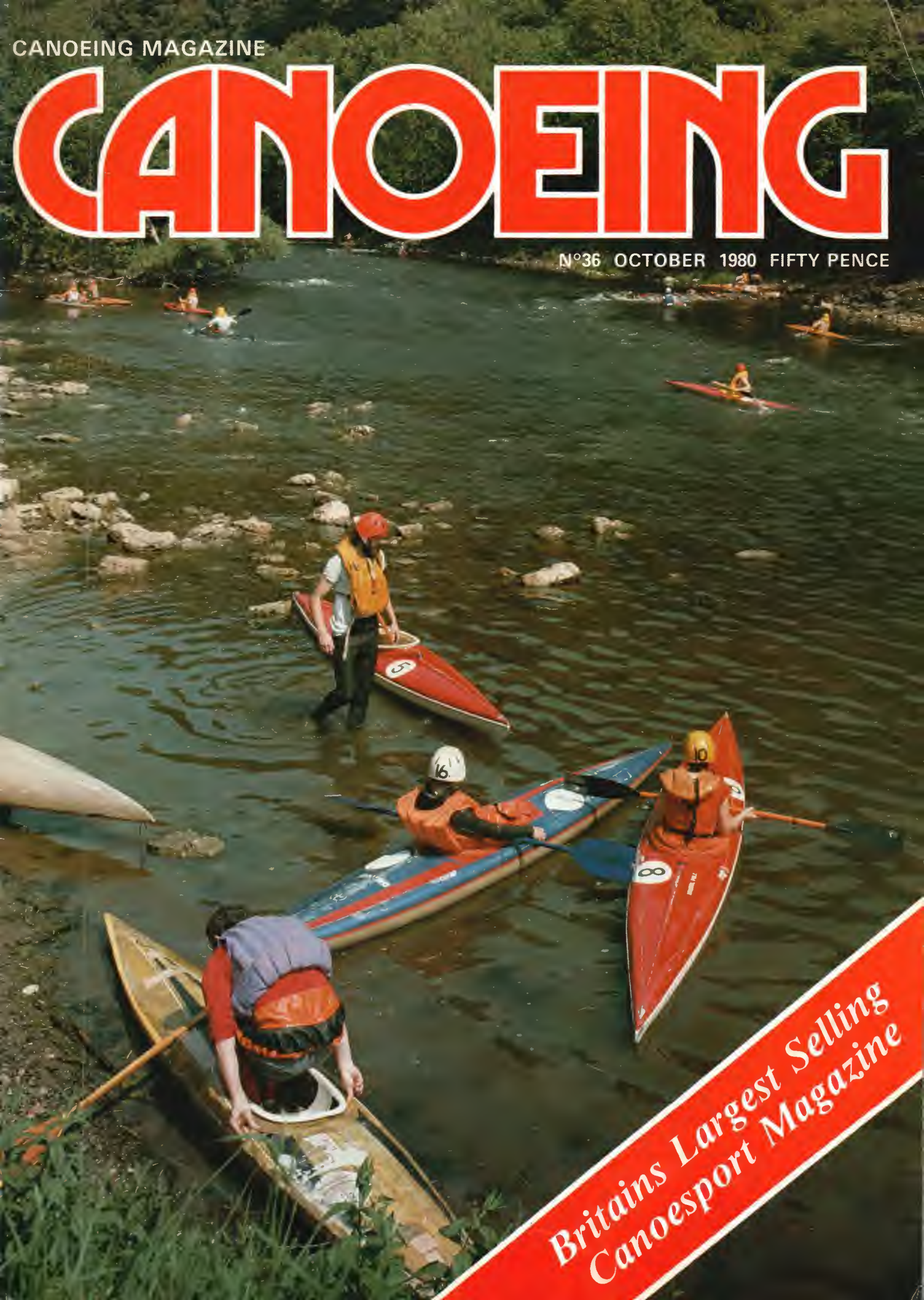


CANOEING MAGAZINE

# CANOEING

N°36 OCTOBER 1980 FIFTY PENCE



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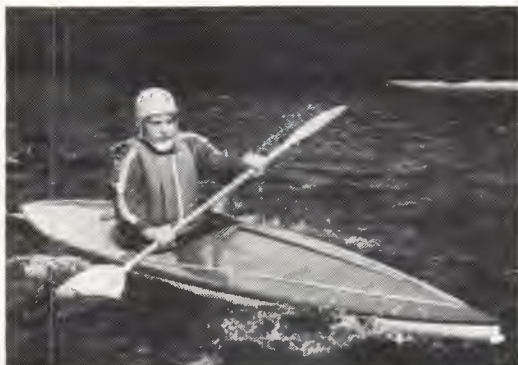
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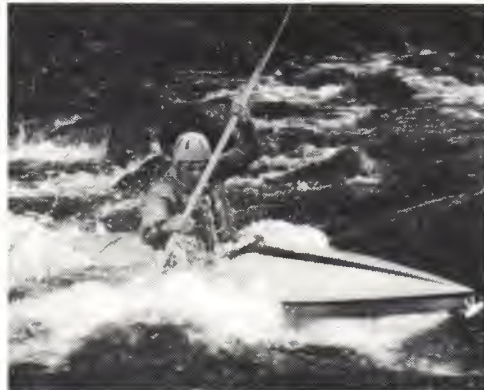
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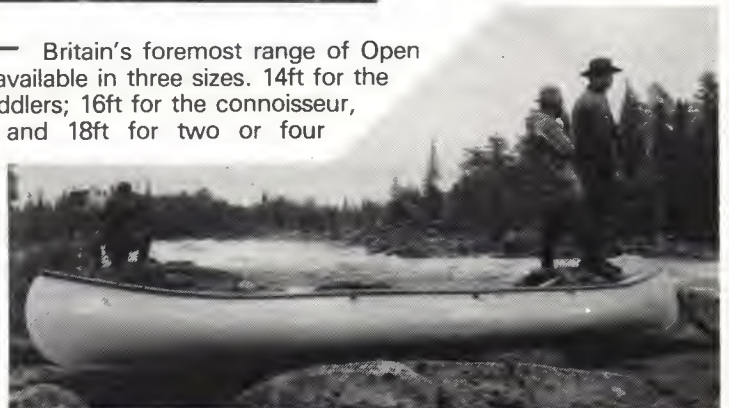
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# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

## OCTOBER — NUMBER 36

*Editor:* Mike Clark

Canoeing Magazine, Editorial and Advertising  
Mike Clark, Ocean Publications Ltd., 34 Buckingham Palace  
Road, London SW1W 0RE. Telephone: 01-828 4551 Ext 32.

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**COVER:** *Canoeing on the Wye. Photo: Bruce Olley*



# Notes & News

## **WATER SPORTS FOR DISABLED PEOPLE — A NEW LOOK**

**In a move to create more opportunities** in water sports for disabled people, the Sports Council's Advisory Panel on Water Sports for the Disabled is to merge with the British Sports Association for the Disabled, the national co-ordinating body of sport for disabled people.

The Panel, which has been in existence for six years, has been redesignated the Water Sports Division of BSAD and it will be responsible for developing water sports among disabled people at suitable centres throughout the country. Activities include angling, canoeing, rowing, sailing, sub-aqua diving and water ski-ing, all of which offer good potential both for enjoyment by people with various handicaps and for integration into able-bodies sport.

Ken Roberts, a disabled dinghy sailor and cruising enthusiast, will continue as Chairman and training officers from the governing body of each sport will be represented, together with water sports participants who are disabled. The Division will provide training programmes and will also link up with local experts who are prepared to involve disabled people in appropriate activities.

Len Warren, who has many years

be breaks the record or not, on September 20th he has another very important appointment at Peterlee — he will be getting married to his fiancée Lynn Cox, a member of the WRAF.

● We hear the attempt was made on 20th August and a new record of 2 hrs 54 mins was set.

## **BATH HOST UK'S LARGEST OPEN CANOE SLALOM COMPETITION**

The Centre of Bath hosted one of the largest open canoe slalom events ever seen in Britain on Saturday 20th September, when nearly 200 canoeists — including most of the British team — took part in a seven-hour canoe spectacular at Pulteney Weir.

Sponsored by the Office Cleaning Services Group of Companies, the 'OCS Night Canoe Slalom', — which is free for spectators — was the brainchild of European Canoe Slalom Champion and Bath University student Martyn Hedges, who hopes it will serve as one of the curtain-raisers for next year's World Canoe Championships at Bala, North Wales.

*'Although Britain is hosting these*

*championships,' he says, 'the general sporting public is largely unfamiliar with canoeing as a major sport, and I hope that this competition will remedy that situation in the West Country at least.'*

Taking the form of a speed trial over a 200m-long course, the competition was expected to start at 5.00 p.m. and finish by midnight. The main part of the programme included the men's and women's kayak singles events along with the men's Canadian singles and double canoe events, but the highlight was at 9.00 p.m. when the 20-strong British team competed against each other.

Among the top-class canoeists on view was (expected) Liz Sharman, second in the women's kayak in last year's World Championships, and Richard Fox, who took third place in the men's kayak in the same championships. Martyn has also invited the 1977 World Kayak Champion, Albert Kerr, to compete.

Of the venue, Pulteney Weir, Martyn says that *'there is no better site in the country for this kind of promotional event. Situated as it is in the middle of Georgian Bath, there is ample room for spectators.'*

*'While the water isn't exactly 'white', it's fast enough to provide a really exciting demonstration of the skills of the sport.'*

## **WELSH CHAMPIONSHIPS**

The Welsh National Slalom Championships are to be held at Llandyssul over the weekend 1st/2nd November. Class include Novice, Open and Junior for men and women, individual and team, K1, C1 and C2. Closing date 20th October. Full details from: *U.C.W. Canoe Club, Curt Mawr, Waun Fawr, Aberystwyth, Dyfed.*

National Marathon Championships — shoot of Diglis Weir. Photo: Chris Evans.

CANOEING is published and distributed by Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. Tel: 01-828 4551. Printed by Stephens & George Limited, Myrthyr Tydfil, Wales.

SUBSCRIPTION RATES: UK inland £9.00 Overseas surface inc Eire £10.00 — for twelve issues.

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# Britain?

