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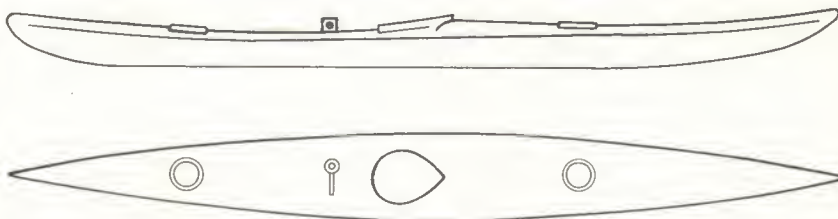
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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

JUNE — Number 25

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Wave Rock, Australia.



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ACCESS

The Water Space Amenity Commission is to carry out a survey on River Canoeing in England, and the following are extracts from the covering letter being sent out with the survey questionnaire:-

The Water Space Amenity Commission was established under the Water Act 1973 and is charged with a duty to advise the Government on the national policy for the recreation and amenity use of water in England. The Commission is also charged with advising the National Water Council and the regional water authorities in England on the discharge of their functions in this respect.

The Water Act left considerable freedom of action to the Commission in defining areas of interest and the setting of objectives; indeed it is considered that the Commission's brief extends to all recreation uses of water and adjacent land including not only active water sports but also more passive pursuits including the general enjoyment of the waterside.

Some concern is felt that certain activities and groups of users appear to find it more difficult to gain access to water than others. This is clearly noticeable with those activities which in recent years have begun to increase their numbers of participants. The Commission therefore wishes to ensure that provision is made for all activities and that more emphasis is placed upon arrangements for casual use, and youth sporting and educational organisations so that they may have greater access to our limited inland water resources.

The Department of the Environment has responded to the Commission's request to review the legal position about rights of access and rights of navigation for canoeists and others. In the meantime, there is an urgent need to gather as much factual information as possible on canoe access, participation and future needs.

To this end the Commission is circulating a questionnaire to all known canoe clubs, youth organisations, education authorities, Scouts and Guides, outdoor activity centres and the like. This is being done in very close co-operation with the British Canoe Union Access Committee, the Sports Council, The Sports Council for Wales, the Regional Councils for Sport and Recreation and the regional water authorities.

We would also like to establish on both a regional and national basis those areas of greatest difficulties and problems so as to provide solutions for an increased level of trouble-free participation.

The questionnaire covers some seven pages and requires details of rivers used by clubs, potential new rivers for canoeing and rivers where more canoeing is required on existing stretches. Individuals, clubs and other interested organisations are urged to write for details and questionnaire in order that canoeists requirements and problems of access can be fully known by the Commission and Government. Available from : Water Space Amenity Commission (River Canoeing Survey), 1 Queen Anne's Gate, London SW1H 9BT.

ACTION ON ACCESS

Many Canoeists will have read the letter written by Dennis Smith the Chairman of The Recreation, Coaching and Access Management Committee and circulated with the last issue of Canoe Focus concerning the 'New Look' Access Committee, and myself as The National Access Officer. Well, we've been given a golden chance by The Daily Mirror to start off with real zap and pow if everybody does his stuff. Here is how.

On May 16th the Daily Mirror published an article under the heading 'Anglers are aiming to splash out!' and went on to quote Geoff Woodman, the president of the National Federation of Anglers as saying: 'Look at the facts in our favour. . . The members have given us an increase in subscriptions and we have just had our grant from The Sports Council doubled to £10,000. The money means that we can look forward with confidence. We can now back associations who need legal help with cash rather than just advice.'

Terry Smith, 'Britain's Best Fishing Writer' The Daily Mirror says, goes on to say: 'The setting up of a legal fund has always been a keen aim of the N.F.A. Now it looks as though they can do it. One of the first uses the money may be put to is a possible battle with the canoeists on the Upper Ouse above Bedford over navigation rights.' Mr. Woodman apparently added: 'We don't know the outcome yet. But if the cash is needed then we could make it available.'

In its annual report for 1976-77 the Sports Council gave the European Sport for All Charter which had been adopted by The Council of Europe who had recommended to member governments that they should base their policies on the principles it contains. The Sports Council obviously supports the charter in its own Sport for All campaign. But is it doing it as it should?

Article 7 of the Charter states: 'Measures, including legislation where appropriate, shall be introduced to ensure access to open country and water for the purpose of recreation'.

How can the British Sports Council, who pay lip service to this charter give money to another organisation which enables it, whether directly or indirectly to take a dog-in-the-manger attitude in direct opposition to the charter's principles?

If you agree that this is all wrong, I earnestly suggest that you take pen to paper forthwith and write about it. Write to The Sports Council, both local, regional and national. Write even to The Daily Mirror. Write to us about it. Say what you feel, say it loud and clear. Say it 'til the country rings with it. Then somebody may wake up and do something about it. We'll do our best at this end. Hammer away! The heavier the hammer, the greater the effect, so bang away as much as you like. It'll all help.

by Oliver Cock

B.C.U. National Access Officer.

CANOE-ANGLER WAR THREAT

An all-out war was threatened last week by a rod fisherman's representative if canoes were granted unlimited use of the rivers of West Wales.

Mr. Huw Howells, representing the South West Wales Angling Federation commented, 'We have had one cod war and you will have another one if canoeists are allowed on the river.'

The South West Wales Fisheries and Recreation Committee were considering a draft report by the Welsh Sports Council on



Canada — Open rivers with access for all

river canoeing in the Principality which stressed the problems faced by canoeists towards securing adequate access to rivers.

Mr Howells demanded that canoeing should be confined to coastal and estuarial waters and land locked lakes.

DEVASTATING

Referring to what he described as the devastating effect of canoeing on salmon fishing, Mr Howells said, 'Anglers are not prepared to compromise at all on this issue. I will not be responsible for what might happen if this was allowed.'

He reminded the committee that angling clubs and individuals had invested a lot of money in securing fishing rights and added: 'What we have we hold'.

Another representative of the Federation, Mr. Iver Griffiths said the Towy was 50 miles in length and a quarter of it was tidal water. That quarter was sufficient for canoeists.

Mr. L. T. Sealy Lewis of the West Wales Naturalist Trust, feared that once access was created for responsible canoe clubs, the cowboy canoeist would move in.

Chairman, colonel G.H.F. Chaldecott contended that the claims of the canoeist could not be dismissed altogether, but it was a question of which river was suitable and where in the river the canoeist could operate.

INEVITABLE

Amenity officer, Mr. John Davies pointed out that the pressure on rivers was inevitable. What must be attempted was to

find agreement between both views.

Mr Moe Morgan stressed that canoeists would have to accept limitations as to area and season. They could not be allowed to canoe down the rivers at any time of the year.

Dealing with the experience over the past 14 years of Llandysul Angling Club with organised canoeing Mr. Artie Jones said that were about 4,000 a year used the facilities and they were welcomed and were well behaved. It was limited to three-quarters of a mile and never had he seen canoeists go beyond the limit.

He remarked that he got many letter every year asking if canoeists could use the stretch from Lampeter to Llandysul but the answer was no.

Mr. Jones said it was high time canoeists put their house in order and provide facilities for their members. He also urged them to co-operate with anglers, but to open up rivers to unlimited canoeists was not on.

Welsh Sports Council representative Mr. Richard Daniel, said the report in no way suggested that canoeing be allowed in the whole of the Towy.

COMPROMISE

'We are aware of the value of the fisheries and we are trying to find a compromise. We are not suggested that canoeing should be allowed on all rivers at all times.'

The Committee's views are to be submitted to the Welsh Water Authority.

With Acknowledgement to the Carmarthen Journal.

Notes & News

£500,000 FOR SPORT

The Scottish Sports Council has just announced that direct grants to the governing bodies of sport for the current year will total £500,000. This is in line with the Council's policy progressively to increase its support to the governing bodies and represents an increase of 45 per cent over last year. It will enable many governing bodies to strengthen their administration and foster their development programmes.

Although all of the national bodies will get an increase of at least enough to combat inflation, this substantial additional allocation of funds will not be spread evenly 'across the board'. The additional grants will vary according to the different needs of the governing bodies.

Since its formation in 1972 the Council has continued each year to give the governing bodies an increased allocation in real terms, despite the fact that it has had in several years a reduction in real terms of its own grant-in-aid. Nevertheless these increases have left very little scope for any appreciable progress by the governing bodies, although many of them have realistic and necessary development programmes waiting to be launched. It is to enable a start to be made to at least some of these plans that the Council has decided this year — in spite of all its other important commitments — to increase its allocation to the governing body sector to such a significant extent.

Announcing the proposals in Edinburgh Mr. Peter Heatly, Chairman of the Scottish Sports Council said: 'Obviously, not all governing bodies' ambitions can be realised at once. Priority consideration will go to those sports which have been most affected by the financial restraints of recent years, particularly in regard to the appointment of full-time development and support staff. Other criteria will be applied and the Council will be as objective as possible in its assessment of all the competing claims.'

Inevitably some governing bodies this year will get very little, if any, increase in real terms and in consequence will be very disappointed. To them we ask 'be patient'. It is the Council's avowed intention to continue progressively to increase its support of the governing bodies as quickly as resources allow to the level to which both they and the Council aspire.'

SPORTS COUNCIL GRANT

A grant by the East Midlands Sports Council will enable hundreds of youngsters to take to the water for the first time this summer. The Sports Council have offered the Nottingham Kayak Club a grant of £350 towards the purchase of materials to assist in the building of 20 Instructional Kayaks. The materials to build the boats will cost a total of £700 and the club has already obtained its share of this sum by means of a sponsored paddle that took place last October. Now club members are hard at work during their free time to ensure that the Kayaks are ready for the summer season.

The canoes will be used to enable the

club to fulfill a most ambitious programme of canoe training. Supported also by the Nottinghamshire County Councils Leisure Services Department the club runs training activities almost seven days a week throughout the year with instruction at all levels from beginner courses and will enable the club to give at least two hundred young people a year a chance to try canoeing under the control of a qualified instructor.

Details of Nottingham Kayak Club courses can be obtained by sending a stamped addressed envelope to: *John Bellhouse, 12, Byron Road, West Bridgford, Nottingham.*

THREE LEIGHTON PARK PUPILS TO TRAIN WITH GB OLYMPIC CANOEING SQUAD

Reading's Leighton Park School has just notched up yet another outstanding achievement, three of the school's pupils have been invited to train with the British Olympic Canoeing Squad. It could mean that the three may represent their country at canoeing in the 1980 Olympic Games in Russia.

The three, Hugh Beardall 17, from Guildford, Peter Lancaster 17, from Reading and Lucy Perrett 18, also from Reading have already established quite a reputation in the canoeing world. Lucy, daughter of Leighton Park canoeing coach Bernard Perrett — himself a successful canoeing competitor — won the Femina Trophy. The award is given for the best performance by a woman in the British National Sprint Championships. Lucy won five out of six events.

Hugh and Peter are both winners of the K4 Trophy - the prize for winning the national K4 10,000 metres championship.

Lucy joins nine other British female competitors in the Olympic Training Squad while Hugh and Peter will join 20 other young men to train for selection in the junior class for the Olympics and may also take part in the junior European Games in

Finland this year. The total Olympic squad comprises only 80 people, for one school to win three places in highly commendable.

CANOE CLUB WINS £250 TRAILER

There were smiling faces all round when Barrie Badland, the Managing Director of Mechanical Services Limited, (Manufacturers of Indespension 'Trailer' Equipment) presented Ken Rooker of the Sheffield Canoe Club with a brand new trailer designed to carry nine kayaks and their equipment.

The award is an annual prize given by Mechanical Services to any team of canoeists who raise the greatest amount of sponsor money on the Childrens' Society Sponsored Leeds/Liverpool Canal Race.

The handsome Viner Trophy is also available for the fastest team to complete the 92 mile canal journey and the Sheffield Canoe Club completed the distance in 27 hours 5 minutes but because of a change of crew midway, were not eligible for the trophy this year.

Full details on how to enter the event can be had from: *Mechanical Services Limited, Belmont Road, Bolton. Telephone: Bolton 58434 or The Childrens' Society, Social Work Office, 140, Acombe Road, York.*

JEFFERSONS MARATHON

The Trent Marathon this year took a new title being sponsored by Jeffersons a Nottingham Jewellers. The Proprietor is a well known ex-canoeist, Fred Doodey, who was in his time Division 1 Slalom and canoed the Grand Canyon.

In addition to providing some excellent shields Jeffersons provided three beautiful quartz wrist watches which attracted a good entry from most parts of the country, including some from Scotland.

In the end, despite a strong local challenge, all three watches made their way back to Reading. In the Ladies K1 Lucy Perrett won a very close race. With flood swollen Trent the going was particularly tough for the ladies and Lucy was very closely pressed by Ann Plant, (Birmingham University) Frances Whetherall (Richmond) and Kath Nadal (Nottingham) all finishing within seconds of the winner.

In the mens K1 Greenham, showing just the form that you would expect from a man who was sixth in last years World Championships 10,000 m, had a tough race against Nottingham's Norman Mason and Robert Harding. Greenham managed to



Members of Sheffield Canoe Club alongside their new trailer.

lose the Notts pair on the portage round Beeston Weir. Having established a narrow lead there was no way anyone would catch up 'our Brian' with such a valuable prize at stake. The Junior prize was taken by Kevin Smith of the Warren Club who finished fifth overall in the Senior A Class. A fine performance from a most promising young paddler.

