

CANOEING MAGAZINE

CANOEING

N°40 MARCH 1981 FIFTY PENCE





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MARCH 1981

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CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

MARCH — NUMBER 40

Editor: Mike Clark

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

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COVER: Sarah — Ardeche canoe-girl — our Canoe-show issue would just not now be complete without an Ardeche print! Photo: Mike Clark.



Rafting on the Martha Brae, see page 18

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INTERNATIONAL CANOE EXHIBITION



**CRYSTAL PALACE
NATIONAL SPORTS CENTRE**

21/22 FEB 1981

General information

Times of Opening:

Saturday 10.00 a.m. to 6.00 p.m.
Sunday 9.30 a.m. to 5.30 p.m.

Tickets:

Available on the door or in advance from the London and South East Region of the Sports Council. Discounts of 25% for parties of 10 or more. Adults £1.50p. Children Under 14 75p.

Refreshments:

Crystal Palace National Sports Centre has a restaurant, refreshment and licenced bars.

POOL EVENTS

SATURDAY

Time	Event
1015-1155	Polo (4 Matches) — Internationals
1155-1230	Demonstration — Corps of Canoe Lifeguards (Weymouth)
1230-1300	Jousting Tournament
1300-1330	Obstacle Race
1330-1430	Slalom Knockout and Team Event
1430-1500	Demonstration — Canoeing for the Disabled
1500-1600	Polo (2 Matches)
(1530-1600)	Kayak Wiggle Tests — Open
1600-1700	Slalom Grand Prix League
1700-1730	Polo — 1 match and presentations
(1700-1730)	Canadian Wiggle Tests — Open

SUNDAY

0945-1125	Polo (Seniors 1st Round)
(1025-1125)	Kayak Wiggle Tests — Open
1125-1225	Slalom Knockout plus Team event
1225-1315	Polo (Youth semi-finals)
(1240-1315)	Canadian Wiggle Tests (Open)
1315-1345	Demonstration — Canoeing for the Disabled
1345-1445	Slalom Grand Prix League
1445-1500	Presentation of Slalom Trophies
1500-1550	Polo (Senior Semi-Finals)
1550-1615	Obstacle Race
1615-1715	Polo (Senior and Youth Finals and Presentations)

FILM MAIN PROGRAMME

SATURDAY

10.30am	Blue Nile Nahanni White Water/Blue Water
11.30am	Dudh-Kosi: Relentless River of Everest
12.30am	Wild Water Wild Water Racing
1.30pm	Colorado
2.30pm	Mississippi Paddle 78 Orinoco
3.30pm	Wild Water Blue Nile
4.30pm	Dudh-Kosi: Relentless River of Everest

SUNDAY

10.00am
11.00am
12 noon
1.00pm
2.00pm
3.00pm
4.00pm

A charge of 30p will be made for each film session.

FILMS — SUBSIDIARY PROGRAMME

The British Canoe Union have put together a special selection of archival films for showing at the 1981 Exhibition. The films provide an interesting insight into the 'way we were' with some humorous and some serious glimpses of the way canoeing has developed over the years.

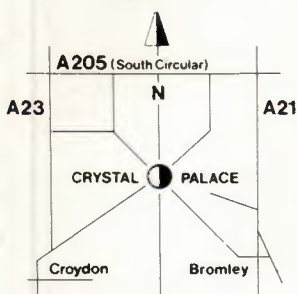
PROGRAMME 1

Clarence Learns to Canoe (1947) — silent b/w
Canadian Canoeing (1934) — sound b/w
Criterium de la Riviere Sportive (1955) — silent b/w
A Judges Lot (1968) — sound colour
A German White Water Training Film (1966) — sound b/w
Clarence Learns to Roll (1949) — silent b/w
10.15am-11.45am & 1.45pm-3.15pm Saturday and Sunday.

PROGRAMME 2

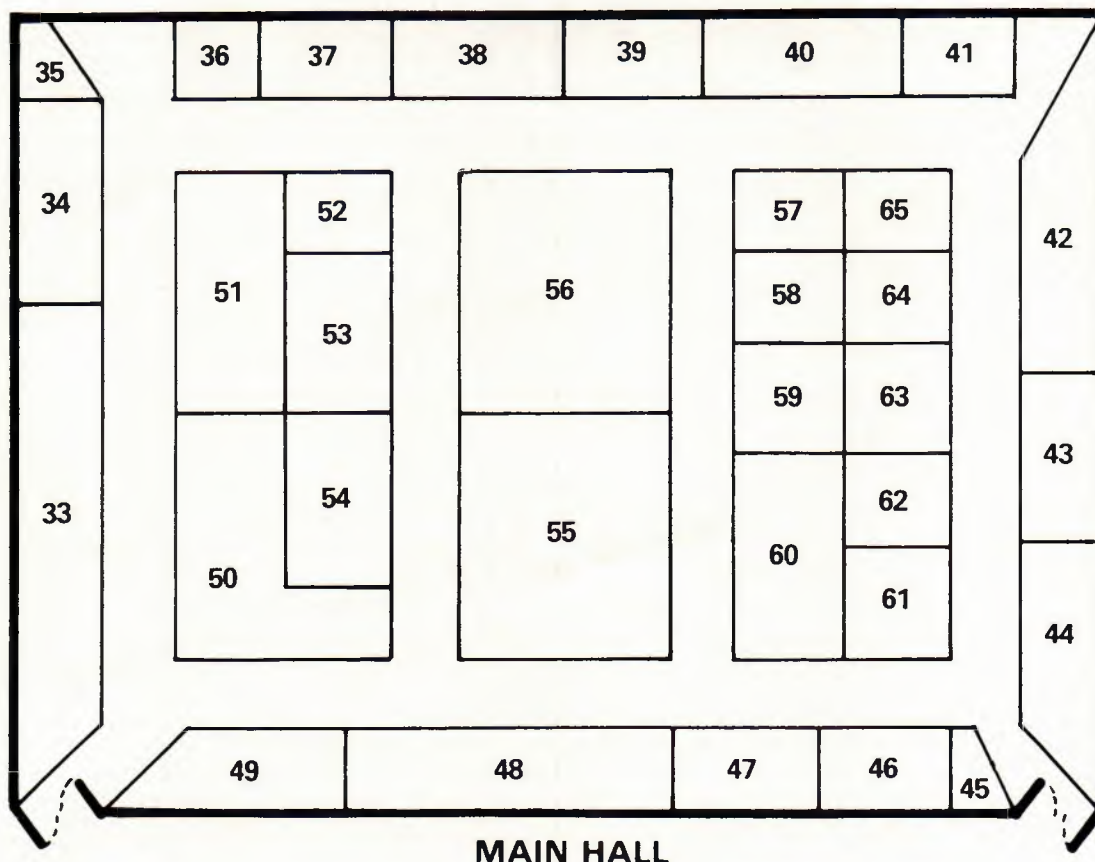
Clarence Learns to Canoe (1947) — silent b/w
Canoeing — The Basic Skills (1966) — sound/colour
Canoeing — Competition (1971) — sound/colour
12.15pm-1.15pm & 3.45pm-4.45pm Saturday and Sunday

ADMISSION FREE



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3. B.C.U. Racing
4. B.C.U. Marathon
5. B.C.U. Slalom
6. B.S.A.O. Water Sports Division

NORTH BALCONY

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- 7aB.C.U. Canoe 81 Bala.
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20. Southern Canoeing Supplies.
21. McNulty Seaglass
22. The Canoe Centre
23. The Canadian Canoe Co.
24. Jim Hargreaves Canoe-Kayak Equip.
25. Paul McGuire Canoes
26. Lonsdale Centresport.

UPPER BALCONY

27. C.I. Equipment
28. Dave Butt Canoes
29. Ottersports Ltd.
30. Northwest Paddles
31. Palm Glassfibre Mouldings
32. Courtland Centre

MAIN HALL

33. Valley Canoe Products
34. Water Rat Canoes
35. Capel Canoes
36. John Sea
37. Shepperton Design Studios
38. Kama Canoes
39. Lendal Products Ltd.
40. Chris Hawkesworth.
41. Cymru Canoes
42. Whitewater Sports
43. Granta Kayel
44. A.C. Canoe Products
45. Derwent Canoes
46. P.G.L.Young Adventure

MAIN HALL

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48. Gaybo Centre
49. Trylon
50. Canoesport (Martin Boshier)
51. Baron Canoes
52. U.K. Surf Ski
53. Delapre Developments
54. Krakatoa Mouldings
55. Pyranha Mouldings
56. P. & H Fibreglass Ltd.
57. Fibrecraft Products

58. Haze Enterprises
59. Hotelcraft
60. Arrowcraft Marine
61. Canoeing Press
62. Lymington Sail and Tent Co.
64. Wye Kayaks
65. Brookbank Canoes.

No.2 EXHIBITION HALL

66. The Boys Brigade Canoe Ltd
67. The Long River Canoeist Club
68. North London Rescue Commando
69. Canoe Camping Club
70. Bowles Outdoor Pursuit Centre
71. Canadian Canoe Association of GB.
72. Youth Hostels Association
73. Inland Waterways Association
74. Millbrook Canoe Club
75. Surrey Docks Water-Sports Centre
76. The Sports Council
78. National Scout Boating Centre
79. British Waterways Board
80. Calshot Activities Centre
81. National Association of Boys Clubs
82. Reigate and Banstead Canoe Club

83. Advanced Sea-Kayak Club
84. Poseidon Canoe Club
85. Essex Canoeing Association
86. Royal Canoe Club
87. Beauchamp Lodge Y.C.
88. Thames Young Mariners
89. Spanish Canoe Federation
90. Leaside Y.C.
91. City Basin
92. Samuel Montagu Boys Club
93. Sea-Ranger Association
94. Bromley Canoe Club
95. Welsh Canoeing Association
96. R.N.L.I.
97. R.A.F. Canoe Association
- 98.
99. Meridian Canoe Club
100. Hove Canoe Club
101. Richmond Canoe Club
102. Hastings & District Canoe Club
103. Surrey and Hampshire Canal Society
104. Croydon Canoe Club
105. R.L.S.S. (Greater London & SE Region)
106. Shoreham Kayak Club.

ACTION SPORTS SHOW

Many of the governing bodies in sport are now firming up on their plans for demonstrations and events at the National Action Sports Show, due to be held 13th-17th May 1981 at the National Exhibition Centre.

Amongst the first to announce its programme is the **English Basket Ball Association** which will include:- A local schools' tournament; a top level match; 'take on the top players' sessions for visitors; and wheelchair basket ball.

The **British Canoe Union** as part of Canoe '81 promotion will be staging a full range of demonstrations and events, including mini slalom and sprint racing. The public will be able to 'have a go' under expert supervision.

The **Squash Rackets Association** and the **Women's Squash Rackets Association** are joining forces to stage five full days of activity to include a local club's tournament (mixed), 'take on top player' sessions and coaching for the under 14's.

The **British Parachute Association** are planning a drop each day involving local clubs in the area, and are looking at the possibility of a target drop competition into the lake in the NEC grounds.

The lake and its surrounds will be serviced throughout the five days by members of the **Royal Lifesaving Society** who will also be staging demonstrations and competitive events.

Darts will be well to the fore with the presence of the **Darts International Women's Charity Team** which includes the England International, Sharon Kemp.

One of the major attractions will be the extensive programme to be staged by the **English Ski Council** which is planning to include aerobatic, free-style, Nordic, Alpine and ballet demonstrations, as well as a Ski-Fantasia, supervised coaching sessions and disabled skiing.

Nearly 30 of the governing bodies in sport have now officially pledged their support and will be participating at the Show. The National Action Sports Show is organised and promoted by RWB Exhibitions Ltd. (as part of the Brintex Group).

CALSHOT COACHING WEEKEND

Archers aiming to improve, golfers getting into the swing, and fans of a dozen different sports will all be catered for at a special coaching weekend planned at Calshot Activities Centre, near Southampton.

The coaching weekend, on April 10th, 11th and 12th, is aimed, however, at both teenagers and adults, and is intended to provide a pleasant social weekend as well as helping achieve an improved sports performance.

Based in the converted hangars of the former Calshot R.A.F. base, the sports centre has facilities for many sports, unmatched anywhere else in the South. These include rock-climbing, on the specially designed wall, cycling on the Calshot indoor track. And the superb sailing and canoeing facilities of the Solent are on the centre's doorstep.

Courses will be varied both in types of sport and levels of performance. Beginners who have never shot a bow or sailed a small boat will be given an intensive introductory course, but the centre will equally well cater for advanced sports men and women. Sports covered during the coaching weekend range from tennis and badminton, archery, golf and shooting to sailing, skiing and sea canoeing.

Notes & News

The weekend course also offers an ideal opportunity for wives with sports-mad husbands to join in. Calshot organisers are arranging a keep-fit course which should help to bolster any New Year resolutions about keeping a trim waistline in 1981.

Anyone interested in taking part in the coaching weekend, either on a residential or non-residential course, can contact the Calshot Activities Centre at Southampton 892077.

PADDLE WITH 'GREENSLIME'

I hear that that rather eccentric character 'Greenslime' is at present planning another kayak expedition to British Columbia. Billed as a 'training'/wild water expedition, Greenslime expects to tackle some of the very best of wild water in BC. Dates are from 24th August to 14th September: price — he tells me — is around £500 per person (give or take £300 . . . !). Well, you know what Greenslime is like. Details, give Pete a ring on 01-391 0299.

CAPE SPONSORSHIP GETS

CANOE RACING PLAN ON STREAM

The many thousands of youngsters who take part in canoe racing at a local level are now able to participate in organised marathon events under the auspices of the sport's governing body, the British Canoe Union, and sponsored by Cape Industries.

The Cape Open Racing Scheme has been devised to integrate the many small events organised by local clubs, Scouting groups and schools, and to provide a system in which event winners can gain *promotion* to a higher division. Canoeing has experienced a rapid growth in popularity at all levels in recent years and at international standard, Britain constantly produces world beaters.

