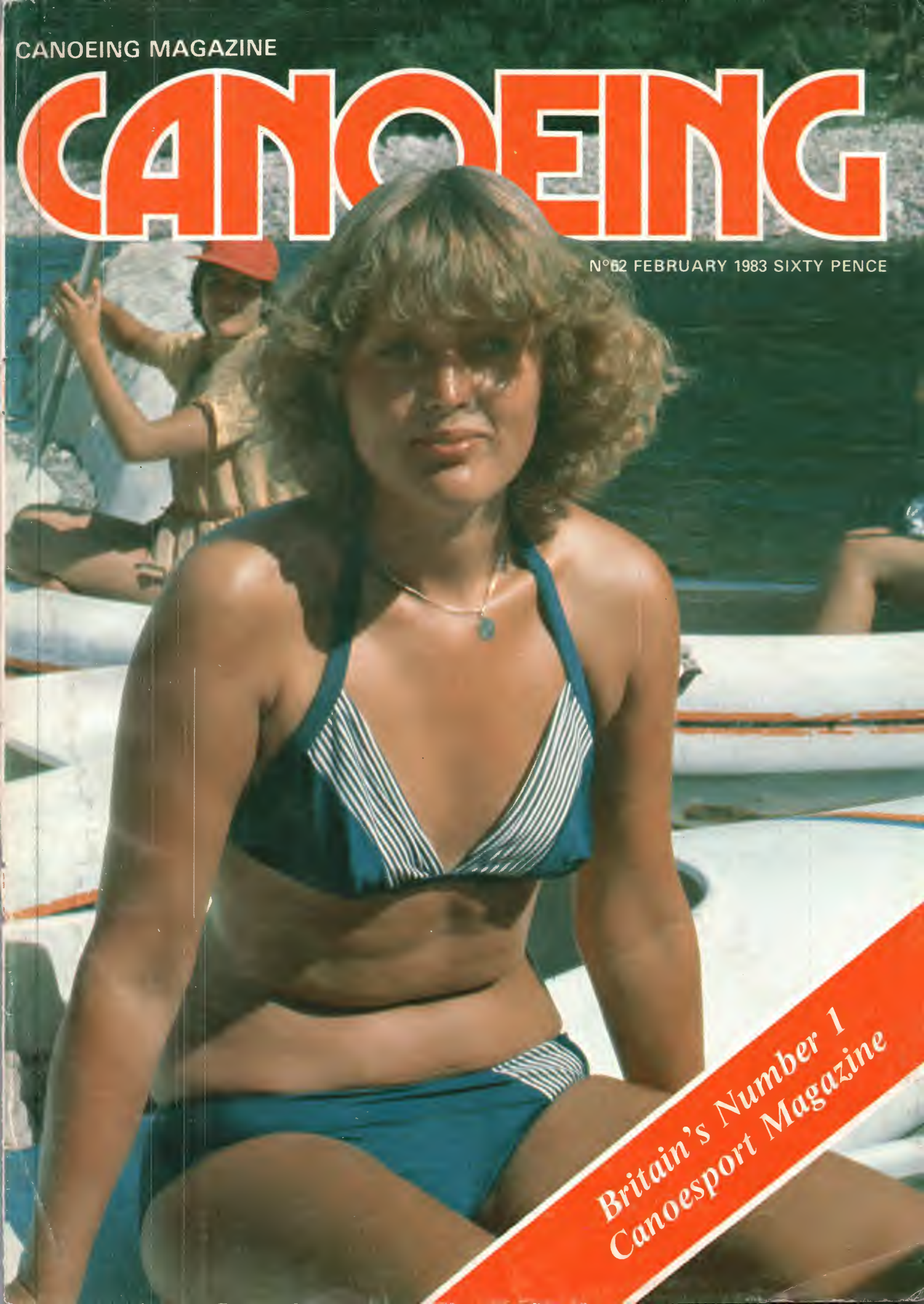


CANOEING MAGAZINE

CANOEING

N°62 FEBRUARY 1983 SIXTY PENCE



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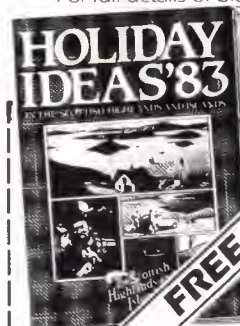


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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

FEBRUARY — NUMBER 62

Editor: Mike Clark

Assistant: Steven Rudd

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COVER: *Ardeche Girl* by Mike Clark



Ann Plant — Wild Water Weekend see page 12

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BROOKBANK BARRED FROM CANOE SHOW

WHO RUNS THE BCU — AND FOR WHOM?

I first started canoeing 30-years ago and have supported the BCU for the greater part of that time. I have been a member of the Coaching Scheme from its earliest days. This business was started and registered 10 years ago for the retail of canoes and canoe-camping equipment — we do nothing else. I have exhibited at Crystal Palace under this name continuously for the last 9 years.

During the early years this business was voluntarily registered for VAT. Such bodies are, in any case, more likely to deal direct with the manufacturer.

Two years ago, with the support of my Accountant, I de-registered — settling to remain a small, one-man business. The public benefit from this situation as retail prices can be kept low and customers can benefit from my personal expertise and experience.

Following the usual invitation from the BCU Exhibition Organiser, I made arrangements to exhibit at Crystal Palace, paying the usual deposit for the stand fee. Just before Christmas a serious query was raised concerning the desirability of exhibitors who are not registered for VAT. The Exhibition Committee suggested that, if not registered, the trader was not a full-time bona fide canoe dealer. I refused this suggestion, explaining why I had de-registered. I have gone ahead with all preparations — hiring of display stands, booking accommodation and services of assistants.

Today, a month before the Exhibition, I am informed that the invitation to exhibit is withdrawn. No reason other than my non-registration for VAT is given for this decision.

I do not know who the BCU Exhibition Committee are, but I wonder what influences them to discriminate against the smaller trader. I thought the small trader was being encouraged in the present employment crisis . . .

*Yours,
D. Davie (proprietor)*

EDITORS NOTE: Brookbank Canoes have supported the Canoe Exhibition for a good many years and I cannot see the point of barring an established dealer from the show on grounds which seem purely to be based on whether the manufacturer/retailer is VAT registered or not. The fact that Mr. Davie of Brookbanks keeps his business below the VAT threshold (£15,000.00 turnover per year), is certainly not a valid reason. Maybe readers would care to comment on what seems a highly dictatorial attitude from the BCU Exhibitions Committee . . .

Notes & News



50+ ALL TO PLAY FOR

As readers will know, one of the Sports Council's main aims, through the national Sport for All campaign, is to encourage more people to take an active part in sport.

In 1983 the Council are focussing on people in their fifties, and will try to increase awareness of how involvement in physical activity — not only as a player, but possibly as a coach, official or helper in a club — can be enjoyable and satisfying as well as contributing to good health.

The new campaign '50+ All to Play For'

is being backed by the Sports Councils for Scotland, Wales and Northern Ireland and will start with national launches on Thursday, 13th January.

Dick Jeeps, chairman of the Sports Council, and Sports Council members joined politicians and celebrities at a London hotel to take part in some sports activities to mark the launch of the campaign, using the hotel's swimming and squash facilities, as well as the new gymnasium.

BUYING GUIDE

Once again with the Exhibition Issue of Canoeing Magazine, we feature a 'Buying Guide' to canoes and kayaks available from the major canoe manufacturers in Britain. The boats listed are as priced at the beginning of January 1983 and all ex-VAT and ex-works.

The list is not entirely complete, for a few manufacturers failed to return their forms for price lists, although these were dispatched well before Christmas — maybe some manufacturers are not really interested in selling canoes or kayaks after all!

It is interesting to note that the BCU magazine Canoe Focus with its current issue is also featuring a complete canoe/kayak buying guide . . . May I comment that this is pretty original thinking on behalf

of the Focus editorial staff . . . or at least it would have been if they had thought of it ten years ago when 'Canoeing Magazine' started running such lists with the Exhibition Issue! Still I suppose that mimicry is the finest form of flattery . . . in which case, many thanks for the compliment Focus!

One interesting footnote to this is that the BCU so closely copied the request forms that Canoeing Magazine has used in the past for gaining the information, that four of the BCU forms turned up on the 'Canoeing Magazine' desk . . .!

letters

Letters of comment, praise, abuse or disgust, always welcomed — Address to: Editor, Canoeing Magazine, 34 Buckingham Palace Road, London SW1W 0RE.

ICF LIFEDECK RULING

Following the decision of the ICF to disallow 'lifedecks' to be acceptable as personal buoyancy in rough water events and the subsequent decision of the BCU Slalom committee to ban sole use of the 'lifedeck' for personal buoyancy in British events as from the 1st January 1983, the below letter was received for publication from Ray Calverley, Sales Manager for Harishok who manufacture the 'lifedeck'.

In 1979 the ICF Slalom Committee directed in writing that the Harishok 'Lifedeck' was within the meaning of the rule defining personal buoyancy competition requirements. Having seen the ICF proposal to implement a new rule effective 1st January 1983, I now understand that the BCU is to follow suit with its own regulations. I request that at the next meeting of the Executive this decision be reviewed. I believe the new rule cannot be implemented under the BCU's own rule system until sufficient notice has been given. If not, you stand not only to affect people's results, but also force them into buying new equipment unnecessarily.

Secondly, although the ICF Board of Management is not democratically accountable, the Slalom Executive Committee certainly is. It is not sufficient to simply do what the Board of Management demands; you must examine the minutes and only implement the proposals if you collectively feel they are legal within the ICF's own rule structure. I feel the new rule is acceptable if that is the direction that the International community desires but there are internal checks on the arbitrary use of power and 1984 is the next legal opportunity to change the rules. It is not reasonable to assert that this is only a change of interpretation as the ICF minutes make no attempt to convey that impression. They are clearly implementing a new rule before the permitted legal opportunity of 1984 when there haven't even been safety objections raised by the ICF Board to the Harishok 'Lifedeck'.

Thirdly, I feel I am victimised in a second way as there has been no attempt to identify other products which are not within the scope of the new rule. Wild Water 'Kojak' and British Standard 3595 Life Preservers do not comply. The first is clearly a 'Tabard' as it has no arm holes and cannot be described as a vest or jacket.

Both do not have the foam distributed 'around the upper torso' (to provide impact protection) and the latter does not have approximately equal amounts to front and rear.

I ask that the Slalom Executive makes its position clear on all these points in writing so that the issues can become a matter of public debate.

*Yours sincerely,
Ray Calverley, Sales Director*

THE WORLDS FIRST UNDERWATER CANOEIST

Article and photograph
by NED MIDDLETON

During a recent event to raise cash for two military charities a team of divers from the Lisburn Garrison Sub-Aqua Club spent no less than 120-hours (5-Complete days) underwater in a pool in Northern Ireland.

With so much diving talent and equipment available I decided to put

everything to good use by taking underwater photographs.

In the storeroom was a training kayak complete with paddles and these seemed like good props for an underwater photographic studio. I began by placing two chairs on the pool floor and placing the kayak across them. I added lead weights to the boat for stability. Behind the kayak I place a number of air cylinders which would release a back-drop of air bubbles at the appointed time.

Next to the air cylinders I placed an Ikelite Sub-Strober 150 set in the *Slave* mode with a piece of dark red cellophane covering the flash. Unfortunately this also covered the slave sensor so I used a second *Apollo* slave strobe situated so close to the Ikelite 150 that the *Apollo* would trigger off the Ikelite.

The final addition was the model. Mrs Gina Stevens, a young diver and member of the Lisburn Garrison underwater marathon team, agreed to try out my ideas. She was to swim down to the kayak and sit inside it. The high chlorine level meant that she had to keep her facemask on to protect her eyes. Once inside the kayak she found a diving cylinder at her side, though out of sight of the camera, which was for her own personal use whenever she needed it.

All that remained was for Gina to take up the paddle, take two or three good breaths, temporarily discard the mouthpiece (demand valve) and strike a pose for the camera.

The camera was a Nikonos III with 35mm lens and Nikonos automatic flash unit. This gave automatic exposure to the model while at the same time setting off the *Apollo* slave which in turn set off the Ikelite Sub strobe 150-creating — the effect of a back-drop of red bubbles.



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Crystal Palace
National Sports
Centre
February 19-20,
1983



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canoe
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HUNTSMAN sea kayak
HORIZON touring double kayak.

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Name

Address

..... CM

FOSTER'S DRAUGHT

INTERNATIONAL CANOE EXHIBITION



**Crystal Palace
National Sports Centre
19-20 February 1983**

A guide to the Exhibitors at the Canoe Show

UPPER CONCOURSE

1. Gul Wetsuits
2. Watermate Canoes
3. Joel Enterprises
4. Ottersports Ltd
5. Carl Douglas Racing Shells
6. Beans

CONCOURSE

7. Fosters Sports Foundation
8. BCU Wild Water
9. BCU Racing
10. BCU Marathon
11. A.S.C.O.T.
12. Welsh Canoe Association
13. BCU Slalom
14. North Shore Designs
15. Lonsdale Centresport
17. Canoe Polo BSAC
18. BCU Headquarters

NORTH BALCONY

19. The Canoe Centre (Twickenham) Ltd
20. Mark Gees Paddles
21. Tiki International (Plastics) Ltd
22. Palm Glassfibre Mouldings
23. Wye Kayaks
24. D & S Marine Ltd
25. Harishok Ltd
26. Canoe Supply Co.
27. BCU Sailing
28. Outdoor Adventure
29. Freeblades
30. Avoncraft Lawrence
31. Avoncraft Lawrence
32. Dolphin Wetsuits
33. McNulty Seaglass
34. Dagenham Watersports Centre
35. Canoeist Magazine
36. BCU Surf
37. BCU Corps of Canoe Lifeguards
38. BCU Touring
39. BCU Sea Touring
40. Courtlands Centre
41. Marsport U.K.
42. Nomad Canoes

MAIN HALL

43. Valley Canoe Products Ltd
44. Howarth Sports
45. Capel Canoes Ltd
46. Hotelcraft
47. 'New Wave' Blades
48. Fibrecraft Products
49. Tim Ward Canoes & Kayaks
50. Lendal Products Ltd
51. Haze Enterprises
52. Brookbank Canoes
53. Sunray G.P. Ltd
54. Baron Canoe Supplies
55. Granta Kayel Boats Ltd
56. A.C. Canoe Products Ltd

57. Wave Sports Ltd
58. P.G.L. Young Adventure Ltd
59. The Adur Centre
60. Gaybo (International Canoes & Kayaks)
61. Trylon Ltd
62. Canoesport UK
63. Krakatoa Mouldings
64. Delapre Developments
65. Derwent Canoes
66. Canoeing Press
67. U.K. Surf Skis
68. P & H Fibreglass Ltd
69. Whitewater Sports
70. Pyranha Mouldings Ltd
71. Arrowcraft Marine Ltd
72. Wild Water Centre

2ND EXHIBITION HALL

73. Inner London Education Authority
74. Inner London Education Authority
75. National Sailing Centre
76. BCU North West Region
77. Inland Waterways Association
78. Devizes-Westminster Canoe Race Committee
79. Canadian-Canoe Association of Great Britain
80. Canoe Camping Club
81. Youth Hostel Association
82. Boys' Brigade Canoe Club
83. International Long River Canoeist Club
84. The Scout Association
85. Calshot Activities Centre
86. Advanced Sea Kayak Club
87. BCU Canoeing for the Disabled
88. BCU East Midlands Region
89. BCU Yorkshire & Humberside Region
90. BCU Northern Region
91. BCU Eastern Region
92. BCU London & South/East Region
93. National Association of Boys' Clubs
94. Sea Ranger Association
95. BCU Eastern Region
96. BCU Access
97. Spanish Canoe Association
98. French Canoe Association
99. Swedish National Tourist Office
100. Royal National Lifeboat Institution
101. Canolfon Tryweryn
102. Royal Life Saving Society
103. BCU Southern Region
104. Plas y Brenin National Centre
105. BCU West Midland Regional Group
106. BCU South West Region
107. The Sports Council

CANOEING MAGAZINE



-PREVIEW-PREVIEW-

A Look at some of the canoes, kayaks and gear at the Canoe Show

ARROWCRAFT MARINE Stand No.71

The Amazon kayak is a new general purpose/whitewater kayak from Arrowcraft designed to perform exceptionally well under most conditions. Being only 385cm long with rounded ends, it makes a natural choice for centres and schools where durability is of prime importance. The Amazon has enough buoyancy to cope with whitewater expeditions, yet retains the manoeuvrability of a slalom type kayak. The kayak has been chosen for use on the 1983/1984 British Peruvian Expedition, where it will be used to kayak 500-miles of the source of its namesake, the Amazon.