CANOEING	KAYAK-2 KAYAK-2	1000R MEN	HOMES MEN	FINALE FINAL	250 M	500 M	750 M	1000 M
1 8	URS	155 PARFENOVICH, VLADIMIR 151 CHUKHRAI, SERGEI			0 48.56 (1)	1 40.52 (1)	2 34.31 (1)	3 26.72
2 9	HUN	89 SZABO, ISTVAN 85 JOOS, ISTVAN			0 50.95 (6) + 2.39	1 42.99 (5) + 2.47	2 36.36 (5) + 2.05	3 28.49 + 1.77
3 4	ESP	36 FAROS-RISIONE, LUIS 37 RENENDEZ, HERRIMIO			0 49.65 (4) + 1.09	1 42.62 (4) + 2.10	2 35.95 (4) + 1.64	3 28.66 + 1.94
4 2	ROM	122 CIUPA, ALEXANDRU 125 TICU, NICOLAE			0 48.98 (2) + 0.42	1 42.32 (3) + 1.80	2 35.28 (2) + 0.97	3 28.94 + 2.02
5 6	GDR	68 HEMPEL, PETER 73 NOLTE, HARRY			0 49.34 (3) + 0.78	1 41.86 (2) + 1.34	2 35.66 (3) + 1.35	3 31.02 + 4.20

CANOEING	KAYAK-4 KAYAK-4	1000R MEN	HOMES MEN	FINALE FINAL	250 M	500 M	750 M	1000 M
1 7	GDR	67 HELD, FRIEDRICH 74 HELD, FRIEDRICH 72 ANIC, HAFAL 66 MUVICNEAU, ECKHARD			0 45.05 (1)	1 33.17 (1)	2 23.33 (1)	3 13.76
2 6	FDR	102 ZAFIU, RINAI 110 MIIL, VASILE 121 CEANITA, ION 120 ESANU, NICUSOR			0 48.49 (7) + 3.44	1 37.04 (5) + 3.87	2 26.96 (6) + 3.63	3 15.35 + 1.59
3 8	BUL	20 EPOISSOV, EPOISLAV 29 MELENOV, EDJIFAB 24 MEFISTOV, LAZAR 27 RANEV, IVAN			0 47.79 (5) + 2.74	1 35.56 (3) + 2.39	2 24.57 (2) + 1.24	3 15.46 + 1.70
4 9	POL	110 DROPSKI, PYSZARD 106 POLTAN, GRZEGORZ 114 MELNA, DANIEL 112 SLEZIEWSKI, GRZEGORZ			0 45.39 (2) + 0.34	1 34.32 (2) + 1.15	2 24.90 (3) + 1.37	3 16.33 + 2.57
5 3	HUN	82 BENE, JOZSEF 87 FATHAI, JANDOS 86 KOSZTYAN, JOZSEF 91 SZANTAI, ZOLTAN			0 49.39 (9) + 4.34	1 39.04 (8) + 5.87	2 28.19 (8) + 4.86	3 17.27 + 3.51
6 4	FPA	48 BAPOUR, FRANCOIS 49 BEJAFI, PATRICK 50 LOCCAPPA, PHILIPPE 55 LEFOULON, PATRICK			0 48.83 (8) + 3.78	1 37.36 (6) + 4.19	2 26.07 (4) + 2.74	3 17.69 + 3.84
7 2	URS	153 RAJHNEV, GENNADY 154 MAGOPNYI, SERGEI 150 AVDEYEV, ALEKSANDR 155 TAINILOV, VLADIMIR			0 47.19 (4) + 2.14	1 37.81 (7) + 4.64	2 27.68 (7) + 4.35	3 19.83 + 6.87
8 5	AUS	5 KELLY, BARRY 4 LEE, ROBERT 6 VIOLIER, RYAN 1 BAULCH, CROSSBIE			0 46.03 (3) + 0.98	1 35.84 (4) + 2.67	2 26.65 (5) + 3.32	3 19.87 + 6.11
9 1	SWE	136 ROBERG, LARS-ERIK 137 LUNDH, PER 141 THOFSSON, TORBJORN 134 ANDERSSON, BERNDT			0 48.19 (6) + 3.14	1 39.51 (9) + 6.34	2 28.69 (9) + 3.36	3 20.74 + 6.98

4 2	HUN	93 WICHMANN, TAMAS	+ 2.28	+ 1.91
			0:55.17 /4/	1:54.58
5 4	POL	107 LAIK, MAREK	+ 1.95	+ 1.21
			0:55.58 /5/	1:55.90
			+ 1.46	+ 2.53

CANOEING	KAYAK-2 KAYAK-2	500R WOMEN	FINALE FINAL	250 M	500 M
1 4	HUN	83 FATHAI, LASHLO 92 VASZUTTI, ISTVAN		0:49.57 /1/	1:43.34
2 6	ROM	123 PRISAJENCU, IVAN 117 CASUSTA, PETER		0:58.29 /3/	1:44.12 + 0.72
3 3	HUN	14 AYAS, IVAN 22 ILIYEV, IVAN		0:52.14 /5/	1:44.44 + 2.57
4 7	POL	114 MISLA, JANEK 104 DUNAJSKI, JACEK		0:49.97 /2/	1:45.19 + 0.40
5 5	GDR	144 WELLMER, JOLLE 146 KUNZE, WILHELM		0:52.86 /7/	1:46.46 + 3.04

CANOEING	KAYAK-2 KAYAK-2	500R WOMEN	FINALE FINAL	250 M	500 M
1 4	GDR	14 GELAUSS, GABRIELA 13 WISCHNE, MARTINA		0:49.92 /1/	1:43.88
2 4	URS	37 AEFEEVA, GALINA 48 TROFIMOVA, YINA		0:51.29 /2/	1:46.41 + 1.37
3 5	HUN	21 RAKUSZ, EVA 22 ZAKARIAS, ANKITA		0:54.23 /7/	1:47.46 + 4.31
4 7	ROM	24 RAHEANU, ELISABETA 29 RUMAEV, ADRIANA		0:51.68 /3/	1:48.04 + 1.68
5 1	SWE	32 ANDERSSON, AGNETA 33 OLSSON, KARIN		0:53.63 /5/	1:49.27 + 3.71

CANOEING	KAYAK-1 KAYAK-1	500R WOMEN	FINALE FINAL	250 M	500 M
1 9	GDR	15 FISCHER, BIRGIT		0:56.76 /1/	1:57.96
2 6	RUL	3 GHECHEVA, VANIA		0:57.06 /2/	1:59.48 + 0.30
3 7	URS	39 MELNIKOVA, ANTONINA		0:58.23 /3/	1:59.66 + 1.47
4 5	ROM	30 STEFAN, MARIA		0:58.70 /4/	2:00.98 + 1.94
5 4	POL	25 FICHLER, EWA		1:00.33 /9/	2:01.25 + 3.57

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# SPRINT RACING

## SWEDEN MATCH

Jonkoping in Sweden was the scene, during July of a three-cornered Canoe match between Sweden, West Germany and ourselves. The match was mainly to give the Junior and Youth paddlers of each country international experience against opposition of roughly the same calibre.

July 15th saw the team of 14 paddlers arriving at Jonkoping in the centre of the country and situated round the southern end of a 250 mile lake. Lakes are very plentiful in this part of Sweden and throughout our stay we trained on a permanently buoyed course (one of twenty similar buoyed courses in Sweden) in the town. Some appreciation of the absence of overcrowding in Sweden can be captured by the fact that the rowers had another buoyed course only 500 metres away on another lake!!

The racing on the first day of the match was over 500 metres and some notable performances were put up by the British Paddlers. Steve Train being first over the line in the Junior C1 and 2nd in C2 with brother Andrew. The Youth events saw Michael Train, a creditable third behind two German paddlers, Alan Saunders our lone Senior paddler teamed up with Rozanski of Norway to come third in the Senior C2.

The last 500m race of the day was the Junior C7 with a very close race between Sweden and Britain for first place. The decision went to a photo-finish with the Swedes getting the result by about 3 inches.

The Swedes paddled Fladbury's Wychaven and the British crew the new symmetrical glass boat recently produced by Fladbury C.C. The Germans were in a Questa wooden boat which was developed from a K4 hull and extended upwards to come within the width restrictions, the boat is very narrow in the bow and very fast over a short distance but suffers from being too low built and even on a flat day over 500 metres with a light crew was seen to take in about 5 gallons of water! It was also noticeable that the Germans were having difficulty in steering their boat due to the excessive rocker.

The afternoon saw the party split into two with the Youth paddlers travelling to another regatta 90 Km away for a 2200m C1 race and a demonstration C7 race over 5000m. The Juniors raced at Jonkoping over 5000m. S Train/A again having a decisive victory in the C2, Lloyd a 3rd in C1, and Saunders a very impressive performance in the Senior event to take an eventual 6th place after racing for most of the event in the leading bunch.

The next day opened with the Youth/Junior C7 1000 when the British crew of S Train, Saxby, Edwards, Lloyd, A Train, Broadbent and Neal finished 3 seconds clear of the Germans and 23 seconds clear of the Swedes. S Train again repeated his performance of Saturday to take the Junior C1 1000 and with brother Andrew the C2, Saunders/Rozanski were 4th in Senior C2 again and Saunders taking 7th in the C1.

The last event of the match was the Senior/Junior C7 1000, the Swedes, out for victory in front of the home crowd

packed the boat with their best paddlers, including three of their Olympic team. The British commandeered Rozanski of Norway to strengthen our boat whilst the Germans also paddled their strongest team in an attempt to take on the Swedes. The Germans boat looked very low in the water as they set off from the landing stage and nobody would take bets on their chances of completing the 1000 metres. The first 500m of the race was fairly close, the Swedes being about half a length up on the British and the Germans. The Swedes then fairly got into their stroke and pulled away impressively to take the win by 8 seconds from the British Crew. The Germans started to have real trouble from about 400 metres from home when it was apparent that their boat was taking on more water at each stroke. About 100 metres from the line the boat bounced for the last time and disappeared to a great roar of appreciation from the crowd. Laughing and waving to the spectators some of the German crew attempted to paddle to the line with water up to their thighs. Suddenly there was a tremendous crack and the two ends of the boat reared out of the water and the boat folded in the centre, the boat cost £1,700 some years ago and the Germans had hardly paddled it. So ended a memorable regatta, the final scores of the match being Germany 105 points, Great Britain 78 points, Sweden 65 points.

We bring home from Sweden many memories of superb Swedish hospitality, scenery and sportsmanship. We left behind in Sweden the glass C7, and three clubs have laid plans to make one from the mould which they will shortly have. The Germans were finally convinced that the C7 is a viable racing boat by the performance of the two Fladbury boats and will also be taking delivery of a mould for the glass boat.

Report by George Oliver  
Reprinted from 'Flat Water'.

# MARATHON RACING

## NORWAY — BRITISH PADDLERS SUPREME

It was in 1973 that the British Marathon made their first visit to Norway, for the International Marathon Week. Since that time we have had many successes in the K2 events. The first place in K1 in the Premier event, the Notteroy Rundt, had however, always eluded us. The 5th July 1980 was to give us the success and canoeing respect that we had strived for since that first visit.