The sport, like running, has its *track* and *cross country* events which take place either over buoyed courses of 500 and 1000 metres, or, in the case of marathon events, over distances from a minimum of two miles to 12-miles or more on open water courses on rivers, canals, lakes and sea. The Cape Industries sponsorship is for the marathon events and apart from providing prizes of cash and kayaks, the company has provided 30,000 certificates for entrants in the scheme. Winners and those who display a certain standard of ability, will be promoted to a higher division.

In essence, the Scheme enables canoeists of all levels of ability to take part and make recognised progress in the sport.

Cape Industries is a leading UK industrial group engaged in thermal insulation manufacture and contracting, the manufacture of cladding and fire protection materials for the building industry and the manufacture and distribution of automotive friction materials and components.

CALM WATER KAYAK RALLY

The Brugse Trimm en Roeclub-Toss 80, originally a rowing club, has started a canoeing section.

In order to create interest and to gain some international recognition, the club is to organise a very attractive international

canoe rally over the weekend 20th/22nd March 1981. The rally will start from Sluis in Holland to finish at Bruges in Belgium, the course being over an historic and attractive canal constructed during the reign of Napoleon Bonaparte. Full details from: Brugse Trimm en Roeclub-Toss 80, Louis Coiseaukaai 46, 8380 Brugge-Dudzele, Belgium. Attn/. Frank Aartsen.

SEARCH FOR EXCITEMENT

The exciting and moving film — even as it moves towards its tragic end — *Search for Excitement*, the film of the Karakorum Kayak Expedition on which its leader Dr Mike Jones was drowned, is to be featured on BBC Television Northern Region at 6.45pm Tuesday, 21st April. Make a date to watch it . . .

PGL ADVENTURE 1981

The 1981 catalogue of PGL Adventure Holidays is now available. The holidays cover outdoor activity and adventure, ranging from archery to swimming, basketball to campcraft, pony trekking to sailing, plus a host of other sports — and of course featuring Canoeing. PGL Holidays are now based at eighteen centres in the UK, three canoeing centres in France plus a further three sites on the Mediterranean coast, and Dutch barge holidays in Holland. The canoeing holidays, using the 2-man canoe and single kayaks in the UK, will take you over 40-miles of the River Wye. While in France — again using the 2-man canoe — the river is the famous Ardeche — fun water and small rapids running through a spectacular gorge — featured very many times in photographs by Mike Clark in Canoeing Magazine. (It may be totally unbelievable to many readers, but checking back, your editor has only ever written one article on the Ardeche, this being featured in the magazine way back in 1969! Maybe it's time I put together an undated article on the Ardeche and ran some of the best photographs from a 12-year association with this river. Ed.) The PGL Holiday brochure is available from: PGL Adventure Holidays, Adventure House, Station Street, Ross-on-Wye, Hereford HR9 7AH. Telephone: 0989 4211.





Dr. Mario Santos, President of the Portuguese Canoe Federation, with Carlos Andrade



ACCESS RIVER URE

Sleningford Mill on the River Ure has been the venue of a Division 4 and Novices Slalom for many years. However, in 1973 it was developed into a Caravan and Camping site, but canoeing has expanded and it is hoped to continue that way.

Unfortunately there is no control over the river level on the Ure, thus it varies greatly from massive flood conditions of grade IV with stoppers and haystacks, to the near dry conditions in the height of summer.

The Slenington Watermill Caravan and Camping Park hope to encourage winter canoeing, during fall and through the spring — when water conditions are at their best and the Park not too busy. It is also hoped to provide better water access to the winter canoeists, but no cowboys please, only canoeists. Full details of overnight or weekend camping, river access and water conditions from: *Slenington Watermill Caravan and Camping Park, North Stainley, Ripon HG4 3HQ. Telephone: 0765 85201.*

WELSH CANOE EXHIBITION

Following a meeting of the Welsh Canoeing Association Executive Committee at which interest was shown in arranging a Welsh Canoe Exhibition for 1981, a proposed exhibition will be held in the modern Bridgend Recreation Centre, Bridgend, Mid Glamorgan, during the month of September.

This should prove to be a great opportunity for all canoeists in Wales and the West of England to visit a Canoe Exhibition of quality without the distant journey to Crystal Palace. Following the World Championships, many youngsters are going to be attracted to our sport and an exhibition at this time would enable manufacturers to release old stock before winter. Details of the Welsh Canoe Exhibition from: *J.C. Whitworth, Pyle and District Leisure Centre, Helig Fan, Pyle, Mid Glamorgan.*

CANOE PORTUGAL

Canoeing Magazine has recently had correspondence with *Federacao Portuguesa De Canoagem*, the Canoeing Federation of Portugal.

The opportunities for canoeing in Portugal are superb — a beautiful country, warm weather, and very many lakes, rivers and of course an interesting coastline, that offers all types of water from advanced top grade wild water to peaceful lakes. For the wild water canoeist there are many possibilities, rivers such as: Cavado, Homem, Sousa, Ferreira, Varosa and many more.

Canoeists from Portugal have already been seen in a number of the European International Canoe Marathons, and the Federation is now organising a number of

their own marathons (I hope in the near future to have a calendar of the Portuguese events for publication), marathons with conditions similar to those of races such as the Sella and Liffey.

Recently one Portuguese paddler — Carlos Andrade — completed the course of the River Douro, canoeing alone some 927 Km in 32-days. Carlos, just 22-years old, started from Samora in Spain (and accompanied by three Spanish paddlers for 450Km), and canoed to Oporto and on to the estuary. Photos show Carlos in his Canadian canoe and with Dr Mario Santos, President of the Portuguese Canoe Federation. *(It is hoped that we will have very much more information on canoeing in Portugal in future issues).*



ALAS POOR YORRICK. ..! Some of the caves still contain prehistoric human remains, the teeth on some skulls worn flat by the abrasive action of volcanic dust that even found its way into food eaten by the ancient Aleuts

Notes & News

Lecture accounts and slide shows of the 1978 Aleutian Islands expedition, led by Derek Hutchinson, have already entertained many audiences. Now a film of the expedition made by Harlech T.V. is to be at long last shown on our screens in the spring. The film, shot by a camera crew from H.T.V. which accompanied the expedition is called *'Canoeing into the Past'* and is programmed to be shown on 3rd March.

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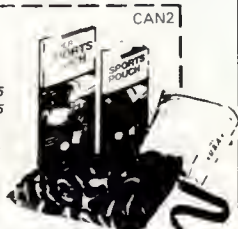
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Besides being manufacturers of Britain's Racing Kayaks, Canoesport UK also are London agents for the Baron range of Wild Water Slalom and touring canoes and kayaks. We supply all canoeing gear and equipment for beginners, schools and groups right through to the experts.

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A.C. CANOE — STAND No.44

On display for the first time at Crystal Palace, A.C. Canoe Products Limited, manufacturers of the well-known Ace canoe helmets and paddles, introduce into their range a new paddle with exceptional strength, to withstand the toughest canoeing conditions. The 'Rapid', as it is named, has blades manufactured from foamed glass fibre-reinforced polypropylene. This material has its own integral skin and is, therefore, much stronger than conventional twin-material constructions. The other secret of its strength and rigidity is an aluminium insert at the core, running the entire length of the blade, right to the tip.

The blade shape was designed by top Olympic and white water canoeists, with the latest paddling techniques in mind. The shaft is in blue PVC coated aluminium, ovalled at the hand grips. The blades are light blue with maroon decals.

ARROWCRAFT — STAND No.60

New kayaks from Arrowcraft that can be seen at the International Exhibition are the Arrow, the Salza K1 and the Everest.

The Arrow is a new competition slalom kayak designed to greatly improve the sprinting ability on typical UK slalom courses. It has undergone an extensive development and testing programme over the last 12 months and is now in production. Available in several constructions starting with diolen, it will also be available in kit form for home completion. Polyethylene foam fitted as standard.

The Salza K1 is a new marathon K1 designed with a contoured deck for added strength and a high rigidity hull form. Polyethylene foam is fitted as standard and the K1 can be equipped with over or under stern rudder, or both. After a successful debut at the end of last season this marathon K1 is now in demand for training for the coming season. A sprint K1 and marathon K2 are expected to follow shortly.

The Everest is the kayak that made history, and now Arrowcraft is making the Everest under licence from Pyranha Mouldings Ltd. This versatile kayak wrote a place in the canoeing record books when it was used for the first British Kayak Expedition to Mount Everest and the Dudh Kosi. Recently, Arrowcraft-built Everests have successfully completed the British Expedition to the Annapurna range in the Himalayas.

AVONCRAFT — STAND No.17

In addition to the very comprehensive range of Vardy-Lawrence kayaks Avoncraft will be exhibiting at Crystal Palace for the first time, a roto moulded plastic kayak of slalom dimensions, suitable for all rough water and general purpose work. Having the ability to withstand extremely rugged use, one can only describe this new and exciting product as having amazing strength thus being the answer to the Outdoor Centre who will always be looking for the most maintenance free kayak.

Due to the high values pound, a number of our imported accessories are priced at unbelievably competitive prices this year. They include the remarkable 'Klinger' spray deck, 'Kober' paddles, Swedish roof racks, Wet Suits for canoeing/windsurfing, 'Dufour Wing' and 'Windglider' Sailboards and many other products.

CANOE CENTRE — STAND No.22

The Canoe Centre (Twickenham) Ltd announce the addition of two new Top Racing Kayaks to their World Famous range.

The Piraya K1. Designed by GEBO of West Germany and manufactured there in wood veneer, this kayak has already gained some considerable success in the hands of the German Ladies Champion. Now available in all G.R.P. options, see it at Crystal Palace. A must for all lightweight paddlers.

The Pacer K2. The newest K2 from Struer designed by Jorgen Samson for the heavier crew. This kayak is of the deep easy running form as developed for the Cleaver and is already making its mark in the racing world. The Pacer K2 will be available in all G.R.P. options from the Crystal Palace Show.

CYMRU CANOES — STAND No.41

Cymru Canoes will be maintaining the same four kayaks for 1981 as last year, but with many detailed improvements. Their Olympia and Shrike models will in future have white hulls unless otherwise requested and ethafoam buoyancy will be fitted as standard.

The Everest, which has Diolen as standard in all models, is now available in a variety of options: Kevlar inserts at stress points, strengthened decks for surfing, Continental constructions for really hard usage. In addition, a replica of the original kayaks used in the first descent of the Dudh Kosi will be available.

The Equipe (CH model), will again be continued with improved deck flash, glitter finish, and reduced weight. It is available in three options.

New for 1981 will be their Magnum paddle made with either alloy or wood shaft, and g.r.p. blades and finished in a variety of colours.

DERWENT CANOES — STAND No.45

Derwent Canoes will be exhibiting five models of kayak, at Crystal Palace, three of which are new.

The Shuttle is an exciting new slalom kayak for 1981. Aimed at the very highest standard of competition, the Shuttle has been designed to enable paddlers to cut as many corners as possible, as the ability to secure a very fast time now seems more important than ever in top slaloms. As a result, the Shuttle is a very fast turning boat with excellent handling characteristics. In addition, the boat has a flat, streamlined deck, with recessed cockpit in order to take full advantage of the increasing trend towards taking gates sideways. The Shuttle is obviously a boat worthy of serious consideration if you are a keen slalomist.

The Stallion is a boat specifically designed for the heavier paddler. The

cockpit and seating position are particularly comfortable for larger anatomies, but the rockered hull and careful deck design still make it a very competitive slalom boat for the heavier paddler. The higher volume of the boat also makes it an ideal choice for the serious white water tourist, either at home or on bigger Continental waters.

The Zero is a white water racer aimed more at those starting the sport. A competitive design, the Zero is a stable boat which is very easy to handle. Most beginners lose more time as a result of finding it difficult to control their boat properly, particularly on the rougher course. The Zero behaves itself well, on the canal or in the biggest rapids. Its very moderate price tag will also be attractive to those who do not want to spend a fortune on their boat.

The old favourites, the Panache and the Olympia will also be on show, and again at competitive prices.

Last, but by no means least, there will be a full range of Derwent Water Wear. Canoe cags with neoprene cuffs, ultra lightweight competition cags, shortie cags, overtrousers, all made to last and attractively styled.

GAYBO LTD — STAND No.48

GAYBO have introduced the sea kayak, Vyneck, into their range for the 1981 season. This kayak is a development of one of their original sea boats called the Esky. The Vyneck has been extremely successful in far-reaching expeditions, such as the Iceland Circumnavigation in 1977, in 1978 to Newfoundland, in 1979 to South Norway and to the Lofoten Islands in North Norway and in 1980 to the Faroe Islands.

New competition canoes and kayaks for the 1981 season are:-

For Slalom: The Dominator and Plus '81 K1s; the new Supermax, Minimax and Micromax C1s.

For White Water: A new fast, low volume Dolphin '81; a new White Water C1.

A new range of Kober Competition Paddles will be introduced at the Canoe Exhibition. These are of a unique construction of glass fibre and wood sandwich. The well-known standard range of Kober paddles will still be available.

To start the year, GAYBO's spacious new showroom will be open with a comprehensive display of all types of canoeing equipment.

GRANTA BOATS — STAND No.43

Granta are continuing to develop strongly with the Typl stitch and glue plywood canoe kits and to be introduced at the Show is the new 'Ranger' series of Canadian canoes of approximate lengths 14ft, 16ft and 18ft. At the same time development work is proceeding on the 'Trad' series of racing kayaks and people who are interested are asked to contact our Designer K.H. Littledyke who will be on the stand.

New accessories include webbed seats ready built or in kit form in sizes suitable for most makes of Canadian canoes.

GRUMMAN — STAND No.23

Although the Grumman Corporation

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Harishok Gear Stand No. 12

of America is a leading aircraft manufacturer, its aluminium canoes have dominated the American and Canadian canoeing scene for thirty-five years. The name of Grumman in North America, at least, is as synonymous to canoeing as Ford to motoring, Hoover to cleaning and Singer is to sewing.

The high cost of shipping individual canoes prohibited export and it was only from the advent of shipping containers during recent years, coupled with a new method of nesting the canoes together, that it became economical to consider a volume export project.