Arrowcraft are now also able to add another top slalom design to their range. The Premier II from Pyranha, used so successfully in competition during 1982, is now being manufactured under licence by Arrowcraft Marine. Full details of this and other kayaks from Arrowcraft can be obtained on their Stand No.71 at the exhibition, or write to: Arrowcraft, 112 Newhall Street, Willenhall, West Midlands.

AVONCRAFT Stand No.30

Avoncraft announces a new franchise for the Prijon 'Taifun', the world's first blown polyethylene kayak. Toni Prijon, known throughout the world for his design ability, has developed this all purpose kayak. The safety features are probably the most advanced for a plastic kayak of this type, and the craft is virtually indestructible.

Banook Sea Kayak, an exceptionally fast lightweight sea touring kayak with ample space for stowage, and can be fitted with all the usual extras. Excellent performance, even in the roughest conditions. Both the Banook and Taifun will be on display at the Crystal Palace Exhibition.

CANOEING PRESS Stand No.66

Canoeing Magazine will once again be a major feature on the stand, current issue and a number of back issues will be available — so if you missed a particular copy through the last year, maybe you can catch up.

As in the past recent years there will be hundreds of stickers available — CP Decal will be doubling up on the printing, so we hope at least a few will still be in stock for the Sunday! A number of new sticker designs will be available over last year, including the popular 'I love CANOE' as a bumper sticker. Also the canoeing books come back in profusion this year, including a brilliant publication from Australia — if the order arrives in time . . .

On special offer will be a few hundred T-shirts (all at below £2.00) of designs produced over the last year. The sell out of designs — canoe, surf, windsurf and ski — is to make way for the new Hanes T-Shirts that will be available in early March. Samples of the Hanes shirts will be on display — T-shirts, Longsleeved T-shirts, and 'Teeny-Tees'. These superb quality shirts produced in 100% cotton and among the very best that the United States can supply, will be available quantity or individual, white or colours, plain or motif printed.

CAPEL CANOES Stand No.45

Capel Canoes will be exhibiting their new Wild Water K1, which they are calling 'Bullet'. This kayak has been developed using the very latest space age materials, together with advanced production techniques, enabling Capel Canoes to offer a superior quality craft at a realistic price.

Come and see 'Bullet' at Capel Canoes' stand, or at their showrooms at Five Oak Green, Near Tonbridge, Kent. Telephone: Paddock Wood 2128. Why don't you be on target with a 'Bullet'.

BARON CANOE SUPPLIES Stand No.54

As well as their already popular range of canoes and kayaks, Baron Canoe Supplies (Hibble Gear) will have on display craft built using new materials and methods of construction for the top competition range, together with a new slalom canoe to be released for the 1983 season.

Also there will be a complete selection of canoe gear and accessories for competition canoeing needs.



-PREVIEW-PREVIEW-



CHRISFILM & VIDEO Stand No.72

Several new films will be shown at Crystal Palace this year including: 'From the Ocean to the Sky', 'Fast and Clean', and 'Susitana'.

These films are available on video from the Chris Hawkesworth stand in the Main Hall. The free video service provided by CF & V in the Exhibitors Lounge will be available again, showing video copies of all the films showing to the public elsewhere. CF & V are showing seven films at the exhibition.

Because of the growing North American market CF & V have now incorporated a company in the United States. Most CF & V films will be available for hire and sale on both 16mm and video cassette. The new office is managed by Ron Rossi, while the new company includes Bruce Stafford, author of the American Whitewater Affiliation Film Resource List.

COURTLANDS CENTRE Stand No.40

Situated in South Devon within easy reach of the sea, surf beaches, estuaries and River Dart, Courtlands is an old Manor Farm converted to provide comfortable, centrally heated accommodation in twin rooms and dormitories. A high level of service and catering is maintained by the resident manager. Excellent facilities include Sauna, Drying Room, Gymnasium, Assault Course and licensed Coach House Bar.

Privately owned, the Centre is run by the owner who is involved with all the Canoeing and other sporting activities available. Slalom, Canadian Canoes and Surf Skis can be hired, and instruction provided. Canoeing courses to be run in 1983 are: Advanced Sea 29th April/1st May, Beginners Weekend 5th August, Beginners Week 13th/20th August, Proficiency Course 20th/27th August, Surf Training (Sea) 7th/9th October. A high standard of instruction is included in a very reasonable tariff. For details of courses come and see Courtlands on their stand No.40 at the exhibition or write direct: Courtlands Centre, Kingsbridge, South Devon. Telephone: 054 855 227.

The Arrow at Augsburg

D & S MARINE Stand No.24

D & S Marine are now the South Coast Agents for Derwent Canoes and will be displaying at Crystal Palace the new Derwent Slalom Kayak — The 'Blitz'. Also on the stand will be a new addition to the D & S range in the shape of the 'Manta', a General Purpose Kayak.

DELAPRE DEVELOPMENTS Stand No.64

In addition to the unique 'Eagle' Canadians Dalapre Developments will be showing their new 'Arrow' kayak — a greatly improved version which in 1982 was tested on the Augsburg slalom course and down river in the Austrian Alps. Equally at home as a club trainer, this diolen hulled all purpose kayak wants some beating at just £115.00 incl.VAT. Also on show will be a new range of GRP/Diolen bladed paddles at very competitive prices. Well worth having a look.

DERWENT CANOES Stand No.65

Derwent Canoes will be showing a range of kayaks manufactured by a new process. This is the result of a six month investment programme and reflects a *The new buoyancy vest from Harishok*

radical new approach to the manufacture of canoes.

The new Derwent 'Performance' range of kayaks represents an enormous step forward in canoe manufacturing technology. The benefits for the canoeist will be obvious at a glance. Not the least of these benefits will be the price. By eliminating costly, labour intensive production methods and replacing them with efficient capital intensive methods, canoe manufacturing costs have been significantly reduced. Also, the possibility of human error, all too common in hand-made glassfibre kayaks, is completely removed. With a Derwent 'Performance' boat the paddler will be getting better value for money than he would from most others. The evidence is on stand No.65 in the Main Hall.

To compliment the Derwent 'Performance' boats there will be a new range of Derwent Performance equipment including buoyancy aid, spraydeck and cags. For the very latest in canoeing development, see Stand No.65.

FREEBLADES Stand No.29

Apart from Freeblades 1983 range of Competition Paddles, for Crystal Palace they are introducing a new range of Budget Paddles. This will consist of:

A Slalom Blade, available in Kit Form @ £15.00 plus VAT, or assembled @ £16.50 plus VAT.

A Racing Paddle, available in Kit Form @ £20.00 plus VAT, or assembled @ £11.00 plus VAT.

A C1 Paddle, available in Kit Form @ £10.00 plus VAT, or assembled @ £11.00 plus VAT.

These blades are designed for the canoeing with a limited budget, but who wants a superior blade to the general purpose type of blade.

GRANTA BOATS Stand No.55

The new Kayel Sea Rover 15 and 17 kayaks which are available in kit form at approximately £70.00 will be on display for the first time at Crystal Palace.

Geoffrey Hunter will be in attendance also to impart knowledge on these craft to



interested people along with copies of his new book *'Anngmagssalik Round Britain'* which he will personally be autographing.

Also on display will be the Kayel K1 Racing Kayak and a new portage trolley. The Canadian Ranger 14", the new craft in the Ranger series, will also be making its first appearance.

HARISHOK COMPANY Stand No.25

The Harishok Company will be exhibiting a new buoyancy vest for slalom and two new spraycovers. The successful Frazer Team jacket will be on display incorporating two pockets for expedition paddling. Cooper Helmets and the most successful spraydeck in canoeing history — the lifedeck — will be available.

KRAKATOA MOULDINGS Stand No.63

The 'Kraken', Krakatoa's new slalom kayak is now available in high and low volume versions of different paddler weights and will be on show on their stand at the exhibition.

The low volume version, is ideal for paddlers up to 60kg, while the high volume version is suitable for paddlers up to 80kg. Krakatoa will continue to produce the Elektra which is suitable for any weight of paddler up to 90kg body weight.

Krakatoa are now producing a range of custom-built high wind sailboards using a styrofoam/kevlar/epoxy sandwich construction. These can be made down to 3kg in weight with this system. Using the same construction technique Krakatoa are also now making a new type of Star Paddle — the 'Super Competition'. These have kevlar/epoxy/honeycombe blades and carbon or alloy/carbon shafts. Although a little more expensive, the new blades represent the ultimate in competition paddles. These and many of the kayaks/canoes, paddles and accessories in the Krakatoa range will be on show at the exhibition.

LENDAL PRODUCTS Stand No.50

Lendal — Stand No.50 at Crystal Palace will be showing their complete range of one piece paddles and kit range, including their new range of fibreglass paddles.

The Surf Ski paddle, developed specifically for Surf Ski enthusiasts, will be on show for the first time together with an improved version of the 'Powermaster' racing paddle which won a number of British Sprint titles in 1982.

MARK GEES Stand No.20

Mark Gees for quality timber kayak and canoe paddles. Designed by paddlers, and made with the care and fine attention of British craftsmen to give paddles of strength and reliability with a high quality finish.

Paddles for all aspects of canoeing: competition slalom, flat water racing, touring and kit paddles. Visit us on Stand 20.

McNULTY SEAGLASS Stand No.33

McNulty's have now shown their latest surfing phenomenon — The Hunter, a low buoyancy kayak with a hooked nose that would make Cyrano de Bergeroc jealous!

Out of their classic stable is the latest development in the Harrier Hawk design line — The Hawk. A lower volume craft it has been developed specifically at the request of paddlers who are looking for a low line craft but with sufficient buoyancy to get them out of trouble. There are three versions — diolen, kevlar patch, and all-kevlar hull.

Also on the scene is the latest in the Nova range of slalom kayak and a new look in sea kayaking.

NORTH SHORE DESIGNS Stand No.14

At the Exhibition, North Shore Designs will be presenting four new designs: Avanti — the latest in their range of successful slalom kayaks: Strata — a highly competitive C2: Torque — a medium volume kayak for the Surf and Whitewater enthusiasts: Shoreline — a new concept in sea kayaks.

As well as the rest of their proven designs, North Shore will have on show their full range of outdoor wear (on special offer). Come and see the full range of kayaks/canoes and accessories on Stand No.14 on the North Balcony.

P & H FIBREGLASS Stand No.68

P & H Fibreglass Products will be showing, for the first time, their new slalom kayak 'Xenon', together with the lowline version 'Xenon SL'.

This new model is ready for the 1983 paddlers and should be in the premier Division during the early part of the slalom year.

A full range of sea kayaks will also be on the stand, together with the designer — Derek Hutchinsin — who will be only too pleased to talk to you, or even autograph his 'Sea Canoeing' book.

P & H will have a very competitive range of accessories available — why not pop along and compare prices?

PYRANHA MOULDINGS Stand No.70

Pyranha are pleased to announce and to show for the first time their all-British rota kayak Freestyle. After 2½-years of development of the shell and internal fittings, Freestyle will be available in March and with a performance to match GRP craft, and with fittings that add a new dimension to safety standards. Freestyle is a whitewater play-boat for individuals and centres. See Freestyle in February and paddle Freestyle in March.

Pyranha will also be displaying new constructions and designs for their World and European championship winning kayaks and equipment. This will include a new buoyancy aids, cagoules, paddles, and Meran L for the lighter paddler.

TIM WARD CANOES Stand No.49

Tim Ward Canoes will have on show an exciting new White Water Expedition version of their very popular Osprey Kayak. They also hope to have the Alan Bye cockpit liner available and a new touring single kayak in standard and expedition versions. Tim Ward will have various boats for sale on both days, backed up by a large range of accessories. Purchase with your Access/Visa Card or take advantage of Instant Credit up to £1000 (typical APR 3.2%). Quality kayaks and canoes — with a little extra — come and see for yourself.

VALLEY CANOE PRODUCTS Stand No.43

The Vixen is a new Baths Trainer designed to BCU specifications for polo kayaks by Valley Canoe Products. It offers a well balanced compromise between speed and manoeuvrability and features a low-profile . . . a very comfortable seat, available in two widths and the added safety of recessed toggle parks.

The Vixen is 60cms in the beam and its length of 295cms gives a good response when it is rolled. The stainless steel bar across the cockpit drains (quite a feature of VCP designs these days), gives an added hand grip for the novice or instructor).

To be launched at Crystal Palace by VCP . . . is a superb new buoyancy aid, the Tabard. It has so many good features that there isn't space to list them all here, but Valley are so pleased with the design that they have taken the trouble to register the design (no.1008047).

When under test prior to its launch, one of the wearers was heard to remark . . . 'Comfortable enough to wear about the house . . .'

All this adds up to a good deal for the customer . . . take a look at the Tabard at Crystal Palace this year.

WHITewater SPORTS Stand No.69

Whitewater Sports, having moved shop, have also moved stand position at the show and are now opposite Gaybo in the old space previously occupied by Pyranha.

Whitewater Sports will be showing a brand new lockable roof rack from Sweden called the Quick Rack. Also available is a new fitting called the Quick Strap which will lock a kayak, surf ski, or windsurfer to the rack. The whole system is most ingenious and well worth a look. For the impecunious enthusiast the Quick Wirelock is a cheap alternative at only £4.95.

For anyone contemplating buying a windsurfer, Whitewater Sports have a super low priced board from one of the world's top board makers at a huge price reduction from normal. Pop along and ask about it at the show.

Whitewater will also be introducing their new 'canoe-school' facility, which will be run from their Shepperton superstore.

-PREVIEW-PREVIEW-



ICE WHITE WATER

**Dee Race 22/23 January 1983,
21st Series**

It was bright sunshine and hard ice weekend, as can be seen below. But the start sheet wasn't as big as it could have been. Mainly due to people sending in their entries in too late. Over forty entries were returned as they had arrived after the closing date, in accordance to the rules. So the next time be smart and get them in quick. Help the organisers mammoth task!

Canadian Doubles

- 1st Williams/Goode: 13.43.4
- 2nd Terry/Cooper: 14.12.00
- 3rd Horrod/Stanwyck: 14.18.00

Mens, K1 Div A

- 1st J. Hibble: 11.44.5
- 2nd D. Taylor: 11.47.9
- 3rd M. Swallow: 12.0.4.

Ladies Div A. and A/B

- 1st A. Plant: 13.13.8
- 2nd S. Hornby: 13.27.2
- 3rd F. Mitchell: 13.37.2

Canadian Singles

- 1st S. Wells: 14.16.3
- 2nd R. Evans: 14.27.6
- 3rd G. Goldsmith: 14.39.1

Team Event

- 1st Hibble/Smith/Morely: 12.41.11
- 2nd Gillham/Yarwood/Parker: 13.34.7

Above: Ann Gillespie splashing through Serpents Tail rapids. Right: Lines of a Gil canoe disappearing under the Chain Bridge. Below: When the ice gets tough the tough gets going. Below Left: D. Yhnell from Shadwell goes straight down the vee. Below right: The 'Roose' bracing through the Serpents tail.

