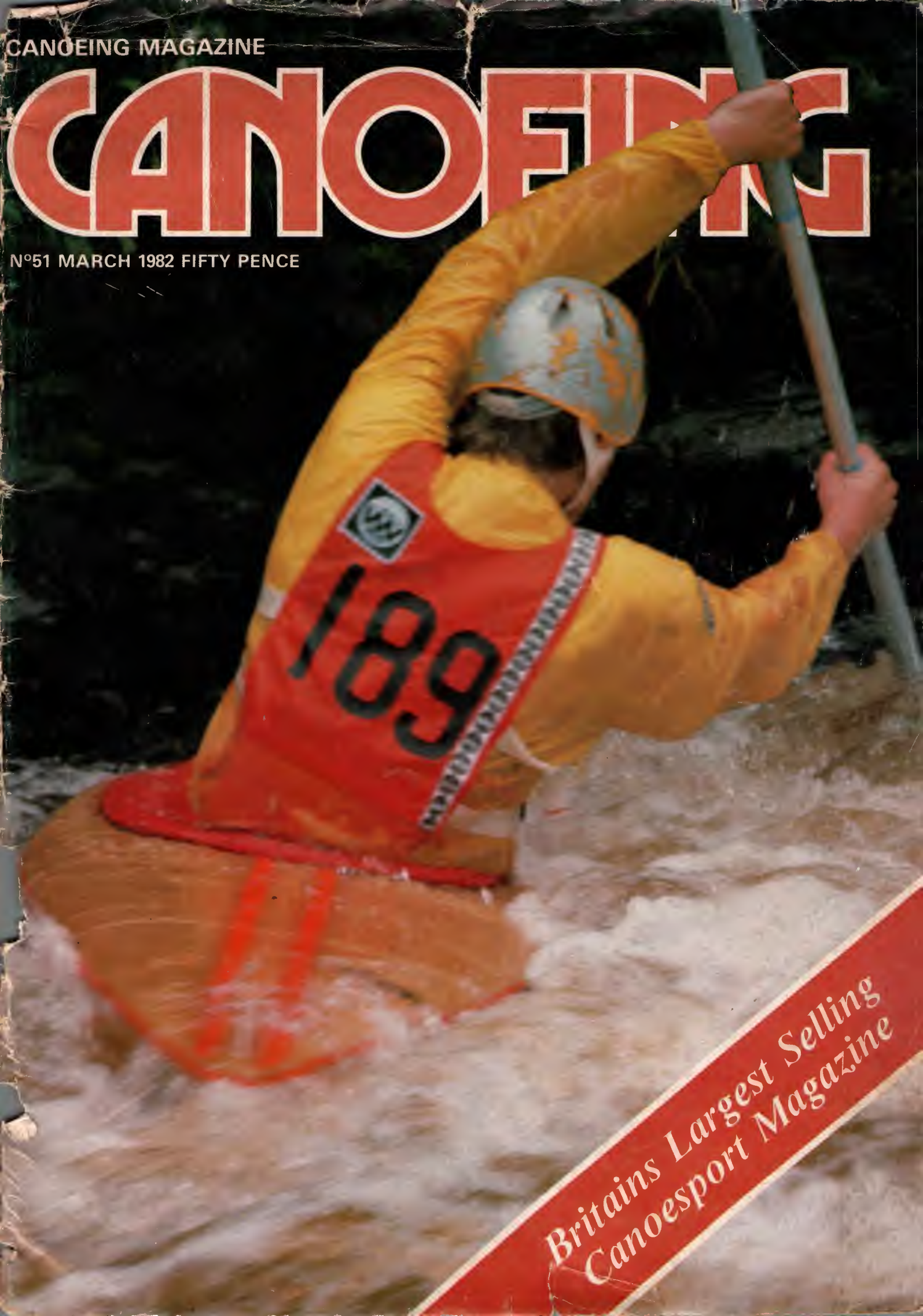


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MARCH — NUMBER 51

Canoeing Magazine, Editorial and Advertising
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Road, London SW1W 0RE. Telephone: 01-828 4551 Ext 32.

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COVER: Slalomist at Bala — Photo by K.J. Holton.



Crystal Palace Canoe Show — see page 6

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CRYSTAL PALACE

International Canoe Show

The International Canoe Exhibition, held at Crystal Palace in South London over the weekend 20th/21st February, proved to be one of the best ever with record attendances and record takings by manufacturers. In the two days some 11,000 came through the turnstiles and manufacturers reported increased business of some 20%-30%. Takings on the Canoeing Magazine stand were up 30% over last year, and I thought that was quite good . . .

Things seemed to start very slow on the Saturday morning with little buying. There also appeared to be fewer persons around, but this was an illusion caused by a number of manufacturers taking slightly smaller space and hence the aisles were wider giving more space to walk and browse. By early afternoon things were very different — it was really panic stations (at least on the Canoeing Magazine) with sweatshirts, T-shirts, stickers and magazines being sold as fast as four of us could handle the money . . .

Around the show there was plenty that was new to see, and the quality of canoes, kayaks, and equipment seems to get better with each year. For the prospective buyer the problem is not so much finding a kayak or canoe that is suitable, but which of a number appeals the most — the buyer is totally spoilt for choice.

New models abounded everywhere. On the Baron stand there was a very fine new slalom kayak; on P & H the Baidarka Explorer — designed by Derek Hutchinson — made a reappearance; Wye Kayaks introduced their new Oceanmaster sea kayak with the interesting protected understern rudder; Robin Witter seemed to spend most of the weekend bashing hell out of his new Ace/Perception range of rotational moulded kayaks (with no impression); while in the way of accessories Whitewater Sports brought along the range of high quality Gul Wetsuits. Probably the most interesting and exciting kayaks of the show were to be seen on the Hydrospeed and CanoeSports UK stands. Earlier in the week, the new company of Hydrospeed Limited launched their range of sprint racing kayaks at a press reception in London (editorial and photographs in some leading national newspapers), that *'represent probably the greatest advance in canoe design and construction seen in the past 15 years. It will bring to an end the domination of the World and Olympic canoeing by the hot moulded wooden boats produced in Denmark and Spain'*

(Quote from press pack).

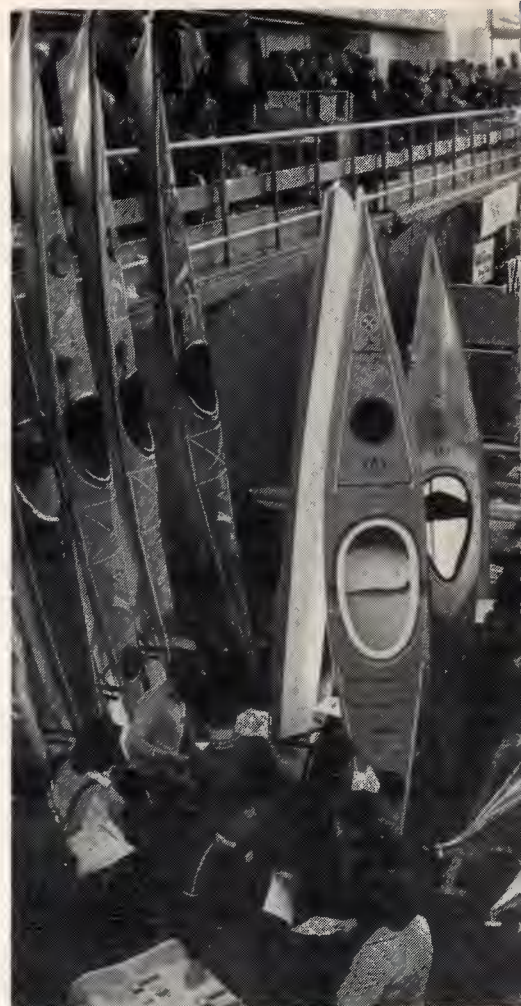
This new range of kayaks are surprisingly light and unbelievably rigid. The material is a composite of carbon fibre, kevlar, honeycomb and super-lightweight foam materials. Without doubt such material will find a place in our sport, particularly if prices for kayaks are below that of wooden boats.

However, the material is not exclusive to Hydrospeed and, despite the production of these new craft being a very well-kept secret until launch day — whispers got out to Baron (they of course produce the range of sprint boats for Martin Boshier, CanoeSports UK) and the firm produced a CanoeSport Stiletto K1 in just three weeks and delivered on the Saturday morning of the Canoe Show — well done lads, that's fast working. Talking with Jim Burnell of Baron later in the day, he indicated that this *'new'* material has been around for some two years, but is only slightly cheaper than producing kayaks in hot moulded wood veneer. It remains to be seen how the different models sell through the coming sprint season. (At least one K2 was sold by Hydrospeed during the show — and for a new boat untried in actual competition that must be good news). Prices for the new boats — K1 at around £390.00: K2 around £550.00: K4 just over £1,700.00. Both CanoeSport UK and Hydrospeed prices are comparable, but I understand Martin Boshier does not intend to produce a K4 in the new material (for the present at any rate).

On other aspects of the show, the second exhibition hall that caters for expeditions and canoe clubs was certainly looking much better this year. The clubs had been dropped in preference to regional stands that incorporated a number of canoe clubs. A number of last seasons expeditions were featured with that of the Kayak Expedition to the Alsek River having a video showing an excellent film of the trip and of its tragic outcome. (It is hoped there will be a feature article on this trip in a future issue of Canoeing Magazine).

During the show there was a wide range of canoe sport films to be seen — among the outstanding being those of the Australian Expedition to the Sun Kosi — *'River of Gold'* — and the British Annapurne Expedition.

Flat water slalom, canoe pole championships and other water displays in the swimming pool completed the excellent International Canoe Exhibition format.





*Photographs around the Canoe Show
by Mike Clark.*





SEA CANOEING

I've been trying to justify my interest in sea canoeing by thinking of all sorts of serious reasons for participating, other than the obvious one of enjoyment. Of course, I am sure there are many generalisations I could make, but they have been made many times before, most of them sound pompous and the others untrue!

Aficionados can always justify themselves; although they usually sound like the smug fellow who advocates horrendous punishments for young offenders and then says 'It didn't do Me any harm'.

For me, personally, the need to escape from twentieth century living is a very important one. At one time I thought that sea canoeing gave me freedom, but I have now come to realise that in fact it places me under heavy constraint. Where does this sense of freedom come from then? It certainly doesn't remove difficult decision-making, but I think it reduces drastically the actual number of those decisions. Sea-canoeing simplifies, it doesn't offer freedom.

The complexities and dangers of our fast-moving world demand a frame-work of rules and regulations before our society functions at all, but I have a strong suspicion that very often rules and regulations which were originally promulgated for excellent reasons, take on a life of their own, and eventually smother the institutions they were meant to sustain. We can all think of examples of this sort of thing, and very often the bureaucrat and the petty official seem to be the main perpetrators of the offence.

Sadly there is also a danger that sporting activities can become hampered by a complexity of rules and regulations. The danger, however, is not always from outside the sport — it can be a cancer growing from within.

Sea-canoeing, which should offer simple challenges is not immune. There seems to be a growing number of people within the sport who are increasingly strident in pointing out the rules for doing things. This tyranny is usually presented under the guise of making canoeing safe! It often becomes channelled into a very rigid attitude towards equipment — *'You Must have This piece of gear, and use it This way'*.

Of course, every canoeist has a responsibility to see that he is reasonably safe, and sound knowledge is needed to achieve this.

There must be schemes for improving standards of performance and safety, but unfortunately unimaginative biggots and hunters of certificates often infiltrate these areas, and good schemes are twisted into dogma, development is stifled, and most important, it isn't fun any more!

Planning carefully beforehand makes sure a sea trip goes smoothly. The use of specialist equipment helps to make life easy once the trip starts. The goal of 'reasonably safe' can be achieved by the canoeist increasing his experience gradually, and this means testing his equipment as well as himself as he progresses, until the individual is clear in his own mind what is appropriate for him. It will never be achieved by increasing the number of rules and becoming more dogmatic about the correct way to canoe the sea. Different people will emphasise different aspects of the sport and this will be reflected in different styles of paddling and equipment.

I've remembered a few points from my own experience to show the sort of thing I'm talking about, but before I jot them down I ought to point out that I approach my sea-canoeing not only from the idea of keeping it simple, but also from the idea of comfort — I Like my comfort! I hate to be cold, hungry, thirsty or tired. I make myself

as comfortable as possible in adverse conditions — and if I'm comfortable, I'm safe too!

For example, I prefer an air-bed to the ubiquitous foam roll, mainly because I like the comfort of it, but also because in really bad conditions, I can sleep in an inch or so of water without getting wet.

It is probably true that man-made filling for a canoeists sleeping bag is better than down, as it doesn't lose its loft when it gets wet — which all too easily happens. Fine, but since I find the bulk of a 'hollofil' bag far too great, I have returned to a lightweight down bag which packs into a very small space indeed. I must now make a mental note that the bag must be protected from wet at all costs and furthermore it must be aired as often as possible.

Choice of equipment will also depend on the length of the trip. There is a truism which says: *'Whatever the length of the journey, the kayak is always full'*.

If I am away for a weekend, I tend to use rigid food containers that are convenient to use, though they take up rather a lot space. If I'm on a full-scale expedition, maybe lasting a month or more, I will pre-pack my food in day-packs in polythene bags for maximum bulk and weight-saving.

Equipment for a pottering trip that will leave plenty of time in camp, will be different from that needed on a hard trip where times at the campsites will be minimal.

