, enabling the team to inspect much of the river as they walked. The valley is dry and arid with villages only where there is water available for irrigation.

On the third day of the walk up (August 20th) the team came to a section where there are continuing landslides which have swept the path into the river and earlier this year claimed the life of a British climber, Paul Fernihoff, who was killed by a landslide while walking up on an expedition to climb Latok I. They were faced with two alternatives — to force a route high up the valley walls crossing ridges and gulleys or to try to make a new route at the foot of the unstable cliffs. While the possibilities were being discussed, the Sidar was seen attempting to cross the bottom of the landslide areas — we

watched as he moved out of sight behind a bluff then we saw the dust from a landslide. Immediately Jones followed to see if the Sidar was safe — picking his way over the landslide debris he could find no trace of the Sidar. Fearing the worst, a halt was called for the remainder of the day and three expedition members continued the search but again no trace could be found.

On the following day, a 1,000ft, three-hour detour of the area was made and the team were pleased and relieved to find the Sidar waiting further up the valley — apparently he had just passed the landslide area when the collapse took place but was then unable to recross the area with the information that he was safe. One day had been lost with the incident but the expedition continued greatly relieved, stopping each night in designated camping areas at villages. Askole was reached on the afternoon of the fifth day (August 22nd) and it was decided that the following day should be spent as a rest day, acclimatising to the altitude, preparing for the next section of the walk up and in practising some canoeing on the river.

During the morning of August 23rd, six members of the expedition canoed on the river near Askole. The river was very fast and powerful, flowing at speeds of about 25mph down a rapid section, and was very cold as the river consists entirely of melt water from the Baltoro and Biafo Glaciers which are 20 and 40 miles upstream respectively. The expedition members wore full equipment of wetsuits, lifejackets and crash helmets, and care was taken to avoid two killer 'stopper' waves at the lower end of the rapid. The session offered some very exhilarating canoeing and enabled some film to be taken of the descent.

In the afternoon at about 3.30 a further canoeing session took place with Manby, Huyton and Jones taking part with other members watching from the bank or preparing for the remainder of the walk up. Mike Jones had decided to experiment with his camera technique and was wearing a motor-bike crash helmet with a cine-camera attached to one side and a battery on the other, the whole unit weighing in excess of 10lbs.

As they were descending the rapid Roger Huyton was swept into a 'stopper', he disappeared completely beneath the water, his kayak was swamped and he was torn out of it and did not reappear for about 10 seconds, surfacing about 20 yards downstream. Mike Jones immediately came to Huyton's rescue and attempted to pull him to the edge of the river on the stern of his kayak. While doing so they were both swept downstream for about half a mile into another very severe rapid which would have been demanding for any expedition member, but was to prove impossible for Mike Jones encumbered by the movie camera on his helmet and with Roger holding the stern of his kayak. They were swept down the rapid until they hit an enormous 'stopper' which stretched right across the river and Mike Jones, tired from his efforts to rescue Huyton, capsized. The two of them were swept downstream through some severe rapids for another half mile where Roger Huyton, exhausted and vomiting, was swept to the river bank where he slumped onto some rocks. Hopkinson and Midwood, who were following down the river bank, were able to grab Roger and pull him clear of the river before continuing to pursue Jones who was swept downstream. The speed and roughness of the river was such that Jones was unable to reach the river bank by swimming and the bank support party were unable to keep up as he was swept from view and eventually into a very rough gorge. The bank support party followed down the river bank for about three miles but could find no trace of Jones. Jones's kayak was found, extensively damaged, crushed against a rock about two miles downstream from the point at which he had capsized, and Dave Manby succeeded in retrieving Huyton's paddles and was able to bring them to the bank upstream of the point at which Jones capsized.

Roger Huyton was undoubtedly saved by Jones's great effort to rescue him, enabling him to save his energy and by the fact that he was wearing a lifejacket, wetsuit and crash helmet and had the good fortune to be swept to the river bank. Mike Jones, however, would have been severely hampered by the 10lb crash helmet and camera on his head and he had also decided, because the air temperature was over 80°, not to wear his wetsuit. He was not fortunate enough to be swept to the river bank, although his lifejacket had held him on

the surface of the water throughout the incident.

The following day the team split into groups and accompanied by porters and interpreters searched each bank of the river for about five miles and asked at all villages for news of Mike Jones; again no trace was found. On the evening of that day, the team decided in view of the accident and loss of the expedition leader to abandon the expedition and to walk out following the same route as for the approach march.

The return march to Bongla took three and a half days and passed without incident, the team being met at Bongla by two jeeps which had been ordered by sending out a runner. These took them to Skardu where they waited one day before flying back to Rawalpindi from where the expedition members would fly home after completing the necessary formalities in Pakistan.

CONCLUSION

In the opinion of the expedition members the Braldu river still offers a tremendous challenge to the wild water canoeist. The river is very fast, travelling at speeds up to 30 miles an hour, down continuous rapids as far as Bongla where the valley opens up. The river is composed almost entirely of melt water from the Baltoro and Biafo Glaciers, which means that the water is very cold and the level rises considerably during the day as the sun causes the volume of melt to increase, allowing the canoeist to choose the optimum moment to canoe a section of the river. It is felt that, had it not been for the unfortunate accident the expedition would have successfully descended the river from Paiju to Skardu, with the exception of one section between Chongo and Chappo where the river falls through an 'impossible' gorge.

The expedition members would like to extend their thanks to all the sponsors and in particular to:

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MEMORIAL SERVICE

A memorial service for Dr Mike Jones was held at Keighly Parish Church on September 26th. The small parish church in the centre of this quiet Yorkshire town was packed with friends from Mike's medical college days, from the hospitals where he had worked, and of course rough water paddlers from the canoeing world.

The service was conducted by the rev. W.D. Jamieson, a bible reading given by Roger Huyton, an address given by Dr K. Cruickshank (from medical college) and from Mick Hopkinson (kayak expedition member), and a further reading and address came from climber Chris Bonnington, a close friend of Mike's.

KARAKORAM EXPEDITION FILM

A film of the approach of the Karakoram Kayak Expedition to the Brulda River, and including some canoeing sequences, will be shown on BBC Midlands Network on Tuesday October 24th at 6.45pm. The film entitled 'Search for Excitement'. It is hoped that the film will be screened on all BBC networks towards the end of the year or early in the new year.

MIKE JONES — FILM HIRE

Over the past few months, Canoeing Magazine has been carrying adverts for films made and distributed by Dr. Mike Jones. Mike was in the process of starting a Film Hire Service and his intentions were to hire out the Everest and Orinoco Expedition films — these on 16mm.

Now, with his tragic death, Mike Jones's mother is to continue this service and also hopes to increase the number of films available by using films from Mike's past adventures. This new Film Hire Service, however, will not be under way until late October. For details watch for news in future issues of Canoeing Magazine, or apply (not at present but from the beginning of November onwards please) to: *Film Hire Service, 1. Birchwood Drive, Utley, Keighley, Yorkshire.*

© BRITISH KARAKORAM CANOE EXPEDITION

NOTES & NEWS



MISSISSIPPI CANOE RECORD BID

A 10-man Royal Air Force kayak expedition has flown to America to canoe down the Mississippi River from its source at Lake Itasca, Minnesota, to the sea at New Orleans on the Gulf of Mexico.

Led by 34-year-old air traffic control instructor Flight Lieutenant Brian Smith, from York, stationed at RAF Shawbury, the team has six paddlers in three kayaks and four support crew who will follow on land using the expedition vehicle, and on water in an inflatable boated loaned by the Royal Navy. Using specially strengthened K2 racing kayaks, the team hope to complete the marathon paddle — more than 2,300 miles — in 42 days and break the 56-day record held by an American team since 1937.

Ft. Lt. Smith said: 'We are planning to make New Orleans by October 11th and break the record by 14 days — paddling up to 60 miles a day in the K2s. The whole idea of the expedition is to celebrate the RAF's diamond jubilee.'

The Mississippi will take them through such places as Grand Rapids, Minneapolis, St. Paul, Quincy, St. Louis, Memphis, and Baton Rouge. River conditions will change from the small rocky stream which is the source to fat water stages dropping down deep canyons, crossing wide open prairies and finally to the miles-wide horseshoe bends of the lower reaches. Wild life which could be encountered on some stretches varies from leeches and the deadly cottonmouth water snake to inquisitive and large alligators.

So that the paddlers and support crew can keep in touch they are equipped with two-way radios — a necessary item

as in several areas the river is inaccessible by land. For emergencies each kayak crew carries a survival kit to last five days. All the team members are experienced long-distance canoeists and have trained for months to prepare for the maximum effort.

Their final workouts before leaving for America and the Mississippi River were a 140-mile paddle on the Thames in three days and another three-day session on the River Severn from Welshpool to Gloucester, during which they practised with the radios and tried out the support boat.

The team flew from RAF Lyneham in a Hercules transport aircraft to the US Air Force Base at Offutt in Nebraska on August 13th. They then drove 600 miles to Lake Itasca and the beginning of their Mississippi adventure.

Ft. Lt. Smith's paddlers are Sergeant Duncan MacBoyle, aged 23, RAF Wittering, from Newport Pagnell; Sergeant John Stevenson, 38, RAF Brampton, from Leeds; Corporal Stephen Pinkham, 26, a member of the Royal Army Ordnance Corps attached to RAF Brampton, from Watford; Senior Aircraftman Peter Dodd, 22, RAF West Drayton, from Warrington; and Senior Aircraftman Terry Riley, 21, RAF Brampton, from Wembley.



Expedition members practicing on Ironbridge rapids.

BCU SPECIAL MEETING

The Special General Meeting of the British Canoe Union, held in London on September 30th, and called to discuss and vote on the motion of Federalisation of the BCU, proved somewhat of an expensive fiasco. From a membership of supposedly 8,000, well under a hundred bothered to turn up and even proxy votes amounted to less than 8% of the membership. The motion for federalisation was defeated by 29 votes to 31 votes on the floor, and by 272 to 273 on a ballot.

The cost of this totally futile exercise is certainly in excess of £4,000 — money that BCU Council could have far better spent on problems of access. . . . No further comment!

NORTH WEST CANOE ASSOCIATION

A meeting to consider the formation of a North West Canoe Association will be held at 7.30pm on Wednesday November 15th 1978 at the house of Maurice Rothwell, 21 Windsor Road, Clayton Bridge, Manchester M10 6QQ. (Within 15-minutes by car from the M62.)

The meeting will be to consider objects and duties and the headings for a draft constitution. At this stage no binding resolutions will be passed, but it will be proposed that a steering committee be appointed who could consider a draft constitution and submit it for approval at a later date to an inaugural meeting.

The area to be covered will be that of the North West Sports Council — Lancashire, Greater Manchester, Merseyside, and Cheshire.

A notice giving a fuller agenda and a sketch map for finding the house is being sent as soon as available to the secretaries of clubs on the B.C.U. list but individual members and any other persons interested in canoeing but at present unattached, will be welcome until such a time as a constitution has been approved.

Copies of the notice may be obtained by sending an s.a.e. to Maurice Rothwell at the address given in the first paragraph above.

WINDSURFING LAKE CONSTANCE

Windsurfing enjoys an increasing popularity, and while there are a number of windsurfing schools in Britain, there is a vast network of them on the continent of Europe. An example is Lake Constance where there are now 15 windsurfing schools on the Swiss and German shores of the lake. The latest one has been opened in the small fishing village of Berlingen in Switzerland, where an international windsurfing diploma is available to pupils having attended their special course programme (cost of course — Sfr. 135.00).

Details on the windsurfing school from: *Windsurfschule, Herrn B. Brugger, Seestrasse, 8267 Berlingen, Switzerland.*

SEA EXPEDITIONS

We hear from Elizabeth Halpin in Ireland that the 'Irish Coastline Trip' (see 'Notes and News' in issue number 18) was completed successfully. The 220-mile sea expedition proved very strenuous due to adverse weather and gales — this especially off 'The Blasket Islands'.

Also in Ireland, we have news from the Jersey Canoe Club that three of their members have done even better and just completed a circumnavigation of Ireland, using Nordkapp kayaks. The three members of the expedition were Derek Hairon, Franco Ferrero, and John Bouteloup, and in what locals described as the worst summer in years, they completed the journey in 58 days and paddled just over 800 miles (nautical). Some pre-arranged food supply points were organised around the coast, but at most times the group was self-sufficient.

It is hoped a detailed report of the trip will be available for publication later in the year.

COLORADO RIVER MANAGEMENT PLAN

Following on from the earlier reports on the proposed Colorado River Management Plan that has been under discussion in the United States, the United States Department of the Interior issued a statement on the present position of the Plan at the beginning of

July. As can be seen from below, the final Plan and Statement is not now expected to be published until early next year.

There were approximately 1,100 persons who attended the public meetings during February and March. Of those who attended, 267 made formal statements amounting to 890 pages of transcript. We have received approximately 2,300 letters of comment from interested people in addition to those received at the public meetings. We are presently working on review and analysis of the transcripts and letters at this time. We expect to complete the review by the end of July. We will begin at that time to incorporate comments into the final Environmental Statement and Plan. We expect the final Plan and Statement to be completed early next year. There will be an additional 30-day period for final comment when the Plan and Statement are published. The implementation of the Plan is expected in the 1980 season. To insure resource protection some non-controversial portions of the Plan are being implemented in 1978 and 1979 through their inclusion in the River Operation Requirements. Other actions will not be implemented until the Plan is complete.