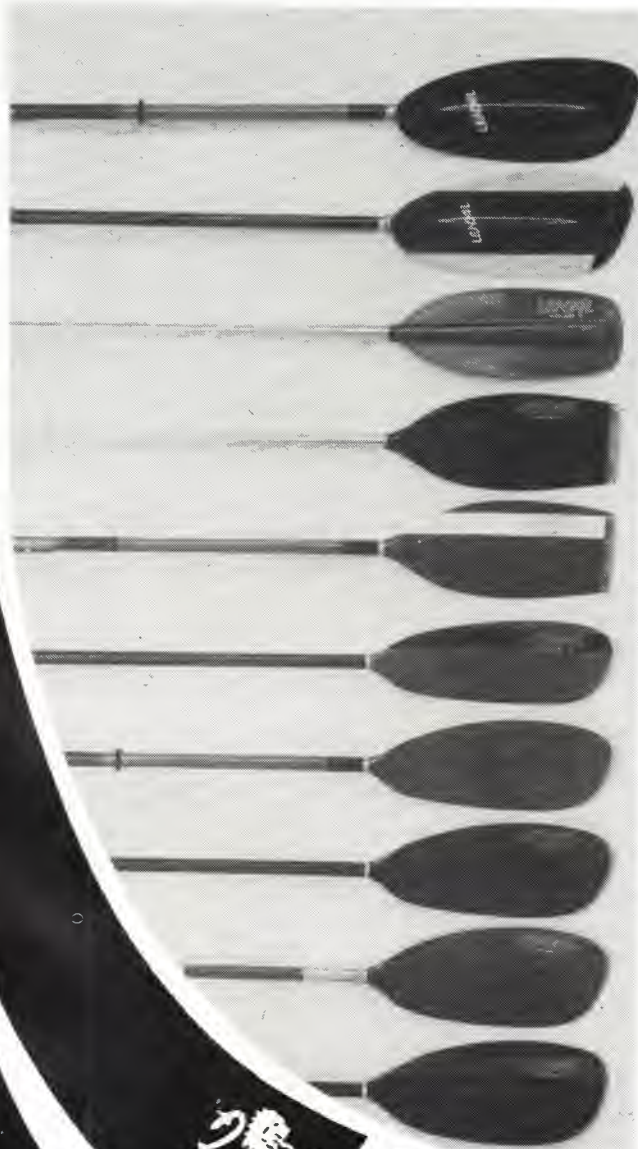


Photos by Steven Rudd.

LENDAL



THE WORLD'S LARGEST RANGE OF KAYAK PADDLES



LENDAL is a privately owned company run by canoeists. Both directors have competed in two Olympic Games each and have each held National Sprint and Long Distance Racing titles. Both Marianne and Alistair Wilson have been active canoeists for the past twenty five years and have wide experience of competitive, expedition and sea canoeing. The company aims to produce high quality canoe paddles and equipment and has had several "firsts" in design. We continually seek to improve on our designs and to introduce new ideas on to the market.

From top to bottom:

1. NORDKAPP - Sea Touring Paddle
Multi-laminate wood blade with contoured back and stabilising rib.

2. PACEMASTER - Racing Paddle
Lightweight multi-laminate wood blade, contoured back and stabilising rib.

3. FLAT KIT - General Purpose
Formed around a strong aluminium spine.

4. CURVED KIT - General Purpose
Strong aluminium spine with basic slalom design for maximum efficiency.

5. SLALOM
Suitable for all rough water paddling.

6. SURF SKI - Sprint and Marathon
Developed specifically for Surf Ski enthusiasts. Racing design with contoured back. Blade widths: 17.5 cms.

7. NORDKAPP - Sea Paddle
Available in recommended sea safety colours. Blade width: 17.5 cms.

8-10. POWERMASTER - Racing Blade
Suitable for sprint, marathon and down-river racing. Blade widths: 20.5 cms or 19.5 cms for Ladies/Junior use.

All models available with a choice of fibre-glass, carbon or aircraft alloy shafts.



PADDLE
LENDAL
POWER



THE 1982-83 RANGE

LENDAL PRODUCTS LIMITED, 30 Hunter Street, Prestwick KA9 1LG, Ayrshire, Scotland Telephone: 0292 78558

MEET LEADERSHIP ON INLAND WATERS

An article by Chris White

A friend recently asked whether I would jot down some brief notes on guidance to the duties and responsibilities of the Meet

leader information was in the B.C.U. handbook, he countered with, I quote: *'Really, I want something that is not so official, words that will appeal to the ordinary canoeist, but, most important, not just a list of equipment and set rules, but ideas that will stimulate people's natural thought processes into motion.'*

Before I proceed further I would like to state that I fully support all B.C.U. literature and policy with regard to Meet Leadership. This has been gathered and formulated over many years by paddlers much more experienced than myself. Aspirant M/Ls and those who regularly accept the leadership duties should make themselves conversant with all the advice and information that is available. Remember, all of us tend to be complacent at one time or another.

What are the duties of the M/L? In general terms he or she is required to organise, plan and implement a canoeing activity, usually a day-run. He or she is responsible for the welfare of ALL persons who attend that run. If there is a land party the M/L should delegate authority (in a pleasant way), to ensure a smooth operation. Bear in mind that the M/L always has overall responsibility.

Let's have a day-run on the Teme in January. Easy, or is it?

0800: All meet at pre-arranged spot (Club House) to sort out transport. This could have been done earlier but so-and-so said that he may not be able to make it and the girl who recently joined the club didn't ring because the M/L assumed that everyone had his number.

0810: Parent drives up with two youngsters who M/L has never paddled with before. *'Can they go please? They've both had experience.'* On the canal??

0815: M/L has not the courage to say no to new arrivals. All set off to Ludlow.

0930: Arrive Ludlow, off boats. All cars to Burford Bridge. New parent leaves last.

0945: One of the youngsters decides to try out new boat. Embarks. Remainder of party engaged in exciting game of football (with borrowed ball).

0946: Youngster capsizes; floats away downriver. Dave scores second goal.

1030: Still waiting for parent at Burford; no-one told him where to go. Has he got a map? Has the M/L got a map? By this time we have lost one parent and one canoeist and we're not even on the water yet!

1045: Find parent.

1105: Arrive back at Ludlow. Dave has scored five goals and is overexcited.

Youngster who capsized was not of our party so...(doesn't matter??)

1115: Off we go!

1125: Two boats collide on first weir. Party splits, M/L remains behind (?) to repair canoes and people with his repair and first aid kits. Perhaps if affected persons had their own emergency gear they would have known how to use it. Remainder of party play on chute.

'Who's the gentleman shouting at us from the bank, anyone would think he owned the river?'

1150: M/L arrives, tries to attract attention of those on chute (would be easy with a whistle). Oh dear, one of the youngsters has no spray deck or helmet, never mind.

'No, there's no need to portage love, anyone can shoot that, it's a piece of cake, watch me.'

On down the river.

'Who's in the lead, is there a tail-end charlie, how many are we, did anyone count.'

'There's a canoe upside down in the bushes.'

'If it was any good it would have been claimed by now. Carry on lads!'

1205: *'You what love, cold? You can't be, I'm not. Just paddle harder, burn up the calories. Come on or we'll be left behind.'*

1245: Dave is now half a mile in the lead approaching Ashford Weir. He never told anyone that he used to have epileptic attacks when he was younger. Suddenly, he loses consciousness; his boat inverts. Great!

1300: Stop for lunch, if everyone has one. If not, someone is sure to have spare food and hot drinks.

1305: Youngsters arrive; have difficulty landing; both fall into water (again). Lunch and spare clothes float away or sink. What spare clothes?

1306: *'O.K. lads, let's go.'*

'These boys haven't eaten yet.'

'I'm getting back on the water, I'm freezing.'

'Has anyone got a plaster/asprin/safety pin/bog paper?'

1310: M/L suggests that all embark. Both youngsters pale and shivering.

'Has anyone seen Dave?'

'He's probably paddled down to the pub, ha! ha! ha!'

1322: *'Here lad, put my ONE spare jumper/shirt on.'*

1340: *'That lad's capsized again, we'll have to tow him.'*

1355: *'He's over again; his face is a funny colour.'*

'We could do with two tow ropes.'

1400: *'I think he's unconscious, what shall we do?'*

'Is he breathing?'

'Shall I give him some brandy?'

'Shall I warm his hands by rubbing them!'

'Has anyone got a bivvy bag/sleeping bag/spare clothes!'

'Where's the nearest 'phone/house/road?'

'Shall we take off his wet clothes?'

'I think you dislocated his shoulder when you pulled him out.'

1500: *'Good job that farm was close, what was the name of it?'*

'Did you ring the lad's home?'

'Couldn't, I didn't know his number.'

'I wonder where the rest are.'

'Waiting at Ashford. I told them to...I think.'

1505: *'Someone's climbing along the wall by the new water wheel; oh! he's fallen in. Pass me your throwing line.'*

'I didn't bring one today; he seems to be drifting into the horseshoe.'

1515: *'Has anyone any spare clothes/hot drinks?'*

'Dave has a paddle like that.'

1530: *'Someone is caught in the trees over there, can you get him out? I thought you two could do rescues.'*

'Oh! I've broken my paddle. Has anyone...?'

1545: *'I can't paddle against the current and if I go up that side I'll capsize. Hold on! I'll soon be with you.'*

1600: *'Not long now lads, we'll soon be there! Time? Don't know, haven't got a watch.'*

'Yes, it's getting dark.'

'Yes, we could get out and walk to Burford but I don't want to be called chicken, so we'll carry on in the fading light.'

1630: *'Is everyone here; who carried on downstream?'*

'Is that parent lost again, he's got the dry clothes etc etc.'

1645: *'You lot are bloody hopeless!'*

'Has anyone seen Dave?'

Okay, so that could never happen. Some may say that I am treating a serious subject in a lighthearted manner. Such a series of events could never occur on a one-day trip.

Consider this. Any ONE of these incidents could have taken place. Which one should you, as M/L, be prepared for? Be honest with yourself: what is **your** capacity for dealing with the responsibilities of the M/L?

A good M/L should be able to negate the majority of incidents by correct planning and organisation. Only the unexpected or accidental should pressure the M/L and even this may be partly overcome by carrying suitable equipment in the right quantities and knowing how to use it. Have you ever treated an unconscious hypothermia victim in wet, cold weather? This can be a terrifying ordeal for the average Leader.

Persons interested in Meet Leadership may obtain information and advice from any or all of the following:

Attend training/assessment or Advanced Proficiency.

Attend a Senior Instructor training course.

Attend a First Aid course.

Gain a lifesaving qualification.

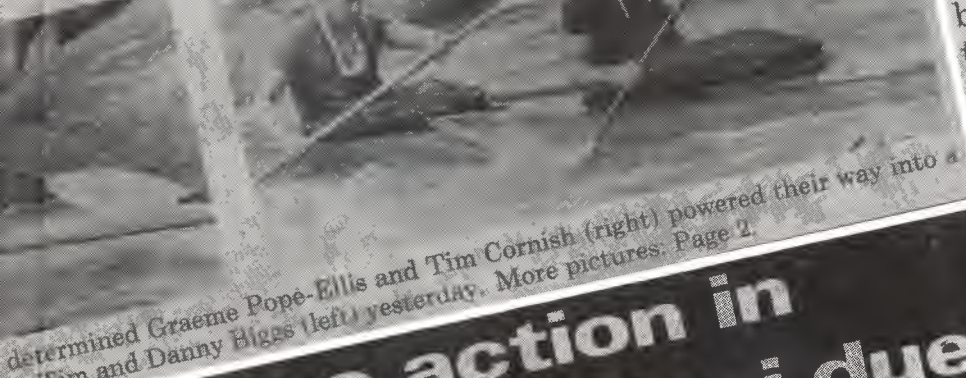
Consult the B.C.U. Handbook.

Practice your personal canoeing skills.

To conclude, I am certain that the majority of Meet Leaders on inland waters are extremely competent persons as are those who conduct expeditions at sea. But — don't be complacent. It may not be **YOUR** group that is in trouble. How many times have you been asked to render aid to other groups or individuals? Think about this. . .

DURBAN, FRIDAY, JANUARY 14, 1983

S FIGHT TO THE FINISH

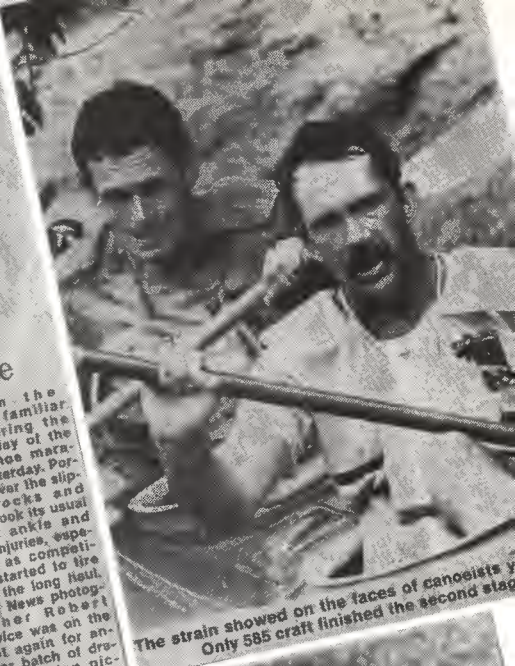


determined Graeme Pope-Ellis and Tim Cornish (right) powered their way into a yet Tim and Danny Biggs (left) yesterday. More pictures: Page 2.

Day Two action in the dramatic Dusi duel

Pain on the rocks as canoe stars begin to tire

MAN on the run... a familiar sight during the second day of the Dusi canoe marathon yesterday. Porphy rocks and banks took its usual toll of ankles and knee injuries, especially as competitors started to tire after the long haul. Daily News photographer Robert Davis was on the spot again for another batch of dramatic action pictures.



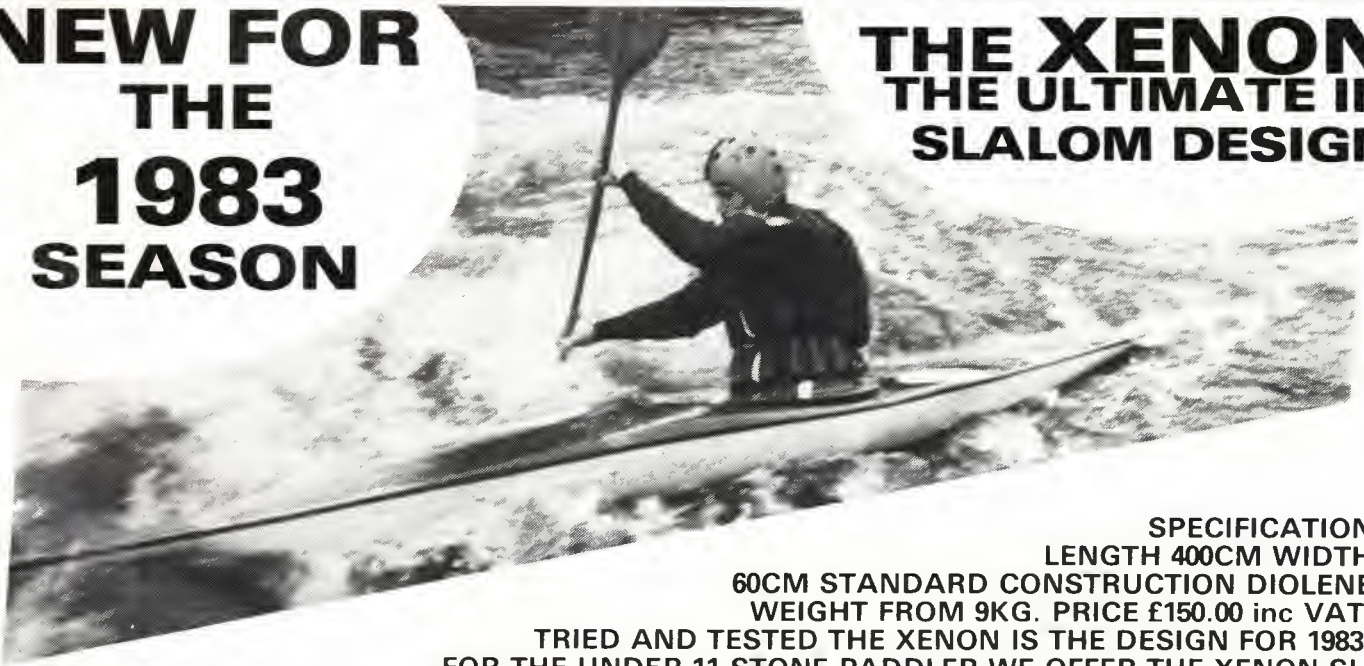
The strain showed on the faces of canoeists y Only 585 craft finished the second stage

Cuttings from a South African newspaper on the Dusi Marathon — our British paddler Tim Cornish making more than a small impact on the race



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THE XENON THE ULTIMATE IN SLALOM DESIGN



SPECIFICATION
LENGTH 400CM WIDTH
60CM STANDARD CONSTRUCTION DIOLENE
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FOUNDER MEMBER

SLALOM & WILD WATER

A BACKWARD LOOK AND A FORWARD GLANCE

The National Water Sports Centre at Holme Pierrepont was the venue for the AGM which was held on 27 November 1982. The meeting lasted a total of nine whole hours and must be a record! Many of the delegates had driven long distances to attend the meeting and faced a long drive home in the fog; they did not stay just for the hot air. That the meeting went on for so long demonstrates the enthusiasm of the clubs who wished to ensure that all the problems were aired if not solved. 'Problems' is a misnomer, slalom is full of the vitality and the enthusiasm of expansion and its problems are not those of lethargy and decline but rather of a forward looking and vibrant sport.