Two friends of mine argued about the respective merits of dry orange peel and silver-birch bark as a fire-lighter. They both sucked in their breath with horror when they saw my small piece of fire-lighter from the local hardware store — but it worked just as well as their favourites.

Although the specialist nature of sea-canoeing means that a great deal of equipment must be tailored to the canoeist's needs, I find the worst sort of equipment is that which is Too specialised. It is very easy to fill your kayak with items that will do one job only, when it should be possible to find equipment that can be used in a variety of situations. By this I don't mean the *'mutli-purpose tool'* that does nothing properly, but rather the idea of

having with you various spares that have no specific use, but can be pressed into service with a bit of imagination. This is the idea behind my 'Treasure Bag', which contains things like a bit of wire, a piece of string, a pair of pliers, bits of cloth, plastic, the odd nut and bolt, sticky tape and so on. When you have trouble, open up your 'Treasure Bag', tip out the contents in front of you, and as you mutter 'What I need is a bit of material to bind up the . . . ' your eyes will always light onto the material that will do the job! You have to keep a sense of proportion of course — don't let your Treasure Bag take over.

I tend to rub sore under the arms if I paddle in a wetsuit top, however well cut it is, so I stick to sweaters and an anorak. Other paddlers seem to be tough-skinned and can paddle undamaged with raw edges sticking into their armpits. We both keep warm.

Of course you'll spend a great deal of time chatting about equipment and questioning other people so that you can weigh up the pros and cons of different gear, but the secret of good, safe equipment is that which has been tried in an undemanding situation before you try it in a testing one.

You cannot always do this unfortunately! When we built the kayaks for our Baffin Island Expedition I glassed in the foreward bulkhead to act as a footrest. This was during the winter in Frobisher Bay when the sea was frozen. When we returned in the summer, I found that the bulkhead was a fraction too close to the cockpit, and within two days of setting out, the base of my spine was rubbed raw by the back of the seat. I had to paddle barefoot instead of in wet-boots, and this slight difference made my seating position perfectly comfortable. My feet were bitterly cold of course, and I suffered simply because it had been impossible to try the boat out beforehand.

If you're going to be comfortable and safe on a kayak journey, it is probable that the most important safety aspect is not your equipment but your companions. Of course there is a whole book waiting to be written to cover the whole psychological background to adventure sports, but I think it only necessary to point out that the selection of companions is often left almost entirely to chance. Even the leader is chosen arbitrarily — he usually chooses himself and then asks others to join his expedition!

It is important to check your equipment by paddling with it, it must be doubly necessary to paddle with your companions before attempting a major expedition with them. Even before that, maybe the very first thing to do is to take a hard look at your own motives before taking up sea-kayaking — it may well throw light on your attitudes towards your friends.

The logistics of a small group paddling on the sea are generally pretty simple, and it seems to me that where the members of a group are roughly at the same level of ability and experience, then a leader is unnecessary. The leader of an expedition is, in fact, the weakest member. If one man looks at the state of the ocean and decides he cannot face it, then no-one can paddle! he is the leader!

On our Cape Horn Expedition we shared out the organisation between us, and decisions on the water were arrived at by discussion until it was a three to one majority. Once we realised that it was important to say exactly what we thought, it worked extremely well, and the four

members of the expedition all agreed that the trip escaped totally unscathed from the personality clashes that so often mar expeditions. But then, all four of us were friends, and we had paddled together before we had our final shake-down paddle in Scotland prior to leaving for Chile. The sad thing was that the media couldn't imagine that four paddlers could get round Cape Horn without a leader — and as I was physically the most decrepit, they assumed it was me, in spite of our efforts to prove it otherwise.

Of course, there are many good reasons for having a leader; the man with more ability and experience than the rest of the group, or a person with a local knowledge of the area to be visited immediately spring to mind, but often the leadership should change as the expedition circumstance alter, and this rarely happens.

Unfortunately, the pressures and complexities of modern living often obscure the true colours of a personality, and many people discover to their cost that their drinking buddy and long-standing companion becomes unrecognisable when confronted with survival in a simple, but hostile environment.

When we were in Baffin Island in 1980 we discovered that the Inuit were not given to lying. This was simply that within a hunting society where everyone knows what everyone is doing, a lie is not advantageous. In our own society, its complexities allow people to lie with impunity — and advantage! There is a cautionary tale for wives that says: 'Give a man enough rope and he'll tie himself to the office — and his secretary'.

Thus it may be that a paddler who has coped well with normal canoeing activity, builds up a picture of himself which holds together only until confronted with the very real dangers that a sea-trip may offer. The result and crumbling ego can be most distressing for both the paddler and his companions — irrational behaviour follows — real dangers become magnified — the expedition is put in jeopardy.

It is not easy to detect serious flaws in personality even with all the complicated tests and interview techniques that psychologists have built up after years of experience. How much more difficult for the lay canoeist to choose his companions wisely?

A shake-down paddle is essential, and as much time as possible must be spent together before the trip, so that traits of personality can be assessed. I would be concerned if a person trained hard in order to 'burn off' his companions whenever possible, whereas training to ensure that he would be strong enough to tow a companion in difficulties would be a different thing entirely.

Very often constraints of time and money are important factors in throwing incompatible paddlers together, and it comes as a shock when paddlers find that a common interest in sea-canoeing doesn't mean they have anything in common!

It is sad to see expeditions both in sea-canoeing and other adventure sports fail to reach their objectives owing to personality clashes, and often simple canoeing holidays can become a misery for the group when hidden flaws appear.

I don't think it is possible to safeguard completely against this problem inherent in sea-going situations where individuals are under stress and cannot escape from their companions.

Even experienced adventurers can find their tolerance levels reduced to zero by

close proximity to colleagues over a long period of time. The late Eric Shipton gives an amusing account of an expedition members eating his breakfast cereal in an exasperating manner! He was threatened with instant death if he didn't stop . . . !

Maybe one of the major values of sea-canoeing is that its very simplicity strips away the facade that a complex society festoons around a personality. I think sea-canoeing has helped me, and a great many others, to see life a little more on perspective. It isn't the only way, I suppose it IS possible to live a satisfactory life without sea-canoeing, but I have my doubts.

NOTES

NEW CANOE FLEETS

The recent, quite astonishing reactivation of the International Canoe Class with many good boats, which were not being used being bought and raced by new enthusiastic owners, has been marked by the formation of two new fleets. Hayling Island which was once the home of Britain's largest fleet, dwindled during the seventies until only one active member, Peter Hunter remained. However, during the past two months, four Hayling members have bought Canoes for the 82 season, most notable among them being John Biddle, who was the last Briton to win the World Canoe Championship some ten years ago.

Even more encouraging is the birth of a Canoe fleet at Blue Circle Sailing Club in North Kent which starts the new year with five boats. Anyone who is interested in joining these fleets should contact: Peter Hunter, 35 Highmoor Road, Caversham, Reading RG4 7BQ. Telephone: (0734) 471861 for Hayling and: Mike Chrisp, Queckes, Basted Lane, Crouch, Borough Green, Kent TN15 8PY. Telephone: (0732) 884693 for Blue Circle.

THINK SLALOM VIDEO

Many people consider that canoe slalom is the ultimate test of boat control in rough water and it certainly is one of the great sports, demanding a high level of technique, fitness and courage.

Due to the success of British paddlers over the last few years and an increasing demand for more coaching aimed at the lower divisional paddler, a slalom coaching video entitled *Think Slalom* has been produced by Eastern Region Coaches and Trainers.

The aim of the video is to give in-depth study into basic skills and techniques required for slalom canoeing concentrating on forward paddling, staggers and reversing through gate lines. Paddlers are taken step by step through slalom procedures and have the opportunity to compare paddling techniques used in the coaching situation with similar situations occurring in the World Championship.

Taking part in the coaching sessions will be Richard Fox, Liz Sharman and paddlers from the various squads throughout the Eastern Region. Technical advice has been given by Hugh Mantle (Great Britain's National Coach) and narration is by Alan Harber (former British Slalom and White Water Coach). Copies of the video will be available from the beginning of April 1982 at a cost of — £30.00 + P&P. Full details from: C.P. Davies, Regional Slalom Coach, 'Canoodles', 22 Arcadia Road, Burnham-on-Crouch, Essex CM0 8EF.

letters

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

WORLD CANOE '83

Following the report that appeared last month in Canoeing Magazine regarding the possibility of the Canoe Racing World Championships returning to Nottingham in 1983, it seems that some members of the BCU Racing Committee are reluctant to have the Championships back again in a belief that they would not remain purely a technical Championships and like Topsy would grow and grow into another Canoe '81 — particularly if the organisation was under the directorship of Mike Haslam. Mike of course put the '81 Championships together to produce one of the best ever canoe championship events. To dispel such fears I print below a letter from Mike:

Dear Editor,

I have heard rumours that some members of the Racing Committee are a little concerned about my being involved with the organisation of the proposed World Racing Championships for Nottingham in 1983.

I understand that these faceless ones fear that I would be seeking more power for myself and attempt to turn the '83 Championships into another Canoe '81 — Nottingham.

This of course is not the case, my involvement, if any, would not be with this in mind, I have no ambitions (or never have had) to create a dynasty in Canoe Racing, I am happy to be of service anywhere — titles and position do not in anyway worry me.

I just thought a brief note to you would make my position clear. Whilst thinking it occurs to me that if I do become involved in the '83 Championships — in some small way — then an appropriate title, perhaps, maybe, could be General Organising Director!!!

*Yours most sincerely,
More than Just Hurt*

● How could anyone misunderstand such a forthright fellow! Ed.

NOTHING LIKE SEX

Dear Editor,

With reference to the letter from Roger C. Jackson in the November 81 magazine, I have to wholeheartedly agree with his comments regarding equal exposure to the female paddler.

I have just done a survey of the covers of your fine magazine and find that since I started my subscription in Dec 77 that your cover has shown Males on 23, mixed on 8, and the ladies on a mere 5, this is definitely not good enough and I must support Roger's request for equality and demand 18 more covers depicting lady paddlers. Equality for all!!

Yours Truly,

Derek P. Bamforth, Victoria B.C.

P.S. Was very pleased to see one of our local paddlers — Philip Teece, getting some exposure in your pages.

Well, maybe February with our now traditional 'Ardeche Girl' has reduced to number 17 — but I will certainly look out for more female front covers . . . Ed.

SURF ACCIDENT

Dear Editor,

In response to the 'Letter of Horror' from Dennis Ball and the Editor's comments, allow me to express my own views on canoe surfing. Since first starting canoeing 11 years ago, the canoeists and the BCU have made safety regulations for the concern of others and have given way in all directions to other watersport enthusiasts, by compensating fishermen, keeping clear of swimmers, sailors and surf-boarders.

I know the accident mentioned was nasty and the canoeist involved irresponsible, but what was the surf-boarder thinking of, surfboarding in front of a fast moving kayak? Was it because of ignorance for his own safety? Had no instruction been given to him? Maybe he did not belong to an affiliated body as most canoeists do, or was it because of sheer obstinacy like the incident earlier this year during one of the novice heats in the Army Surf Canoe Championships at Croyde Bay area where safety boats were out, beach markers, officials and safety officers were present and warning signs and red flags were in plain view — when a long surf-boarder turned up! Even after numerous verbal warnings that he would be better off thirty yards down the beach, with an answer, 'Well, it's a free beach, innit?' he proceeded to paddle straight out at the six incoming competitors who had been restricted to that particular thirty-yard length of surf.

Let us face it, BCU Surf Committee, the rules are formed by canoeists, for the protection of canoeists with the consideration of others in mind, not by others, for others, with the consideration of canoeists in mind.

I myself am a member of the Army Canoe Union (ACU) whose safety regulations for all aspects of canoeing at the least meet those of your own, and while BCU members and civilian non-members may choose to ignore safety rules, no army canoeist may even sit in a kayak without qualified personnel present and these regulations can be and are enforced.

On reading through what I have written so far, it sounds as though I have little regard for the BCU, but that is far from the case. I respect the BCU (its members and other safe fellow-canoeists) and look to the BCU for expert and experienced guidance. However if the BCU Surf Committee support local council authorities in banning kayaks from surfing, even by insisting that its members conform to a particular type of

design, then the ACU, because of its respect for the BCU, may feel obliged to follow suit. If this happens then the newcomer to both organisations who in the past managed to try all aspects of canoeing with one kayak will then be limited to rivers or lakes, providing he makes allowance for fishing seasons and speed boats, whereas the cowboy surf sailor will still endanger his own or other people's lives.

I myself own an old beaten up Epee XS. Yes, it is reasonably light weight and it does have pointed ends. Having a voracious family to support this is all I can afford at the moment, but this one old beaten up boat allows me to compete in slalom work and all other slalom classes in surfing, downriver racing, etc, stand a chance coming in the top hundred or so. I have yet to meet the canoeist whose roof rack and purse are big enough to be able to own all the specialist canoes required for the different types of canoeing or should I say hope to meet him or, preferably her!

To summarise, I don't think the answer lies in the BCU's being submissive to the demands of others but in insisting that the other water users and council authorities are made aware of the standards of safety the majority of canoeists set themselves and that others must strive to achieve the same.

Yours sincerely,

J. Ruscoe,

Sgt.(ACU)

TASMANIAN EGOGRANDIS

Dear Sir,

While we are looking forward to read about dangers of swamp canoeing from Erwin Jackson Jr of USA (October '81), I am reminded to mention an Aussie canoe hazard.