In the remaining classes the home club carried off most of the honours including the Senior A K2, Ladies K2 and girls Espada B and C and boys Espada A, whilst Fladbury also showed good form especially in the Veterans and Canadian classes.

CHELMER CANOE RACE

The annual Chelmer Canoe Race, organised by the Chelmsford Boating Club was held on Sunday April 22nd. This year, to avoid weed growth the race had been brought forward from its traditional date in June. Despite this, however, entries for the event — which is a tier 3 in the national calendar — remained at just over 40 canoes, evidence that the poor racing conditions of recent years means that there is along fight ahead for the organisers if the Chelmer — the original L-D race — is to regain its lost popularity.

Once again, the race was held on a 12½ mile course of the Chelmer for senior, whilst juniors and lady entries paddled over a 6 mile course.

In this year's race paddlers from the local clubs at Harlow, Newham and Chelmsford carried off most of the trophies, although visitors from Reading and Norfolk also did well. So far as the host club was concerned Paul Barden, recently voted the most outstanding young Chelmsford paddler and presented with the Rob Yorke Memorial Cup, was the only outright Chelmsford win, taking the Essex Cup in the Espada B class.

The race was started by John Marriage Club Commodore and Eric Boesch, Club patron.

RESULTS

Open K1, Anniversary Cup: 1st D. Logies, Newham; 2nd J. Ackers, Oxford. **Open K1**, Senior A: Essex Weekly News Cup: 1st J. Day, Waveney Valley; 2nd N.R. Clarke, Reading and Leighton Park. **Junior K1** — Marriage Founders Cup: 1st K. Salisbury, Reading & Leighton Park, 2nd K. Holbrook, Harlow CC. **Womens K1** — Britvic Trophy: 1st A. Crawley, Newham, 2nd L. Burton, Harlow. **Open K1 Men** — Ben Wheeley Tankard: 1st P. Doman/J. Tatam, Richmond/Barking, 2nd R. Price/J. Collins, Newham. **Juniors K2** — Price Doubles Cup: 1st P. Wells/M. Wells, 12th Ruislip Sea Scouts; 2nd D. Platt/D. Forbes, Brentwood School

Report from John Marriage, Chelmsford.

Shepperton Slalom

Flooding and torrential rain created excellent water conditions for the Division 3 event held at Shepperton Weir over the weekend April 7th/8th. The course was designed to fully test the competitors' skills, which coupled with an unexpected continual change in water levels, proved to be just too much for many paddlers, resulting in an above average number of 'scratched' entries and a considerable amount of swimming in evidence! However, the 'boil and suck you up' conditions of Saturday smoothed out to green waves and really enjoyable paddling on the Sunday with a much improved standard of canoeing. Five men and two women were promoted.

RESULTS — Men K1: 1st R. Woodruff, RAF 149 pts; 2nd K. Jamieson, Reading University 153 pts; 3rd J. Newman, Debben 158.5 pts; **Womens K1:** 1st A. Lockett, RAF 201.2 pts; 2nd S. Bennett, Gloucester 206.1 pts; **Mens C1:** 1st P. Cook, Bath 185.6 pts; 2nd A. Pinchbeck, Windsor 274.9; **Mens C2:** 1st Tannock/Woodgate, Windsor 321.1 pts; **Team event:** 1st Woodruff/Bastin/Kelly, Bumbles 304.6 pts, 2nd Halliday/Wood/Scammel, Shepperton 332.8 pts.

SCOTTISH COURSES

The Scottish Sports Council has recently published their programme of outdoor activity courses planned for their centres at Glenmore Lodge and Cumbrae. Glenmore Lodge is ideally situated for canoeing as some of the finest and most realiable canoeing rivers are within easy reach. A good surfing beach is also available on the Morayshire coast. A full range of modern kayaks and equipment is available, although students may bring their own if they wish. Instruction is intensive and all Lodge based courses include a pool session on support and rolling techniques and lectures on river canoeing and canoe repair. Courses at Glenmore Lodge include basic White Water Introduction, Advanced White Water, River Spey Descent, Scottish Rivers Kayak Expedition and Inland Instructors Course.

Despite an excellent kayak photograph on the back cover of the Cumbrae National Water Sports Training Centre programme, no canoeing courses are listed at this centre.

Details of activities at both centres are available from: The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA.

VALIDATORY PRESENTATION TO OLIVER COCK

At a dinner following a National Coaching and Development Committee Meeting on March 10th in Birmingham, a small gathering came together to pay tribute on behalf of the BCU Coaching Scheme to the retiring Director of Coaching, Oliver Cock, M.B.E.

John Dudderidge, President of Honour and past president of the BCU, in making the presentation speech, said that although it was not unknown for Oliver to be seen in a kayak before 1939, it was really after the war, especially with an 'activities' explosion, that Oliver made the initial *Clarence Films* to encourage youngsters to take up canoeing. This was quickly followed up by Oliver devising a Test for skills which, only slightly altered, is the BCU Proficiency Test of today!

In the following year (1948) the Olympic Games at Henley saw Oliver officiating. Then he went over to slalom, where he was to take on a youngster under his wing . . . and in 1959 that youngster — Paul Ferrant — was to win the first gold medal in the World Slalom Championships for Great Britain! Meanwhile, the CCPR (Central Council of Physical Education) with its

courses at Bisham and elsewhere had made it imperative to set up coaching in 1962, and the Council of the BCU appointed Oliver as the first National Coach, along with Geoff Sanders as the first Chairman of the Coaching Scheme. . . Oliver at the same time was acting as foster father to the Corps of Canoe Lifeguards, as well as having a great deal to do with the initiation of the Crystal Palace annual exhibitions.

The Coaching Scheme never did look back, and it is a fitting tribute to Oliver that he should have been awarded the M.B.E. in 1977, to compliment his BCU Award of Honour presented in 1962 and this recognition is not only UK based, as his recent trip to Hong Kong and Singapore has proved. . .

Ending this tribute with the remark that luckily for the BCU Oliver's immense contacts over the country were not to be denied the BCU in that Oliver was to become Access Officer, John Dudderidge threw back a covering to reveal a Grundig remote control T.V. set (*nothing but the best*) as a small token offering towards the recognition of the retiring Director of Coaching, contributed by members of the Coaching Scheme towards one who has been on the scene for so long that he has too readily been taken for granted. . .

AWARD OF HONOUR TO FRED BRISCOE, SPORTS COUNCIL LIAISON OFFICER.

At the same gathering the opportunity was taken for the Chairman of the BCU Council, Geoff Sanders, to present Fred Briscoe, Sports Council Liaison Officer, with his Award of Honour. In making the presentation, the Chairman of Council pointed out how good a guide Fred had been to the BCU in the recent stormy waters that have seemed to engulf them. The perspicacious sagacity with which Fred delivers ever so quietly his telling contributions to the matter at hand, and only when he is asked, 'this voice from the other far corner' cuts to the essence of the matter (an incisive wisdom also experienced by the writer as well and so very much corroborated).

Geoff Sanders continued his speech by pointing out how much Fred was a gentleman, always considerate and respectful towards others. . . and how much Fred had been a friend to us, to all of us. . . no doubt in the counsels of the governing bodies of sport the BCU is aptly guided and befriended in ways the majority of canoeists can hardly guess at. . . and only for instance to take one example. . . regionalisation, where the sure firm guiding hand has been Fred's. . .

In reply, Fred acknowledged his responsibility in advising regionalisation, and hoped that this would be soon completed, but pointed out two other priorities in the canoeing world. . . access and coaching, both of which of course were so much the concern of the assembled gathering.

*Report by
Nick Nicholls.*

Notes & News



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COMPETITION



AUSTRALIAN JUNIOR KAYAK TEAM

An eight-member Australian junior kayak team will participate in the Junior World Canoeing Championships at Tampere, Finland between August 1-5, 1979. Before that, the team will compete in a series of kayak events in England, Scotland and Denmark. The team comprises Jamie Walker (captain), Anthony Orwin, George Bradilovic, Shane Wooden, Noel Peters, Neil Martin, Matthew Frei and the only girl, Elizabeth Blencowe. Coach is Danish-born Per Manly of South Australia and manager Mr Phyll Heggie of Victoria. Leaving Australia on June 19, the team will take part in a regatta in Nottingham, England from June 22 to 24 and then in the Commonwealth International Regatta at Strathclyde, Scotland, late in June. The team may also compete in the British National Spring titles and events organised by the Royal Canoe Club. The final warm-up for the Junior World championships will be to participate in an international regatta in Copenhagen, Denmark on July 28 and 29.

Neil Martin and team captain Jamie Walker during a training session on the Yarra River, Melbourne.

AUSTRALIAN INFORMATION SERVICE
photograph by Eric Wadsworth.

DEVIZES WINNERS

The annual Devizes to Westminster Canoe Marathon held over the Easter weekend produced some of the best water conditions for a number of years and a spectacular win in both Senior and Junior classes with records broken.

With a moderately warm weekend, the wind behind them, deep water on the canal, and flood conditions on the River



Jamie Walker, and Neil Martin during a training session on the Yarra River, Melbourne.

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Thames, there was no holding the top Senior crew of Tim Cornish/Brian Greenham. The pair set out just after 07.00 on the Friday morning and set a tremendous pace right down the course. There was no stopping, no slowing or pace, and the pair raced into Westminster late on the Friday evening to take the win with a fantastic 15hrs 34mins 12sec. breaking the previous record by some 40 minutes.

In the Junior event the Royal Canoe Club pair of Ayres/West set a time just 31 seconds slower than that of the seniors - 15hrs 34mins 43sec. Royal Canoe Club crews took the first three places in the Junior race plus a 6th place to take the Junior Team Trophy. The Royal Engineers won the Senior Team Event.

CANOE POLO LEAGUE

The first Competition in the National Canoe Polo League was held in Luton on March 10th. Teams entered were Bere Forest A, Bere Forest B, Luton A, Luton B, Guilford and Northampton.

Luton teams were looking forward to the contest pleased at the opportunity to regain status and respect often loosing to Bere Forest at the National Finals at Crystal Palace. They were unfortunately denied competition with Bere Forest B as the clubs were only able to supply one team because of injury etc. Several hundred spectators enjoyed an evening of highly competitive and exciting polo with Bere Forest being beaten for the first time in four years.

Increasing discontent has been shown by Polo Teams whose standard of play has improved to such an extent that there are few referees capable of handling a competitive game. In an attempt to overcome this, two referees from other sports were given a crash course on the game of canoe polo and a set of the new rules and interpretations. Almost without exception their refereeing was praised for being strict and consistent.

Report from Brian Barfoot, Leader, Luton Youth Canoe Club.

RESULTS

Bere Forest 6 - Northampton 1; Luton A 6 - Luton B 1; Guildford 1 - Bere Forest 3; Luton B 8 - Northampton 2; Luton A 4 - Guildford 0; Luton B 7 - Guildford 5; Luton A 9 - Northampton 0; Luton B 4 - Bere Forest 1; Guildford 6 - Northampton 1; Luton A 5 - Bere Forest 1.

LEAGUE POSITIONS - After Round 1

1st Luton A 10 points; 2nd Luton B 8 points; 3rd Bere Forest A 6 points; 4th Guildford 4 points; 5th Northampton 2 points; 6th Bere Forest B 0 points.

JUNE 1979

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Wentworth Windsurfers, 103 Burmer Rd, Peterborough. 0733 62858

CORNWALL
West Cornwall Windsurfer School, The House at Gwinear, Hayle. 073 685 444
South Cornwall Windsurfer School, Walkers Lane Ind. Est., Bodmin. 0208 4913

CUMBRIA
Lakeland Windsurfer School, St. Georges Square, Barrow-in-Furness. 0229 24740

DERBYSHIRE
AquaStar Sports, 41a Duffield Road, Derby. 0332 46420

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Harbour Sports Paignton, South Quay, The Harbour, Paignton. 0803 550180

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Weymouth International Windsurfer School, 851 Dorchester Rd, Upwey, Weymouth. 030 581 3454

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Hayling Windsurfing Centre, Northney Marina, Hayling Island. 07016 67334

KENT
Windsurfing South East, 97 Sandgate High Street, Folkestone. 0303 30110/Margate 0834 22467

LANCASHIRE
Campamarena Holidays, 1a Fowler Street, Fulwood, Preston. 0772 716061

LONDON
London Windsurfer Centre, 553 Battersea Park Rd, SW11. 01-223 2590
London Yacht Centre, 13 Artillery Lane, Bishopsgate, E1 7LP. 01 247 0521

MANCHESTER
Ellis Brigham Ltd, 6-14 Cathedral St 8061 834 0161

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Trent Maritime, 94 St. Benedicts, Norwich. 0603 26069

NORTHUMBERLAND
Newton Windsurfing Centre, Newton-by-the-Sea, Alnwick. Embleton 0665 76 666

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Woodbridge Windsurfer School, 13 Theatre Street, Woodbridge. 03943 7113 or 5402

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Windsurfer Southern Ltd., 4 Parchment Street, Chichester. 024 369 4914
Worthing Windsurfer School Ltd., Sea Place Marine, 20 Sea Place, Worthing. 0903 502188
Surf 'N Sail, 66 Susans Rd., Eastbourne. 0323 22595

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Deadline Windsurfer Centre, Ashton House, 67 Compton Rd, Wolverhampton. 0902 23309

YORKSHIRE
Windsurfer Northern, Unit W1, Canal Basin, Leeds. 0532 457152

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Windsurfer South Wales, Candy Corner, Saundersfoot, Dyfed. 0834 813624
Abersoch Land & Sea Ltd., Abersoch, Gwynedd. 075881 2957

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Castle Sween Bay Holidays Ltd., Ellary, Lochgilphead, Argyll. 08803 209 or 232

CHANNEL ISLANDS
C. & E. Powell, La Chaumiere, La Mare Denis, St. Martins, Guernsey. 0481 38883



EXHIBITION SUCCESSSES

May 1 through the pages of your magazine, pay tribute to the organisers of the canoe exhibition held on the 31st March — 1st April 1979 at Meadowbank Stadium, Edinburgh. I know from discussion with many who attended the exhibition that my views are widely shared.

