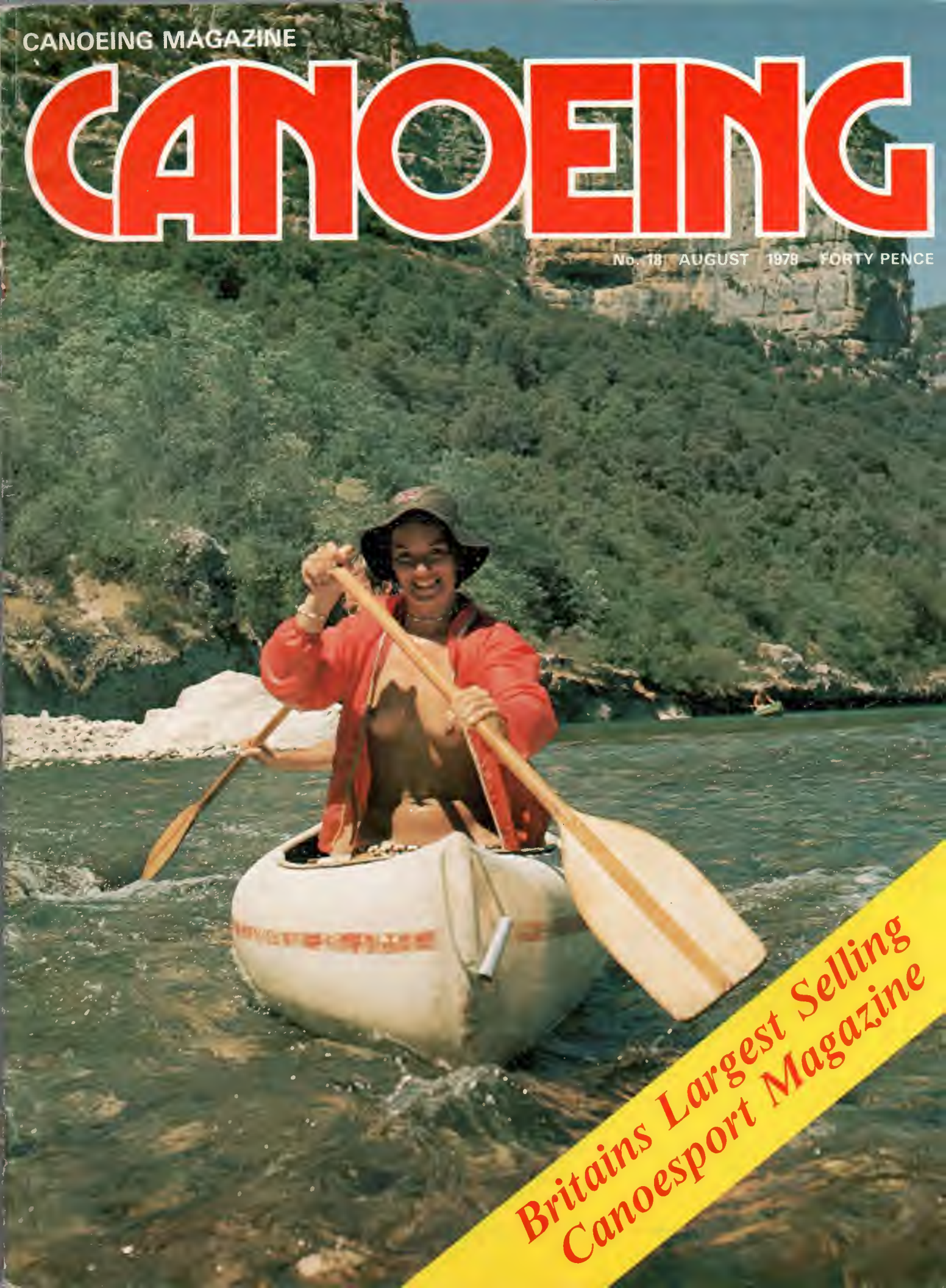


CANOEING MAGAZINE

CANOEING

No. 18 AUGUST 1979 FORTY PENCE



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CONTENTS

Comment	3
Notes and News	4
Surf News	6
Wildwater	8
Photo Extra	9
Canoe-Tour Siberia	10
Waterways and Canals	13
Conservation	13

ICF News	14
Medway Racing Blues	16
Project Holme Pierrepont	17
Nottinghamshire International	18
Letters	24
Events and Courses	25
Trade News	26
Classified Adverts	34

COVER

Ardeche canoe girl going native. . .

Photo: Mike Clark

BACK COVER

Early morning portage on the River Dordogne.

Photo: Mike Clark



Parti/Hubik of Hungary competing the C2 10,000 at the Nottinghamshire International.
Photo: Mike Clark.

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Comment

Mike Clark

BCU HEADQUARTERS MOVE

At the recent meeting of the British Canoe Manufacturers Association, reported elsewhere in this issue, concern was expressed at a number of decisions and actions emerging from BCU Headquarters, among these was the fact that Headquarters were moved at the end of May from central London to Addlestone, Surrey (Addlestone, where?).

I would guess at this time of writing (the last week in June), the vast majority of BCU Members are completely unaware that Headquarters have moved. But what is more surprising is that 'Canoe Focus' — that 'official magazine of the British Canoe Union' — seems also unaware that Headquarters have moved.

Issue number 10 of 'Canoe Focus' dated May/June and which appeared just in time for the Nottinghamshire International Regatta at Holme Pierrepont in the middle of June, made no mention of the Headquarters' move! Surely the decision to move Headquarters and organisation of the move must have been known months in advance, and certainly at the time of printing 'Canoe Focus'. Just why should the move have been carried out under such a cloak of secrecy . . . ? Even now 'Canoeing Magazine' has had no official notice of the change of address. Admittedly all post will be passed on to the new address by the Post Office, and if you happen to make an enquiry on the telephone the Post Office again will give you the new number to ring. But such hazzle could easily have been avoided with a press release to this and 'White Water' magazine, and publication of the move in the last (one always has hopes!) Canoe Focus . . . !

And the new address of the BCU . . . ? Well, maybe it will get published sometime . . .

Of more interest was the setting up of a 'working party' to look into the future format and venue of the National Canoe Exhibition. A new venue may well be on the cards in a few years time, for the number of visitors to Crystal Palace over the Exhibition weekend is fast reaching the capacity of the Centre. But a 'new format' . . . ? What on earth for! Surely with some £4,000 profit this last Exhibition made, we already have an ideal and winning format . . . Of course, if space is the problem, the 'trade stands' could always be cut out . . . !

NOTES & NEWS

B.C.M.A. MEETING

The British Canoe Manufacturers Association met at Redbourne, Herts., on Monday June 12th. The Secretary had discovered the new address of the BCU, who had moved to Weybridge in mid-May, and this was circulated.

Members were concerned at the increased rates being charged for advertising in Canoe Focus, the magazine of the BCU. These new rates had been charged without any prior notification and those concerned were advised to contact the BCU as individuals whilst the Association would deal with the charge relating to the B.C.M.A. advert, as this still listed Granta Boats as a member despite repeated requests that their address be deleted.

The BCU Paddle Racing Committee had circulated a list of charges which would be levied on all traders at Holme Pierrepont Regattas. Charges ranged from £20.00 to £100.00 per regatta, but, it was reported, these were tentative rates and the PRC were open to negotiation with individual traders. Members wishing to exhibit or trade at Holme Pierrepont were advised to contact the PRC to negotiate their own terms.

Following a report that the BCU Council had set up a working party to look into the future format and venue of the National Canoe Exhibition, the meeting was most concerned that the 'trade' had not been invited to give their views and that the 'trade' was also not represented on this working party.

The Association was working in close co-operation with the B.S.I. in order to produce a 'code of practice' for g.r.p. kayak construction. A draft proposal was being produced and it was hoped to finalise this in time for the next meeting with the B.S.I.

The BCU Wildwater Racing Committee had accepted the design offered

by the Association for a 'class' river racer and negotiations were continuing to tie up the final details with regard to registration and administration.

The members considered five new applications for Membership and these would be voted on at the AGM in October. By sheer coincidence, the meeting closed just as the bar opened!

Report by
R. H. Goodman, Chairman, BCMA.

SCHOOLS TROPHIES

Grumman Boats of Marathon, New York, who are the makers of the top selling aluminium Canadian Canoe have awarded six trophies (two first, two seconds, and two third prizes) through their U.K. agents - The Canadian-Canoe Company of Congleton, Cheshire - to the British Schools Canoeing Association for a competition to be held later this year using Canadian type canoes. The venue is yet to be arranged, but it may be on the River Severn or the River Wye. Schools interested in competing should contact: *Dudley Courtman, Hon. Secretary, British Schools Canoeing Association, Fairplay House, Wickham Bishops, Nr. Witham, Essex.*

COST OF DROWNING ACCIDENTS

As schools cut back on swimming lessons child drownings and near-drownings are rising and now cost the country about £8 million a year. In a report published at the end of June, the Royal Society for the Prevention of Accidents has investigated 165 drowning and 124 near-drownings which occurred in the first five months of this year. This is the first time any survey of near-drownings has been made.

It was already known that around 1,000 people drown each year in Great Britain, but the survey now shows that

another 760 persons have a lucky escape. Using Government costing, RoSPA calculates the overall cost of these accidents could be about £29 million a year.

The pattern of drownings and near-drownings involving children is largely similar. Around 80-percent of the victims are male and the majority of them are under 10-years. More than 40-percent of the accidents take place in rivers and canals. Only 7-percent take place at sea. In 65-percent of cases the child was unsupervised by an adult.

Mr David Larder, RoSPA's Director of Safety Education, said "It is clear that all children under 10-years need a greater measure of tuition and supervision. Many parents do not realise that pre-school children have no understanding of water or its hazards. The 5 to 9-year olds have an adventurous spirit which leads them to the water's edge.

"I fear with extensive cuts in school swimming lessons that we shall see a tragic increase in the number of child drownings in the next couple of years".

The pattern of adult accidents shows that the victim is usually a male aged between 15 and 39-years. Almost 45-percent of the accidents took place in rivers and canals and 23-percent occurred at sea or in harbours.

The report "Drowning: a cloud over holiday fun" contains a set of guidelines for parents for all water situations and suggests action which the community can take to protect children from potential hazards. It costs £1.00 from RoSPA.

RoSPA has also produced a fascinating double wall chart in full colour which depicts almost every water hazard in the town and countryside. It is ideal for bedroom walls, schools, libraries, swimming pools and play centres. It costs 78p from: *Service Department, RoSPA, Cannon House, The Priory, Queensway, Birmingham B4 6BS.*

ESPADA REGISTRATION

The Espada Registration Officer has now changed to: *John A. Squire, 124 Gough Street, Willenhall, 'West Midlands WV13 1HE.*

To enter into a competition, Espada paddlers must have registered, otherwise they will be disqualified . . .



IRISH COASTLINE TRIP

At the end of July and through the beginning of August, three Irish paddlers — Simon Brewitt, Fergal Gordon, and Joe Halpin — will be attempting to paddle from Tralee to Cork, a 200-mile section of the Irish Coastline. This involves some of the most exposed coastline in Ireland and takes in numerous open passages of up to 12-miles.

Recently the group has been training off the west coast and notched up a circumnavigation of the Aran Islands, a round trip of 40-miles.

The paddlers will be using Nordkapp kayak for the attempt and also some special welded p.v.c. kit bags supplied by Solo (Ireland) Limited. This will be the first time such an expedition has been attempted by Irish canoeists and is typical of the emergence of sea kayaking in Ireland.

RACING CONCRETE

The Concrete Society is to sponsor Britain's first ever concrete canoe race (*no kidding, folks!*), for the British University and Polytechnic undergraduates studying Civil Engineering. The race will take place at the Cotswold Water Park, near Cirencester at the beginning of July.

The two classes of canoes, Class A for ferrous reinforced boats, Class B for non-ferrous, are designed and constructed by the students and will be judged prior to the race in terms of the quality of work and ingenuity in design and construction. Races will take the form of a four lane sprint and a single slalom course to test manoeuvrability. Those still afloat at the end of the day will then take part in a 'first-past-the-post' grand slam race.