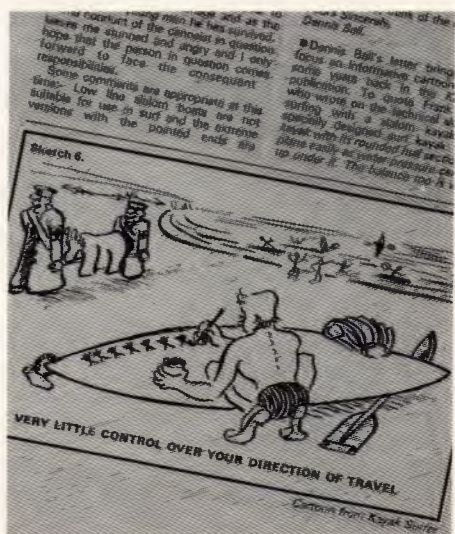
'Tasmaniac Egograndis' is a malady which afflicts under a set of conditions and causes mental disorder, inducing the patient to behave irrationally and dangerously. Evidence suggests blood alcohol content level perpetually exceeding .05% combined with blood poisoning by printer's ink and resin, and sparsmodically chilled by sea water are pre-conditions of optimal susceptibility.

The disease is especially dangerous even at its early stage of 'Hicksonic Imbalance', that is, the sufferer adopts traditional convict-behind bars posture of grasping the paddle to pull along in bombastic self-exaltation. When capsized by a gust of wind catching the wide open mouth, the victim often fails to roll up due to myopic-equilibrium of the mind. At best intellectual state, the patient makes convincing gutter-politician rhetorics proclaiming virtues of 'rubber' and prints Nippon toiletology. In the event of serious attack, the sufferer resorts to deserting canoe mates to swim in force 8 gale with foot in mouth. A proven test to discover if one has contracted the disease is to mention 'British' and the sufferer will froth in the mouth. Most Australians canoeists have learnt to avoid the sick.

The hazard of *Tasmaniac egograndis*' has distant effect because far away expeditionists and authorities have been subjected to paranoia attacks by the sick. The less experienced are browbeaten to question everything non-Van Diemen's Land including pumps, hatches, paddles etc, and especially sponsored canoeists . . . but forbids any second thought on the sick's legitimacy and credentials.

Yours canoeing dangerously,

Joe. H. Lamb, Lockleys, Australia.



Notes & News

ROB ROY KAYAK FOR ISRAEL

The Kayak in which John MacGregor (1825-1892) paddled up the River Jordan during one of his famous solitary expeditions, was recently air-freighted from Britain to Israel where it will be shown, over the next year, at Tel Aviv and other museums.

John MacGregor was a philanthropist, writer and traveller, and is most well known for his explorations, by kayak, through Europe and the Middle East. All his kayaks bore the name 'Rob Roy'.

MacGregor's most perilous journey, started in 1868, took him through the Suez Canal and the Red Sea and subsequently to Palestine where he navigated the Jordan and Lake Gennesareth.

The kayak in which he made this voyage, and which is now on its museum tour of Israel, has an oak hull and cedar deck. With a length of 14ft and a beam of 26ins, it weighs 72lbs. Seated in the cockpit, the navigator is provided with a backrest and 'footrest' (even a rack for pipes!), and MacGregor used a double-bladed paddle similar to those he had seen in Siberia. A small, stowable mast and sail were also carried. This Rob Roy design has been the basis of many sporting and cruising kayaks.

In 1866 John MacGregor founded the Canoe Club, which in 1873 became the Royal Canoe Club.

All transport's Forwarding Division at Aylesbury were responsible for the collection, packing, documentation and air-freighting of the 'Rob Roy'. All transport's long experience in export packing was brought to bear to ensure that the delicate 100-year old craft would arrive safely in Israel.

CANOEING MAGAZINE

Following the December issue of the magazine in which we gave a special bulk rate offer to canoe clubs — a 50% discount on cover price to help boost club funds and our sales — we had quite a response and a good number of canoe clubs have taken up the *Canoe Club Sales Agents* offer. The advert and details appears once again in this issue.

However, an interesting side result of the offer has been seen in the newly formed *Yorks and Humberside Canoeing Association*. The 50% discount on the magazine has allowed this organisation to include in their basic £6.00 membership five issues of *Canoeing Magazine*, making membership of the Association attractive and good value.

For details of the Yorks and Humberside Canoeing Association write; Mrs J. Ramwell, 4 Wavell Garth, Sandel, Wakefield, Yorks.

LOS ANGELES OLYMPICS

Sports fans in Britain are being offered the opportunity now to register their interest in going to the Los Angeles Olympic Games in 1984.

Americana Sports Travel Limited, a newly-formed company which has been appointed sole UK ticket and tour agent for the Los Angeles Olympics by the British

Olympic Association, launched a priority registration scheme at the beginning of February.

For £7.50 per person, sport enthusiasts can stake a priority claim for the world's greatest sporting spectacle, to be held 28th July to 12th August, 1984.

Those registering will receive:

- The Americana Sports Travel Olympic brochure at least two months before general distribution.
- A priority Americana Sports Travel registration membership card
- Discounts on travel arrangements and facilities booked through the Americana Group of companies (other than the 1984 Olympics).
- Regular Olympic news bulletins.
- An official Americana Sports Travel Olympic Games sweatshirt.
- Special credit facilities available over 2½ years.

The registration fee will be deducted from the official booking deposit, thus making registration completely free. Full details from: *Americana Sports Travel, Dorland House, 388 High Road, Wembley, Middlesex.*



LAUNCH OF SPORT FOR ALL CAMPAIGN 1982 — WOMEN AND SPORT

Linsey Macdonald — at seventeen years of age one of Scotland's best known athletes — launched the Sport For All Campaign 1982 — Women and Sport with an appeal to women of all ages to make 1982 the year in which they decided to take up a sport which attracts them.

'It's not necessary to compete in sport at international level to get pleasure out of it,' said Linsey. 'Just taking part in whichever sport you fancy is great fun. It's good for you, it gives you the chance to get out of the house and gives you the opportunity to make new friends.'

'Sport is for ALL — and that includes women just as much as men. I would like 1982 to be the year in which more women throughout Scotland decided to take part in sport.'

Linsey was launching the campaign at a reception at the Eastwood Recreation Centre, Giffnock, near Glasgow, held Wednesday 20th January 1982.

The campaign aims to show that many women already participate in sport and

physical recreation but that many more could and should participate.

The main objectives of the campaign are:

- ★ To increase participation in sport by women
- ★ To make existing opportunities more attractive to women
- ★ To increase opportunities for participation by women
- ★ To develop standards of performance and coaching
- ★ To increase awareness of the opportunities available to women.

Local authorities, local sports councils, governing bodies of sport, sports clubs and individual sportsmen and sportswomen are being asked to help with the campaign by offering opportunities for women to take part in sport.

A whole series of local events is taking part throughout Scotland during the year. These include 'Come, See and Try' Sessions; fitness testing, talk-ins, movement days, learn-to-swim events, open club sessions, Festivals of Sport and special projects.

COUNTY CALL TO MERSEYSIDE'S TALENTED ATHLETES

Merseyside County Council, in conjunction with the Sports Aid Foundation (North West), has been running a scheme for the past two years to provide cash help to gifted sportsmen and women living in Merseyside to maintain their sporting excellence at the highest levels.

The scheme is operated on the County Council's behalf by the North West Council for Sport and Recreation and has been very successful, with some 40 young athletes receiving grants in 1980 and 23 last year. The successful applicants represent a wide range of sports — archery, athletics, badminton, basketball, boxing, canoeing, cycling, judo, karate, lacrosse, orienteering, power-lifting, road walking, sailing, shooting, swimming, tennis, trampolining, volleyball and water polo.

Those who have received awards come from all parts of the County and have helped to spread Merseyside's reputation of sporting prowess far and wide. But are all those who might benefit coming forward? The County think not and believe there is still a considerable number of talented athletes who perhaps might benefit from the scheme but for some reason have not sought help, although the scheme has been well publicised.

Posters and leaflets providing more detail about the scheme are now available in sports centres, swimming baths, libraries, Town Hall information offices and main sports shops throughout the area, or from: *North West Council for Sport and Recreation, Byrom House, Quay House, Manchester (telephone: 061 834 0338), or Merseyside Council Council, Metropolitan House, Old Hall Street, Liverpool (telephone: 227 5234).*

The last date for receipt of applications is 31st March 1982, so those who are interested should make sure they obtain a form and return it to the North West Council for Sport and Recreation by then.

CANOE RESCUES

A boardsailor in difficulties was brought ashore by canoeists in the Menai Strait and the occupants of a small dinghy in trouble off Croyde were also brought ashore by canoeists.

Well done the lads...

reprinted from Coastguard News...

MARATHON RACING

CAPE INDUSTRIES SPONSORSHIP OF THE OPEN RACING SCHEME

Cape Industries Limited have announced they will continue to sponsor the open Racing Scheme.

The Scheme gives prizes every three months of a new kayak or canoe valued at £200 to the winning competitor, and a cash prize of £100 to the organising club. The scheme has worked with great success in its first year with over ten thousand certificates sold. The scheme is very simple. Every competitor is given a numbered certificate. The race organiser records the number and every three months a draw is made to find the winner.

The certificates may be used for any marathon or long distance race, and many clubs now use them in their weekly club races. Any organisation, Scouts, Guides, Sea Scouts, Youth Groups and Schools may use the system.

Certificates may be purchased at 15p each from the Open Racing Scheme Secretary together with details of the scheme. The draws in 1982 will take place at the end of March, June, September and December.

Open Racing Scheme Secretary:
Shirley Wickens, 4 Beech Avenue, Drakes Broughton, Nr. Pershore, Worcs.
Telephone: 0905 840727

THE HASLER TROPHY

The Hasler Trophy is the most prestigious team trophy for Marathon Racing in Britain. It was presented by Lloyds Underwriters to commemorate the raid up the Gironde River in December 1942, by ten Royal Marines led by Lt. Col. H.G. Hasler, D.S.O., O.B.E., R.M., in five two-man canoes to destroy enemy shipping at Bordeaux. There were only two survivors.

New rules that started in September 1981 mean that many more clubs are able to take part and have a chance of winning.

The competition will be run on a regional basis and the best three clubs from each sports region will compete in the final in early October 1982. The number of competitors needed to score points has been limited which means that smaller clubs have a real chance of winning.

The competition has been sponsored by Cape Industries Ltd. who sponsor the Open Racing Scheme. Together with the Hasler Trophy the winning club will get a £250 cash prize. The clubs finishing in second to sixth position will receive cash prizes of £50 each.

RULES

- Each region should run its own League Championships throughout the year. The regions will be defined as the sports regions for England plus Scotland East, Scotland West and Wales.
- The highest scoring three clubs for each region may compete in the final together with one team each from the Army, the Navy and the Royal Air Force.

- Each region will decide which races to count. It is hoped eventually that there will be enough races in each region to have the best eight results from more than eight races.
- Each club will be allowed as many competitors as it wishes.
- The points system throughout the year and in the final will be as follows:
 - Divisions 1-7 will count for points.
 - Points will be awarded for paddlers both in singles and doubles; 10 for first, 9 for second and so on down to 1 for all finishers. Pro rata down if less than ten starters.
 - Each club will count its best seven scorers in any division for singles.
 - Each club will count its best two scorers in any division for doubles.
 - For each race the winning club will get ten points, nine for second and so on. Pro rata down if less than ten clubs in the race.

Note

(a) In the regional races leading to the final, only those clubs within the region will score for points. i.e. Paddlers from other regions will not be taken into account when calculating points.

(b) Competitors must be B.C.U. members if racing in Div. 1-6. Numbers must be quoted on entries and results.



List of Hasler Races by Region Season 81-82

(Note these are provisional — full details will be found in the Canoe Racing Year book available from Shirley Wickens OPEN RACING SCHEME Secretary.)

HASLER FINAL Peterborough October 2nd 1982

North Eastern

Tees
Wear
Killingworth

West Midlands

Willenhall
Shrewsbury
Gailey
Leamington
Fladbury
Hereford
Wolverhampton
Lichfield

London and South East

Wey
Tonbridge
Maidstone
Thames
Tidal Thames
Hastings
Shoreham
East Coast

South West

Taunton
Bradford-on-Avon
Exe Circuit
Two Counties Plymouth
River Fowey

York and Humberside

York
Hull
Sheffield
Wolfreton

North West

Addington
Preston Brook
Brincall

Southern

Windsor

Oxford
Marlow
Reading
Pangbourne
Longridge
Kennet

East Midlands

Nottingham
Lincoln
Leicester
Northampton
Laneham
Beeston

Eastern

Cambridge
Chelmer
Blackwater
Beccles-Bungay
Norwich
Stour
Bishops Stortford

Scotland West

Kelvin
Lomond
Clyde
Irvine
Leven
Tail-o-the-Bank

Wales

Pontypool-Brecon
Llandegfedd Reservoir
Monmouth

Scotland East

Kirkaldy
Tweed
3 Bridges Tay
Glasgow-Edinburgh
Lubnaig
Leukaemia



SPRINT RACING

SPRINTING GETS ORGANISED IN THE SOUTH EAST

With excellent sprint racing courses available at Thorpe Park and Bewl Bridge, representatives of clubs in the region met recently to form the London & South East Racing Regatta Committee.