The Chairman of the Slalom Committee is Roger Annan, a hard working man, who manages on little sleep and packs into his twenty four hour day what most of us do in a week.

It was the 6th Annual General Meeting of the Slalom Committee and Roger has now been Chairman for five full years. (Slalom as a sport, has been going for more than six years, but was originally managed in conjunction with White Water Racing). During the five years Roger has been in the Chair he has had five aims:-

1. 'To provide the means or at least the catalyst to get permanent facilities.
2. To ensure a sufficient increase in the number of slalom to keep pace with demand, and, if possible, to reduce the load on individual events.
3. To strengthen the schemes for coaching at all levels in the sport.
4. To improve our organisation — both at Club and National level.
5. To ensure that the national teams continue to improve their performance and that there is a supply of new talent to replace the present champions when needed.'

It is a credit to Roger's leadership that it is possible for him to say modestly, 'We have made some progress on all these headings.' (Feedback, 1st December, 1982).

Some of the Chairman's priorities for the future are:-

1. Holme Pierrepont — slalom course and BCU headquarters — a national centre for canoeing.
2. An artificial, or controlled course available all year in every region. This is possible.
3. Every major club with a reasonable club house on a river bank with permanent training gates even if they are on flat water. (Has your club got this planned? If not why not?).
4. Publicity — at all levels — get your Club to take action.
5. To increase the coaching available at all levels.
6. To get increased television exposure.
7. At least one World Champion at every World Championships — preferably more.
8. A C2. World Champion pair.

9. Improvement in judging standards and general development.

10. Support for individual paddlers and clubs so that they can be aware of possibilities open to them. (Taken from Feedback 1st December, 1982).

One Highlight of 1982

At the end of October the first international canoe event to be held on the River Dee took place at Llangollen. 'This event which is to become an annual fixture in the canoe calendar consists of a number of separate races:

The International Slalom

The International Wild Water Race

The final of the Home International Slalom Series

The inter-regional Slalom Competition and a Canoe Grand Prix.' (Fosters Programme 30/31 October, 1982).

The Home International Slalom Series which was concluded at Llangollen was held for the first time last year. The results are worked out on a complicated points system and it was, unfortunately, not until the end of the series that any results were available. The first leg was at Grandtully on the August Bank Holiday weekend (the English one), the second event was held on the Welsh Tryweryn.

Results

Men's Kayak: 1st. J. Dolan, Scotland & R. Smith, England; 3rd. G. Gladwin, England.

Men's Kayak (youth): 1st. A. Gladwin, England; 2nd. R. Wright, England; 3rd. R. Welsh, England.

Ladies' Kayak: 1st S. Ward, Scotland.

Canadian Singles: 1st R. Domand, England.

Canadian Doubles: 1st Smith/Smith, England.

In his report Brian James said:- 'Each year one sits down to write this report thinking our achievements cannot be beaten, only to find the following year that they can. Ever since 1977 we have seen a steady but consistent improvement in performances. In a post-Canoe '81 year, the motivation to prove our performance at Bala, enabled us, for the first time, to beat all the world's competition . . .

Of special note are the following performances:-

a) Richard Fox and Liz Sharman winning the individual European Championships.

b) The team not only winning the Nations Cup but also the legs of the Europa Cup in Lofer, Austria and Augsburg, West Germany.

c) Every member of the team winning a medal at the first leg of the Europa Cup in Tacen, Yugoslavia.

The end of the season saw the unexpected retirement of Jock Young and Alistair Munro but our hopes in the class are raised by the performance of Robin Williams and Eric Jamieson at Lofer where they collected a silver medal. Their feat was amongst a host of fine performances with a large selection of new paddlers joining the squad and improving significantly through the season.

'These performances did not come by luck, but as a result of the policy adopted by the slalom committee over the years. The junior/youth development programme has created a pool of talent coming through the ranks. To extend this programme the committee have introduced an intermediate

squad to bridge the gap to the senior squad. To launch this new policy it was decided at the last minute to send an intermediate team to Liptovsky Miculas, Czechoslovakia in May, 1982 . . .

'Whilst the paddlers rightfully receive the glory, others working behind the scenes deserve equal mention. An army of coaches freely give their time to produce these excellent results . . .

'The team physiotherapist, Carol Killip, treated over 200 patients abroad this year and has greatly assisted in the physical condition of the paddlers. Albert Woods, the 'Grandad' of the British set up, receives my personal thanks for the assistance he has given me in the running of the team. His work as ICF Official has done much to enhance Britain's position in the world of rough water canoeing . . .

'One person who must receive a special mention is John MacLeod. (He was one of those who paddled in the Olympic Slalom Team). Without his support and assistance my job would be impossible as he takes on a considerable amount of the administrative work whilst having built a slick coaching structure around him.

'We are now entering the winter training period with a new squad of a mixture of seasoned and new paddlers. A full programme of training sessions have been arranged on the Tryweryn, our only real home. The management team are working on the build up to Merano in June 1983, whilst looking forward to a facility similar to Augsburg at Holme Pierrepont, good water, always, in an accessible part of the country, and without access problems. British Slalom canoeing is now the envy of the world and we look forward to facilities of an equal standard. So forward to Merano with the confidence that we have the ingredients of success.

'1982 has been a difficult and expensive year. We reduced the size of the Europa Cup team to keep within budget but a late unexpected reduction of 25% in Sports Council grant has caused considerable difficulties, but their support is invaluable. However the support and financial assistance of the Slalom Committee is greatly appreciated and I am pleased that our results have justified this support. I would also like to thank the following companies for their support and assistance:- Faberge Inc., Polaroid, Snowball Sports, Alitalia Airways, Yardley Cosmetics, St. Pancras Building Society, Gillette Slalom, Pyranha Mouldings, Hertz Car Rentals, Hotel Nido, CGS Commercial Travel, British Airways, Budget Car Rental.'

(Brian James, Senior Team Manager, 20.11.82).

Slalom Judging Report (Neville Unwin)

This was the first report of its kind to be presented at an AGM. The aim is for those responsible for judging at slaloms to be qualified. There are 323 Grade C judges nationwide compared to only 36 Grade A judges. It is hoped to improve the situation in the coming year. The report says:- 'General judging at events has been, as usual, good in parts. I believe the general knowledge of the rules is getting better, but this does not mean that the people concerned can judge, although it helps. Concentration, reliability and lack of imagination are virtues . . .

'I still believe that many organisers create their own problems, and would urge them to think seriously about judging early in the

event planning. They should appoint the judging organiser early, brief him properly, make sure he can give his full time to the job and treat the judges fairly; one hopes they will respond. Judging is central to an event, not an awkward peripheral to be first considered half an hour before the event starts. I would like to end this section by thanking the judges from the Fosters International. Despite very limited and unsatisfactory 'carrots' a large pool of qualified and reliable judges did a fine job.'

Publicity

1982 saw a very full and active last quarter to the year with many 'highs' and 'lows'. The amount of work done is daunting, for example, the sports editor of a Surrey newspaper is reported to have said that he did not consider canoeing a sport, it was merely a recreation!

I hope that all disciplines of canoeing will unite together to change this view. I am requesting BCU Council to appoint a Publicity Committee. If this goes ahead it will not be effective unless all the other disciplines are prepared to co-operate.

The Guardian (Saturday, November 27, 1982) devoted a whole page to the problem on television. One of the headings was — 'TV — the distorting mirror' and 'Last year 12 sports got 85 per cent of the cake . . . Is television, with all its power, getting it right?' Of the remaining 29 sports who share 15% of the time is canoeing and slalom the only one discipline, though the biggest, within the BCU. We must be grateful, therefore, to the BBC TV for giving Slalom and White Water twenty five minutes covered of the Fosters International.

The fact that slalom is a good spectacular for the screen does not alter the fact that the BBC did an excellent job at Llangollen last autumn and the film which many of us enjoyed watching so tremendously is a credit to their expertise. The World Champions, Richard Fox (Men's Kayak) and Jon Luggbull (Canadian Singles) were shown in slow motion. In fascinating detail the camera picked out every flick of a stroke which, executed to perfection, showed the power and precision of the best. The film was accompanied by the enlightening commentary of Bob Fisher who also wrote a good report of the event for the Guardian.

Publicity is not only about television coverage. A daily study of the reports pages of the national press shows that there are many minor sports which get good coverage and whose county, regional youth and even junior events are fully reported.

Results in the national press the morning after each Premier and Division I Slalom Event is amongst my aims for 1983. So note the dates of the slaloms and remember to look in your papers.

1983 GETS OFF TO A GOOD START

The results of the Australian International in Perth

Winning a gold medal must be the best starter there is. The results were printed in most of the national press on Tuesday 11 January. I hope you read them. Congratulations to the press for their interest in our sport particularly when it is being paddled down under!

Men's Kayak: 1st R. Fox (G.B.)

Ladies' Kayak: J. Roderick (G.B.)

Men's Team: 1st Great Britain (R. Fox, N. Wain, J. Shackleton).



World Champions in the Team Event — Jamieson/Williams

'The Most important thing in the decade'

At the A.G.M. we were told that plans for the building of the artificial, international slalom course at Holme Pierrepont were complete — the pick axes were at the ready and all that remained was for the canoeists to raise some money.

'There will never be a better time than now to get this going' was written by Roger Annan in his Annual Report. It is time we get moving and did our bit. Those who wish to assist should:-

1. Sign the pledge form — contact a club secretary.
2. Make the sponsored paddle on May Day a success.

'1983 is to be the year of the novice'

In his report the Chairman of the Slalom Committee said, 'The sport continues to grow — preliminary figures indicate a considerable increase in the numbers of ranked paddlers in 1982 — and there are several new events for 1983. However, we must not be complacent. I believe that we are not doing enough for the novice end of the sport.'

The Publicity Team have taken up the challenge and will give a prize for the best slogan but their campaign to find more slalom sites, particularly for the novice and for training purposes.

WIN A PRIZE FOR THE BEST SLOGAN FOR A POSTER

There is to be a campaign during the week beginning 25 April, 1983 to advertise the need, nationwide, for more slalom sites, both for training and competition. The campaign will be aimed at local authorities, county councillors and landowners. The meaning of the slogan, therefore, must be clear to the non-canoeing public.

Entries on a postcard please with name, age if under 16, to: *Jennifer Munro, Slalom Publicity Officer, 3 Moreton Avenue, Harpenden, Herts AL5 2EU. Closing date is 15 March, 1983.*

Some dates for your diary

March 19/20: Premier and Division I Slalom at Hambledon Weir, near Marlow, Buckinghamshire. This will be the first opportunity to see the results of the winter's training on those who will be hoping for selection to the British teams.

April 2/3: Premier and Division I Slalom at Grandtully, Aberfeldy in Scotland's beautiful Tayside.

April 23/24: Premier and Division I Slalom at Tryweryn, Bala. This is the first of the selection events for the British teams.

May 7/8: Washburn Slalom near Harrogate is the final selection event.

June 8/11: World Championships at Merano, Northern Italy (2 hours scenic drive from Venice!)

Jennifer Munro, Slalom Publicity Officer, 3 Moreton Avenue, Harpenden, Herts.

WILD WATER RACING

Following on from the decision of the BCU Slalom Committee to ban the sole use of 'lifedecks' in line with the ICF Ruling in British Slalom, the Wild Water Committee have now followed suit by recommending to their members at the AGM that they adopt the ICF Ruling for the 1983/1984 season, 6kg of buoyancy must now be found on the upper torso with distribution equal to back and front.

Also minimum weights for boats are to be introduced with the 1985 season, again following the decision by the ICF. Boat weights will be: Wild Water K1 — 9kg minimum; Wild Water C1 — 11kg; Wild Water C2 — 15kg.

Mixed C2 event — this will not be held at the Merano World Championships 1983 and will be abolished as a recognised class by the ICF in 1985.

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& WILD WATER**

All this and more . . .

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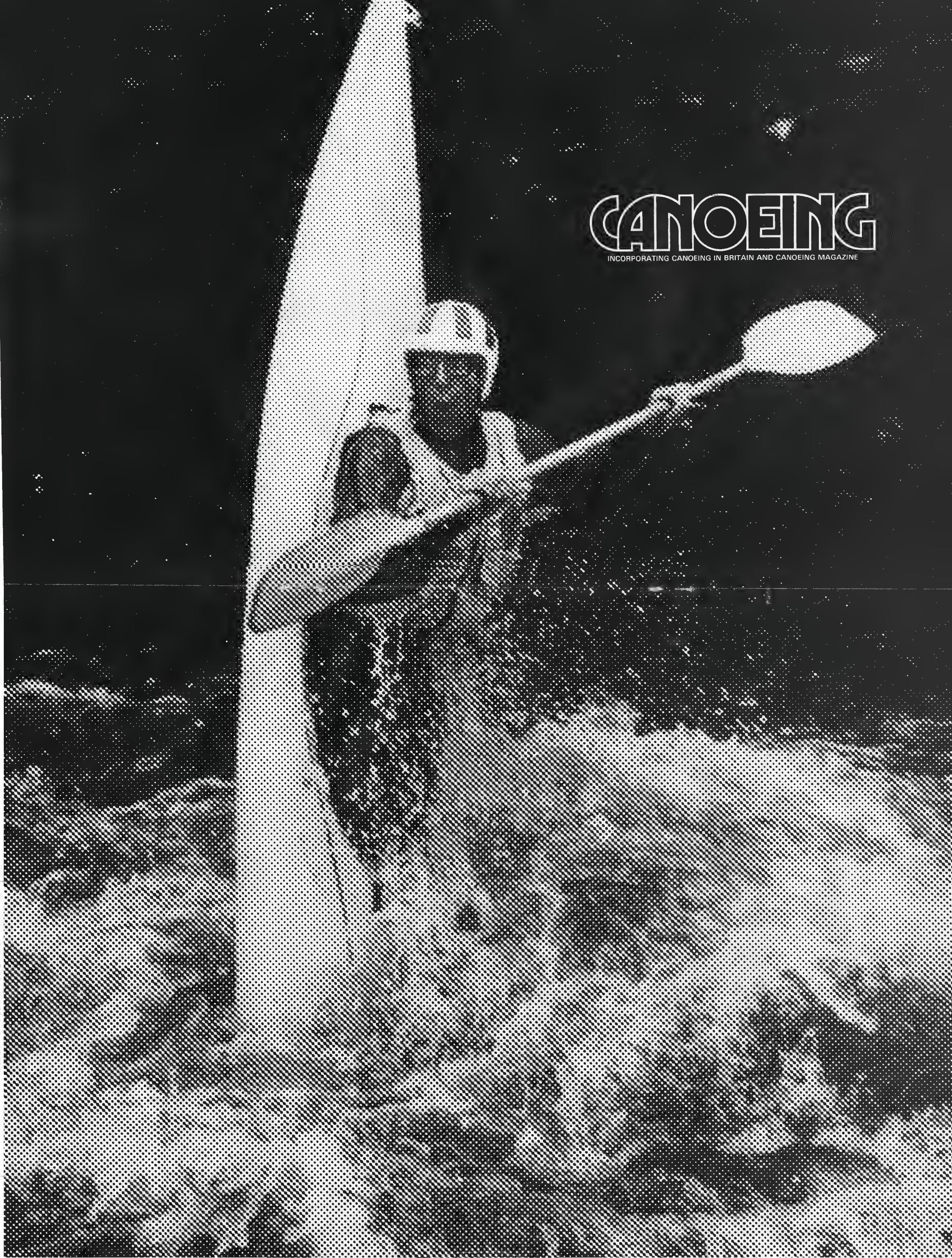
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Main Street, Hemington, Derby DE7 2RB.