Participants include teams from Birmingham, Bristol, Newcastle, and Warwick Universities, Hatfield and Portsmouth Polytechnics, and the Royal Military College of Science. Details of the outcome in our next issue . . .

SHEPPERTON NOVICE

The third of four slaloms to be held at Shepperton Weir during the season, took place over the weekend of June 17th/18th. The slalomists, drawn from clubs all over the south east of England, competed in glorious weather but with only a moderate flow of water coming down the Thames.

The slalom, for Novice Division, attracted only a poor entry in the Womens K1, but this was more than made up for by the very number competing the Mens K1. Here, one paddler proved outstanding. David Latimer of the Two River Canoe Club led after the first run with a clear run score of 112pts. On the second run Keith Needham of Shoreham took the lead briefly with 107pts but this was soon bettered by Latimer who produced a superb run of 102pts to take the win. (David is still paddling as a Junior — under 16-years — and must have a promising future in slalom). The Womens K1 was won by Marcia Bell, again from the Two Rivers Canoe Club.



WINDSURFER INSTRUCTORS

The Royal Yachting Association are now running board sailing courses to train instructors.

This move is a necessary extension of the R.Y.A.'s involvement in this fast growing sport. The training courses are based on the system used successfully in Europe by the International Windsurfer Schools, of which there are some 26 in Britain.

The 50 International Windsurfer

school instructors qualified prior to the commencement of the R.Y.A. courses have been granted R.Y.A. Instructor status.

A certificate of competence issued by the International Windsurfer Schools is a requirement in many European countries before sailing or hiring a board. Negotiations are taking place for a similar recognition of the R.Y.A. Certificate.

NOTES

& NEWS

SURFSPORT

SURF NEWS — COMPETITION & SURF SPORT

At the South West Canoe Surfing Championships held at Newquay at the beginning of May, the newly set up BCU Surf Committee laid out its plans for the future and amongst other things mention was made of your 'surfing special' edition and the fact that you may be prepared to devote a spot to surfing in future editions of Canoeing magazine. I have been asked to write to you on behalf of the Committee to find out what you can do for us as I shall be putting together any surfing contributions.

Everyone at Newquay was very enthusiastic and promised to produce articles each month, but I know that actually getting the goods will be much more difficult and also that quality surfing photographs will be hard to come by. I doubt, therefore, that I would be able to turn out something for you for every edition, but I can try . . .

I am attaching a short piece about this years National Championships which I would be pleased if you would publish in some form, and also a 'noddy guide' to competitive canoe surfing. The latter has been published before but it is a gospel worth spreading.

Yours,
Tim Rule.

Okay you surf guys, start putting pen to paper. Canoeing Magazine is prepared to devote at least two pages (or more) per issue to surfing. Anything from odd paragraphs on events, a few words on ideal surfing spots (not that most guys would give such details to all and sundry), to technical stuff on fin box construction, contoured hulls, or sting or swallow tails . . .

As for the amount — well just whatever you can do, I will soon shout if too much information is coming in, or just edit it down a little.

Canoeing is not just A SPORT, but a whole number of sports. When you look at the calendar of competitive events, it becomes obvious that it is impossible for any one person to cover all sides . . . let alone become an expert on touring, sea kayaking, down river running, and surfing . . . If you get down to Newquay, find the surf is blown out or the tide is pushing in bumpers and you've got time on your hands with nothing to do, drop us a few interesting notes — even if it's only on the back of an old cigarette packet!

NATIONAL CHAMPIONSHIPS

Since they were first introduced, the National Canoe Surfing Championships have been most ably run by the Cornish Canoe Association, but in the last 12-months a BCU Surf Committee has been formed and, from this year, this committee will be running the Nationals.

There is no intention to make any changes in the way the competition is run and, for this year at least, the location will remain the same — Bude. It is, however, hoped to broaden the appeal of the event from a canoeing spectacle by organising a disco and possibly a film show on the Saturday night.

The National Championships this year will be held over the weekend September 9th/10th and enquiries should be sent — with a stamped addressed envelope — to: *Tim Rule, Officers Mess, RAF Rheindahlen, BFPO 40.*

In an effort to improve the distribution of publicity on canoe surfing competitions, a mailing list is being prepared of all clubs who have members that surf regularly or who run surfing competitions. The secretaries of any such clubs who wish to be included on this mailing list should write to Time Rule at the above address.

SURF DATES

Dates for the latter part of the season: Welsh Surfing Championships — September 2nd/3rd Venue Port Talbot; National Surfing Championships — September 9th/10th Venue Bude; Northern Coaching Panel Surfing Competition — October 1st; Cornish Surfing Championships — October 14th/15th.

COMPETITIVE SURFING

Over the last 4 or 5 years canoe surfing has come in to its own as a competitive form of canoeing and along with this development has gone much discussion about competitions and judging. In an effort to get all surfers working with the same aims the BCU is endeavouring to establish a set of judging rules for canoe surfing and at the same time keep canoeists advised of their progress. The following is the text of an article recently published: Much has been said and done, but little published, about competitive canoe surfing and in particular the judging of

canoe handling events. This article attempts to set out some guide lines and provoke some discussion.

With the advent of the surf kayak and canoeists whose first love is surf canoeing, an attempt has been made to standardise several aspects of the sport. At the National Canoe Surfing Championships in 1974 10 surfers were elected to form a BCU Surf Technical Committee. It was originally hoped to have a committee of 12 and since that time 2 more members have been nominated. The committee have discussed judging schemes, safety rules and other aspects of surfing and, at the end of the 1975 South West Canoe Surfing Championships, approved a BCU set of rules and judging schemes which are reproduced at the end of this article. The committee felt that these schemes were acceptable to most competitive surfers and hope that more competitions will be run on these lines. This will enable competitors to be thoroughly familiar with all the requirements. To allow sufficient time for familiarisation it is suggested that the BCU schemes form the basis on which surfers are judged at least until the end of 1976. During this time faults may emerge and opinions change but there must be sufficient time to 'prove' the system.

The safety rules have been in operation at most competitions for several years and the published set are based on those used at the National Championships.

The rules for surfers during the competition seem quite popular, although it may take a little time for some surfers to learn to leave a really good wave to the competitor already riding it!

The judging schemes used at various competitions have been chopped and changed over the past few years but the tendency in both surf kayak and slalom canoe handling has been towards more subjective judging. To ride a good wave on the shoulder and consistently beat the break are the aims of most surfers. Consequently, this should be reflected in competition and the surfer riding a good wave well should obtain more points than the surfer on the edge of the break who just 'pops out' or the surf kayaker who '360s' all over the wave. There is a place for these manoeuvres but they should be included as part of the run and not performed as isolated tricks.

To simplify matters the same basic judging can be used for both slalom and surf kayak events with the 'Bonus Manoeuvre Points' box filled in appropriately. Judges should score competitors waves out of 10 and to achieve a degree of conformity they should, where possible, confer or at least mark several different surfers' runs.

As well as the subjective scores 2 bonus points are allowed for each of the listed manoeuvres performed. (NB Bonus points are only awarded once for each manoeuvre — 10 pop outs or 3 continuous 360s still only score 2 bonus

points each). Points are deducted for infringing the safety and sportsmanship rules (either loss of lowest wave score or total disqualification).

This system has already been used with some success using 3 judges watching the event and scoring the runs and one scribe per competitor writing down and agreed score and marking off the manoeuvres. The weakness of subjective judging is of course the fact that opinions vary but with 3 judges marking the subjective side of the competition there can be some moderation and, hopefully, standards will be constant. To reach a form of standard judging the National Championships at Bude this year will include a judge training course. The eventual aim is to have some form of recognised judge and all BCU competitions to include one of these judges. Applications for the judge training course should go to the National Canoe Surfing Championship Competition Secretary, Mount Green, Rose, Truro, Cornwall.

BCU SURF COMMITTEE — COMPETITION AND SAFETY RULES (prior to the event)

1. Competitors must comply with organisers' rules regarding entry form, entry fees and closing date.
2. Competitors must be covered by third party insurance.
3. Each competitor must wear an approved buoyancy aid and crash helmet.
4. Each craft must have more than sufficient buoyant material to keep it afloat in a horizontal position when full of water.
5. Each craft must have toggles firmly fitted at bow and stern.
6. Each craft must have some device to prevent the competitor's feet from passing the footrest in the event of the footrest or footrest support breaking.
7. All competitors must be able to perform an eskimo roll.

BCU SURF COMMITTEE — SAFETY AND SPORTSMANSHIP RULES (during an event)

1. Competitors will not interfere with

another competitors wave or in any other way jeopardise another competitors chance.

2. The first surfer on a wave has precedence regardless of his position.
3. With a simultaneous start the surfer nearest the shoulder has precedence.
4. Outgoing surfers give way those riding in.

For each infringement of these rules the number of scoring waves will be reduced by one. On each occasion the score from his lowest scoring wave will be cancelled. Any competitor who jeopardises his or any other competitors safety whether competing or not, will be disqualified.

JUDGING — SURF KAYAK EVENTS

The judges will be looking for a take off position that leads a surfer straight into his run rather than one that requires him to work hard to gain the shoulder. They will look for a style that shows an understanding of the way the wave will break and employs various manoeuvres to keep as close to the shoulder as possible. The size of the wave surfed will also be taken into consideration so that a surfer working the big outside surf well will score better than a surfer working the small inside surf well. Judging will cease the moment a surfer enters the soup and fails to regain the shoulder (subject to prevailing surf conditions). Manoeuvres scoring bonus points are defined as follows:

Shoulder Run. This is running the canoe on the steepest part of the green wave, just in front of the broken face, and manoeuvring to maintain this position.

Climb and Drop. Climbing from the trough at the base of a green wave to the crest of the wave and then dropping back to the trough again.

Cut Back. Using the power of the wave to run out from the shoulder and then execute a flowing turn through 180° and run back towards the shoulder.

Re-entry. Having completed a cut back the surfer is left running towards the shoulder, from this position he can do one of 2 things. He can either carry out another 180° turn on the green wave or he can run hard into the soup and by

presenting the hull of his craft to it at the moment of impact, can use the force of it to propel him out on to the shoulder again. The latter is a re-entry.

360. This is the act of spinning the canoe through 360° in the horizontal plain. It should be executed on the green wave and the surfer must continue to run on the wave after the manoeuvre.

Regaining the Shoulder. Sometimes a section of wave in front of the shoulder will break and if the surfer anticipates this he can accelerate out into the flat and cross in front of the soup to regain the shoulder further along.

Bottom Turn. This is normally only possible on good surf. At the moment of take off the canoe is usually facing directly in shore, and the surfer will run straight down the wave until he has reached the flat water at the bottom. By this time the shoulder should be above and behind him and he will turn, still out on the flat, without stalling, and will smoothly accelerate away onto the shoulder. This is the bottom turn.

JUDGING — SLALOM CANOE HANDLING EVENTS

Judges will be looking for the same qualities in the slalom canoe handling as in surf kayak handling but in addition they will look for an aquabatic finish to a run. Manoeuvres scoring bonus points are defined as follows:

Shoulder Run. A sustained run close to the breaking shoulder.

Pop Out. A forceful change of direction from forward movement to backward movement, or vice versa, in the vertical plain. the canoe may become airborne and must remain upright.

Loop. Turning the canoe end over end. This may be done forwards or backwards and the canoe must go through the vertical position. The canoe may become airborne.

Dry Loop. This is a loop with a 180° twist in the vertical position, the competitor remaining completely dry.

Pirouette. The canoe is stood in the vertical position as for a dry loop but then rotated through 360°.