Finances had restricted our team to 3 Senior and 1 Junior K1, and the selections at the new event, on the Blackwater Estuary, gave us on paper, the strongest team we had ever sent to Norway; John Fowler, Brian Greenham and Tim Cornish with Chris Canham as Junior.

Accommodation for our stay was provided by the main organising club, Tønsberg. We lived in a summer house on a little island just outside the town. The warm weather, little wind, and delightful environment, provided the perfect conditions for the weeks training and preparation for the main event. We covered most of the route around the Notteroy Island twice during various sessions.

On the Wednesday afternoon we travelled 50Km to a warm-up Race, starting in Drammen. This was 18Km down the Oslo Fjord to Sveluik. The only real competition in this event came from the Tønsberg club, with their best paddler, Lar Ivor Gran working with our four lads in the front group for the first half of the race. The race then became too much for him, and he

In a simple ceremony at the Holme Pierrepont, National Water Sports Centre Nottingham, the Chairman of the Nottinghamshire County Council, Leisure Services Committee, Councillor Peter Lowery, handed over a set of keys for a new V8 Land Rover Station Waggon to Mr Mike Haslam, Chairman of the British Canoe Union, Racing Committee.

The sponsorship is a joint venture by the County Council and Land Rover Ltd. to provide the Racing Committee with a vehicle essential for their Racing Coach and Development Officer, who is based at the National Water Sports Centre, and in addition provide a good towing vehicle for the 'County' canoe trailer which is frequently used by the British Canoe Racing Team on trips abroad.

'We are delighted to receive support in this way,' said Mike Haslam, 'such a vehicle will enable us to take canoe racing to areas outside the immediate vicinity of Holme Pierrepont, giving our Racing Coach more scope whilst also helping the National Team.'





dropped behind — to sit on a motor boat wash. Towards the finish the boat assisted him to go wide of our lads, sprint for the finish, and just beat John over the line. My official protest got the desired and just disqualification, giving John the win, in a new record time, with Tim second, Brian 3rd and Chris 4th.

The Saturday morning of the Notteroy Rundt race, dawned (at 02.30) sunny and warm, with a very little wind. Our main

### **Results — Norway**

1st - Chris Canham (Jun) G.B. 2.27.10.  
New Record: 2nd - John Fowler G.B.  
2.27.11: 3rd - Brian Greenham G.B.  
2.27.37: 4th - Tim Cornish G.B. 2.32.22: 5th  
- Einar Rasmussen Nor. 2.32.24: 6 - Eddie  
Kalleklev Nor. 2.33.48: 7th - Hans Jørgen  
Pape Den. 2.34.02: 8th - Harald Arnstein  
Nor. 2.36.25.

---

*Photos from Chris Evans of the National  
Marathon Champs at Worcester, showing  
Chris Canham (top two), and John  
Fowler/Alan Williams (lower photos).*



# EXPEDITIONS

way however, with eight days lost due to gales, two days spent trapped by ice, a horrendous portage over pack-ice encountered seven miles off shore, one member of the team cut off from his companions by swiftly moving ice and a



line, unimpaired and Brian. John and Chris got a good start, along with Rasmussen, and another Norwegian Eddie Kalleklev, and after 2 Km, they formed the front group. Brian with Tim just behind, had to work very hard to make up the ground lost at the Start, because of the motorboat. Brian made it after 20 minutes but Tim despite getting within 10 lengths at one stage, just failed.

Rasmussen, with Kalleklev, had planned to break the field in the first half of the race down the West Coast of the island, and between them they shaped the lead for the first hour, with our lads quite content to let them. At the half way stage, marked by a high suspension bridge, the leading group was still five, with Tim at his closest just behind. The Norwegians plan had not worked and they knew by then that they were really in a race.

Our three lads now took turns in dictating the pace, and after 1 1/2 hours they carefully positioned Kalleklev at the back of the group. Putting on the pressure, he was dropped off the wash, never to return. . . . There then followed a series of careful manoeuvres and sprints by our lads to shake off and drop Rasmussen. Four times he dropped behind only to show his great talents and fight his way back. Finally however, it was all too much and after 1 3/4 hours he was broken. John, Brian and Chris pulled away, and Tim gradually made up ground on the two Norwegians. After 2 1/2 hours, and nearing the town and the finish, the leaders were 4 minutes ahead. Tim had passed Kalleklev, and joined Rasmussen. Into the town, the finish line came into sight. With 500 metres to go, the fight was on, and Chris just nosed ahead on the line to win by one second from John, in a new record time, beating the old one by 1 1/4 minutes. Brian hit some rough water just before the finish, and came in 20 seconds down. It was left to Tim to finally stamp our authority on the proceedings by burning off Rasmussen in the sprint for the line to take 4th place.

Rasmussen spent a long time after the race telling the National Newspapers how everything went wrong and how he was beaten by a great performance from a 17 year old lad called Chris Canham.

Report from Jim Rossiter.

OCTOBER 1980

... they added that the next race was due off in 15-minutes and could they have it back in time to bolt onto the Kart ready for the race! This sort of thing galvanises Byde into instant action or helpless merriment. Even he cannot tell in advance.

This time it was the sight of an oxy-acetylene welding kit nearby which did it. 'Light that, soft flame' said Byde. 'Grab a piece of carpet'.

Meanwhile, said grp expert was slopping ions of mat onto the open ended seat using the pre-wetting technique. Usually onto cardboard but this time in mid-1980s the cut sections sped from plastic bag eat! Then bingo! the oxy-acetylene. We beat it out several times, at first ripping old carpet over the seat, later by striking the rapidly hardening seat with the concrete of Silverstone pits. It had . . . The repair had been timed on a stop watch, took a fraction under 10 minutes from first decision to get on over the repaired seat! It was on and the race started five minutes later. . . . really there wasn't such a need for that if you can!

Byde.

SEA CANOEING

Comments on Sea Canoeing

No. 2 by L. Ford (May '80), the cartoon in its original form had a long boat but then instead of a long boat but then we are not too original in jokes true to form, so called 'home' was recommended in the editorial No. 3. It offers better than the trip report 'Piddlers in Beauty' graphically shows the kayak in two halves!

Following sea kayak expeditions, you can find many an expert who uses the same professionally as kayaks repeatedly in situations where there is no room for doubt. So too of competition paddlers of the world do not chance on craftsmanship. Much as I admire Mr. Ford's Kayakazie zeal in force 8 gale, I have to the popular opinion of the outdoor pursuits enthusiasts equipment should be left to or boy scouts.

editorial (through poor comprehension and quite contradicting his own involvements in sea races and his manifesto 'Prepared to pit against nature') knocks orienteering like Frank Goodman's 20 Up Rally as competition. It may be funny but its a fact a Telecom Australia's employee actually gets his lines crossed so often and an A.C.F. Sea Canoe Instructor fails to see the obvious instructional and motivational value of that exercise!

While you mention this publication out of courtesy and left it at that, I like to

recommend it for good laughs and useful reports as guides for prospective tourers in Australian (mostly Tasmanian) waters. I venture to express an opinion in Canoeing Magazine also because it offers uncensored expression and editorial of integrity.

Joe H. Lamb, Lockleys 5032, Australia.

Many thanks for the comments . . . However, I think you may have gone a little overboard with your last sentence . . . at times I am a right idiot! And as for 'integrity' . . . just cross my sticky palm with silver . . . Ed.

GETTING THE RECORD STRAIGHT

I was rather surprised to read your comment regarding the Olympic Games in which you appear to state that British canoeists have not reached Olympic finals previous to Moscow. In fact I am sure you must remember Ron Rhodes who was killed in a motor cycle accident. He was placed fifth in Rome in 1960 in the 1000 metres and was very close to winning a Bronze Medal. He also won a Bronze Medal in the World Championships in 1959 and has been the best we have ever had.

Alistair was placed eighth in Tokyo in 1964 in the 1000 metres. Barbara Mean and Lesley Oliver reached the K2 finals in Mexico and if my memory serves me correctly, Pat Moody reached the Ladies 500-metres finals in Melbourne in 1956 and the Mens K2 which I think was Blick/Bullivant also reached the finals.

Whilst not wishing to detract from the girls' success in Moscow, I do feel that people's achievements in the past should not be overlooked as their accomplishments have, to some extent, influenced the assistance and sponsorship which the paddlers today receive. I particularly wish you to mention Ron Rhodes' achievements as not only have they been the best we have ever managed but I also feel his parents would be very upset should they read or hear of your statement.

Yours sincerely, Marianne Wilson, Lendal Products, Scotland.

Yes, of course our paddlers have gained through to the finals of Olympic events in the past - many thanks for correcting me. This is what comes of dashing in last minute stop press news into the magazine . . . Ed.

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# SPONSORSHIP

## CONTSHIP GOES TO THE HIMALAYAS

Contship, the Felixstowe based container shipping line are sponsoring the first ever British canoe expedition to the Himalayas.

The aim of the expedition, led by veteran white water canoeist Chris Hawkesworth, is to make the first descent of the Marsyandi River by kayak. The river runs from the giant Annapurna range, springing from the highest lake on earth. It then falls south for 250-miles providing some of the most spectacular and treacherous stretches of white water to be found anywhere in the world.

Early on in the planning of the expedition Chris Hawkesworth began the search for a means of conveying the Land Rover, kayaks and ancillary equipment out to India. He and his assistant leader Alan Barber contacted Contship who readily agreed to provide container transport for all the equipment from Felixstowe to Bombay and back. Contship had the two containers specially painted with the expedition motif before loading them aboard the MV Westerham bound for Bombay.

The expedition team is drawn from the ranks of some of the most experienced white water canoeists in the world and includes three former British River Racing Champions as well as individuals who have tackled some of the wildest rivers in Europe and America. A film crew will be recording the events of the trip for television.

Contship UK Ltd. specialise in container transport services between the UK, India, the Middle East and Mediterranean ports. Their head offices are in Felixstowe, Suffolk.



Below: Chris along the Contship container. Above: Chris with the director of Mechanical Services who also sponsored the expedition with a canoe trailer — see in the background.

## SPONSORS WELCOME BATH CANOEIST'S GOLD MEDAL

Office Cleaning Services Ltd — sponsors of the UK's first ever sports scholarship — have warmly welcomed Bath University student Martyn Hedges' gold medal in last month's Europa Cup canoe slalom. 'It is the fulfilment and justification of our very highest hopes for the success of Bath's scholarship programme,' says Derek Goodliffe, OCS Managing Director.

Martyn, from Windsor, became the first OCS Sports Scholar in 1976, when OCS provided funds enabling him to extend his microbiology degree course at the University by one year, during which he would be able to devote his attention full-time to canoeing.