The problems in mounting an exhibition of this nature, particularly as in this case where it is a 'first' must, have been considerable. Not the least of the worries must be the financial risk involved. It was with dismay therefore, that I and other, learnt that this venture was launched essentially by an individual canoeist who was *denied* S.C.A. and B.C.U. support!

The organiser was Ron Day, a Community Policeman in the Lothian region area, and a Canoeing Instructor. With a great deal of work and a helluva lot of prayer Mr. Day assisted by family, friends and fellow canoeists launched the 'boat' very successfully. Exhibitors included leading manufacturers of canoes, kayaks, canoeing accessories, plus retailers of outdoor clothing and canoe building materials. Personalities from the canoeing world were on hand to relate their experiences and to offer advice. Organisations such as the Scottish Sports Council, Lothian Region Outdoor Education Department and the Forth Canoe Club provided information to novice and experienced alike. A popular feature was the regular film shows mounted throughout the two days. For the dedicated 'do it yourself' enthusiast there were canoe building demonstrations in fibreglass.

The exhibitors were apparently very pleased with the results and expressed complete satisfaction with the arrangements and facilities indeed for them, the Stadium proved an ideal location with ease of access and ample free parking. The proximity to a large indoor sports complex, equipped with snack bar and restaurant facilities and frequented by sports minded members of the public seemed an attractive venue for the exhibition.

At the close of business on the first day, a 'post — mortem', reveals that though more visitors would have been welcomed by the exhibitors, they were more than

pleased to be free from the *hassle* associated with the Crystal Palace exhibition. Better opportunities were provided to discuss fully with each customer his needs, and many of the visitors were apparently purchasers, as opposed to viewers.

Now that the nettle (or should I say thistle?) has been grasped by an individual, surely the S.C.A. could lend a supporting hand for next year, plans for which I believe are already in hand. Exhibitors have promised to return so will the S.C.A. act? The groundwork has been done, the exhibition was financially viable and indeed I believe a very reasonable donation is to be made to the Royal Hospital for Sick Children in Edinburgh from the proceeds.

During this current period of dialogue between the B.C.U. and the S.C.A. with reference to greater autonomy for the S.C.A. this is surely not a time for declaring 'Wha's like us?' and yet taking no action to substantiate the boast. Now is the time for the Jim Watt spirit and application not the World Cup misplaced euphoria. A time for action in support of Scottish Canoeing in *all* its aspects, not a time for empty boasts. *Report from J. Cardow — Edinburgh.*

The final analysis of the 1979 National Canoe Exhibition at the Crystal Palace in February, showed it to be yet another outstanding success. Despite lack of TV coverage the exhibition attracted well over 10,000 visitors throughout the two days — 4,326 on Saturday and 5,926 on the Sunday.

Now for the 1980 exhibition certain changes in administration have been arranged between the British Canoe Union and the Sports Council (London and South East Region). A new Committee — called the London Canoe Exhibition Committee — has been formed and will have the following memberships:-

An independent Chairman, BCU Staff — 2, BCU Council — 2, Trade — 2, Sports Council Staff — 2.

The first meeting of the new Committee took place at the end of April. The Exhibition dates for next year are February 22nd/24th.

will also be indispensable to seasoned boat owners and hirers, anglers, walkers and others interested in the waterways. Planning departments and sports councils will find it useful, while the information can also be used for marketing surveys and mailing shots. Copies priced 70p, plus 15p postage and packing from: *British Waterways Board, Canal Shop and Information Centre, Melbury House, Melbury Terrace, London NW1 6JX.*

NEW WASSERMAN DIRECTORY RECREATION AND OUTDOOR LIFE DIRECTORY. First Edition. Edited by Paul Wasserman and Steven R. Wasserman. About 500 pages. Section Indexes; Alphabetical Index of Federal and State Recreational Facilities. Published by Gale Research Co., Detroit, 1979. CIP: L.C. Card No 79-4594. ISBN 0-8103-0315-9. \$45.00.

Paul Wasserman's Recreation and Outdoor Life Directory, 1st Edition, provides detailed listings of the U.S. state and federal government parks, campgrounds, rivers, shores, forests, fish and game areas, and other outdoor recreational facilities. In addition, this convenient one-stop sourcebook gives the names and addresses of additional sources of information about recreation and outdoor life: organizations, state and federal agencies, grant sources, journals and periodicals, educational programs, and much more.

Recreation and Outdoor Life Directory (about 500pp/\$45.00) will be published by Gale Research Co. in June, 1979. It gathers in one easy-to-use volume much information that had previously been available in widely scattered sources, many of them difficult to locate and use.

The first part of the directory covers various types of general information sources. Individual sections cover: National and International Organizations, Federal Government Agencies, State Agencies in Recreation, Federal Grants and Domestic Assistance Programs, Foundation and Grant Awarding Organizations, Colleges and Universities, Journals and Periodicals, Consultants to the Field, Special Libraries and Information Centres and Research Centers.

Each section is separately indexed in accordance with its own special requirements. Different methods of indexing provide users with the most helpful approach to each section's information. For example, the section on Federal Government Agencies uses a keyword-in-context index, while the section on Foundations and Grand-Awarding Organizations uses both subject and geographic indexes.

The second part of the *Recreation and Outdoor Life Directory* comprises a listing of state and federal government outdoor recreational facilities. Included are parks, monuments, preserves, shores, rivers, historic sites, recreation areas, scenic trails, campgrounds, forests, wildlife refuges, fish and game areas and many more. An alphabetical index of federal and state recreational facilities provides access to information about specific locations.

New Books, Guides and Publications

1979 EDITION

The new edition of the *Waterway Users' Companion* has now been published by the British Waterways Board. The information contained in this popular paperback has been updated from previous years and new information has been added, making the book a comprehensive work of reference.

JUNE 1979

The contents include addresses of boat hire firms, cruising and angling clubs, canal societies and independent navigation authorities, plus a list of the Board's local offices. Also included are addresses of waterways' museums, a list of sanitary and pump-out stations, a diagram showing how to operate locks and details of boat trips for the disabled.

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ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

XII. Olympics in Moscow 1980

Once again a maximum of 17 sportsmen per country will be permitted in the Canoe Regatta under the canoeing events of the 1980 Olympics. They will be able to start in eleven disciplines. The Soviet Organising Committee has meanwhile published its symbol for each of the sport categories. The pictogram for the canoeing events shows a stylised kayak paddler.

In total, next year, medallions will be fought for in 203 disciplines. According to Soviet statements, these are to be the most representative games in history, although the costs — including organisation and building — for the Olympic grounds amount to \$750 million.

The Soviet Olympic planners appear not to be slipping into any arrears with their intentions. 16 of the 22 sports grounds will be ready by the Summer of 1979 when the Spartakiade takes place in Moscow.

The 18 accommodation blocks of the Olympic Village — each with 16 storeys — are also in construction at the moment and will accommodate approximately 10,000 sportsmen.

Moscow is preparing itself for an invasion by 600,000 visitors during the 16 Olympic days. Half of these are expected from abroad. Nine hotels are being built at the moment for these visitors and the bed capacity will be raised from 42,000 to 70,000. It is hoped that the remaining guests can be accommodated at campsites and motels around the town, as well as in student homes and youth hostels.

All in all, they want to sell 5.8 million Olympic tickets, which should in any event be cheaper than those in Montreal. 10,500 travel agents are being trained to provide the necessary service to visitors.

The current construction of restaurants and snack-bars will guarantee adequate supplies, an area in which overseas undertakings were obliged to participate.

WILD WATER GRADES

It has already been mentioned in an ICF bulletin that the Touring Committee has a sub-committee, under the direction of the West German member, Leo Röhlen, which has the task of investigating the now slightly out of date division of wild water into grades more appropriate to today's rivers and navigation possibilities.

On consideration it has been found that the best idea would be one similar to the 'original meter = 100 centimeters' in Paris. In other words, in every country in which there is navigable wild water, one or more rivers should be selected, which — at a particular water level and with a particular water speed and with corresponding obstructions — can be allocated a grade of difficulty between 1 and V1. This would come very close to the wild water grades that have been in use in France and Switzerland for years.

A table of grades of difficulty with examples is published on the following page. In addition there are some notes and prerequisites for wild water trips.

These details are not yet final. In addition they will probably require a resolution by the ICF Congress. The ICF Touring Committee will continue to work on the matter and reach a final decision as soon as possible. The results will be that every member organisation can have at its disposal an up-to-date and uniform table of grades to supplement river guides and maps.

Notes and Prerequisites for Wild Water Trips.

WW I : Not Difficult

Personal Abilities : Command of basic forward and reverse paddling, emergency stops, support strokes and forward ferry gliding. Sweep strokes and breaking in and out. Well developed stamina for longer stretches.

Equipment: All Types and builds of boats, good fitting spraydecks with release tags, grab lines or end loops on boat. Buoyancy in bow and stern. Possible protection from cold and helmet depending on water and weather conditions.

WW II : Moderately Difficult:

Personal Abilities: see above. In addition, command of reverse ferry gliding, hanging draw stroke, and draw strokes in such difficult situations as a fast stream and restricted space. Command of eskimo roll in practice situation. Only for the fit who have already paddled WW I, possibly with leader.

Equipment: Only those boats classified by the manufacturer as suitable for wild water. Protection against cold, buoyancy vest and helmet. Safety rope and float.

Safety: Practice with safety rope and float. Water level comparisons.

WW III: Difficult:

Personal Abilities: see above. Mastery of draw strokes, in particular the 'S' stroke, and of break in's and out's. Command of screw roll or vertical shaft roll in wild water, at least on one side. Considerable wild water experience and physical fitness necessary.

Equipment: see above. Only the best boats and equipment. Special wild water boats with good buoyancy and reinforced bow, stern and deck. Rescue equipment as above but for every paddler. Karabiner and rope with harness. Knowledge of ropes and knotting.

Safety: see above. Acquaintance with handling of rope, with the 'man-rope-boat' combination, and with the 'boat-chain'. Trips only in groups.

WW IV : Very Difficult:

Personal Abilities: see above. Mastery of all combination strokes and moving water techniques, and of the screw roll. Very good physical and mental fitness. Good preparation from local guides, geological maps and weather reports, as well as personal reconnaissance.

Safety: Confidence in the handling of all safety equipment. Trips only in close groups.

WW V : Extremely Difficult:

Personal Abilities : see above

Safety : see above. Only for expert teams.

WW VI : Limit of Practicability:

Not recommended by the ICF.

TOURING

Below are the details of the international tours for 1979. These have been submitted for publication either by Tadeusz Pilarski (chairman of the relevant committee) or direct by the individual national unions. A number of unions have not unfortunately made use of the form which was provided, for submission to T. Pilarski by 25.10.1978.

The international tours from Italy do not appear in this list. They are carried out by the Italian Canoe Federation which, as is known, is not a member of the ICF.

All national canoe unions are asked to publish this tour-calendar in their journals and thus bring it to the attention of their individual members. Without this, the concept of the international tours bringing together paddlers from many different nations could not be fulfilled.