Jac van der Merwe and his Surfyak

SCOTTISH NEWS

LOCH LUBNAIG MARATHON

This year's Loch Lubnaig Marathon Race was held some two weeks earlier than normal being on the date allocated by the BCU Marathon Committee to the organisers — the Trossachs Canoe and Boat Club. Although the date clashed with both University and 'A' Level examinations, it was accepted with the expectation of the 1978 race being a selection event for Norway for the Great Britain Team. Thus it was a bitter disappointment to both the Scottish Canoe Association and the Trossachs Canoe and Boat Club when the BCU Marathon Committee decided against repeating the 1977 precedent. The previous race was the first ever Great Britain marathon selection event held in Scotland and attracted 62-entries showing a growth from the 23-entries of the first race held in 1974, and despite representations from the Scottish Canoe Association Council level, the Marathon Committee refused to change its mind and concentrated all three Norway selection events on the South Coast of England. This made it virtually impossible for Scottish paddlers to attend a selection event, while the Lubnaig Race suffered badly from loss of selection status and falling to a mere 29-entries.

Due credit must however be given to Robin Belcher of Royal Canoe Club, last year's winner of the Senior K1, who travelled up to the Trossachs area making it his third visit to the Loch in three years, to defend his title and hopefully retain the fine Senior Trophy being one of the five perpetual 'Trossachs Trophies'.

The weather in 1977 had been fine and sunny, but very windy. It was with some relief to find a maximum force 2 on the day of the race, and hopes were raised to considerably better Belcher's 1977 time of 1hr 54min.

Promptly at noon the boats lined up in the most picturesque setting with the mountains rolling down to the water's edge of this 'boomerang' shaped loch, and soon water was flying with thrashing paddles. Within a short time the trio of Robin Belcher, Andy Morton (Forth CC) and Ian Speirs (Irvine CC), broke away and continued together for almost two miles. However, after Belcher put in a 'burn' and, try as they might, the Scottish lads could not hold him and get back on terms. Soon he was out on his own and held on to the

lead with other classes strung out behind. The result was a fine win for Royal Canoe Club, with Belcher making 1hr 45min 20sec, faster by over eight minutes on the previous year's time.

The host club held the Womens title with a time of 1hr 01min 42sec — six minutes faster than in 1977 — over the short course with the win going to Maureen McClure. In the veteran event, Drew Samuel took the win improving on his winning time of last year by some nineteen minutes with 1hr 57min 18sec over the Senior course. The Junior

mens title was won by John Adair of Irvine Canoe Club, but some five minutes slower than Nigel Kemp's (Fladbury) time of 1977. In the Mens K2 event, B. Smith/P. Doad won with 1hr 57min 18sec — a dead heat with the veteran K1 . . .

FALLS OF LENY

It is at present being discussed whether there would be enough interest in a 'Master Class' (or should it be 'Master Clan') descent of the Leny Falls in a wildwater race to be held in March 1979. At such a time, the Leny at Callander — fed by Loch Lubnaig — would be in full flood. The distance would be about three miles and would include some tricky paddling only suitable for very experienced rough water enthusiasts (about Grade X if I remember right! Ed.) Any takers?



Before the race.



Ian Speirs, Robin Belcher and Andy Morton.



Seniors of the start.



PHOTO EXTRA

A dramatic shot from the Grand Canyon photo file — looking down Granite Rapid as an expedition member heads for an exploding wave.
Photo: Mike Clark.

THROUGH SIBERIA BY KAYAK

The snow-laced September wind was beating straight into our faces. We hadn't had a scrap to eat for days, and an empty stomach doesn't make for speed in paddling. True, the worst part of the trip was over — we had canoed down the swift River Hanmei through the tundra and hauled our boats up the River Kna-Ma-Talo. But the nearest human habitation was still some 100-miles away. Not all that far, but in our solitude we were feeling just a bit low.

Our starting point had been the town of Labutnangi, on the River Ob, the last stop for all trains to the north. From there we hitched a lift in a cross-country vehicle for 100-miles to the Hanmei. Andrei, Gosha, Seva and I, not forgetting Bagger, a huge Gordon setter, piled into two folding kayaks and set off downstream taking with us only the very bare necessities.

The current was swift and there were frequent rapids and shoals. Out of the blue, huge boulders would loom up and we had to take quick evasive action. Then there were the shallows where we had to jump out to save the kayaks from damage. But everything went well and we made good time. Around the campfire that evening we discussed our plans and prospects in good spirits.

But the second day had its problems. The kayaks were speedy and manoeuvrable enough but stowing our gear took a lot of time. And within a couple of hours the leading boat, a



Going upstream to the Urals on the Kha-Ma-Talo. Clearing a way for the kayaks.

three-seater 'Salut', was badly holed going over the rapids. That meant a day lost for repairs.

Meanwhile two of us went off to seek duck in the adjacent marsh as our supplies were meagre. But the tundra was hushed and our guns remained silent. In the distance came the faint sounds of quacking geese, but we didn't give chase as it is easy to get lost in the tundra on a dull day with the sun hidden behind the clouds with no landmarks at all. We turned on our heels through the endless green and blue-black carpet of bilberry bushes, keeping our bearings by the roar of the river.

The next day went well, despite the fact that both boats were holed. But the fourth day brought disaster. As we negotiated another shoal, Andrei, in the first kayak, jumped out to lighten the load. He slipped and went sprawling in the water. A Siberian September can be quite cold. At night the water in our kettle froze, so the river was by no means warm.

To save time, while Andrei was changing, Seva and I went on to find a camp for the night. From just round a bend came the even roar of rapids and we stopped to take stock. The rapids continued for about half a mile and in places were very shallow, so I put Seva ashore and went on alone.

All went well and I took the rapids in fine style. But a waterfall that followed was my undoing. It was impossible to stop and the only thing to do was to

jump the falls — boat and all.

Cheers! I was over. But my joy was short-lived. The kayak was swept sideways against a boulder and I was in the water with the boat sweeping ahead.

Scrambling onto the bank, I rushed after the kayak, which was stranded between the rocks. We got it free but the side was stove in, several stringers were broken and all our hard rations were sodden. Even worse was the loss of the repair kit.

The others shot the rapids without mishap. And they had plenty to say about our lack of care.

The following day we were able to continue. Now the swift-flowing Hanmei was snaking into the wide, deep River Sob and soon we would be lining the kayaks up the Kha-Ma-Talo, a lovely little river which rises in the Urals. So we began our stint as barge-haulers, toiling upstream, at times having to clear the channel of fallen trees and wading waist-deep to get the boats through.

But the scenery was magnificent, and ahead of us stood the challenging spurs of the Urals. At times, going over the rapids, I felt that the rope might break and our boats would go rushing downstream with all our gear. But everything went according to plan. The only snag was having to keep stopping to empty our boots and wring out our socks, with the water temperatures at only just above freezing!

At last we reached our goal — the kayaks could be dragged no further up

the narrow stream and we made camp in the foothills of the Urals. Around us were tall larches, the ground beneath them carpeted with the white moss so favoured by reindeer. No one who had not been in the real taiga could imagine the vast conglomeration of wind-felled trees that barred the way. It was age-old virgin forest. Wood-grouse fluttered out right in front of us, and in the evening, on the other side of the river, we saw a bear stalking along majestically.

Only three miles on we were out of the dense taiga and into forest-tundra — a great expanse overgrown with low shrubs and trees, mainly dwarf birch. Thickets of this kind are favourite resting places of the white partridge, which after gorging themselves on tundra bilberries are reluctant to leave their refuges.

We spent the next four days enjoying ourselves — each to his own taste. Two of us decided to explore the mountains, one went out with the setter to shoot partridge, and I sat all day long catching grayling.

The fishing was good, and we varied our diet with greyling mushrooms, duck and berries. But we had to push on down the Kha-Ma-Talo. Now the sword of Damocles hung over us — we had to get by without holing our kayaks, as there was not much rubber solution left for repairs.

For a day it was plain sailing but there followed a three day ordeal. Apart from tea and onions, our stores were



Negotiating the rapids on the River Hanmei. Seva and I in the first canoe with Andrei and Bagger about to follow.



Repairing the kayak in the rain after shooting the rapids on the River Hanmei

exhausted, but we were confidently counting on shooting and fishing. The fish, however, seemed to have deserted the Sob and no matter how many times I cast my line there was nothing doing.

On the second day of our fast I tried out all the spoon baits I had, but the pike appeared to be leading a charmed life. Several times I saw the silhouette of a fish after the bait, but despite all my wiles I caught nothing. Early in the morning my companions combed the nearby forest but the game seemed to have vanished too.

We were far from happy, the river could start freezing over any day now, and we were already getting short-tempered. On the third day it took us longer than usual to pack our gear. Paddling with effort we continued downstream with no more shallows and only occasional rapids to hinder us.

That evening our spirits were raised when we spotted a hunter's cabin on a hillside. Perhaps it was occupied! We approached, reached the cabin and went in but it was clear that no one had been there for ages. To cap it all, on the bare table lay a copy of the magazine 'Science and Life' opened at an article proclaiming "Hunger for the Sake of Health"! Even in our gloomy mood that raised a laugh.

Hunting high and low we eventually came across a dried pike on the roof of an outhouse, evidently intended for



feeding the dogs. Even that came in handy! And that evening our luck was in, we shot six ducks and had a real bean feast. Our luck held out next day also, both in shooting and fishing, we set off again well stocked.

On the fourteenth day we at last spotted the small village of Katrovodzh, marking the confluence of the Sob and the Ob. Descending on the village store like excited kids, we bought up sweets, sugar and bread.

We were back in civilisation, none the worse for wear. Hitching a lift in a barge to Salekhard, we took a steamer back to

Labutnangi — our starting point.

Since leaving Labutnangi we had crossed three different climatic zones — through tundra, forest-tundra and taiga. We had paddled for some 300-miles down four rivers and explored another into the Ural mountains. Sitting round the campfire after dark we had seen the fiery display of the Northern Lights. We had been soaked more than once and had starved a little. But settled comfortably on the train back to Moscow, all the trials and tribulations of our canoeing adventure soon faded into happy memories.



Taking a breather on a quiet stretch of the River Sob.

CANALS AND WATERWAYS

TOW PATH FREEDOM

There is an ever growing demand by the general public to walk the canal towing paths and the British Waterways Board have now decided to remove present restriction. In both town and country, towing paths are an individual asset for leisure and recreation. They can be enjoyed by walkers, nature lovers, and those interested in industrial archaeology and other quiet pursuits.

Public rights of way exist over some of the Board's towing paths. For access to others, members of the public have hitherto been required to obtain a permit from the Board. This requirement has now been dropped and permits are no longer necessary. Organizers of events such as "Sponsored Walks" are advised to inform the Board of their plans. This will enable the Board to give information as to conditions on the ground and will avoid conflict with other users.

The dedication of towing paths as public rights of way is not in the Board's view a satisfactory means of ensuring that the public get the maximum benefit from them; and in any case it complicates the task of managing the waterways in the interests of all. For this reason the Board hope to persuade more local authorities to enter into agreements for public access to the towing paths and to provide other amenities such as lifebuoys and interpretative notices. Some agreements have already been concluded and others are being negotiated. The Board hope that the grants now available from the Countryside Commission for the development of Recreation Footpaths will encourage local authorities to co-operate with the Board in improving the towing paths and making them generally attractive for the public to enjoy.

As background — the British Waterways Board are responsible for some 2000-miles of Britain's inland waterways.

When the canals were constructed in the 18th and 19th centuries, the means of boat propulsion was then horse, donkey or mule — hence the towing paths.

Where there is a public right of way over a towing path the Highway Authority has a duty to maintain its surface, a duty sometimes not undertaken in practice. As a public highway a towing path is subject to the requirements of the Highways Act 1959 and these can complicate the Board's task of maintaining their waterways in a proper condition for commerce and recreation. It also hinders the use of the waterways for boat rallies, canoe events, water festivals, and fishing matches, etc.



Work on flight outside Devizes.

ANNUAL REPORT

A difficult yet challenging year for British Waterways Board is chronicled in their Annual Report and Accounts for 1977 published on June 21st. A new initiative to improve the Sheffield and South Yorkshire Navigation; the publication by the Government at the year end of a Report on the arrears of maintenance of the waterways; and further Government proposals to merge the Board's undertaking with those of the water industry were among major events during the year.

Freight services showed increased activity at warehouses and inland terminals, showing almost 1¼-million profit, but trading problems affecting the Board's fleets brought about by unofficial blacking in 1975/76 proved difficult to counter under the general economic circumstances.