During December 1977, Ken Mort and Jeff Bagnall became partners in The Canadian-Canoe Company of Congleton, Cheshire, England, for the purpose of importing quality canoes and accessories from North America, as they felt that there was a need for these products in the United Kingdom. They visited the Grumman factory in New York State and after working closely with the Grumman sales and engineering staff a method of nesting part-assembled canoes was devised. The saving on shipping costs was so considerable that Grumman immediately commenced a World-wide export programme, and in addition to the operations of The Canadian-Canoe Company in UK and Ireland, distributors have now been appointed in France, Germany, Belgium, Holland, Italy, Norway, Sweden, Finland and Japan.

The partners of The Canadian-Canoe Company are justified in being proud of the part they have played in making this quality product available to the canoeing public, not only in the British Isles but elsewhere in the World.

The American Canoe Association has estimated that 70 percent of all the canoes made in the United States during recent years were made of aluminium. Most of these were made by Grumman, whose total World sales is approaching the one million mark.



The new Grumman 17' Eagle — Stand 23

Grumman canoes come in a variety of lengths and models. The Grumman is a complete system, rather like a modern camera. There is a long list of accessories which can be added to the basic hull which considerably increases its versatility.

Several fleets of Grumman canoes are now in use by private outdoor recreational establishments and by local authorities in England, Scotland, and Ireland. The lack of maintenance and a long record of stability and safety makes the Grumman canoe the first choice for any investor intent on developing a canoe-camping activity.

HARISHOK — STAND No.12

Harishok Limited will of course have on display their complete range of buoyancy aids and foul weather garments. Photo shows the Gold Label buoyancy aid, the new sailboarder jacket with built-in buoyancy, and the Competition buoyancy aid which is an established favourite with canoeists.

KRAKATOA — STAND No.54

Krakatoa have now moved into their spacious new factory at St. John's Works, Bedford. Now they have more space they

are adding to their normal models a complete range of Economy Kayaks. These include the famous Cosmic Pro Slalom kayak, the Krakabat polo canoe, the Atomic general purpose kayak and two completely new touring kayaks — a single and a double. These are to be mass produced in one standard lay-up, a choice of only two colours and sold from stock by Krakatoa and various canoe shops around the country. The advantage of this mass-production system is the prices — from £75 to £115 including VAT. At these prices Krakatoa are confident of a lot of interest from schools, youth groups, canoeing centres and, of course, individual canoeists.

Owing to the success of their Elektra range of slalom kayaks during 1980, Krakatoa have decided to leave these designs unchanged for 1981. However the construction of these boats has changed and they now include as standard: diolen hull, outside seaming, glitter deck, lay-flat end loops, polyetha bouyancy blocks and matching seam line/seat colour.

Krakatoa are now making paddles. These consist of wood veneer blades bonded into an aircraft grade alloy shaft. They perform and look very similar to the popular Prijon range from Germany. The difference, however, is in the prices which range from £12.00 for the touring to £25.00 for the Slalom paddle.

LENDAL PRODUCTS — STAND NO.39

Lendal meet the needs of all canoeists from beginners to Olympic standard paddlers. They have introduced a completely new range of fibreglass bladed paddles for 1981 including the Powermaster. The polyester blade is of sandwich construction, giving exceptionally high strength with low weight. A completely new construction technique has been developed for this range and they can be supplied with glassfibre, carbon or alloy shaft. Asymmetric blades with stabilizing rib and contoured back, suitable for marathon, sprint, river racing, sea paddling etc. Available in safety colours for sea canoeing and can be supplied with a centre joint if required.

The kit range comprises a flat and curved fibreglass blade which can be supplied separately or as an assembled paddle. In addition there is a Slalom kit paddle with multi laminate wooden blades with contoured back and PVC covered aluminium shaft. The blades can be tipped with aluminium or radiused with wooden tip. The tube can either be oval or plain, giving a maximum length of 212 cms. If damaged the blade can easily be replaced by post.

Lendal are exhibiting at Stand No.39 at Crystal Palace on 21/22 Feb. 1981 and at the Scottish Canoe Exhibition at Meadowbank, Edinburgh on 27/28 Mar. 1981.

McNULTY SEAGLASS — STAND No.21

McNulty Seaglass Ltd., will have on their usual stand on the north balcony, 5 new models. Specially brought out for the Canoe 81 World Slalom Championships is their new slalom kayak the Nova 81. This is

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The new 'Explorer' touring double kayak from Ottersports, available with open or double cockpit. See it on Stand No.29

a heavy water craft with the Nova range's usual balanced stern and bow dipping capability but the hull shape is unique with a V section running back from the bow giving greater acceleration to planing speed, thus enabling the paddler to reach maximum performance speed quicker and at the same time in no way hindering the Nova 81's manoeuvrability.

Also on the north balcony stand of McNulty Seaglass is their 81 version of the Huron range. Already established as Britain's premier open Canadian range of canoes the Huron's have had a radical change in their bow and stern. The wooden bulkheads and decks have been replaced by sealed g.r.p. tanks and the mahogany inner and outer gunwhale have been carried through to a breasthook. This allows the paddler to grasp the breasthook making the craft easier to manhandle. The new g.r.p. tank ensures sealed buoyancy, and at the same time allows the paddler to have a hatch fitted on the upper surface whereby giving watertight storage with access. Also the range has now optional web seats and the kit versions which have proved so popular with the d.i.y. man have also been changed to give these options.

Finally on show at the Crystal Palace Canoe Exhibition will be the new Explorer 81. An expedition sea kayak for the man who wants to carry 'a kitchen stove' to faraway places! The craft has been designed to compliment the Huntsman, with its 17'6" l.o.a. and 24" beam. It has enormous carrying capacity without sacrificing speed.

Also on the McNulty Seaglass stand will be members of the Lapland 80 Canoe Expedition who will be delighted to give advice on wilderness canoeing in northern Sweden to anyone who cares to call in and ask.

P & H FIBREGLASS — STAND No.56

P & H Fibreglass Limited will have on show for the first time, a new competitive surfski designed by Tim Rule of North Devon. This ski has already been tested on the North Devon surf and its radical design will be of great interest to the competitive ski riders.

Also on show will be two White Water Racing craft, a WW K1 which is proving itself during the current WW Racing season, together with the revolutionary WW Racing C2, aptly named the 'Pencil'. About half a dozen of the British crews are now putting this Canadian racer through its paces in readiness for the Worlds.

A new line from P & H Fibreglass Limited will be the sailboard which they have imported from Holland. This is undoubtedly the best value for money board around. It is a robust ABS foam filled board, complete with swivel daggerboard, glassfibre mast, rubber universal joint and a well made alloy boom. This, together with the sail, retails at only £300.00 including VAT.

P & H Fibreglass Limited have certainly broken the price barrier with their Kober Slalom paddles. Large quantities of these will be available at the low price of £31.50 including VAT. Buy one of these and they will even pay for your admission to the show. How's that for good value?

They will have plenty of other bargains, so make sure you pay them a visit.

PYRANHA — STAND No.55

Pyranha have finished for the Crystal Palace show their new rip stop competition canoe cag, a combination of 2 and 3 colours. This cag offers a new look for the competition canoeist. This new cag will be in addition to the existing highly popular range offered by Pyranha.

Just in from America is the Mohawk Open Canoe made from A.B.S. This indestructable open Canadian offers to the open canoe paddler what the roto moulded Freetime Kayak offers the kayak paddler — the need not to repair boats. Freetime, introduced at Crystal Palace last year, has proved to be a winner with the centres and individuals alike and to compliment this on show also will be Quest Kayak from Perception. To see is to believe!!

Pyranha will also have on show their world famous range of slalom canoes and kayaks. New at Crystal Palace will be the new Equipe S.L., Equipe C.L., Storm C.1 and Thunder C.2 on show at Crystal Palace for the first time but already the choice of the British team paddlers.

TIM WARD CANOES — STAND No.27

Tim Ward will be exhibiting three kayaks well worth inspecting on C1 Equipments Stand. The Osprey is becoming a favourite with beginners and white water paddlers alike, through its good handling both on flat and moving water. It is a stable boat with plenty of volume giving buoyancy and space for stowage of kit. The Falcon has been developed from the Osprey for those who prefer a slightly lower volume boat, and the performance of this model has been so impressive that a fully fitted instructor version — the Falcon Tutor — will be offered at the Exhibition. This will feature a bulkhead sealing off the stern, with access hatch, giving the great advantage of single handed deep water rescue, rear deck hand holds, front painter and paddle park all for the super value price of £130.00. Optional extras are towline fitting, foot pump, and infact anything the customer may wish. Also on offer will be many items of equipment which will appeal to all canoeists.

VALLEY CANOE — STAND No.33

A new G.P. slalom kayak with some low-profile sinking characteristics is V.C.P.s new kayak for the 1981 exhibition.

For over a decade the Soar Valley Special has dominated the beginners, training, G.P. market . . . and it is still a fine performer, but styles of paddling and instruction change, and therefore the new Viscount is available to take over in the eighties.

The new boat incorporates a reasonably buoyant cockpit area to prevent gunwhale snatch, but the ends are sufficiently fine to allow the whole bow or stern to sink under the water surface when required. The design was made final only after V.C.P. had consulted the results of a questionnaire they put out to canoeists asking their opinion on the requirements for a new G.P. kayak. Thus it is hoped, the greatest number of people will be satisfied with this new boat.

So if you want a kayak with a pedigree a little better than most, just that bit better in terms of construction and performance, try a Viscount for that bit of class!

continued on page 16

-PREVIEW-PREVIEW-

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Although introduced at C.P. last new, VCPs new waterproof hatch is now available in G.R.P. as well as in structural foam. The new cold-press moulding of the rim has one advantage; if you want to bolt it on, instead of bonding it in, you can do so without any problem as the new material is more rigid than the foam. The new rim has indexing for bolt-holes countersunk into the under-surface of the flange so that correctly spaced holes can easily be drilled. Of course this type of rim can still be bonded into the deck if preferred.

WATER RAT — STAND No.34

After a year of exhaustive trials and evaluations, production of the new Water Rat Canadian, the Haancer, has begun.

It has a stable load carrying hull with a marked tumblehome and a full length keel with very little rocker for directional stability. Bulk head hatches are fitted for dry storage space and give buoyancy in addition to the cast in foam. One piece deck and coaming mouldings with integral seat brackets are used which give a firm base when loading upside down on a roof rack. Wooden frame seats with terylene webbing are fitted as standard, with optional third seat.

A great deal of attention has been given to transporting it overland without getting sore hands and a bent back. The solution is the totally new integral bow and stern eyes, which take an aluminium lifting handle. When not in use they can be stored in the hatches. For longer trips the Canadian canoe trolley can be used.

The Haancer and other models will be on the Water Rat stand at the forth coming International Canoe Exhibition.

WHITewater SPORTS — STAND No.42

Whitewater Sports will be displaying their recently acquired range of Tyne and Streamlyte models. This will be the first time for several years that these models have been on show at Crystal Palace.

Two other new models in their range are the Lindisfarne sea kayak and Rapido semi-lowline kayak, both of which were obtained from Northern Kayaks when they closed down last year. The Lindisfarne is a well proven day boat described by one well known sea canoeist as *'probably the best day boat and short expedition kayak on the*

market'. The Rapido is a semi-lowline slalom kayak which a BCU National Coach has tested extensively and his findings were *'it is an ideal surfing and training boat for whitewater canoeing.'*

All these kayaks are available at the value for money prices that Whitewater Sports has built its reputation on over the past few years.

Also on show will be two new paddle bags, a new paddle leash, and the range of survival equipment from Survival Aids Ltd of Cumbria. Included in this range are first aid, food packs, survival kits and flare kits — all again at very reasonable prices.

WILD WATER — STAND No.40

Chris Hawkesworth Ltd, will be exhibiting at Crystal Palace under their 'Wild-Water' brand. New for 1981 are paddle mitts — fitting over the paddlers hands and around the paddle shaft. A must for the dedicated Winter paddler.

Also the new Twin Seal spray deck, from an Exhibition success in Germany and the driest deck on the Annapurna Expedition. In addition the new Sea Cag, designed by Derek Hutchinson for the sea paddler. Used on Derek's Aleutian Islands Expedition to the acclaim of all members.

An improved version of the successful Cojak and an improved, stronger and lighter version of the Meister C1 and K1 paddles will be shown. A new BIB for Clubs and competitive events will be premiered.

The new baby of the Chris Hawkesworth Group 'Chrisfilm & Video Ltd', will also be at Crystal Palace. Several films belonging to the company will be shown over the weekend. Some of these films are now available on video-cassette. Demonstrations will take place over the weekend of the tapes, Chrisfilm & Video have also acquired the distribution rights to the BCU film library. A new expanded catalogue, incorporating the extra films, slides and posters will be distributed. Booking and enquiries can be made at the 'Wild-Water' stand.

WYE KAYAKS — STAND No.64

On display for the first time at Crystal Palace, will be Wye Kayaks new marathon racers the Mustang K1 and the Puma K2. These smart new kayaks are aimed at the Marathon racing market and feature the

neat new SCS overstern rudders. Sprint versions will be announced later in the year.

These stable comfortable racers offer high speed, good turning ability and a shallow wash, making them ideal for Marathon racing, their most impressive feature is their price.....a K1 will retail at £149.50 and a K2 £189.50 (both prices Ex VAT). Kayaks will be available from Crystal Palace onwards from Wye Kayaks and Southern Canoe supplies.

Islander results have been so satisfactory that no major changes are planned to this popular stable sea kayak for '81. Detailed modifications have improved the footrest position, a strumbox is now available and the boat can now be manufactured with a variable position deck fittings (as per VCP).

Response to the availability of instant credit facilities has been very brisk with a majority of customers choosing this method of payment....and who can blame them in these cash starved times. Typical payments for an Islander retailing at £169.99, with a cash deposit of £60.99 would be less than £2.50 per week over 1 year. Instant credit is available to holders of any of the credit cards or bankers cheque cards. Credit on approval is available to all other customers.

TRYLON — STAND No.49

Trylon Ltd., of Wollaston, Northants announce the addition of the Lynx to their extensive range of canoe designs.

The Lynx is a low line top flight competition slalom kayak, designed exclusively for Trylon to the highest standards by Krakatoa. Moulds are available for hire or purchase with glassfibre materials so that you can build your own original 1981 design for around £50.