I Not Difficult	II Moderately Difficult	III Difficult	IV Very Difficult	V Extremely Difficult	V1 Limit of practicability
	passage free	route recognisable	route not always recognisable. Inspection mostly necessary	inspection essential	generally speaking impossible
regular stream regular waves small rapids	irregular stream irregular waves medium rapids small stoppers, eddies/whirlpools and pressure areas	high, irregular waves larger rapids stoppers, eddies and whirlpools and pressure areas	heavy continuous rapids heavy stoppers whirlpools and pressure areas	extreme rapids, stoppers, whirlpools and pressure areas	possibly navigable at particular water levels high risk
simple obstruct- ions	simple obstructions in stream small drops	isolated boulders, drops and numerous obstructions in stream	boulders obstruct- ing stream, big with undertow	narrow passages, steep gradients and drops with difficult access and landing	
<u>Amer</u> <u>Wiesent</u> Upper Innerste Gauge reading 40 beneath the road bridge after Wolfshagen	<u>Kossener Ache</u> (Tintenloch) am at gauge reading ... in Kossen- Hultenwirt <u>Upper Isar</u> Confluence of Gleirschbach to Scharnitz at gauge reading 180 in Scharnitz	<u>Amer</u> Scheibum and weir at gauge reading ... in ...	<u>Loisach</u> (Dom and Treppen- haus at gauge reading 120 in Gachwandsteg.)	<u>Inn</u> (Brail Gorge at reading 110 in Israsp)	Weirs are not wild water. Weirs are not evaluated. Weirs are (either) easily navigable or (very) dangerous.
		<u>Inn</u> Inster Gorge at gauge reading 200 in Haiming	<u>Olz</u> (Forest Gorge at gauge reading 120 in Impen)		

WEST GERMANY

June 22nd-24th — **VII. International Schwentine-Canoe Rally** — with tours on the Schwentine and lakes. Apply before 1st June to: *H.J. Dudeck, Holsatenring 40, D-2350 Neumünster.*

June 30th-Sept 1st — **XXIV. International Danube Tour 'IID'** — from Ingolstadt to Silistra (Bulgaria). German section from Ingolstadt to Oberzell: 30th June-8th July. Apply before 1st April to: *Leo Röhlen, Schwarzestr 58, D-4300 Essen 12.*

August 24th-26th — **III. International Round Trip of the Frisians** — with trips on the Grillsumer Deep, the shoals and the Outer Wester. Apply before 1st August to: *B. Mellenthin, Rheinstr 75, D-2940 Wilhelmshaven.*

Sept 15th-16th — **XXIV. International Canoe-Marathon Berlin** — with Havel-Rally and Canoe Tour. Apply before 13th August to: *Werner Paschke, Schulzendorferstr 28 i, D-1000 Berlin 28.*

EAST GERMANY

June 30th-July 3rd — **International Saale-Trip** — from Rudolstadt to Naumburg. Distance 100 km in four days. WW 11. Within the trip a short slalom course as well as timed short and long stretches. Apply to: *Deutscher Kanu-Sport-Verband der Deutschen Demokratischen Republik, Storkower Str. 118, DDR-1055 Berlin.*

October 6th-7th — **International Spreewaldtrip Invitation** — trip on the small rivers around Lübbenau. Distance 50 km in two days, calm water, event includes a fox hunt. Apply to: *Deutscher Kanu-Sport-Verband der Deutschen Demokratischen Republik, Storkower Str. 118, DDR-1055 Berlin.*

FINLAND

June 23rd-July 2nd — **Trip across Lake Aland** — from Finland (Turku) to Sweden (Stockholm). Distance 2,000 km in eleven days, difficult water. Apply to: *Suomen Kanoottiliittor r.y., Topeliuksenkatu 41 a, SF-00250 Helsinki 25.*

June 26th-July 6th — **Dunasjoki-Tour** — from Enontekiö to Rovaniemi. Distance 320 km in ten days, with rapids 1 to IV. Maximum number of participants: 15. Apply to: *Suomen Kanoottiliittor r.y., Topeliuksenkatu 41 a, SF-00250 Helsinki 25.*

June 30th-July 7th — **Annual Trip of the Finnish Canoe Union** — from Otava to Lahti. Via lakes, rivers and wild water 220 km in eight days. Wild Water grade I to III, otherwise easy. Maximum number of participants: 25. Apply to: *Suomen Kanoottiliittor r.y., Topeliuksenkatu 41 a, SF-00250 Helsinki 25.*

July 20th-July 28th — **Suur-Saimaa-Tour** — on the lake near Mikkeli. Distance 150 km in nine days, without particular difficulty. Maximum number per group: 6-7. Apply to: *Suomen Kanoottiliittor r.y., Topeliuksenkatu 41 a, SF-00250 Helsinki 25.*

FRANCE

July 7th-July 14th — **IV. International Week of Trips in Brianconnais** — Paddling the Clar'ee, Durance, Guil, Guisance and Gyrone. Day trips to WW 11 to 111. Apply before 7th July to: *Brianconnais Canoe Kayak Club, Camping du bois de Boulogne, F-05100 Les Alberts.*

Sept 22nd-23rd — **XXVI. International Canoe Rally** — on the Cure from Pont de Gouloux to Pont de Grotte-Fou, 20 km, WW III. Apply before 20th September to: *Touring Club de France, Service Nautique, 65, Avenue de la Grande Arm'ee, F-75782 Paris Cedex 16.*

IRELAND

June 18th-June 21st — **International Barrow-Tour** — from Monasterevin, Co. Kildare to Monasterevin, Athy, Bagenalstown, St. Mullins. Four day stretches 99 km, 22 km, 36 km and 33 km WW I to III, numerous weirs. Apply to: *Irish Canoe Union, c/o Cospoir-National Sports Council, Floor 11, Hawkins House, Hawkins Street, Dublin 2, Ireland.*

YUGOSLAVIA

July 5th-July 8th — **XX. International Tour** — on the River Ibar from Räska to Kraljevo 80 km in two stages WW II to III. Apply to: *Kajak Klub 'Studenica' — 26342 USCE NA IBRU/Yugoslavia.*

July 24th-July 29th — **XVI. International Tour on the Una** — from Loskum to B. Novi, 90 km in four stages, WW II. Apply to: *Turist Biro — Una regata — 77000 BIHAC/Yugoslavia.*

August 30th-Sept 3rd — **IX. International Tour through the Drina-Gorge** — from Višegrad to Perucac, 53 km in two days. Apply to: *Kajakaški Savez BiH-Vojvode Putnika 21, 71000 Sarejevo/Yugoslavia.*

POLAND

June 11th-June 17th — **XIV. Wild Water Week on the Poprad and Dunajec** — from Muszyna to Nowy Sacz. Distance 90 km, in four stages, WW II to III. Apply to: *Polnisher Kanuverband, Ks. J'ozefa 24, 30-206 Krakow/Poland.*

July 19th-July 23rd — **VI. International Tour on the Puck-Bay** — from Pucj to Sopot, four days. Apply to: *Polnisher Kanuverband, Ks. J'ozefa 24, 30-206 Krakow/Poland.*

July 27th-August 5th — **XXIV. International Tour on the Brda** — distance 180 km in nine days on the lowland rivers from Charzykowo to Bydgoszcz. Apply to: *Polnisher Kanuverband, Ks. Józefa 24 a, 30-206 Krakow/Poland.*

Sept 9th-Sept 16th — **XII. International Tour on the Masurish Lakes** — start in Gizycko, five days. Apply to: *Polnisher Kanuverband, Ks. Józefa 24 a, 30-206 Krakow/Poland.*

Sept 27th-Sept 29th — **X. International Tour 'Golden Leaves'** — on Lake Wiezyca, 50 km in three days. Apply to: *Polnisher Kanuverband, Ks. Józefa 24 a, 30-206 Krakow/Poland.*

SWITZERLAND

July 15th-July 21st — **V1. International Wild Water Week in Trun** — trips with leaders on the Upper Rhine — Albula — Glenner — Moesa — Ticino. WW II — V. Apply before 7th July to: *Hans Bohnenblust, Kloommatt 27, CH-4663 Aarburg/Switzerland.*

SPAIN

July 2nd-July 9th — **International Noguera-Pallaresa Rally** — Apply to: *Federacion Espanola de Piragüismo, C/. Miguel Angel num. 18-6, Madrid 10/Spain.*

CZECHOSLAVAKIA

July 1st-July 8th — **XII. International Tatra-Circular Tour** — wild water trips with leaders on the Bela — Cierny Vah — Vah — Orava — Dunajec and Hornad (WW II — III). Apply to: *Milan Carsky, Silvaska 1, CS-81600 Bratislava/Czechoslovakia.*

ALTERATIONS TO ADDRESSES

The newly elected members of the presidency and the committee were published in Bulletin 8/78. The editor does not yet have available the addresses of all committee members, but the ICF General Secretary will publish them shortly as a 'List of Addresses 1979'.

We can currently report the following alterations:

ICF — Presidency:

NIABA E. Bertrand (Africa): Post addressed as published has been constantly returned for a year now marked 'Addressee unknown'.

SHELLENBERG Alberto (America): delete — Insert: Mr. Paul Liebmann, 45 University Mews, 45th and Spruce Sts., Philadelphia, Pa. 19104 U.S.A.

ISHII Kinichiro (Asia): delete — insert: Eisho Kinoshita, 46-2, Higashi-Oku 8 Arakawa-ku, Tokyo, 116 Japan.

CALLEJA GARCIA Hernando: delete — insert: Herrn Lars Bennbäck, Kummelbyvägen 16, S-19154 Sollentuna.

ICF-Racing: NAVASART Nicolae: Str. Vasile Conta 16, Bukarest/Rumanien, Cod 70138, Telex: 11180 Sport r, Cable address: SPORTROM Bucharest.

ICF-Canoe Sailing: NEVELING Arthur: Pingstvägen 31, S-12636 Hägersten. Telefon privat: 00468/45 85 43.

Member Organisations:

Deutscher Kanu-Verband e.V., Berta-Allee B, D4100 Duisburg 1. New Telephone No: 0203/7 29 65 or 66.

British Canoe Union, Flexel House, 45-47 High Street, Addlestone, Weybridge, Surrey KT15 1JV. Telephone No: Weybridge (0932) 41341.

Irish Canoe Union has a new address: Irish Canoe Union, c/o Cospoir-National Sports Council, Floor 11, Hawkins House, Hawkins Street, Dublin 2, Republic of Ireland.



**ICF NEWS -
INTERNATIONAL CANOE
FEDERATION NEWS**

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letters

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

DEE ESTUARY

I was very interested in George Langton's account of the Dee Estuary crossing (*Issue No 23 March '79*) partly because most of the canoeists involved are members of the club to which I belong and are known to me personally, partly because I had previously had a verbal account, but also because I believe that there are lessons to be learnt.

In these days when it would seem that no ocean in the world is beyond the ability of the sea canoeist, when the longest of voyages are completed without so much as a hitch, when 25-foot waves and force 9 squalls are competently handled, it is sobering to hear of a trip in a mere force 5 and but a mile or so off shore which could have gone seriously wrong.

In recent years a new breed of kayak has been developed and proved which is becoming popular in the clubs; but the week-end club canoeist is in a different league to the expedition canoeist. The expedition canoeist is extremely fit and competent, paddling the same design of kayak as the other members of his team which is made more stable by virtue of being low in the water as a result of the sheer weight of gear being carried. What happens on a club trip when conditions become difficult was demonstrated in the *Dee Estuary*. The party is split assunder, not because it is incompetent but kayaks of different designs have minds of their own. The standard Nordkapp's wouldn't go at 270° M, while the 'Cape Horn' Nordkapp would. I have heard reports of Anas Acutas which wouldn't go in the same direction as the slalom boats and the slalom boat with skeg which in a certain condition of tide and wind would not go in the direction required until the skeg was removed!

On club trips it is essential that the party should keep together, if only for the peace of mind of its leader.

Ten years ago, coastal canoeing was done in an infinite variety of stable touring kayaks. It was a recognised thing that if you went to sea your kayak was fitted with a rudder. These boats fitted with suitable rudders would travel in any direction without having to paddle harder on one side than the other. I do not believe that this can truthfully be said of any of the new sea kayaks. A sacrifice has been made to get reliability which is permissible only for expedition canoeing.

Now that the North Sea has been crossed, Cape Horn rounded and Ireland circumnavigated, it would seem that further expeditions will not prove anything in boat designs.

The next stage in the development of the sport should be aimed at producing craft suitable for the week-end paddler which are safe and reliable.

I would suggest that they should be on similar lines to the expedition kayaks, but maybe slightly shorter, lighter and with a little more stability. They should sit in the water, rather than on it when lightly loaded. They should also have carrying capacity for

a weeks camping. Bulkheads should be retained but access to the rear should be by a large hatch behind the seat. The pump should be suitable for emptying a swamped boat quickly and be foot operated. Ease of entry to the cockpit may well be improved and there should be a seat available to suit the larger person. Most important they should be designed to turn and be fitted with a reliable rudder.

Yours sincerely
Wenuuis G. Lees
Canoe Camping Club

Reply from Greater London and South East Council for Sport and Recreation regarding the 'Cricket School' signing featured in our letters column of the last issue.

Dear Mr. Drew,

Thank you for your letter dated 9th March 1979. I have noted the points made in your letter and must confess that I had not taken account of the wall mounted heaters. I shall endeavour to include this information for our 1980 event.

I am afraid that you have been misinformed in respect of basic furniture being borrowed from the centre. Although in an emergency the odd table and chairs can be provided there is absolutely no guarantee that these will be available and consequently we make it a general rule that only floor space is offered.

Finally you are not alone in criticising the sign posting to the Cricket School and thus despite additional signs which were provided by the Centre staff it may be that we will have to completely alter our sign posting within the Centre for next year and I will certainly give high consideration to your suggestion that we should refer to the stand numbers rather than the actual area itself.

Thank you for your helpful comments I am glad you enjoyed the 1979 exhibition.

Yours sincerely,
J.N. Sheridan
for secretary.

Reply from Frank Goodman regarding remarks made by Mike Haslam on the model of the Holme Pierrepont course in our last issue.

I noticed in your report of the BCU-AGM. Canoeing, issue 23rd March '79, that you weren't very happy about the Holme Pierrepont Sprint Course being labeled ROWING COURSE and the fact that no model K4 was visible, and you ask for my comments.

In fact the reason for these points is neither the B.C.U. working in water-tight compartments nor a genuine oversight. The reason is subtle and important and in fact when the Water Development Committee planned the labeling of the model we took great care that canoeing on the sprint course at H.P. was NOT mentioned. It is also true that it would not

be a good idea to publicise WHY we left it out, but if you like to write to me I'll send you the answer in a plain brown-paper envelope!

I would like to take this opportunity of pointing out that the model of the Slalom Course proposed for Holme Pierrepont was made by the Dept. of Planning and Transportation at the County Council Offices of Nottinghamshire, and was funded by a gift from the Whitbread Trust. The model will be particularly useful when we begin our fund-raising campaign. This cannot start until we have a firm date from the Sports Council as to when the building of the course can commence. The Sports Council is still trying to decide where on its list of priorities the Artificial Course can be placed. Rather a sad state of affairs when you think that the first thoughts on the course were back in 1967 and the course design was completed over six years ago!