The Committee will organise five regattas during the 1982 season, three at Thorpe, one at Bewl Bridge and one at Shoreham. The Committee's aim is that the

organisation of all the designated regattas will be of the same high standard. They are keen that, although the regional regattas should encourage the younger paddlers and generally operate in a relaxed way, the standard of organisation and administration should be kept as high as possible.

A fund will be started immediately to improve the facilities on the courses and to provide necessary equipment. Major emphasis will be placed on improving the buoyage, communications and timing, bringing the regional events as close as possible to the high standard that paddlers have come to expect at Nottingham, Holme Pierrepont.

Committee Secretary is: *Di Lawler, 93 Chertsey Lane, Staines, Middx.* PR Officer is: *John Kidd, Forge Corner, Blackham, Tunbridge Wells, Kent.*

Dates of L & SE region Regattas

Saturday May 8th: Thorpe Spring Regatta & 'round the lakes' team relay
Organiser: Jim Rossier, 101 Whyteleaf Rd, Caterham, Surrey.

Saturday June 5th: Thorpe Regatta & Regional K 2 10,000m Championship

Sunday June 6th: Paddling Challenge Cup Open K1 10,000m. Held at Royal Canoe Club on the Thames.

Organiser: Mark Giddings, 19 Coombe Rd, Hampton, Middx.

Saturday July 3rd: Thorpe Regatta & Regional K1 10,000m Championship
Incorporating British Schools Canoeing Assn. Championships
Organiser: Di Lawler, 93 Chertsey Lane, Staines, Middx.

Saturday September 4th: Bewl Bridge Regatta. L & SE REGIONAL SPRINT CHAMPIONSHIPS

Organiser: John Kidd, Forge Corner, Blackham, Tunbridge Wells, Kent.

Saturday September 25th: Shoreham Kayak Club Regatta

Organiser: Mr. K Scott, 6 Sandown Rd, Southwick, West Sussex.



NOTES

CHELMSFORD SEARCH

The Chelmsford Canoe Club have been trying to trace Mr. P. Foster, formerly of Ilford and late of the Newham Canoe Club.

In 1980 he was winner of the Division 2 event in the Annual Chelmer Marathon Canoe Race and was thus entitled to hold for a year one of the Club's main trophies.

Unfortunately this was not returned to be presented in 1981 and the Club has been unable to trace Mr. Foster. Anyone knowing of the whereabouts of Mr. Foster, thought to be in West London, John Marriage of the Chelmsford Canoe Club would also like to know — or alternatively, if Mr. Foster if a reader of Canoeing Magazine...please return the trophy! Details or trophy to: *John Marriage, Budds Farmhouse, Highwood, Chelmsford, Essex.*

REMARKABLE 1982 VALUE FROM THE YHA

Good news for outdoor enthusiasts who prefer a roof over their heads at night rather than canvas, is that the YHA (England and Wales) is making hostelling even more attractive for all ages in 1982.

And in present times there can be few greater attractions than the low cost of hostelling — YHA members can enjoy five nights hostelling for less than £29, including traditional English breakfast and three-course evening meal!

Arriving at a hostel in a car or on a motor cycle is no longer frowned upon and indeed many of the hostels now have car parks. You may also leave luggage in the dormitory during the day.

Many of the 280 hostels in England and Wales — ranging from a shepherd's hut to a castle — are ideally situated not only for walking, cycling, climbing and caving, but for pursuits such as angling, sailing, canoeing, sub-aqua sports, riding, pony trekking and bird watching, or simply visiting nearby stately homes and other places of interest.

Standards of comfort at hostels have been raised a great deal over the last decade, with hot showers and central heating, and sometimes carpeted dormitories, no longer unusual.

There are three grades of hostel, from simple to superior, with a small number of special grade hostels that are exceptionally well appointed. All are invariably clean, with comfortable beds, and all have a lounge area for friendly, companionable evenings, and drying rooms for footwear and clothing.

A particularly welcome innovation for 1982 is that the old three nights limit for stays at individual hostels has been abolished, so that members may now stay at the hostel of their choice for any normal holiday period.

The cost: Annual YHA Membership costs £1.50 (aged 5-15), £3 (6-20) and £5 (21 and over). Overnight charges at a Standard grade hostel are £1.70, £2.05 and £2.60 for young, junior and senior members respectively. Simple hostels are cheaper, Superior and Special hostels a little dearer. Meals at all hostels are: evening meal £1.50, breakfast £1.25, packed lunch 80p. Most hostels have well appointed communal kitchens, for those who wish to prepare their own meals.

It's a simple to join — write enclosing the appropriate fee (cheque or Postal Order), to: *YHA, Trevelyan House, St. Albans, Herts AL1 2DY.*

EXPEDITIONS

SUCCESS FOR BRITISH KAYAK TEAM

The four British canoeists who set out early in January to attempt the descent of the Rio Bio Bio in Chile returned triumphant. They took only 9-days to conquer 100-miles of the river, one of the world's prize waters.

Not content to stop there, leader Jim Hargreaves from Capel Curig, North Wales and team mate 'Dee' de Mengal from Hope, Derbyshire then successfully shot the formidable rapids of the Rio Maipo, south of Santiago. Chilean journalists following them by raft decided the two as 'suicidal canoeists'.

Jim Hargreaves managed to capture some of the excitement of this National Benzole sponsored expedition on film by strapping a camera, operated by a bulb in his mouth, to the front of his kayak. The film was shown on the National Benzole stand at the International Canoe Exhibition, Crystal Palace. Jim was also there with his kayak and the 'Smurf' mascot that made the trip with them — that must make him the best travelled Smurf in the world!

ARCTIC SCANDINAVIA

Eight Suffolk paddlers have spent the last few months planning, and raising funds for, a canoe expedition which aims to cross Scandinavia from the Norwegian Sea to the Gulf of Bothnia. A distance of some 500km. The expedition plans to start from the village of Lodingen on the Lofoten Islands. This is 14km off the Norwegian coast and 200km north of the Arctic Circle. From here the expedition will cross into the long Ofot Fiord and paddle eastwards, past Narvik, to pick up a rough track winding its way some 25km up into the Northern Scandinavian mountain range.

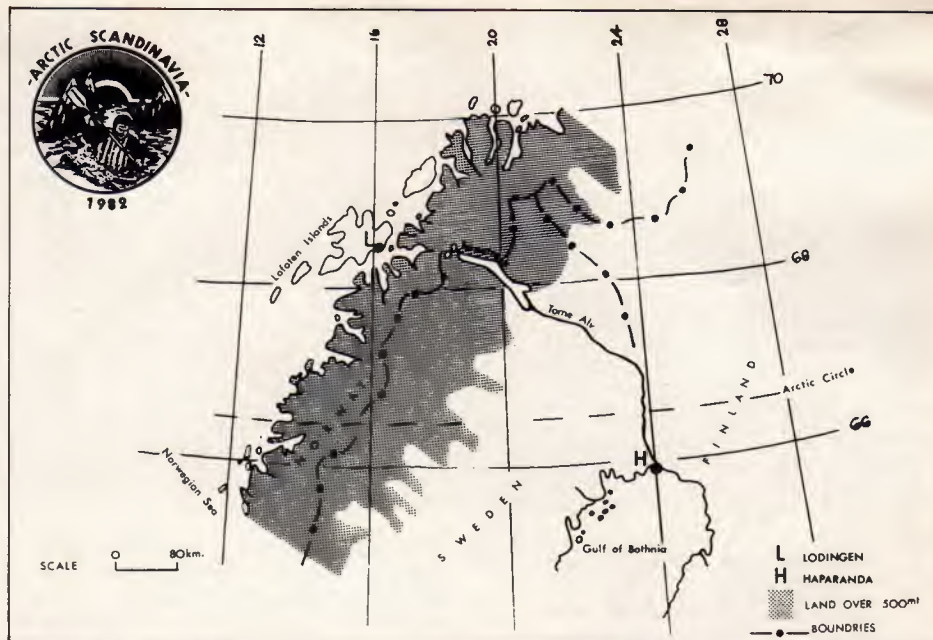
The expedition will now be faced with a series of small lakes connected by fast flowing streams containing numerous falls and rapids. This is expected to be, technically, the most difficult section of the route. From the last of these small lakes a fast and rocky stream, some 10km long, tumbles and twists into a large lake 64km long and up to 9km wide; the Tornetrask. This section is expected to test the ability of the paddlers requiring a high level of expertise. The terrain here is particularly remote and all the expedition equipment will have to be carried in the canoes; making them heavy and difficult to handle. A capsized could prove costly with the possibility of equipment being lost.

From this point the tempo of the expedition will slow down with a few days paddling along the Tornetrask amid some beautiful mountain scenery. From the end of the Tornetrask the expedition will enter the river Torne (the Torne Alv). This is some 400km long and drains the Tornetrask from its most easterly point.

Geographically, the Torne Alv is a young river containing many large rapids and waterfalls. Due to the volume of water flowing down this river the water power will be great and the canoeing will, once again, become demanding and require excellent kayak control.

The final days of the expedition will be on the Kalix Alv as it fights its way down to the Gulf of Bothnia.

The expedition will have passed through



some of the remotest, and possibly most beautiful, scenery left in Europe today. A record will be made of the flora and fauna seen in the many different habitats passed through.

Members of the expedition are:

Mark Attenburrow, Leader, BCU Coach. Teacher.
Paul Dainty, LCO Suffolk. Teacher.
Ken Dobson, BCU Coach. Teacher.
Phil Hunter, Senior Instructor. Company Director.
Steve Macfarlane, Salesman
Bob Murray, Welder.
Jackie Martin, Student.
Paddy Stebbings, Senior Instructor. Toolmaker.

The cost of the expedition is expected to be in the region of £6000 and is being raised by contributions from expedition members, fund raising events and sponsorship from local businesses.

EXPEDITION TO THE SHETLANDS

During a three week period in July, four members of the Advanced Sea Kayak Club will be undertaking an expedition to the Shetland group of islands.

The group — Michael O'Connell, Jochen Leppert, Nick Padwick, and Roger Davis — will be attempting to circumnavigate as one unit Mainland, Yell and Unst, the three main islands in the Shetland group. Also to canoe to the most northerly point in the Scottish Isles — the rock called Out Stack, which lies beyond Muckle Flugga Light House — and to visit as many of the other inhabited Islands as permits.

CATARACT KAYAK EXPEDITION

During the summer floods of this year, a team of five paddlers will cross the Sahara Desert using modern high buoyancy kayaks and making a descent of the River Nile cataracts at their most spectacular. They will spend two months following the river, to produce a reconnaissance report for use by future scientific expeditions, and a video film of their journey.

The team will be Pete Vickers, Chris Taylor, Sharon McKenzie, and Simon Mosely. The Expedition will make the first shooting of the Nile Cataracts in flood and the first shooting of the Nile Cataracts by a woman. The video film will show not only

the spectacle of big wildwater canoeing, but also the simple and tranquil lifestyle of the local communities, against the stark beauty of the desert background.

Background To The Nile

The River Nile has two main sources: the White Nile rising in lakes of Equatorial East Africa and the Blue Nile which rises in the mountains of Ethiopia.

Whilst the White Nile's flow varies moderately throughout the year, that of the Blue Nile increases 12-fold during the summer monsoon. This gives rise to the flood waters which have washed down into Egypt since time immemorial, carrying with them the silt which brought life to the Nile valley in lower Egypt and nurtured its early civilisation.

The limit of ancient Egyptian civilisation was set by a series of unnavigable stretches of the Nile. Each unnavigable section the ancient Egyptians grouped into a discrete package which they called a cataract. A cataract is not a single fall, each consists of up to seventy miles of rapids, falls and rocky islands. These were numbered from 1 to 6 starting in the north, in Egypt.

Today the river in Egypt has been tamed by dams and barrages to control the flood waters. The Aswan high dam towers above the remains of the first cataract and Lake Nasser stretches behind it for hundreds of miles as far as the second cataract. The Nile in Sudan, however, has hardly changed for the past 2000 years. As it crosses the Sahara the river takes a great 'S' bend over the bands of resistant rock which produce the cataracts. Until recently, progress passed this area by. When Kitchener built the first railway across Sudan to come to the aid of the besieged General Gordon, he bypassed much of this area by cutting directly across the desert (as shown in the map). Transport through the area is limited to a few seasonal tracks and local river traffic on the stretch of the river between the cataracts.

The only settlement in the area are scattered along the river; usually tiny isolated villages of Muslim Nubians. Although Nubia today is an isolated under developed region, archeologists now think that it may once have cradled a civilisation that was the forerunner of that in Ancient Egypt. These desert folk see few travellers and are generally extremely friendly and hospitable to strangers.

Accordingly the ICF Slalom and Wild Water Committee has been charged to draw up specific requirements for Slalom and Wild Water boats, in the way that the Racing Committee has done.

Buoyancy jackets too will be tested and more detailed requirements laid down.

The two World Championships at Bala have again demonstrated that the programme was too long and exacting. The Committee is accordingly to work out a new programme with proposals for a contraction of disciplines.

Other questions, such as the introduction of Junior World Championships in the intermediate year between the Senior World Championships, were remitted to the Committee for further examination.

MARATHON RACING

Special Rules for the 1982 Grand Prix

The special rules for the Grand Prix in the new Marathon Competition Rules for 1981 will also apply in 1982.

Moreover the Marathon Racing Subcommittee will in future, in addition to the existing official Grand Prix races for men's K1 and K2, hold Cup Races for the other classes of boats, that is for Women's K1 and K2 and Men's C1 and C2 and the scoring will be the same. Final decisions about this will however not be taken until 1982, probably at the Belgrade Congress.