We are also improving and extending our range of canoe accessories for this World Championship Year. Canoe Cags, extra buoyancy aids and lifejackets, additional spray decks including the 'one size' Drydeck are all new, as well as an updated range of paddles including the new Powermaster range from Lendal.

See our stand at the show, or ask for your free copy of our new 1981 illustrated leaflet giving full details of all our canoe designs and accessories.

The Haancer Canadian canoe from Water Rat Canoes



-PREVIEW-PREVIEW-

COUNTDOWN to CANOE '81



INFORMATION SOURCES

NOTTINGHAM
CANOE 81 — NOTTINGHAM
72 Bridgeford Road,
West Bridgeford,
Nottingham.

BALA
CANOE 81 — BALA,
Town Council Offices,
High Street,
Bala, Gwynedd, North Wales.

CANOE '81 BALA

Now that the Pre-World Championships are over the various committees responsible for the organisation of the event have been meeting to see what lessons have been learnt. The success of the event has greatly encouraged everybody and with just over six months to go activity is intense.

Bala Angling Association and the Bala Canoe Club will be organising the Trade Site and it will be very much bigger than for the Pre-World Championships, possibly extending over two sites.

The one way traffic control system worked well but meetings have been taking place with the Police and other interested parties to further improve the system. Certain potentially dangerous junctions have come to light and the problem of the normal large volume of holiday traffic through the area needs further consideration.

Canoeists who are also stamp collectors should soon have more stamps for their collection. The G.P.O. has agreed to go ahead with the *First Day Cover* issue and a sub-committee has been set up to investigate the design of the stamp.

It is customary for all Championships to have their own signature tune played at the

various ceremonies and the composition of such a tune is now in hand. Since the Championships are taking place in a country noted for its musical tradition this promises to be something rather special.

Thousands of posters are being prepared and for added interest some of these will be autographed by some of our top competitors.

The communications side of sending out results of the Pre-Worlds was quite impressive. As soon as the results became available on the Slalom site they were sent by the Army's radio telephone link to the press centre in the School at Bala. The Press Officer was in touch with a computer in America and the information then sent by satellite to press centres all over the world. Although the process only took minutes, improvements are being looked at for July.

The ICF has agreed that radios can be used by competing countries for communication purposes, although these should not be used to contact competitors on the water. However in Britain they will require a licence to use them.

A hundred and one jobs are receiving attention, from finding flag poles to siting G.P.O. coin operated telephone boxes and time equipment, to interpreters.....

INTERNATIONAL COMPETITIVE EVENTS

A. OPEN REGATTAS:

April

April 25/26 — Sofia-Panchareva/BUL — Balkan Championships; World Championships; Programme without long distance (LD) for Seniors.

May

May 9/10 — Bamberg/FRG — W. Ch. Programme for Seniors and Juniors.

May 9/10 — Linz/AUT — W. Ch. Programme without LD Seniors.

May 9/10 — Amsterdam/HOL — W. Ch. Programme Seniors and Juniors.

May 16/17 — Sofia/BUL — W. Ch. Programme without LD Seniors.

May 16/17 — Gent/BEL — W. Ch. Programme Seniors and Juniors.

May 23/24 — Bratislava/TCH — W. Ch. Programme without LD Seniors.

May 23/24 — Moscow/URS — W. Ch. Programme Seniors.

May 30/31 — Vichy/FRA — W. Ch. Programme without LD Seniors and Juniors.

June

June 6/7 — Tata/HUN — W. ch. Programme without LD Seniors.

June 13/14 — Tampere/FIN — W. Ch. Programme Seniors.

June 13/14 — Albano/ITA — W. Ch. Programme without LD Seniors.

June 20/21 — Belgrade/YUG — W. Ch. Programme without LD Seniors.

June 20/21 — Zaandam/HOL — W. Ch. Programme Seniors and Juniors.

June 26/28 — Duisburg/FRG — W. Ch. Programme Seniors.

July

July 4/5 — Bucharest/ROM — W. Ch. Programme Seniors.

July 11/12 — Bydgoszcz/POL — W. Ch. Programme Seniors and Juniors.

July 11/12 — Copenhagen/DEN — W. Ch. Programme Seniors and Juniors.

July 24/26 — Sanabria/ESP — W. Ch. Programme without LD Seniors.

August

August 1/2 — Nottingham/GBR — World Championships Seniors.

August 8/9 — Hamilton/GBR — W. Ch. Programme Seniors.

August 8/9 — Tarazona-Asturian/ESP — W. Ch. Programme without LD Seniors.

August 22/23 — Sofia/BUL — Open Continental Junior Championships.

August 28/30 — Zamora/ESP — W. Ch. Programme without LD Seniors.

September

September 26/27 — Munich/FRG — W. Ch. Programme Seniors.

September 26/27 — Plovdiv/BUL — European Championships Juniors.

B. INVITATION REGATTAS

February — Havana/CUB — W. Ch. Programme.

May 2/3 — Mechelen/BEL — W. Ch. Programme without LD Seniors.

May 30/31 — Brandenburg/GDR — W. Ch. Programme without LD Seniors.

June 20/21 — Bochum/FRG — E. Ch. Programme Juniors.

Slalom and Wild Water Racing ICF Calendar for 1981

January

10/18 — Mymboia, N.S.W./AUS — WW SL C

April

26 — Monschau/FRG — WW - C

May

1/3 — Gaming-Kienberg/AUT — WW SL C

2/3 — Bayerwald/FRG — WW - C

2/3 — Monschau/FRG — SL - C

9/10 — le Chaux/FRG — WW - C

23/24 — Nowy Sacz/POL — WW SL C

30/31 — Liptovsky Mikulas/TCH — - SL C

30/31 — Neuss (Silver Shield) — WW - C

June

5/7 — Bovec-Soca/YUG — WW - C

6/7 — Tacen/YUG — - SL C

6/7 — Varallo Sesia/Vercelli/ITA — WW - C

13/14 — Merano/ITA — - SL A

13/14 — Weissenburg/SUI — WW - C

27/28 — Spittal/AUT — WW SL C Juniors

28/5 July — Sort + Sea de Urgel/ESP — WW SL C

July

11/12 — Augsburg/FRG — - SL C

15/2.8 — Bala/GBR — ww SL A World Championships

August

1/2 — Bjelstadmo/NOR — WW - C

1/2 — Lofer/AUT — WW SL C

15/16 — Savage/USA — WW SL C

29/30 — Nowy Sacz/POL — - SL C

September

5/6 — Kössen/FRG — WW - C

5/6 — Cerveny Klastor/TCH — - SL C

Classes

A = International event for national teams, open to all member associations, with a maximum of 6 boats per class and association.

B = International event for national teams by invitation, with a maximum of 6 boats per class and association.

C = International event, open to all member associations. The organiser can limit the number taking part.

JAMAICA



The beauty of Negrill Beach

CONCEPT —
JAMAICAN NORTH SHORE
CANOE MARATHON
Start point: Port Antonio
Finish point: Cornwall Beach,
Montego Bay
Distance: 108-miles
Type: Coastal sea-K2s or doubles
only
First race: October/November 81

A hot sun beat down from clear blue skies, a super warm sea — that was so blue it was difficult to believe ones eyes — lapped gently onto white sand that stretched away in a great curve of some seven miles, coconut trees cast their welcoming shade along the shoreline, their great palm leaves rustled by a quiet breeze — this was truly an island paradise. . .

Just to laze in the sun — far away from the sound of ringing telephones demanding attention, far from the noise and rush of London traffic — to cool off every so often in the inviting sea . . . it did not seem possible that this was the middle of November and, just a short nine hour flight away, the homeward bound worker in England was trudging through the gathering gloom of yet another wet and miserable day, the air just a little colder and foretelling the approach of winter. Yet here I was, taking in the sun of the beautiful Carribean island of Jamaica — what had been only a dream for the past six months had become reality.

Six months earlier, Len Charlton of our sister magazine Subaqua Scene, had been to Jamaica as a guest of the Jamaican Tourist Board on what is generally called an *educational* — a trip at the expense of a tourist board or tour operator with all accommodation and the sights thrown in that it is hoped will inspire the recipient to say nice things about the place in future issues of a magazine or newspaper. A few weeks after his return — suitably tanned and certainly inspired with this super island — a new invitation went round the office at 'Ocean' for seven editors to go out on a ten day trip to Jamaica to assess the potential for what was to be called an 'International Seasports Festival' to be held at Montego Bay in late 1981. Canoeing was to be included in this 'festival' and would the Editor like to spend a few days in Jamaica? — Of course he would, but at that time he did not really believe that such a trip would come to fruition . . . and anyway November seemed such a long way off, the Ardeche was still there for the summer months, and didn't winter really mean ski . . . But six months later here I was — Montego Bay, Jamaica.

Along on the trip were specialists in various fields — boardsailors, divers, water skiers, even a deep sea sailor, and a single canoeist (of sorts!) Our job was to assess the potential for our various sports and at the same time take in the sights and thrills of Jamaica — the beauty of Dunns River Falls, the rafting of the Martha Brae River, night barbecues on the Great River — and sample a number of the holiday hotels from the superb Half Moon with its own bay and reef and exclusive apartments each with their own swimming pool, to the plush Rose Hall Intercontinental with its private beach, vast swimming pool and fully equipped gymnasium (no doubt installed for those patrons who over-indulge in the rather extensive menu), to the more moderate Buccaneer, the Casa Montego, and the apartment hotel of the Montego Bay Club.

Whatever the possibilities for the other sports (which on the surface seemed of tremendous potential), my first thoughts on a canoeing aspect for the 'International Seasports Festival' were not too good.

True Montego Bay has a pretty coastline, a nice beach and massive harbour area — suitable for some form of second class flat water regatta or a marathon that would be

of little appeal — but there was nothing that could inspire canoeists to come this far for a competitive event, even with what would surely be a holiday of a lifetime thrown in . . .

I had hoped the Great River (coming down from the mountains to the west of Montego Bay) would provide a suitable venue for a marathon event, say starting at Lethe Bridge, racing down river some ten miles to the sea, then across the harbour to finish at the resort area around Doctor Caves or Cornwall Beach; giving an interesting course with wild water and estuary of some 14-miles. However the Great River proved to be too 'great'. It started well enough from Lethe Bridge with rapids of grade 11 to grade 111, but within a couple of miles at a place called New Mills there was a major rapid that was totally impossible for racing craft, and even wild water boats would encounter difficulties. One such rapid could well have been portaged and the course still suitable for international racing K class kayaks, but within a short distance there was another even bigger rapid — and our local guide indicated even bigger such rapids further down stream — the river was just impossible for racing of any kind, flat or wild water. Maybe some form of wild water event could be possible, but the problems of making such a race safe enough for paddlers would be almost impossible. Also, being on the Great River it would be away from the populous and thus of little spectator interest — the Great River is at this point enclosed in a deep jungle valley. Thus there seemed no possibility of a canoeing aspect for the 'International Seaports Festival'

However, the organisers of the festival still wanted to hold some canoeing — so I gave it more thought.

If canoeing was to be included, it had to be spectacular and an event that would be attractive to a wide number of competitive canoeists. It had to be the sort of event that could be termed a 'classic' within a few years. The only possibility was in Marathon Racing.

Throughout the world there are a number of 'classic' events in this side of our sport. One looks at South Africa and probably the most famous of marathon events The Peitermarizburg; in Britain there is the Devizes to Westminster; the Gudena in Denmark; The Sella River Race in Spain; the Liffey and Shannon in Ireland; and various classic marathon in the United States both amateur and professional raced over distances up to 100-miles.

The type of course varies widely for each of these races — some on rough water, others on flat water, fast flowing current, canals, boulder strewn rivers, and totally unpredictable conditions such as in South Africa where the river can be completely dry for many miles or in a state of tremendous flood. Marathon is as much a canoeists resilience against conditions as it is his skill and ability of canoeing. Thus to interest canoeists to Jamaica we need such an event — unique in concept, attractive in its conditions, taxing in its water . . .

The event has to be centred on Montego Bay, but a look at the map will show only the sea as a possible venue, the Great River must be disregarded. Thus a sea event must be selected, not just a 'regular' 15 or 20-mile race, but a true **Marathon** event upwards of 50 or 100-miles and raced over two days.

CONCEPT — JAMAICAN NORTH SHORE CANOE MARATHON

Start Point: Port Antonio

**Finish Point: Cornwall Beach,
Montego Bay**

Distance: 108-mile

**Type: Coastal sea — K2s or double
only**

First Race: October/November 81

The canoeing event for the 1st International Seaports Festival will be a marathon race of 108-miles from the North Shore resort of Port Antonio to Montego Bay, with an overnight stop at Ochos Rios. The event is open to International K2 or double racing kayaks of any design. Senior/Junior men (no youth), or mixed crews (no all-women crews). Massed start

from Port Antonio, massed start from Ocho Rios — combined fastest time to win. Negotiation of the course is by sea and exact route is at the discretion of each crew. Where reefs occur (which is frequent along this coast), paddlers may elect to go shore side or outside of reefs. Crews must come within buoyed marker at 15-mile intervals, these being check points and where water or refreshments are available.

This initial concept of a Jamaican North Shore Canoe Marathon has already been greeted with enthusiasm by the Jamaican Tourist Board and further, fuller details will be published at the soonest date in 'Canoeing Magazine'. The race is to be offered as a combined holiday/competition package from U.K. or Europe, with two weeks in the Jamaican sun and taking in some of the many sights and experiences of this beautiful island. . .