On the amenity side, the Board continued to encourage the use of canals for walking, angling and other amenity uses. There was an increased number of hire boats operating, and some progress in the restoration of Remainder Waterways with the co-operation of local authorities and others.

Routine maintenance — dredging, bank protection and lock gate renewal continued, but the Fraenkel Report confirmed that there was a substantial arrears of maintenance. Grant in aid from the Department of the Environment was at £12,383,700.

IWAAC VISIT KENNET & AVON

The Inland Waterways Amenity Advisory Council visited the Kennet and Avon Canal during the early part of June as part of a two-day inspection tour to examine the progress to restore this major 86-mile, Thames to Bristol waterway, to through navigation.

The Council are required by statute (under the 1968 Transport Act) to advise the Secretary of State for the Environment and the British Waterways Board on the desirability of increasing the mileage of the national network of inland cruising waterways. The achievement of full restoration of the Kennet and Avon Canal will undoubtedly be a significant factor in securing a viable national network with its associated facilities for the varied canal-based recreational activities, and the consequent benefits for regional tourism and local employment. (Our Easter Marathon could be extended by

an extra 40-miles or so, but Bristol — Westminster does not have the ring of Devizes — Westminster!)

The Council paid particular attention to the growing partnership between local authorities along the canal, the British Waterways Board (owners of the waterway), and the Kennet and Avon Canal Trust who together have already opened up 38-miles of previously un-navigable canal.

They met Members and officials of the County and District Councils concerned, and discussed an integrated approach to the next stages in achieving the full potential of this recreation corridor from Reading to Bristol.

(At the present time, work is under way on the massive flight of 29-locks west of Devizes.)

ELLESMERE PORT DOCKS

"The sympathetic revitalisation of Ellesmere Port Docks would be greatly enhanced by their designation as an Outstanding Conservation Area, and the listing of all the surviving original buildings within the Greater Historical Canal Port area", said David Wain, Chairman of IWAAC.

He was speaking following the consideration at the last IWAAC Meeting of his Council's recent visit to Ellesmere Port. IWAAC reviewed the considerable progress to fulfil their previous recommendations, in 1968 and 1971, that the Docks' use should be compatible with the waterway based origins of Ellesmere Port.

Members were particularly impressed by the successful co-operation between the local authority (Borough Council of Ellesmere Port and Neston) and the voluntary membership of the North West Museum of Inland Navigation Limited, to restore and use key buildings within the Port area as a Boat Museum.

"Once the original buildings have been restored for active use, we can see the Docks complex supporting a waterway-based interpretive and amenity centre unique to the district, and providing a major regional and national tourist attraction with considerable potential for local employment" said David Wain.

IWAAC are commending the project to the British Waterways Board and have advised the Secretary of State for the Environment to safeguard the remaining buildings by adding them to the statutory list.



ICF NEWS -

INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

XIV WORLD CHAMPIONSHIPS

As has already been reported in an earlier Bulletin, patronage of the World Championships — "pest 78" in Belgrade — from August 10th/13th on Lake Save at Ada Ciganlija has been personally undertaken by Josip Broz Tito, the President of the Socialist Federative Republic of Yugoslavia.

The Chairman of the Committee of Honour is Mr Veselin Djuranovic, the President of the Federative Executive Council; the Chairman of the Organising Committee is Mr Milan Rajacic, the Chairman of Committees of the Federal Council of the State Assembly, already well known to us as the Chairman of the Organising Committee of the last World Championships in Belgrade.

The Organising Committee of "pest 78" in Belgrade has carried out excellent preparative work, and now has issued its Bulletin of June, 1978, containing not only the official invitation and message of welcome, but also has enclosed the official entry form. (These were due at the end of June and name of competitors at the end of July.)

The Organising Committee intends to issue three Information Bulletins of which the first has already been dispatched. The second Bulletin, containing details of the Organisation, names of competitors, etc., should appear (have appeared) at the end of July. The third issue, with list of starters and other information will be made available from August 9th.

WORLD CHAMPS JURY

At the meeting of the Executive Committee of the ICF, held in Florence over February 24th/27th, with participation of the ICF Racing Committee, the following were nominated to serve on the Jury: Charles de Coquereaumont, President; Otto Bonn; Peter Maassen; Sergio Orsi; C aslav Veljic; Pablo Stock; Joachim Weiskopf; Hernando Calleja Garcia; Victor Lukatin; Wilfred Simon.

The Chairman of the Racing Committee, Nicolae Navasart, will be the Chief Official, and the Chief of Organisation will be Ignjat Dokic from the Yugoslav Association. The remaining appointed officials have, in the meantime, received notification and will be named in the Programme.

FILM EVENING

At the last World Championships it was planned to include an evening of films as part of the entertainment, but this had to be abandoned due to a very severe storm which led to a great many competitors and officials returning to the hotel very wet and many hours late. Again it is planned to offer a film show for all participants at this year's World Championships.

WORLD CHAMPIONSHIP NUMBERS

According to a statement issued by the ICF Racing Committee, the total numbers of participants at last year's Championships in Sofia was: 552 competitors in 292 boats.

It is worth noting as a sign of progress that the medals went to the sportsmen of more countries than in the past, namely to ten countries, whilst 22 nations gained points and were represented in the official Point Table.

NEW ZEALAND INVITATION

In February 1979 the New Zealand Canoe Association will be staging its 25th National Championships, and to celebrate this it proposes to hold an International Regatta, the date possibly near the end of February.

Events for racing boats will be: K1, K2, K4, over 500m 1000m 10,000m — for Seniors and Juniors; and K1, K2, K4, over 500m 5,000m — for Women and paddlers under 16-years. In addition there will be included some events for touring kayaks: K1, K2, over 500m 1000m 10,000m — for Seniors and

Juniors; K1, K2, over 500m 5,000m — for Women and paddlers under 16-years.

RACING CALENDAR

At the recent meeting of the Racing Committee it was reported that in the year 1978 (the present season) there would be organised a total of 28 International Regattas as well as four Championships, and in addition the Balkan Championships.

Because of the need to arrange the Calendar for 1979, national associations should be prepared, in Belgrade, to present their own proposals to Nicolae Navasart, Chairman of the Racing, of racing dates for the 1979 season. The earlier the ICG Racing Calendar can be drawn up and published, the greater are our chances of getting the information published in the corresponding calendars of each country.

OLYMPIC GAMES 1980

We have not received any new information on the Olympic Games 1980, but a report on a visit to Moscow by the IOC President, Lord Killanin, gives evidence of a considerable degree of approval. After examining the construction work carried out, the IOC President gained the impression that no difficulties would be encountered, even in regard to necessary work still to be completed on hotels and the Olympic Village.

As for the last Olympic Games, the Organisers in the Soviet Union have chosen their symbol; in place of the beaver of Montreal, there will be Mischa the bear for Moscow.

It is expected that the training of canoeists before the Rowing competition will be carried out on a partitioned off part of the Regatta Course and the side channel. Exact details will be given by the ICF President at the ICF Congress in Belgrade.



MARATHON

EVENTS FOR 1979 SEASON

The BCU Marathon Racing Committee announce that the present 'Tier System' of racing operated in Marathon over the past few years will continue for the 1979 season:

Tier 1 — National Championships

Tier 3 — Ranking races

Tier 4 — Other registered races

The format of the Calendar will also be similar to previous years. For Race Organisers, although the Hasler Trophy year will run from the 1st September 1978 to 31st August 1979, the BCU Marathon Racing Committee would like applications now for the calendar year of 1979. However, Organisers and Clubs should notice the following points when choosing their race dates:

- The date for the National Championships is August 25th/27th. No Tier 3 race will be allowed to take place on this weekend.

- Sprint Regattas are being held on the following dates and are hence advisable to avoid — April 27th/28th; May 26th/27th; June 16th/17th; July 7th/8th; August 11th/12th; September 8th/9th.

- If there are several Marathon Races held in your region, please confer with the other clubs and organisers and avoid a clash of dates. This is important as it can save a great deal of time and correspondence.

- Check with local fishermen and land-owners that your date does not clash

with other water events.

- Please give alternative dates, even if this means altering start times or using a Saturday.

- Race date applications should be sent in as soon as possible and not later than August 28th.

- If you do not register your race by the above date, the race may not be given Tier 3 status if this is applied for. It will not appear in the calendar to be published in the Year Book and you will have no right of appeal through the Marathon Committee in cases of dispute or difficulty. Paddlers who race in a non-registered race are also opening themselves to disciplinary action.

- Application to: Mrs S. Kirschner, 34 Upper Regents Park, Bradford-on-Avon, Wilts. Telephone: 022-16 6802.

ADDITIONAL INFORMATION FOR ORGANISERS

With effect from September 1st, 1978, it will be the responsibility of all race organisers to ensure that all paddlers, with the exception of Espada Class paddlers, have either quoted their BCU Membership number on their entry form or produced their membership card when checking-in. BCU Membership numbers must be quoted on all results sheets. If no number is produced, no points are to be given for the Hasler Trophy and no prizes given. Reference should be made to the Marathon Racing

Committee Rules and Recommendations, Part B, Rule 18. (Paddlers are already being advised of this at the races they are now attending.)

Race Organisers are reminded that after Tier 3 races it is required of them to forward copies of the results to the Race Records Officer and Secretary as soon as possible. It is impossible for the Race Records Officer to formulate a positions table for the Hasler Trophy when results can be outstanding for one or two months — so please help.

It has been suggested that a recognised starter should start all selection races and where practical Tier 3 Races. This has been placed on the Agenda for the BCU Technical Committee meeting to be held on August 27th 1978 at Worcester. (Any other items for the Agenda should be sent to Mrs S. Kirschner before August 1st.

An Agenda will be sent out if there are any important items placed on it. Otherwise Agendas will be available the day before the meeting. Please make sure that at least one member of your organisation or club attends the Committee Meeting to make your views known.

MARATHON SUCCESS

Just as the magazine goes to press, we hear that the British National Marathon Team has gained great results at the first of the Marathon Europa Cup events — the Nottory Rundt, at Tonsberg in Norway. British paddlers gained 1st, 2nd and 4th places in the K2; 3rd and 4th in the K1; and 1st and 2nd in the Junior K1. A great start to the Europes series — full report in our next issue.

conservation

REDWOOD PROTECTION

At the beginning of May Secretary of the Interior, Cecil D. Andrus, hailed the addition of 48,000-acres to California's Redwood National Park as "a major step toward protecting our natural heritage in the continental United States."

President Carter signed into law a bill increasing the size of the park and providing for rehabilitation of the watershed as well as protecting workers in the lumber industry who might be displaced by the additions to the park.

Andrus noted that protection for the country's largest remaining redwood trees and redwood forests is a process begun decades ago with creation of Redwood State Parks through donations by private individuals. The first stage was completed in 1968 when the U.S. Congress passed the original Redwood National Park legislation.

Since then, concerned members of citizen organisations have worked tirelessly to encourage Congress to round out the park's boundaries in order to give the kind of protection to these primeval giants that was originally envisioned. The second stage was

completed this May.

The expansions to the park were necessary because the 1968 boundaries could not protect the world's tallest trees along the banks of Redwood Creek from erosion damage as other trees higher up nearby hillsides, outside the park, were cut down, Andrus said. Ultimately, the Secretary added, the situation became so bad that trees which the park was created to protect were actually threatened by logging activities outside the park boundaries. Stream flows, unchecked by normal forest vegetation, were altering their course and undermining some of the world's tallest and oldest trees.

The Sequoia Sempervirens — the Californian coastal redwood tree — is among the most ancient species still alive on earth, with evidence linking them to ancestors that lived more than 150-million years ago . . .

The additions to Redwood National Park, Andrus said, call to mind current Administration proposals before Congress to designate 92.5-million acres of federal land in Alaska as units of the national park, wildlife refuge, wild river and national forest systems.

"In Alaska," Andrus said, "we were guided by the principle of protecting entire ecosystems and watersheds, so we know that if our proposals are

adopted by Congress there is little chance that the boundaries will ever have to be enlarged to protect vital resources. And there is little chance that we will have to buy back for the public any land that was once owned by the public, because we can do the job right the first time."