History of Exploration

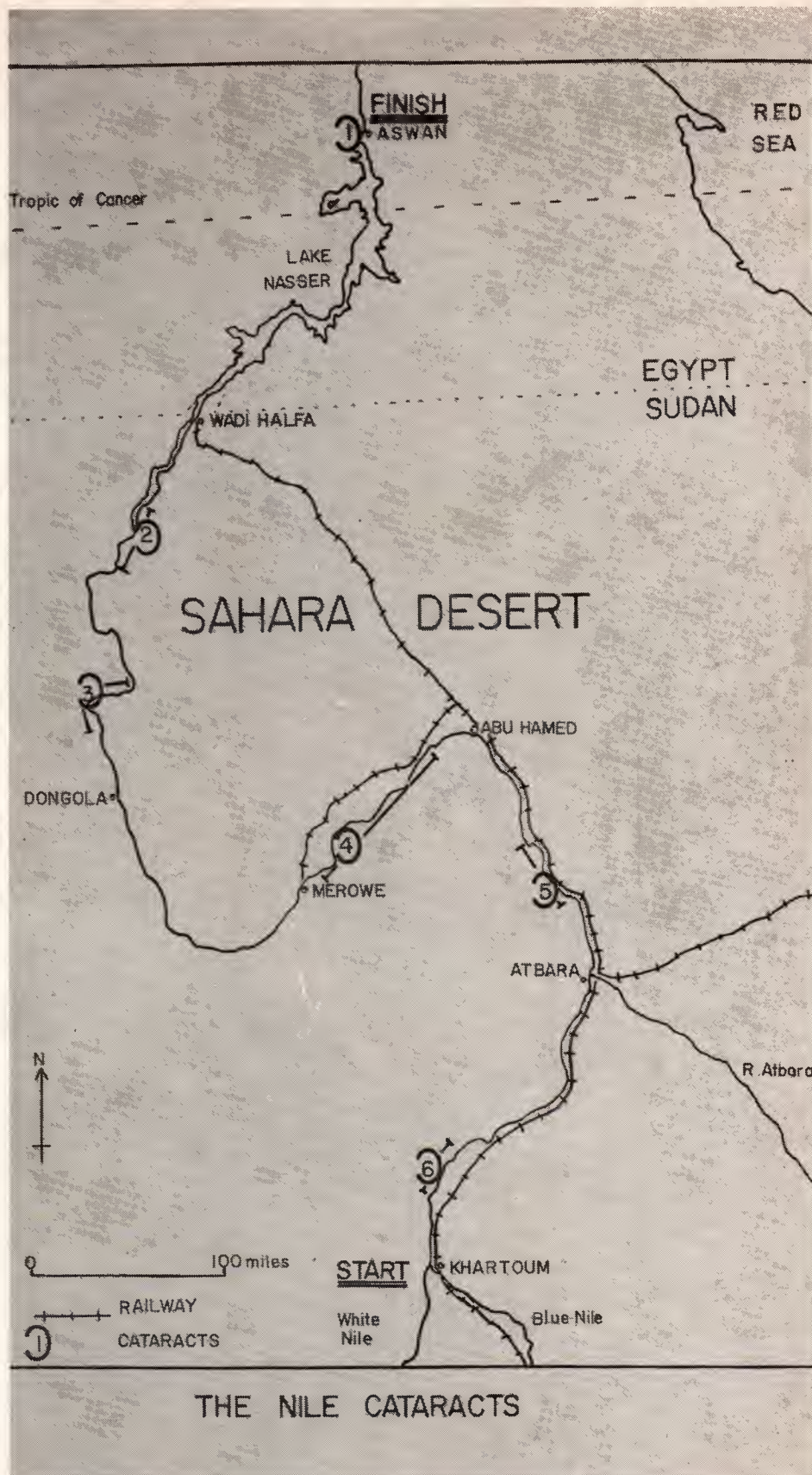
Travellers have journeyed along the Nile since the dawn of history, but traditionally they have always travelled around the cataracts by land. In the early 1950's two Frenchmen and an American broke this tradition down the Nile in wood and canvas kayaks. They shot most of the cataracts, by passing through them at the end of the dry season, when river levels were at their lowest. Another, little publicised French Expedition canoed down several of the cataracts in 1978, but had to abandon their attempt, because their boats proved to inadequate for the volume of water. In 1979 the International Nile Canoe expedition travelled 3000 miles down the Nile, establishing several 'firsts'. Again, they shot the cataracts at low water, but whilst reconnoitring rapids during this expedition, Pete Vickers saw the evidence of river conditions in the summer flood that were later to provide the inspiration for the present expedition.

Background To This Expedition

The Cataract Kayak Expedition is a follow up to the highly successful 3000-mile 'International Nile Canoe Expedition' which achieved many firsts and a great deal of publicity. It inspired a radio programme broadcast on Radio 4 last year and was featured on television. As the Cataract Kayak Expedition will make the first descent of the Nile Cataracts in flood it will also be highly regarded in the canoeing world and should attract the interest of the general public.

Logistics And Equipment

The expedition proposes to shoot all existing cataracts at high water during the summer floods of 1982, and will use the latest type of high buoyancy kayak, designed for just such water conditions. These designs reflect the experience gained by British canoeists, evolving from types used on the successful Everest and Orinoco expeditions, led by the late Dr. Mike Jones.



EXPEDITIONS

COMPETITION

EASY TO ENTER FREE 'CAPTION THE PHOTO' COMPETITION

Introducing the second of a series of competitions that are fun and easy to enter. All you have to do, using the official entry form on the right, think up an amusing caption to the slalom photograph taken by Mike Clark.

The inventor of the best entry will win a pair of the new Inter-Vanguard — an outstanding running and jogging shoe that features a special tractor sole for grip and durability. A suede reinforced heel counter and toe guard provide extra protection whilst the mesh nylon upper lets the foot 'breathe' naturally. Runners up will get top quality sweatshirts printed with canoesport logo.



Come to where the flavour
Marlboro



CANOEING MAGAZINE COMPETITION NO.2 OFFICIAL ENTRY FORM

NAME:

ADDRESS:

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CAPTION:

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RULES & CONDITIONS

1. All entries must be on an official entry form
2. The judges decision will be final and no correspondence will be entered into.
3. Regular contributors to Canoe are ineligible as are employees of Ocean Publications and their immediate families.
4. Entries must be posted to reach us no later than 10th March.

Address to:
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ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

On 28/29 November 1981 the International Canoe Federation met at Monte Carlo at the offices of AGFIS (General Association of International Sports Federations) with the President, Sergio Orsi, in the chair. Quite a long time ago the President of AGFIS expressed the wish that every international sports federation should hold a meeting at least once at the AGFIS headquarters.

The meeting had been well prepared by President Orsi and Caslav Veljic, the General Secretary. The Board had before it a report on the activities of the Executive Committee and the Board in all three languages, together with a list of tasks and commitments to be performed by the Executive Committee and individual Board members before their next meetings.

To avoid confusion, the particular subjects discussed at Monte Carlo are reported below, mostly under the relevant subject-headings.

The report brought out the enormous amount of work put in by the President in his endeavour to get a place once more for Olympic Slalom in the Olympic programme, at least from 1988, and his later efforts to get Womens K4 included if possible in 1984 at Los Angeles.

We have already reported in detail about this in the last number of the Bulletin; at the Board Present Orsi was able to give a much clearer oral exposition of the various views held by particular international bodies.

ICF COMPETITION RULES AND STATUTES

The new ICF Statutes and General Regulations, and the competition rules for Paddle Racing, Slalom and Wild Water Racing, and Marathon racing are available in printed form in German. They have recently been sent to all ICF Board Members, and the national canoe federations have each been sent five free copies of the four sets of rules. The members of the standing committees have received a copy of the statutes and the relevant Competition rules.

The remaining copies in Germany have been sent to Florence. Those concerned can order from the President. The price of each separate set of rules is US\$3.00. All four ordered together cost US\$10.00.

As soon as the English and French editions are available they will similarly be sent out, in the first place free, and subsequently will be obtainable from Florence at the same prices.

OLYMPIC GAMES

The Los Angeles 1984 Organisation Committee's clear refusal of Slalom competitions was known. Contrary to the article in Bulletin No. 3 the Organisation Committee would not have needed to find US\$100,000: on the contrary, Kern County offered US\$100,000 for holding the Slalom. All the more incomprehensible are the repeated attacks in the journal of one of the federations by its President, who ought

to have ascertained the correct facts first. The ICF and the Special Committee in USA made every possible effort to have Slalom included at Los Angeles, but without success. The fact that the Japanese town of Nagoya was turned down by the International Olympic Committee for 1988 in favour of the capital of South Korea, Seoul, has certainly reduced the changes of a second Olympic Slalom. However, as has already been reported, President Orsi has also been to Seoul, and besides settling the details of the regatta course opened negotiations about the possibility of a Slalom course. The representatives of the Seoul Organisation Committee listened attentively to the requirements and noted them down in writing, but were unable to indicate any firm acceptance.

Furthermore the question of the Women's K4 event, which the ICF management as long ago as the end of 1979 took up for the Los Angeles 1984 Games, has still not been definitely clarified. Everybody from the IOC President Samaranch to the Director, Madame Berlious, declare themselves in favour, but the Los Angeles Organisation Committee is alleged to be blocking the inclusion of this extra event, which in no way would mean extra technical equipment, or extra boats, but only one additional woman competitor. If success is denied on account of this one competitor all oral and written acknowledgements about greater participation in the sport by women are nothing more than rhetoric. At the instance of the ICF President at Baden Baden the final decision by the IOC with regard to the K4 will be taken at the next meeting of the IOC Board at Sarajevo on 3/4 December.

During his visit to Seoul, the capital of South Korea which has a population of 34 million, the ICF President was shown the sports facilities, of which 40 to 50% are already completed. All building works are due to be ready by 1983 and are located in an area of 545,000 square metres in the Seoul district of Jarn Sil Dong Kangnamku. The station alone is to be extended to hold 100,000 spectators.

Both rowing and canoeing events will take place on a new regatta course beside the Han River, about three kilometres from the Olympic Village.

The ICF President had to admit that the presentation of the application for Seoul at Baden Baden was appreciably better than that for Nagoya and in the event led to the unexpected decision by the IOC.

CANOE POLO

Canoe Polo is to become international

At its latest meeting the ICF Board discussed Canoe Polo, a form of the sport that is being practised by an increasing number of canoe federations.

It consists of a ball game using boats, a combination of kayaking, handball and, if need be, swimming. The ball can be played by the members of the two teams both with the hand and the paddle.

All member federations will shortly receive a letter posing specific questions, in order that the ICF Board at its next meeting can deal more specifically with this discipline and possibly appoint a committee to study the divergences between existing rules.

1983 WORLD CHAMPIONSHIPS

A decision on the 1983 World Championships proved to be an insoluble problem for the Board at Monte Carlo. As everyone knows, at the 1980 Congress at Moscow the arrangements for these World Championships were allocated to Mexico, where, however, there has since been a change of Presidents. The outcome of correspondence with the new President, Mr. Luis Schriber has not produced a positive result, because the necessary constructional work on the regatta course at Xochimilco is financially impracticable. The World Championships would consequently have to be held on the course as it is, that is with only 1.8 metres depth of water in places. Mexico therefore is ruled out as the venue. Also the Netherlands Canoe Union, which also applied at Moscow is now unable to take the responsibility on. Canada too, whose representative Tom Dienstman some months ago visited Budapest, Duisburg and Nottingham in company with the Montreal Sports Director in order to examine the most up to date regatta facilities, has recently had to refuse, for the time available before 1983 is too short for essential works. Consequently the Canadian Canoe Association's representative, who had been invited by the ICF President to come to the Monte Carlo meeting with the relevant credentials and plenary powers, did not attend. Nevertheless Canada would like to hold a World Championship event after 1984 at Montreal, possibly in 1986.

ICF President Orsi, who is also President of the Italian Canoe Commission, will approach the Italian National Olympic Committee CONI to see whether it might be possible to hold the 1983 World Championships on Lake Albano, near Rome, though in a simple and not too expensive a form.

SLALOM AND WILD WATER RACING Boats

A number of Board members have seen at the Bala World Championship some newly developed boats that may in certain circumstances be dangerous to life.



ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

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CANALS & WATERWAYS

ADDITIONAL FINANCE FOR BRITISH WATERWAYS BOARD

Sir Frank Price, the Chairman of the British Waterways Board, welcomed the announcement in December of the allocation by the Government of additional finance for the maintenance of the waterways and associated structures for which the Board have statutory responsibility. The Board have been advised that Grant in Aid is to be increased from £28.5 million for the fiscal year 1981-82 to £37.9 million in the fiscal year 1982-83.

Speaking in London, Sir Frank said: 'At the present time, because of reductions in public expenditure generally, the Board are operating with less finance in real terms than in 1978. This reduction in finance has brought major problems for the Board and for those who have invested in the waterways whether for commerce or leisure, and for users generally.'

'The decision by the Government to increase Grant in Aid to the Board is therefore an important step in the right direction. We shall continue to press for a proper and assured level of finance to enable us to carry out our statutory responsibilities. We have advised Ministers that in our view a ten-year rolling programme of works is the way in which to tackle the substantial arrears of maintenance on the waterways.'