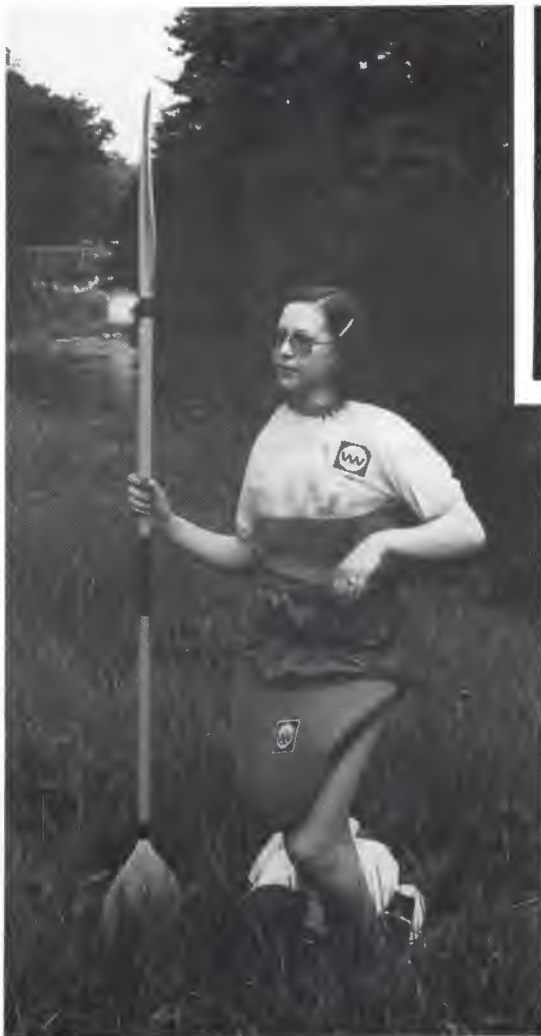
This year he has not only been awarded a B.Sc degree from Bath but capped a steady improvement in his canoeing with the Europe Cup slalom gold.

Martyn took the gold medal with victories in all three legs of the Cup, in Italy, France and Spain, beating the current World Champion — John Lugbill of the USA — on each occasion. Dr Tom Hudson, Bath's Director of Physical Education and originator of the sports scholarship scheme, says that Martyn's success 'confirms that he is indisputably of world class.'

The other three OCS Sports Scholars 'in post' at Bath are golfer Malcolm Lewis (OCS Scholar for 1977), judo exponent Gail Entwistle (1978) and modern pentathlete Susan Ross (1979).







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The ITV Film of the first British expedition to the Grand Canyon and descent of the Colorado River.
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# THE NILE

## INTERNATIONAL NILE EXPEDITION

On the 3rd October 1978, members of the International Nile Canoe Expedition flew from London, on board a Sudan Airways 707 jet, on the first leg of their journey to Nimule in South Sudan. There they intended to start one of the longest ever canoe journeys; 3,000-miles down the River Nile, from the Uganda border to the Mediterranean . . .

### TEAM MEMBERS

Leader — Mike Higginson (Australia); Pete Vickers (England); Bruce Towers (Sudan); Dave Shell (England); Richard May (England); Keiran Lee (England); Tony Laxton (England); Marcus Bailie (Ireland).

With expeditions such as ours, the approach journey to the starting point is often as fraught with problems as the descent of the river itself. So it was with ours. Long frustrating delays in strange towns where we knew no-one, were made tolerable only by the kindness of people we met there, often by chance. We are particularly grateful to Chris Mortimer, of Grandmet Site Services Ltd., who gave us the use of his flat in Khartoum, where we spent a week sorting out our papers with the none too efficient bureaucracy; and to an amazing man, Abdul Abu Zayd, Vice Chancellor of the struggling Juba University, who also provided us with accommodation, while we arranged for a lorry to take us and our canoes the 120 miles to Nimule, a tiny village far out in the jungle, and the starting point of our journey.

Sudan Airways, who had flown us and our equipment out to Sudan, had kept a paternal eye on us, all the way from London to the tiny air strip at Juba, but now we were on our own.

### Many dangerous rapids

We knew that the first section of the river, from Nimule back down into Juba, contained many dangerous rapids. So for this stretch, the team of eight had chosen to use three large 2-man Canadian style canoes fitted with spray decks to prevent them from filling with water, and 2 small Eskimo style 1-man kayaks to act as scouts for the larger boats. We had timed the start of the trip to coincide with the end of the rainy season, so that the river would be in spate and so as many of the jagged, canoe-destroying rocks as possible would be



covered. Our plan worked too well, and we found a colossal torrent tearing headlong through the jungle!

For four days we slowly picked our way through these treacherous waters, continually courting danger and narrowly avoiding disaster on several occasions. The rapids on this section were uncharted and proved to be both numerous and dangerous. On two occasions one of the Canadian canoes was caught unawares, swept into rocks and whirlpools and capsized. In another incident, two of the team clung frantically to the bank on the very brink of an enormous 20-foot whirlpool, with their canoe being wrenched from beneath them. We were worried about crocodiles and hippopotamuses on the water and an unknown number and variety of wild animals along the bank, but we had nothing worse than a few close shaves . . .

There were virtually no native villages in this desolate region and we had to rely entirely on food brought out from Britain, plus a few supplies bought in Juba. We had been unable to buy paraffin and so all cooking was done on open fires. We baked bread each morning for breakfast, and for lunch we each had a packet of K.P. Peanuts and a couple of Itona High Fibre biscuits. In the evenings, we cooked up a meal of Textured Vegetable Protein, also provided for us by Itona. Our progress on the river was slow and such supplies as we

had brought up for this section were beginning to run out. As we lay in our tents at night, listening to the roar of the water and the noises from the jungle, we began to wonder if we would ever see Juba again!

### 30-miles completed

After the fourth day on the water and with only 30-miles completed, we decided that things were getting too rough for the Canadian canoes; each by now had a variety of nasty gashes in its thin fibre-glass skin. Some of these we had repaired in the conventional way with fibre-glass, but others had only been temporarily repaired, using Evo-Stick 'Flash-Band' — a new use for this material, but one which proved very successful! It was agreed to take the three Canadian boats off the water at this stage and transport them by native porter and lorry, back to Juba. Meanwhile, the two kayaks, paddled by Pete Vickers and Marcus Bailie, would make a light-weight dash down the remaining 80-miles to Juba. They would take with them only a small tent, a sheet sleeping bag each, a small cooking pot, a couple of bags of peanuts, and a large bag of textured vegetable protein. These were packed into two waterproof 'Dri-bags', provided by John Sea. In the previous few days, they had worked extremely well, keeping our equipment dry, even under submersion.

The two kayaks completed the distance



in just over 48-hours, and without any serious incidents, although for most of the journey the rapids were still large and numerous. However, by reaching the more placid waters at Juba, the two completed the expedition's first 'world first' for these rapids had never been shot before.

It was however, the other six team members who had all the problems. The eight mile trek through the jungle to the road turned out to be a sixteen mile ordeal, which took over 36-hours to complete. For 24 of those, one of the team, Richard May, was lost on his own, without food or water. There were great fears for his safety, but when he finally re-appeared, the only damage was a broken pair of sunglasses.

When the team were finally united again at Juba University, they were faced with an even more daunting challenge. The Sudd swamps extend for 500-miles, from Bor (four days paddling from Juba) almost as far as Malakal. We would certainly require a guide to take us through this maze of shifting channels, but it was by no

with us from Safari Water Treatments Ltd., and this provided us with ample fresh water throughout the expedition. Besides, we were still being pushed steadily towards Malakal by a strong current. We decided therefore, to lash a canoe to either side of the launch and paddle the whole unwieldy contraption through to Malakal.

There was no solid land of any kind in the Sudd and we had to sleep swathed in mosquito nets, nestled head to foot in the cramped confines of our canoes. We had abandoned the kayaks at Juba — they had served their purpose well — and now, with the exception of our guide, we were all using the large Canadian canoes. Even so, cooking and sleeping arrangements were complicated. Each night the relentless attack of mosquitoes would begin just before sun-set and continue until dawn.

It took fourteen days to reach Malakal and solid land, but as the rigours of the swamps relented, they were replaced with a new and more insidious problem . . .

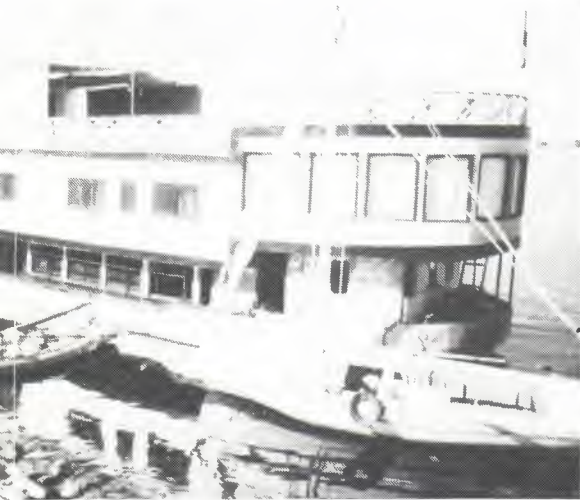
A strong and persistent wind began to

against the authorities as well. The local police there are not used to strange Europeans paddling down the Nile, and the Advance Party spent one night in jail before the situation was cleared up and they were allowed to continue!

#### 1,000 miles behind us

After a few days spent beside the swimming pool at Kenanna, we all eight set off again for Khartoum, a mere 200-miles away. We reached the capital of Sudan on December 3rd, exactly two months after leaving London and 55 days after leaving Nimule, just over 1,000-miles behind us.

We beached our boats behind the Khartoum Hilton, arranged for the hotel to take care of them for a few days, and began another life and death struggle with the Sudanese bureaucracy, taking time off only for a press conference at the Hilton. A week later, the battle was over and we were back beside the river, ready to start out on the next leg of the journey — the mighty Nile Cataracts.



means definite that we could find anyone prepared to associate themselves with these mad intrepid white men! A team of four was selected to attempt to cross the swamp by canoe, while the other four would take the ancient paddle steamer which went through about once a week.

Expedition leader Mike Higginson, Dr. Tony Laxton, Pete Vickers and Marcus Bailie were to make the attempt.

Before leaving Britain, the team had obtained a letter of introduction to Major-General Joseph Lagu, President of South Sudan. He referred us to the Ministry of Wildlife, who in turn passed us on to Inspector Joseph at Bor. Finally, it was he who arranged for us not only a guide, but also a 25-foot motor launch and the last barrel of petrol in the town — all with the compliments of the Sudanese Government. Sufficient essential 2-stroke oil was miraculously produced by a Dutch aid scheme. Unfortunately the guide spoke no English . . .