TOURING DOUBLES	GRP	DIO	KEV	SAN	MANUFACTURER						
Doublet	164.35	173.04			Arrowcraft Marine	Canadian 14	120.00				Nomad Canoes
Adventurer T2	193.00				Avoncraft	Canadian 18	180.00				Nomad Canoes
Favourite T2	178.00				Avoncraft	Canadian	230.00				Ottersports
Trekka Double	120.00	128.00			Baron Canoes	Bobcat	220.00				P & H Fibreglass
Ventura Lo-Line	218.41				Canoe Centre	Bobcat Camper	260.44				Valley Canoe
Ventura Hi-Line	218.41				Canoe Centre	Coleman Canoes (see thermoplastics)					
Ventura B	229.00				Canoe Centre	Wilma	220.00				Wild Water Centre
Enterprise	125.00				Capel Canoes						
Sioux	142.00				Capel Canoes						
Ardeche	117.39	134.78			D & S Marine						
Traveller	143.47				D & S Marine						
Tourer Open	154.78				D & S Marine						
Tourer Twin	147.83				D & S Marine						
Envoly I	113.00				Delapre						
Ocean		300.00			Gaybo						
Classic Double	120.35				Granta Boats						
Krakatoa T2	110.00				Krakatoa						
Ardeche	140.00				Krakatoa						
Horizon			212.00		Marsport						
Otter TD2	200.00				McNulty Seaglass						
Ardeche	105.00	118.00			Ottersports						
Trekka	105.00	118.00			Nomad Canoes						
T.D.2 Double	200.00				Nomad Canoes						
Explorer Twin	210.00				Ottersports						
Explorer Open	215.00				Ottersports						
Trapper	200.00				P & H Fibreglass						
Ardeche	130.00				Tim Ward						
Ardeche	138.00				Whitewater Sports						
Duette	166.00	176.00			Wildwater Centre						
TOURING CANOES	GRP	DIO	KEV	SAN	MANUFACTURER						
Beaver	249.00				Avoncraft						
Wolf II	230.00				Avoncraft						
Mic-Mac 3	259.00				Avoncraft						
Mic-Mac 4	285.00				Avoncraft						
Kanoo	249.65				Canoe Centre						
Capel Canadian	170.00				Capel Canoes						
Beaver Senior	199.13				D & S Marine						
Beaver Junior	182.61				D & S Marine						
Eagle I	170.00				Delapre						
Eagle II	240.00				Delapre						
Long Nose		255.00			Gaybo						
Traveller	161.39				Granta Boats						
Coureur	205.91				Granta Boats						
TOURING SINGLES	GRP	DIO	KEV	SAN	MANUFACTURER						
Python	117.39	121.74			Arrowcraft Marine						
Marathon	149.00				Avoncraft			161.00			
Rapide	159.00				Avoncraft			171.00			
Laance	169.00		199.00		Avoncraft			181.00			
Zephyr	172.90		209.00		Avoncraft						
Commanche	86.00	94.00			Baron						
Condor	86.00	94.00			Baron Canoes						
Cygnat	175.86				Baron Canoes						
Cresta	175.86				Canoe Centre						
Saga	175.86				Canoe Centre						
Valient	175.86				Canoe Centre						
Capel Tourer	115.00				Capel Canoes						
Senior	93.48	103.13			D & S Marine						
Sportsman	94.87	104.43			D & S Marine						
KW9	100.61	111.26			D & S Marine						
Tiger	81.13				D & S Marine						
KW4 Mki	81.13				D & S Marine						
KW4 MkII	93.48	103.13			D & S Marine						
Arrow		100.00			Delapre						
Slipper Combi		158.50			Delapre						
Wyvern	82.09				Gaybo						
Classic Single	83.48				Granta Boats						
Wanderer	57.47				Granta Boats						
Wayfarer	126.61				Granta Boats						
Cadet	93.91				Granta Boats						
Krakatoa T1	90.00				Granta Boats						
Tiger	105.00	110.00			Krakatoa Mouldings						
KW4	68.00	93.00			Marsport						
Python	68.00	93.50			Nomad Canoes						
Krakatoa Canadian	160.00				Nomad Canoes						
Huron 14	252.00				Krakatoa						
Huron Kit	202.00				McNulty Seaglass						
Huron 16	279.00				McNulty Seaglass						
Huron 16-Kit	225.00				McNulty Seaglass						
Huron	18	306.00			McNulty Seaglass						
Huron 18-Kit	247.00				McNulty Seaglass						

CANOING

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TS1 Single	150.00				Ottersports	SLALOM C1	GRP	DIO	KEV	SAN	MANUFACTURER
S.E.A. Single	165.00				Ottersports	Centaur	175.68				Canoe Centre
Viva		126.09			P & H Fibreglass	Cudamax		173.50	265.00	213.50	Gaybo
Swift	117.40	126.09			P & H Fibreglass	Ultra		180.00			Apollo Canoes
Phazer		126.09			P & H Fibreglass	Switch 3		150.00	170.00		Krakatoa
Alphaz		126.09			P & H Fibreglass	Mono		138.00	165.00		Nomad Canoes
Phanton		126.09			P & H Fibreglass	Era		150.00	177.50		Nomad Canoes
Orinoco		126.09			P & Fibreglass	Gyro		139.13	191.30		North Shore
Weekender	173.48	180.01			Valley Canoe	Ultra Gil		130.44	191.31		P & H Fibreglass
Weekender H	226.09	232.62			Valley Canoe	UltraMax		155.65			Pyranha
Single	113.00	122.00			Tim Ward	Storm		155.65			Pyranha
Single Expedition	156.00	165.00			Tim Ward						
Telstar	100.00	109.00			Whitewater Sports						
Tyne Sportsman	120.00	129.00			Whitewater Sports						
SLALOM KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	SLALOM C2	GRP	DIO	KEV	SAN	MANUFACTURER
Razor Slalom		165.00			Apollo Canoes	Profile	239.65				Canoe Centre
Echo	143.00	150.00			Apollo Canoes	Syncron		255.30	335.00	295.30	Gaybo
Arrow		146.96			Arrowcraft Marine	Slalom C2		135.00	165.00		Nomad Canoes
Equipe CM		161.74			Arrowcraft Marine	Strata		182.61	252.17		North Shore
Equipe 8ISL		161.74			Arrowcraft Marine	Slalom C2		182.62	243.49		P & H Fibreglass
Premier II		161.74			Arrowcraft Marine	Thunder		217.40			Pyranha
Stiletto Supreme	135.00	147.00	185.00		Avoncraft						
Prijon Slalom	150.00	162.00	195.00		Avoncraft						
Sidewinder		13.00	195.00		Baron Canoes						
Ferrara Rapide		130.00	195.00		Baron Canoes						
Ferrara C/D/E		130.00	195.00		Baron Canoes						
Razor	182.16				Canoe Centre						
Vixen	182.16				Canoe Centre						
Rush	182.16				Canoe Centre						
Allegro	175.68				Canoe Centre						
Snipe	95.00				Capel Canoes						
Dauphin	86.91	100.00			D & S Marine		190.60				
Dart	85.87	93.00			D & S Marine	Shark	190.61				Canoe Centre
Starmaker		132.89			D & S Marine	Bullet	150.00	170.00			Capel Canoes
Blitz		136.86			D & S Marine	Delphin 79/81		180.00	270.00	220.00	Gaybo
Performance Plus	N/A				Derwent Canoes	Interceptor Series		180.00	270.00	220.00	Gaybo
Blitz		146.00	225.00		Derwent Canoes	Elektron		150.00	170.00		Krakatoa
Star Maker		146.00	225.00		Derwent Canoes	Zero		135.00	165.00		Marsport
Plus 82		166.00	260.00	198.00	Gaybo	Mag		148.00	179.00		Nomad Canoes
Dominator		166.00	260.00	198.00	Gaybo	Schuss		160.00	191.00		Nomad Canoes
Hydro		166.00	260.00	198.00	Gaybo	Mekon		160.00	191.00		Nomad Canoes
Reflector		166.00	260.00	198.00	Gaybo	Gil Speedy		130.44	191.31		P & H Fibreglass
Sanna Extreme		166.00	260.00	198.00	Gaybo	Bullet		173.05			Pyranha
Snipe	69.13				Granta Boats	Osprey Exped		156.00	165.00		Tim Ward
Panther	80.00				Granta Boats						
Cosmic	80.00				Krakatoa						
Kraken High/Low		150.00	170.00		Krakatoa						
Elektra		150.00	170.00		Krakatoa						
Tryweryn	115.00	125.00	150.00		Marine Products						
Snipe	110.00	115.00	145.00		Marsport						
Lynx		145.00	180.00		Marsport						
Ferrara Rapide	104.00	136.00			Nomad Canoes						
Ferrara C/D/E	108.00	140.00			Nomad Canoes						
Superman	108.00	140.00			Nomad Canoes						
Axel	114.00	146.00			Nomad Canoes						
Era	118.00	150.00			Nomad Canoes						
Avanti		130.43	182.61		North Shore						
Micro		121.74	173.91		North Shore						
Xenon		130.44	191.31		P & H Fibreglass						
Cobra		117.40	178.27		P & H Fibreglass						
Elite		117.40	178.27		P & H Fibreglass						
Dauphin		117.40	178.27		P & H Fibreglass						
Premier/2		165.22	226.09		Pyranha						
Meran L		165.22	226.09		Pyranha						
Equipe		147.82			Pyranha						
Viper SL	161.74	168.27	242.61		Valley Canoe						
Star Maker		146.00			Tim Ward						
Blitz		146.00			Tim Ward						
Streaker	95.00	104.00			Whitewater Sports						
Rapido	95.00	104.00			Whitewater Sports						
Snipe	88.00	94.00			Wild Water Centre						
Commanche	88.00	94.00			Wild Water Centre						
Supa Nova		140.00	180.00		McNulty Seaglass						
Hurricane	135.00				McNulty Seaglass						
Hunter		135.00			McNulty Seaglass						
High Nova		140.00	180.00		McNulty Seaglass						
Nova 81		140.00	180.00		McNulty Seaglass						
JUNIOR KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	RACING K1	GRP	DIO	KEV	SAN	MANUFACTURER
Tiro	110.00	115.00			Apollo Canoes	Espada	164.35	173.04			Arrowcraft Marine
Junior	100.00				Arrowcraft Marine	Salza	164.35	173.04			Arrowcraft Marine
Minnow	97.00				Avoncraft	Stinger	175.00		215.00	189.00	Avoncraft
Kadet	147.39				Canoe Centre	Striker	178.00		217.00	192.00	Avoncraft
Junior	70.00				Capel Canoes	Arrow	189.00		289.00	200.00	Avoncraft
Junior	75.65	82.65			D & S Marine	Tiger	238.70				Canoe Centre
Imp	72.86				D & S Marine	Cleaver	238.70				Canoe Centre
Scamp	72.86				D & S Marine	Ranger	233.66				Canoe Centre
Junior Olymp		115.00			Gaybo	Lancer	233.66				Canoe Centre
Cub	85.00	90.00			Marsport	Lazer	216.38				Canoe Centre
Harrier		108.00			McNulty Glass	Barracuda	216.38				Canoe Centre
Inn Minor	60.00	90.00			Nomad Canoes	Piraya	216.38				Canoe Centre
Junior	104.35				P & H Fibreglass	Espada	216.38				Canoe Centre
Imp	86.00				Whitewater Sports	Effendi	233.60				Canoe Centre
Inn Minor	115.00	120.00			Wild Water Centre	Cougar Sprint				235.00	Canoe Sport UK
						Cougar Marathon				220.00	Canoe Sport UK
						Jaguar Sprint				235.00	Canoe Sport UK
						Jaguar Marathon				220.00	Canoe Sport UK
						Rapier Sprint				225.00	Canoe Sport UK
						Rapier Marathon				210.00	Canoe Sport UK
						Javelin Sprint				225.00	Canoe Sport UK
						Javelin Marathon				210.00	Canoe Sport UK
						Renner		190.00			Gaybo
						Cadet	91.82				Granta Boats
						Striker	160.00		200.00	180.00	Lawrence Canoes
						Stinger	160.00		200.00	180.00	Lawrence Canoes
						Spitfire	160.00		200.00	180.00	Lawrence Canoes
						Mustang	164.45		219.45	178.45	Tim Ward
						Puma	209.00				Tim Ward
						Mustang	164.00				Whitewater Sports
						Puma	203.00				Whitewater Sports
						RACING K2	GRP	DIO	KEV	SAN	MANUFACTURER
						Sprinter	240.00		289.00	259.00	Avoncraft
						Pacer	301.22				Canoe Centre
						Makker	301.22				Canoe Centre
						Makker/Hi	301.22				Canoe Centre
						Mirage	268.43				Canoe Centre