Incidentally, the model is on display at the National Water Sport Centre and the water surface shown is an approximation of the actual rapids that will be generated in real life.

I know the effect that just one day of a BCU AGM can have on a person, but imagine how you'd feel if they lasted as long as the Holme Pierrepont Slalom Course project has . . . over twelve YEARS, and no sign of the end yet!

Yours sincerely,
F.R. Goodman,
Chairman, B.C.U. Water Development Committee.

POLO REFS

I have been an interested spectator of canoe polo for the past five years and have watched the National Finals every year. The standard of play has become higher and higher over the years and the matches have become much closer instead of being 'walk-overs' by one team.

However, I am absolutely appalled by the standard of most of the refereeing at this year's National Finals. In a sport that is fast growing in popularity and increasing in standard, I think it is disgusting that at the top competition of the year we have got a situation where players are having to tell the referees the rules whilst play is in progress!

I do admit that canoe polo must be a very difficult games to referee, but unless something is done about the standard of refereeing, the future of this potentially dangerous but exciting branch of our sport may be in serious jeopardy,

Yours faithfully,
V.J. Cranford,
Mapperley, Nottinghamshire.

CALOR ASSISTED PADDLERS

Paddling Kayak 157 in the 1979

Westminster-Devizes Race were ex-Olympic canoe squad members Ian White and Oliver Harding, the pair producing an excellent time and taking 2nd place in the Senior Event. The pair were sponsored by Calor Gas.

For 21-year old Ian it was a particularly hectic Easter weekend. He barely had time to dry out after finishing the race on Saturday before flying out from Heathrow, to join the young explorers of Operation Drake in Panama. Ian has been sponsored on this three month trip again by the Calor Group. During this phase of 'Drake' he will carry out welfare research work on the Galapagos and other Pacific Islands and help sail the brigantine 'Eye of the Wind' to Fiji.

AUSTRALIAN SUMMER

by FRANK GOODMAN



If you could place a continent on the surface of the globe so that it received as little rain as possible, you would be hard-pressed to find a position better than that occupied by Australia. Thousands of square miles of desert with an annual rainfall of less than 25cms — how can you canoe in that?

This thought seemed to occur to my fellow-passengers at Heathrow Airport as I checked my baggage onto the Jumbo. Two haversacks, one Surf Shoe and one Viper SL. There were lots of sniggers!

Well, I'd soon find out the truth now, I was on my way to do a round trip of that southern continent, and I know that they canoed there, as I'd several manufacturers in Australia and New Zealand building my kayak designs under licence, and not only

was I to visit these people, but I'd an invitation to visit the international canoe slalom at Brady's Lake in Tasmania too — so there must be water there somewhere!

One of the joys of getting older is that children grow up and don't need looking after, so I was able to take my wife along too. Our first port of call was Perth in Western Australia where Bill Hine and his family run the canoe-building business of Western Canoe Centre.

INTENSE HEAT

The intense heat of the Australian summer sun bounced up at us from the tarmac of Perth Airport as we were greeted by Bill and his wife on 3rd December. We soon discovered that Bill's workshop and boatyard stood on the banks of the Swan River estuary and must surely be the canoe

business in the most beautiful setting in the world.

Warm blue waters lapped onto a white beach. Yachts lay at anchor in the calm water or moved gently under sail up towards Perth or down to Fremantle and the Indian Ocean. Tree-clad slopes speckled with white Gousses swept up from the beaches, though occasionally limestone cliffs rose vertically from the water and the trees had to give way to the bare rock. A hundred yards away was the Swan Canoe Club headquarters, named after the river and a unique black swan that populates this wide estuary.

Here were still-water slalom gates for practice and a host of boat types in the store, showing a variety of interests from slalom and surfing to marathon and sprint-racing.

Luckily, Bill was able to take a bit of time off and we set out on a tour of the south-west corner of Australia to look at some of its varied scenery. Far inland we saw the salt-lakes of the desert, dry in the summer drought, but closer to the coast the rains of winter allowed a forest of gum trees to survive the long dry season.

Here we found Wave Rock (cover photograph), a huge granite outcrop strangely etched out by wind and water into a sculptured wave, caught in that moment before it breaks. I'd a Surf Shoe with me, and Bill couldn't rest until it was in the camera. As you can see it was an impressive land-form, and we had great difficulty holding the kayak in place on the slippery slope. In fact, it ruined two pairs of sandals — crushed underneath in order to produce the required friction!

MAGNIFICENT HARBOUR

South through the Stirling Range of mountains to Albany, with its magnificent natural harbour of King George's Sound and then west to Cape Leeuwin considered by the early sailors second only to Cape Horn in the ferocity of its winds.

We found the cape in mellow mood, but fangs of rock streamed white as the swells from the Southern Ocean moved across them. Further north the reefs of this piece of coast give some of the best surf in Western Australia.

Unfortunately, we were running out of time and I only managed an hour's surfing before we had to move on. The shoulders on the waves were perfect, but very slow-moving, curling around the edge of the reef and then fading away into the beach so it was easy to paddle out to the break by just moving out in the deep water at the edge of the reef.

The sun was setting and the dark shadows thrown forward by the ten foot break seemed ominous, but once on the face, the ride was smooth and flawless.

SLALOM SITE

South of Perth, near a small town called Harvey are two dams, built to store winter rains for irrigation purposes. The river joining these two reservoirs flows down a steep, wooded valley, and here, with the water turned on, the western Australians have one of their best slalom sites. The course starts gently enough and then drops away until the centre section foams viciously between dark rocks and fallen trees — a potentially dangerous place to get trapped, but once clear, the tempo slows once again until a tricky gate just below a nasty stopper heralds the end of the course.

The volume of water is about the same as the Tryweryn, but since the centre section is narrower, the water really moves along,

making it a harder paddle.

My ageing reflexes weren't really up to the centre section, and at least one gate flashed by unaccounted for, but my second run was better and to my surprise I came eleventh in the competition, one position up on Bill Hine's son, Trevor, who had not done much slalom for some years (luckily). Trevor didn't mind in the least being beaten by a Pommey, but his wife said 'Fancy letting a geriatric beat you'. So Trevor and I closed ranks and suggested the alternatives of an improvement in manners or a long swim. We had no more trouble!

South again from Harvey is the Collie River. In the summer this is a mere trickle, although in reasonable water it would be very hairy indeed. I spent one afternoon smashing the hull of my boat to pieces before deciding to call it a day and eat enormous steaks cooked over a camp-fire in the cool of the evening!

It was time to leave for the east. It was a sad goodbye we said to the Swan Canoe Club, the Hine family and many others who for some strange reason weren't canoeists, but who had been so hospitable and friendly during our brief stay.

ON TO ADELAIDE

The Great Australian Bight has the Nullarbor Desert to the north (literally 'No Trees' desert — French you know!) and we spent thirty-six hours crossing this red-baked plain. The air-conditioned bus was really very comfortable, but outside it was hot!

Joe Lamb met us at Adelaide bus dept, and we were soon whisked away to his house. Joe had been looking after the Nordkapp in Australia for several years, and apart from his canoe business of Bon Voyage Enterprises, he has found time to form the Nordkapp Association of Australia, which relates information about sea-canoeing in general and about adventures in Nordkapps in particular.

There is virtually no fresh surface water in South Australia except the estuary of the Murray River, and the only white-water was a grade two rapid that formed on the out-fall of an artificial sea-water lake when the tide was out!

We spent a very pleasant day on the sea exploring a number of sea-caves to the south east of Adelaide, and several training sessions on West Lake and its intermittent rapid. But the sun was hot, and a large traditional Christmas dinner followed a few days later by a magnificent Chinese banquet that lasted four hours raised my cholesterol and lowered by desire to paddle, and I found it very pleasant to sit in the shade and talk about canoeing to Joe and his friend Peter Carter.

I knew this life of the lotus-eater couldn't last, and we were off again on a long journey to Melbourne, where we paddled on the mild rapids of the local rivers and visited Len Buller's canoe factory where Nordkapps together with other canoes are produced.

At last we caught the ferry to Tasmania, sleeping on deck through the night. It was very evident that the move south across the Bass Strait had taken us into a new climate zone. A greener, cooler landscape met us as we drove south from Devonport on the north coast, towards the Tasman Peninsula in the far south-west of the island where we were to spend three days exploring the coast.

EERIE PLAYGROUND

The highlight of these three days was a day



Looking down the Cruncher, Brady's Lake Slalom Course.



The Cruncher.



'Mellifont Street' the bottom section of Brady's Lake Slalom Course.

trip to the Lauterns, detached stacks at the end of the Huey Peninsula. The whole area consists of vertical basalt columns forming cliffs some two hundred and fifty feet high. At the end of the peninsula narrow channels have been eroded through the rock and these provided an eerie playground for us as we pushed our Nordkapps through the dark, narrow gaps against the long low swell coming in from the open water to the south.

One formation, called the Candle, consists of a single six-sided column, only half a canoe-length wide across its base where it leaves the water, yet it rises over

two hundred feet, losing nothing in girth as it does so. This lone column is tucked away inside one of the narrow passages through the rocks, but the black water swirled ominously around the base, exposing dark brown fronds of weed as the troughs moved through.

We paddled this peninsula in near perfect conditions, but we all felt the power and grandeur of the scene — especially Brian who was a newcomer to sea-canoeing. To attempt these passages in stormy conditions would indeed be suicidal.

SUPERB SEA CANOEING

The whole of the Tasman Peninsula offers

CANOEING

AUSTRALIAN SUMMER

by FRANK GOODMAN

The remarkable thing about this course is that in its length of only 400 metres it fall 50 feet! This, including a single drop of 10 feet, the dreaded Cruncher, frightened me to death! (*just think of a 40ft drop over 100 yds at Lava Falls on the Colorado and some 20,000 cusecs!*).

The site is wind-swept and open, and as I walked down the course on arrival, I realised as I watched the spray blowing away from the two huge pressure waves at the bottom of the Cruncher, that I should have to cancel my entry in the slalom. My state of mind next morning had not improved, and when one of the better of the Australian paddlers, in a tent next to me, suddenly appeared with his arm in a sling — the result of a dislocated shoulder, ripped apart — wait for it, just by water pressure in the Cruncher, and not by hitting rocks, my morale sank to its lowest ebb!

Frightened though I was. I couldn't see myself travelling half-way round the world to a slalom site, with a *free* entry offered by the Australian Canoe Federation in my pocket, and then returning home without having a go. The only thing to do was to paddle with my eyes shut. The sight of yet another semi-conscious paddler being helped up the bank from his broken kayak convinced me. Eyes close, and paddle as usual!

As I approached the top of the Cruncher the water just disappeared. Nothing for it but to just line up the boat and hope for the best. The lamminer flow on the forty-five degree slope funnelled me straight down into the middle of the stopper. Thud, pause, thud. Two stoppers passed. Well, you *had* to close your eyes as you were underwater anyway. I opened mine gingerly to find I was in the tail of the rapid and still upright. But the up-stream gate in the tiny left-hand eddy was indeed up-stream of me.

The next time I tried it I pulled the nose of my kayak over to the left as I plunged down the slope. Thud, pause, thud. Two stoppers, time to open my eyes. There was the nose of my kayak surfacing just between the poles of the upstream gate! Alas, it wasn't always like that, and the speed of the water meant that one mistake, especially on the lower part of the course, led to a chain reaction that produced a lot of missed gates, with no chance of a second attempt.

Well, I'm only a middle of the road third division paddler, but my betters had problems too. Only Albert Kerr, Norbert Satter and one New Zealand paddler looked in control all the while and even Albert knocked the nose off his boat. Some of the scores were in the thousands — and these were the national championships!

The St. John's Ambulance Team had a wonderful time treating over fifty injuries — some of them really bad, like broken legs and feet, and the toll on kayaks was most gratifying for the trade!

Seriously, there is no doubt that water of that rather low volume, flowing in a broken rock channel of such horrendous steepness gives a shallow, vicious course. The sharp, bull-dozed rocks had not had the floods of



Mersey River down river race.



Sea canoeing perfection, seen from a light plane west of Nelson.



Rapids on the Buller River, New Zealand.

some superb sea-canoeing, but we had too short a stay to explore far. It was time to leave for the race on the River Mersey in the north. This was not the dirty Lancashire river we know over here, but a clear, dam-controlled stream rushing down a forested valley for a few short miles before being collected in another pound to allow energy, in the form of electricity, to be extracted.

One group from Western Australia in the down-river race were short of a man, and they asked me to paddle with them. Luckily, they were in slalom kayaks, and as I only had my slalom boat with me, this suited me fine. The course was not

difficult, consisting of more or less continuous grade II and III rapids, but with the heavier falls clean, and shootable first time without inspection.

We came eighteenth out of about twenty-six teams, so we weren't last!

BRADY'S LAKE

On now to Brady's Lake for the international slalom. Here a short channel from one lake to another has been bull-dozed out to form a semi-artificial course, controlled by a set of sluices set to allow about 12 cubic metres of water a second to pass through. This is a touch less volume than on the Tryweryn.

millemii to smooth away their sharp corners, and a capsiz usually meant a bloodied head, and even on one occasion an under-water knock-out.