#### Spattered to a stop

After only three days into the swamp our magnificent motor launch escort splattered to a stop, never to go again! We were well stocked up with food and paraffin now, and our other great need — drinking water — was no problem. Although the river water was not safe to drink, we had an excellent portable water purification pump

blow from the north, and it grew daily in strength until it was impossible to paddle against it. The problem became more serious when Pete strained his arm, and the expedition doctor, Tony Laxton, ordered a complete rest for ten days. We were racing to try and catch the Advance Party and so could not afford the time to wait. The solution we found was to paddle in the calm of the nights, taking it in turn to carry Pete in the front as a sleeping passenger. During the day we would eat and sleep. Fortunately, we had left most of the mosquitoes behind in the Sudd, and what few remained were dealt with by our 'Midgex' rub-on, given to us by Picles Ltd. Paddling through the night was beautiful, with the clear African sky above, but exhausting. By morning we were longing for our large breakfast/supper mugs of tea. Indeed the whole expedition might well have collapsed entirely had it not been for Typhoo and Tate & Lyle, who gave us vast quantities of tea and sugar, respectively.

The Sudd group finally met up with the Advance Party, as arranged at the colossal Kenanna Sugar Plantation and Refinery, where the project's director, Mr Brian Blatch, gave both groups the opportunity to take a complete and much needed rest.

Having taken the Steamer through the Sudd, the Advance Party also had a rough time after they left Malakal. They not only had to battle against the wind, but also

### 3,000 miles from Nimule to Rosetta





Before leaving Britain, we had guaranteed to be back home in time for the National Canoe Exhibition, where we were to appear to give some of our sponsors some return for their money. At our current rate of travel, we just were not going to make it. In order to speed up our progress, we decided to complete the journey as two separate groups of four. The lead group were to guarantee to get back for the Exhibition on 24th February, even if that meant pulling off the river before the end. To make it to the sea, they would have to paddle flat out for 2,000-miles, and they only had ten weeks, a daunting task! The other group were to attempt to complete all sections of the river, with all that that entailed in the way of delays and difficulties. It was a sad parting as the lead group, consisting of Dave Shell, Dr. Tony Laxton, Kieran Lee and Marcus Bailie, paddled away under the Omdourman Bridge and off towards the Cataracts.

### Raging, tossing torrent

For 700-miles the Nile threads its way through and around a number of barren, sunbaked mountain ridges, which turn the normally placid River Nile into a raging, tossing torrent, as it twists through narrow gorges and over rocks and boulders, which every minute threaten to tear the bottoms out of the fragile canoes. The Ancient Egyptians had grouped long stretches of rapids under the name of Cataracts, and gave each a number. They counted six, but some of these were over 70-miles long! We had all taken sunglasses with us, kindly provided by Primetta Ltd., and these proved to be invaluable as we strained our eyes trying to pick a route around the rocks, while paddling at times straight into a blinding sun. The Ambre Solair sun tan cream we carried prevented us from being burnt as dry as the surrounding Sahara Desert. We are totally indebted to our 'support team' throughout this period. The generosity of the Sudanese people knew no bounds and it was hard to resist their invitations to stay on 'Just for a week or two.'

Eventually we were through the last of the Cataracts and moving onto the tail of the mighty Lake Nasser. Held back by the colossal Aswan High Dam, the waters of the lake stretch for 300-miles and straddle the border between Sudan and Egypt. We passed many flooded villages, drowned by the rising waters, before the river widened out into the actual lake.

At the border town of Wadi Halfa, we spent several days with the Sudanese Customs Officials, sorting out our Sudan documents. The Egyptian documents would be dealt with when we reached Aswan, 200-miles away, at the other end of the lake. While thus engaged, we were told that the Egyptian President, Anwar Sadat, was about to make an official visit to the ancient town of Abu Simbel, 80-miles up the lake from Wadi Halfa.

### Surrounded only by sand

We were warned that security might be tight. We later discovered that things were air tight! All tourist flights and sailings to this remote spot, surrounded only by sand and water, had been suspended, and there were no other ways in. It is not surprising therefore that we received a cold reception, although we were stunned at the time. We



were shot at, arrested and deposited in jail for the four day duration of the visit. At the end of this rather worrying period, the embarrassed authorities found a flaw in our Entry Visas and whisked us off to Aswan by lake steamer, to where we could cause them no more problems. Even then it took three more days to convince the authorities there that we were not Israeli spies!

Time was running out for us, so once our credibility was established we pushed on towards Cairo, only 200-miles from the sea. We were now entering the section of the Nile of greatest historical interest, with temples and statues up the 5,000 years old, towering high above the river — derelict and magnificent. Nor could we bring ourselves to pass the ancient capital of Luxor, where such superb examples of Egyptian splendour lie deep beneath the Valley of the Kings; and where the architectural wonders of the temples of Karnak, and the Ramasseum have withstood the onslaught of 3,000-years of desert winds and storms.

But inevitably, these places had to give way to our all consuming drive to the sea. There was a great deal of river traffic now, and we felt very vulnerable and insignificant. Any attention we did attract tended to be hostile; the towns' people jostled us, heavily armed police and military gruffly demanded to see our papers; fishermen chased us; and the children threw stones at us. Why they threw stones, we didn't know and we didn't stop to find out!

### Shot at and robbed

However, we were more fortunate than the other group — following some ten days behind — for they were shot at on several occasions and even robbed at gun point.

Because of the general reception we received, we were keen to travel through Egypt as fast as possible. This was a complete change around from Sudan, where we were made so welcome by the local people that we hadn't wanted to leave at all. Eventually and thankfully, we reached Cairo, only twenty one days after leaving Aswan, during which time we covered over 500-miles. There remained only 180-miles to the sea.

Then came an enormous, although not unexpected, stumbling block. Having paddled more than 2,900-miles of the Nile and having already made the longest ever

journey down the river, we were absolutely refused permission to continue through the Military Zone, which extended all the way from Cairo to the sea.

We had faced torrential rapids, dangerous wild animals, swamps and deserts, and overcome them all. We had no intention now of being stopped by a mere verbal instruction, and so, three days after arriving in the Egyptian capital, we surreptitiously slipped out again, moving still northwards.

We had been unofficially assured that there were no military installations of national importance in the area, but in a country where every bridge is classed as a Military Zone and guarded accordingly with armed soldiers and spot lights, it is not surprising that the authorities are a bit touchy about their borders and coastline, especially when they were effectively at war with one of their neighbours. It was nerve racking to paddle where we knew we should not be and so we paddled non-stop, day and night, to minimise the chances of detection. After 25-hours of continuous paddling, during which time we covered over 100-miles, we eventually stopped to cook some breakfast, only to be spotted and arrested by the military. For us at least the International Nile Canoe Expedition was over. We were only 27-miles from the sea.

In many ways, we were fortunate not to be thrown in jail again, but somehow we managed to talk our way back to Cairo, where our exploits drew the attention of the Egyptian television, radio and newspapers. A week later we were back in England, a little despondent at not having reached the sea, but with no regrets about the trip. We returned to find that most of the preparations for the Crystal Palace Exhibition had already been made by our hard working U.K. secretary, Miss Shirley McConnel. The Exhibition was a great success, even if we were left with several hundred Expedition T-Shirts!

Ten days later, we heard the fantastic news that the other group, Mick Higginson, Pete Vickers, Bruce Towers and Richard May had succeeded in reaching the Mediterranean. We had won!

We left the borders of Uganda in October of 1978 and five months later had reached the sea at Rosetta, having completed the longest journey ever on the Nile and one of the longest journeys by canoe and kayak of all time.



# SEA CANOEING Angelsey tour

By George Langton

## BANGOR-ABERFFRAW — 20 MILES

Rolling thunder, torrential rain and spectacular lightning displays greeted us at Bangor — a fitting curtain raiser for our epic venture!

Our expedition, a self contained 3man team, was to circumnavigate, by kayak, the 80 odd mile coast of Angelsey. John and I, in purpose built sea kayaks, carried all the necessary gear for 3 camps in our watertight (?) hatches. On deck we had charts, compasses, flares and spare paddles — each kayak weighted about 200 lbs. Brian, in a slalom kayak travelled light. For our trip down the 12 miles of the Menai Straits we had a force 4 SW headwind — increasing to force 5 in the open sea.

Half an hour after leaving Bangor, on the last of the flood, we passed through the dreaded 'Swellies' at high water slack — the easiest time to pass. With the ebb in our favour it should have been easier — the rain had ceased — but the headwind, cancelling out any advantage, gave us a bumpy ride. Opposite Port Dinorwic a large yacht, the 'Sir Francis Drake', motoring past, hailed us, gave us a gloomy updated weather forecast and told us we were making 4 knots — not bad in the conditions!

Abermenai, at the end of the Straits, narrows to 100 yds. Flushed out into the open sea we turned North. Llanddwyyn Island, illuminated by a watery evening sun, was separated from us by 3 miles of broken water — the wind, now force 5, creating 'white horses' for us to ride — the struggle was taking shape. Rounding the island, through a skerry of rock stacks, we entered the mile wide Maltreath Bay — the 4 ft swell was not much more confused. Tiring, slowed by the conditions, we lost a lot of time in this crossing. After a back breaking half mile carry up the beach at Aberffraw we made camp — it was 2100 hours — the pub closed at 2230 hours! It had been a hard first day — if only we knew!!!

## ABERFFRAW-HOLYHEAD — 20 MILES

0700 hrs — Brilliant sunshine, SW wind — force 6. Again the back breaking carry to the sea with loaded kayaks. The first rocky headland gave us a foretaste of the day's events, as, negotiating a reef gap, one of the bigger waves tried to bite John's head off! Rafting up for a drink Brian put his paddle between the boats — no one noticed it sneak away. Whilst I was retrieving it, John and Brian — still rafted together — were drifting onto the rocks. I got it back to them just in time. Our lunch stop, Porth Treacastell, 5 miles later, was at a Hot dog stall.

Off Rhosneigr the massive surf took its toll . . . John, 50 yds seaward of Brian and I, rose over a huge wave before it broke — on us from 5 ft above our heads! Bracing hard into the wave, heads under water, we surfed shorewards. After about 150 yds, the 'washing machine' relented and, surfacing, I saw Brian, woolley hat over his

eyes, still upright. His skeg — elastic gone — was floating alongside him. Three of my charts were also missing (this we only found out later!)

We got yet another battering going through the Crygll Reef and again in the mile long stretch to Silver Bay. Wave height was 6-8ft. It had long been obvious, in the conditions, that rounding North and South Stacks was not on — we entered the Cyrran Strait, between Holy Island and Angelsey, leading to the Inland Sea. Flat calm, sunny, a 2 knot tide and a fantastic air display from Valley — it was another world!