*Merle E. Stitt,
Superintendent,
Grand Canyon National Park.'*

(Letter received by surface mail during August)



Start of senior leg at Worcester Championships.

NOTES

& NEWS

PUMA EXPEDITION 1978

Young paddlers from the Carshalton, Sutton & Wallington Sea Cadet Corps complete 200 mile expedition on the River Thames.

Report from Lt. Cdr. D.W.T. Reynolds, RNR.

Back in February, during a very cold spell of weather, the idea of a 200-mile canoe expedition was born. Why, I do not know, for at the time summer seemed a very long way off. Having sounded out and convinced members of the staff they would like to form a back-up group, the proposed trip was put the boys. Here the idea was received with enthusiasm. So, planning, training, and preparing commenced. The planning and preparing took up many hours of thought and work; the training, hours of hard physical effort.

T.S. Puma, based at Beddington near Croydon, is 12 miles from the River Thames. This meant a 24-mile round trip each time to Ravens Ait at Surbiton where a great deal of the training took place.

In addition to the 14 cadets canoeing, we decided to take a back-up of four adult instructors and four cadets to man safety boats and transport the camping gear, food, etc. Experienced canoeists reading this article may say the expedition could have transported their own gear. But remember most of these cadets had only started canoeing the previous August — a mere nine months of paddling by the time of the expedition. Our aim on this occasion was to try to canoe the 200 miles.

Our starting point for the expedition was a short distance above Teddington Lock; the object was to paddle upstream for 100 miles, turning above Oxford to return with a total of 200 miles canoeing.

During the evening of Friday July 21st, we moved the kayaks and gear to our starting point, spending the night at Twickenham Sea Cadet HQ ready for a good start on the Saturday morning.

FIRST DAYS CANOEING

At about 08.30hrs on the Saturday, a small number of well-wishers waved farewell as we started to paddle up the river. The first few hours took us through familiar scenery for as far as Chertsey is the area used by the Unit for most of our boating training. And after an exhausting first day we arrived at Staines having completed only 15 miles of the distance.

Day two, the kayaks were away to an even earlier start for the next stretch through Runnymede and Windsor, where getting through the locks was a problem because of the huge number of hired craft on the river in this area. Continuous light rain throughout the day tended to drive many of the craft to an early mooring, thus leaving the way ahead reasonably clear. We arrived at our second overnight resting place at Marlow as the sun was setting, pitched our tents in the dark, and cooked the main meal of the day by torch light. Thirty-seven miles was completed.

Day three, up again at 05.45hrs to cook breakfast, de-rig our tents and away again by 08.00hrs. Our course now took us over the part of the river with some of the best scenery so far — through Henley and the Maidenhead

Reaches, areas which are a must for anyone spending a holiday on the Thames. Although we fell short of our target distance for the third day, we still completed 20 miles — our best so far. The overnight stop beside Gatehampton Railway Bridge with British Rail's pride and joy, their 125 Inter-City trains screaming by at every few minutes — we still slept well! Morale also started to rise on this day, now having completed some 65 miles, although we were behind on the clock, the realisation that the task was not impossible had a great effect.

We started early again on day four with a cold damp mist surrounding everything and everyone. On through the Reading stretch of the Thames, but not such an interesting day as the previous. We ended up just short of Oxford having completed another 31 miles. Almost there now.

THROUGH OXFORD — TURN FOR HOME

Dawn of day five started with torrential rain, luckily this stopped by the time we had cooked some hard-boiled eggs for breakfast. So, off again and through Oxford. For the river, Oxford is disappointing and our timetable had made no allowances to explore inland to see anything. So, on past Oxford to our turning point. Now for the journey downstream. Prior to going on the expedition, everyone had stated that downstream it would all be easier. Probably it was, but when every muscle aches and groans each time the paddle is dipped into the water, it did not seem easier. The day ended back at Wallingford Bridge, having completed 34 miles.

Day six, early away again, destination Marlow. Another 34-mile haul but with everyone in fine spirit now. The canoeists arrived at Marlow in fine voice too, singing the chants that had accompanied them the whole week, this time backed by the first rumbles of a thunderstorm which was about to break.



Day seven, a mere 24 miles for the expedition to reach Laleham. But of course through the locks at Windsor where again we had long delays.

LATE START FOR LAST DAY

Day eight we all slept in late, not rising for breakfast until gone 08.00hrs. This was intentional as we only had 12 miles to go. The paddle down on Saturday was a most leisurely affair with a number of stops, the last being at Ravens Ait for half an hour, where we had completed so much of the kayak training. At 16.35hrs we set off for the last mile of our journey in order to arrive back at 17.00hrs, our pre-arranged time to return. The cadets sang most of the time over this last mile to Twickenham where a large crowd of parents and friends had turned out to welcome us back.

Of the 14 canoeists who started out eight days earlier, 12 completed the 200 miles and the other two completed over 100 miles. We went through locks 70 times. Ate 608 Mars Bars and a mountain of food...!

As organiser, I found I received more help from living and working on the Thames and made more friends in the eight days compared with any other eight-day period I can remember...



NEW BOOKS GUIDES AND PUBLICATIONS

STRICTLY FOR THE STATES

Appalachian Mountain Club's River Guide II — A high Water Mark in Wildwater Publishing. Boston — Mass. AMC Director of Publications Arlyn Powell announced the mid-summer release of the second title in the Club's river guide series, River Guide II, covering central and southern New England.

This is the only comprehensive guide to the 13 watersheds of New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. Powell said, 'It takes up where River Guide I, which covers the state of Maine, leaves off.' Powell went on to cite a reviewer for The Canoeist's Catalog who called the first volume in the series 'a must for people who paddle.'

The river guide series is the creation of canoeist Phillip Preston and an Appalachian Mountain Club committee of seasoned boaters. Preston said River Guide II was the product of three years of field work, using the Club's New England Canoeing Guide as a source of information. 'Volume II has not only

been updated,' Preston noted, 'but has been entirely reorganised in places to create a book as useful as possible for canoeists of all skill levels.'

The new book features an attractive and easy-to-use format, with maps, explanatory charts, a river rating table, and photographs. It is approximately 400 pages long and retails for \$7.95. It comes bound in a flexible, water-resistant softcover.

The Appalachian Mountain Club is the United States oldest mountaineering group. Since its inception in 1876 the Club focus has grown from one of exploration of the New England mountains, to their protection and enhancement for recreational purposes. With a membership of over 20,000 the Club, a tax-exempt corporation, conducts an increasingly varied programme of public service, education, and conservation.

RAC CAMPING GUIDE

At the end of July, the Royal Automobile Club published a series of three camping guide booklets to sites in the U.K. The Guides — priced at 75p

each — are Volume I, England but excluding Avon, Somerset, Dorset, Devon and Cornwall: Volume 2, Wales and West Country: Volume 3, Scotland and Northern England (sites north of Manchester are repeated from the Volume 1 Guide).

These Caravan and Camping Guides are of a handy size to keep in the car map compartment, and set out in an easy to read manner. The centre section of each guide has a detailed road map to the various regions printed in blue, with camp sites overprinted in black. Details on each site, name of site, address, telephone number, whether caravan or tents accepted, number of pitches available, prices per night, and season site is open. Also listed is the amenities at each site. Altogether a worthwhile 75p for up-to-date information. A pity the series could not have been published earlier in the year to take advantage of the 1978 summer.

Copies available at 75p each from: *The Publications Manager, The Royal Automobile Club, P.O.Box 100, RAC House, Lansdowne Road, Croydon CR9 2JA.*

THE BRITISH ALASKAN KAYAK EXPEDITION

The Expedition Members:

Derek Hutchinson — BCU Senior Coach, L.C.O.

David Raeburn — BCU Senior Instructor

David Hellowell — Northern Region National Coach for BCU, ACO, Northern Region

Philip Walton — BCU Senior Instructor and LCO for Tynedale

All members of the Northern Coaching Panel

George Pack — the only American on the team. Magistrate in Seward, Alaska

July 1978. How was it that five of us should be huddled in two wet and wind whipped tents in the remote Aleutian islands? We were camped in an unnamed cove on the Bering Sea side of the island Unmak. Outside, our kayaks, including 'Resolution' and 'Discovery'; the names chosen to recall the third voyage of Captain Cook who 200 years ago to the month sailed through the Unalga Pass on his way to look for the North West Passage.

This camp was the culmination of over two years of planning and hard work. Like all expeditions it involved bringing together all kinds of talents, contacts, equipment and financial support to make the idea become a reality instead of just a dream.

The idea of extended kayak trips on the sea is not new. Derek Hutchinson and Dave Hellowell had taken part in a crossing of the North Sea; a distance of 100 miles in 33 hours, earning them a mention in the Guinness Book of Records. Our objective during June and July was not to break any records. Interest in the Aleutian Islands grew from admiration for the journeys of the native Aleuts in their walrus skin boats called 'Bidarkas'. The seas on which they used to paddle are reputed to be the roughest north of the Antarctic and have been called 'Birthplace of the Winds'. The bidarka is now an almost forgotten artifact and we hoped that our journey might reawaken interest in this superb craft.

Dave Raeburn and Derek Hutchinson started the ball rolling, considering possible routes until eventually it was decided to paddle up the old Aleut sea route from Dutch Harbour on Unalaska Island to the settlement of Nikolski on the western tip of Unmak Island. We were advised to go north on the Bering Sea rather than pass along the southern shores and risk being pounded by Pacific surf. In fact most of the known Aleut settlements were on the north side of the islands, shrewdly placed to avoid being raked by the 'tsunamis' or seismic waves originating in the Aleutian trench.

Enquiries confirmed that it was possible to transport the kayaks by air to Dutch Harbour and that Nikolski also had an air link with the outside world. Expedition personnel changed twice but by October of 1977 the team was fixed and busy soliciting promises of equipment, help and most of all money to pay the high cost of transportation. George out in Alaska was our 'local

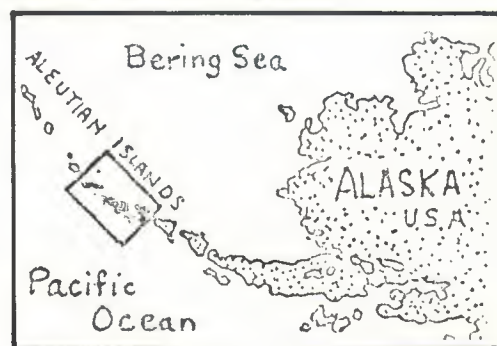
agent' through whom we were able to consign the heavy equipment. Gradually promises accumulated but by the end of 1977 the bank account was still short of the target.

Meanwhile the kayak which had been used on the North Sea crossing had gone through two stages of re-design and emerged at 16ft 10ins long with enough capacity in watertight compartments fore and aft to carry more than 160lbs of equipment. (It was estimated that this would be enough for camping equipment and food for a self-supporting trip of 30 days). It went into production at McNulty Seaglass Limited in March 1978 and at about this time Harlech T.V. became interested in filming the expedition and our financial problems were overcome.

Reeve Aleutian Airways managed to fit the packing cases containing the kayaks on to a flight to Dutch Harbour. The airport is ex-World War II and landing on the only runway is an unnering experience with sea at both ends together with two windsocks which frequently pointed at each other as the winds came curling around the mountains. Another unconventional feature is the loose surface of the

runway so that landings and take-offs are always accompanied by a hail of gravel. Nevertheless the place became home for a week as we packed and repacked our equipment and got to know some of the local people.

It was in Dutch Harbour that we suffered our first setback. We had anticipated with awe meeting killer whales and sea lions during our trip but it was rats, foxes and mosquitoes that actually gave us problems. Rats spoiled four days of food, nibbled through every panel of one tent and disturbed our



Expedition members — Dave Raeburn, Dave Hellowell and Phil Walton

sleep. Later a fox cunningly removed the meat course from a day's food pack. On the odd occasion when the winds dropped, mosquitoes and 'no-see-ums' emerged in swarms to draw our blood.

The weather in the Aleutians has a terrible reputation, and wrecked buildings with wood stripped of paint bear witness to the 100m.p.h. winds. We encountered 60 m.p.h. but fortunately the patched tend stood the strain, while locals encouraged us by saying it was the worst summer weather for 25 years. The average monthly rainfall for July is two inches; there were two inches in the first two days — and it continued to pour!

In spite of the atrocities of the weather we enjoyed moments of pure idyll. There is nowhere quite like the Aleutians. The paddle to this camp was long and hard. It ended with a slog across a wide bay of black volcanic sand looking for a break in the surf to bring in our laden kayaks. Then we spotted the ideal camp site! Sheltered in a hollow in the dunes it was approached by a broad crystal stream which provided fresh water. The evening clouds separated to reveal Mount Vsevidof, 6,290 feet high, a neat volcanic cone looking like an iced cake with a wisp of smoke coming off the top.



Human remains!



Important food!

Exploring our surroundings we noticed some 20 bald eagles circling the river drawing attention to the sockeye salmon running up to the spawning grounds in the lake behind us. Food was our immediate preoccupation and we spent some hilarious hours using home made gaffs to catch salmon, a process which soaked and covered the fishermen with mud. The advantage of canoeing clothing became more apparent! Our enthusiasm for wilderness camping was quickly tempered however during the early hours of the morning when George's tent was damaged beyond repair and a second tent almost blown away... We put our two remaining tents up more carefully after that. In fact the 60 m.p.h. winds kept us storm bound in Reese Bay for three days.