ON TO NEW ZEALAND

Time to leave new friends and old acquaintances and to say goodbye to my slalom boat, now the worse for wear, and sold to a good home, hopefully, as we were flying on to New Zealand, and I didn't think it was worth taking along.

Nelson, on the north coast of South Island, New Zealand, lies in the rain shadow of the mountains and has what must be one of the best climates in the world.

Here a small nucleus of canoeists paddle the rivers and the sea to some purpose. Paul Caffyn, well-known for his brilliant solo circumnavigation of the South Island was busy attempting a similar feat around the North Island, and I'm glad to say succeeded. He was paddling a Nordkapp — what else?

Staying with the club secretary Chalkey White, an ex-patriot from the south of England, was Derek Mayes, from Plas y Brenin Mountain Centre in Wales — canoeing is a small world!

I met a delighted group of people, including Graham Sissons, who had started building Nordkapps under licence some two years previously. I spent a happy time chatting about the problems of running a Canoe business and swapping canoeing years.

Another interesting fact because apparently when I met another canoeist, Graham Eggar who — together with his wife Jan, had been paid, yes, actually paid to make a survey of the New Zealand Rivers! They'll be over in England this summer, so they may be worth watching to see if their secret method of prising money from the authorities can be learnt! Actually they became so absorbed in their tasks, and did such a thorough job that they spent a lot of their own money too — the whole job taking two years of full-time effort.

What a joy it is canoeing in New Zealand! We had three days of warm water; sandy uninhabited coves, often unapproachable except by kayak, but sometimes containing a shack where a bed could be had for 25p a night.

SWIFT CLEAR RIVER

Time was running out and we only managed a short trip to the River Buller, but what a trip! Again warm water; hot sun; a swift clear river with all the rocks covered even in lowish water. Clean grade two/three rapids all the way, with easy routes through and standing waves almost loopable if you stayed to play in them. Another farewell and we were flying west again back to Sydney — but not home yet!

Sean Dixon, who lives just within earshot of Sydney Airport, builds Nordkapps for the sea-canoeists in the region, and he gave us a wonderful two days. In between drying his own food for a sea journey down the coast (guess what boat he was using!) he showed us all the sights of Sydney including the Opera House, which is really a magnificent piece of sculpture, and Bondi Beach — another Newquay, but with better surf!

Suddenly, we were in the Jumbo, and in just twenty-four hours the misery of an English winter enveloped us, and indeed has continued to do so ever since!

When I first arrived in Perth, Bill Hine remarked to a friend, a pommy of old that I'd come to get a bit of sun. His friend looked at him sagely, 'How is he going to identify it?' he asked.

EXPEDITIONS

MAELSTROM EXPEDITION

Following the details on the Maelstrom Expedition published in our last issue, the following letter was received from Mark Harrison:-

'Thanks for printing our initial info on the Maelstrom Expedition. One of the problems of setting up an expedition in under 6 months is that sometimes further research shows deficiency in the initial planning. To this extent I am grateful to both Bill Masser of Eton College Kayak Club who had an expedition to the Lofotens in 1976 and to Peter Salisbury of the Long River Canoeists Club, who have corrected my first impression of the Saltstraumen gained from the local tourist board. It appears that there are two major tide races in the area — the Moskenstraumen between Moskenesoy and Vaeroy being the Maelstrom of legend, and the Saltstraumen off Bodo.

This does not alter our plans in a major way as we intended to paddle across the Moskenstraumen to get out to Vaeroy and Rost, the outlying Lofoten Islands...'

SCOTTISH EXPEDITION

Within the last few weeks details have come in of a second kayak expedition to the same area of Norway. A group of four Scottish paddlers — Jim Breen (leader), Angus Maathieson, William Turnbull and Peter Wilson — will make an expedition to the Lofoten Islands in the summer of 1980. Their route will make a complete circumnavigation of the Lofoten Islands and a run through the Maelstrom. Expedition sponsors include Lendal Products of Prestwick who will supply paddles. Expedition members will probably use the McNulty Seaglass Baidarka Explorer kayak because of its load-carrying capacity.

Any offers of sponsorship would be welcomed and should be addressed to: J.W. Breen, 52 Lochalsh Crescent, Milton of Campsie, Glasgow G65 3TN.

ELEPHANT ISLAND

Just before Christmas a highly impressive 'Expedition Report' appeared through the post box. The cover announced: 'Joint Services Expedition to the Elephant Island Group 1976-1977'. The report, extending to some 70-odd pages, covered all aspects of this extended expedition, an expedition that explored the islands of the Elephant Island Group in the Antarctic summer of 1976-77.

Part of the report is devoted to details of the various aspects from geology, botany, ichthyology and many others to canoeing. The canoeing report is published in full below:

The canoe controversy raged furiously throughout the expedition and has since continued unabated. Expedition members enthusiasm was usually inversely proportional to the number of times the

individual had been shipwrecked! Nevertheless, much valuable experience was gained. General opinion amongst members at the close of the expedition was that, considering the rigours of the environment in which they were expected to operate, the canoes had operated satisfactorily both individually and in rafted pairs. What was questioned was their validity as a means of polar transport, considering their great dependence (when manned by relatively inexperienced canoeists) on good weather and sea states, when movement around the island on foot was not nearly so restricted.

Canoe transport could have been dispensed with entirely by the Clarence Island party without jeopardising any of the exploratory aims, for all the beaches visited were accessible from inland. Only the scientific programme required the use of canoes but many of the days wasted while waiting for good sea conditions could have been profitably put to other uses.

The most notable success of the canoes on Clarence was the 14Km passage of eight men plus full equipment (radio, scientific kit, personal packs) from Cape Bowles on the east coast to Chinstrap Cove on the west in fine weather in early January. The return trip with four crew men and four damaged canoes, however, was nightmarish. Of the 55 days spent on Clarence, canoeing was possible on 23 and actually took place on 17 (12 scientific and five movements).

The Gibbs Island party relied much more on their canoes for inter-island transport and could not have completed their exploration aims without them. The craft were used successfully to make the passages from O'Brien to Aspland (4Km), Aspland to Eadie (1Km across a narrow strait subject to tide rips), and to ferry the entire party and kit out to MV Lindblad Explorer for passage to Gibbs Island. This transfer to Lindblad Explorer took 1½ hours and provided the party with their most interesting technical canoeing on a lumpy sea. Of the 58 days spent in the small island group, 23 days were suitable for canoeing and advantage was taken of 18 of them (13 fishing and five movement). On Elephant Island canoeing took place on only one day and resulted in the total loss of two canoes and an engine so the day could hardly be described as 'suitable'.

Of the 10 original canoes only three survived the expedition unscathed. The Clarence Island canoes suffered most. 'Bunny' was smashed by a small growler thrown up the beach by a violent storm but the loss of the repair kit in the same storm rendered the relatively light damage suffered the other four much more serious. A few days later the 'Happy Haggis', rafted up, was holed, sunk and recovered whilst attempting to leave the cove in brash ice and a heavy swell. These four survivors were later to limp back to Cape Bowles where an ice fall in the cove smashed 'Happy Haggis' and 'Bear Pooh' beyond

repair and badly damaged 'Boss-cat' and 'Tigger'. All the Gibbs Island canoes survived to reach Elephant Island in one piece but 'James K Caird' and 'Mischief' were subsequently wrecked on a beach on the south coast of Elephant Island whilst attempting a landing in unexpectedly vicious surf. These two were the only boats to be lost at sea.

Although canoeing inexperience undoubtedly contributed a little to most of the incidents they were largely due to underestimating the very changeable and harsh environment in which the craft were operating.

Equipment. The basic craft was a 'Tasman' twin cockpit, long distance touring canoe designed by Charles Evans and manufactured at the Canoe Centre at Crediton. Overall length was 5.5m, beam 66cm and unladen weight about 40Kg. They were fitted with overstem rudders, had good stowage space for and aft and were strongly constructed. Some small modifications were made for the expedition. Each canoe was fitted with 3-U section fibreglass rafting brackets moulded to the deck; one forward of the front cockpit, one forward of the after cockpit and one on the stern deck. Each canoe carried two rafting poles of aluminium tubing, 5cm in diameter and 158cm in length, stowed internally until required. To raft up, the poles were secured to the rafting brackets by cross tying with polypropylene line, lateral movement being prevented by a 1m length of nylon rope secured through the end of each rafting pole. The arrangement proved to be very strong and no problems were experienced with it. An engine board of 25mm marine grade plywood with an oak engine-mounting transom was then fitted over the centre and stern rafting poles between the canoes. Wooden slats on the underside of the board ensured correct location on the poles and nylon line lashings served to secure it to the poles.

The outboard Motors were Johnson Euro 76 4HP. They performed very creditably, were light, robust and compact, and were able to drive the rafts at about five knots. One engine survived two complete immersions in sea water, one shipwreck, one icefall and a 300m slide through a penguin colony losing several pieces of casing en route, yet it still continued to operate until finally lost in another shipwreck. These engines were extremely good value.

Paddles, which had jointed metal looms and flat plastic blades and were supplied by Ottersports, proved adequate. Spraydecks were of neoprene-proofed nylon and stood up well to some hard usage. All the ancillary equipment performed satisfactorily, including the 'Crewsaver' buoyancy bags, the 'Whale Gusher' pumps and the 'Henderson Chimp' pump.

Wetsuit clothing was taken to wear in the canoes but was little used because of the inconvenience of drying out the kit after use in such unfavourable conditions. The most popular clothing was a pair of body-length waders (the bottom half of an RN dry diving suit) over climbing breeches and seaboot stockings. On top a thick sweater, waterproof nylon anorak, buoyancy aid, spray deck and woolly hat kept most of the weather out, if not all the water. In the zero water temperature neoprene gloves or mitts were found to be essential.

A more comprehensive equipment report is in the course of being prepared and will

be lodged with DNPTS and the British Canoe Union.

With hindsight and hard won experience of Antarctic canoeing the majority of team members would favour single canoes about 4.8m long with a 66cm beam, smaller cockpit, longer foredeck and watertight bulkheads. A capability for rafting, similar to that of the Tasmans, for load carrying and engine mounting in suitable weather conditions would also be added. The remainder would favour HMS Endurance.

Details as to the availability of this report from:- Chris Furse, The Stables, Clearbrook, Devon.

DOWN UNDER

In the last issue it was reported that two major expeditions were under way in the southern hemisphere. News has now reached us that both of these journeys were successful.

Two Australian paddlers completed their circumnavigation of Tasmania without mishap. This was the first time that such a voyage has been accomplished in kayaks, and proves once again the sea-worthiness of good canoes in the right hands.



Tasmania is a wild mountainous island that is climatically quite distinct from the rest of Australia. Its west coast receives the strongwinds and heavy rain-storms of the Southern Ocean, and this coast particularly presents the biggest challenge to the paddler. The shore is virtually uninhabited, rugged and stormy.

It seems as though the Tasmanian sea-kayaking fraternity were a little put out by main-land Aussies beating them to it, and in fact a trip to cover the difficult south west corner was mounted by them. It appears that a broken rudder prevented the completion of the Tasmanians attempt, which underlines once again the danger of rudders for serious expedition work in difficult conditions.

The other trip was the circumnavigation of North Island New Zealand, solo, by Paul Caffyn, who had previously conquered the South Island last winter. (Ours, not theirs). Although the North Island should have presented an easier journey than the South Island, this did not prove to be the case, and the weather extended his paddle into a fifty-day plus marathon. Happily all ended well, and with these two magnificent journeys now under his belt, and the prospect of a journey around Stewart

Island at the south end of the South Island, Paul is now pounding away at volume two of his book. There will be many canoeists interested to read of his adventures when it is published.

Both these expeditions used Nordkapp kayaks designed by Valley Canoe Products and supplied under licence by Bon Voyage Enterprises of Adelaide and Sissons Industries of Nelson N.Z. respectively.

News is coming through of a new expedition being mounted this year to travel up the coast of Alaska. Further details will no doubt be forthcoming.

Frank Foodman and Nigel Matthews of the Cape Horn Expedition have been invited back to Bermuda to put on a fortnight of canoeing activity for the Bermudians. While they are out there they will be making a non-stop circumnavigation of the whole group of islands. A trip of some fifty miles. They hasten to add that they are not racing, but are evaluating the south coast of the island, that can be quite rough, to see whether it would be feasible for the Bermudians to organise a round the island race for kayaks. At the same time they'll be raising money for charity, and such is the standard of living in Bermuda, the

organisers out there are expecting to raise about \$5,000 during the day it will take to paddle round the island.

Frank said that the thing that struck him most forcibly when he was out there teaching the army last summer, was the fact that a lot of our teaching and techniques here in England are the result of the temperature of the water and the coldish air too. In Bermuda the only problem is dehydration, and hyperthermia is unknown. This means that capsizing drill and deep-water rescue can be taught at the beginning of a novices session, and Frank had the amazing sight of canoeists, who had only been on the water a couple of hours, swilling along in a tide race, the equivalent of a grade two rapid, giving each other deep-water rescues without any problem at all. Warm the water, and canoeing becomes a sight easier, remarked Frank, and he added that in two days virtually every candidate was rolling happily, and again this seemed to be accounted for by the beautiful warm water. The greatest danger was to the instructor who was liable to stand on sea-urchins while giving people a hand during the early stages of learning the roll!