The Inland Sea, bounded by 4 Mile Bridge and the Stanley Embankment, is at a lower level, until high tide, than the outside seas. Shooting the rapid under 4 Mile Bridge we entered a confusion of shallow channels. The Inland Sea had become — the Sargasso Sea — we got lost! Digging out the OS map, and, after trudging through knee deep mud, we got to Stanley Embankment. The exit was, of course, impassable due to the tide. The portage over the busy A5 was hilarious imagine explaining to you insurers that you hit a kayak on the A5! Four tired miles remained to our Holyhead camp — I was looking forward a pint! It was 1940 hrs. One of the hands on the 'Sir Francis Drake', moored in the harbour, called out 'What kept you?' He got a raspberry!

## HOLYHEAD-MOELFRE — 25 MILES

Flat calm. The opposite shore, 4 miles away, was barely visible through the curtain of drizzle. The sea lane crossing at the harbour entrance would present problems! 0940 hrs — wind just ruffling the sea — we set off. With a flare handy on deck we quickly crossed the shipping land to the distant shore, the wind, inevitably, had veered to the NW and was rising. We turned North for Carmel Head 5-miles

distant in the mist. Rounding Carmel at low water slack, to avoid its tide race, was still bumpy due to the wind. We stopped for a break in the next bay to allow the tide to run in our favour. Refreshed, backed by the wind and a 3-knot tide, we sped on. Harry Furlong's reef and successive headlands produced 'tide races' and 'overfalls' of varying severity — until the 'Middle Mouse'

Middle Mouse, a small island half a mile off the cliffs of Llanbadrig Head, produces 400 yds of confused water. Overfalls, whitetops and ricocheting waves chased each other madly through the gap. We had a busy 5 mins! The mist had cleared and the sun had come out again. We stopped awhile in Bull Bay for a rest and a cuppa.

Refreshed — we set off. A mile from Point Lynas we could see the white water of its overfalls — conversation seemed to have dried up!

Anticlimax — although bigger, these overfalls, 50 yds across, had few vices. Nearer the cliff I found a boil of glassy smooth water and sneaked through — I felt as if I had cheated! We had now turned this, the most difficult coast, and had only 6, wind assisted, miles of paddling to camp at Moelfre. For once we were to finish early — the planning had gone right for a change. As this was to be our last night's camp we had a good meal and a bit of a celebration — John's brother Larry met us for a drink.

## MOELFRE-BANGOR — 17 MILES

Overcast, sea like glass — later start. A bearing of 120° took us in 2½ hrs to Puffin Island 8 miles away. There were no incidents — it was almost boring after our exciting 3 days. We had got used to accepting the challenge of Nature and were missing the battle! Our lunch stop was at the incredibly expensive café at Penman Point — we did not stay long. With the sun now out it was nice to shed our cags for the paddle, for the last time, down the Menai Straits.

We only stopped once — to examine a wreck — in the remaining few miles to the pier.

We had completed 82-miles and everyone agreed that our trip had been a huge success. Nobody had pinched the car — it had been in a Bangor pub car park for 4 days.

(Sea grading — difficult to establish due to fluctuating conditions. Probably 3-4)





### Following the success of the 1979

Youth Team, also run by the above team, it was decided early on that the 1980 Team should take the same format. The success of the Youth Team is seen as vital by the Wild Water Racing Executive Committee who see it as the source of future senior paddlers. This being so a grant of £3,000 was allocated for the preparation and running of this year's Team. This was further supplemented by £500 from The Whitbread Trust, for the second year running, so right from the early stages clear plans could be made. This amount of money may, to some, seem excessive but it is the minimum required to prepare, transport a team and their equipment, pay camp site fees and supply one meal a day at little extra cost to its members.

Due to a change in dates, the European Youth Championships were to be outside the planned dates (one exception to this was Michael Smith who travelled to this event on a Churchill Award and came 3rd), so alternative venues had to be found. This turned out to be Bourg St. Maurice, France, where the French Canoe Federation were holding their Cadet (Under-16) Championships. They were willing to accept our team so this was to be our base for the first week then moving to Landeck, Austria, which we had found to be an ideal training site last year, before travelling on to Lofer for an International Youth Race.

Throughout the early 1979/80 season results were studied, a training squad formed and plans circulated. After the previous bad winter formal sessions were started later this time. Three sessions were held in the early Spring on the Tryweryn and two at Leeds, all being well attended. Selection was made on the Tryweryn at the British Open Championships and the following paddlers achieved places:

#### U16

Adrian Baum	— Manchester
Mark Mashiter	— Accrington
Darren Platt	— Leaside
Michael Smith	— Leeds

#### U18

Steve Daniels	— Broadland
Steve Dent	— Accrington
Paul Hodgkinson	— Chester
Martin Llewellyn	— Manchester
Mark Tidman	— Chester

#### Ladies

Julie Fryers	— Manchester
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(Martin Llewellyn later withdrew only nine paddlers travelled)

For the second year running the absence of any Canadian Class paddlers was regretted but none had appeared with any consistency during the season or at the selection event. Hopefully this is a situation that will change as it did with the appearance of three ladies in the training squad this year.

Following selection the team underwent further vigorous training both as individuals and as a team at three separate training weekends in Accrington and Leeds. Departure was on Saturday 19th July from Leeds in a 17 seat minibus, the boats and gear going the day before on the WWR Team Trailer towed by George Parr with his Landrover. The reason for two vehicles was to make transport between venue more acceptable (faster) for the paddlers. It was also doubtful that the minibus would be able to cope with the high passes in the Alps. Arrival in Bourg was the following afternoon after an uneventful journey. Tents were erected just before a heavy thunderstorm broke which lasted throughout the night. The next day, cold and damp, training on the River Isere began. The pattern adopted was one or two paddling sessions in the morning, a do-it-yourself lunch (banquet if your name was Smith or Daniels!), followed by a further two paddling sessions in the afternoon. The evening meal was eaten at a local restaurant and paid for from funds. This was important as it was a time to relax after a hard day's work as well as ensuring everyone was properly fed (some are lazy when it comes to cooking and would exist on chocolate and biscuits if left to themselves). A wide variety of good quality food of ample portions was encountered at all places for approximately £3.

Following the cold damp first day the weather turned very hot and remained so for the rest of the trip. Care had to be taken in the hot sun for risk of sunburn and its debilitating effects (sunhats soaked in icy water proved a popular remedy for this as well as the water fights with the French!). The hot weather was also giving the organisation problems as the late snow began to melt rapidly off the lower slopes and the river rose. This meant that they could not be sure which course, and there are several alternatives at Bourg, would be used. The original plan was to use a course including the Aime Rapid, site of the Europa Cup Race in 1978. Because of this the G.B. Team paddled their section early in the week with the water at about 30cu/m.sec. This makes it a heavy technical rapid but the whole team took it with no problems, led by Nigel. It was thought strange that all the French had stopped above the Aime and that evening it was discovered why. The course was changed to the Bourg-Landry section for the Cadet Championships and Bourg-Bellents for the League Race that was to follow, so future pre-race training was concentrated on these sections.

The first event was a Veterans race won in fine style by Nigel over a minute up, and this set the standards for the others to maintain. The next event was the Cadet Championships where the Team had four entries. Michael Smith, full of confidence

from his European Championships success, maintained the standard by winning by 7-seconds with the other three being respectably placed considering their short racing experience:-

1st - M. Smith 12.51.48 G.B: 2nd - Thomas 12.58.31: 3rd - Lubac 13.14.81: 16th - D. Platt 13.43.57 G.B: 21st - A. Baum 13.46.81 G.B: 26th - M. Mashiter 13.49.77 G.B:

A Cadet Team event followed where the three fastest made up the G.B. representative racing against French Club Teams. Here we expected a good results and Smith, Baum, Platt paddled a sensible race and won in 13.39.00, Baum and Platt both improving on their individual performances.

The following day was the French League event and here the whole team had entries, but this time over the Bourg-Bellents course. The race was divided into Seniors and Cadets so our U18's paddled, as at home, against much older opposition. They were far from disgraced though, all finishing within the top half, but it was a pity none of the top French Ben's K1's were present.

#### Senior Men's K1

1st - Frossard 18.02.00: 2nd - Maunier 18.20.09: 3rd - M. Sanderson 18.25.24 G.B: 6th - P. Hodgkinson 18.39.20 G.B. Youth Team: 13th - P. Dean 18.55.30 G.B. Youth Team Coach: 17th - M. Tidman 19.03.60 G.B. Youth Team: 21st - S. Dent 19.11.80. G.B. Youth Team: 30th - S. Daniels 19.32.00 G.B. Youth Team: (66 Finishers)

In the Ladies event a much stronger field was entered which included the French 1980 Europa Cup Team plus the reigning World Champion making her comeback. Julie Fryers, probably the youngest in the event, paddled determinedly in her first international to finish 11th.

#### Ladies K1

1st - D. Gardette 19.37.5: 2nd - C. Meunier 19.45.2: 3rd - C. Amiot 19.58.6: 11th - J. Fryers 21.15.2 G.B.

Michael Smith once again proved his superiority in the Cadet Class this time by nearly a minute whilst the others also improved their positions, the longer course appearing to suit them better.

#### Cadets

1st - M. Smith 18.22.7 G.B: 2nd - Lubac 19.15.4: 3rd - Castel 19.20.1: 9th - A. Baum 19.39.8 G.B: 10th - D. Platt 19.40.9 G.B: 11th - M. Mashiter 19.46.9 G.B.

Following the races a further two days were spent at Bourg training. The Aime Rapid was done again without mishap and time off was taken to go up a big Alp to see the sights. 3,800m by cable car was well worth £3.00 (especially to those who shall be nameless but should know better who didn't pay!). Then the French were thanked, vehicles and trailer loaded, and



# GB YOUTH WILD WATER RACING TEAM 1980

Manager: Nigel Morley; Coaches: Phil Dean, Bill Fraser.  
Report from Messrs Morley, Dean and Fraser.

the Team departed overnight for Landeck across Northern Italy. For the Transit this was a fast trip but the Landrover got heavily charged on the Autostrada (as an HGV) and currencies ran out, but they eventually arrived to find everyone well rested. The tents had gone on the Transit roof so they were put up on arrival and sleep caught up.

Like the Isere, the rivers Inn and Sanna were also carrying a lot of water due to melting of late snow in the heat. The Sanna in face was too high to do any worthwhile training on so work was concentrated on the Inn, mainly Imst-Haiming, with sharpening-up sessions on the lake above the town. The waves on the Inn were big and everyone had their tale to tell of 'the one that nearly got me'. Only two people did, in fact 'get got'. Following one of these Darren Platt effected a very smart rescue and there is a story to tell behind the other that is better for the injured party not told!