Top to bottom: Great River; Great River Picnic night; Dunn's River Falls

WEST COAST OF IRELAND

A SEA CANOEING EXPERIENCE AUGUST/SEPTEMBER 1980

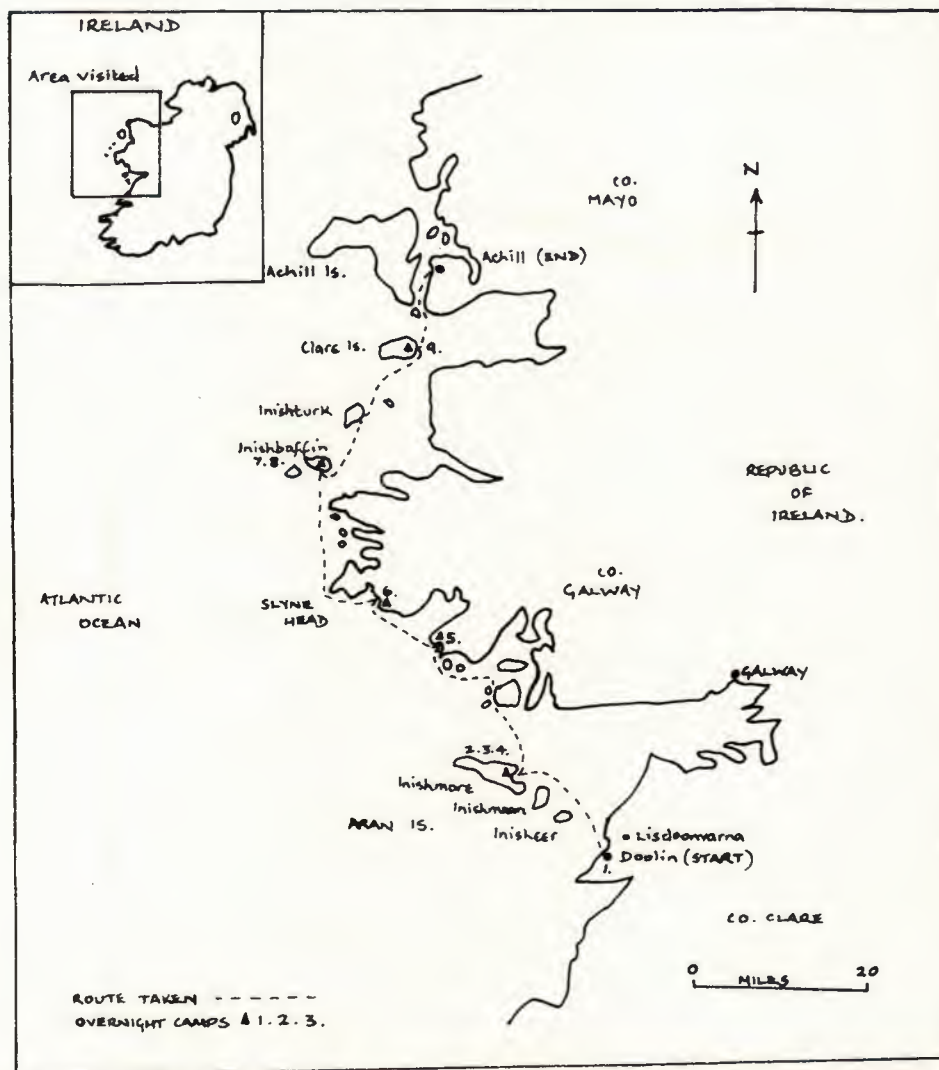
by Barry Howell

'Five Pints of Smithwicks please'

'Sorry lads, can't serve beer for another fifteen minutes.'

'OK then we'll wait outside in the sun for a little while.'

'Sure and will you have a pint while you wait?'



Group photograph at Doolin Pier — Barry, John, Paddy, Robert and Mark

So this is Ireland! Alice's Harbour Bar in fact, at Achill, Co. Mayo, and we were leaving a vehicle at the projected finishing point of a trip that would hopefully take us 120-miles up the West Coast.

Suitably refreshed, we set off on the four hour drive down through Co. Galway and Co. Clare to our starting point at Doolin Pier, the departure point for ferries over to the Aran Islands. Tents up in the camping field nearby, and off for refreshment to the pub up the road in Lisdoonvarna. Famed for its folk music festival, true to form there were three impromptu folk groups playing different songs at the same time.

Up at the *crack of noon* next day and onto the water at last, for the start of a trip we'd talked about for six months. There were five in the group: three from N. Ireland — Robert, John and Paddy(!), and Mark and myself from the Lake District. It was a great day for the start of a trip — clear blue skies, warm sun and a calm sea stretching fifteen miles across to Inishmore, the largest of the Aran Islands. A steady paddle, using it to loosen up the arms, and to get used to boats weighing around a hundredweight.

Erecting camp did not take long, in a quiet field just off the beach. It took even less time to take it down again, however, when the farmer threatened us with the Garda if we weren't off his land in twenty minutes! Throwing everything over the wall into the next field, we wondered whether all Islanders could be so friendly, but two days on the Island showed us he was a rarity!

Barren beauty

The Islands have a stark, almost barren beauty all their own, with sheer cliffs rising to 300 ft down most of the western side. The land is divided into tiny fields surrounded by dry limestone walls with no gates — when the farmer needs to gain access, he knocks a piece of wall down!

The third night on Inishmore turned out to be Ceilidh night, so it was five hungover paddlers that set off next morning into deteriorating weather for a twenty mile paddle to Mace Head! The first bearings of the trip proved to be correct, and Gorumna and Lettermore Islands loomed out of the mist at the half-way stage. Regrettably, our tidal calculations proved less accurate, and we were faced with a half-mile portage between the Islands, over seaweed covered boulders — an ideal hangover cure . . .

Our campsite at Mace Head was a fairly bleak spot, plagued by gnats and midges, so we needed little persuasion for a much-needed early night.

Rough sea conditions

Next day, the sixth of the trip, we hoped to round Slyne Head, one of the most westerly points of the Irish mainland, and notorious for its rough sea conditions. We were not disappointed. A 10 to 12 ft swell was steaming in from the Atlantic, accompanied by a force 4 westerly. Feeling fairly confident, we set off on a north-westerly bearing for Slyne Head, fifteen miles away. Visibility was appalling with gloomy grey drizzle hiding all landmarks, and huge swells splitting up the group for long periods. Massive breakers were creaming onto the cliffs over to our right, and the map showed only a couple of landing places before Slyne Head. After two hours and eight miles, we grouped up.

'Where's Paddy?'

'Well, I saw him a couple of minutes ago, about 100 yds behind, in amongst that area of breaking waves.'

'Where is he now then.'

No sign of him. Just spray, white water, and the noise of surf breaking on the cliffs. We paddled back to look for him, but the chances of being wiped out ourselves were high.

'He must have paddled further out to sea, to avoid the rough area.'

But there was no sign of him out there either. We decided to land and expected to see him paddling from the cliff top, but the nearest landing place was a mile further on. The weather cleared a bit as we landed, but we still could not see him and suddenly things looked serious. If he'd capsized and swum in that lot . . .

'Is it air-sea rescue, or another look?'

So we split into two pairs, one pair paddling as near to the coastline as possible, the other paddling straight back to the headland that we'd passed. Robert and John found him on the headland, with his boat in two pieces and his gear scattered everywhere to dry. Shocked, but still in good spirits, he told us what had happened.

Compartment filled completely

Paddling along at the back of the group, his rear hatch cover had been leaking, until the rear compartment had filled completely, and he had lost all steerage. The wind and swell had pushed him steadily closer to the cliffs, until a breaker had capsized him. He'd rolled up, but his spraydeck came off in the process, filling the cockpit area as well. Over again, and out of the boat, grabbing for the two flares on the front deck. He'd gripped one flare in his teeth to leave both hands free, and set the second one off, only to watch it rise about five feet

into the air, and then plummet down into the sea!

'Oh Christ!' he said, and in so doing, dropped the flare he was holding in his teeth into the water!

The next hour was not one of his favourite, trying to move a waterlogged Baidarka through a 12ft swell towards a particularly inhospitable stretch of cliff. In the end, he gave the canoe up as a bad job, preferring to save himself. Resting on the cliff top after a V.S. climb out of the water, he spotted his boat, still in one piece, bobbing about on the other side of the headland. He actually went back into the sea to try to drag it out, breaking off three feet of the rear and in the process, and losing most of the contents of the rear compartment out of the hole. We showed up shortly afterwards, and all he could think to worry about was the training shoe he'd lost in the swim!

We pitched camp nearby, wondering whether we had sufficient repair materials for a job of this size. A pound or so of resin and a couple of feet of mat did not look nearly enough, but as the luck of the Irish would have it, in a barn about half a mile away was the only car body repair shop in miles. We could not believe it when the owner offered to fix the kayak there and then, and sure enough it was back on the water next morning, good as new . . .

The sea had moderated overnight, and we rounded Slyne Head without too much trouble. The paddle to Inishboffin, about 30-miles, seemed to go on forever, and darkness had fallen by the time we surfed in over the harbour bar. Our campsite was not the most secluded spot, a patch of grass by the quayside, but we were glad to get the tents up and relax. Paddy disappeared in the direction of the nearby hotel, hoping to find a way of drying his sodden sleeping

bag. The best they could do was to drape it over the stove overnight, leaving Paddy to face the night sleeping in a polar suit and bivi-bag — luxury!

Bivi-bag as a sail

The next day we spent resting, wondering about ways to use the strong winds that were now blowing in the direction we wanted to to. The possibility of using a bivi-bag as a sail looked favourite, and next morning we were underway in a Force 5, raring to try it out. We tied the front three boats together side by side, using their decklines, and fitted the remaining two in at the rear. The bivi bag was cut open to make a reasonable size sail, we tied off the four corners, and suddenly we took off with the orange plastic booming out like a spinnaker. The speed we reached was amazing, and when I broke off to take photographs, I simply could not catch up again. The twenty miles to Clare Island were covered in four hours sailing, much to the astonishment of the local fishermen who could not work out what they were seeing.

Clare Island may not be the end of the world, but it certainly felt like it! The weather had been *'rain between showers'* now for about five days, and every article we carried seemed to be wet. The cloud level was down to about 5-feet, and only the sight of Paddy dragging his kayak into his tent to pack it next morning could restore our good humour.

The wind was still with us, so it was up with the bivi-bag again, and off towards our finishing place at Achill Sound. There was great disappointment at being unable to sail right to the finish, but we only had a two mile paddle up the sound, back to Alice's Harbour Bar and dry clothes, warm food, and a final pint of Smithwicks . . .



Left: Spectacular cliffs on Inishmore, Aran Islands Below: Robert and Paddy — and part of a kayak! Bottom: Sailing — Mark II. Our Bivi-bag as a sail



1981 BUYING GUIDE — a guide to prices of over 320 canoe and kayak models from the major manufacturers in Britain. All prices quoted are as of 1st January 1981, ex-works, and do not include VAT.

TOURING SINGLES	GRP	DIO	KEV	SAN	MANUFACTURER
Python	100.00				Arrowcraft
Gentle	130.00				Avoncraft
Cygnat	134.20				Canoe Centre
Cresta	134.20				Canoe Centre
Saga	134.20				Canoe Centre
Zephyr	165.00				Canoesport UK
Tourer	90.00				Capel Canoes
Shrike	100.00	108.00			Cymru Canoes
Wyvern	108.52				Granta Boats
Wizard	135.66				Granta Boats
Terrier	78.61				Granta Boats
Classic	97.40				Granta Boats
Tiger	130.00				Kama Canoes
Krakatoa T1	85.00				Krakatoa
TS1 Single	150.00				Ottersports
Hunter Sports	110.00				Palm Kayaks
Hunter Instructor	115.00				Palm Kayaks
Hunter Explorer	125.00				Palm Kayaks
Viva	126.50				P&H Fibreglass
Swift	126.50	137.50			P&H Fibreglass
Freetime	152.17	(Poly)			Pyranha
Osprey	95.00	100.00			Tim Ward
Tiger	105.00				Trylon
Telstar	84.00	100.00			Whitewater Sports
Tyne Senior	120.00				Whitewater Sports
Whitewater	120.00	129.00			Whitewater Sports
Sportsman	120.00				Whitewater Sports
Python	120.00				Wild Water Centre
Weekender	147.00				Valley Canoe Prods
Weekender H	190.00				Valley Canoe Prods

TOURING DOUBLES	GRP	DIO	KEV	SAN	MANUFACTURER
Doublet	146.00	165.00			Arrowcraft
Adventurer T2	155.00	175.00			Avoncraft
Searcher	155.00	175.00			Avoncraft
Ventura Lo-Line	172.71				Canoe Centre
Ventura Hi-Line	176.68				Canoe Centre
Ventura B-Line	185.51				Canoe Centre
Enterprise	105.00				Capel Canoes
Sioux	120.00				Capel Canoes
Classic	134.26				Granta Boats
Ardeche	155.00				Kama Canoes
Krakatoa T2	100.00				Krakatoa
Horizon		145.00			McNulty Seaglass
TD2 Double	200.00				Ottersports
Ardeche	109.00				Paddlesport
Ardeche	150.00				Palm Kayaks
Trapper	187.00				P&H Fibreglass
Ardeche	140.00				Trylon
Ardeche	113.00	132.00			Whitewater Sports
Tyne Traveller	155.00				Whitewater Sports
Tourer Twin	155.00				Whitewater Sports
Tourer Open	155.00				Whitewater Sports
Duetto	150.00				Wild Water Centre

TOURING CANOES	GRP	DIO	KEV	SAN	MANUFACTURER
Beaver		215.00			Avoncraft
Wolfe	215.00	215.00			Avoncraft
Micmac	205.00	295.00			Avoncraft
Kanook	185.84				Canoe Centre
Canadian	160.00				Capel Canoes
Long Nose	246.00				Gaybo Canoes
Traveller	161.40				Granta Boats
Coureur	205.92				Granta Boats
Grumman 13'			280.00	ALU	Canadian Canoe Co
Grumman 15'			320.00	ALU	Canadian Canoe Co
Grumman 17'			340.00	ALU	Canadian Canoe Co
Grumman 18'			360.00	ALU	Canadian Canoe Co
Grumman 20'			440.00	ALU	Canadian Canoe Co
Canadian	170.00				Kama Canoes
Huron 14	195.00				McNulty Seaglass
Huron 16	212.00				McNulty Seaglass
Huron 18	230.00				McNulty Seaglass
Indian	180.00				Ottersports
Canadian	220.00				Ottersports
Explorer Double	210.00				Ottersports
Explorer Twin	210.00				Ottersports
Wilva	200.00				Paddlesport
Chinook	200.00				Palm Kayaks
Bobcat	220.00				P&H Fibreglass
Vlatava	169.56				Pyranha
Beaver	195.00				Whitewater Sports
Beaver Senior	215.00				Whitewater Sports
Wilva	195.00				Wild Water Centre
Bobcat Camper	215.00				Valley Canoe Prods