Tasman	276.56				Canoe Centre	Ski K/L	126.09				P & H Fibreglass
Barracuda	268.43				Canoe Centre	Competition	126.09				P & H Fibreglass
Stiletto Sprint				290.00	Canoe Sport UK						
Stiletto Marathon				260.00	Canoe Sport UK						
Sprinter	208.00		262.00	234.00	Lawrence Canoes	SPECIALS	GRP	DIO	KEV	SAN	MANUFACTURER
Puma	204.05		283.05	224.05	Wye Kayaks	Falcon	156.00	165.00			Tim Ward
Typhoon	158.00				Ivornao Canoes	Caranoe	133.05				Valley Canoe
OTHER RACING	GRP	DIO	KEV	SAN	MANUFACTURER	Cananoe BR/SC	153.05				Valley Canoe
Winner K4	672.75				Canoe Centre	Special	189.00				Whitewater Sports
Delta C1	267.13				Canoe Centre						
Cheeta C2	323.55				Canoe Centre						
Spanish K4				595.00	Canoe Sport UK	GENERAL PURPOSE	GRP	DIO	KEV	SAN	MANUFACTURER
BATH TRAINERS	GRP	DIO	KEV	SAN	MANUFACTURER	Invader	143.00	150.00			Apollo Canoes
Wombat	94.78	99.13			Arrowcraft Marine	Whispl	143.00	150.00			Apollo Canoes
Wombat	82.50				Avoncraft	Acer	143.00	150.00			Apollo Canoes
Bat V	65.00	75.00			Baron Canoes	Hartung	117.39	121.74			Arrowcraft Marine
Polo	65.00	75.00			Baron Canoes	Amazon	117.39	121.74			Arrowcraft Marine
Bat	147.03				Canoe Centre	Everest		146.96			Arrowcraft Marine
Vampire	75.65	84.30			D & S Marine	Ghurka		146.96			Arrowcraft Marine
Papoose	65.47				D & S Marine	Ambuscade	117.39	121.74			Arrowcraft Marine
Superbat	65.00				Delapre	Amethyst	117.39	121.74			Arrowcraft Marine
Perfekt 83		100.00			Gaybo	Gnat 83	132.00	143.00			Avoncraft
Krakabat	180.00		200.00		Krakatoa	Leda	135.00	145.00			Avoncraft
Wombat	70.00				Marine Products	Sprat	105.00	115.00			Avoncraft
Bat Mk.V	75.00				Marsport	Spirte	129.00	137.00			Avoncraft
Wombat	80.00	85.00			Marsport	Easy II	138.00				Avoncraft
Bat	55.00	65.00			Nomad Canoes	SKB 401	129.00				Avoncraft
Bat Competition	65.00	88.00			Nomad Canoes	Hustler 40	130.00	141.00			Avoncraft
Polo	91.31				P & H Fibreglass	Katana		155.00	185.00		Baron Canoes
Bat Mk.V	78.26				P & H Fibreglass	Falchion		155.00	185.00		Baron Canoes
Phighter	86.96				P & H Fibreglass	Tempo	175.68	184.88	206.73		Canoe Centre
Bath Mat	114.13				P & H Fibreglass	Loisach	175.68	184.88	206.73		Canoe Centre
Vixen	114.13				Valley Canoe	Connoisseur	175.68	184.88	206.73		Canoe Centre
Wombat	74.00				Valley Canoe	TS Mk.5	175.68	184.88	206.73		Canoe Centre
Vampire	94.00				Tim Ward	Munchen	175.68	184.88	206.73		Canoe Centre
Bat Mk.V	93.00				Whitewater Sports	Spider	190.61	202.11	226.30	207.91	Canoe Centre
					Wild Water Centre	Hustler	95.00				Capel Canoes
						Spear fish	95.00				Capel Canoes
						Dipper	85.91	94.04			D & S Marine
						Snipe	84.65	92.09			D & S Marine
						Commanche	84.65	92.09			D & S Marine
SEA KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	Apache	78.39				D & S Marine
Seahawk	155.65	164.35			Arrowcraft Marine	KW7	93.48	103.13			D & S Marine
Banook	195.00				Avoncraft	KW4	93.48	103.13			D & S Marine
Meridian	192.06				Canoe Centre	Arrow		100.00			Delapre
Lindisfarne	113.00				D & S Marine	Ultra Performance	N/A				Derwent Canoes
Lindisfarne Exped	213.47				D & S Marine	Olymp 4/5/6		156.00			Gaybo
Vyneck		161.00	280.00	200.00	Gaybo	Olymp TS		156.00			Gaybo
Atlantic		160.00			Gaybo	Olymp H		156.00			Gaybo
Ozean		300.00			Gaybo	Sanna		156.00			Gaybo
Sea King	185.00				Marsport	Sting		156.00			Gaybo
Huntsman		166.00			McNulty Seaglass	Funa		156.00			Gaybo
Huntsman Exped		256.00			McNulty Seaglass	Terrier	65.22				Granta Boats
Falklander	130.00				Nomad Canoes	Atomic	80.00				Krakatoa
Shore Line		147.83	230.43		North Shore	Plastic	175.00				Krakatoa
Umnak	172.80				P & H Fibreglass	Panther	80.00				Marine Products
Umnak Exped	291.00				P & H Fibreglass	Snipe	80.00				Marine Products
Iceflow	194.00				P & H Fibreglass	Snipe	110.00	115.00	145.00		Marine Products
Iceflow Exped	310.00				P & H Fibreglass	Heron		130.00			Marsport
Baidarka	194.00				P & H Fibreglass	Apache	68.00	93.50			McNulty Seaglass
Baidarka Exped	310.00				P & H Fibreglass	Commanche	68.00	93.00			Nomad Canoes
Dawn Treader	194.00				P & H Fibreglass	Scorpion	68.00	93.00			Nomad Canoes
Dawn Treader Exped	310.00				P & H Fibreglass	Toledo	68.00	93.00			Nomad Canoes
Weekender	173.48	180.01			Valley Canoe	Sierra		113.04	182.61		North Shore
Weekender H	226.09	232.62			Valley Canoe	Torque		121.74	182.61		North Shore
Anas Acuta	201.74	208.27	419.14		Valley Canoe	Everest		121.74			Pyranha
Anas Acuta H	254.35	260.88	471.75		Valley Canoe	Everest H		121.74			Pyranha
Nordkapp	208.27	214.80	425.67		Valley Canoe	Soar Valley Mk.1	138.70	145.23			Valley Canoe
13 models to:	330.00	336.53	547.40		Valley Canoe	Viscount	151.31	157.84			Valley Canoe
Falcon Tutor	156.00	165.00			Tim Ward	Osprey	112.00	121.00			Tim Ward
Islander	177.00				Whitewater Sports	Falcon	112.00	121.00			Tim Ward
Lindisfarne	120.00				Whitewater Sports	Snipe	96.00	105.00			Tim Ward
						Commanche	96.00	105.00			Tim Ward
SURF KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	Commanche	86.00	95.00			Whitewater Sports
SurfYak	138.26	146.96			Arrowcraft Marine	400 Super	95.00	104.00			Whitewater Sports
Tonn Mor	115.00				Avoncraft	Merano	95.00	104.00			Whitewater Sports
Vega	175.68				Canoe Centre	KW4/7	120.00	129.00			Whitewater Sports
Weever	93.47				D & S Marine	Olympia	143.00	149.00			Whitewater Sports
Arrow		100.00			Delapre	Treska	143.00	149.00			Wild Water Centre
Weever		100.00			Marsport	Python	143.00	149.00			Wild Water Centre
Hurricane	135.00				McNulty Seaglass						
Hunter		135.00			McNulty Seaglass	SPECIAL CATEGORY	THERMO PLASTIC				MANUFACTURER
Surfer Mk.II	139.14				P & H Fibreglass	Mirage	185.00				Ace/Perception
Fishtail Surfer	139.14				P & H Fibreglass	Quest	195.00				Ace/Perception
Charger 252	139.14				P & H Fibreglass	Puncher	150.00				Ace/Perception
Moccasin	147.83	154.36			Valley Canoe	Taifun	200.00				Avoncraft
Surf Shoe	63.00				Tim Ward	Freestyle	184.77				Pyanha
						Freetime	184.77				Pyanha
SURF SKIS	GRP	DIO	KEV	SAN	MANUFACTURER	Mirage	195.00				Tim Ward Canoes
Big Gun	125.00				Baron Canoes	Coleman 13	215.00				Tim Ward Canoes
Infinity Hot				149.00	Baron Canoes	Coleman 15	230.00				Tim Ward Canoes
Short Hot				149.00	Baron Canoes	Coleman 17	245.00				Tim Ward Canoes
Surf Rider	175.68				Canoe Centre	Coleman 13	208.00				Whitewater Sports
Hydraski		110.00			Delapre	Coleman 15	221.00				Whitewater Sports
Custom Ski	180.00		200.00		Krakatoa	Coleman 17	234.00				Whitewater Sports
Fishtail	126.09				P & H Fibreglass	Mirage	185.00				Whitewater Sports

SEA CANOEING

HOW FAST A SEA KAYAK IT ALL DEPENDS-

says FRANK GOODMAN

It's always difficult to say much about sea-kayaks if you design and manufacture them for a living. Everything you say tends to be interpreted as being yet another device to sell more kayaks!

So . . . while I like to sell my own boats, I'm not so devoted to the practice that I feel I've got to distort the issue until I'm trying to convince everyone that an expedition sea-kayak is the **only** possible boat to take on the sea. If conditions are right, just about any type of kayak can be good fun on the ocean, and remarkable journeys have been made in such a variety of craft that it would be foolish to pretend that there's only one type of boat to do it in.

However, I felt that some comment ought to be made on John Kuysers report on 'How fast is a Sea Kayak' in last month's Canoeing (*November issue*), as it points a finger at areas where most canoeists have only a vague understanding of the underlying principles which govern the performance of their craft.

First, I think we should lay the ghost of the 'longest is fastest' myth. It is true that a very useful rule of thumb formula can be used to determine the theoretical maximum speed of any vessel by looking at its water-line length. This formula only holds good if the different craft are of exactly the same shape, proportionally. The reason is that

the length/speed ratio holds good only because of the wave-making resistance of a hull passing over the surface. Any length of hull creates the same transverse wave, but the wavelength of that wave is dependent on the speed of the hull, the faster the hull is going, the longer the wavelength of the wave, and also, because wavelength is proportional to wave speed, the faster the wave goes too.

We know from personal experience that however fast we paddle, the transverse waves behind the canoe keep pace.

In a slalom boat of 4 metres, if we paddle at 5½ m.p.h. we create a wave that is just as long as the boat, and the kayak sits in its own wave (that is also travelling at 5½ m.p.h.) If we paddled a huge sea-kayak 8 metres long, at 5½ m.p.h., we still create a wave 4 metres long, but now the boat is sitting on the crests of the waves — it isn't in its own trough and therefore potentially, it can go a lot faster. To sit in its own trough, an 8 metre long boat would need to travel at 8¼ m.p.h.; then it is in the same 'locked in' position as the slalom boat was at 5½ m.p.h.

But even boats of exactly the same length and proportion vary in speed according to their displacement — just as important a consideration as length. Since a floating body displaces its own weight of water, this just means weight. The weight of the paddler is constant, if the same fellow is paddling the boat, but since the slalom boat weighs about half a fully kitted-out sea-boat, the sea-boat is going to be slower on this count.

Another most important point is the fineness of the bow. A Swedish form hull will always be faster than a fish-form hull because the bow is of necessity finer, given the same width.

During the last summer I did a series of tests, over several months with some of my own designs, paddling a 6 mile course. (Fig.1).

This was done during our bi-weekly paddle in various wind conditions and water levels on the River Trent. Poor times due to flood or wind were ignored and the other times averaged and rounded to the nearest minute. The figures are therefore very general, but show a difference in speed of 7% between the two sea-boats — similar to the figure of 5% obtained by Keith Holmes. Surprisingly, the Weekender, only 14' 6" overall with a beam of 60cms does very well, beats the Anas Acuta, and comes within an ace of beating the heavy Nordkapp.

The two slalom boats are way back, even though they are lighter, and finish 15% slower, which is what I've actually noticed when paddling on the sea with other folks in slalom canoes.

Actually, even a 5% difference is quite a lot — if you do a modest 10-mile paddle the slower sea-boat would be half a mile behind.

My guess is that John's groups seem to travel at the same speed, simply because a group tends to set a pace that is average — the good paddlers are relaxing while the poorer ones are pressing on to stay with the group; especially in the teaching situation.

But — what are we bothering about speed for? Are we foolishly taking speed as an important criterion, simply because it is easy to measure? I've a sneaky feeling that we are. Isn't the speed of a sea-kayak a secondary result of other considerations? I'm sure very few sea-boats have been designed to go fast — and for good reason: you've only to visit Holme Pierrepont when an easterly wind pushes a modest one-foot wave down the course to see what a mess the KIs get into!

Sea-kayaks are reasonably speedy because they are built to track well and to stay upright when the surface of the sea is not horizontal! They are fairly long and fairly thin.

What surprised me in John's report was that while he lists speed, dryness, weight, comfort, cost, quality and aesthetics in his *Buying Guide*, he doesn't mention seaworthiness! This is the **ONLY CRITERION** to bother about really.

At the beginning of this article I talked of three facts about a boat's performance that can be measured very scientifically in the laboratory; there are many more. What is important in designing any sea-boat is not the science, but the *art* of combining all the conflicting needs in the correct proportions to provide a sea-worthy craft. Even then, no two people's ideas are the same — and, let's face it, paddlers change their minds every five minutes!

For sea-journeys I'd look for something along these lines: (Fig 2).

I reckon a nice permutation of all these conflicting needs would give a good sea-worthy boat, but however you do it, I doubt if it would look much like a slalom boat.

The dangers of the sea are not intrinsic, but rather the result of sudden change. This is due to sudden change of position (paddling from a sheltered bay to tide race

RESULTS OF TIME TRIALS ON TRENT. AVERAGE OF 24 RUNS.

Boat Type	Weight lbs.	Beam cms.	L.O.A.	*LWL at trail speed	**Length of course	Average Time	M.P.H.	% of top speed	Remarks
Nordkapp H.M.	40	54	17' 10½"	16' 6"	6 miles	63 mins.	5.7	100%	Kevlar, carbon fibre, Deracane construction.
Nordkapp H.M.	64	54	17' 10½"	16' 6"	6 miles	65 mins.	5.5	96%	Standard weight with hatches pump etc. Diolen
Anas Acuta	40	54	17' 2½"	16' 1"	6 miles	68 mins.	5.3	93%	Narrow beam but blunt bow at water-line.
Weekender	40	60	14' 6"	14' 4"	6 miles	66 mins.	5.4	95%	Shorter than Anas Acuta but fine bow.
Viscount	30	60	13' 1½"	12' 7"	6 miles	74 mins.	4.9	86%	Standard constr.
Viper S.L.	26	60	13' 1½"	12' 6"	6 miles	75 mins.	4.8	84%	Diolen hull.

* Water-line at speed is greater than at rest due to low pressure under the hull.

** Length not accurate to within 200yds. Slalom boats turn at both ends more quickly so enhance their times. Current flow on Trent here approx. 5 metre per sec., which makes averages slower.

Ease of tracking in strong cross-winds or waves.	Long, straight, balanced hull.
Ease of turning when exploring cliffs or manoeuvring in surf.	Short rockered hull.
Sweet performance in following seas.	Longish hull with some rocker to prevent bow plunging.
Ease of dealing with extremely steep waves., i.e., clapotis.	Narrow beam, long hull.
Relaxation when eating meals afloat.	Broad beam.
Ease of landing at speed in difficult rocky conditions.	Upswept bow, angled stem.
Speed of exit from cockpit and easy entry.	Large cockpit.
Dryness while paddling.	High bow with flare, high deck with broad beam.
Small windage effects.	Very low deck.
Security of spraydeck when awash.	Small cockpit.
Comfortable seat for many hours of paddling.	My backside fits my boats: does yours?
Dry storage capacity	Good hatches and a non-leaky boat.
Sturdiness to resist rocks etc.	Quality materials and manufacture. 'Strong' shapes.
Easy emptying if waterlogged.	Bulkheads fore and aft.
Easy rolling.	Rounded sections especially on gunwale.

or headland) or sudden change in weather (swells building from a distant storm).

A sensible sea-canoeist with an eye on the weather and his own position will manage in most types of boat. But...if the weather does catch you out, or the cliffs you've been exploring are suddenly hit by a large swell with its attendant clapotis, I reckon most people would be safest and best in a boat properly designed for the job. You don't see many sea-boats on a slalom course!

What John does bring out, and what I'm sure is true, is that the most important thing for speed is the chap paddling the boat. And this must be true for safety at sea and everything else: if you're fit, knowledgeable, experienced and you've done your homework before you set out, the chances are you can safely reach your destination even if you're paddling a bunch of twigs wrapped in brown paper.

SEA KAYAK NEWS

After a quick burst around New Zealand, Paul Caffyn came to the UK in 1980, and together with Nigel Dennis they made the first complete circumnavigation of mainland Great Britain by kayak, taking in Land's End, John o' Groats and of course the notorious Cape Wrath. Since Paul had been travelling in a clockwise direction on these trips, he realized that if he was ever going to stop turning to the right, he needed considerable practice at turning left. It didn't need a computer to tell him that the best and most sustained practice at paddling to the left could be obtained by paddling around Australia in an anti-clockwise direction.

This he began to do on December 28th 1981.

Just 360 days later, with over 9,000-miles under his belt, or kayak, Paul completed the circumnavigation.

Information has been filtering through from various sources, and no doubt Paul will write a book about it.

When I was speaking to Frank Goodman the other day, he said he'd had a laconic letter from Paul saying he'd completed the trip. (Paul was paddling a Nordkapp designed by Frank and made by V.C.P.'s agent in New Zealand, Sisson Industries Ltd.) Some idea of this tremendous

achievement can be gathered by the fact that the Great Australian Bight has one line of unbroken cliffs 118 miles long.