After 3½ days at Landeck the team moved on the Wednesday to Lofer for the race at the weekend. Lofer is not a particularly difficult course to learn especially when it is low. Because it is a river that relies on rain, and as we had not seen much in the last 10-days, it was very different from the raging torrent encountered in the previous year. A hard day's work was done on Thursday learning the river thoroughly and a time trial held on Friday to decide the teams for the Saturday evening team event. Here there was strong competition for all places as it was realised that prizes could certainly be won by two teams and places in them weren't a formality.

In 1979 Great Britain had won all three team prizes and again they did well. The 'A' team of Smith, Hodgkinson, Tidman won, but the 'B' Team were just edged out of second place by a very strong Yugoslav Club side. They are a rapidly improving kayak nation who must be watched in the next few years as they are well organised and supported.

## Team Event

1st - G.B. 'A' - Smith, Tidman, Hodgkinson 19.59.80; 2nd - KK Ljubljana (Yugoslavia) 20.56.59; 3rd - G.B. 'B' - Dent, Daniels, Baum 20.59.49; 6th - G.F.B.N. 'C' - Platt, Mashiter, Fryers 22.52.99.

These results put everyone in a confident mood for Sundays individual and the confidence was justified with a very creditable set of results in which G.B. filled the first four places in the Youth K1 Class.

## Youth K1 Men

1st - M. Smith 19.06.91; 2nd - P. Hodgkinson 19.44.63; 3rd - S. Dent 19.44.39; 4th - M. Tidman 19.49.05; 9th - S. Daniels 20.05.36; 16th - A. Baum 20.42.32; 20th - D. Platt 20.52.33; 21st - M. Mashiter 21.08.57.

## Youth Ladies

1st - A. Hoetzendorfer 21.36.50 (BRD); 2nd

- P. Holdau 22.03.73 (BRD); 3rd - B. Thuer 22.14.76 (AUT); 8th - J. Fryers 22.34.76 (G.B.)

## Men's K1

1st - D. Pfeiffer 18.30.48 (BRD); 2nd - M. Previde 18.33.50 (ITA); 3rd - G. Pemhaupt 18.39.91 (AUT); 29th - P. Dean 19.38.73 (G.B. Youth Team Coach).

Following the race, in intense heat, the gear was packed for the last time, the prizegiving attended — we were late but they re-ran it as we had won so much — a meal taken, and the journey home begun. Again for the Transit it was fast, the only incidents being a spectacular electrical storm in Germany and a going-over, for the second year running, by Dover Customs. Do they have something against yellow Transits? The journey North was via M1, M6, M62 dropping people off en-route with arrival in Leeds at 8.00 p.m. Monday.

This, therefore, saw the end of another successful Youth Tour. The Team worked extremely well together both on and off the water. Rivalry, which there certainly was between such high calibre competitors, was friendly and good humoured: it merely ensured everyone tried harder. A notable feature was the few capsizes and lack of boat mending that had to be done. Both reflect the high level of skill and confidence of the team, remarkable when few had paddled on rough water for the two months following selection.

The progress some members had made from the previous year's trip was admirable but deserved. For their makes and for the future success of their sport may it continue at the same rate! For those on their first trip and who may have felt over-shadowed by those picking up the medals they must remember they are in a very able group. Some of those getting into the top places this time were in a similar position to you last year. You only get to the top by hard work so keep at it and you too could make it.

## Sponsorship:

Sports Council via B.C.U. W.W.R. Committee  
Whitbread Trust  
Wild Water Centre (Cojaks)  
Weetabix (Alpen)  
Kelloggs (Rise & Shine)  
Fred Perry Ltd (Sun Hats)  
In addition paddlers received some support from local sources for equipment/training.

## Travel Details:

1 Ford Transit 17 Seater - Yorkdale Hire Ltd.  
1 Landrover - George Parr  
1 Trailer — W.W.R. Committee and Pork Farms Ltd.  
Ferry Bookings - Sporting Travel Services.

# YOUTH TOUR



# THE SHALLOWS

## SEA TOURING WITH A.DOREN ON THE SHALLOWS OF THE NETHERLANDS

Do you know The Shallows between the north coast of Holland and the Frisian Islands? They have international fame as a place for waterfowl to winter or rest during migration. They are also hatcheries for North Sea fish, but now they are in constant danger of being polluted by industries in the area, by gas and oil exploration and the dirty water of the Rhine that gets washed through by the current.

At low tide such large areas dry that it is possible to walk to some of the islands, if you have a good guide and if you don't mind getting very wet and muddy at times. It is like a very large estuary, but the tidal height difference is far less.

The bigger islands are populated and are popular holiday resorts with wide white sandy beaches and dunes and simple entertainments in the evenings. Small islands are bird sanctuaries, guarded by wardens in the breeding season. We canoe there, treating the place with due respect, preparing each trip carefully.

This weekend, 7th and 8th June, we had planned to make two trips. We had glorious weather. We paddled from Lauwersoog, on the dyke of the youngest reclamation, to Engelsmanplaat (Englishman's plate) with the wind and the current. We talked a little to the warden. The island is a sanctuary for various species of terns, and met some *wad* walkers (*Wad* is the Dutch name for the Shallows). On the last part of the outgoing tide we drifted out to sea and were off on the second leg of our trip, around Kuipersplaat and then to the little harbour of Schiermonnikoog (meaning isle of the grey monks). To our surprise the wind had veered to west, making it very easy sailing again. With the water still very low we had to paddle the marked channel to the yachting harbour.

In the little village we were welcomed by brassband music, people were sitting in front of the hotel and the pubs, and we found ourselves a nice place for a bite and a

drink. Around half-past-four we started on the crossing back to Lauwersoog. The westerly wind got pretty strong and blew a cold mist down on us, so at last we had some work to do.

We camped on the campsite near the harbour and 8 o'clock the next morning saw us on the dyke again a few kilometres east of Lauwersoog, where we left for the eastern tip of Schiermonnikoog. In the beginning we had to cross some 'sandplates' to get to the right channel, Eilanderbalg. That's why we could not start later than about two hours after high tide. It's really funny to paddle a mile or more out of the coast and if you are only a little out to the left or right of your course you feel the drag of shallow water and you can touch bottom with your paddle.

There are still seals in the area, though naturalists say that they are getting rare and that heavy metals and pesticides in the water have affected their birth rate (of the seals, I mean). We saw about fifteen grey seals, but no young. On the drying grounds we saw lots of gulls and oyster-catchers and low over the water eiderducks flying in formation.

On the beach of the island we lazed and talked, even walked a bit and got attacked by herring gulls, because we got too close to their nests for their liking!

On the turn of the tide we started back and with no wind and a hazy sun and the water like the proverbial millpond it got pretty hot out there. We tried to sneak up on a group of eight seals, but they hobbled into the water. They watched us curiously for some time until we drifted out of their area. Then the sun disappeared and a thunderstorm gathered. We had no choice but going on with more speed. But the storm blew over and we were back so early that we had to pick our way carefully among cockle banks and dry ground to get back to where the car was waiting . . .



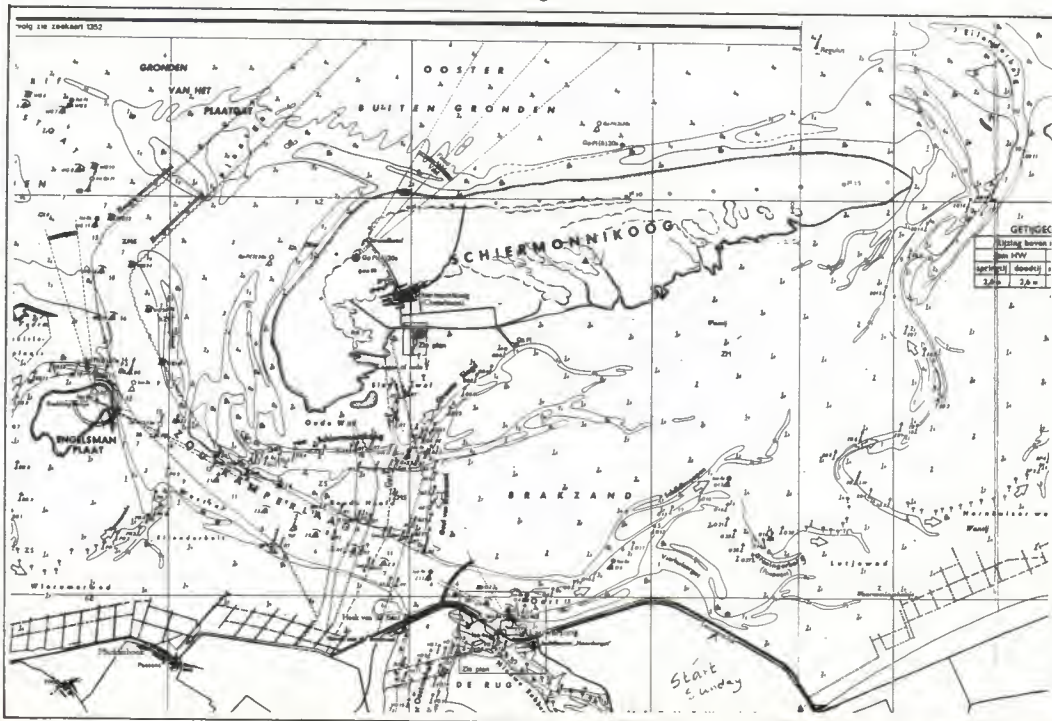




1. Saturday morning at Lauwersoog.
  2. Starting point of Sunday.
  3. Talk with the warden on Engelsmanplaat.
  4. First leg of the trip.
  5. Stop at Engelsmanplaat.
  6. Spontaneous party at Schiermonnikoog.
  7. Harbour at Schiermonnikoog.
  8. Beach of foam . . .
  9. 'Wad' walkers on Engelsmanplaat.
- Photo: A Doren and G.V.D. Steen.



Map of The Shallows — our start place at lower right.





# TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

## CARRIERS AND SEA KAYAK

Whitewater Sports advise us that two new canoe carriers are now available. The first is designed in a 'J' shape to carry the slalom boat on edge and also allow several others to be stacked on edge alongside if desired. The second is a 'U' shaped bracket for K1 river racers or marathon/sprint K1s.

The carriers are zinc-plated steel with foam padding and include brackets and bolts for fixing to most square section roof racks. The price is £12.00 plus VAT (total £13.80) plus £1.25 postage and packing. Trade enquiries are welcomed.

Agreement has also just been reached for the Northern Kayaks designed Mk.1 Lindisfarne Sea Touring Kayak to be produced by Whitewater Sports for their economy range. The price is expected to be around £120.00 (including VAT), which will enable many paddlers to afford a real sea touring kayak.