BRITISH WATERWAYS BOARD

NEW AND REVISED LICENSING ARRANGEMENTS FOR SOME PLEASURE BOATS

British Waterways Board are offering new and revised licensing arrangements for certain classes of pleasure boats in 1982. Trade Plates for boatyard operators and multi-user licences for boats in regular use operated by restricted groups of people are to be issued for the first time. Also licensing arrangements for canoes and unpowered craft are being revised and a new 7-day licence introduced. British Waterways Board are confident that these new arrangements will provide further encouragement to the leisure use of their waterways in this 'Maritime England' year. Small boats and canoes, without the use of locks

The length limit applicable to the special licence available to owners of small boats, who do not wish to use locks, is being increased from 13 feet 1 inch to 20 feet and

1981 charges are being maintained for 1982. Additionally young people under the age of 18 will be able to purchase licences in this category at half the published charges. Licences taken out before March 1981 will cost £18.00 (juniors £9.00) and boats licensed after 1st March 1981 will cost £16.00 (juniors £8.00). To reduce administration costs all licenses for canoes and small unpowered boats under 20 feet, without the use of locks, will expire on the 20th September each year. The Licence application form has been redesigned to make it simpler to complete and a new licence disc is being introduced. A one

month licence for these boats will continue to be available at a cost of £5.00 (juniors £3.00) and members of the British Canoe Union licensing through the BCU can gain further concessions on the cost of a licence.

For the first time a special 7-day licence will be available for canoes and unpowered boats under 20 feet, without the use of locks, from the Board's main offices and licensing agents. This license will cost £3.00 irrespective of the age of the applicant.

Canoeists and small boat users will find the waterways attractive and interesting but they should remember that there are restrictions on the use of certain canal tunnels and Commercial Waterways.

Detailed Information

Information about licenses and full details of the availability and conditions relating to individual licences are available from: *Craft Licensing Supervisor, British Waterways Board, Willow Grange, Church Road, Watford WD1 3QA.*

RIVER QUALITY

'Control of Pollution and river improvement depend both on vigilance and on investment. Water authorities have established high standards of river management and these will continue', writes Sir Robert Marshall, Chairman of the National Water Council in his foreword to River Quality — the 1980 Survey and Future Outlook, published in December. 'In the present financial climate', continues Sir Robert, 'there is no prospect of resources available for investment being shifted to this area from the priority tasks of maintaining existing water supply and sewerage systems. So long as this situation continues the prospects for further overall improvement of river quality must remain bleak. For the moment we can be satisfied that progress has continued since the last review. But there is much still to be done before we can be content with the state of our rivers and it will be done only if we can afford to give it full priority. At the present that is not possible.'

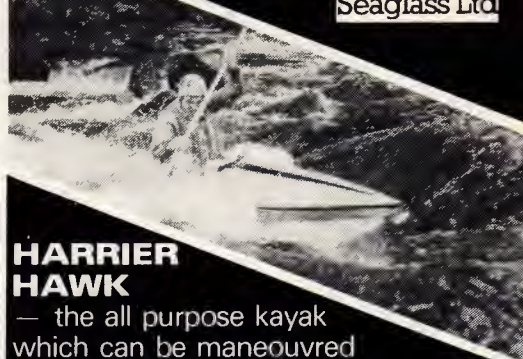
The Report demonstrates the generally high quality of rivers and estuaries in England and Wales. It records a substantial reduction in gross pollution in the last decade. Many causes of public nuisance have been removed and fish have returned to rivers which were previously lifeless. But while the historically high investment in improvement in the early '70s and the concentration on 'black spots' has paid off in this satisfactory way, the continuing and changing pollution pressures and the deferment of investment in the late '70s has resulted in some deterioration in other rivers in the last five years, although this has been less overall than the improvement.

The Report summarises the quality of over 40,000 km. (25,000 miles) of rivers, canals and estuaries in England and Wales. It includes a river quality map showing these classifications and a second map presenting the results of a biological assessment of the rivers. The results are compared with previous surveys and prospects for the medium term are examined. The Report also gives detailed comments on changes and prospects in each of the ten water authority regions.

The Report, including the maps, is available from: *National Water Council Publications, 1 Queen Anne's Gate, London, SW1H 9BT* at a cost of £5 (plus 30p postage and packing).

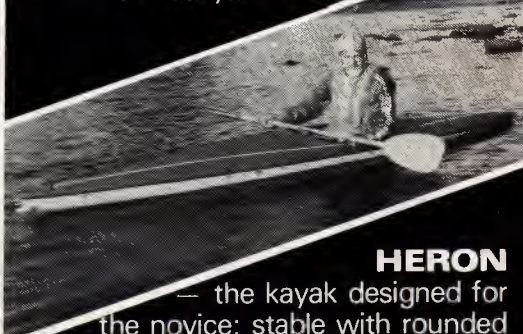
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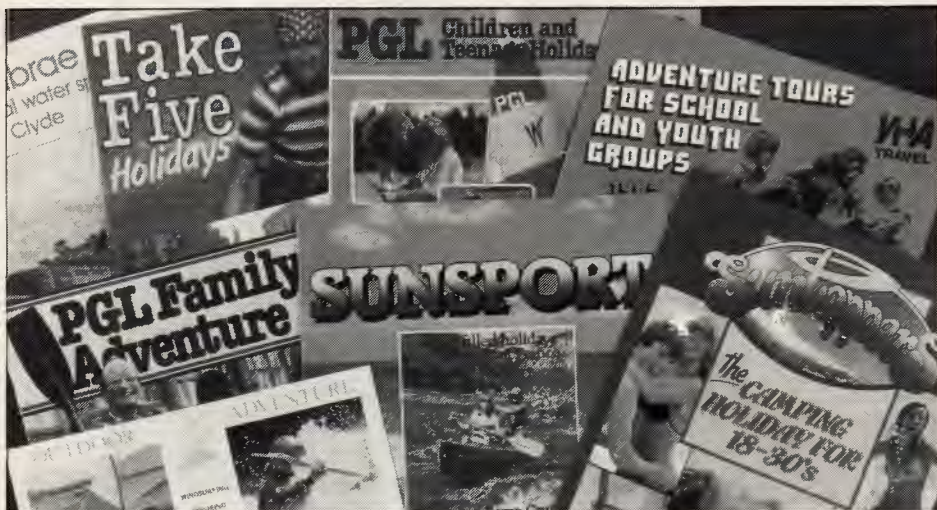
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ADVENTURE HOLIDAYS AND COURSES



MEDINA VALLEY CENTRE

The Medina Valley Centre is a residential activities and holiday centre situated on the secluded banks of the River Medina, near Newport on the Isle of Wight. It is a Christian centre, registered as a charity and the aim is not only to provide a new approach to leisure and learning, but also to give spiritual refreshment and show the relevance of the Christian faith to all man's being and pursuits.

For the 1982 season Medina Valley Centre is making greater use of its unique waterside location and facilities by offering new and exciting water-based activities.

Following its success with canoeing courses in 1981, the Centre is offering courses both for beginners and for those wanting to learn sea canoeing to a more advanced level. Windsurfing is also on the menu for guests wanting to sample several water sports. For those with a more reflective turn of mind, the Centre is providing multi-activity weeks which give guests a change to sample field studies, art and sailing . . . all in the same week. Full details from: *Medina Valley Centre, Dodnor Lane, Newport, Isle of Wight PO30 5TE. Telephone: 0983 522195.*

CANADIAN CANOE TRAIL

Follow the Canadian Canoe Trail for a unique holiday in the beautiful Wye Valley. The Canadian Canoe Trail is a six day adventure holiday which follows some 55-miles of the scenic River Wye. Using a theme of camping and canoeing, the journey begins at the picturesque village of Glasbury-on-Wye and finishes six miles above Ross-on-Wye at Hoarwithy.

The River Wye is one of the few waterways in the British Isles which offers the canoeist a continuous journey through unspoiled countryside and is unique for its tranquility and abundant wildlife. The week is spent in a friendly relaxed atmosphere, making the holiday ideal not only for single people and couples, but also for family and groups of friends.

The river is not too taxing, while the craft used are the Grumman aluminium canoes 13-18ft imported from America. Full details from: *Outdoor Leisure, Glasbury-on-Wye, Hereford HR3 5LX. Telephone: 04974 483.*

CUMBRIAN ADVENTURE

Motherby House, the Lake District

holiday experts, are now running a range of activity holidays to suit any number of interests from rock-climbing to oil-painting.

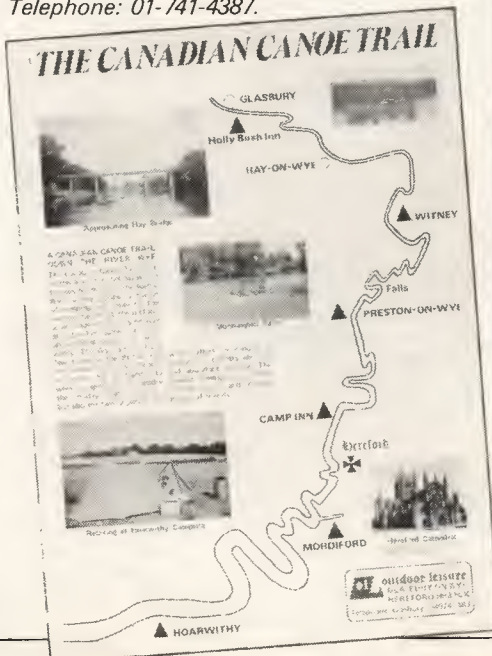
Intended for those who still value a little comfort after a day on the lakes and fells of Cumbria, Motherby House is run on farmhouse holiday lines with the emphasis on warm personal service and competent professional instruction.

Situated in the small village of Motherby, this converted coach-house is within easy reach of Ullswater and the classic climbing country of the Borrowdale valley.

The holidays offered include multi-activity, fell-walking and even canoe-building, all of which are tailored to suit the aged and abilities of individual groups by the experienced, qualified staff.

Above all though, a holiday at Motherby House will mean excitement and a new challenge for all, be it through learning the basic skills of the rock-climber or by improving on already advanced white-water techniques.

The centre is small, friendly, and able to offer a lively holiday for those who wish to leave the rat-race for a while, but not to quit civilisation altogether. Further information from: *Tim Mills, Marketeer Consultants, 399a Goldhawk Road, London W6. Telephone: 01-741-4387.*



GLENMORE LODGE

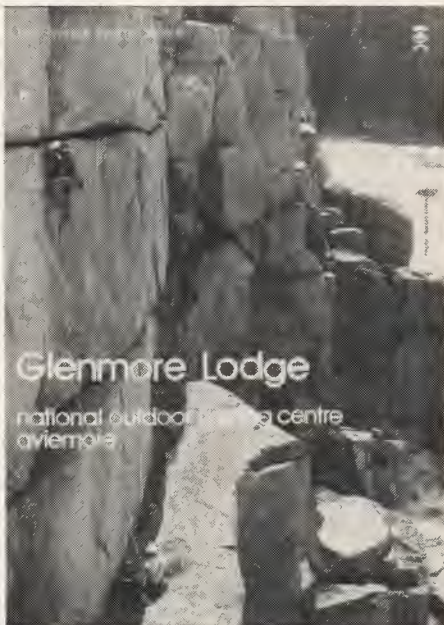
Glenmore Lodge, sited on the northern edge of the Cairngorm Mountains, is the National Outdoor Training Centre for mountaineering, hillwalking, skiing, kayaking, canoeing, and ancillary aspects of these sports, such as mountain rescue.

The geographical situation of the Centre gives ready access to the Cairngorm Mountains and the granite cliffs, as well as the gentler Monadhliath hills and to the schistose crags of the Spey Valley. For hillwalking and wild natural environment the Cairngorms cannot be bettered, while rock climbers have a wide choice of high mountain or valley crags.

Glenmore Lodge is in the centre of some of the very finest white water in the British Isles. Within easy reach are such rivers as the Spey, Tay, Findhorn, Feshie, Avon, Ness, Dulnain, Blackwater and Guar. These rivers give the kayak and canoeing courses at the Centre a choice of water to all grades and types of difficulty. And this choice of water is reflected in the wide range of canoeing and kayaking courses available at the Centre: Kayaking — Introductory; Kayaking — Intermediate White Water; Kayaking — Advanced White Water; Open Canadian — River Spey Descent; Kayak and Board Surfing; BCUC Coach Training and Assessment Courses.

The Lodge itself is superbly equipped in a large and attractive cedar building containing comfortable bedrooms for two or four persons, with excellent catering and dining arrangements and with lecture rooms and students lounge, all heated and offering a high standard of comfort, including plenty of hot water for showering.