Our next important camp was 48 miles on near Makushim village abandoned in 1945. The location is ideal, sheltered on three sides by volcanoes and un-named mountain peaks. Seven days were spent in this delightful bay as our party and the HTV film crew divided exploring and filming the icefields and beaches surrounding it and fishing for much needed food.

We visited nearby Volcano Bay where there had been an even larger settlement and found remains of ancient 'bara baras' or Aleut houses, now completely overgrown and six feet underground, roofed over with whalebone or driftwood to shelter the inhabitants from the relentless wind. During our enforced stay we experienced thunderstorms, gales, torrential rain, sudden temperature and pressure changes and even one day of sun! When a break in the procession of weather finally came late one afternoon and we decided to leave, it was a desperate move.

We battled through steep head seas and driving rain heading for another Aleut village site, Kashega, 30 miles to the south west. After an hour dense fog surrounded us and because of a hostile coastline we were unable to land. By 9pm after travelling blindly on compass bearings we decided to come ashore at the first suitable place. Having rounded the infamous Spray Cape which lived up to its reputation providing haystack sea conditions, we were rewarded by the lifting of the fog like a giant curtain revealing a spectacular view of the sea, sun and snow capped mountains — briefly!

After arriving at Kashega we managed to light a wood stove in an abandoned hut to dry out our equipment and settled in. During two days of beach combing excursions we discovered three rare glass balls. It was the practice of every Japanese fishing boat to have a glass blower to manufacture glass balls for floating fish nets. These glass balls were in all sizes from a few inches to 15 inches in diameter. The larger the ball the rarer they are. Alas, due to their size and weight we were unable to carry them in our kayaks. It was a heartbreaking decision to have to leave them behind. So anyone who would like to go to Kashega, by the sunny Bering Sea, are welcome to three glass balls!

The only reason we could find why the Aleuts built a village in such an inhospitable place as Kashega, was because it was situated at the narrowest point of the island. This enabled them to carry their Bidarkas Kayaks from the Bering Sea coast to the Pacific side of the island.

A few miles of easy paddling from Kashega at an aptly named island, Split

Rock, we came across human remains in an ancient burial site. This rock had apparently been used as a look-out as they were often invaded by rival Aleuts from neighbouring islands and later traders.

Sixteen days after leaving Dutch Harbour we arrived at Chernoski Sheep Ranch but only after paddling the last five miles through a Force 9 gale and arriving at 11.45 in the evening. Even our best friends wouldn't have wanted to know us — 'B.O.' you know... Showers and hot water were very welcome!

Milton Holmes is the owner of the sheep ranch and with his wife has been running it for 22 years. As Milton says, with one ranch of 380,000 acres, much of it unmapped and unfenced, how does one count his sheep. The sheep are so wild they have no herding instinct and roam in two's and three's.

After five days at the ranch we pushed on to Umnak Pass as time was running short and this was our most dangerous crossing. From information gleaned we knew Umnak Pass to have 10 knot tidal streams and constant tidal rips. We approached with the utmost caution, only to find the sea to be like a mill pond, a relief but also an anticlimax. We were escorted through the pass by a school of 20ft pilot whales which came within 25 yards of the kayaks.

Time was desperately short now so we gratefully accepted a lift from the Miller family of Umnak Ranch on their pre-war truck across the tip of Umnak Island, saving us a day's paddling and also enabling us to see the interior of the island.

The journey across country, along volcanic ash road, when it had not been

washed away, was typical of the Aleutians. The truck broke down at least 13 times during the 20-mile journey but eventually we got to an area known as the *Weeping Wall*. The strange name was given to the sea cliffs so riddled with water falls that they look as if they are crying tears. We roped the kayaks down the 120ft cliffs on to the water again.

This particular 35-mile trip involved 20ft sea swells and extremes in air temperature as we were receiving cold icy blasts from the ice fields and warm air from the land. We encountered for the third time in our trip a large sea lion rookery. To finish our long day we were rewarded with yet again gales and arrived at our camp site at nightfall, mentally and physically exhausted. By the time we crawled into our sleeping bags, cold, wet and miserable, we had been on the move for 20 hours before making Hot Springs Cove.

From Hot Springs Bay and our last camp with its view of Vsevidof Volcano we paddled on into our last day. On July 18th the village of Nikolski appeared. Word had got ahead and the whole village, all 56, were on the beach to greet us. Even the eleven school children had been given the day off.

We talked to elders who had been taught kayaking as children, but as far as we could ascertain no Bidarka had been used since 1939 when the village had been evacuated to the mainland. Perhaps the warmth of the welcome they gave us had something to do with our desire to promote the sea kayaking. Our only regret was that we did not have more time to spend in teaching the children to canoe...



The Aleutian Islands.

EVENTS & COURSES

THE SLALOM AGM

The BCU Slalom Committee Annual General Meeting will be held at the Bingham Sports Centre, Bingham, Nottingham on November 25th, starting at 11.00am.

Any motions for discussion at the AGM and not originating from the Executive, must be signed by two full members of the BCU who are members of and represent a club entitled to vote under Item 7 of the Constitution (see Slalom Year Book page 96) and must be lodged with the Secretary at least 30-days prior to the meeting — October 28th.

NEW ZEALAND INVITATION

In February 1979 the New Zealand Canoeing Association will be holding its 25th National Canoeing Championships.

To celebrate this, the Association have organised two major events and an

open invitation to any federation to join in and compete at these competitions. Over February 24th/25th a Sprint Regatta will be held, covering K1, K2, K4, over 500 metre, 1,000-metre, and 10,000-metres for Seniors, Juniors, and Women. On March 10th there will be a Marathon Race across the four lakes in the Rotorua district — New Zealand's famous thermal area — the first two lakes separated by a short river channel, the third and fourth separated by a 1.5km portage along a main highway which passes through beautiful native bush. The Marathon is open to all classes. For overseas paddlers top quality racing and touring kayaks will be available and accommodation can be provided in private homes.

Full details and further information from: *R. Hunger, Racing Commodore, New Zealand Canoeing Association, 26 Verbena Road, Birkdale, Auckland, New Zealand.*

canoesport diary

OCTOBER MARATHON

- 1st — Wey, Tier 3
- 7th — Sheffield, Tier 3
- 8th — Longridge, Tier 3
- Garstang, Tier 4
- Yare, Tier 4
- Heybridge, Tier 4
- 15th — Kennet River, Tier 3
- 22nd — Avon Descent, Tier 3
- Sidcup, Scouts, Tier 4

SLALOM

- 1st — Shepperton, 4th
- Pontrilas, Novice
- 8th — Langollen Town, British Open
- 15th — Builth Wells, 2nd
- Potarch, 3rd/4th
- Carlisle, 4th/Novice
- 22nd — Llandyssul, 2nd
- Darley Abbey, 4th
- Comrie, 4th/Novice
- 29th — Welsh Championships
- Dedham, 4th/Novice

SURF

- 5th — Cornish Championships

NOVEMBER

- 5th — Cambridge, Tier 3
- 19th — Exe Descent, Tier 4

SLALOM

- 5th — Ludlow, 3rd
- 12th — Deveron, Novice

WILDWATER

- 4th — Dee I
- 12th — Leven Test
- 18th — Eden

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SPRINT RACING

WORLD CHAMPIONSHIPS

report from Doug Parnham.

The World Championships returned to Belgrade for the third time in the last seven years, and this course has produced some interesting results.

The most controversial issue of these Championships was the decision made by the I.C.F. concerning the use of a polymer solution which was directly applied to the hull of the boat which gave the competitors an unfair speed advantage. The Poles exploited this last year and had exceptional results. To overcome this problem, the I.C.F. directed that the paddlers should enter the water at a raft manned by officials who checked the boats before going to the start, so the solution would have washed off before the competitor reached the start-line. Slevdziewski, the top Polish paddler, transgressed these rules and paddled a heat of the K1 500 metre in which he didn't make the first three and failed to qualify for the semi's. But he was still disqualified from further competition as the solution was detected on his boat. The rest of the qualifying races brought no real shock results as the top paddlers were cruising to make the semi-final positions.

The Womens K2 — Lucy Perrett and Hilary Peacock qualified for the semi-finals through the repechage and had a difficult, but not impossible race to the final by beating two of the starters from Russia, Rumania and either Norway or Holland. Alas they were unable to qualify recording a slightly slower time than in the heats.

The most inspired paddle was from Willi Reichenstein in the C1 500 metre, where in the heat he produced his personal best time. He eventually went on to the semi-finals for the first time in his C1 career. His determination this year was a great example to the rest of the team and he only narrowly missed making the final. One of our main hopes was the Womens K4, they were confident in making the semi-finals but due to an unfortunate run in the repechage they were drawn in the same semi-final as the Soviet, Hungarian and Rumanian crews — they were beaten by two lengths.

For the young K4 crew of Hancock/Ballard/Harvey/Duncan, their first World Championships went reasonably well, but we were not expecting them to produce any surprises against the well-established European crews. They went into a repechage and had to beat Holland or Canada. Their final burn was not sufficient and they were narrowly pushed out by two tenths of a second. This was the first time that

Steven Brown had paddled a K1 500 metre at this level and gave a promising performance for the future, producing a favourable time, and his personal best of 1min 52.95sec.

This left the K2 500 metre pair of Farrell/Hunter to try to make a final. They had the form from last year of a final position and were determined to maintain their performance. They were drawn in a semi-final which on previous heat time they had to go at least two seconds faster. They really applied the pressure at the end of the race but were pushed into fourth place by the Australian pair of Lee/Kelly.

The finals were again going to be dominated by the East Europeans, with the occasional outsider from the West making a bid for the medals. The K1 1,000 metre, the strong East German, Rudiger Helm who seemed to play with the field and with 100 metres to go, stamped his authority and won by a clear second from Milan Janic of Yugoslavia. Ian Ferguson was ninth.

The K2 men were dominated by the Russian pair of Sergei Chuhrai/Vladimir Taikov, who were virtually shaking hands with each other whilst crossing the finishing line. Ramussen/Soyland of Norway had a fantastic run to take second place. The K4 1,000 metre produced another East German victory along with the womens events, the mens K2 500 metre and the K4 500 metre, Rudiger Helm taking three gold medals.

In the Canadian events there was some very close racing, especially in the C1 1,000 metre. The Yugoslavian Olympic Champion, Lubec, was cheered by the partisan crowd to beat off the challenge from Wichman the Hungarian, who in an attempt to pip him at the post, threw his boat forward by extending his stroke and falling into the back of his boat, but this was just not good enough!

The 10,000 metre races were the most interesting. The C1 was a really cat-and-mouse race between Lubec, Wichman and Patzinchin of Rumania. They broke away from the field in the early stages and they stayed together until the last turn, when Patzinchin made his strategic move, he allowed the Yugoslavian and Hungarian to paddle ahead into the turn, he cut out wide off the turn and paddled the last 200 metres by himself. A very bold effort and the other two were tracking him, taking it in turns to sit on each others wash in an attempt to reduce the gap which Patzinchin was creating. Patzinchin took

so much out of the other two, that when he crossed the finishing line he had to attract the attention of the judges by waving his arms and shouting. His lead was so considerable that they thought he must have been a tail-ender!

British interest was with Brian Greenham in the K1 10,000 metre. He had made the large front bunch by the first turn, which was going to be the crucial part of the race due to his slow start, and once there he stayed with them. This event was wide open with the current K1 10,000 metre Champion, Oresti Perri, from Italy, not competing in this race but was stroking a young Italian K4 crew. No-one was prepared to break the field up, and it all depended on the last 1,000 metres. Janic and Stepanenko, the Russian, made the break at the 1,000 metre mark, with the Yugoslavian being lifted by the crowd to win the race. Ian Ferguson of New Zealand was fourth and Brian Greenham, with a good result, was sixth.

The K4 10,000 metre race produced incidents from the start. The field was divided from the start-line with the two fast crews from Russia and Poland on either side and the bulk of the field in between. The big squeeze was inevitable, with dramatic results. The Rumanian crews' bow struck the side of the Czech crew, who sank almost immediately, and the majority of the field came to a halt. Once the mess had been sorted out the British crew of Haynes / Fowler / Williams / Lawrence were virtually at the back. Their task of making the front bunch was impossible, but they were determined to improve their position. They ploughed their way through the field and eventually came ninth. The Russian crew, stroked by Alexander Shaparenko, a veteran of their team, commanded the event and made their victory look easy.

The K2 10,000 metre race was a little disappointing for Chris Ballard/Martin Harvey who were dropped by the bunch. The French pair of Alain Labas/-Jean-Paul Hanquier were narrowly beaten by the Hungarians, Zalton Bako/Istvan Szabo by less than a second. At least the French had a medal from these Championships after coming fourth in the 1,000 metre events for the last three years.

The surprise of these Championships were the Australians who made every final of the events they entered. A fine result, considering the small amount of international competition they have had, but when they do compete they do not fear the past form of their other competitors.

The other glimmer of hope for the future of breaking the strangle hold the Eastern Bloc has on sprint racing, are the medals now being won by nations such as Norway and France. But to get to these heights the British paddler has to be given more time to train and be more professional in his approach. The British paddlers are up against full-time athletes and we have got to become more like them if we are going to be in with a chance of beating them and start winning the medals.