The boat, which is the 1979 model, will only be produced in a basic trim, purchasers requiring pump, hatches, etc., will have to fit these themselves.

To make purchase of Whitewater goods even more painless, Access and Barclaycard facilities are now available on telephone, mail order or personal visits. For details of all above contact: *Whitewater Sports, 22 Guildford Road, Woking, Surrey. Telephone: 04862 72426.*

## CIRCLE ONE CUSTOM BOARDS

The Circle One Surf Shop of Exeter tell us that they are at present producing custom windsurfers mainly for export to Germany, Switzerland, Holland, Belgium and Sweden and that their boards are being ridden by many top German Windsurfers, including Hand Obels and Claus Simmer.

Custom Boards are relatively new to Windsurfing, and it may take windsurfers themselves some little time to be convinced of the advantages — weight and basic design.

Circle One Surf Shop shapes are well in advance of most others, this being due to the ability of Hans Obels and some eight years of surf board shaping by Jeff Townsley. The Circle One boards are stable, fast, yet extremely manoeuvrable. Also the boards are getting shorter (not yet in the U.K.), with lengths of 2m 80cm being used in strong winds for tricks and fun, and for wave jumping — one of the most exciting aspects of windsurfing sport around.

Foot straps are fitted to the short boards, allowing the rider to stay on while jumping, having complete control, plus using the straps to help lift the boards over the waves. At the present time the U.K. is still some way behind the rest of Europe in this sport, but certainly catching up fast now.

Circle One Surf Shop also produce wet suits for most sports, but of course

specialise in Windsurfing and Surfing. Their Long John and Bolero being the most popular for windsurfing whilst full suits are preferred for surfing.

The firm is at present producing a new style of Bolero — neoprene body and very baggy nylon sleeves with large raglan style shoulder. This gives complete freedom of the arms and certainly something of interest to the canoeist. In double lined neoprene, the suit should retail around £33.00-£38.00

Full details of Circle One custom windsurfer boards and their range of wetsuits can be obtained from: *Circle One Surf Shop, 39c New Bridge Street, Exeter, Devon. Telephone: Exeter 72177.*

## BARON SLALOM PADDLE

The latest news from Baron Canoes Limited, manufacturers of the universally accepted Baron wood slalom paddle, is that they now have a new and very revolutionary paddle on the market. On show for the first time at the Bala Pre-World Championships trade show, the new paddles were an immediate hit with the competitors.

The multi-layered vacuum formed wood laminated blades are fitted into an ovalised aluminium shaft with 'shrink wrap' grips for warmth, comfort and grip. The new paddle features a more efficient blade profile and its thickness nullifies the 'knifing' or 'slicing' effects prevalent in so many modern paddles on the market today.

Being astonishingly light at under 1200 grams, these new paddles are sure to become the yardstick by which all paddles will be judged. Available in standard lengths from 205-210 cms. Specials to order. Full details and prices from: *Baron Canoes Limited, Hatch Moor Industrial Estate, Nr. Torrington, North Devon.* (A unique and highly interesting feature in this paddle is the protection inlay of man-made fibre round the edge of the blade.)

## GAYBO MOVE

During August, Gaybo Limited moved into their new purpose-built factory at Uckfield. They had originally hoped to have made the move prior to this, but were delayed due to pressure of work.

Production at the factory has already commenced to prevent the minimum possible delay to customer's orders. It is hoped that the new office and showroom will be completed by the end of September. This will then bring the office, showroom and factory together under one roof.

The new address is:

**Gaybo (International Canoes and Kayaks) Ltd., Bell Lane, Bellbrook Industrial Estate, Uckfield, East Sussex TN22 1QL. Telephone: Uckfield 5891/2.**

Gaybo Canoes and Kayaks have recently been highly successful in the Europa Cup Series. The Supermax C1 was used by a British Team member to win the overall Canadian slalom Gold Medal. The Reflector K1 was used by a woman British Team member to win the overall Slalom K1 Silver Medal.

In the individual Europa Cup events, gold medals were won by the Mens K1 Wildwater Team at Breil and Sort, using the Delphin. Gold medals were again won by the Mens C2 Slalom Team at Breil using the Synchron C2, while Silver Medals were won by the Mens C1 Wildwater Team at Breil using the Superstar. Congratulations to all British Team members using Gaybo Canoes and Kayaks.

## BETTER VISION FOR SPORTSMEN

All sportsmen who wear glasses, goggles or protective helmets will welcome a new anti-mist product called Everclear, which, it is claimed, can preserve good vision under the most difficult conditions created by sweating, rain, cold or sudden temperature change. The produce —



Surfboards and sailboards from the Circle One range.



already highly successful in America — is now being marketed in Britain by **Huntingdon Fusion Techniques Ltd.** of Huntingdon. It is also suitable for binoculars, camera lenses, rifle sights and car windscreens and mirrors.

Everclear consists of a block of transparent, golden material. A small quantity is applied directly to a dry glass or plastic surface and polished in with a soft cloth. The effect is to alter the surface tension properties so that condensing water vapour, instead of forming mist, runs off or lies flat on the surface. One application lasts several days, and the effect is even better on subsequent applications as the compound progressively fills all the minute pores of the surface.

Unlike many anti-mist compounds, Everclear contains neither wax nor silicone. It is non-toxic and non-allergic, does not smear, and cannot scratch glass or plastic. Nor does it attract dirt, either electrostatically or by stickiness — in fact it contains a cleansing agent which removes oil and grease. It does not dry out in storage, and a single block is over a years supply for spectacles.

Everclear is available direct from the importers at an introductory price of £1.95 including VAT, postage and packing. Normal price will be £2.50. Everclear will also be sold through stores, opticians, garages, sports shops, photographic dealers and chemists, and the company is seeking distributors or franchisees to take on particular areas or types of outlet.

Further information from: *Huntingdon Fusion Techniques Ltd.*, 7 Clifton Road, Huntingdon, Cambs PE18 7EJ.

#### HURON — NORTH OF FORTY

**McNulty Seaglass** announce that their Huron range, fresh from its success in the white water of the Lapland 80 Expedition, have been chosen as the craft for use in the 'North of Forty' canoe hire service in Varmland, Sweden.

'North of Forty' is run by ex-patriot Bill Moran and his wife Barbara, and is offering 10,000-kilometres of lakes and forests for the expedition orientated canoeist.

#### PYRANHA WHOLESALE COMPANY

**Canoe Supply Company** is the new wholesale name of Pyranha Mouldings Limited that being set up with the intention of producing locally the best possible range of products and where not possible importing them.

Just introduced under the new label is the largest range of buoyancy bags available to the canoeist, with 8 different sizes and a waterproof kit bag. Manufactured in a tough abrasion resistant clear P.V.C. they will suit a modern competition kayak to an open canadian canoe. In the event of a capsizing they will prevent the boat from possibly filling with hundreds of pounds of water, making it safer for the paddler and easier to rescue the craft with less chance of damage. They are available now from Pyranha Watersports Centre or ask your local canoe equipment stockist to get them for you.

The new polyethylene kayak **Freetime** is now available ex-stock from:- *West Midland Canoe Centre — Walsall, Staff;* *Pyranha Watersports Centre — Runcorn, Cheshire;* *White Water Sports — Woking, Surrey;* *Lendal Canoe Products — Prestwick, Ayrshire;* *Afton Canoes — Waterfoot, Eaglesham;* *Ace Canoe Products — Chester, Cheshire.*

It's near indestructable qualities,

performance and complete specifications are making it the answer to a prayer for many centres and individuals. Ask for a test paddle and try the two seat sizes, skeg and pool bumpers.

For details of the complete Pyranha range of canoes, kayaks and accessories, write to:- *Pyranha Watersports Centre, Marina Village, Preston Brook, Runcorn, Cheshire WA7 3DW.*

#### DON'T CRAMP YOUR STYLE

**Ask any doctor and he'll tell you that** when you put your hands and arms to work they use more blood. The arms expand as the blood is rushed towards the hands. Restrict this flow and you have **cramp**.

A normal wetsuit jacket might feel fine in the changing room, but ten minutes on hammering down the first rapid or racing towards that first gate and you've got cramp in your hands.

Some talk of the 'pain barrier', others of a ten minute warm up followed by relaxation before the start. Whichever way they put it, they're all saying the same thing — 'my suit cramps my style', or put another way, 'I need a *Seal Marine Freestyle Jacket*'.

What is a Freestyle Jacket? It's a jacket specially developed and designed by experts with access to the latest technology and materials. This jacket positively helps circulation. How?

The vest section is of the finest light microcellular neoprene with soft towelling inside giving style and chest comfort second to none. The sleeves are low cut out, full, and made from polyurethane coated nylon. The one piece cuffs are specially tailored from DLT to give a water resistant seal without pressure as well as finishing off the sleeve stylishly. The polyurethane, while slashing the chill-factor, is so light and thin that the arms flex with true freedom. The blood is kept warm and the hands enjoy cramp-free-power. Weighing in at only 600-grams the *Seal Marine Freestyle* makes sense for the winter and cold canoeist. Full details from: *Seal Marine, Baytree Hill, Liskeard, Cornwall.*



#### NEW PRODUCTS FOR 1981

The **Wild Water Centre of Pateley Bridge, Harrogate**, are already introducing a number of new products that will feature in their 1981 range of accessories for the canoe enthusiast. A number of these are listed below:

#### MEISTER PADDLE Fibreglass Sandwich/Aluminium.

The new Meister Paddle designed to the same specification as before but with stronger more pleasing lines on the blade/paddle join. This added to the new lightweight tube produces an even stronger lighter paddle.

#### EQUIPMENT BAG

A new product added to the Wild-Water range, designed especially for the canoeist and water sports enthusiasts. Ideal for carrying wet or dry gear as it is made from a strong nylon rot resistant 4oz fabric with reinforced carrying handles.

#### TWIN-SEAL SPRAY DECK

A new deck featuring a new Twin Seal system around the cockpit rim to give an extra waterproof seal. This deck also features a semi-ridged foam blank to stop spray deck sag, the formation of a pool is not possible. This foam also provides protection whilst in the water.

#### ANORAK

A new Anorak designed for the outdoor enthusiast.

#### TEE SHIRT CAG

Designed with the competitor in mind, this short sleeved cag is the ideal compromise between keeping water from entering the top of the spraydeck and not being too warm.

#### SEA CAG

A cagoole designed for the sea canoeist with two front pockets and one sleeve pocket, with contrasting hood and draw cord. 4oz PU nylon with Rip stop hood and velcro cuffs.

Full details of these new products from: *The Wild Water Centre, The Mill, Glasshouses, Pateley Bridge, Harrogate, North Yorkshire HG3 5QH. Telephone: 0423 711624.*





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