GRAND CANYON

Following the publication of the 'Draft Colorado River Management Plan' (detailed in our issue number 16 and dated June) the U.S. Department of the Interior followed this up with a series of meetings in several western cities to gather input on the proposals contained in the draft. Over 1,000 persons attend the meetings and some 205 gave statements. Many written statements were submitted at the public meetings, along with hundreds of letters received at Grand Canyon National Park regarding the proposals.

Because of the interest, an additional meeting was arranged at the end of March in Washington, D.C., and the comment period was extended until the beginning of May. These comments and input are at present being reviewed and considered, the Park Service working toward completion of the River Management Plan and final Environmental Statement

Hanging from the root of a tree I swung down the muddy bank into the cockpit of my borrowed K.W. Racer. This was only the second time I had been in this racing kayak and I wobbled from side to side. I gently eased forward towards the start line where the row of canoeists stretched shoulder to shoulder across the river. However, I stayed a few yards behind the start line as I had been told that without a rudder I would be swung to one side in the melee of flying water and thrashing paddles off the start. A voice over a megaphone courteously asked if I would like to join the start line — I shook my head, 'Ready, Go.' The air was filled with blinding spray and a seemingly tidal wave swept towards me. I violently slap-supported on both sides almost at the same time, and by the time I had recovered my balance the rest of the kayaks were disappearing round the first bend.

With arms straight, I dug my right-hand blade firmly into the water close alongside the kayak and clipped it out neatly at the hip, I turned a semi-circle to the left and had to do a hard left sweep-stroke to recover. With straight back, arms high, pressing firmly on the footrest, swinging my shoulders, I raced towards the first bend. However once round the bend and out of sight of the spectators I thankfully slumped forward and resumed my usual slob stroke!

I paddled steadily on up the river, wave after wave of racing canoeists in the following classes passed me. A K2 entry from my own club almost capsized me, apologising profusely as they disappeared upstream as one of the unwritten rules of Long Distance is that one just does not intentionally capsize members of one's own club! The womens class swept past all showing fine form. As I approached a bridge two junior doubles came up fast behind me,

and thus I edged towards the left-hand pier of the bridge to give them room to pass. Intent on their own private war they were also heading towards the left-hand arch — too late they did a frantic emergency stop . . . There was the noise of clashing blades and the grating of glassfibre as they struck the stone arch. Seeing that they were bigger and stronger than myself, I apologised — but they just looked at me with a glazed expression, sorted out their paddles and raced away at full power once again intent on their own battle.

The second portage involved an easy climb up the dry slope of a weir, but as I launch from the top of the sill I saw coming down-stream towards me two senior K2s racing neck and neck, having already turned after the six miles upstream. Both crews were soaked in perspiration and T-shirts clinging to sweaty bodies. Their foreheads showed deep furrows of concentration and they had grim set lips. I jumped quickly into my kayak and pulled away just in time. Both crews smoothly drew up alongside the top of the weir, jumped out, ran down the slope to launch in and away — still racing neck and neck. Later, at the prize-giving, it was announced that the two pairs had finished so closely that it would have been invidious to distinguish between them and they were awarded a joint first prize.

I turned at the top bridge and began the long return passage. All the fishermen were most friendly and gave me encouraging shouts of 'Keep going mate; Not far to go now; The others are not very far ahead.' I paddled past a boys' youth club camp where a billycan was being heated over a wood fire, they shouted that if I cared to hang on a few minutes I could have a brew with them. I was strongly tempted but paddled on. Now began the hard part of the race — the long lonely paddle to the finish. I was sure that round every bend I would find the finishing line, but mile upon mile seemed to pass. But at last there was the finishing line ahead. I once again straightened my back, arms high, paddles entering close by the side of the kayak and clipping out smartly at the hip, swinging shoulders, pressing firmly with my feet on the footrest I surged over the finishing line — LAST . . . !



MEDWAY RACING BLUES

Project Holme Pierrepont



Model of Artificial Slalom Course. Photo: Mike Clark.

In the last month, great news has come through — the proposed Artificial Slalom Course at the National Water Sports Centre, Holme Pierrepont, is to go ahead! At present (at time of printing) there is no firm commitment on behalf of the Sports Council or the Nottinghamshire County Council to put up the money for the project, but there is a commitment that the project will eventually be built.

In the past year, the project has been going quietly ahead with the finalising of the course plans and the contouring of the site. Now the Sports Council have given the go-ahead for publicity on the proposed course and a fund-raising campaign for the project.

Below is a letter from Frank Goodman, Chairman of the BCU Water Development Committee:

Dear Canoeist,

The Artificial Slalom Course proposed for the National Water Sports Centre at Holme Pierrepont way back in 1970 is by no means dead. Much work has been done over the last year to round off the design of the whole scheme to a point where only the money is needed (more of this later). The only thing that has died is the BCU Committee that designed and nurtured the scheme — The ASCOT Committee (Artificial Slalom Course on the Trent).

Actually this committee has been reborn as the BCU Water Development Committee, and as its title suggests, it has been given a much wider brief by the B.C.U. Council. Although it will still concern itself very much with the proposed slalom course at Holme Pierrepont, it will extend its brief to look at ALL developments that affect the water canoeist paddle on. Thus new dams, new weirs, proposed sprint courses and designs of anything that may affect the canoeist will be looked at by this committee to make sure that plans will take canoeist into consideration.

In the past the Committee (ASCOT Committee) has, in practice looked at various schemes for building other artificial slalom courses and altering existing weirs for the canoeists' benefit. Unfortunately we have often arrived on the scene too late, simply because we didn't know about local council's plans, or River Authority's schemes until they were beyond the point where slight changes of design to help the canoeist could be incorporated.

If you get wind of any proposal that might be turned to the canoeists' advantage, such as an alteration to a weir or a new channel being dredged out, please let the BCU Water Development Committee know about it. If we can offer technical advice at an early stage, before money has been spent, we may be able to make more water suitable for our sport.

Back to the Artificial Slalom Course at Holme Pierrepont. If we are to get this Slalom Course it is going to cost between £1.5 and £2.25 MILLION! Obviously, we can expect help with finding this money, but it looks as though we shall really have to make an effort to help ourselves. We shall be coming back to the canoeist again and again in the near future for help in fund-raising for ASCOT, but in the meantime we'd like you to start thinking how you or your club could tackle fund-raising so that we can build, at last, the best artificial slalom course in the world, certainly the best white water in the country, and a stretch of water that the slalom canoeist can call his own.

Yours sincerely,

Frank R. Goodman,

Chairman, BCU Water Development Committee.

72 Whittingham Road,

Mapperley,

Nottingham.

THE NOTTINGHAMSHIRE INTERNATIONAL CANOE/KAYAK REGATTA

Report and photographs by Mike Clark

WORLD CLASS ENTRY

The Nottinghamshire International Canoe/Kayak Regatta, held at the National Water Sports Centre, Holme Pierrepont, over the weekend June 16th/18th, once again proved to be the biggest canoe/kayak regatta in Europe outside of the World Championships.

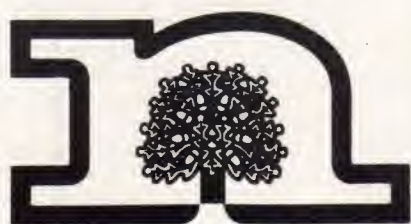
The Nottinghamshire International attracted a tremendous entry of over 240 international paddlers, 17 national teams representing 16 countries, and some 300 British paddlers from 36 clubs. Major teams came from Russia, Hungary, Rumania, Spain, France, Holland, Denmark, Canada, Norway, and Sweden, along with small teams from Ireland, the United States, Yugoslavia, two club teams from West Germany, and individual paddlers from Australia and New Zealand. Despite telegrams

back and forth, the team from Cuba failed to show . . .

Reflecting the World Class status of the regatta, there were 15 World Championship Gold medalist winners, 15 World Championship Silver and Bronze medalist winners, plus a number of Gold, Silver, and Bronze Olympic medalists . . . During the course of the weekend, the British organising committee were hard at work with the running of some 280 races — and having to battle against the elements to keep some semblence of order with the programme.

APPALLING CONDITIONS

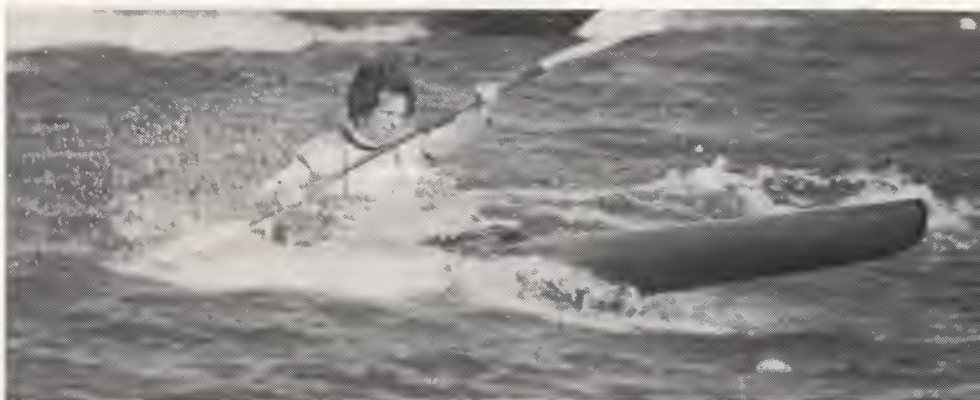
The British National Water Sports Centre has a canoeing and rowing course to Olympic standards — buoyed lanes, electronic start and timing equip-



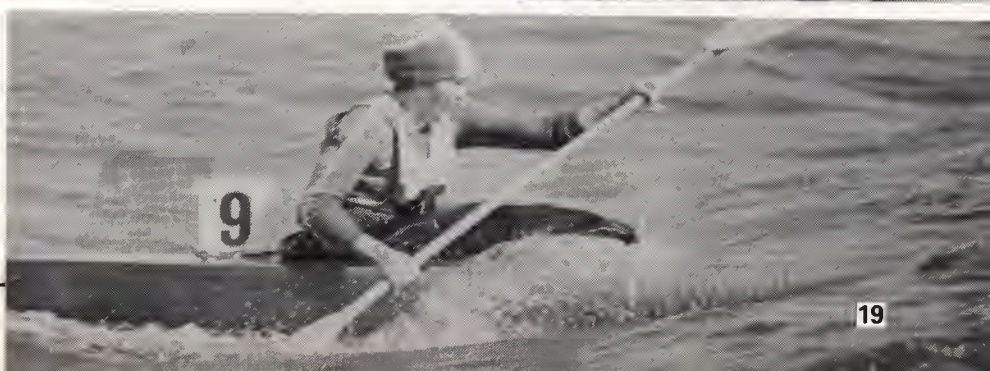
ment, and impressive electronic scoreboard, photo-finish equipment, fully equipped boat houses, reception, accommodation, and administration centre, plus complete race commentary gear (that we have to date never used for regattas) — but with all this there was no accounting for the weather. Many of our paddlers regard the water at the Centre as rough at the best of times (many mid-week days it is as smooth as glass, but the wind always seems to blow up on weekends, particularly racing weekends!) — the first two days of the International the weather was appalling; there was no other word for it! For the heats and repechages on the Friday there was drenching rain — not just drizzle, but almost cloud-burst with visibility little further than the 500-metre mark. Just a few miles north of the Centre, some roads were flooded to a depth of two feet! But at least these conditions were the same for all competitors . . . and racing thus on a fair basis. For the Saturday and the finals of the 500-metre events, the rain had gone, the sky was set blue, but with a very strong wind that was gusting between 25 and 30-knots for most of the day . . . ! The sub-aqua conditions of the Friday were replaced with surf conditions for the Saturday.