Mens K1 500 metre

1. Vasile Diba	Rumania	1.47,45
2. Vladimir Perfinovich	USSR	1.48,27
3. Peter Hempel	DDR	1.48,74
4. Anders Andersson	Sweden	1.49,26
5. Guillermo Del Riego	Spain	1.50,45
6. John Sumegi	Australia	1.50,68
7. Dieter Braun	BRD	1.50,98
8. Jan Ferguson	New Zealand	1.51,03
9. Zoltan Sztanity	Hungary	1.52,80

Mens K II

1. Bernd Olbricht/Rüdiger Helm	DDR	1.36,12
2. Nicusor Eseanu/Jon Birladeanu	Rumania	1.37,34
3. Sergej Chukhrai/Vladimir Tanikov	USSR	1.37,81
4. Geza Csaszar/Jozef Svidro	Hungary	1.38,15
5. Guillermo Del Riego/Martin Vasquez	Spain	1.39,29
6. Einar Rasmussen/Olaf Soyland	Norway	1.39,41
7. Jean-Paul Hanquier/Alain Lebas	France	1.39,78
8. Georgi Dontchev/Ivan Manev	Bulgaria	1.39,88
9. Robert Lee/Berry Kelly	Australia	1.40,51

Mens K IV

1. Bischof/Graupner/Duvigneau/Marg	DDR	1.29,26
2. Menendez/Esteban/Lopez/Ramos	Spain	1.30,10
3. Oborski/Welna/Koltan/Budzicz	Poland	1.30,19
4. Szeles/Csaszar/Nyradi/Juhasz	Hungary	1.31,04
5. Konstantinov/Khristov/Milenov/Terziski	Bulgaria	1.31,08
6. Kelly/Sumegi/Lee/Vidler	Australia	1.32,28
7. Biccocchi/Hervieu/Berard/Duhel	France	1.32,43
8. Dragalquis/Simocenco/Labanov/Larion	Rumania	1.32,44
9. Nordquist/Ohlsson/Cernerud/Andersson	Sweden	1.34,30

Mens C I

1. Ljuben Ljubenov	Bulgaria	1.57,14
2. Gyula Hajdu	Hungary	1.57,30
3. Sergej Liminovich	USSR	1.57,90
4. Lipat Varabiev	Rumania	1.58,22
5. Radomir Blazik	CSSR	1.59,87
6. Hans Jürgen Tode	DDR	1.59,99
7. Ulrich Eicke	BRD	2.00,00
8. Mate Ljubek	Yugoslavia	2.00,51
9. John Edwards	Canada	2.03,06

Mens C II

1. Laszlo Zoltan/Istvan Vaskuti	Hungary	1.46,50
2. Sergej Petrenko/Piatras Grigonis	USSR	1.46,96
3. George Simionov/Toma Simionov	Rumania	1.48,10
4. Marek Wisla/Jerzy Dunajski	Poland	1.49,72
5. Sevdalin Ivkov/Dimo Lambov	Bulgaria	1.49,97
6. Alexander Schuck/Detlef Bothe	DDR	1.50,72
7. Victor Garcia/Santos Magaz	Spain	1.51,67
8. Alain Acart/Jean-Paul Cezard	France	1.52,03
9. Bruno Pieperbeck/Norbert Pieperbeck	BRD	1.53,05

Womens K I

1. Roswitha Eberl	DDR	1.59,80
2. Olga Marakova	USSR	2.03,02
3. Maria Cozma	Rumania	2.03,23
4. Barbara Schüttpeitz	BRD	2.04,54
5. Ewa Eichler	Poland	2.04,70
6. Beatrice Knopf	France	2.06,57
7. Karen Lukanovic	Canada	2.06,60
8. Anastazie Kovarova	USSR	2.06,80
9. Leslie Klein	USA	2.07,04

Womens K II

1. Marion Rösiger/Martina Fischer	DDR	1.48,40
2. Natalija Kalashnikova/Nina Doroh	USSR	1.49,52
3. Agafia Orlov/Nastasia Nichitov	Rumania	1.50,02
4. Vania Gesheva/Velitcha Mintcheva	Bulgaria	1.50,38
5. Klara Rajnai/Erzebet Horvatch	Hungary	1.52,69
6. Sue Holloway/Ann Dodge	Canada	1.52,96
7. Leslie Klein/Ann Turner	USA	1.54,24
8. Ewa Eichler/Danuta Aleksandowicz	Poland	1.54,87
9. J. Bakker/M. Kegge	Holland	1.57,89

Womens K IV

1. Rösiger/Fischer/Genreus/Eberl	DDR	1.38,00
2. Gesheva/Mintcheva/Yanakieva/Nikolova	Bulgaria	1.40,88
3. Orlov/Nichitov/Buri/Mihala	Rumania	1.40,91
4. Makarova/Viktovskaja/Nesterova/Trahinenok	USSR	1.42,02
5. Sandor/Zakarjas/Andrasy/Makatura	Hungary	1.43,32
6. Eichler/Gorecka/Aleksandrowicz/Zuk	Poland	1.43,88
7. Holloway/Dodge/Lukanovic/Guay	Canada	1.44,92
8. Legault/Dupont/Loriot/Magnier	France	1.45,94
9. Kovarova/Fiserova/Smutna/Svobodova	CSSR	1.47,50

Mens K I 100 metres

1. Rüdiger Helm	DDR	3.49,43
2. Milan Janic	Yugoslavia	3.50,42
3. Vitali Trukshin	USSR	3.50,64
4. Herminio Menendez	Spain	3.53,37
5. Vasile Diba	Rumania	3.53,85
6. Anders Andersson	Sweden	3.54,06
7. Zoltan Sztanity	Hungary	3.54,50
8. Robert Lee	Australia	3.55,78
9. Jan Ferguson	New Zealand	3.56,79

Mens K II

1. Sergej Chukhrai/Vladimir Tanikov	USSR	3.27,29
2. Einar Rasmussen/Olaf Soyland	Norway	3.28,38
3. Zoltan Bako/Istvan Szabo	Hungary	3.29,29
4. Alain Lebas/Jean-Paul Hanquier	France	3.30,71
5. Peter Hempel/Joachim Matatarn	DDR	3.31,05

6. Denis Barre/Hugh Fisher	Canada	3.31,42
7. Janusz Bierniakowicz/Waldemar Marcinkowski	Poland	3.31,85
8. Georgi Dontchev/Ivan Manev	Bulgaria	3.22,21
9. Milascu Ionel/Nicolae Ticu	Rumania	3.33,17

Womens K IV

1. Olbricht/Helm/Duvigneau/Marg	DDR	3.05,64
2. Eseanu/Birladeanu/Zafuiu/Giura	Rumania	3.06,73
3. Menendez/Esteban/Lopez/Ramos	Spain	3.07,34
4. Volgyi/Kosztan/Deak/Rhomhanyi	Hungary	3.09,00
5. Sedov/Kononenko/Pilians/Kuukel	USSR	3.09,56
6. Konstantinov/Khristov/Niklenov/Terziski	Bulgaria	3.10,27
7. Oborski/Welna/Koltan/Budzicz	Poland	3.11,07
8. Morland/Borchgrevink/Opsahl/Nilsen	Norway	3.11,90
9. Nordquist/Olsson/Cernerud/Andersson	Sweden	3.12,65

Mens C I

1. Mate Ljubek	Yugoslavia	4.05,26
2. Tams Wichmann	Hungary	4.05,62
3. Ivan Patzaichin	Rumania	4.05,99
4. Sergej Antipov	USSR	4.06,37
5. Nikolai Ikkov	Bulgaria	4.11,25
6. Thomas Falk	Sweden	4.11,77
7. Hans Jürgen Tode	DDR	4.13,17
8. Marek Wisla	Poland	4.14,71
9. Timo Grönlund	Finland	4.16,09

Womens C II

1. Tamas Buday - Oszkar Frey	Hungary	3.46,02
2. George Simionov/Toma Simionov	Rumania	3.46,35
3. Sergej Postrehin/Yuri Lobanov	USSR	3.49,49
4. Jerzy Opara/Andrzej Gronowicz	Poland	3.49,49
5. Milan Rada/Libor Dvorak	CSSR	3.50,51
6. Alexander Schuck/Detlef Bothe	DDR	3.52,43
7. Plamen Ivanov/Stefen Niklenov	Bulgaria	3.52,82
8. Alain Acart/Jean-Paul Cezard	France	4.01,16
9. Santos Magaz/Narciso Suarez	Spain	4.09,27

Mens K I 10,000 metres

1. Milan Janic	Yugoslavia	44.34,76
2. Nikolai Stepanenko	USSR	44.37,03
3. Istvan Joos	Hungary	44.53,10
4. Jan Ferguson	New Zealand	44.56,72
5. Jean-Pierre Burny	Belgian	45.08,53
6. Brian Roger Greenham	Great Britain	45.19,79
7. Anders Andersson	Sweden	45.31,38
8. Kazimierz Niksin	Poland	45.35,64
9. Ian Pringle	Ireland	45.41,06

Mens K II

1. Zoltan Bako/Istvan Szabo	Hungary	40.23,91
2. Alain Lebas/Jean-Paul Hanquier	France	40.24,36
3. Nicusor Eseanu/grigore Constantin	Rumania	40.32,70
4. Einar Rasmussen/Olaf Soyland	Norway	40.39,98
5. Luis Gregorio Ramos/Herminio Menendez	Spain	40.44,09
6. Jos Broeckx/Paul Stinckens	Belgium	40.46,54
7. Brent Turner/Steve Kelly	USA	41.00,04
8. Tore Cernerud/Bernd Andersson	Sweden	41.21,96
9. Piatras Schurskas/Anatoli Korolkov	USSR	41.23,49

Mens K IV

1. Shaparenko/Nikolski/Morozov/Avdeev	USSR	35.43,39
2. Klimaszewski/Lepianka/Torzecki/Szubski	Poland	35.59,55
3. Macarencu/Marian/Ticu/Opoa	Rumania	36.32,21
4. Deme/Benko/Gaba/Varnelyi	Hungary	36.37,07
5. Schlöglmann/Havlik/Reisinger/Mayr	Austria	36.38,43
6. Morland/Borchgrevink/Nilsen/Opsahl	Norway	36.47,83
7. Brand/Huppertz/Meier/Frank	BRD	36.55,88
8. Perri/Manfredini/Mannari/Crenna	Italy	37.06,52
9. Fowler/Haynes/Lawrence/Williams	Great Britain	37.10,24

Mens C I

1. Ivan Patzaichin	Rumania	47.03,33
2. Tams Wichmann	Hungary	47.15,40
3. Mate Ljubek	Yugoslavia	47.18,08
4. Nikolai Ikkov	Bulgaria	47.42,03
5. Jiri Vrdlovec	CSSR	47.55,05
6. Sergej Liminovich	USSR	49.26,29
7. Goran Backlund	Sweden	49.30,53
8. Joergen Lassen	Denmark	49.49,39
9. Ulrich Eicke	BRD	50.43,27

Mens C II

1. Tamas Buday/Istvan Vaskuit	Hungary	42.53,15
2. George Simionov/Toma Simionov	Rumania	43.15,73
3. Viktor Vorobiev/Aleksander Beleyi	USSR	43.21,99
4. Vladimir Genov/Ljuben Ljubenov	Bulgaria	43.46,20
5. Milan Rada/Libor Dvorak	CSSR	44.17,05
6. Alain Acart/Jean-Paul Cezard	France	44.44,30
7. Hermann Glaser/Bernd Köhler	BRD	45.05,05
8. Inoue Kyoto/Fukuzato Shusei	Japan	45.13,08
9. Annoni/Passerini	Italy	46.59,09

MEDAL TABLE

	Gold	Silver	Bronze	Total
1.	DDR	7	—	8
2.	HUN	4	3	9
3.	URS	2	5	12
4.	ROM	2	4	13
5.	YUG	2	1	4
6.	BUL	1	1	2
7-8.	ESP	—	1	2
7-8.	POL	—	1	2
9-10.	FRA	—	1	1
9-10.	NOR	—	1	1



ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

80th IOC SESSION

From May 11th — 20th there was held in Athens the 80th session of the International Olympic Committee (IOC).

At the same time the International Sports Associations (F.I.S.) of those sports which figure in the programmes of the Olympic Summer and Winter Games were invited to participate in working meetings of the Executive Committee of the IOC as well as of the full sessions of the IOC. The ICF was represented at these meetings by its President Charles de Coquereaumont and its General Secretary Sergio Orsi.

The programme was particularly full and there were no less than 13 meetings, counting the meetings of the International Sports Associations and the deliberations of the Council of AGFIS (Association Générale des Fédérations Internationales de Sports).

One of the more important matters discussed in these meetings was, without doubt, the candidatures of the City of Los Angeles for the organization of the 1984 Olympic Games.

Contrary to all customary practice with cities offering their candidatures for the organization of the Summer Games as well as the Winter Games, who accept and sign an agreement proposed by the I.O.C., this city put forward its own terms, the majority of which are unacceptable to the I.O.C., as they are not in accord with the rules. Furthermore, a large majority of the Sports Federations are not satisfied with the replies which have been made to their questionnaires: replies negative or evasive.

As far as concerns Canoeing — and the same holds for Rowing — there is a vague project involving the construction of a course on a river in the vicinity of the city, without any previous study, nor has any budget been presented to date. It has even been said that if there were any difficulties, these Games could be held on the same regatta course as was used for the 1932 Olympic Games. This would be categorically rejected by Rowing as well as by us (ICF).