NORTHERN WILDERNESS

DETAILS OF A NEW SET OF GUIDES TO THE WILDERNESS WATERS OF THE KIRUNA AREA OF SWEDEN PRODUCED BY THE KIRUNA CANOE TOURING CLUB

The paddling waters we describe are to be found between the 67th and the 69th parallels at the very heart of the Top of Europe. This canoeing guide covers the waters of the community of Kiruna as well as a few slices from the communities of Gällivare and Pajala.

There are plenty of waters of a virgin and often excellent quality. The streams and rapids are running in the same pristine beauty as they did hundreds of years ago. The waters are mainly free from industrial and hydro power exploitation and the surrounding lands are often sparsely populated.

To sum it up: the Top of Europe's canoeing waters and very much its northern counterparts are unique in their wilderness quality. We have here probably and so far, the last resources of unspoiled paddling waters in Europe, perfectly matched for out of door camping trips and exploring.

To paddle the mountain streams and rivers is a thrilling experience. But you get much more out of the trip if you know of the specific conditions beforehand. Otherwise, you shall have to rough it. We think of such things as the shift in water levels, the occasional waterfalls and quick changes in weather, temperature and wind direction.

These northern provinces vary a great deal in character as you travel from one latitude to another. Here you will find a tundra-like high plain and above 1000m above sea level, the high mountain. The terrain then levels off into low mountains and a vast region of source lakes and marshes. To the west there are several long and deep source lakes at 300 – 600 m altitude, such as Torneträsk at 300m and Upper Kaitum Lake at 600m.

The land to the north and east of the Torneträsk is very similar to a tundra, while the stretches along the upper parts of the rivers Kalix and Torne move through both high and low mountain. From where the waters start out from the source lakes and the large lakes the streams take on the aspect of mighty forest rivers.

The winter season is fairly long up here, but the paddling season is quick to arrive at the end of May. The breaking up of the ice normally takes place in late May, at the latitude of Kiruna, between the 20th to 25th May, in a normal year.

Further up in the mountains, the ice covers the lakes until the middle of June. You have open waters here until the middle of October when the lakes freeze over. In most of the rivers there are good paddling conditions from the beginning of June till the end of September.

The animal life up here cannot compare with Canada in richness, but you may probably have a chance to see moose and reindeer. Predators such as the bear and the wolf and the wolverine are there to be sure, but are very seldom to be seen. You probably will have your most frequent meets with birds, fish and mosquitoes. The fish up here are of best arctic quality and species such as lake trout, brook trout, arctic char, greyling, perch and pike are common. The normal catch is that of char and greyling.

A fishing licence is always needed in our waters and the tourist offices can tell you where to get it. If you are going fishing and paddling you will inevitably come into contact with mosquitoes and noseemus and it is necessary to bring along some protection against those creatures. On the other hand there are no serpents and scorpions to be worried about!

To travel in a roadless land may be very enchanting. It is, however, thoughtful to prepare one's trips. That means that you bring good equipment, maps and avoid taking the big risk. It is well advised to buy your supplies of food before you set out from the towns and villages as the stores are few and far between as you travel on.

The water temperature is low – put on a lifevest. Rubber boots or the similar can be

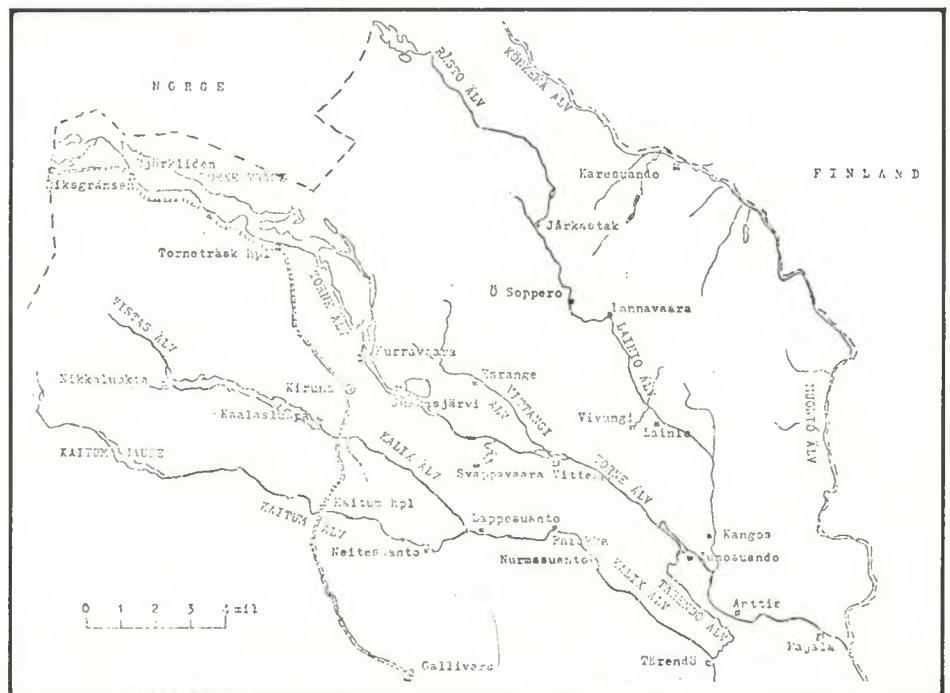
appreciated if you'll have to do some lining of your boat. Put on ensolite pad on your seat to keep your body warm and comfortably. A pair of gloves may come in handy as there are a few snowfalls every summer.

Within the community of Kiruna there is a canoe rental service at the Kanotcentralen. You will find it at Jakkasjärvi at 20 kms distance east of Kiruna by the Torne River. You can always write to: *Kanotcentralen, Jukkasjärvi Hembygdsgård, S-980 21 Jukkasjärvi. Tel: 0980-210 37.*

If you want to book a canoe for the season, the rental service is on from the middle of June till the end of August. You can always call earlier if you want to book in advance of the season.

The Kanotcentralen has canoeing guides with paddling maps for sale and there will be a few instructors available too. On the paddling maps, rapids are classified according to the international 1 – V1 system. The beginnings of the rapids are indicated on the maps while the lengths are found in the text. On every paddling map there is a reference made to the corresponding topographical map sheet (fältkarta). It is advisable to bring along both the paddling map or river guide and the topographical map as they mean added information and security. Topographical maps can be had at the booksellers shops in Gällivare and Kiruna.

Land transport constitutes a problem – there are very few walks along the rivers that can take a canoe waggon for example. For longer distances it is possible to put your canoe and gear on the train as registered luggage, at least from Kiruna and westwards. If you can afford it, it is even possible to fly in your boats as there are at least three bush pilot companies in Kiruna and one in Gällivare. You are most comfortable if you travel by car or with a party of two cars – with one possibility to take you back to the starting point. For a few trips there is a regular bus service to rely on, such as the trip to Nikkaluokta on the road to Kebnekaise. Details on canoeing travel you will find in our river and water guide.



Address: KIRUNA LANGFARDSPLADDLARE, 981 00 KIRUNA, SWEDEN.



photo extra

The new river canoe from the Blue Hole Canoe Company of Tennessee, U.S.A.

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

EASY PADDLING RIVER CANOE

The Blue Hole Canoe Company of Sunbright, Tennessee, recently announced the addition of an entirely new model to their U.S. nationally distributed line of whitewater canoes (see Photo Extra).

Blue Hole's new canoe (Model MGA) is a big, well appointed, 17' 6" long river canoe especially designed to carry paddlers and their camping gear (or other big cargo loads) on day cruising or extended touring trips. Early users report Model MGA as an easy-paddling canoe; well suited for whatever is found on a river trip . . . deep, still pools, open expanses of windy water, swiftly moving current, shallow shoals or moderate rapids.

As with all Blue Hole Canoes, this new model is based on Blue Hole's rugged (yet quiet), one-piece, thermoformed Royalex/ABS hull, however, was designed and developed (under Blue Hole's commission) by Mike Galt of Miami, Florida, a well-known cruising canoe designer. Galt provided his unique asymmetrical/flare design and Blue Hole added their innovative outfitting (such as the side-track, telescoping adjustable bow seat and a wraparound vinyl gunwale insert). According to the manufacturer, this model is intended to be the premier river canoe available anywhere.

Most Blue Hole Canoe dealers now stock the new model. For details you can contact: *The Blue Hole Canoe Company (Dept. P9, Sunbright, Tennessee 37872) for more information.*

EVERSUN FOR WATER SPORTS

Eversun sunscreen preparations are noted for the fact that they seriously care for the skin. They not only screen out the sunburn spectrum (UV-B rays) but also protect the dermis from the harmful effects of the longer wavelength UV-A rays. It is the latter that act insidiously within the deeper layers of the skin, hastening the appearance of wrinkles, broken blood vessels and other unpleasantly ageing effects.

Eversun acts not only on the surface of the skin but also within it, surrounding and protecting the vulnerable deeper structures of the dermis. As well as conventional surface sunfiltering agents, Eversun incorporates guanine and d-panthenol into its formulation and it is these natural substances that provide the deeper protection, at the same time promoting the formation of the skin's own defence, the pigment, melanin.

D-panthenol, a derivative of vitamin B5, pantothenic acid, is well-known to be important in regenerative processes and in maintaining the skin's healthy cellular

structure. It is a particularly relevant component of the Eversun lip protection stick, as it has been shown to also help in the prevention of herpes solaris, (commonly known as 'cold sores').

The Eversun lip protection stick can do more than simply protect the lips against sun-damage. It should be considered as a 'total block' sun-protection preparation and is, therefore, ideal for any particularly vulnerable spot in the body — nose, lips, collarbone, nipples, knees, bikini line and so on, as well as for areas that have received too much ultraviolet light and need a few days rest. The 4g stick retails at a recommended price of 69p.

Eversun Water Resistant suntan preparations are products that are equally welcome by water sports enthusiasts. A fairly recent development, and available in two sun protection strengths, 5 and 2, each priced at £1.85, the unique water-in-oil emulsion has been specially formulated to remain on the skin, however wet it gets. The Water Resistant development is particularly relevant to the basic Eversun formula. In effect, those active ingredients which work within the skin, that is, guanine and d-panthenol, are safely 'locked in' by the water-in-oil emulsion, so that they work even more efficiently.

Take full precautions this year and do not get burnt on the river in those first days of your holidays.

EURO APPROVED TRAILER BOARD

Campers, caravanners, small-boat sailors and all manner of trailer users can now meet all statutory requirements for rear lights on trailers very simply, with a new Solar Sparto trailer board just introduced by London Bankside Products.

Made from extruded white plastic, capped with red marker ends, the 54 inch (1372 cm) board carries lights and reflectors conforming with EEC regulations, all fully assembled with a 26-foot (6metre) cable and seven pin plug.

The trailer board is individually boxed, and sells at a recommended price of £17.60 plus VAT. Trade enquiries should be addressed to: *London Bankside Products Ltd., Winchmore Hill, Amersham, Bucks*

NEW CLEAT FOR SHOCK CORD

Shock cords of the right length, with suitable hooks, are one of the most effective means of lashing camping, boating and other sports or leisure gear.

John W. Morris Ltd., importer of the Royoda shock-cord range from France, has

introduced a simple jamming cleat which allows the length of the cord to be adjusted.

The moulded plastic 'Tyga' cleat is made to take shock cord in sizes from 5mm to 10 mm. It is available with many Royoda shock cords at recommended prices from 36p plus VAT for a 14 in, 6 mm cord, from chandlers, marinas and sports shops. Trade inquiries should be addressed to: *John W. Morris Ltd., Gomm Road, High Wycombe, Bucks, HP13 7DJ.*

GRUMMAN DISTRIBUTORSHIPS

Grumman Boats, The USA manufacturer of the world's largest selling Canadian style aluminium canoes, is distributing their 17 models in six European countries and Japan. Eric King, Grumman Boats' Manager of International Development, while discussing canoes and canoeing with Arthur Hartman, United States Ambassador to France, claimed that the demand for Grumman Canoes throughout Europe has shown a dramatic growth in recent years.

'European canoeists who have explored the turbulent river systems of North America in Grumman aluminium canoes have returned home with an enthusiasm for their qualities,' claimed Mr. King. The light weight of aluminium, the durability and universality of the Grumman hull design, and the safety of positive flotation are four primary characteristics canoeists the world over demand. To satisfy that demand Grumman are delighted to be working in Europe through: *Michael Chabiland, Chantiers Chabiland, Les Moulins, 22490 Plover-Sur-Rance, France; Heinz Holzmann, Sport SÖPU-Holzmann, Agentur & Versand, Hasselbreite 18, 24 Lubeck 1, West Germany; Giorgio Laudisa, President Nova Marketing SpA, 48010 Fusignano (Ravenna) via XXV Luglio 6, Italy; Jan Bull, Bull Kajakk A/S, Nobelsgate 2013, Oslo 2, Norway; Lennert Lindblom, Kanotcentrum Goteborg AB, P.O. Box 5090, 421 05 Vastra Frolunda; Sweden; Ken Mort, Canadian Canoe Company, 14 Swan Bank, Congleton, Cheshire, England, U.K.*

Marine and camping equipment dealers interested in the profit opportunities inherent in selling Grumman Canoes should contact the distributor in their country. Distributorships are available in countries not listed. Interested organizations may contact: *Mr. Eric King, Grumman Boats, Marathon, New York, USA 13803.*



Arthur A. Hartman, and Eric G. King, at International Pleasure Boat Show, Paris.

LOW-COST WINDSURF CRADLE

A neat and simple device to support a windsurf board with its wishbone and mast on any bar-type roof rack has been introduced by John W. Morris of High Wycombe, Bucks, the UK importer of Royoda shock-cord products.