Here, with the wind on the paddlers' backs and coming a couple of points off centre of the course, all the advantage was on lane 1 to 3 gaining slight shelter from the course banking. The winner in almost every event came from lane 1; racing was totally unfair and more by lottery than ability. During the mid-day the regatta was held over for two hours in a hope that the wind would abate a little, but with no luck. Most of the days Espada events were scraped and the regatta re-commenced at 4 pm with the dice still fully loaded in favour of lane 1 and racing going on until late in the evening . . . An example of this lottery-type racing was the Mens 500-metre K2 event — three British club crews gained through to the final, Brown/Dimmock of Nottingham winning the event, while the World Class Russian, French, Swedish, and Canadian crews battled in out in the petit final! Great for British egoists if you want to look purely at the results, but no way could it be a reflection of true racing ability . . . With such results it is better that we forget the 500-metre events (although just for interest we publish them alongside with other results), and look only at the 1000-metre events raced on the Sunday in near perfect conditions (the British weather had completely turned round for the final day of racing).

However, before passing from the 500-metre events of the Saturday, mention should be made of the valliant effort put in by Maria Cozma of Rumania in the Womens K1 (World Championship Silver medalist). She had drawn the hopeless lane 9 in the final, but put in a superb effort to overcome the conditions, for much of the race holding level with paddlers in the first three lanes. But toward the finish the wave length caught her, the kayak bow



Above: Rough conditions for the 500m events on the Saturday. Right: Farrell/Hunter none to pleased with conditions. Below: Valliant effort by Cozma of Rumania.





Above: Start of the K4 1000m and presentation by Denis Howell MP to winning Spanish crew. Left: Reichenstein/Bradford in C2, Below: K1 1000m winner, Menendez of Spain: attractive Tatiana Vanghele of Rumania: 500m K4 heat start: and winning Womens K4 crew from Canada. Right: the first turn on the K2 10,000m: capsized crew of Bako/Szabo: K2 second place of Menendez/Missione: and C2 turn.







Top: Cornish/Greenham racing the Americans on the 10,000m. Above a very pleased Dutch, 5th place in Womens K2. Below: Semi of the Womens K2; and K4 10,000 off the start.



ploughed down into the water and it became impossible for her to retain speed, but even so gaining an incredible 4th place . . . Showing the total ridiculous side of such racing, the Russian girl Beloborodova, and the Hungarian, Makatura were pushed into 8th and 9th place in this final, while our own Miss Crawley and Miss Clapham finished in 6th and 7th place . . . !

SUNDAY EVENTS

The Sunday dawned with clear skies and no wind. Holme Pierrepont was a smooth placid lake and conditions just ideal for racing. The programme started with the semi-finals for the Mens 1000-metre K1. All three races gave placings for overseas paddlers in the final. Ferguson for New Zealand (a paddler now familiar around the British sprint scene), along with Greenham, West and Duncan were pushed out in the first semi-final; Wetherall in the second; and Cornish in the third. Reichenstein/Bradford were well down in the easiest of the semi-finals for the 1000-metre C2 event; the K4 saw four British crews pushed to the petit final (two national and two club crews), and no British representation in the C1 1000-metre — we seemed not to be doing too well, but some exciting racing nevertheless. *(Come back Doug, all is forgiven . . . !)*

The debacle continued — in the Mens K2 1000-metre four British club crews were pushed to the petit final, but in the third semi-final, Hunter/Farrell for Great Britain won through to the final behind Rumanian and Hungarian crews. The British womens K2 crews were all pushed to the petit final, while a very creditable performance came from the young Dutch pair of Kegge/Bakker in gaining through to the final — one of the only two from outside eastern Europe!

The first final of the day was for the Mens C2 1000-metre and produced an exciting finish with the Hungarian pair of Buday/Frey just holding off the Russian crew of Grigonis/Agaponov, and with the Rumanian pair taking third and just a second down from the winning 3min 42.00sec. The Mens K1 1000-metre followed, and again a super race. Incredibly, Menendez of Spain went off the start like a rocket to take the lead and actually held it for the entire race! No one could touch him, although the sprint finish of Janic from Yugoslavia came near to be just tenths of a second down — but it was Menendez from start to finish . . .

Two British crews were out in front of the petit final for the Womens K2 500-metre with that of Peacock/Perrett holding off Wetherall/Smithers. In the final it was the Russian pair of Dorohk/Kalashnikova who took the win, well clear of the Rumanian pair in second place. The Dutch crew of Kegge/Bakker put up a super performance to take 5th place here, the first crew from outside eastern Europe, and one that will no doubt greatly improve yet.

Not so surprising was the win by Wichmann of Hungary in the C1 1000-metre, holding off World Champion

Patzaichan of Rumania who was some 3-seconds down. The petit final for the Mens K4 1000-metre saw no less than four British crews competing — we certainly had a chance here! The GBR crew of Duncan/Hancock/Harvey/Ballard took the win with Fowler/Williams/Lawrence/Haynes taking second in front of the Dutch crew. (The winning time was 3min 15.93sec — just compare that with the winning time in the final!)

The Mens K4 1000-metre certainly lived up to its expectations. With two Russian crews, two French, one Hungarian, Rumanian, Norwegian, and the Spanish competing, it just had to be one of the most spectacular of the day. In the mass of flying spray off the start it was again the Spanish crew who made the first showing, the two Russian crews were well placed, but the battle developed between the Spanish and Hungarian four. A fantastic finish just holding off the Hungarians but needing a photo-finish to make the decision. The times 3min 03.81sec and 3min 03.82sec . . .

The petit final for the Mens K2 gave Mason/Harding of Nottingham the win from a French pair of Boccarra/Genestier, but it was the Russian crew of Chukhray/Tainikov who took the win in the final with a fast 3min 26.45sec, over a second clear from the Norwegian pair of Rasmussen/Soyland. The British pair of Hunter/Farrell were somewhat dropped out the back, finishing in 9th some twenty seconds down on the winners.

LONG DISTANCE EVENTS

Last events of the regatta were the long distance K2, C2, and Womens K1. In the Mens 10,000-metre K2 there was a super entry of 34-crews and that first top turn was a real spectacle. The Russians, Spanish, Rumanians, Hungarians, and Swedes all came round that first turn in one bunch along with clashing blades. One pair seemed almost to stop at the start of the turn with not enough water to get their blades in . . . while just coming out of the turn, the top Hungarian crew of Bako/Szabo (World Champion Silver medalists), capsized and were out of the race, their upturned kayak causing a great pile up of following craft — it was surprising others did not go in . . . The race developed into a battle between the Spanish and Russians, the latter taking the win with just a second clear.

The Womens 6,000-metre K1 event drew a surprisingly large entry with an unusually good number of overseas paddlers. However, here there was some confusion when the leading trio of Dorokh of Russia, Rasmussen of Norway, and Drogos of Hungary took a wrong final turn and were disqualified. The eventual winner was Kalashnikova of Russia, but she was also disqualified having taken advantage from the wash of Hilary Peacock in the last 1000-metres. The Russians protested at this (the Jury being British) and Kalashnikova was re-instated, Hilary having to be content with second place.

The organising committee and count-

less others put in some hard work that is not always appreciated. A nice touch was the linguistic talent of Drew Samuel from Scotland in calling international paddlers to the start line in a number of languages — there was also some interesting language regarding the weather and waves from both K1 and C1 paddlers on the Friday and Saturday! I think we learnt a lesson that the word 'attention' before 'ready, go' on the start, is a non-starter! — and we should stick to ICF rules in future . . .

Despite the weather and resulting programming difficulties, the regatta was a success and no doubt pleasing to the sponsors — John Dewar & Sons Ltd., and The Nottinghamshire County Council . . . But for sure we have got to hit good weather for next year!

RESULTS

MENS KAYAK — K1 10,000m 1st Stige, Norway n/t; 2nd Ferguson, New Zealand n/t; 3rd Fabian, Hungary n/t; 4th Joos, Hungary n/t. **K1 1000m 1st** Menendez, Spain 03.45.62; 2nd Janic, Yugoslavia 03.45.89; 3rd Stepanenko, Russia 03.48.12; 4th Fabian, Hungary 03.50.52. **K1 500m 1st** Fisher, Canada 01.52.97; 2nd Vaz Quez, Spain 01.53.12; 3rd Andersson, Sweden 01.57.25; 4th Greenham, Leighton Park 02.00.78. **K2 10,000m 1st** Morozov/Avdeyev, Russia 40.07.60; 2nd Menendez/Missione, Spain 40.08.60; 3rd Ciobanu/Ticu, Rumania 40.15.20; 4th Andersson/Cernerud, Sweden 40.24.30; 5th Cornish/Greenham, Leighton Park 40.39.00. **K2 1000m 1st** Chukhray/Tainikov, Russia 03.26.45; 2nd Rasmussen/Soyland, Norway 03.27.75; 3rd Deak/Renhanyi, Hungary 03.29.20; 4th Lebas/Hanquier, France 03.29.77. **K2 500m 1st** Brown/Dimmock, Nottingham 01.44.49; 2nd Rasmussen/Soyland, Sweden 01.46.06; 3rd Farrell/Hunter, Great Britain 01.47.67; 4th Grimes/Fegent, Richmond 01.47.67. **K4 10,000m 1st** Shaparenko/Nikolsky/Morozov/Avdeyev, Russia 39.28.30; 2nd Kosztyn / Volgyi / Deak / Rhomanyi, Hungary 39.40.47; 3rd Fowler / Haynes / Lawrence / Williams, Great Britain 39.50.73; 4th Kalleklev/Nicsen/Salbu/Gilje, Norway 40.12.31. **K4 1000m 1st** Menendez/Celorio/Diazflor/Missione, Spain 03.03.81; 2nd

Deak / Kosztyn / Rommanyi / Volgyi, Hungary 03.03.82; 3rd Shaparenko/Nikolsky/Avdeyev/Morozov, Russia 03.06.59; 4th Vorobyov/Astapkavitch/Romanovsky/Nagorny, Russia 03.07.24. **K4 500m 1st** Menendez/Celorio/Diazflor/missione, Spain 01.28.26; 2nd Ciobanu/Simon/Simionenco/Ticu, Rumania 01.30.36; 3rd Kalleklev/Nilsen/Salbu/Gilje, Norway 01.30.84; 4th Bardine/Boccarra/Genestier/Guillamet, France 01.32.29.

MENS CANOE — C1 10,000m 1st Patzaichin, Rumania 54.58.66; 2nd Titu, Rumania 55.18.33; 3rd Ljubek, Yugoslavia 55.23.92; 4th Wichmann, Hungary 56.39.75. **C1 1000m 1st** Wichmann, Hungary 04.03.07; 2nd Patzaichin, Rumania 04.06.22; 3rd Postrekhin, Russia 04.07.77; 4th Antipov, Russia 04.11.24. **C1 500m 1st** Falk, Sweden 02.01.04; 2nd Varabiev, Rumania 02.05.99; 3rd Wichmann, Hungary 02.06.57; 4th Postrekhin, 02.11.84. **C2 10,000m 1st** Cozlov/Varabiev, Rumania 43.58.60; 2nd Parti/Hubik, Hungary 44.06.50; 3rd Alaponov/Grigonis, Russia 44.42.00; 4th Gheba/Ismailciuc, Rumania 45.13.00. **C2 1000m 1st** Buday/Frey, Hungary 03.42.00; 2nd Grigonis/Agaponov, Russia 03.42.74; 3rd Varabiev/Cozlov, Rumania 03.43.26; 4th Parti/Hubik, Hungary 03.45.54. **C2 500m 1st** Acart/Cezard, France 01.49.98; 2nd McDonald/McNaught, Canada 01.52.31; 3rd Rainin/Grigonis, Russia 01.53.02; 4th Joyce/Charalambis, Canada 01.53.80.

WOMENS KAYAK — K1 6,000m 1st Kalashnikova, Russia 32.23.30; 2nd Peacock, Wild Water Racers 32.26.00; 3rd Michelsen, Norway 32.40.00; 4th Perrett, Great Britain 32.54.60. **K1 500m 1st** Stuart, Denmark 02.10.92; 2nd Holloway, Canada 02.13.56; 3rd Peacock, Great Britain 02.06.56; 4th Cozma, Rumania 02.20.73. **K2 500m 1st** Dorokh/Kalashnikova, Russia 01.47.45; 2nd Cozma/Buri, Rumania 01.50.49; 3rd Beloborodova/Vitkovskaya, Russia 01.51.16; 4th Horvath/Rasiya, Hungary 01.51.17. **K4 500m 1st** Dodge/Guay/Holloway/Lukanovich, Canada 01.40.96; 2nd Dorokh/Klashnikova/Belobopodova/Vitkovskaya, Russia 01.41.95; 3rd Wetherall/Smithers/Perrett/Money, Great Britain 01.43.88; 4th Andrassy/Morvath/Makatura/Rajnai, Hungary 01.44.61.