Our requirements call for the construction of a course up to the standards of today, providing training facilities in the immediate neighbourhood. Our protests at the lack of information were particularly strong and forceful. The City of Los Angeles appears to be playing on the fact that it is 'the only candidate'.

After a general discussion, and with full unanimity, the International Sports Federation (F.I.S.) has made clear its position vis a vis the attitude of Los Angeles, by sending to the I.O.C. a resolution of which the essentials are, quoting from memory:

'The International Sports Associations

are unanimous in advising the I.O.C. to insist with greatest firmness on respect for and conformity with all the points in the Olympic Charter and the technical regulations of the International Associations'.

Finally we give the resolution of the I.O.C. on the issue of the choice of cities:

A) The Games of the XXIII Olympiade are provisionally awarded to the City of Los Angeles, on the understanding that the city signs a contract in conformity with the Olympic Rules, and in the form laid down by the International Olympic Committee, and this before August 1st.

B) In the event of such a contract not being signed by August 1st, the provisional award of the Games of the XXIII Olympiade to Los Angeles will be withdrawn and a new call for offers will be issued.

The candidatures for the 1984 Winter Games had been correctly submitted, and following a second visit of inspection, the City of Sarajevo was elected by 39 votes against 36 for Sapporo.

From amongst the numerous other matters which were discussed we select the following:

The I.S.F. have renewed their request for the issue of season tickets to their members who attend in order to participate in the Congress, but who do not have a special function during the period of the Olympic Games, to enable them to assist with the competitions in their own sport, as has happened already in previous Games. It would appear this is likely to be agreed, but these tickets would not be valid for other sports, nor for entry to the Olympic Village.

Against this, the transferable tickets permitting attendance at the Opening and Closing Ceremonies, have been refused by the Organizing Committee in Moscow.

The list of sports will be decided at the time of the award of the Games to a city.

The programme of events within a sport will be laid down 4 years before the opening of the Games.

The Programme Commission has contacted each federation with a view to achieving a reduction in the number of judges officiating in the Olympic Games.

The cities of Moscow and Lake Placid provided very complete accounts of

their state of progress for 1980, supported by films and slides.

The next Olympic Congress will be staged at Baden-Baden/Federal Republic of Germany from September 20th — October 3rd 1981, on the theme:-

'International cooperation in Sport' and 'The future of Olympic Games'.

Following the closure of the Session the Greek Olympic Committee organised an excursion to Olympia, including a visit to the International Olympic Academy (AIC).

Olympia is situated to the west of the Peloponnese, about 350km from Athens. The journey was made aboard specially chartered aircraft.

Arriving at our destination we were warmly received by Mr. Nissiotis, the President of the Academy, who described very clearly the origins of this institution and its objectives today and in the future. We then visited ancient Olympia which we went through with a guide who, by his competence and enthusiasm, was able to carry us back more than 2,000 years, and, surrounded by the ruins of these magnificent temples and statues, we understood the atmosphere and importance of this site which became, in the ancient world, the cradle of Olympism.

The visit to the museum delighted us by the perfect state of preservation of the many treasures, and this was followed by an excellent meal in the open air, in the course of which we enjoyed some Greek culinary specialities.

Again we gave our good wishes and thanks to the Greek Olympic Committee for arranging such an enjoyable stay in Greece.

*Ch. de Coquereaumont
President
International Canoe Federation*

THE LATEST NEWS

As could be read in the daily press at the time this bulletin was being compiled, the City Mayor of Los Angeles, Tom Bradley, had recommended the City Council to hand back to the I.O.C. the 1984 Olympic Games. The City Council had not, however, accepted this recommendation but instead had asked the I.O.C. for more time to make up its mind. Now Los Angeles can think again until August 29th, on which day the Executive Committee of the I.O.C. holds its next meeting in Lausanne, when a final decision must be reached.

Formerly several cities in the USA were interested in having the Olympic Games, and now the City of New York wishes to take over the 1984 Olympic Games from Los Angeles, and conclude a contract with the I.O.C.

Should this also provide no solution, the I.O.C. will have to consider, this year, whether to open negotiations with the last Olympic Games cities, Montreal (1976) and Munich (1972). For financial reasons Montreal has shown little

interest, and even the leading authorities in sport in the Federal Republic of Germany are of the opinion that Munich can only be considered in the very last resort, to avoid a complete collapse of the XXIII Games, 1984.

At the Olympic Congress of 1981 in Baden-Baden (Federal Republic of Germany) which will take place from September 20th to October 3rd, the venue for the 1988 Olympic Games is to be settled. One hears of applications for the Summer Games, from Teheran, Algiers, Brussels and Sydney, and for the Winter Games, from Germisch-Partenkirchen and the High Tatra of Czechoslovakia.

SPARTAKIADE 1979 IN MOSCOW

From July 11th to 29th 1979 the VII Spartakiade will be held in Moscow, and for the first time foreigners will be invited to participate. In all, 24 different sports will be represented among them Tennis, Chess and the Olympic disciplines.

An International Regatta is also included in the programme of the Spartakiade, but this was not the reason why the Deutsche Kanu-Verband did not arrange the XV World Championships 1979 at the same time of the year as the canoeing competitions of the 1980 Olympic Games, but in the period August 15th-19th.

CALENDAR OF ICF EVENTS

The Board of ICF, at its meeting in Stockholm in April 1978, gave its agreement to the staging of American Championships in Canoe Racing in October (probably 11-15th October 1978) on the Olympic Regatta Course in Xochimilco, Mexico. It is likely that nine or 10 nations will participate. There will also be an America Cup for Juniors.

Next year the American Championships in Canoe Racing will be staged in Dartmouth, Nova Scotia/Canada from August 30th to September 2nd 1979. The Continental Championships for 1981 will be held in USA and for 1982 in Cuba.

As candidates for the Junior Championships in 1988, Belgrade (Yug) has applied for Europe and Dartmouth, Nova Scotia/Canada for America.

CANOE ASSOCIATION IN PORTUGAL

After many years of effort it appears that a canoe association has at last been founded in Portugal. The address is given as:-

*Casa do Desporto, Rua Antonio Pinto Machado No. 60.
Porte — Portugal.*

COMPETITION PROGRAMME FOR THE YEARS AHEAD

The following were agreed:

1978 — American Junior Championships in Mexico.

1979 — European Junior Championships at Tampere (Finland) from 1-5 August. World and European Senior Championships in Duisberg 15-19 August. Mediterranean Games (including Canoeing) in Split (Yugoslavia) 15-20 September. Slalom and Wildwater Racing World Championships in Jonquiere (Canada) 1-8 July.

1980 — Olympic Games Moscow 30 July-2 August (Canoeing).

1981 — World and European Championships in Nottingham (England) 29 July-2 August. European Junior Championships in Sofia (Bulg.) Mid August. Slalom and Wildwater Racing World Championships at Bala (Wales:GB) July 16-24. American Senior Championships in Ohio (USA).

1982 — World and European Senior Championships in Belgrade at the end of July. American Senior Championships in Cuba.

1983 — Slalom and Wildwater Racing World Championships: Applications received from Merano (Italy) and Bourg St. Maurice (France). Decision to be taken in Moscow. American Senior Championships in Dartmouth; Nova Scotia.

Next Congress will be in Moscow in 1980 on July 24th.

Some notes from John Dudderidge on the Belgrade Congress of the International Canoe Federation: August 7th, 1978 in the Sava Centre.

Before the opening of the first session, Mr Rajacic, Chairman of 'PESK 68' Committee, representing the sportsmen and officials of Belgrade, welcomed the delegates and wished them every success in their work. He expressed satisfaction that the President of the Republic, Marshall Tito, had agreed to be the Patron of the Championships, and mentioned that Belgrade had created a record in hosting 15 World Championships and innumerable European Championships during the last 30 years. The President of the ICF, Charles de Coquereumont, thanked Mr Rajacic for his welcome and for the opportunity granted to the ICF of using the magnificent facilities of the Sava Centre. He asked Mr Rajacic to express the thanks of the ICF to Marshall Tito for honouring the Championships by his Patronage.

NEW MEMBERS OF ICF

No applications from new federations were before the Congress but several were being studied, including from India, and it was likely that several would come up in 1980. Bolivia had not paid its subscriptions, had not participated and had not replied to letters, and its membership was cancelled.

CANOE MARATHON

The President referred to the Report on Canoe Marathon prepared by the Marathon Working Party appointed in Montreal under the Chairmanship of John Dudderidge. The Report had been reproduced in the Congress documents. He said that the Board had discussed the Report at length in its meeting in Stockholm in April and recommended the acceptance of this discipline as one of the competition disciplines within the ICF. This was carried unanimously by the Congress. The President then went on to present the Board's proposal that this discipline be placed provisionally under the jurisdiction of the ICF Touring Committee. After a long discussion in

which a great many delegates participated, this proposal was put to the vote and overwhelmingly defeated. It was then proposed by the President that John Dudderidge be asked to accept the Chairmanship of an ad hoc Committee on Canoe Marathon, made up of members of the federations experienced in this discipline. The Committee would be responsible to the Board, would study current practices, would finalize the existing draft rules for presentation to the Congress in 1980, and would assist generally all federations in the development of this branch of competition. This proposal was agreed unanimously with the acceptance by John Dudderidge of the Chairmanship.

4th OFFICIAL LANGUAGE IN THE ICF

After an introduction by the President

who underlined the many difficulties and the cost involved if a proposal from the USSR for Russian to become an official language in the ICF was accepted, the proposal was defeated by 23 votes to 7.

NEW ICF SAILING CANOE CLASS

The Swedish Canoe Association proposed the adoption by the ICF of the Junior Sailing Canoe developed in Sweden. There was some discussion after which the proposal was carried by 13 votes to 1 with 16 nations abstaining. The nations abstaining were those not interested in canoe sailing and having no views either way.

MODIFICATION OF SAILING RULES

The proposals for the amendment of the Sailing Rules put forward by the Sailing Committee and supported by the Board, were agreed unanimously. They will remain in force until Congress 1984.

ELECTIONS

The President, Charles de Coquereumont, and the 2nd Vice President Peter Maassen (DKV) were re-elected by acclamation.

CONTINENTAL MEMBERS ON THE BOARD

EUROPE: Retiring H. Calleja (Spain) and J. Weiskopf (GDR). Both offered themselves for re-election together with a new candidate L. Bennback (Sweden).

Elected: J. Weiskopf and L. Bennback.

AMERICA: Retiring P. Stock (Mexico) and A. Schellenberg (Argentina).

P. Stock offered himself for re-election together with new candidate from the USA, Paul Liebman. There were no other candidates so both were elected by acclamation.

ASIA: The previous member, Kinishiro Ashii, had been forced to retire due to ill health. Japan had proposed Mr Eisho Kinoshita. This candidature was accepted unanimously.

The President thanked Mr. H. Calleja very warmly for his long service to the ICF.

canoe tour

FRENCH PYRENEES

Royal Navy Kayak Association Wild Water Training Expedition to little used rivers running off the northern slopes of the Pyrenees in Southern France.

report and river guide from Lt. Roger Armstrong, Royal Marines.

The aim of the Royal Navy Kayak Association's Pyrenees Expedition that took place earlier this year, was to train novice canoeists to be competent Grade 3 wild water paddlers. Sixteen paddlers took part — nine novices, two trainee instructors, and five instructors. A ratio of one instructor to three novices proved to be ideal on the waters tackled. With two exceptions, the novices were quite capable on British Grade 2 water, and most could roll. The two exceptions were very fit and motivated, and should not be regarded as typical first-time paddlers.

Three areas, on the French side of the Pyrenees, were paddled: Pau, St. Girons, and St. Jean Pied de Port. The canoeing programme was hard but progressive; easy Grade 2 water at Pau moving on to more technical water at St. Girons, and then on to heavy Grade 3 at St. Jean Pied de Port. A group of fourteen members on the rivers at Pau and St. Jean Pied de Port posed no real problems, but groups of no more than eight are recommended on the tighter St. Girons rivers. All the rivers should be inspected carefully as overhanging trees caused some difficulty, with a near fatality...

The rivers in these regions are at their best in late April, and early May. They also proved to be ideal for novices training with interesting water, easy access, and fabulous mountain scenery. It is also only a days' drive from England.

The area would be ideal for a club expedition, with reliable instructional water.

RIVER GUIDE

For the Expedition there were three river canoeing areas and one surfing area. The areas for canoeing were Pau, St. Girons, and St. Jean Pied de Port. The surfing area was Mimizan Plage.

PAU: Excellent camping at 'Camping Du Coy', next to the river 'Gave De Pau' at the South East end of Pau. Good facilities and now regarded very favourably by the patron. Bread and grocer's shop $\frac{3}{4}$ -mile from camp in area called Bizanos.

- Canoeing is ideal for novices, with good warm-up stretch and some interesting rapids.

- Warm-Up Stretch — Grade 2: On Gave De Pau from Nay to campsite. Entry upstream of Nay Bridge on right bank by village park. Beware centre arch rapid! Some stakes and boards placed there. Take right arch with novices, centre arch for interesting fun! Assat Bridge, left bank, ideal for lunch. Exit at camp site above right edge of weir — take care! Water very easy, but beware of trees and irate fishermen... A full day's paddle.