GENERAL PURPOSE	GRP	DIO	KEV	SAN	MANUFACTURER
Hartung	105.00				Arrowcraft
Everest		121.00			Arrowcraft
Gnat 80	115.00	125.00			Avoncraft
Leda	125.00	150.00			Avoncraft
Sprite	115.00	150.00			Avoncraft
Munchen	138.58				Canoe Centre
TSMk.5	138.58				Canoe Centre
Katana	150.00				CanoeSport UK
Hustler	85.00				Capel Canoes
Olympia	100.00	108.00			Cymru Canoes
Everest	115.00		130.00		Cymru Canoes
Olympia	75.00	90.00			Derwent Canoes
Olymp 4,5,6.	148.00	156.00			Gaybo Canoes
Sanna	148.00	156.00			Gaybo Canoes
Sting	148.00	156.00			Gaybo Canoes
Funa	148.00	156.00			Gaybo Canoes
Olympia H&S	148.00	156.00			Gaybo Canoes
Slipper Combi	153.00				Gaybo Canoes
Wayfarer	144.00				Granta Boats
Wanderer	76.52				Granta Boats
Wippet	110.61				Granta Boats
Cadet	101.56				Granta Boats
Olympia	120.00	126.00			Kama Canoes
Atomic	78.00	140.00	175.00		Krakatoa
Harrier Hawk		111.00	137.00		McNulty Seaglass
Heron		98.00			McNulty Seaglass
Snipe	76.50	86.00			Paddlesport
Snipe	100.00				Palm Kayaks
Phazer	137.50	148.50			P&H Fibreglass
Alpha	137.50	148.50			P&H Fibreglass
Alphaz	137.50	148.50			P&H Fibreglass
Phazer		148.50			P&H Fibreglass
Phantom		132.00			P&H Fibreglass
Everest	132.17				Pyranha
Snipe	80.00				Tim Ward Canoes
Falcon	95.00				Tim Ward Canoes
Falcon Tutor	135.00	140.00			Tim Ward Canoes
400 Super	75.00	102.00			Whitewater Sports
Merano	110.00	119.00			Whitewater Sports
KW4/KW7	120.00	129.00			Whitewater Sports
Eclipse		119.99			Wya Kayaks
Gnat 76		119.99			Wye Kayaks
Soar Valley Mkl	120.00				Valley Canoe Prods
Soar Valley Mk.III	124.00				Valley Canoe Prods
Caranoe	110.00				Valley Canoe Prods
Viscount	124.00				Valley Canoe Prods

SLALOM KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER
Ambuscade		123.00	165.00		Arrowcraft
Amethyst		123.00	165.00		Arrowcraft
Arrow		123.00	165.00		Arrowcraft
Stilletto Supreme	125.00	135.00			Avoncraft
Spectre	125.00		140.00		Avoncraft
Alpine	115.00		145.00		Avoncraft
Rush	148.00	156.00	182.75		Canoe Centre
Allegro	145.28	153.28	180.03		Canoe Centre
Tempo	138.58	146.58	173.33		Canoe Centre
Loisach	138.58	146.58	173.33		Canoe Centre
Connoisseur	138.58	146.58	173.33		Canoe Centre
Ferrara	150.00				CanoeSport UK
Snipe	85.00				Capel Canoes
Spearfish	85.00				Capel Canoes
Equipe CH	130.00	145.00	180.00		Cymru Canoes
Shuttle	120.00	130.00	150.00		Derwent Canoes
Panache	95.00	105.00	125.00		Derwent Canoes
Stallion	95.00	105.00	125.00		Derwent Canoes
Dominator	158.00	166.00	198.00		Gaybo Canoes
Plus '81	158.00	166.00	198.00		Gaybo Canoes
Reflector	158.00	166.00	198.00		Gaybo Canoes
Hydro	158.00	166.00	198.00		Gaybo Canoes
Meister 80	158.00	166.00	198.00		Gaybo Canoes
Meister Supreme	158.00	166.00	198.00		Gaybo Canoes
Sanna	158.00	166.00	198.00		Gaybo Canoes
Trophy	120.00				Granta Boats
Trophy II	108.52				Granta Boats
Tally Ho	100.17				Granta Boats
Panther	109.21				Granta Boats
Tempest	139.13				Granta Boats
Terrier	78.60				Granta Boats
Snipe	83.48				Granta Boats
Snipe	120.00	125.00			Kama Canoes
Panache I/II		130.00			Kama Canoes
Elektra '81		140.00	175.00		Krakatoa
Elektra Alpine		140.00	175.00		Krakatoa
Cosmic Pro	78.00				Krakatoa
High Nova		114.00	140.00		McNulty Seaglass
Supa Nova		114.00	149.00		McNulty Seaglass
Nova 81		114.00	140.00		McNulty Seaglass
Sorcerer		120.00			Palm Kayaks
Skua		120.00			Palm Kayaks
Cobra T/Z		159.50	275.00		P&H Fibreglass
Elite		159.50	275.00		P&H Fibreglass
Mini Equipe		145.22	217.39		Pyranha

Equipe (all models)		145.22	217.39		Pyranha	Jaguar		190.00	210.00	CanoeSport UK	
Eclipse	95.00	100.00			Tim Ward Canoes	Rapier		180.00	200.00	CanoeSport UK	
Snipe	110.00	115.00	145.00		Trylon	Javelin		180.00	200.00	CanoeSport UK	
Solo	120.00	125.00	155.00		Trylon	Renner O/S	186.00			Gaybo Canoes	
Lynx		145.00	180.00		Trylon	Renner U/S	181.00			Gaybo Canoes	
Snipe	75.00	95.00			Whitewater Sports	Mustang	149.50			Wye Kayaks	
Rapido	75.00	99.00			Whitewater Sports						
Streaker	75.00	99.00			Whitewater Sports						
Streamlyte Dipper	120.00	129.00			Whitewater Sports						
Olympia	120.00				Wild Water Centre						
Treska	120.00				Wild Water Centre						
ViperSL	134.00				Valley Canoe Prods						
JUNIOR KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	RACING K2	GRP	DIO	KEV	SAN	MANUFACTURER
Junior	90.00	98.00			Arrowcraft	Salza O/S	N/S				Arrowcraft
Minnow	94.00				Avoncraft	Sprinter		260.00	230.00		Avoncraft
Sprat	99.00				Avoncraft	Makker O/S	242.62				Canoe Centre
Kadet	102.48				Canoe Centre	Makker U/S	250.93				Canoe Centre
Junior Olymp	108.00				Gaybo Canoes	Makker Hi O/S	246.60				Canoe Centre
Tiddler	86.26				Granta Boats	Makker Hi U/S	254.89				Canoe Centre
Inn Minor	90.00				Kama Canoes	Mirage Mk.3 O/S	218.38				Canoe Centre
Harrier		72.00			McNulty Seaglass	Mirage Mk.3 U/S	225.78				Canoe Centre
Junior	104.50				P&H Fibreglass	Stiletto		210.00	265.00		CanoeSport UK
Cub	85.00	90.00			Trylon	Puma	189.50				Wye Kayaks
Tyne Junior	90.00				Whitewater Sports						
Streamlyte Imp	90.00	99.00			Whitewater Sports						
Tinker	65.00				Whitewater Sports						
Inn Minor	85.00				Wild Water Centre						
Nipper		89.99			Wye Kayaks						
SLALOM C1	GRP	DIO	KEV	SAN	MANUFACTURER	OTHER RACING	GRP	DIO	KEV	SAN	MANUFACTURER
Centaur	141.90				Canoe Centre	Winner K4 U/S	548.45				Canoe Centre
Supermax	165.50	173.50	205.50		Gaybo Canoes	Delta C1	218.38				Canoe Centre
Minimax	165.50	173.50	205.50		Gaybo Canoes	Cheetah C2	259.72				Canoe Centre
Micromax	165.50	173.50	205.50		Gaybo Canoes						
Switch 2		140.00	175.00		Krakatoa						
Gerent	76.50				Paddlesport						
Slalom C1		169.50			P&H Fibreglass						
Storm		160.00	226.09		Pyranha						
Elite C1		160.00	226.09		Pyranha						
Ultramax		160.00	226.09		Pyranha						
SLALOM C2	GRP	DIO	KEV	SAN	MANUFACTURER	CLASS RACING	GRP	DIO	KEV	SAN	MANUFACTURER
Profile	195.61				Canoe Centre	Barracuda CL4	218.38				Canoe Centre
Syncron		255.30			Gaybo Canoes	Tasman CL4	218.38				Canoe Centre
Slalom C2		220.00			P&H Fibreglass	Dart CL3	152.14				Canoe Centre
Thunder		217.39	304.35		Pyranha						
DOWN RIVER K1	GRP	DIO	KEV	SAN	MANUFACTURER	BATH TRAINERS	GRP	DIO	KEV	SAN	MANUFACTURER
Tornado	125.00	135.00			Avoncraft	Wombat	82.00	89.00			Arrowcraft
Eliminator	135.00		150.00		Avoncraft	Wombat	74.00				Avoncraft
Shark	148.98				Canoe Centre	Bat	66.00				Canoe Centre
River 81	155.00				Canoe Centre	Papoose	49.00				Capel Canoes
Machete	165.00				CanoeSport UK	Wombat	77.22				Granta Boats
Scimitar	165.00				CanoeSport UK	Bat Mk.V	80.00				Kama Canoes
Zero	110.00	122.00	148.00		Derwent Canoes	Krakatoa	68.00	140.00	175.00		Krakatoa
Delphin /81	172.00	180.00	212.00		Gaybo Canoes	Aqua-Bat	60.00				Palm Kayaks
Interceptor 3/4	172.00	180.00	212.00		Gaybo Canoes	Bat Mk.V	77.00				P&H Fibreglass
Mendesta Jet		145.00	185.00		Paddlesport	Phighter	88.00				P&H Fibreglass
Thor			165.00		P&H Fibreglass	Weever		100.00			Trylon
TW81			165.00		P&H Fibreglass	Bat	70.00				Trylon
Zero	130.00	135.00	165.00		Trylon	Papoose	45.00				Whitewater Sports
DOWN RIVER CAN.	GRP	DIO	KEV	SAN	MANUFACTURER	Bat	90.00				Whitewater Sports
Prijon C1	177.40	185.00	217.40		Gaybo Canoes	Tyne Vampire	70.00				Wild Water Centre
Prijon C2		270.90			Gaybo Canoes	Bat Mk.V	95.00				Valley Canoe Prods
WWR C1			181.50		P&H Fibreglass	Bath Mat	95.00				Valley Canoe Prods
WWR C2			275.00		P&H Fibreglass						
RACING K1	GRP	DIO	KEV	SAN	MANUFACTURER	SEA KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER
Espada C/S	147.00				Arrowcraft	Seahawk	134.00				Arrowcraft
Salza O/S	165.00				Arrowcraft	Easky 2	120.00		150.00		Avoncraft
Salza U/S	173.00				Arrowcraft	Meridian	156.20				Canoe Centre
Marathon	135.00		170.00	145.00	Avoncraft	Atlantic	153.00				Gaybo Canoes
Rapide	145.00		180.00	155.00	Avoncraft	Esly	153.00				Gaybo Canoes
Striker			200.00	170.00	Avoncraft	Vyneck	153.00				Gaybo Canoes
Cleaver O/S	189.69				Canoe Centre	See Adler	n/s				Granta Boats
Cleaver U/S	198.00				Canoe Centre	Vyneck	175.00				Kama Canoes
Ranger O/S	179.69				Canoe Centre	Huntsman	132.00		(5 models max 213.00)		McNulty Seaglass
Ranger U/S	188.00				Canoe Centre	Lindisfarne	114.00				Paddlesport
Lo-Lancer O/S	179.69				Canoe Centre	Umnak	145.00		(expedition mod. 260.00)		P&H Fibreglass
Lo-Lancer U/S	188.00				Canoe Centre	Icelfloe	165.00		(expedition mod. 280.00)		P&H Fibreglass
Lazer O/S	155.96				Canoe Centre	Lindisfarne	110.00		(expedition mod. 170.00)		Whitewater Sports
Lazer U/S	163.89				Canoe Centre	Islander	139.00		(expedition mod. 227.75)		Wye Kayaks
Espada O/S	152.14				Canoe Centre	Anas Acuta	166.00				Valley Canoe Prods
Espada U/S	159.87				Canoe Centre	Anas Acuta H	209.00				Valley Canoe Prods
Marathon O/S	220.92				Canoe Centre	Nordkapp	172.00		(12 models max 238.00)		Valley Canoe Prods
Marathon U/S	226.00				Canoe Centre						
Effendi U/S	172.07				Canoe Centre						
SURF KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER	SURF KAYAKS	GRP	DIO	KEV	SAN	MANUFACTURER
Surf-Yak Mk.3	110.00				Arrowcraft	Surf-Yak Mk.3	110.00			150.00	Arrowcraft
Atlantic					Avoncraft	Atlantic					Avoncraft
Vega	126.83				Canoe Centre	Vega	126.83				Canoe Centre
Weever	85.00				Capel Canoes	Weever	85.00				Capel Canoes
Hurricane	100.00				McNulty Seaglass	Hurricane	100.00				McNulty Seaglass
Weever	86.00				Paddlesport	Weever	86.00				Paddlesport
Hooker	128.00				Palm Kayaks	Hooker	128.00				Palm Kayaks
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Fishtail Surfer	132.00				P&H Fibreglass	Fishtail Surfer	132.00				P&H Fibreglass
Charger	132.00				P&H Fibreglass	Charger	132.00				P&H Fibreglass
Wombat	75.00				Trylon	Wombat	75.00				Trylon
Weever	75.00				Whitewater Sports	Weever	75.00				Whitewater Sports
Moccasin	134.00				Valley Canoe Prods	Moccasin	134.00				Valley Canoe Prods
SURF SKIS	GRP	DIO	KEV	SAN	MANUFACTURER	SURF SKIS	GRP	DIO	KEV	SAN	MANUFACTURER
Surf Rider	117.40				Canoe Centre	Surf Rider	117.40				Canoe Centre
Palm Surf	100.00				Palm Kayaks	Palm Surf	100.00				Palm Kayaks
Fishtail	110.00				P&H Fibreglass	Fishtail	110.00				P&H Fibreglass
Ski L	110.00				P&H Fibreglass	Ski L	110.00				P&H Fibreglass
Ski Comp.	120.00				P&H Fibreglass	Ski Comp.	120.00				P&H Fibreglass
Skeet	134.00				Valley Canoe Prods	Skeet	134.00				Valley Canoe Prods

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SEA CANOEING

AUSTRALIAN ADVENTURE

A phone-call from Adelaide to Valley Canoe last week (15th January) gave the happy news that the Australian team paddling around Kangaroo Island had been successful.