DIARY

AUGUST MARATHON

6th — Beccles-Bungay, Tier 3
20th — Lichfield, Tier 3
26th — National Championships
Worcester, Tier 1

SLALOM

20th — Awe, 2nd/3rd Div
27th — Linton, Invitation

RACING

12th — Inter-Clubs Regatta
19th — Richmond Regatta
Irvine Regatta

ESTUARY

20th — Severn Bore

SEPTEMBER MARATHON

3rd — Worthing, Tier 3
17th — Soar, Tier 3
Adur, Tier 4
23rd — Sudbury Youth, Tier 4
24th — Pangbourne, Tier 3
Yorkshire Derwent, Tier 4

letters

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

JIGWOOD DESIGN

Having been out of touch with organised canoeing for some years, and having just returned from an extended tour overseas, I picked up your magazine by chance whilst browsing through the book stall.

I would like to congratulate you on a very professional and interesting magazine which shows just how far the sport has developed in recent years. I hasten to enclose my cheque for a 12-month subscription.

However, I must take issue with you on your comment in the correspondence column on page 13 of issue number 15 for May. You are quite correct that the catamaran was developed by the Prout Brothers from the Olympic Class K2 design, but this was not until either 1952 or 1953. The kayaks for the 1948 Olympics were built by Jigwood (perhaps better known as manufacturers of the Mosquito fighter-bomber) to a Swedish design, who presented eight of them to the British Canoe Union who in turn distributed them amongst the clubs. This generous gesture laid the foundations for modern sprint racing in Britain, and without it its development would have been delayed for many years. Yours faithfully,
G.A. Flint

Yes, of course Mr Flint is quite right (I must be getting a little old in forgetting such details!). However, if the above writer is the Mr Flint involved for many years with the running of sprint racing championships in Britain, he also has more than a little to do with the present progressive state of sprint racing in the country... In those days national championships were held at Pangbourne on the Thames and such superb facilities as we now enjoy at The National Water Sports Centre, Holme Pierrepont, must have seemed a whole universe away... (Ed.)

THAT COBBER AGAIN...

In supplement to Frank Goodman's letter "That cobber's a pirate" (issue 13, dated February) which I have full sympathy, let me remind readers that Australians with that despicable streak are few. Indeed, Western Canoe Centre under the hard working Hine Family's management has licence for Prijon designs and Valley Canoe Products' Anas Acuta produced in respectable quality. Victorian Canoe Centre is the sole licensee of Lettmann boats. Bon Voyage Enterprises produce V.C.P.'s Moccasin and Nordkapp to B.C.M.A. Standard under exclusive licence. Cole and Paddlemaker Australia are noted for

indigenous designs of excellent performance and quality. Away from the commercial scene, there is a quiet but surely gathering force of blue water paddlers — small bands of adventurous individualists such as members of the Australian Nordkapp Association casting off to a wider horizon quite oblivious to sea kayaking not being recognised by the Australian Canoe Federation.

*Yours in sea kayaking,
Joe H. Lamb (reader extraordinary!)
Australian Canoe Federation Instructor
and Hon. Treasurer of S.A.C.A.
(South Australia Canoeing Association)*

I am sure that readers would not consider every Australian a 'pirate' as a result of Frank's original letter in our February issue. Likewise we don't consider every Australian to be 'stoning the bloody crows' and swigging endless cans of Fosters in the shade of the nearest colliery tree... The image the Australians and other nationalities have of us British may also be totally unrealistic. We really don't all go round saying 'pip, pip, old boy' and sipping pink-gins all day — well, not after 6pm in the evening, it's just not done you know...! But whether Australian, British, or from downtown Timbuktu, in such inflationary times and with present development cost, it's no wonder that manufacturers get a little up-tight when new designs are knocked off... (Ed)

CANOEING and 'CANOEING'

Just received my copy of Canoeing. I like it very well. I see that old warhorse David Hirschfeld is still active. Nice of you to mention Gareth Lucas and Geoff Edwards in the mag. (Devizes report). I showed it to Gruff — he hadn't yet received his copy — and he was quite chuffed, at least it gets the club's name noticed. Next year they are taking a K2, or something similar. They learned a great lesson with the Busby's!

Have you received a review copy of my latest book? 'Canoeing' in the A & C Black Picture Sports Series — £2.25. If not, I'll see you get it.

*Cheerio,
Alan Bye*

Yes, I have a review copy of your latest book, but also have a new German publication and some nine American books that I am ploughing through. Will no doubt get a review in a near future magazine. (I have copies of Alan's new book for sale at £2.65 including post). By the way, the name of that club again — Llantwit Major Surf Life Saving Club... (Ed.)

TAY SPONSORED PADDLE

You very kindly published information on our fund raising paddle that took place in April and I wonder if you would be so kind as to print the following conclusion...

Sunday April 9th saw some 100 canoeists from all over Scotland and also south of the border paddling down the River Tay from Stanley to Perth.

These gallant paddlers were rewarded by some of our coldest weather which blocked many of our Scottish roads once again. Sleet and rain and a bitter wind didn't dampen their enthusiasm even if the river did as they paddled the ten miles to raise money for Leukaemia research at Edinburgh Royal Hospital for Sick Children. Stanley Weir failed to daunt their spirits, but Hell Hole Corner put one group in some difficulty and all but an unfortunate few managed the Thistle Brig Rapids with no problems. A much needed shower awaited them at the Bell Centre at Perth, although I was later informed that this could have been warmer!

Prize winners were: Long Distance Race — A. Morton (Donald Marshall Memorial Shield); Group Fund Raising — Firrhill High School Canoe Club (Trophy and the Lennie Muirhead Memorial Shield); Individual Fund Raising — J. Wilson of Montrose (wins a canoe); I. McLean of Glasgow (wins helmet and two bottles of whisky); D. Peers of Wirral (wins medallion and one bottle of whisky). All prize winners also received individual trophies.

Thanks to everyone's efforts over £1000 has been raised to date and as some people had not yet sent in their donations (at time of printing) it is hoped this sum will be well beaten. Mr Peers deserves a special mention as his was the only lath and canvas kayak on the day and he showed many "doubting Thomas's" that such a boat can take rough water as well as GRP.

My sincere thanks to all who took part in helping to organise and put on the event especially our sponsors and the people who made it all so worthwhile — the paddlers themselves.

*Yours faithfully,
R. Day,
Police Community Involvement Officer*

CANOE CAMP — SWEDEN

With much interest I read the article about canoeing and camping in Sweden written by Sylvia Morris. My family and I visited Dalsland with a Canadian canoe and tent in 1976 and 1977 and we made numerous trips on the lakes and canals and we can only but underline her description of the area.

It is a pity that no more information was given for the individual or do-it-yourself enthusiast, with or without own equipment. Now the whole of the article points towards Normarkens Kanot and Tourist Centre as being the only way to enjoy Dalsland and Wärmeland and to explore the wilderness.

When we decided to go to Dalsland we wrote a letter to the Swedish Canoeing Association in which we explained that we wanted to go

canoeing with our own equipment in Dalsland and we asked for sources of more information in Sweden. We never had any reply but instead we received a brochure from a travel agent in Amsterdam, specializing in Swedish holidays. This agent offered packaged canoeing trips in co-operation with Nordmarkens Canoeing Center in Arjang. Apart from group trips, the centre also rented out equipment to individuals and provided them with the necessary information. In view of this fact that we received this brochure indirectly through the Swedish Canoeing Association, and because of the pleasant informal description of the Nordmarkens Canoe Center — as Sylvia Morris's article — we were hoping to get some help from them in planning our own holiday.

How sadly disappointed we were when we arrived at Nordmarkens Canoe Centre from Holland after two days of driving, with our Grumman on the roof-rack and a 3-year old boy on the back-seat of the car. Almost before we could get out of the car, we were asked in an unpleasant tone what we were doing. I got hardly time to explain my objectives. We were informed that we would not get any information, not even an address of a bookshop. Our spokesman made it clear to us that we had to leave the site immediately. Furthermore he did not spare us a word, but waited until we turned the car around and drove off.

In our many years of canoeing, everything associated with canoeing that we came across, in Holland, as well as in

Great Britain and Germany, was always friendly and of a good sporting and helpful nature, never of a business-like and even offending manner as experienced at Nordmarkens Kanot and Tourist Center in Arjang.

It would have been better if the article on canoeing and camping in Sweden had been written in the same style as that about Greenland by David Hirschfeld. This sort of article helps the canoeist to plan his own trips, even when they don't actually go to the described area.

Dalsland and Warmland are, however, worth exploring with a canoe and tent. Since canoeing is quite

popular generally in Sweden and specifically in Dalsland, bookshops in the area usually sell useful information in the way of guides to lakes and waters for the canoeist. Also at most Tourist Information Offices, address can be obtained of local firms renting out equipment. At the Amal Tourist Office, much information can be obtained regarding suggestions and routes for trips. The address is as follows:

*Dalslands TTF, Box 89,
S-66200 AMAL, Sweden.*

*Yours very truly,
T. Hoogeveen,
Dordrecht, Netherlands*



EVENTS & COURSES

SEVERN BORE RACE

In common with a few other rivers, a tidal wave or bore occurs in the lower reaches of the River Severn on the occasions of high tide. The Severn Estuary has the perfect conditions for the formation of a bore by having a converging channel with a rising bed (funnel shape).

High or Spring Tides occur on several days during each lunar cycle throughout the year, the highest tides being nearest the equinoxes in the Spring and Autumn. Any tide over 26 feet (7.9m) at Sharpness will create a bore under normal conditions, however it is not possible to accurately forecast a really good bore as the size can be affected by wind and the amount of fresh water flowing down the River Severn. A strong south-west wind with a low barometer and about two feet of fresh water above normal in the river, combined with a big tide, can produce a large spectacular bore wave.

The Severn Bore Race for this year, organised by the Gloucester Canoe

Club, will be held on August 20th. The course being Newnham to Minsterworth. The bore has been predicted to arrive at Newnham at 0900hrs, but can be some minutes early or late.

The Race will cater for classes: Slalom Singles, Racing Singles, Doubles, and Womens Singles. Entry fees are £1.00 per singles, £1.50 per doubles. All entrants must be covered by one of the following: (1) In the ranking slalom divisions 1 or 2. (2) On the Wildwater Racing ranking list. (3) Have taken part in a previous Tidal or Estuary race. (4) Present a letter of competence from his/her club representative certifying entrant to compete. Entrants under the age of 18 years must provide a letter of consent from either his/her Parent or Guardian to compete. The closing date is August 15th, full details and entry forms from: *Dave Legate, 23 Morley Avenue, Churchdown, Gloucester GL3 2BJ.* (enclose s.a.e. please).

For safety reasons a maximum limit of 60 entrants will be enforced. Late entries — at double fee — will only be accepted

if the maximum limit has not been reached.

SAFETY NOTE — The Severn Estuary in places is very wide and deep, and has many sand banks within it, which the bore, backed up by the tide can cover very quickly. Even the smallest of bores is dangerous and must not be under-estimated. For this reason, the BCU Wildwater Racing Rules must be observed at all times.

IRONSBRIDGE OPEN

The Shrewsbury Canoe Club will be organising an open non-ranking slalom for K1, C1, C2, and teams, at Ironbridge over the weekend September 2nd/3rd. Details or entries by August 23rd to: *S. Nutley, Hillview, Kynnersley Lane, Leighton, Nr. Shrewsbury.* (Entries on slalom cards — Individuals 50p, Teams 25p per boat).

CANOE ROLLING

Canoe Rolling Courses will recommence at Fulham Baths, London, at the beginning of October — evenings 9 — 10pm. Send s.a.e. for details now — or risk disappointment! Details from: *Stan F. Holtorp, 54 Claygate Lane, Hinchley Wood, Esher, Surrey.*

LIFFEY DESCENT POSTPONED

It is with regret that we hear the International Liffey Descent has had to be postponed. At present there are no details of an alternative date for the race. . .