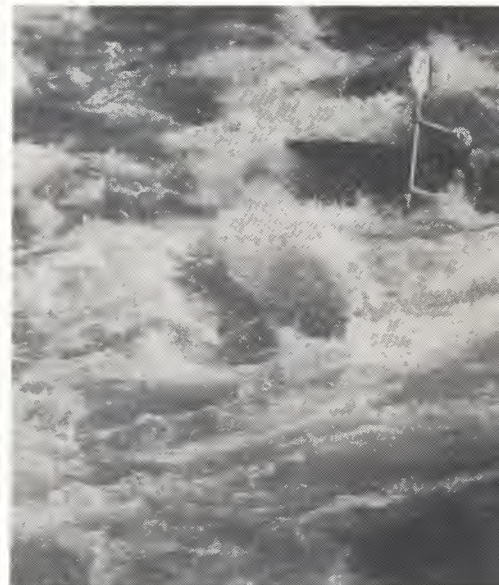
- Interesting Stretch — Grade 2-plus: On Gave de Pau from St. Pe De

Bigorre to Lestelle Betheram. Entry right bank next railway bridge over road, in the middle of the village. Good 'ferry-glide' rapid just 100 metres below entry point. Ideal for instruction. Lunch point at 'Chicken's Gullet', at road bridge to Grotter de Betharram. Interesting boiling rapid with good instructional stopper below bridge. Easy paddle until 'Roger's Ronyon' — recognized by river piling into rock face on left bank, large chute centre, powerful 'non-novice' back eddy left. Very quiet, but frightening for the novice. Many eddies for rescues. Exit just downstream of ivy-covered bridge at Lestelle Betheram on left bank. Beware of weir 200 metres below bridge. With plenty of playing on the rapids, a good day's paddle

ST. GIRONS: Camping at Soueix, situated 14km upstream from St. Girons. Poor facilities are compensated by superb mountain scenery and river next to campsite. Very quiet — the most pleasant camp site of the expedition. Every weekend swarms of canoeists descend on this campsite, and a tremendous canoeing atmosphere is the result. Very cheap...and a very illusive patron who likes the English! Bread shop and grocer's in Seix. The local youth leader, Lucien Guerby, lives in Oust in the chateau-like house immediately north-west of the bridge. Very helpful, and willing to assist with kayak repairing in his fibreglass



Steve Emiland on river Nive.



Richard Vincent and Paul Green on river Nive.

workshop. St. Girons offers the friendliest bar encountered — Bar Le Grillon, run by Georges and Nicole. Remembered from last year and guaranteed to be 'lashed up' once they recognise RNKA paddlers...

● Canoeing is good for novices who can break out quickly. Instructors must be competent on rescue techniques before attempting these rivers, otherwise damaged boats and persons will result.

● **Technical Bouncy Stretch — Grade 2-plus:** On river Arac Prom Biert to the Dam at road and river junction. Entry, left bank by bridge in Biert. Ensure river is well 'recced' for overhanging trees. Front man to be very competent on this stretch as trees are potentially lethal. Interesting technical rapids; with plenty of water, very enjoyable and picturesque. Lunch at Castet d'Aleu; exit on left bank by flat open scrub-land next to lay-by. Large falls and bouncy rapids until river junction. Portage dam, exit at lay-by at river junction. 'Bigriver' stretch to Larcourt Bridge. Superb haystacks and stopper waves, and some Grade 3 falls. All easy and not dangerous. Exit just upstream of Larcourt Bridge on right bank. DON'T attempt weirs after Larcourt Bridge! A full day's paddle and extremely tiring on the instructors. A superb little river.

● **Technical 'Rock-Dodge' Grade 2-3:** On river Salat from Pont De La Taule to Dam. Entry upstream of Pont De La Taule. Entry difficult and point depending on water level. Technical 'quick-reaction' paddle down to Seix. Fun, but boat control must be assured before attempting. Not for the novice. Easy and dank after Seix. After passing campsite, improves to some good haystacks and fun rapids. Fun for the competent paddler, but first stretch too tight for the true novice.

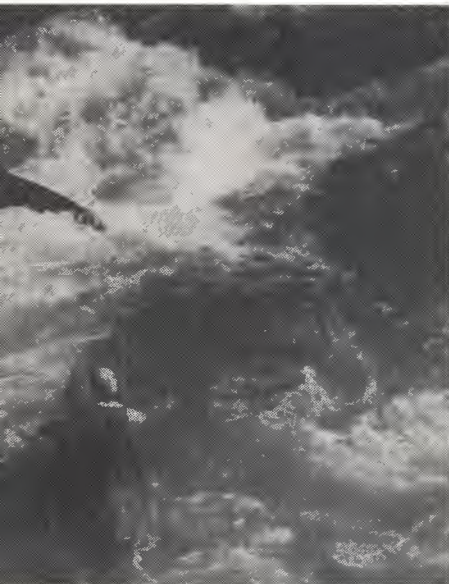
ST. JEAN PIED DE PORT: Camping at St. Jean Le Vieux. Other campsites shut

for repairs. Recommend campsite at Ascarat, north-west of 'de Port.

● **Grade 3 Paddle:** On river Nive from Ascarat to Itxassou. Omit stretch from St. Martin d'Arrossa to Bidarray. Entry left at Ascarat by small footbridge. Interesting falls in a narrow gorge by the roadside. Recce well, particularly if the river is running high. Beware of Grade 3-4 fall just under railway bridge 5km from Ascarat! Exit either left bank just under this bridge, or right bank after the fall and cross on rail bridge to the road. Entry at Bidarray on left bank 200 metres downstream of the bridge. Big heavy rapids, but not difficult. Valley closes to a wide gorge at the Pas de Roland. A superb rapid; very safe, with long flat stretch at the bottom. Good for photography. Exit 300 metres after rapid on left bank, below obvious lay-by. Beware of weir 100 metres below exit. A superb river, particularly if running high. Mind-bending for the novices!

MIMIZAN PLAGE: Camping 500 metres east of the town. Excellent facilities, but not cheap. Surfing: Portage kayaks along the road at the north end of the campsite. Follow this road west to the sand dunes, and onto the beach. A 10-minute portage... strenuous, but very worthwhile. Reliable surf — well-formed and breaking deep.

SAFETY NOTE: As a comparison, I and instructors on the Expedition, would regard Llangollen and the usual Dee Wild Water Race as an easy Grade 3. Most of the European Grade 2 waters far exceed any English waters in difficulty. Rough water stretches on the River Wye would be regarded as -2! The point I am trying to make is that the water the Expedition paddled was far more difficult than any novice-type English water; and I don't want novice-orientated BCU Instructors to think they can take complete idiots on these rivers...!



Roger Armstrong, Dick Mason and Paul Nixon on river Salat.

MARATHON RACING NATIONAL CHAMPIONSHIPS

— RETURN TO WORCESTER

Report and photograph by Mike Clark

The end of August saw the return of the National Marathon Racing Championships to the popular venue of Worcester.

The event attracted a tremendous entry (almost 100 paddlers on the start list of the Senior K1 and 80 crews on the start list of the Senior K2), but lacked the international competitors with only a small team from Ireland competing against the British canoeists. This was due to the Europa Cup Series, the overseas teams competing the Thames Marathon — the second event in the Europa Grand Prix and reported in our last issue — rather than the Worcester event.

Conditions for racing were ideal with fine weather and enough water coming over Bevere and Diglis Weirs to make things interesting. Even the organisation was acceptable, despite the fact that the Competition Secretary had resigned just a week before the event! Behind the scenes some members of the Marathon Racing Committee must have been doing a great deal of overtime and burning of the midnight oil! Well done to all concerned.

The course at Worcester started above the main road bridge, paddlers racing upstream to portage the sill of Bevere Weir, round the island above and then take Bevere down the chute on the far side from the lock, racing back downstream, through Worcester and on to Diglis Weir — either making a shot or portage, most taking the former — to turn a couple of hundred metres below the weir and, for the Seniors do the whole course again to finish in Worcester on the second time up. The River Teme below Diglis does not seem open to us these days ...The August Holiday Saturday saw the Senior K1, Junior K2 and Womens K2 competed, while on the Holiday Monday it was Senior K2 and Junior K1 and Womens K1.

The Senior K1 produced an excellent race with John Fowler of Royal Canoe Club taking out the lead on the first shoot of Bevere, but closely followed by Scott (South African paddler racing under Wild Water Racers colours), Greenham, Cornish, and Stewart (Robbie Stewart, another South African also under Wild Water Racers colours). However, the lead was soon taken up by Scott and Greenham, and a great battle

developed between these two. Over the last shoot of Diglis, Greenham was just ahead, but Scott pulled ahead round the turn looking as if he had a great deal of power left in hand, and had he taken the corner portage of Diglis would surely have gained the win. However, he tried to take the portage a few yards out and up the weir face, Greenham took the portage close in and was easily first away over the top, hanging on to win the event...but only some 20 seconds clear of Scott. Fowler and Cornish (Richmond Canoe Club) were a minute down taking third and fourth places respectively.

There was another close race in the Junior K2 with two Royal Canoe Club pairs — Gautier/Melling and Canham/Rogers — finishing just two seconds apart and almost half a minute ahead of the Lichfield crew of Grarner/Salisbury. The Womens K2

was taken by Christine Haynes/Lucy Perrett of Royal Canoe Club, just clear of Kath Nadal/Karen Brown of Nottingham, with the Richmond pair of Francis Wetherall/Smithers in third place and just under two minutes down.

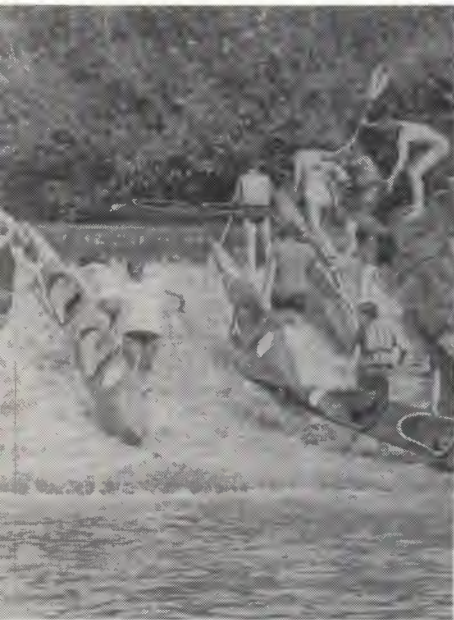
In the Senior Kr on the Monday there was a super clash between the Royal Canoe Club pair of Fowler/Williams and the Wild Water Racers pair (read South African!) of Scott/Peacock. The two pairs raced almost stroke for stroke and finished with just two seconds separating them, the British boys taking the win. The Nottingham pair of Dimmock/Brown gained third, but were almost three minutes down on the winners. Jeremy West of Royal Canoe Club took out the Junior K1 from team mate K. Rogers, while in the Womens K1 Francis Wetherall tok an easy win over two minutes clear of Lamb from Leighton Park.



Doubles and singles taking the portage of Bevere weir.



ABOVE: Veteran crew Lewis/Tandy taking Diglis weir.
 LEFT: Greenham just ahead of Scott over Diglis.
 BELOW LEFT: Portage up Diglis weir.
 BELOW: Fran Weatherall shooting Diglis weir.



RESULTS

SENIOR K2: 1st Fowler/Williams, Royal Canoe Club 1hr 44min 31sec: 2nd Scott/Peacock, Wild Water Racers 1hr 44min 33sec: 3rd Dimmock/Brown, Nottingham Kayak Club 1hr 47min 22sec: 4th Ballard/Harvey, Lichfield Canoe Club 1hr 47min 29sec: 5th Cornish/Greenham, Richmond Canoe Club 1hr 47min 39sec: 6th Nutting/Phillips, Nottingham Kayak Club 1hr 48min 57sec.

SENIOR K1: 1st B. Greenham, Leighton Park 1hr 49min 52sec: 2nd A. Scott, Wild Water Racers 1hr 50min 10sec: 3rd J. Fowler, Royal Canoe Club 1hr 51min 09sec: 4th T. Cornish, Richmond Canoe Club 1hr 51min 20sec: 5th R. Stewart, Wild Water Racers 1hr 52min 19sec: 6th S. Brown, Nottingham Kayak Club 1hr 52min 36sec.

OPEN C1: 1st M. Bradford, Exeter Canoe Club 1hr 28 min 29 sec: 2nd S. Train, Fladbury Canoe Club 1hr 29min 48sec: 3rd A. Saunders, Fladbury Canoe Club 1hr 32min 08sec.

JUNIOR K2: 1st Gautier/Melling, Royal Canoe Club 1hr 47min 46sec: 2nd Canham/Rogers, Royal Canoe Club 1hr 47min 48sec: 3rd Garner/Salisbury, Lichfield Canoe Club 1hr 48min 13sec: 4th Kemp/Jones, Fladbury Canoe Club 1hr 51min 13sec: 5th Smith/Raciborski, Warren Canoe Club 1hr 51min 42sec: 6th Lancaster/Beardall, Leighton Park 1hr 53min 14sec.

JUNIOR K1: 1st J. West, Royal Canoe Club 2hr 01min 32sec: 2nd K. Rogers, Royal Canoe Club 2hr 01min 35sec: 3rd D. Nixon, Waveney Valley Canoe Club 2hr 01min 56sec: 4th K. Smith, Warren Canoe Club 2hr 02min 01sec: 5th J. Raciborski, Warren Canoe Club 2hr 03min 45sec: 6th C. Canham, Royal Canoe Club 2hr 04min 29sec.