Brief details of the trip are given below. It was phoned to VCP since the kayaks used were all Nordkapps (they are built under licence in Aussie).

Kangaroo Island is the mass of land just to the south west of Adelaide. Don't be put off by the scale of your map if you look it up — it is a big island even if it looks small in relation to the huge bulk of the Australian mainland. The southern shore is exposed to the huge swells that are generated by the roaring forties hard-by, and this fact, together with the arid climate and temperatures in excess of anything dreamed of in this country, must put this voyage into the major league.

'440Km Kayak Circumnavigation of Kangaroo Island (Lat. 36°S) is achieved by Australian Canoe Federation Instructor Peter Carter, South Australian Outward Bound Instructor Mike Higginson, David Nicholson and John Hicks, all paddled the Nordkapp. This makes the third major sea kayak expedition in Australia after Wright and Rose's paddle from Sydney to Hobart and Bloomfield and Brewster's Circumnavigation of Tasmania. Peter Carter was also the leader of the historic two way crossing of Backstairs Passage and touring of Sir Joseph Banks Group. Mike Higginson led the International Nile Canoe Expedition.

The anticlockwise circumnavigation commenced from Kingscote on December 20th. The party was holed up at Vivonne Bay for a week before making the committing leap around Cape Gantheaume to Distrees Bay. The trip was completed on January 12th 1981.

The same day as Frank sent in details of the telephone call to VCP, Canoeing Magazine had an airmail letter from Australia, and inside a postcard from Peter Carter. The reverse read:

'First kayak navigation of Kangaroo Island completed today. John Hicks, Mike Higginson (of Nile fame), David Nicolson and Peter Carter, all in Nordkapps.

Landed near Remarkable Rocks on 30th December to sort out problems with a broken TCL/4 hatch.

Article with pictures to follow. This card has been half way round the island, from Vivonne Bay.

Yours Peter J. Carter (posted on board MV Troubridge — somewhere between Kingscote and Adelaide and dated 12th January).

● Well done — look forward to seeing photographs and reading article. (Ed).

'Remarkable Rocks' — Kangaroo Island



letters

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

NOGUERA — PALLARESSA RALLY

Dear Editor,

As editor of Britain's largest canoeing magazine, I hope you will be able to help me. I am trying to arrange a trip to the Continent during late July, and hope to attend the International Rally held annually at Sort, in Spain, on the Noguera Pallaresa River in the Pyrenees. Last year the rally was cancelled because of the Europa Cup, and this year it does not appear on the official BCU calendar of International events.

Two years ago when the Rally was last run, publicity was very poor — even the Spanish were unsure of the dates until May, from what I have heard! The situation is probably similar this year due to the fact that the World Championships may draw

canoeists to England during the early summer.

If however, you know of any source from which I might obtain information of the Rally, and if or when it will be held, I and my friends would be most grateful. Even if you could simply suggest how to go about getting the material, this would be a great help.

Yours sincerely,

Ken Sleight, Haberdashers Canoe Club.

● Information on the Noguera-Pallaresa Rally? No Problem . . . International Rally Noguera-Pallaresa; Date: 12th-18th July, 1981; Details: Juan Larado, C/Miguel Angel nu. 18-6°. Madrid Spain (Ed.)

PADDLE FEATHERING

Dear Editor,

I read with much interest your article in Canoeing (issue 38), about feathering of kayak paddles. 'Why do we do it?', I don't know...

I have been told always that feathering was better as to the fact that the wind resistance will be reduced. My experience is that in windy conditions you have to paddle with a low stroke and that with cross winds, the wind can catch your paddle and there is a big chance that you have to make an eskimo roll!

I have still another opinion (but I am not technical!) about our paddle blades. In 1946 already we constructed a paddle with longer and narrower blades. When you are paddling with this paddle you feel that you are stroking easier through the water and that you still have more grip on it. I think that specially for taller persons this is an ideal paddle.

Looking to the eskimos however, rather little men and their paddles (as far as I have seen them on photos) are also short with narrow blades, somewhat broader as the paddle shaft. And when you have such narrow blades wind resistance can be neglected and the wind cannot catch your paddle, and then there is in my opinion not any reason to use feathered paddles!

Perhaps in England too there are longer and narrower blades. I am very much interested what is your opinion about these paddles.

I am asking Mike Clark if I can place an extract of your article in the information bulletin of the Dutch Canoe Association and hope to receive a favourable answer from him. Perhaps I receive some response from the Dutch canoeists.

Yours sincerely,

Jan Honig, Valkenier, Nederland.

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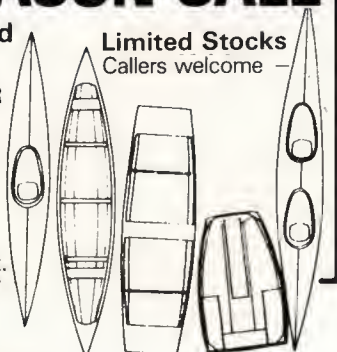
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FUJICA HD-1 ON TEST

In past years very many people often asked what camera I used for my canoeport photographs. My answer was always 'a camera that suited the situation', for I used a variety — a big 2 1/4sq Mamiya, an old Nikon F fitted with a massive tele, and a Canon with power drive. But people were really asking 'what camera should I use?' . . . To this my answer is always 'a camera that you can easily afford and one that feels good to hold' — very much like a women!

In the last ten years or so the average amateur camera has had such a tremendous degree of precision engineering built into it that all moderately priced cameras will produce first class photographs under almost any situation. Thus selection must be on whatever camera takes your fancy.

But last year, a camera came onto the market that is particularly suited to the canoeist — not just the canoe photographer, for to stand on the bank and take photographs often requires a selection of lens and accessories — but one that is suitable for the canoeist actually on the water and while canoeing, even in wild water. . . A camera that can be hung round your neck without any form of protection from spray or bumps, a camera that can lay around in the bottom of your canoe or kayak — in an inch or so of water (salt or fresh) at that and without a single thought of any damage occurring. The camera is the Fujica HD-1.

The Fujica HD-1 is a lightweight, heavy duty, all weather, fully automatic, full frame 35mm camera, built to withstand almost any weather condition you care to take photographs in. I had one on test last summer on the River Ardeche in Southern France. The camera bounced about in the bottom of the canoe for a week — awash for most of that time by water — before I discarded the Canon and took to testing the handling of the Fujica HD-1. Canoeing, swimming, fooling around on a sandy beach, or even the mud-fun joys of the wet-cave 'Medroid', the Fujica came through them all with flying colours, and I was so impressed with this camera's performance that I decided to keep it rather than send it back to the suppliers after the test period —

mind, I was a little apprehensive that I had really bounced the camera about before deciding to keep it, and it now looked anything but new! But it is still producing good pictures and has since been canoeing in Jamaica, left laying in the sand on a hot beach (just how many cameras are ruined through such treatment each summer?), has been swimming in the warm Caribbean, and used extensively on the skiing snow slopes of Austria. Hot or cold, wet, muddy, snow or dry — the Fujica HD-1 comes through it all to produce the goods . . . (one day all cameras will be made this way!)

Of course, with such a camera there are restrictions. There is no interchangeable lens system, there is no over-ride to the fully automatic exposure, the exposure range is only set for 64, 100, 200 or 400 ASA — maybe a little limiting — but it is a camera that I can safely take into any environment — and where my Canon, Nikon or Mamiya would never have a chance.

The Fujica HD-1 is nice to hold, particularly when fitted with the Strobe-Flash unit, it seems to sit snugly in the hands. The controls are chunky and easy to get on with; film loading is simple with an almost foolproof plate lock, film advance is by single action lever, shutter release by two stage button, while focus relies on four stop symbol display — nothing could be easier or more carefree . . .

If I had one complaint it would be the colour. Henry Ford might well have once said that you could have any colour of car providing it was black — but black for this go-anywhere Fujica HD-1 is the last colour I would want. Drop the camera in the river and it is difficult to find among rocks and weed — but on the other hand, drop it in the snow and it's easy to find . . .! But so would red, bright blue or yellow.

At a little over £150.00 (including the flash unit), the Fujica HD-1 is first class value. Full details from: *Fujimex, Dorcan, Swindon, Wilts.*

NB: The above camera is already superseded by the Fujica HD-S, which is due to appear in the UK through 1981. As soon as a camera is available I will have one on test and make a further report.

Mike Clark, January 1981.

Above: Layout of the Fujica HD-1 with chunky controls (light surface on flash and on catch at left is a reflective yellow, an addition by the Editor). Below: Open back showing film plane



SPECIFICATIONS

Type: All-weather 35mm camera. Water resistant.

Lens: Fujinon 1:2.8/38mm four element.

Shutter: Electronically controlled, leaf type, fully programmed with speeds 1/8sec to 1/500sec.

Exposure: Programmed CdS metre.

Film Speed: 64 to 400 ASA.

Flash: Strobe, fully automatic.

Camera Body: Heavy duty plastic and rubber. Black.

Size: 2 1/2" wide: 3 1/4" deep: 7" long.

Battery Operated: — 2 G13.

Distributors: Fujimex — Hanimex (UK) Ltd. Made in Japan.

TOW LINES and Towing

SOME MORE THOUGHTS AND A NEAT IDEA

The article by Kath Bassham on Tow Lines and Towing in our December issue (number 38) of Canoeing Magazine, brought in a couple of comments — further thoughts from Vic Brown, and an interesting and neat idea of taking the strain from Sharon Lambert.

TOWLINES AND TOWING — SOME FURTHER THOUGHTS From Vic Brown

I read Kath's article in your last issue (Canoeing Magazine number 38) with interest, and agreed with most of what she said. She asked for other ideas to be passed on, so here are a few of mine.

I think one has to start with the realisation that there is no such thing as the perfect all-singing, all-dancing, towing system. What works very well towing tired canoeists ten miles at sea may be less than ideal for getting a holed and abandoned kayak to a riverbank through a long stretch of Grade IV (one assumes it is not insured); and, of course, vice versa. One has to decide what it is to be used for before one decides on the system to use — or the system to 'sell' to everyone else as the answer to all their problems. (This isn't a criticism of Kath's article — she is obviously aware of this — it is a warning to those seeking advice!)

Kath's system has a lot going for it; particularly the advantage of requiring no alteration to the boat (useful if you borrow boats, or use your competition boat for touring); but has some disadvantages — it does not always meet the criteria Kath herself asks for. I have seen a refinement of her system, where the line is attached to a broad waistbelt (more comfortable) which is fastened in front by Velcro, with a large toggle on the outside flap (fig.1). This can be released quickly and easily even in a panic, underwater, emergency. If you are going to have the line attached to you, this is a priority.

I have two alternatives to offer — to cope with different situations. (A). If you are towing a kayak with its occupant in it, it is highly likely that he is not feeling on top of the world. If, also, it is a bit choppy, being towed (apart from the rest), is unlikely to improve this, particularly if the boat is veering around. If you tow with your 'victim's' kayak, bow level with your cockpit, he can hold onto your stern — sprawl over it if need be — and give himself support and confidence. As you are more or less rafted up, neither of you is likely to capsize, and you can get to your victim easily if, say, he decides to be sick (Fig.2).

All you need for this method is a piece of rope or shockcord attached in front of the cockpit, with some form of clip on the end.

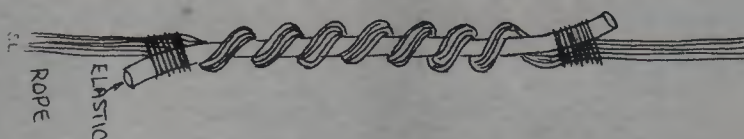
TAKE THE STRAIN OUT OF TOW ROPES

One of the tidiest methods I've found for fixing that piece of shock cord to the tow rope is to lash one end of the elastic to the middle of the rope, wind the rope loosely around the elastic, then lash the other end down onto the rope. When pulled, the twist will be taken up in the

elastic. There are no loose bits of rope to clutter the deck, and should the shock cord or lashings break, the rope is uncut and will still hold.

Sharon Lambert,
Plymouth, Devon.

● Many thanks for a good idea (Ed.)



It can be incorporated into a deckline or paddlepark system with minimal effort. Use your imagination.

(B). The above system does not work very well with an empty kayak, as it tends to swing out at right angles to the towing boat. For this, I like to tow with the bow of the empty kayak about 50cm behind my stern. As Kath pointed out, this minimises veering problems, also the towed boat cannot build up enough momentum to smash into your own kayak.

The system uses a loop of shockcord (heavy duty), with a snap-shackle tied into it (Fig.3). On the kayak a line is fixed which runs from the back of the cockpit, through the endloop (not the one with the toggle on — the *other* one), and back up towards the cockpit. The shockcord loop is threaded onto this rope before it is secured to the kayak level with the canoeist's thigh with some quickrelease system (Fig.4). Do not fasten it off behind your body — you won't be able to reach it easily in rough water. You can buy lots of different fancy jamming cleats in yacht shops for your quick release system, but mostly you just catch your knuckles on them or they get in the way when doing rescues.

Also, some of them tend to come undone when you don't want them to. A knot is often more effective.

I take a piece of plastic tubing (inflation tubes from U/S TABs are good), drill two oval holes in the deck (takes skill) about 8cm apart, feed the tube in one and out the other (taking care not to kink it), glass it into place (using gelcoat resin to get it waterproof) and then trim it flush to the deck. This gives a watertight, recessed fitting that lasts for ever. The rope can either be threaded through this direct, or tied into a loop of rope threaded through the tube. This loop can be easily replaced when it wears through. (Fig.5).