These cliffs, swept by the huge swells driven north by the storms of the Southern Ocean, were passed by Paul in a single paddle lasting 36½ hours! In his letter to Frank he plays this down, but gives a hint of conditions as follows: 'Hugh absailed down the cliff to help me launch, which I managed to do after three attempts. I had jammed the Nordkapp on a ledge, but after being swept into a cave I finally managed to get going . . .' Paul averaged an incredible 36 miles a day on paddling days, and an overall average of 26 miles a day. He was out of touch with his land party for up to three weeks at a time owing to the lack of access and roads, in the remote areas in the north. Not only did he have to carry all his normal equipment, but he had to carry a considerable quantity of drinking water in a tank specially moulded into the kayak.

Frank said that he didn't know all the details of the Nordkapp he paddled, but it was an H.S. fitted with the new V.C.P. hatches (Paul said they were so watertight that the pressure build-up on scorching days was so great that he drilled two 1mm diam. holes in the bulkheads to allow the pressure to equalize.) It was an all Kevlar boat fitted with a slip-on skeg, which Paul changed for a slip-on rudder of his own design about half-way round.

Paul is to be congratulated on this epic voyage. It must rank high in the list of world class kayak journeys.

ANGLO/GERMAN LOFOTEN ISLANDS EXPEDITION

23 July-14th August 1983

We are informed by Bros Beech, Leader of the Anglo/German Lofoten Island Expedition that the response to the Expedition has been excellent, and the applications for places has exceeded the number available. This has enabled the Expedition to formulate a reserve list, although it is unlikely that this will be used.

Training had already started, and the major difficulty at present seems to be the language barrier.

The Expedition has attracted 50% Germans and 50% British paddlers. Among the German paddlers is the Silver Medalist

of all Germany, a 22 year old *Meister* called Uwe Krieger from Paderborn Kayak Club is tremendous, and hinges around training facilities and fund raising events. Also, help is forthcoming from the City of Paderborn in terms of publicity, and translation of training documents.

Sponsors have started to come forward with offers of assistance for the expedition including: P&H Glassfibre Ltd, Valley Canoe Products Ltd, Mixdorf Computers, Rapide Schallplatten, 15/19 Royal Hussars Regiment, 202 Signals Regiment. Any sponsor who would be interested in supporting the Expedition is requested to contact: *Mr. B.P. Beech (GYW), Anglo/German Lofoten Islands Expedition, 41 AEC, BFPO 16.* On receipt a full information pack regarding publicity etc. will be forwarded.

EVENTS & COURSES

WESTEL CANOE TOURIST TRAIL

Westel's Canoe Tourist Trail on the Basingstoke Canal takes place on Sunday, 24th April. The venue is as usual Fleet Wharf, and the choice of distances again this year is between 6, 12, 20, 39 and 40 miles with varying target times at each distance to choose from. If we get as promised a higher water level from Ash to Deepcut, the longer distances will use this section, if not it will be the course as before. The entry fee is £1.70 and each finisher will get a certificate, memento and soup or drink, the longer distance paddlers will get refreshment en route.

The London and SE Region Touring Rally is on Saturday, 14th May and is being organised again this year by Westel CC. There is no timing but there is a choice of start venues, the finish being at the Riverside Car Park behind the Paddock Public House, Molesey. Starting at Godalming Wharf and using the whole of the Wey Navigation and six miles of the Thames gives a total of 26-miles. From the Waterside Centre, Guildford, is a 20-mile paddle. Thirteen miles from Newark Mill and eight from New Haw Lock give something for all tastes.

B.S.C.A DOWN RIVER CHAMPIONSHIPS 1983

The British Schools Canoeing Association Down River Championships will be held at Ironbridge in Shropshire on 19th March.

The course is of 2-miles starting at the Ironbridge Rowing Club steps and finishing at the Half Moon Pub. Classes are for: K1 Boys U14: K1 Girls U14: K1 Boys U16: K1 Girls U16: K1 Boys U18: K1 Girls U18: C2 Open and C1 open. Entrants must be members of organisations affiliated to the B.C.U. Ages will count as on the day of race. Entry fee is 75p per seat, losing date 4th March. Full details from: *Miss Terry Mansell, 12 Milton Drive, Madeley, Telford, Shropshire TF7 5JW.*

CUMBRAE BROCHURE

The Cumbrae National Water Sports Training Centre, ran by the Scottish Sports Council, has recently published its brochure covering courses through 1983. Courses include an Introduction to Canoeing and Sea Expedition Canoeing. Brochures available from: *The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA.*

'We're here to sell what we've got, and that's nothing, or rather nothingness. We've got wilderness, miles of it. We can't sell flunkey service and frills, and we don't want to. We're looking for planeloads of people carrying backpacks, not Yves St. Laurent suitcases. And we think they're waiting to come, because our wilderness has all year round what many want — certain sunshine.'

PLENTY OF NOTHINGNESS

by ANTHONY SUMMERS

The Englishman on the beach, frying bacon and eggs in the early tropical morning, is Liam Maguire. The beach, a mile-long sliver of white coral dust, is one of the hundreds that girdle a humble British Caribbean colony called the Turks and Caicos Islands. The Turks and Caicos, with a population of about eight thousand, are just eighty minutes' flying time from Miami. They are a string of dots in the ocean, in the Tropic of Cancer, a little below the toe of the Bahamas and right above Duvalier's Haiti. The Turks group of islets, including the capital, Grand Turk, is at the eastern end of a chain of six limestone outcrops known as the Caicos. The islands lie within a virtually unbroken coral reef, and the Caicos are surrounded by a phenomenal sea plain of shimmering shallow water, sixty miles wide and rarely more than nine feet deep. The climate is one of the most gentle in the Caribbean, with temperatures never sinking below 60°, never rising much above 90°. The archipelago is fanned all year round by easterly trade winds, which make it a comfortable paradise. No exotic cliché is too extravagant to describe the beauty of the Turks and Caicos. Yet there are no highrise hotels, no casinos, and no taxes. The islands remain virtually undeveloped. As in the rum commercials, these beaches rarely see a footprint.

One might well ask why. Have the Turks and Caicos got more than their fair share of mosquitoes? Are the natives hostile? Is there no international airport? From my own experience, five idyllic weeks spent there this year, I can vouch for both the islands' natural perfection and the charm of their people. And there are international airports. Air Florida flies in direct from Miami 4 times a week, and Bahamasair provides a regular service from Nassau. Why then, are there hardly any tourists? The answer, in part, is that Air Florida only recently started stopping in the islands on their way to the Dominican Republic.

The real explanation, though, lies in British neglect. As the rest of the Caribbean developed, London ignored the recommendations of its own experts, and failed to develop tourism. This has left the islanders scraping along on the income from fishing and enough government handouts to stave off starvation. For today's more intrepid tourist, weary of shag carpeted bedrooms and air-conditioned lobbies, the Turks and Caicos remain an unsophisticated wonderland in the sun. For them British neglect may turn out to have been a blessing.

That is the hope of Liam Maguire, one of

the very few Englishmen who has spent his life in the islands. He cheerfully confesses that, in the sixties and seventies, he did his utmost to transplant the glitter of the American hotel industry to the Turks and Caicos. He built two small hotels himself, put the islands on the airline map, and ended up as Minister of Tourism and Development. He has been called the father of development in the Turks and Caicos. Maguire, of all people, understands the problems of tourism — or rather the persistent lack of it — in the islands. He says, *'We are weary of hearing the "chicken and egg" conundrum, hoteliers grumbling that the airline service is not good enough while the airlines say they'd put on more flights if only there were more hotel beds. Meanwhile the hotels and the planes stay half empty and the building industry slumps. We have here an archipelago teeming with wildlife and submarine marvels. We also have an air service. The smart hotels, and the people who want them, will come soon enough. Meanwhile let's go back to the old wisdom, "Sell what is on the shelf, son, not what is coming on the next shipment." Let's fill those planes with people who want to enjoy our islands as they are, people who are looking for the outdoors.'*

Today Maguire's shopfront is an unpretentious hotel on the shore of South Caicos, the centre of the islands' fishing industry. The Turk-Coise Lodge, a simple structure that accommodates just fifty people, was built by its previous owners to accommodate scuba diving groups from the United States. It consists of a workmanlike central building serving a cluster of chalets, wooden doors and shutters painted in bright reds and greens, roofs thatched with palm fronds in imitation of Haitian native huts. The chalets, each equipped with shower, toilet (and running water that works most of the time), are basic but adequate. Nearby, for those with fewer dollars or simply a more *al fresco* spirit, the beachline is dotted with big, bright orange tents. The main building houses the dining room, laid out refectory-style with long communal tables, an airy lounge, and that indispensable, the Big Bamboo Bar. Maguire, beaming his welcome from behind a chilled beer, spices his briefing with a military flavour. *'The Turk-Coise Lodge is essentially a transition post,'* he explains, *'the place where you leave your suitcases, your Canadian winter fur coats, whatever else you won't need till you return northwards. You get into your bikinis and your khaki shorts, and then*

you're ready for the fray.' The fray, he hastens to add, can be as relaxed or as rigorous as the visitors desire. All activity, though, involves the ocean, whether it's diving in the depths, skimming across the surface, or simply taking in its splendour from the cliff-tops.

Maguire's pun name for his project, *'Turk-Coise'* trail, derives from the vivid blue-green of the water between the hotel beach and the reef. You can see the sea on all four sides from the old plantation house of the bluff above the Turk-Coise Lodge, and the ocean dominates life in the Turks and Caicos. I should say oceans, for the archipelago lies where Atlantic meets Caribbean. For scuba divers the Turks and Caicos are the last Caribbean frontier, a virgin reef for all seasons, uniquely unharmed by the mindless exploitation that has devastated the ocean floor in more developed areas. Maguire, in association with Turk-Cai Watersports, offers the professional diver an array of underwater challenges. A large flat-top, supervised by former U.S. Special Forces Officers, can carry up to thirty divers to two dozen locations, from Humpback Point and Sponge City in the west to Shark Bay Grotto and Puffer Point in the east. In front of the Turk-Coise Lodge the novice can snorkel in the turtle-grass shallows, or progress gently to the nearby reef, where an awesome *'drop-off'* plummets six thousand feet to the ocean floor.

The seas around the Caicos abound with marine life. Spear fishing is banned, and the scuba diving motto is *'Take Only Pictures — Leave Only Bubbles.'* Surface sportsmen, though, can find some of the best bone-fishing in the world — luring the prey to battle with light tackle and jig. Captain Onward, the old sea captain who has long been Maguire's faithful retainer, teaches amateurs how to snare lobsters, crab or conch. The lucky customer will find his catch on his own dinner-plate that evening, parboiled, fried, or curried by the resident Haitian cook, Madame Chichi. He may, if he wishes, cook it himself over the barbecue down on the beach. Maguire is relaxed about food. He says, *'If you prefer baked beans to lobster, I'll serve you baked beans. If you want to cook it yourself, I'll sell you the can. I'll sell you the beer or the wine to go with it, of course, and I don't care where you drink it.'*

This, of course, is the soft side of what Maguire calls the *'Turk-Coise experience.'* For harder customers, those for whom a good vacation requires a real challenge to lung and sinew, Maguire has dreamed up



As Maguire describes it — his clipped military lingo interspersed with a telltale weakness for the romantic — a typical trip would go like this, *'Day after arriving. Probably up at about 6.30 am (not as hard as it sounds — it gets hot early in the Turks and Caicos); English-style breakfast, cooked over your own campfire if you like; then meet guide for instruction on camping and canoeing, depending on previous experience; nothing too heavy, but enough to lay some groundlines about how to deal with emergencies; and fun things — like how to light a fire with seaweed. We also teach them how to paddle a canoe straight — it helps, you know. Then they're off to Beach-point 1, that's Dove Cay.'*

Dove Cay is a tiny uninhabited islet that sits a convenient half-hour paddle from the Turk-Coise lodge and just a hundred yards from the South Caicos fishing port, Cockburn Harbour. It's that close, yet uninhabited, with an ancient cannon the only tangible sign of man's interference. It was used till 1920 as the hauling point for blue-nosed schooners from Nova Scotia, manoeuvring to get the wind into their sails. Here, within spitting distance of civilisation, Turk-Coise trailers can clamber about, fish for their supper, and pitch the small two-man tents supplied by the Lodge. They sleep out that night, as part of what Maguire calls *'the acclimatising operation.'* Next day, after a return to base for supplies, intrepid adventurers take on the paddle to Long Cay, a larger island two miles from the hotel. Then, Maguire reckons, they have toned up the muscles and taken enough sun to be let loose in more distant waters.

The next five days are spent hopping from Beach point to Beach point, each of which will eventually boast a communal kitchen and re-supply facilities. For the time being islander guides mother the canoeists on their way. In fact the course is strenuous rather than dangerous, and the trekkers need never venture outside the reef-line. They stop at Columbus Cay, so-named because some researchers believe it was here (rather than in the Bahamas) that the explorer first made landfall in the New World. They they island-hop across to Drum Point, in East Caicos, a beachcomber's paradise with its twelve miles of uninterrupted white sand. Another few hours' paddling, and another overnight stop, brings the canoeists to the abandoned sisal plantation at Jacksonville. There they can wander through the ruins of eighteenth-century slave quarters and inspect the rusting remains of a Victorian planter's railway system.

As the Turk-Coise Trail winds on along the coast of a third island, Middle Caicos, the travellers will meet few islanders. Those they do meet speak English with the accent and idioms of three centuries ago. There are no highballs on the terraces of modern



the Turk-Coise Trail, an aquatic wander through the archipelago. Longer ago than he likes to admit Maguire was a military mapmaker with the British Army. Armed with his theodolite he hiked all over the Persian Gulf, on arduous missions with the Special Services. It was mapmaking that first brought him to the Turks and Caicos. Maguire knows the islands like the back of his brawny hand, and the Turk-Coise Trail is a gentler incarnation of outdoor expeditions with the army.

On the beach, in front of the Turk-Coise Lodge, stands a line of green, fourteen-foot, Coleman canoes, known to aficionados as *'Scanoes'*. They are the vehicles for the ten-day trip Maguire plans for his visitors — *'the same people who might be found white-water cruising in Colorado, backpacking on the Appalachian Trail, or on expeditions in the Galapagos.'*



hotels, for such hotels do not exist in this part of the archipelago. The islanders drink bottled beer — in such quantities that one importing company, basing its arithmetic on consumption, recently assumed the colony had three times its actual population. The locals are generous with simple hospitality, but they are not yet geared to the demands of modern tourism. The Turk-Coise trailer should expect no conducted tours, (how could there be when there are no paved roads?), no phones to call home, and no shiny yacht marinas. He will get what he is hopefully seeking, a safe odyssey along an enchanting coastline virtually unaltered since Columbus sailed the Caribbean.

The Trail ends at Conch Bar, where the ocean reef curves in to the beach, cutting off easy passage further along the shore. Here the travellers can explore spectacular limestone caverns, once inhabited by Arawak Indians. Their carvings can still be made out on the walls, along with the graffiti left by sailors down the centuries. At Conch Bar the canoes are left with Trail guides, to be towed back to base by motorboat. The vacationers fly by light aircraft back to the Turk-Coise Lodge, there to enjoy a farewell dinner which Liam Maguire promises will be 'a banquet-and-a-half.'

By any Caribbean standards, the Turk-Coise Trail is a cheap vacation. The best way to do it is by buying an I.T. (Inclusive Tour) package, which should ensure a 30 per cent reduction in air fares. The return trip from Miami to Grand Turk, normally \$248, comes down to about \$170 if booked together with not less than four and up to fourteen days' accommodation at the Turk-Coise Lodge. A room for two at the Lodge

costs \$30 per night. A hearty breakfast costs about \$3, lunch \$5, and dinner about \$10. Maguire says that one person (*'if he doesn't ask for lobster with wine all the time'*) can reckon on bed and board costing about \$35 a day. If you wish you can stay in a tent instead of a chalet, and the accommodation charge comes down to just \$8 per person per day.