WOMENS K2: 1st Haynes/Perrett, Royal Canoe Club 1hr 18min 07sec: 2nd Nadal/Brown, Nottingham Kayak Club 1hr 18min 16sec: 3rd Wetherall/Smithers, Richmond Canoe Club 1hr 20min 09sec: 4th Harding/Money, Nottingham Kayak Club 1hr 20min 49sec: 5th Crawley/Lamb, Newham Canoe Club 1hr 21min 13sec: 6th Lucas/Clough, Gailey Canoe Club 1hr 21min 57sec.

WOMENS K1: 1st F. Wetherall, Richmond Canoe Club 1hr 23min 50sec: 2nd I. Lamb, Leighton Park 1hr 25min 51sec: 3rd C. Haynes, Royal Canoe Club 1hr 26min 12sec: 4th K. Nadal, Nottingham Kayak Club 1hr 26min 55sec: 5th J. Harding, Nottingham Kayak Club 1hr 28min 12sec: 6th G. Clough, Lichfield Canoe Club 1hr 28min 44sec.

VETERAN K2: 1st Lewis/Tandy, Bradford on Avon 2hr 04min 59sec: **VETERAN K1:** 1st D. Train, Fladbury Canoe Club 2hr 10min 30sec.

ESPADA EVENTS: **Boys A K1:** — C. Lock, Worcester 52min 51sec: **Boys B K1** — N. Gregory, Warren 1hr 23min 42sec: **Boys C K1** — I. Fieldus, Wey 1hr 24min 30sec: **Girls A K1** — D. Sellwood, Bradford on Avon 59min 49sec: **Girls B K1** — J. Hassell, Gailey 57min 46sec: **Girls C K1** — J. Ellis, Nottingham 55min 23sec: **Boys A K2** — Train/Wickens, Fladbury 55min 24sec: **Boys B K2** — Davis/Gregory, Leighton Park 1hr 17min 13sec: **Boys C K2** — Doyle/Bozward, Worcester 1hr 15min 13sec: **Girls A K2** — Perrett/Sellwood, Leighton Park 58min 23sec: **Girls B K2** — Whitehead/Saunders, Fladbury 54min 15sec: **Girls C K2** — Craske/Hawes, Fladbury 49min 06sec

WATERWAYS & CANALS

CANAL RECONSTRUCTION

Canal engineering techniques, recently developed by the British Waterways Board, are the feature of an unusual project which was just completed on the Kennet and Avon Canal in Wiltshire. The work consists of restoring and relining with reinforced concrete a 1¾-mile length of canal between the Avoncliff Aquaduct and Limpley Stoke Bridge. Leakage has always been a problem on this section, but special drainage and pressure relief methods were incorporated in the works carried out under a Job Creation Scheme.

A consortium of the British Waterways Board, Wiltshire County Council and the Kennet and Avon Canal Trust, in conjunction with the Manpower Services Commission, have provided expertise, administration and the necessary funds.

JOB CREATION PROGRESS ON THE KENNET

Elsewhere on the Kennet and Avon Canal Job Creation Scheme at Caen Hill outside Devizes has now reached the half-way stage. The work, to repair the structures of the 29 locks that make up the flight, is being carried out progressively on each lock and illustrates various stages along the length of the flight.

The Scheme was a joint proposal to the Manpower Services Commission by the British Waterways Board and the Kennet District Council. The Board are providing the necessary technical

supervision and are making available plant and materials at a cost of £43,000. The District Council is responsible for recruitment of direct labour and handling administration on behalf of the Manpower Services Commission which has made a grant for labour of £132,000.

This is a further example of the improvements being made to the leisure facilities and environment associated with the canals and has been made possible by close liaison between the Board and the Kennet District Council.

Now that the fissured section between Avoncliff and Limpley Stoke has been dealt with, the Caen Hill Flight is the last major structural obstacle to navigation between Bath and Newbury. The Kennet and Avon Canal Trust is appealing for funds to finance the construction of new lock gates for the flights. Then, subject to the provision of adequate water supplies currently under investigation by the Board, it is hoped to open the canal progressively to various waterway amenity activities along the extremely beautiful 57-mile length of the canal from Bath to Newbury.

GRAND UNION CANAL — BRAUNSTON TUNNEL

Braunston Tunnel on the Grand Union Canal in Northamptonshire will be closed during the winter months from October 1st. Minor brickfalls in the tunnel have been investigated and it has been found that for a substantial length of the 2,048-yard long tunnel, the inner face of the brickwork has deteriorated through the effects of water, air and age; the tunnel was opened in 1796. In some areas not only is the visible layer of bricks affected but the tunnel lining has

been more deeply eroded. It is these areas in need of urgent work which will be dealt with during this closure. It is planned that the work to replace the defective brickwork will continue and further stoppages can be expected in future years.

The tunnel is a crucial point in the waterway system and a main route between the North West, the Midlands and the South. Other, but longer, routes are possible using the Oxford Canal (South), along the Thames and then onto the Grand Union Canal at Brentford or by way of the Trent and Mersey Canal, the River Soar and the Leicester section of the Grand Union Canal. Subject to the winter maintenance programme the aim is to maintain these routes so that craft may continue to use the system. Users are advised to keep in touch with Canalphone, the Board's 24-hour information service on 01-723 8485, and with the appropriate Area Engineer, when planning cruises.

GO AHEAD FOR SHEFFIELD AND SOUTH YORKSHIRE NAVIGATION IMPROVEMENT

The Chairman of the British Waterways Board — Sir Frank Price — speaking at a Press Conference in London at the beginning of September, welcomed the announcement by the Secretary of State for the Environment — The Rt. Hon. Peter Shore, M.P. — that the Government has given the go-ahead to the improvement of the Sheffield and South Yorkshire Navigation.

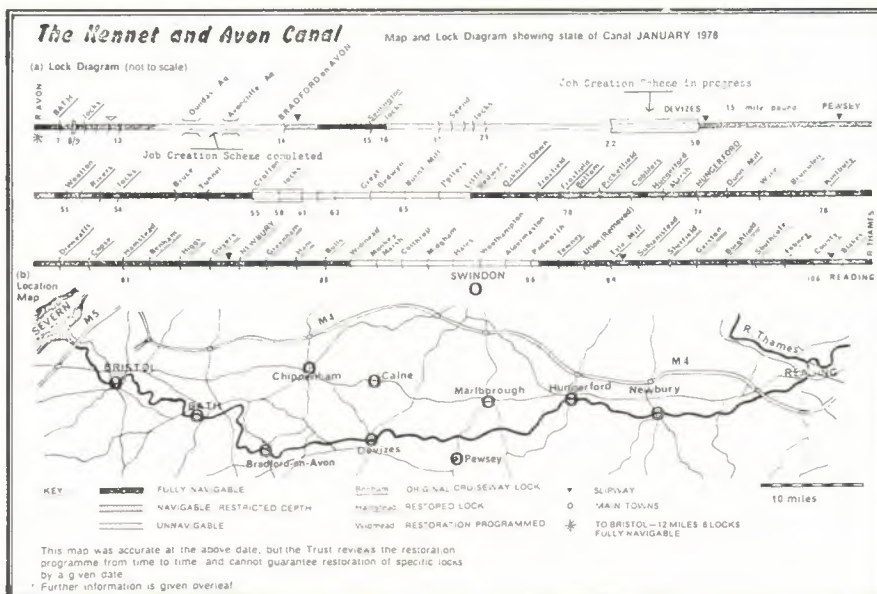
Sir Frank Price said 'At a meeting with the Navigation Action Committee Mr. Shore commented that he sensed that the canals were in for a second innings.

'Make no mistake, this is a momentous decision which will renew the confidence of all who are associated with, or support the carriage of freight on inland waterways. This single act will help to improve the environment and bring additional jobs to the South Yorkshire/Humberside area, which is in need of both.

'So far as inland waterways are concerned, this is certainly the most exciting decision taken by any government since I became Chairman in July 1968... Mr. Shore's decision could set a pattern for future transport planning.'

ENCLOSED WATERS MAP

The Water Space Amenity Commission has recently published a map showing the location of enclosed waters in England and Wales that are open to the general public for sailing, canoeing and other water sport activities. These are waters open to the individual unassociated with a local club or organisation. Details include activities permitted, area of water, special regulations and concessions. Copies available from: Water Space Amenity Commission, 1 Queen Anne's Gate, London SW1H 9BT. (Information Leaflet No. 5)



IRISH SEA SOLO —

Go West Young Man. Another Canoeing First?

Just six months after Sea Canoeists rounded Cape Horn, yet another canoeing first is being claimed — a solo kayak crossing of the Irish Sea.

On June 1st and 2nd Peter Midwood, a student at the I.M. Marsh College, Liverpool, completed the solo crossing of 56-miles of the Irish Sea from Holyhead to Dublin, without any form of support. This advanced trip, with its high commitment, has been done many times before by groups of advanced sea canoeists in various conditions, but the solo factor increases the commitment infinitely. The thought of being sea-sick or a capsized followed by a failure to roll in the middle of the Irish Sea, miles from land, without any form of assistance is a terrifying thought. This is believed to be another canoeing first — if anyone knows of a previous solo kayak crossing, Peter would like to hear from you.

Peter paddled out of Holyhead Harbour at 10.00am on June 1st. The weather conditions were perfect — the sun shining and the sea like glass. However, the weather forecast was not too good. Heavy fog was expected, along with Force 3 or 4 South-east winds. After some 30 minutes paddling he passed North Stack to port and paddled off on his bearing of 270° — due West. At around 11.30am Pete lost sight of land as he disappeared into thick fog, not to see land again for over 20 hours.

'Canoeing at sea, alone, can be very boring and soul destroying,' Pete said. *'So to help ease the boredom I took a transistor radio with me. Where did I put it? Easy! I stuck it on top of my canoeing helmet with canoe-tape of course.'*

Pete had chosen the new 'ESKIMO' Sea Kayak made by Pyranha Mouldings of Warrington for this trip. The kayak is a new design, only just released, but it proved to be very suitable, although the

seat became rather uncomfortable after some 25½ sitting in it!

He paddled on through the fog — until it cleared at around mid-afternoon — only stopping every now and then for a quick Mars Bar or Opal Fruit. *'You mustn't drink or eat too much,'* Pete commented, *'as you can't just get out to answer the calls of nature!!'*

All was going well, but at about 6.00pm he felt the first twinges of 'Teno-synovitis' in his right wrist. It was to give him more trouble and pain later on. From here on there was no turning back; no help near at hand . . .

Navigation at sea is much more difficult than that on land. Maps are no use if you can't see (pun!) any features. Navigation on such crossings is done by calculating a compass course and allowing for drift due to both tides and wind. Pete had firmly fixed a compass into the foredeck of his kayak and experienced no problems following it until it got dark at around 11.00pm. Then it became more difficult.

There are five main methods of navigation in open sea at night. One is to select a star in the direction you want to go and aim for it — this works well if it is a clear night, and for Peter it became cloudy soon after dark. So a second method had to be used. During the summer months, even in cloudy conditions, when far out at sea away from civilization, the 'Northern Lights' can be clearly seen. So when heading West, keep the Northern Lights to your starboard side. This again works well unless it becomes foggy...heavy fog came down again! So on to the third method. Which direction was the wind forecast from? South. So keep the wind on the left-hand side of your face and you are heading West. Easy as long as the wind keeps up. But at 01.15am on the Friday...the wind dropped

completely!! The same method can be applied if there is a constant regular swell coming from one direction. But usually this swell drops or becomes confused as the wind drops, which is what inevitably happened to Pete. So there was only one method left. Set your head-torch pointing down at your compass, put your head down, pray that the bulb doesn't blow or the batteries don't fail or get wet, and just keep paddling. Unfortunately, this can have the same effect that many people experience when reading a map or book in a moving car; they become sick. At 02.00am Pete felt so seasick he had to stop....

The next problem was to stay awake. To fall asleep and capsize would have disastrous results, especially being on your own. There is nobody to raft up with for stability. Radio Luxemborg provided enough entertainment to stay awake until 03.45am it closes down. With dawn at about 05.00am Pete, unable to navigate, spent an hour paddling round and round in circles to keep himself awake until with the first light of dawn he was able to paddle on through the fog. At 07.00am things began to pick up as the fog cleared and Peter found a Dublin radio station on his transistor. A little later he was passed by a Holyhead/Dublin car ferry, and at around 08.30am, with a four foot swell and clear blue skies, he caught a glimpse of land ahead.

At 10.00am he could pick out a lighthouse and headed straight for it — not knowing whether he was north or south of Dublin. At 11.30am he made a landfall at the lighthouse. *'It took me about half an hour to get out of my kayak and lift it out of the water,'* explained Peter. *'After some 25 hours sitting in the boat, it was very difficult to walk.'*

After an hour's sleep next to his kayak, he climbed up to the lighthouse. *'They all thought I was drunk,'* Pete said, *'as I still couldn't walk properly!'* The lighthouse turned out to be the Bailey, being some four miles north of Dublin. Not too bad after 56 miles of open sea — only 7% error.

After contacting the coastguards at Holyhead to confirm his arrival, Pete chatted up the lighthouse men and drank tea for a couple of hours. Finally he set off on the last four miles to Dublin. He arrived at 6.00pm to be met by Kiaran Byrne, who carried his kayak up the beach, and then took him on to the Clontarf Yacht and Boat Club, sat him at the bar in his wet canoeing gear and bought him a pint of the best Dublin Guinness. *'It's true,'* sighed Pete, *'Dublin Guinness is much, much better than English Guinness. But next time I fancy a pint, I think I'll take the easy route — the car ferry!!'*

For any further comments or questions on the trip, contact: Peter Midwood, I.M. Marsh College, Barkhill Road, Liverpool L17 6BD.