SLEEPING WITH POLYWARM

For a good night's sleep when away camping, you can't beat a quality sleeping bag to provide the necessary warmth and comfort.

Polywarm's new Western Isles range of luxury, fully washable sleeping bags, combines top quality materials and fillings with high fashion fabric design.

Four of the bags are completely reversible and several are filled with Dacron Fiberfill 2 — an exceptionally lightweight, high insulating filling which compares in comfort with the finest down. Unlike the natural fillings, however, this fibre does not lose insulation when damp and has the advantage of being quick drying. All feature special zips allowing two bags to be joined forming a double bag. Alternatively, they can be opened out to provide a useful single or double quilt. Western Isles range in price from £18.50 to £19.95.

Polywarm bags are specially stitched to prevent fillings from 'lumping' or moving around during continual use or washing, thus eliminating cold spots, and all incorporate draught proof zips. The additional advantage of a sea water resistant nylon zip is featured in Polywarm's Yachtsman model from their High Andes specialist range. This Terylene filled bag is king sized measuring 78" x 32" and comes in navy with red lining, price £15.00.

Also included in this specialist range for 1978 are two tapered style bags both filled with Dacron Fiberfill 2 and incorporating polyester/cotton linings for added comfort and insulation.

Trekker and Rambler both retail at £24.95.

Polywarm also offer an extensive range of plain and patterned sleeping bags in their Leisure Range, retailing from £8.75 to £16.75. Details and price of the complete range available from: *Polywarm Products Ltd., Quay Road, Rutherglen, Glasgow, Scotland G73 1RS.*

NORDKAPP — SOUTH ISLAND

The Nordkapp Sea Kayak, produced by Valley Canoe Products of Nottingham, has chalked up another first after its Cape Horn trip at Xmas.

Again in the southern hemisphere, it has just been taken safely back to its home port after a gruelling 2,000 mile paddle round the south island of New Zealand.

Paul Caffyn of the Nelson Canoe Club made this epic journey from Te Waewae Bay — starting on December 21st and just one day before the Cape Horn was rounded. The Nordkapp only suffered two slight cracks — caused when Paul looped onto a boulder beach in a Force 8 gale in Bligh Sound!

The kayak kept food, cooking gear, and sleeping bag bone dry throughout the journey and, with adventures along the route, Paul has decided to give up school-teaching and to write a book...

Full details of the Valley Canoe Products range from: *Valley Canoe Products, Private Road 4, Colwick, Nottingham.*

TABS, WATERPROOFS — EASY REPAIR

Punctured beach balls, split inflatable dinghys, torn tents and other damaged plastic beach and leisure items — even tailored air buoyancy and waterproof bags — can now be easily repaired by PVX; a vinyl-weld already used extensively throughout Europe and now available at most Woolworths, DIY, hardware and other goods stores.

PVX is smeared over the area to be repaired and welds the puncture or tear to give a neat yet strong and effective bond. The product dries in about two hours and makes a layer of transparent, pliable PVC over the damaged area. This flexibility makes it especially suitable for inflatable items such as airbeds and balls. It is available in squeeze tubes and retails at 49p.



20 FOOTER CANADIANS

The Canadian-Canoe Company of Congleton, Cheshire importers of the famous Grumman range of aluminium canoes, have received several enquiries for the 20 foot six man canoe as illustrated in Canoeing Magazine of March (see photograph).

This will involve special shipping arrangements as a 40ft shipping container will have to be used on this occasion. To make the exercise worthwhile and bring cost down as much as possible, a good number of these 20 footers will have to be imported at the same time. Any educational establishment or canoeing centre who are interested in obtaining one of these craft, are invited to contact the importers: *The Canadian-Canoe Company, 14 Swan Bank, Congleton, Cheshire.*

ALL-PURPOSE WASH LEATHER

A synthetic 'chammy leather' for washing, drying and polishing almost anything — ideal for drying down veneer or GRP racing kayaks — has been introduced by Bell Products.

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It sells at a recommended price of only 99p from motor accessory shops throughout Britain.

PRIZE GLASS

Original and attractive prizes are always difficult to think of and often impossible to find, but the problem has now been solved by Whitefriars Glass Limited with the introduction of the Personalised range.

This range will be welcomed by sports clubs as it offers a variety of glassware such as decanters, goblets, wine glasses and beer mugs. The set that you choose can then be engraved with, for example, the club's motif or a theme which represents the club's activity.

As well as providing prizes, the items are suitable for other occasions, for general purchase, and can be used to commemorate a special event or anniversary.

Whitefriars are offering a highly specialised service to sports clubs and

the engraved items from the Personalised range provide trophies, prizes, and attractive gifts, that will always be appreciated and treasured.

The photograph shows one of the items from the range with an example of just one of the styles of engraving available.



KAYAKS TO KHARTOUM

The Khartoum Sea Scouts have recently taken delivery of fourteen kayaks made from BP Chemicals Cellobond polyester resin. Two officials from this outpost of scouting — address Nile Avenue, Khartoum, Sudan — made a special trip from the Sudan to Warrington, to inspect and purchase the craft, nine singles and five doubles. 'It was obvious', said canoe designer Graham Mackereth of Pyranha Mouldings, 'that they had researched the market, and so they came to Pyranha'.

Pyranha kayaks and canoes — made in Warrington — are used by Albert Kerr, World Slalom Kayak Champion; by Mike Jones, veteran of the Orinoco Kayak Expedition and daredevil canoeist who has paddled down Mount Everest and the Blue Nile; and by countless other international class canoeists. Each craft is extremely strong, and can cope with tremendous stresses — even with Boy Scouts!

Details of the full range of canoes and kayaks from: *Pyranha Mouldings Ltd., Osnath Works, Lythgoes Lane, Warrington WA2 7XE. Telephone: Warrington 31484.*

NEW ZENITH WILDWATER KAYAK

Fi-Bo Limited of Wolverhampton now have a new version of their Zenith Wildwater Racing Kayak in production. The Zenith-2 (developed from the original Zenith) has a more buoyant deck design making it well suited to the heavier Continental water. The hull has also been improved with more buoyancy in the bows and a transome stern, giving excellent manoeuvrability and rough water handling. The transom stern also improves performance on the flat water by damping longitudinal 'bounce', while a repositioned and lowered seat gives good stability to this very fast kayak.

Full details of the new Zenith-2 and other kayaks in the Fi-Bo range from: *Fi-Bo Limited, Malthouse Works, Bandon Lane, Low Town, Bridgnorth, Salop. Telephone: Bridgnorth 61192.*

WHITEWATER SPORTS

Whitewater Sports of Woking now have in stock a cheap hatch assembly at £2.30 (inc. VAT). Under the main hatch cover is a small polythene bucket which is ideal for retaining the odd items needed at sea — cigarettes, matches, light snacks, etc. The firm is also operating surfboard and canoe hire service — ideal for the summer holiday canoeist and surfer. Details from: *Whitewater Sports, 22 Guildford Road, Woking, Surrey. Telephone: Woking 72426.*



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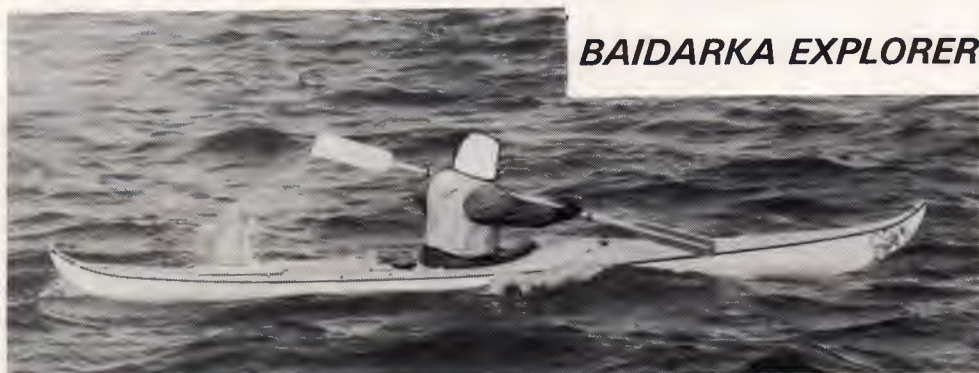
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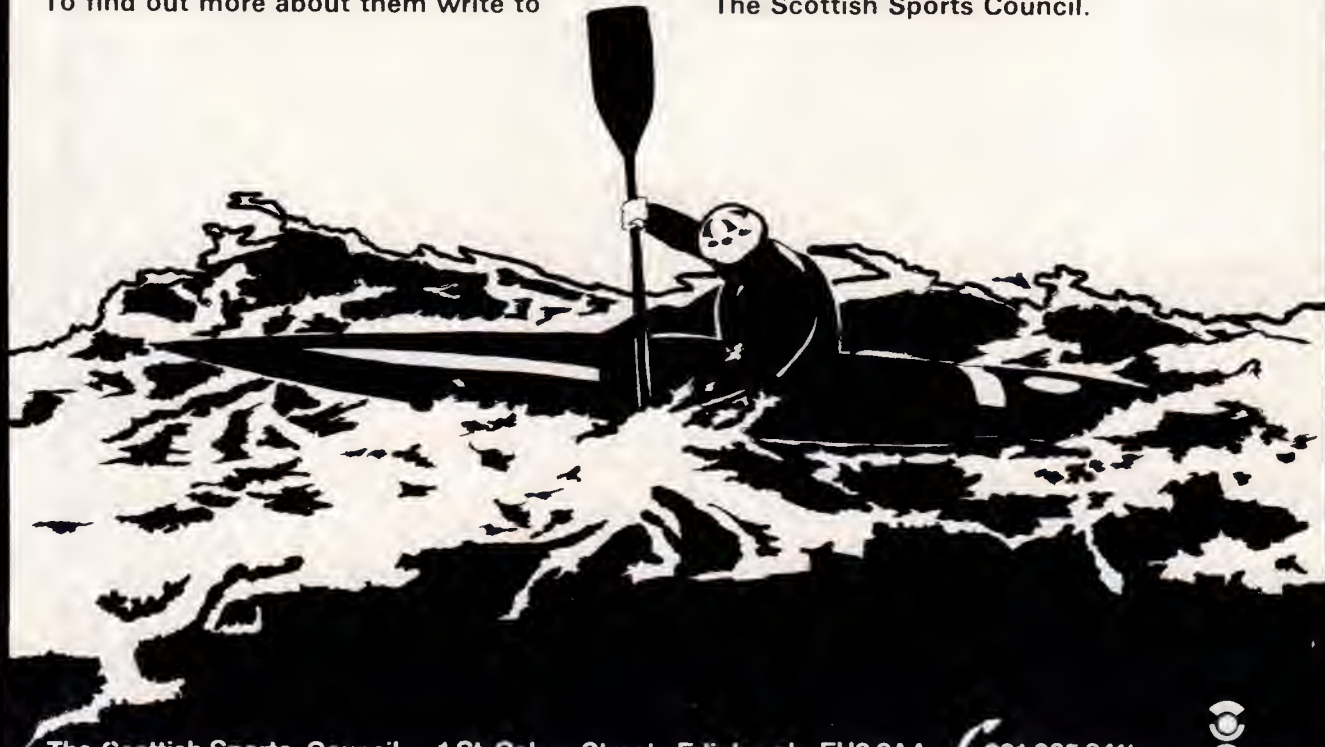
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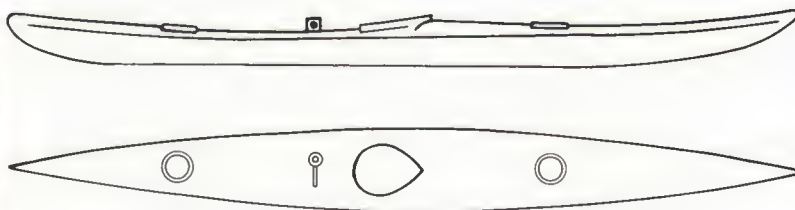
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