The course is run throughout the year, and full details are available from: *The Scottish Sports Council, 1 St. Colme Street, Edinburgh EH3 6AA. Telephone: 031-225 8411.*



SURF COMPETITION CALENDAR 1982

DATE	EVENT & CHIEF JUDGE	VENUE	ENTRIES/DETAILS
April 3rd/4th	Jersey Championships	Jersey	<i>John Searson Snr., 9, Victoria Village Trinity, Jersey.</i>
April 10th/11th	Home International.	Scotland	<i>National Team Entries Only. David Shearer, Old Townleys, Ythanbank, Ellon, Aberdeenshire.</i>
May 1st/2nd	South West Championships. Mike Keeble/Alun Page	Watergate Bay, Cornwall	<i>Mark Richards, 'Archena', Foxhole, St.Austell, Cornwall.</i>
May 1st/2nd	South East Scotland	Seacliff, North Berwick	<i>Derek Isles, 2, Westview, Linlithgow Br., Lothian, Scotland.</i>
May 15th/16th	Newgale Contest. Dave Rowat/Dennis Ball	Newgale, Pembrokeshire	<i>Alun Page, Risca Leisure Centre, Pontymason Lane, Risca, Gwent.</i>
May 29th/30th	Red River Surfskiyak Contest. John Hermes	Penwith, Cornwall	<i>Kevin Andriessen, 9, Spernen Close, Carbis Bay, St.Ives, Cornwall.</i>
August 22nd	Central Scotland. (Novices)	Montrose Beach, Scotland	<i>Paul Jackson, 2, Rossie School, Montrose.</i>
September 4th/5th	North East Scottish	Fraserburgh, Scotland	<i>Brian Mackie, 5, Kellands Ave, Inverurie.</i>
September 11th/12th	Beachbreak Contest. Dave Rowat/Chris Blakey	North Wales	<i>Vyv Cox, Victoria House, Corwen Rd., Treuddyn, Mold, Clwyd.</i>
September 18th/19th	Cornish Championships. Mike Keeble/Mark Richards	Sennen, Cornwall	<i>Clare Major, Parc-an-Greet, Sennen, Lands End, Cornwall.</i>
September 25th/26th	Welsh National Championships. Vyv Cox	Rhossili, Gower, S.Wales	<i>Leighton Burrridge, Cilyrystarn, Pontlliw, Swansea, West Glamorgan.</i>
October 3rd/4th	North of England Contest. Paul Smith/Alun Page	South Shields, N.E.England	<i>Gordon Henderson, 35, Fennel Grove, South Shields, Tyne & Wear.</i>
October 9th/10th	English National Championships. Sean Kelly/Dennis Ball	Croyde, N.Devon	<i>Dave Rowat, Flat 5, 162, Burnt Ash Hill, London, S.E.13.</i>
October 16th/17th	Isle of Wight Contest. Les Reed	Compton Bay, I.O.W.	<i>Susan Cunningham, 36, Royal Exchange, Newport, I.O.W.</i>
October 23rd/24th	Scottish National Championships.	Fraserburgh	<i>David Shearer, Old Townleys, Ythanbank, Ellon, Aberdeenshire.</i>
November 20th/21st	British National Championships	Freshwater Bay, Pembrokeshire.	<i>Chris Blakey, Pangbourne Centre, Whitchurch Rd., Pangbourne, Berks.</i>



EVENTS & COURSES

WESTEL CANOE TRIAL

The Westel Canoe Trial takes place on 25th April. The venue is the same as previous — Reading Road Bridge, Fleet, and the distances of 6, 12, 20, 30-miles are as last year, but a further five miles of canal have become usual and following a request from paddlers a 40-mile stage is now added. There will only be target times of 8½ hour for doubles and 10 hours for singles. The 40-mile stage will include a portage of Ash Lock in each direction. As a new distance, the organisers are hoping that at least half a dozen 'toughies' will take on the 40-miler... Closing date for entries is 10th April. Details from: Jeff Simmons, 52 Ashgrove Road, Ashford, Middlesex, Telephone: Ashford 55085.

DEVIZES TO WESTMINSTER

The annual Devizes to Westminster Canoe Marathon takes place as usual over the Easter Holiday weekend (Good Friday 9th April). Widely acknowledged as the toughest canoe event in the World, it demands the highest standard of fitness and preparation for the 125-mile journey. The first 54-miles of the course is on the Kennet and Avon Canal to Reading, followed by a further 71-miles on the River Thames to Westminster.

The start is at the Park Road Bridge, Devizes on Good Friday. Senior crews may start at any time they choose between 0700 hrs and 1800 hrs, Junior crews are started between 0900 hrs and 1100 hrs. The Junior race is competed in four stages.

For the 1982 race three overseas crews have already applied to compete. Full details on entry and rules books etc. from: Competition Secretary, D.W. Keane, 12 Swakeleys Drive, Ickenham, Middlesex. Telephone: Uxbridge 32165. The present record for the Senior event stands at 15 hours 34 minutes set by B. Greenham/T. Cornish in 1979.

SCOTT'S MARATHON FOR GLASGOW

Speaking at a Press Conference in Glasgow on Thursday 11th February 1982, Lord Provost Dr Michael Kelly formally accepted on behalf of the City an invitation from Mr Peter Heatly, Chairman of the Scottish Sports Council, to stage the first ever Scottish 'People's' Marathon in Glasgow.

The Marathon will be held on Sunday 17th October 1982. It is for runners of every standard from the international athlete to the jogger.

Mr. Heatly said: 'We expect that this event will attract over 5,000 runners of all abilities. The organisation of a race of this size is a mammoth undertaking and the Scottish Sports Council is delighted that the City of Glasgow District Council has agreed to host it. With their skills, the invaluable support of the sponsors and the essential co-operation of the athletics bodies we are sure it will be a great success.'

In one important way the Marathon has already been successful: it has attracted a large amount of sponsorship. Scott's Porridge Oats are the major sponsors and the event has been given the appropriate title —

The Scott's Marathon. Others supporting the event include the Glasgow Herald, the Scottish Health Education Group and the Greater Glasgow Health Board.

In responding to Mr. Heatly, the Lord Provost commented: 'We in Glasgow are delighted to accept the invitation to act as hosts and are certain that the Scott's Marathon will bring runners to Glasgow from all over the world. I am sure that the people of Glasgow will take the runners to their hearts and that this event will provide excellent publicity for the City.'

David Baines, Marketing Director of Scott's Porridge Oats, said: 'Scott's Porridge Oats have been providing energy for Scotland for over 100 years so it is an appropriate link for us to sponsor one of the newest ways of keeping healthy. We regard ourselves as a Scottish company and as such believe we should support the Scottish community. Everyone at Scott's is very much looking forward to our involvement in this exciting and challenging venture.'

Explaining his reasons for supporting the event, Dr. David Player, Director of the Scottish Health Education Group, said: 'This size of marathon will give great publicity to the benefits of exercise. We are trying to change the way of life of the nation and to see over 5,000 runners tackling 26 miles 385 yards in Glasgow in October will be a tremendous advertisement for exercise and health.'

Fitness is a prerequisite to participating in a marathon and the Scottish Sports Council is preparing a series of exercises and training hints in co-operation with the athletics governing bodies in Scotland and the Scottish Health Education Group.

The 'Glasgow Herald' is helping to sponsor the Marathon and Editor Arnold Kemp said that they would be following the build-up to the race with considerable interest. In addition to a substantial financial contribution they would publish the entry form and would be printing the series of articles on how to get fit for the Marathon.

Entry forms will be generally available from 22nd March from: The Race Director, The Scott's Marathon, Glasgow Sports Promotion Council, c/o Department of Parks and Recreation, 20 Trongate,

Glasgow G1 5ES. Enclose a stamped addressed envelope.

Entries will close on 1 May 1982 and all successful applicants will be notified by the end of that month. Entrants must be over 18 years of age on the day of the race and will receive detailed medical advice so that they can ensure they are fit to attempt this challenging distance.

CONSERVATION

GRAND CANYON — THE PRESENT SITUATION

In 1979 the National Park Service completed, and the former Secretary of the Interior approved, the Colorado River Management Plan. That plan included provisions to eliminate motor-powered craft from the Colorado River by 1985; establish total use levels and allocate use between commercial and noncommercial users; set guidelines for managing commercial and noncommercial permits; establish environmental protection requirements; set health, sanitation and boating safety measures; initiate an information and education programme; and establish an impact monitoring programme.

Response to this plan culminates in a Congressional amendment to the 1981 National Park Service Appropriations Act. The amendment set use at a minimum of 1978 levels, required that an economic base for commercial operators be retained, and mandated continued motor use on the river during the preferred use season, May through September.

The current plan addresses these congressional guidelines while maintaining the other provisions listed above.

Motorized trips may not launch from September 16 to December 15, inclusive. During the remainder of the year, both motor and oar trips are allowed to launch within the following guidelines. Commercial use is set at 106,156 user days from May 1 to September 30; and 9,344 user days from October 1 to April 30. A limit of 150 commercial passengers may launch per day from May 1 to September 30. For the remainder of the year, only one commercial trip will be allowed to launch.

Noncommercial use is set at 43,920 user days from April 16 to October 15; and 10,530 user days during the remainder of the year. This user day guideline, based on historic trip size and management plan trip length requirements, computes to 220 noncommercial trips per year. New trips are scheduled in December of each year from a waiting list maintained at the River Subdistrict Office.

The management plan provides for an ongoing monitoring programme to ensure the quality of the canyon and river environment. The National Park Service will conduct river trips, using aerial photography, vegetation transects, and other means to measure the possible impacts of the new allocations. Monitoring results could indicate a need for management action. If so, consideration will be given to modifying the plan. The National Park Service will seek input from the public on a continuing basis and specifically when changes in the plan are being considered.



*Austrian wildwater photographs
from Clive Waghorn.*

photo extra

TRADE NEWS

NEWS AND PREVIEW OF
EQUIPMENT AND GEAR

FUTURE OF DRASCOMBES ASSURED

The Dartington Hall Corporation are pleased to announce that they have acquired through their subsidiary company, Staverton Joinery Ltd., the assets of Honnor Marine, the well known Totnes boatbuilders. Honnor Marine will be moving to the Staverton Joinery factory near Totnes early in the New Year where they will continue to build both the full range of Drascombe boats and also the range of Lincoln canoes they introduced last year. The Company's new address will be: *Bridge Mills, Staverton, Totnes, Devon*. The Contact will continue to be Luke Churchouse and the telephone number (0803) 862228.

PLASTIC COMPOUNDS (GRP) LIMITED GETS EXCLUSIVE AGENCY

Plastics Compounds (GRP) Limited have been granted an exclusive agency by Abel Bonnex S.A., the polishing and surface treatment specialists.

A one-step polishing compound which breaks down as you use it, to give a course to fine performance, is one of the range of products to be marketed. The polishing compound, 7890F is designed to polish the contact surface of GRP moulds. On new moulds, it is used after sandpapering. On moulds in service, it enables rapid cleaning and restoration to the initial gloss.

Plastics Compounds (GRP) Limited, the nationwide distributors of Park Road, Faringdon, Oxfordshire. Tel: 0367-20113. Telex: 444102 Dycrab G, will also be

distributing other Abel Bonnex products including glossing liquids to promote a deep gloss on finished parts. Also mould release agents which are designed for demoulding at temperatures up to 170°Cs and under conditions of high pressure, for difficult mouldings and polyester laminates of large dimension.

Plastics Compounds (GRP) Limited are also the nationwide distributors for BP 'Cellobond' polyester resins and gel coats, glassfibre, catalysts, solvents, tools and other GRP ancillary requirements.

TESTING TIME FOR MARINE PLYWOOD

A selection of marine plywood purporting to be made to BS 1088 *Plywood for marine craft* was recently put to the test. This action followed growing disquiet by manufacturers licensed under the BSI Kitemark scheme for marine plywood that products on the market claiming to conform to BS 1088 might not, in fact, do so. Quite apart from the implications under the Trade Descriptions Act, which render it an offence to make false claims, BSI viewed this possibility with concern. If true, it would not only be disadvantaging those firms which have chosen to demonstrate their ability to comply with BS 1088 by subjecting themselves to the disciplines of the Kitemarking procedures but there was also the chance of purchasers being misled and perhaps even hazard arising.

BSI therefore co-operated with the Association of British Plywood and Veneer Manufacturers in the evaluation of 11 boards, purchased from the marketplace, which purported to be marine plywood in accordance with BS 1088, but were not Kitemarked. The results of the tests showed that not one complied fully with the requirements of BS 1088. Although some of the points of failure could be considered minor, others were decidedly major:

- Four boards failed because of manufacturing defects;
- Three boards failed the bonding test, one seriously.

Other failures concerned aspects such as veneer quality, which the purchaser could perhaps identify by visual examination.

Three boards, however, failed to identify either manufacturer or country of origin, with a further four not identifying country of origin — both requirements of the standard and important for traceability in the event of subsequent failure in use.

It is vital that materials used in the construction of boats are capable of standing up to the rigours of the marine environment. Some commonly used materials come into the manufactured category even though they may basically use natural material. One such is marine plywood, although this material is not, of course, restricted to marine use but is used in many other situations involving severe exposure conditions. The failure of marine plywood can thus have serious consequences, both to the constructor and his client.

BS 1088 is specifically designed to cover all the attributes essential to a satisfactory service life. It required that plywood is made only from hardwoods known to be rot-resistant; it specifies the forms of construction and the quality of hardwood veneers necessary to provide reliability in use; it includes searching tests to check the suitability of the resins used in bonding the veneers together and to determine that the bonding has been properly carried out. It is therefore very important to ensure that plywood which is claimed to be for marine use does, in fact, comply with BS 1088. Although any manufacturer can claim compliance with this standard — and use words to that effect on his product-only plywood bearing the Kitemark has BSI's independent assurance that this is indeed the case.

From the tests which have been conducted, the message seems clear — to be confident of conformity with BS 1088, look for the Kitemark on marine plywood.

CAMPING & OUTDOOR CENTRES BACK BRITAIN

In affirmation of their policy of buying British whenever price and quality are competitive, Camping & Outdoor Centres at Lancing are proud to announce that their 1982 range of high quality, low-cost tents are being manufactured by J.J. Hawley Ltd of Walsall.