After that digression, back to towing. In

use, the snaplink of the shockcord loop is clipped into the quick release knot to keep it handy. When you wish to tow someone, unclip this, clip it to his kayak and paddle off. The loop slides down to the end of your boat and you are towing on a short length of shockcord at your stern (note shock-absorbing feature!) (Fig.6). If you get to a position of safety, just get the towed kayak on the right side, backpaddle till you can reach the loop, unclip and you are back to square one. If you are being remorselessly dragged towards a weir by your tow, release the quick release knot; the rope end runs free; the shockcord loop runs off the end of the rope and you are free. If you subsequently recover the other kayak, your loop will still be attached to it (what an incentive!) (Fig.7).

There are a number of variations possible on the basic theme. Any number of loops can be used; there can be identical systems on both sides of the kayak, so the tow can be picked up on either side, or so that, having abandoned one tow in an emergency, you can still pick up another immediately. It depends on the circumstances it is to be used in! Towing method 'A' can also be used with this system by a slight alteration.

As you have a certain amount of spare rope, it is also possible, with a boat rigged up this way, to convert to a tow with a long tow rope, a tow from behind the cockpit, or to tow a kayak whose end loop has broken through (ie you have an end of rope to feed through the hole). That assumes you are not in a tearing hurry to get the tow fixed, and you are unlikely to get in a situation where you might wish to drop the tow in a hurry — and these situations do exist as well as all the dangerous ones.

Perhaps I can summarise some of the advantages of this system:

1. It is always on the boat — so you can't leave it behind by accident.

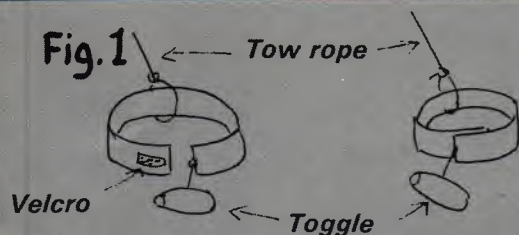
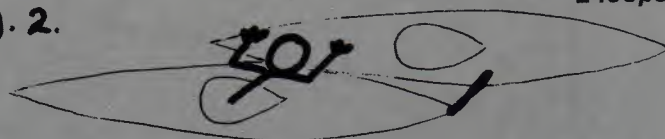


Fig. 2.



2. It is a good towing position which minimises veering.
3. Quick and easy to pick up towing boat.
4. Quick release.
5. Very little rope around to snag on things.
6. No danger to tower in capsize.
7. Can take any number of tows you like; easy to get back to square one.
8. Shock absorbing.
9. High degree of control over position of towed boat (very useful when bringing it in to the side, especially with small break-outs).
10. Other boats cannot ram you at great speed.
11. Versatile, if the situation demands a different type of tow.

And the disadvantages?

1. If you swap boats, you haven't got it (see Kath's system).
2. Your own manoeuvrability is restricted (the case with any stern tow system, the midpoint towing systems all have problems if you get at right angles to your line in rough water — you pay your money . . .)
3. You have to think a little about recovering after a tow, but proficient canoeists should not have much trouble.
4. Shockcord *could* snap, but if you get thick enough cord, it is unlikely.

NB: Do not use some of the cheap plastic snaplinks sold in yacht shops, they come open if the rope they are clipped onto pulls against the gate.

If you decide to have a system which can be used in a number of ways, to suit different situations, consider the situation where you are *most* likely to need to put it on in a hurry, and *most* likely to need to release it in a hurry, and make sure it is fitted up for the tow you would want to do in this situation. You can afford to take your time on other occasions to alter it to suit. To my mind, the above method fits this bill — if you have to tow a kayak in fast rough water you have to get it on fast and *know* you are not going to die because of it. And in that situation I would not like to be using a tow round the body: and I have used my method with good success on such an occasion.

Fig. 3

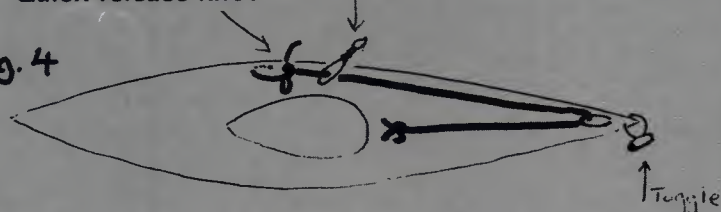
Double fisherman's knot tied round other side of loop to form 2 loops

Plastic or stainless snaplink

Shockcord loop (Fig. 3)

Quick release knot

Fig. 4



Loop of rope

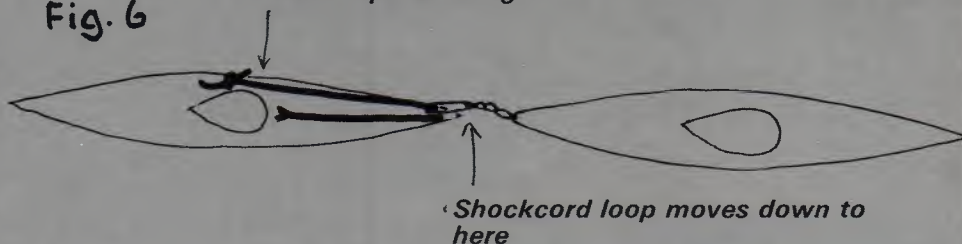
Deck

Fig. 5

Plastic tube glassed in

Fig. 6

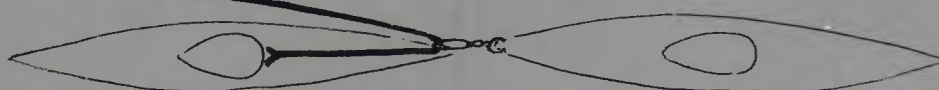
'Tow' rope as in Fig. 4



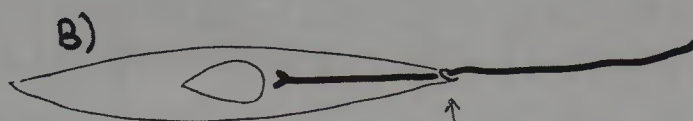
Undo Q-R knot

Fig. 7

A)



B)



Rope held by end loop out of way of canoeist



Shockcord loop pulls through

OCTOBER ORCHY

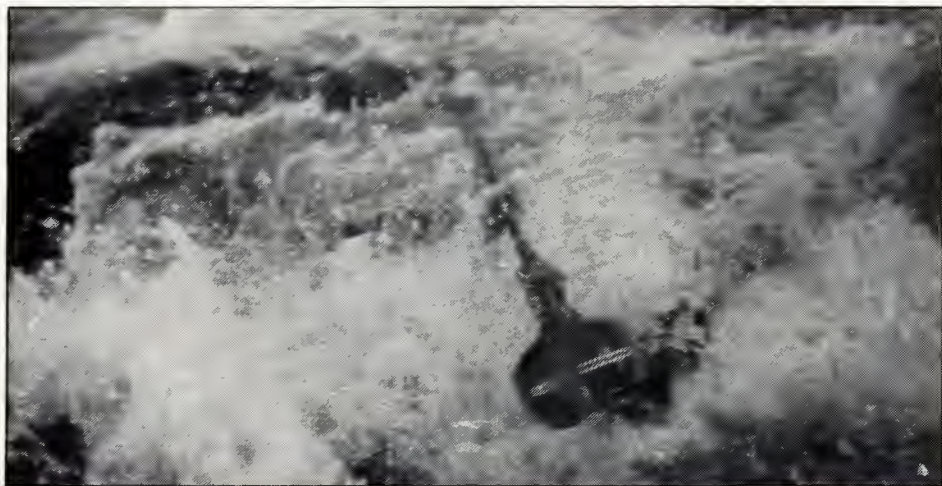
by P.H.Todd

Sunday, 10a.m., and an argument simmers between sips of coffee in Tyndrum's new tourist cafe. Clear blue skies promise a rare day's climbing in perfect weather in Glen Coe, but three kayaks and a bicycle balanced like some improbable modern sculpture on an aging Morris Minor outside the cafe attest to the aquatic nature of the day's proposed activities. Gerry and Ian wheel out all the usual reasons for not canoeing when the hills are covered in thick white frost, reasons which I'm usually the first to accept, but it's been raining all week and the Orchy is just up the road. In the end the discussion degenerates unresolved into a variety of obscene suggestions involving a couple of young policewomen who have sat down at the opposite table!

I'm driving, so after much prevarication to wait for a mythical 'it'll get warmer', I'm cycling up Glen Orchy from the car left at the bridge a mile below Eas a Chathaidh to my companions and boat waiting at our put-in a mile downstream from Bridge of Orchy. Gerry has decided that discretion is the better part of valour and opted to act in a fully clothed capacity as a land based photographer. As the Orchy is never more than a boggy hop slip and jump from the B8074, he can take the cycle and follow us by road.

The first rapid looks a bit rocky; so, to be sure of having one-piece boats for the fun to come, we put in below it. 'Let's name the rapids,' shouts Ian, 'so we can remember them'. 'Sure', I yell back, 'race you to the first one.' It's a good class IV, we run it on the extreme right, through a

Top: Our loaded Morris Minor; Middle: Just an arm in 'Amputation'; Bottom: A good run of 'Springboard'



succession of holes and with a quick decision at the bottom as to which side to avoid a large and impressively stationary rock. We called the rapid *'Stairway to Heaven'*.

A couple of class II ripples and we follow each other down *'Bum Deal'*, a long class III which gradually funnels the water from left to right, pushes it over a rock, and dumps it into a hydraulic. I bottom out with a grinding crunch as I sweep over the rock, but we paddle reinforced KW7's which laugh off mere glancing blows from rocks. A couple more small rapids and we portage Easan Dubha, a ten foot slide into an evil looking maelstrom of boils: V or VI, depending on how potentially fatal you assess the boils.

Boats back in the water and we're straight into the next rapid: grade III starts left and works right over a four foot ledge. I find myself momentarily perched vertically with my kayak's nose wedged on a hidden rock, my knees are trying to come up to meet my chin, but the deck is in the way. A wee jiggle and I'm free, but my knees feel as if someone's taken a file to them. We call the rapid *'Amputation'*.

Round the bend and a rollercoaster rapid down the right hand side of the river. Ian runs the rapid in a variety of unusual orientations: backwards, sideways, upside down; a couple of tourists who have stopped to watch are duly impressed; Ian isn't! I follow in a more orthodox style. We call the rapid *'Little Dipper'* — a III.

The road and river now part company, the former to climb over a Moraine the latter to debouch through a couple of II's and into it's longest rapid: a quickfire succession of class III ledges round a left hand bend. We call it *'The End of Civilisation'*. A few more ripples and we're



portaging Eas a Chathaidh, unmistakable from above as the river divides to go round an island, and both ways look ominous. Both ways are ominous!

The right branch is a straight 20 foot drop onto rocks, the left branch does the same drop in two stages and is a V or VI, again depending on how lethal you think it looks. I think it looks pretty lethal.

A hundred yards and the road and our peripatetic photographer rejoin us for *'Springboard'*. The game is to stay on the diving board shaped ledge as long as possible and go off its end. The penalty for failure is to be dumped sideways instead of

frontways into the hydraulic. I win the game, but clip a rock; this is the last of a vertiable bale of straws and my KW7 sinks as I reach the eddy. We've more or less finished anyway and this is as good an excuse as any for not playing in the wee weir below the falls. Ian and Gerry do, but not for long, as the late afternoon sun in October doesn't impart too much heat to the Glens of the West Coast of Scotland.

Above: Ian running 'Amputation', while below — just a paddle protruding from the main fall of 'Bum Deal'



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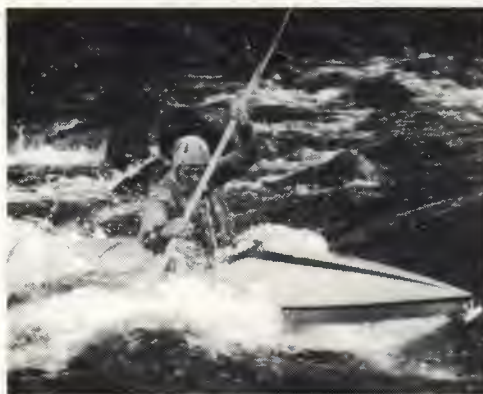
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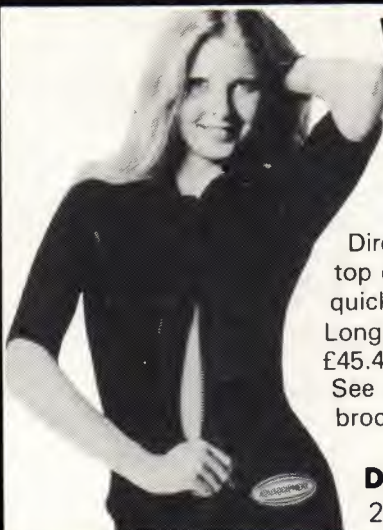
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story on

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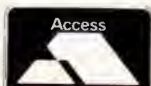
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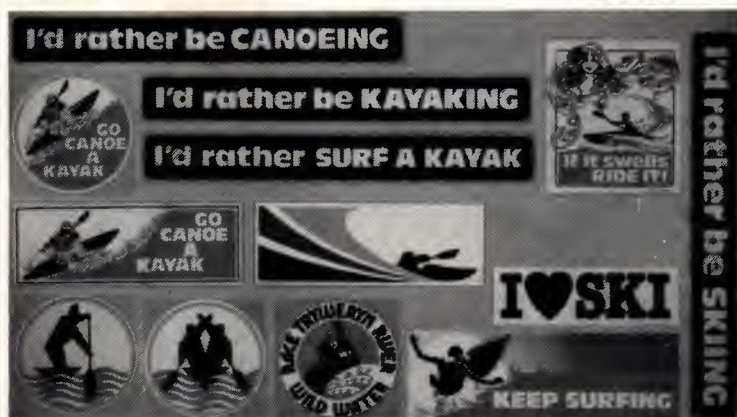
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