The Royosurf consists of a pair of resilient cradles, moulded to slip over the roof rack bars and each provided with an adjustable nylon quick-release securing strap. Two blocks of the same material fit alongside the cradles to carry the mast, which is also held in place by quick-release straps. Cradles and blocks are made from anti-slip, non-smudge latex, providing a soft base to accommodate the hull contours of any normal-size windsurf board — also suitable for surf boards.

Boxed with fitting instructions, Royosurf retails at a recommended price of £24.00 plus VAT, from motor accessory shops and chandlers and marinas. Trade inquiries should be addressed to: *John W. Morris Ltd., Gomm Road, High Wycombe, Bucks*

ROOF RACK STRAPS

Cosmic Surf Products have introduced the all-purpose answer to the problem of securing kayaks and other bulky loads to car roof racks — the Cosmic Roof Rack Straps.

Conventional alternatives do not fulfill

the requirements of reliability, strength and convenience. Luggage elastics are not strong enough for heavy loads and rope is both fiddly and inconvenient.

Cosmic Roof Rack Straps are available in lengths of 6-ft, 8-ft, 10-ft and 12ft and are made of strong, rot-proof nylon webbing with self-locking buckles. Loads are quickly and easily secured by passing the webbing under and over the roof rack, threading the free end through the buckle and pulling tight. Retail prices start at about £2.25 for the 6-ft length per pair, and five colours are available — red, orange, blue, brown and yellow. Details from: *Cosmic Surf Products, Church Works, Mount Street, Penzance, Cornwall.*

POLYWARM'S 1979 BROCHURE.

Polywarm have issued an unusual brochure for 1979 giving details and illustrations of their comprehensive range of top quality sleeping bags and accessories. It also includes full information on their latest 'High Andes' range of specialist sleeping bags.

On the reverse side of the brochure, which opens out into any eye-catching 33" X 24" wall chart, is a valuable collection of information that no camper or caravanner should be without. It lists handy First Aid tips and safety precautions for climbers and hikers and there is useful information and

telephone numbers for all the AA and RAC service centres. Weather centres and Port Service Centres are also included. For serious 'outdoor' enthusiasts, there is also a well researched select Bibliography that will certainly prove informative.

Polywarm sleeping bags are available from all good camping and leisure shops and leading department stores throughout the country. The brochures are available from your local stockists or direct from: *Andrew Dunlop, Polywarm Products Ltd., Quay Road, Rutherglen, Glasgow.*

NEAT IDEAS FROM PLOYWARM.

A distinctive leisure bag and an Insul-mat join Polywarm's successful range of sleeping bags and accessories.

The Leisure Bag is made from hardwearing nylon. Blue, with yellow straps and circular ends, it makes a smart holdall for sleeping bags, practical too for travelling, carrying beachwear or camping 'bits and pieces'. Polywarm's Lightweight Leisure Bag folds up compactly to pocket size. It is 19"/50 cm long and has a recommended retail price of £2.00.

Polywarm's Insul-mat is a closed cell insulation pad, designed to provide high level protection from ground cold and damp. It is ideal for campers, doubling as a groundsheet and lightweight mattress and will be just as useful for families who enjoy picnics, sitting on the beach or lounging by the pool. For the handyman, it is perfect for under car maintenance work and has countless other uses.

The Insul-mat weighs only 16oz/450 g and measures 22" x 72"/55 cm X 185 cm. It is 1 cm thick and therefore not bulky, rolling up into a slim tube. It's recommended retail price is £5.50. Both these products are available from leading camping and leisure shops and department stores throughout the UK.

WATERPROOF FLOATABLE AND SHOCK-RESISTANT SPORTS POUCH

A new product currently being launched by Gecko Leisure Products is the 'Sports Pouch' Air Cushion Carryall. The infatable Sports Pouch is waterproof, floatable and shock-resistant, providing total outdoor and travel protection for photographic, marine and sports equipment as well as other fragile objects.

The innovative *Sports Pouch* features a Velcro self-gripping fastener and short collar, making access to the contents fast and convenient. The heavy gauge vinyl *Sports Pouch* has an adjustable shoulder strap and comes in bright yellow for easy visibility in outdoor environments.



Above: The Cosmic Roof Rack straps.
Left: Leisure Bag from Polywarm.
Below: Sports Pouch from Gecko Leisure Products.



TRADE NEWS

NEWS AND PREVIEW OF
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FOR SALE — SINGLE RACING/Touring GRP kayak, black and white, plus spraydeck, one year old — £45.00 o.n.o. Telephone: Fulmer (Bucks) 2381.

FOR SALE — WAYFARER open double red touring kayak in GRP, single cockpit, one year old — £65.00 o.n.o. Telephone: Fulmer (Bucks) 2381.

FOR SALE — GENERAL PURPOSE/Slalom fibreglass kayak. Footrest, buoyancy, paddle, buoyancy jacket. Good condition £55.00 o.n.o. Telephone: (Esher) 398 2623.

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FOR SALE — RANGER KI in good condition £65.00 o.n.o. Telephone: Chelmsford 59617.

FOR SALE — LAZER KI, £50.00 o.n.o. Telephone: 01-428 4673.

FOR SALE — STILLETTO SUPREME, slalom K1 in excellent condition. Green translucent deck, fail safe footrest, block buoyancy. £80.00 o.n.o. Apply: G. Hood, 20 Westly Wood, Welwyn Garden City, Herts. Telephone: 07073-30662.

FOR SALE — MOCCASIN surf kayak (V.C.P.) Excellent condition, 28lbs, translucent yellow with white flashing, complete with spraydeck, T.A.B., finbox. £90.00 o.n.o. Telephone: Jon Fairfield after 4 p.m. on 021-475 7776 (Birmingham).

FOR SALE — GLIDER K2 wood veneer, £200.00. Apply: Royal Canoe Club, The Clubhouse, Trowlock Island, Teddington, Middx.

FOR SALE — COURSIER by Jaycee. Excellent fast touring, wild water touring kayak, GRP, in mint condition. Offers over £80.00. Write: M. Clark, c/o Ocean Publications Ltd., 34 Buckingham Palace Road, London SW1W 0RE.

FOR SALE — GRANTA FOLDING KAYAK, 2 seater standard model. 18ft length, 75lbs weight. Built-in buoyancy bags, canvas carrying bags. £120.00. Tel: Gurnsey 26205.

FOR SALE — ELITE 66ss. Medium/light weight slalom kayak. Excellent condition, doilen hull, metal flake deck. £80.00. Apply Dianne Weston, Arthog, Gwynedd. Tel: 03416455.

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FOR SALE — MIRAGE MK II with overstern rudder. Good condition £75.00 o.n.o. Tel: Fareham 282680.

WANT ADS

WANTED — K2 MIRAGE or similar. Telephone: 0296-82485 Aylesbury.

WANTED — FOLDING KAYAK or quality inflatable kayak. Write: Lucille March, 16 Carforth Avenue, Marton, Blackpool FY4 4SF. Telephone: 0253-66847.

WANTED — KI RACING KAYAK, Ranger, Lazer, Hunter, Blazer, in glassfibre, any condition either over-stern, or under-stern rudder. Details to: J. Adair, 5 St. Cuthbert's Crescent, Prestwick, Scotland. Telephone: 0292-77726 (after 9.p.m.).

WANTED — ESPADA KI's for Tonbridge and West Kent Canoe Club. Telephone: Kevin Coleman on Tunbridge Wells 28109.

WANTED — CANADIAN CANOE in fibreglass or kayak big enough for an adult and two children to go touring in. Must be structurally sound and reasonably cheap. Would consider part exchange with an old but still beautiful Klepper T69 folding whitewater tourer. Telephone: 01-660 3193 (home) or 01-643 8040 Ext. 6676 (office). Peter Heywood.

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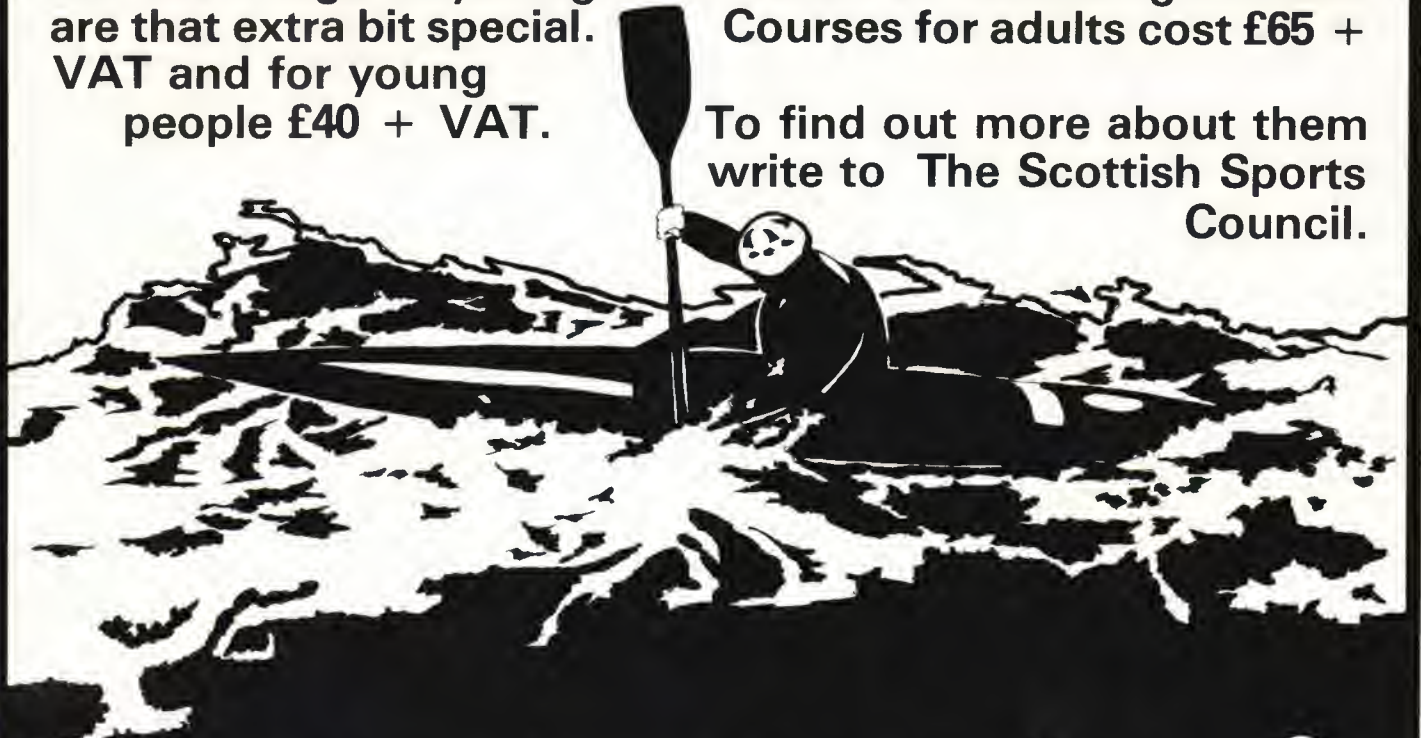
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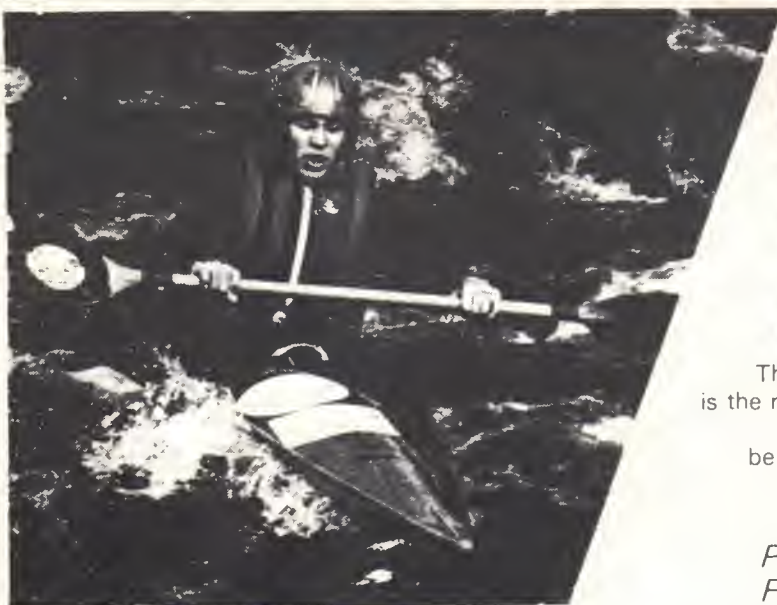
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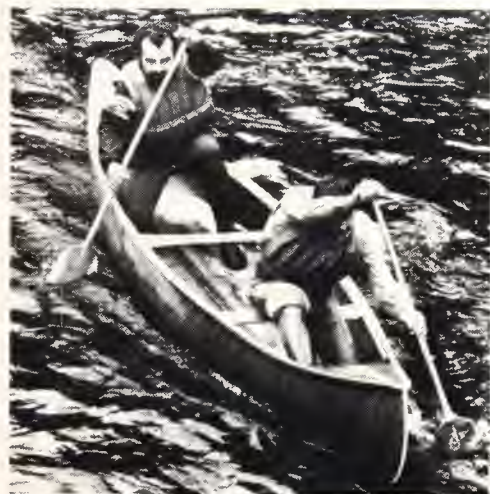
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