Details of the new 'ESKIMO' Sea Kayak are available from: Pyranha Mouldings Ltd., Osnath Works, Lythgoes Lane, Warrington WA2 7XE.



CANOE BUILDING AND THE HEALTH AND SAFETY AT WORK ACT — SPECIAL OFFER FROM V.C.P.

One important effect of the Health and Safety at Work Act since its introduction in 1974 is that its requirements extend, not only to commercial premises, but also to schools and colleges. This has meant that many activities that were condoned in schools, since the 1961 Factories Act did not apply to them, are now outlawed under the new legislation of 1974.

The 1974 Act affects canoe-building activities inasmuch that the fabrication of glass-fibre kayaks involves the use of flammable resins together with hazardous chemicals such as the M.E.K. catalyst used for curing the lamination, and very often, acetone used for brush-cleaning.

Apart from the fire precautions that are necessary to allow the use of these materials, the level of styrene fumes in the workshop atmosphere must also be controlled. The Act states that the level of styrene fumes must not exceed 100 p.p.m. Although excursions above this level are allowable for short periods.

Without specialist testing equipment, it is impossible to determine the exact levels of styrene present, but it is true to say that without a proper fan extraction system in the workshop, the levels of styrene will, in all probability, be above the statutory minimum, even with the new low styrene emission resins. The expense of fitting a flame-proof extraction system can be quite high, and many authorities have ceased to build their own kayaks simply because they have not felt the expense was justified.

Although professionally-built kayaks are obviously more expensive than kayaks built by an amateur labour-force it has been found that savings are made on two counts:

Professionally built boats can last up to twice as long as home-built craft. This is due to superior workmanship and also to the use of woven rovings in the hull; a more difficult laminating technique that most amateur builders shun.

The kayaks are lighter in weight, without loss of strength. This can be important, especially where younger canoeists are involved in carrying their boats to the waters edge.

To try and help young people to get afloat at minimum cost, Valley Canoe Products are making a special offer this autumn — This will be a 'package deal' consisting of one Soar Valley Special Mk. 1 G.P. slalom kayak, one paddle and one B.S.I. 3595 lifejacket, all for £100.00 excluding VAT.

The Soar Valley Special is, of course, very well known as the backbone of training kayak fleets throughout the

country, and this boat will be made to the firm's normal exacting standards and fitted with the V.C.P. patented quick-release Fail-safe Footrest, polystyrene pillar buoyancy and end toggels. It will meet the requirements of the British Canoe Manufacturer's Association Standards of Canoe Construction and also the standards of B.S.M.A. 76.

Obviously this offer will be of special interest to Education Authorities wishing to build up their fleet of training kayaks. The offer from Valley Canoe Products will be available during the months of September, October and November. (Kayaks can be purchased separately by special arrangement.) Full details from: *Valley Canoe Products, Private Road, 4, Colwick, Nottingham. Telephone: 0602 249371.*

CAPEL CANADIAN

Capel Canoes of Tonbridge have recently introduced a new Canadian canoe. The 'Capel Canadian' is a roomy canoe of traditional design and ideally suited to family use — touring, camping, fishing It is 26ft 10ins with a beam of 31 inches and weight of approximately 70lbs. The boat is fitted with three fibreglass moulded seats and buoyancy tanks at bow and stern. Full details from: *Capel Canoes Ltd., Five Oak Green, Near Tonbridge, Kent. Telephone: Paddock Wood 2128.*

GUIDANCE NOTES FOR THE MANUFACTURER

The Technical Committee of the British Plastics Federation's Reinforced Plastics Group identified in 1976 the incidence of blistering in GRP boat hulls and swimming pools and set up a Working Party to examine the nature and causes of the problem. The Working Party presented an interim report which identified the need for more information and for guidance to be made available to fabricators.

Accordingly, the Federation has now produced a set of guidance notes* to reduce the risk of blistering and degradation in glass reinforced polyester (GRP) laminates. Stressing that the guidance notes should always be read in conjunction with the specific recommendations made by the raw materials suppliers, the Federation's recommendations cover general workshop practice, temperature, equipment, application, cure schedule, materials selection and anti-fouling. Detailed recommendations are made under each of these headings.

The Federation's Reinforced Plastics Group believes that these guidance notes demonstrate its concern for the quality and performance of GRP products. As such, the production of these guidance notes forms part of the

wider programme which includes the BPF/NPL report 'Engineering design properties of GRP' published on July 4th 1978.

*220/1 Guidance Notes for the manufacture of glassfibre reinforced polyester laminates to be used in marine environments. Freely available from: *The British Plastics Federation, 5 Belgrave Square, London SW1X 8PH.*

THREE NEW WINDSURFERS

Tencate, Europe's largest manufacturer of windsurfers, has announced three new boards now available from British agents, Windsurfer UK Limited.

The new boards are: The TC2 — an easy to handle economy board with an aluminium boom and a small all-round sail, a fun-board for the novice at a price of £229.00. The TC39 represents the very latest in windsurfing technology. This board is built for speed and will be sailed in non-class events. The hull shape and sail design are the result of two years' intensive study, making the board ideal for the enthusiastic expert. Price £495.00. The Shark is the third new board, designed for the family. The Shark hull breaks down into three sections for easy stowing, while the centre section can be replaced by a Junior or Tandem section, giving a versatile all-round use. The Standard boat costs £523.00. The Junior section costs £63.00, and the Tandem set is £220.00, this including a second sail and rigging.

Full details of the original Windsurfer and these new boards from: *Windsurfer UK Limited, 489 Finchley Road, London NW3. Telephone: 01-794 5652.*

PYRANHA '79

The Equipe slalom design is currently one of the worlds most successful slalom kayaks, but Pyranha Mouldings of Warrington realise that no one design can hope to cater for the needs of all paddlers; especially where there are differing paddling techniques and traditions. Therefore Pyranha have extended the Equipe range for the 1979 season to give four models which will suit competition paddlers of all weights, technique and age. The construction of the kayaks has also been altered to give an improvement in strength and a reduction in weight. So why settle for second best when the choice of more current national and world slalom kayak champions is designed and built in Britain. The Pyranha Equipe '79 will be the standard by which all slalom kayaks are judged...

EQUIPE '79 SPRINT — designed for exceptional speeds on flat or rough water, this world championship winning

design is the best compromise for directional and overall stability, with good manoeuvrability in moving water. Two models available:

'EQUIPE 79 SPRINT L' — for paddlers up to 11.5 stones (75kgs) in competitions on up to Grade 3 water.

'EQUIPE 79 SPRINT M' — for paddlers up to 12.1 stones (80kgs) in competitions on up to Grade 4 water.

EQUIPE '79 CONTINENTAL — designed for the heavier water of continental courses and the tighter slalom where straightline speed is the secondary consideration. Manoeuvrability is much improved at the expense of a little speed and directional stability. Two models available:

'EQUIPE 79 CONTINENTAL M' — for paddlers up to 13.5 stones (85kgs) on competition on up to Grade 3 + water.

'EQUIPE 79 CONTINENTAL H' — for paddlers up to 14.2 stones (90kgs) on competition on up to Grade 4 water. (N.B. The above are only intended as a rough guide to maximum weights and grades for those inexperienced, and these limits should be exceeded by experienced paddlers only.)

Pyranha Mouldings are also pleased to announce they are now stocking up to 300 pairs of Azzali wooden paddles. Azzali have been very popular in Southern Europe for many years, but now with their superb new production facilities their large range of wooden paddles is available through Pyranha in Britain. High technology and craftsmanship combined with an abundant selection of prime wood makes these paddles one of the most desirable for white water, slalom, and touring — both canoe and kayak. The Azzali Paddles can be seen at Pyranha's showroom or at most of the top British slalom events. Prices range from £16.00 to £35.00.

Full details of the Equipe '79 Slalom Kayak, the Azzali Paddles, and full range of canoes, kayaks, and other gear from: *Pyranha Mouldings Ltd., Osnath Works, Lythgoes Lane, Warrington WA2 7XE. Telephone: Warrington 31484.*

BUTTON-UP FOR WINTER

With winter nights fast drawing in and a cold snap in the air during the day, the weather is set for some warm-wear gear.

Guernseys Galore, traditional knitwear specialists, who had a tremendous success last year with their low priced, genuine island-made Guernseys, continue their nautical theme with the introduction of an eye-catching range of Breton sweaters.

Traditionally worn by the hardy Brittany sailors, who are linked by



Two new kayaks for Chelmsford.

common ancestry and the same patois (French dialect) to the Guernsey fishermen, the Breton was valued as protection against the cold night on the regular smuggling trips between the two communities. Not surprisingly, sailing the same stretch of sea as the Guernseymen, the Breton sailors had a similar need for a warm weather resistant and hardwearing sweater. They chose the Breton which has the same outstanding practical properties as the Guernsey, but combined with that unmistakable Gallic chic.

True to the high standards set by Guernseys Galore's knitwear, these pure new oiled wool Bretons are the genuine article, knitted in Brittany to traditional

standards. Equally suited to both sexes, the Breton is the ideal sweater for cool autumn days, and can be comfortably worn under a jacket or anorak.

Prices including VAT, are around £12.00 to £14.00. Full details from: *Guernseys Galore, 49 Moreton Street, London S.W.1. (sae required).*

NEW FLEET FOR CHELMSFORD

Budding young canoeists of Chelmsford Boating Club are now afloat in a new fleet, thanks to the help of the Chemicals Division of British Industrial Plastics Limited.

The Oldbury, West Midlands, firm provided 'Beetle' polyester resins with which members of the club have built some glassfibre Soar Valley Special Mk. III kayaks, using a mould designed by Valley Canoe Products of Nottingham.

David Coggins, the club's cruising secretary and a qualified instructor, had for some time wanted several more kayaks, in order to teach more youngsters the basic skills of canoeing and then introduce them to slalom, marathon and sprint racing. Fund-raising activities were organised, the Chelmsford Area Youth Office helped, and enough free materials to mould three top-quality kayaks were donated by BIP and Fibreglass, who supplied the glassfibre reinforcement which is bonded with the 'Beetle' resins. The mould for the kayaks was loaned by the Southend Youth Service and following many hours of work by Mr. Coggins and his young team the kayaks are now in full use.

Details of the club's courses — open to boys and girls aged 12 years and upwards — can be obtained from: *David Coggins, 55 Ravensbourne Drive, Chelmsford, Essex.*



Smart Breton sweater.

TRADE NEWS TRADE NEWS TRADE NEWS



COBRA

COMPETITION SLALOM KAYAK

The Cobra is a new lowline slalom boat from P. & H., which is the result of many months of development work. It is very fast with a wide, flat stern, which means manoeuvrability can be maintained without sacrificing speed. Best performance is obtained with paddlers up to 75-80 kgs in weight.

*PLUS FULL RANGE OF CANOES & KAYAKS
FOR SLALOM, ROUGH WATER & TOURING
Send SAE (10x5) for free colour poster of our range*

Length 400 cm. Beam 60 cm. Weight from 8 kg.



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New Ace Challenger

Slalom/Competition Paddle

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

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

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(CHESTER) LTD.**

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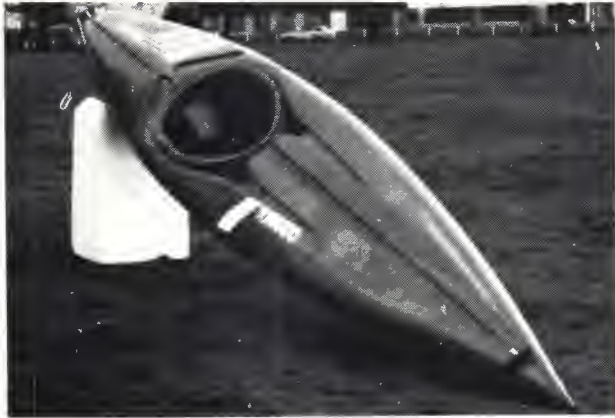
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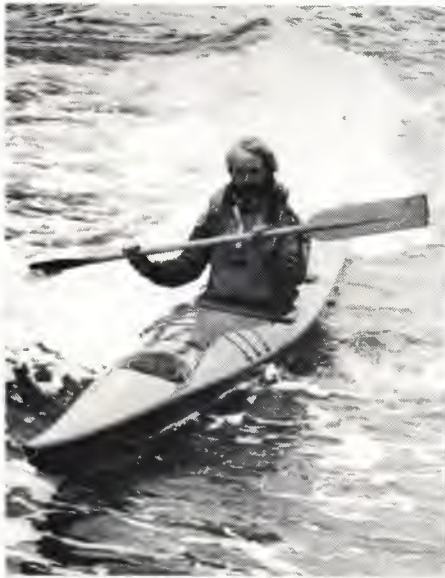
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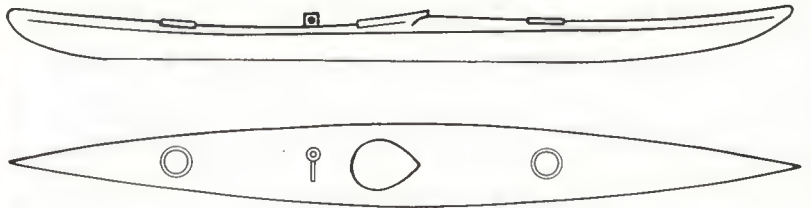
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