There has been general acceptance for



The new eagle canoe from Grumman.

some years that low-cost tents were only available from Far East sources. By offering British made tents through their now major retail chain, Camping & Outdoor Centres are achieving an important breakthrough.

This has been possible because the manufacturers have undertaken an extensive re-appraisal of their production methods, sources of material and quantity production.

The new tents are aimed at the mass market, first time campers and family campers and anyone else who is looking for a reasonably prices, good quality tent.

BRIGHTON STORE FOR ALPINE SPORTS

Alpine Sports, the country's largest specialist sports retailer, has recently expanded its Brighton operations by moving into larger premises. Now based in Gardener Street, Brighton, the new store is almost twice the size of the old and Manager, Mr John Dodsworth, believes it to be the largest specialist sports shop in the country.

In line with this expansion Alpine have taken on six more staff and offer a full range of specialist sporting equipment including mountaineering and climbing, skiing, windsurfing, BMX and racquet sports. In the Spring of this year water skiing and canoeing are also to be introduced.

Alpine's old Brighton premises were becoming too small to meet the rapidly increasing demand. The new store now offers the sort of service and choice normally only available in London and there are already increased trading figures to prove it.

THE LONDON MARATHON SHOE

Recognising the need to offer the serious runner a top-quality shoe, Inter have launched the new Inter-Silver Shadow late last Autumn.

Inter stress that much time has been taken to perfect the shoe and to ensure a design which incorporates all the technical features essential to the keen athlete during long hours of running as well as during concentrated periods of racing.

In particular, the Silver Shadow is extremely lightweight, weighing a mere 7½ oz. in size 8. The uppers combine supple nylon with suede inserts which protect the toe and heel. Cushioning in the tongue and contoured heel collar ensures a comfortable fit, even when the foot is in motion. And the reinforced, specially-constructed sole features non-slip texturing. The sole is designed to wrap round at the heel to absorb the impact shock from continuous pounding on hard surface.

The Inter-Silver Shadow has performed excellently throughout its testing during development and Inter now see it as a highly versatile performer. So with this in mind, Inter are launching their new shoe in the 1982 Gillette London Marathon Mailer, the marathon being an event where runners of all ages and ability take part. In this way, the thousands of runners hoping to participate this year will receive details of all the excellent features which make this new shoe so right for running and racing. Inter see their shoe as being particularly ideal for the marathon, in May, but naturally emphasise that the shoe performs superbly anywhere, whatever the runner's needs.

The Inter-Silver Shadow is available from 1st January 1982 in sizes 4-12, priced from only £14.99.

DERBY TOWING CENTRE

Indespension have headed the substantial trailer industry growth over the last five years. Then, most trailers were leisure based boat trailers and camping trailers. However, today on any motorway or town journey, one cannot fail to notice the increasing number of business people who are getting hooked on the towing habit.

In order to increase their market penetration, and to further expand the market, Indespension proposes to set up a number of specialist Towing Centres. One of the first of these is the midland Trailer Centre at Derby. This huge investment has been undertaken in order to offer a complete towing service to the customer:-

- ★ Supply a full range of complete trailers
- ★ Supply a full range of Tow-a-Vans
- ★ Supply of Indespension parts for DIY trailer assembly
- ★ Supply and fitting of Towing Brackets
- ★ Trailer Servicing
- ★ Trailer Hire

The Trailer Centre at Derby is backed up at local level by the Indespension Nottingham Depot which carries the full range of Indespension products available ex-stock, and nationally by the design, manufacturing, marketing and administration expertise of Mechanical Services in Bolton.

Peter Jackson, at Derby, will be only too pleased to show people round the open plan stores, or offer advice on all aspects of towing. Telephone Derby 48555 or call at: *Midland Trailer Centre, Ascot Drive, Derby.*

KEEPING YOUR POWDER DRY

Val Nightingale, wife of sea canoeist John, has a new line to add to the range of fibre pile sports wear she distributes — a super dry waterproof container.

The containers are of black polyethylene, waterproof, and of a very high standard having been made for the Ministry of Defence. The guage is heavy enough to prevent the container from being crushed or to leak water through the lid through distortion.

Quantity is no problem — Val has enough to supply each member of the BCU and still have a few over for the odd diver or caver. Interior size is 5¼ dia by 14" and is complete with interior rubber seal and metal handle in lid.

As an introductory offer samples of the container will be sent at £3.45 post free. Trade enquiries are particularly welcome. Full details of fibre pile wear and containers from: *Val Nightingale, 13 Allerton Road, Trentham, Stoke on Trent, Staffs. Telephone: 0782 657912.*

BUSY WINTER FOR SEASPORTS

Seasports, the wetsuit manufacturers have not been wasting away the winter months. They have virtually revamped the whole range of suits, rationalised and updated the models.

Each type of suit has now been given a name which will certainly make identification a great deal simpler. The changes have facilitated the introduction of some lower priced suits, while not compromising on the materials or quality of finish. For full details of the updated range contact: *Seasports, 119 Seamer Road, Scarborough, North Yorkshire. Telephone: 0723 67564. S.A.E. for price list — trade enquiries welcomed.*

THIGH STRAPS FROM CREWSAVER

In response to many requests, Crewsaver Marine Equipment have produced a new thigh strap as an optional extra for their lifejackets and buoyancy

aids.

The new straps are designed to give extra protection to the user by ensuring that jackets do not ride up in the water. They are particularly recommended for children.

Crewsaver say that they will fit nearly all the models in their range and can easily be fitted by the owner to most equipment already purchased. They are fully adjustable so come in one size only and are made from 1" black nylon webbing, complete with 'D' Rings and fixing straps. The recommended retail price is £2.21 inc. VAT. Full details from: *Crewsaver Marine Equipment Ltd., Mumby Road, Gosport, Hants. PO12 1AQ. Telephone: 07017 80648.*

BYDE/VALLEY TIE-UP

Crystal Palace is always a time for canoeists to meet old friends, and manufacturers even manage sometimes to find a few minutes away from their exhibits to talk to colleagues about new ideas.

The fruitful outcome of one such discussion between Frank Goodman of Valley Canoe Products and Alan Hyde was an agreement which will allow Alan's brain-child — the pod — to be grafted into Valley's famous Nordkapp.

There has been considerable talk recently about Alan's cockpit pod, which effectively seals the kayak from the occupant, making it possible to empty a swamped boat single-handed, as a capsized craft only takes water into the cockpit area — the pod. Thus the pod takes further the idea of bulkheads fore and aft of the cockpit area that are already fitted as standard on all hatched Nordkapps.

Unfortunately, the tremendous rush of spring orders has prevented Valley Canoe from taking on the fitting of the pod, so it has been decided that if a customer specifies a Nordkapp fitted with a pod, the boat will be made in the Valley workshops and then shipped, minus the seat to Alan's workshop on the Tees. Here the cockpit pod will be fitted by the master himself and the boat will then be delivered to, or collected by the customer as normal.

As a special offer to the customer, Valley have decided that they will ship the Nordkapps to Alan free of charge. This means that the only extra expense incurred by the customer is the cost of the pod itself. At present, Alan is making and fitting pods for an inclusive price of £45.00.

If you feel that you would like to have a Hyde Cockpit Pod fitted to your Nordkapp, contact Valley Canoe in Nottingham or Alan Hyde at Masterman Place, Middleton-in-Teesdale soonest.

New too for Valley's sea-boats is an idea that has been developed in the Channel Islands and has been thoroughly tested there by members of the Jersey Canoe Club. This is a useful compartment moulded onto the underside of the deck, inside the cockpit. Shaped to act as knee-braces, the compartment can be used to store a variety of useful accessories. Favourite items for the camper/Canoeist are tent-poles, which on some makes of tent are not always short enough to slip into the hatches. Full details from: *Valley Canoe Products Ltd, Private Road 4, Colwick, Nottingham.*

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

The tough ACE paddle range for 1982

Ace paddle blades are all moulded in glass-fibre reinforced polypropylene, which, with its tough integral skin and foamed centre, has proved to be far more durable than conventional twin-material constructions. Years of service have proved ACE blades to be hard wearing, maintenance free, unsinkable and excellent value.

All paddles can be supplied assembled in any length with either fixed or jointed p.v.c. coated alloy tubes, or as kits. And of course the ACE HELMET is now used by the majority of white water paddlers throughout the world, and has been officially supplied to the British Team for every World Championship since 1973. All paddles and helmets are DESIGN CENTRE APPROVED.



Rapid

Incorporating an alloy insert along its entire length, this blade is virtually indestructible. Designed for the heaviest white water and surf canoeing, as used in Outdoor Centres, Schools etc.

Tourer

A smaller curved blade for touring and some white water. The perfect choice for both beginner and expert alike.

Flat

No problems of left and right hand control. Also used for our successful canadian canoe style paddle.



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CANOES & KAYAKS

FOR SALE — OTTERSPOITS TOURING KAYAK, complete with almost new collapsable spruce paddle, spray deck, and trolley. £90.00 o.n.o. Contact: Mr Patrick, 11 Radcliffe Court, Rose Crescent, Cambridge. Telephone: 0223 67626.

FOR SALE — ECLIPSE SLALOM KAYAK, polyester fabric hull, carbon fibre, stiffening, outside seams, full length buoyancy. Four months old. £90.00 — Telephone: 01-959 2634.

FOR SALE — NORDKAPP, only 18 months old. Fully prepared for expedition use. Three hatches and bulkheads. Deck compass, pump, recessed deck fittings, towing cleats. Very little used in excellent condition. Righthand Lendals, splits, and spray deck. Illness forces sales. £325.00 o.n.o. Telephone: 021-459 3447 (after 6pm)

FOR SALE — CANOE MOULD — GNAT 3, general purpose 14ft kayak, with necessary tools. Price £120.00 o.n.o. Telephone: 01-583 1020 Ext. 35.

FOR SALE — BAIDARKA EXPLORER sea kayak. Fully rigged with hatches, bulkheads, hand pump, tow rope, strengthened hull. Produced in orange. £160.00. Also — Bairdarka sea kayak, fully rigged with three hatches, hand pump, tow rope, split paddles. Also in orange. £150.00. Contact — B. Hudson — Telephone: Durham 64828 (day); Hebburn 836819 (evening).

FOR SALE — SPRINTER 3 VVV Racer. Excellent condition, only used for L.D. races. Must sell urgently, hence only £52.00 o.n.o. Telephone: 07048 76481 (Formy, Lancs).

FOR SALE — UMNAK EXPEDITION KAYAK, adjustable skeg, two bulkheads, pump, chart and deck lines and paddle. Unused and as new. £220.00. Telephone: St Albans 64688 (6-9pm).

WANTED — MIRAGE Mk. 3 RACING KAYAK. Required by Lewes Scouts. Should be in good sound condition. Telephone: Lewes 2760 or 5692 (John Cattermole).

CAMPING AND CARAVANING in the Brecon Beacons National Park. Ideal centre for canoeing and windsurfing. Caravans for hire. Adjacent to Llangorse Lake. Apply: Lakeside Caravan Park, Llangorse, Powys, Wales. Telephone: 0874 84226.

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FOR SALE — CUSTOM SKI by Harmony Craft, new 9' 0" x 22". Woods — mahogany/teak. Epoxy laminate on new high strength foam core. Light and strong. £150.00. Moulded ski £107.00. Details: 1 Willingcott Cottages, Willingcott, Nr. Woolacombe, Devon. Telephone: Woolacombe 870729.

FOR SALE — PANACHE II lowline slalom kayak at £70.00 Also OX general purpose slalom kayak at £45.00. Gaybo Interceptor sprint wildwater racer at £75.00 Avoncraft Invador K1 £30.00. For details telephone: Coniston 584 (Cumbria).

FIBRE-PILE one-piece bear suits — Blue £19.50 incl. post and packing. State chest and height. S.A.E. for lists. Contact: J. Nightingale, 13 Allerton Road, Trentham, Stoke-on-Trent ST4 8PB.

FOR SALE — HARMONY CRAFT Custom Ski, as new 9ft by 22inch. Woods — mahogany/teak. Epoxy laminate on new high strength foam core. Light and strong. £150.00. Also moulded ski at £107.00. Details: 1 Willingcott Cottages, Willingcott, Nr. Woolacombe, Devon. Telephone: Woolacombe 870729.

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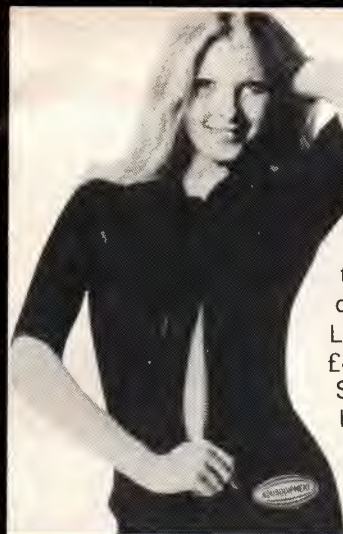
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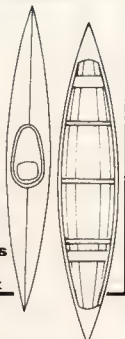
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Model number

Length

Beam

Depth Amidship

Approx. Weight

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Depth Amidship	14"	14"	14"
Approx. Weight	79 lbs	74 lbs	64 lbs
B.I.A. Certified — Max. Person Cap	695 lbs	570 lbs	440 lbs
Max. Weight Cap	775 lbs	650 lbs	475 lbs
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