Maguire hopes that people will come to the Turk-Coise Trail in groups of up to ten. He says the cost of a group vacation, depending on your starting point in the United States, should work out at about 900 dollars per person. He welcomes groups from dive clubs, universities, and the scouts and basic accommodation is free for group leaders. Anyone wishing to book an I.T. package to the Turk-Coise Lodge should quote the hotel's I.T. number, which is QH AG/GDT/181. Maguire will answer all queries addressed to him care of: *The Turks and Caicos Tourist Board, P.O. Box 592617, Miami, Florida 33159. (phone: 305-592-6183).*

Those who travel the Turk-Coise Trail pay no extra charge for use of canoes, tents en route, basic camping gear, and the service of their guides. The flight from Conch Bar back to the hotel is included, as are gratuities and government taxes. Scuba diving instruction is extra, and so are emergency services if you fall sick or are injured. And you pay for your own beer!

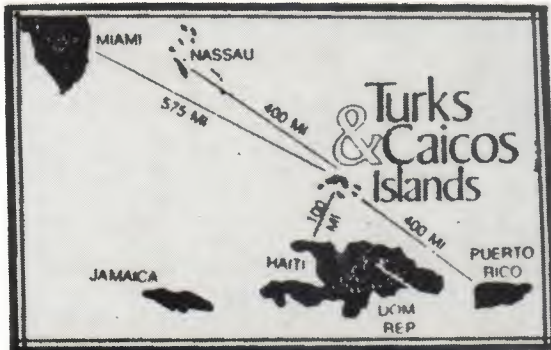
Maguire wants it to be known that he welcomes those who simply wish to idle away the days at the Turk-Coise Lodge, without taking part in the canoeing trip. The I.T. package, and low room rates, still apply. In the months since he took over the Lodge, Maguire has played host to all manner of unexpected customers. More

affluent island hoppers included a couple from Denver who flew in by private plane, unloaded their own bicycles, and then used the Turk-Coise Lodge as base. There's been a planeload of German doctors, a physicist from Denver who came backpacking, some Brazilian engineers and the entire complement of a Caribbean fisheries conference,

When I was there a young couple from England were roosting in one of the chalets, fresh off the mail-boat from Nassau and the inter-island airshuttle. They came looking for two nights *'somewhere that's not posh, not expensive, and has a beach.'* They stayed more than a week, hiking along island trails that Maguire himself bulldozed years ago, beachcombing for hours without seeing a soul, and canoeing to nearby islets. The female half of the couple, a blonde commercial illustrator from London, was already planning to come back again. She said, *'It's not expensive, and it's beautiful beyond anything the package tour operators sell. If you don't want to you don't see a single person all day, and that's hard to find. The hotel is relaxed and friendly. The food's good, and you can do just what you want when you want. Liam Maguire, the manager, is a really warm-hearted man. He cares about what he's doing, and I wish him all the luck in the world.'*

Maguire is now praying for luck, and for hundreds of North Americans to come travel the Turk-Coise Trail, the *'plenty of nothingness'* that is the real treasure of the Turks and Caicos Islands. Those with love of the sunny outdoors, a sense of fun, and not much money, would do well to become his customers.

EXPLORE THE CARIBBEAN BY CANOE — THE CARIBS DID IT . . . WHY NOT YOU?



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Yes, I am interested in pioneering The Turk-Coise Trail!

I am an experienced canoeist/canoe instructor/instructor in environmental or ecological sciences/potential group leader.

I am interested in canoe excursions/instructing/assisting in organisation of small groups.

Please send me more information on the Trail and the Turk-Coise Lodge (Trail Headquarters) and the facts about the Turks and Caicos Islands.

Name:

Address:

Postal Code: Country: Telephone:

THE TURK-COISE LODGE AND TRAIL
South Caicos, Turks and Caicos Islands, West Indies



WHAT IS A SURF SKI?

ASKS GARETH LUCAS

The definition of a surf-ski is a sealed, unsinkable type of craft, sat on, and propelled through the water by a twin-bladed kayak style paddle. These craft can vary considerably in dimensions depending upon the purpose for which they are used.

Racing skis are normally used for sprinting off the beach, powering out through the surf, turning around a marker buoy beyond the break approximately 400-metres off shore and racing back in through the surf, hopefully catching a wave to take them across the finishing line on the beach. These races usually take 2½-3 minutes, depending upon conditions. If the surf is big, I find sprint racing the most exciting of all. These craft are approximately 17'-18' long, approximately 23" wide, rounded hulls, slightly rockered, with a tendency to have more volume to the front, helping to prevent the craft nose-diving on steep waves. These craft can be one or two man craft.

There are also long distance ski races which run over a distance of 5-20 miles, usually from one point along the coast to another. The direction of the race is planned to keep the prevailing winds blowing in the same direction as you are travelling, cresting swells and wind chop which gives great assistance to the speed of the craft. Very skillful and powerful paddlers can use this to great advantage.

The South Africans hold a bi-annual surf ski marathon of 152-miles from Port Elizabeth to East London. This is an extremely well organised competition sponsored by Texan Cigarettes. I find long distance racing very demanding, both mentally and physically, a tremendous amount of hard work, but with a sense of achievement and satisfaction at the end. I took part in the 1979 Texan ski race. On the third leg of the race we had force 7 winds on our backs, and being 3-miles off-shore we were surfing off the top of 15' swells, disappearing into the troughs with the sight of land or any other competitor, gone. This is an estimated height of the waves. I was riding a 19' 6" long ski and there was 10' in front of the ski and 10' behind, on the face of the wave, the white water breaking off the top of the wave, completely covering the back of the ski and pushing me in the

back, propelling me down the face of the wave. This leg of the race was the most exhilarating thing that I have ever done.

Competitors come from all over the world to compete in this very prestigious event. The design for craft used in this race have a tendency to follow that of the Olympic type sprint kayaks, usually 19' -20' long, 21" -22" wide, no rocker, fitted with a wave deflector on the front to stop the nose burying in the troughs if there is a strong swell running and large wind chop. These are the same type of craft used on the Thames Ski Race. There are also one or two man craft, two men craft are more popular in long distance racing.

Wave riding skis are great fun . . . They bring out a highly skillful and poetic movement, making use of the natural art of riding waves, in a similar way to surfboard riders. There are many organised competitions for wave riding skis, although the majority of people prefer the freedom of *doing their own thing* and going to their secret spots whenever possible. I find that after a hard days work an hour in 4' waves is beautifully refreshing, but 3-4 hours surfing in 6'-8' waves absolutely exhausting but, destructively creative.

These craft are approximately 7' 6"-8' in length, 24"-25" wide, flat bottomed, very similar to surfboards.

Rescue skis are designed for life saving purposes used by life saving organisations all over the world. These craft differ quite a lot and have various fittings, handles and attachments etc., but are capable of supporting a drowning person. Lifeguards find these the fastest means of getting to a patient to give aid 400-500 yards off shore.

There are various other skis used for off-shore touring, slalom and white water racing, and many other uses.



Right: A selection of Surf Skis from P&H Fibreglass seen at the Canoe Show.
Below: Surf Skis from Palm Glassfibre



CANOE MANUFACTURERS

ACCESSORIES, SUPPLIES & RETAILERS A GUIDE TO MAJOR FIRMS THROUGHOUT BRITAIN

A.C. Canoe Products (Chester)
P.O. Box 62, Chester.
0244 311711

Apollo Canoes,
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092 415045

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0363 23295

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01-977 4924

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0604 39161

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TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

SEASPORTS

Seasports Wetsuits are pleased to announce that as from January 1983 they are operating from newly acquired larger premises in Scarborough. Both the manufacturing unit and the retail premises are involved in the move.

This move has come about due to the rapid increase in popularity of their wetsuits and accessories, and has now given the company far more room to increase capacity and production in far more comfortable conditions. Seasports are now forging ahead with their new 1983 range of lightweight colourful and inexpensive windsurfing suits, which received a great deal of attention from the trade both at European and home market trade shows. The other major success has been the introduction of a vulcanised sole diving and canoeing boot which so far has attracted orders above current production levels. Aims for the future are simple, to provide a fast turn round on orders coupled with a high standard of finish, and to be able to provide value for money. The new address is:- *Seasports, 34 Belle Vue Street, Scarborough, N. Yorkshire YO12 7EP. Tel: 0723 67564.*

INDESPENSION'S NEW TRAILER MANUAL

Mechanical Services are pleased to announce the availability of their 5th Edition of the Indespension Trailer Manual.

1982 has been the introduction of Government legislation regarding braked and unbraked trailers. These new regulations bring us more in line with our European partners, and are aimed at ensuring safer trailers appear on our roads. Full details of their meaning, the use of braked couplings, and information on brake settings are all included in this ever improving manual.

The Trailer Manual contains over 200 pages of interest and information, in fact almost everything you might need to know before either building or purchasing a trailer.

Send for a copy today to: *Mechanical Services, Belmont Road, Bolton B11 8RR.* Price 50p + £1 postage, and find out how trailers can work for you — in fact they can even *save you money!*

NEW SLALOM BUOYANCY AID

Derwent Canoes have introduced a new buoyancy aid to comply with the personal buoyancy regulations for slalom competition. The new '*Derwent Performance*' buoyancy aid has been designed to give the paddler the maximum amount of freedom whilst still complying with the rule stating that paddlers must have 6 kilos of positive buoyancy worn above the waist.

The very soft flexible foam has been distributed as widely as possible. This has

two advantages, firstly, it offers very little resistance to the contortions of the slalomist's body, and secondly, the wide distribution of the foam allows the thickness to be less thin. A thin layer of foam means less buoyancy sticking out to catch poles.

The Derwent Performance buoyancy aid was first introduced at the Fosters International Slalom at Llangollen in October, and was very much approved as very comfortable and very stylish by all the top paddlers trying it on. The cost of this essential item for the 1983 slalom season is £17.25. It is available from Derwent Canoes' shop, Breakout, in Matlock, or from your nearest canoeing equipment stockist.

For full details contact: *Tim Oldrini, Breakout, 57 Dale Rd., Matlock, Derby, DE4 3LT. Tel: 0629 57148.*

BEAVER — A NEW BREED

The Beaver is a totally new breed of craft — a craft designed to bring the fun of canoeing to thousands of newcomers to the sport. But is canoeing the right term?

The Beaver is neither canoe nor kayak . . . it has been termed a 'Trimaroo' — a name with origins in the unique, three-in-one hull design. It is this design, providing amazing stability, which, combined with the open, self-draining cockpit, makes the craft ideally suited to beginners and the disabled. Safety was the first consideration in designing The Beaver.

One of the designers, John Gorman, a senior instructor with the British Canoe Union and former canoe manufacturer, realised that the main fear of a beginner was being trapped in the cockpit should the canoe overturn.

The open design of the cockpit with its moulded seat and backrest means that is no change of being trapped. And if you are as long legged adult or a nine year old nipper the non-slip floor's dimpled heelrests make The Beaver adaptable to most leg lengths. If capsized, and that is difficult, the canoe is easily righted and retains very little water. The square stern means that getting back in is easy — without the canoe inverting again. The unique GRP hull design means that, unlike conventional canoes, The Beaver naturally takes a straight line course if left to its own devices. It does, however, remain extremely responsive to the turning stroke. It is stable without being sluggish — providing fun canoeing for all users whether, experienced, novice or the disabled.

Extensive trials have been successfully

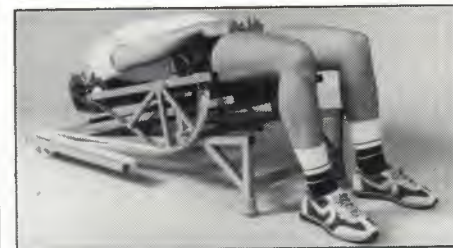
carried out with disabled organisations to assess The Beaver's possibilities to introduce the handicapped to canoeing with a high degree of safety.

Other attention to details includes provision of a range of built-in handles and deck lines. For all these reasons The Beaver is due to become the first ever craft to be endorsed by the British Canoe Union.

LOW BACK EXERCISE

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Above: *The Low Back Exerciser.*
Below: *The Beaver from Bellway Marine.*



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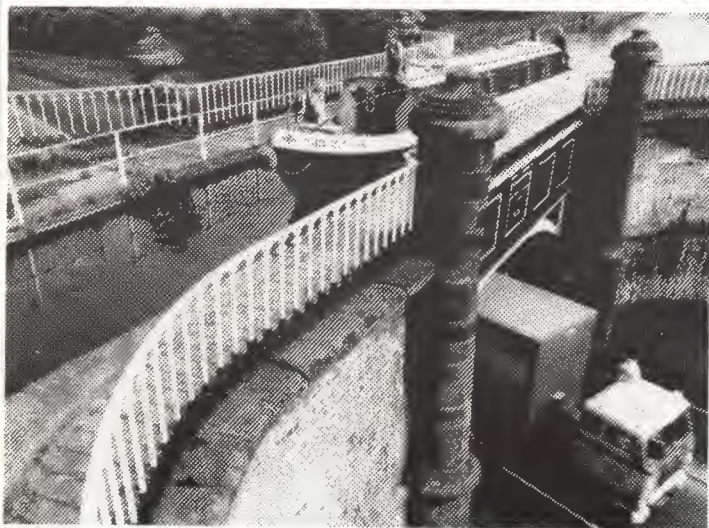
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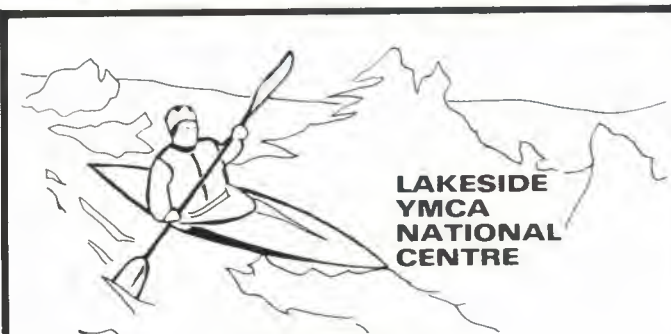


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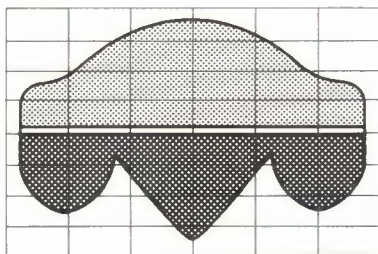
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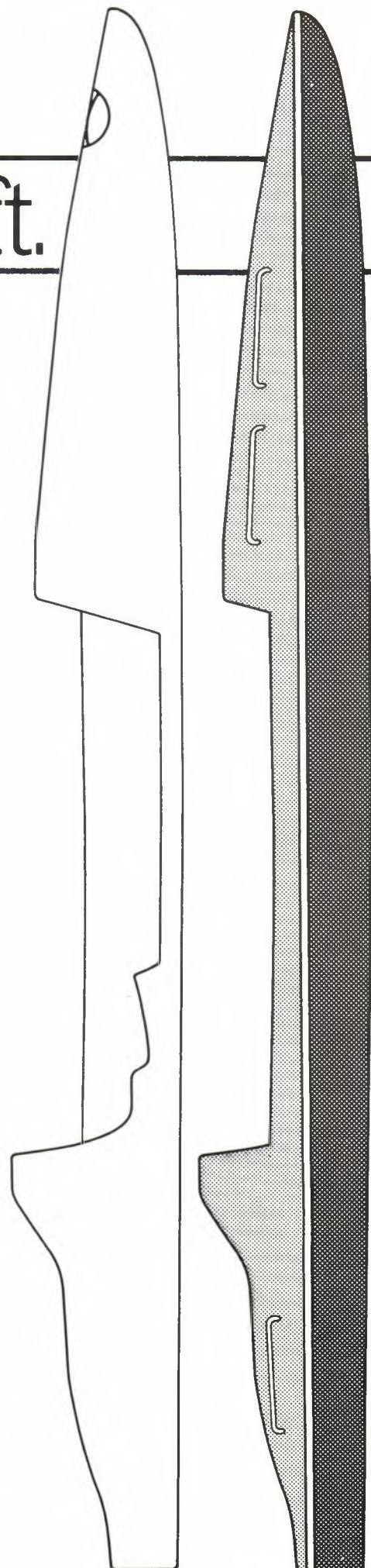
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