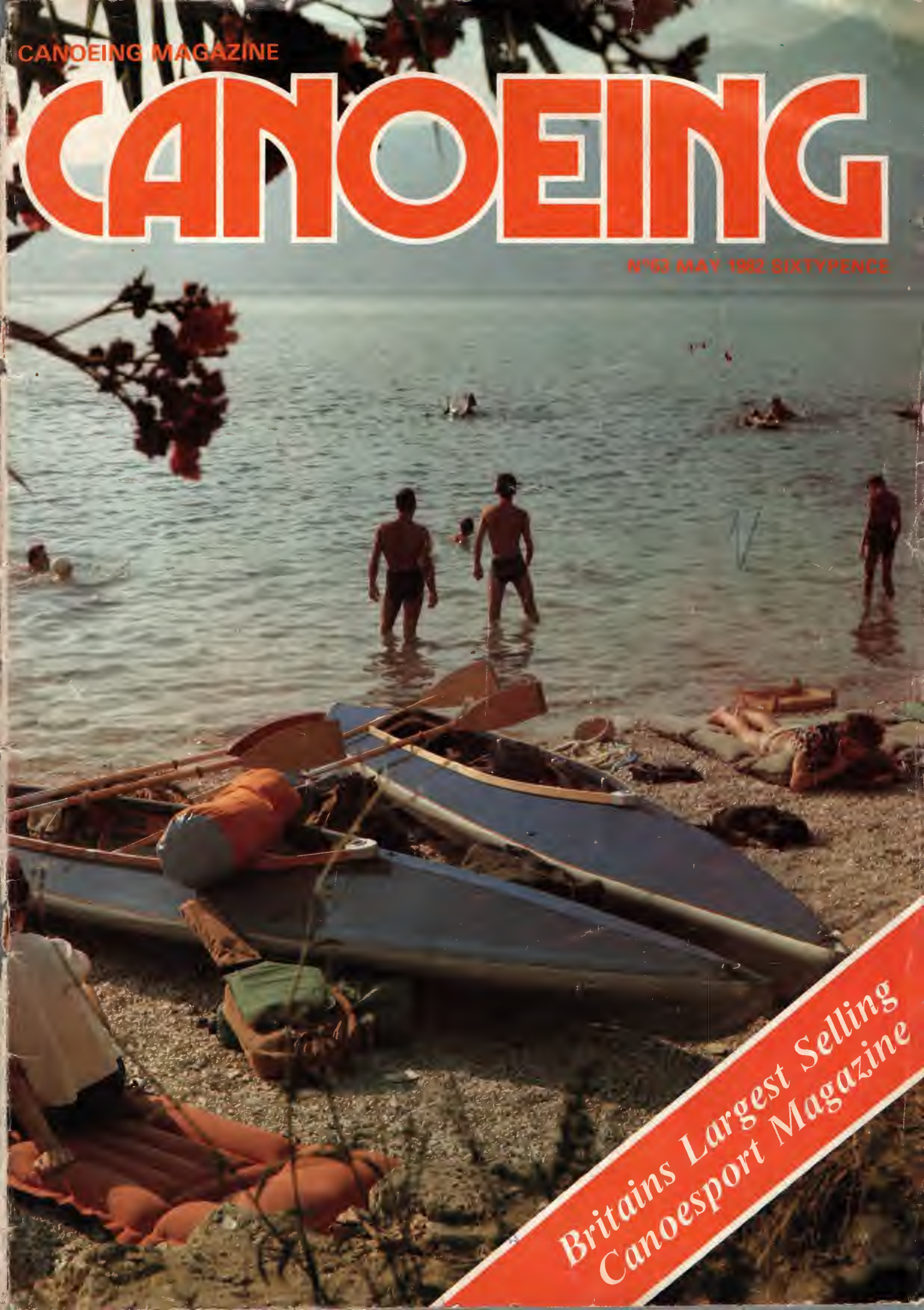


CANOEING MAGAZINE

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N°63 MAY 1982 SIXTYPENCE



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INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

MAY — NUMBER 53

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Canoeing Magazine, Editorial and Advertising
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COVER: Australian tour — Photo: Klepper Werke.



Devizes to Westminster — Blakes Lock — see page 8

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Notes & News

FRANCE FOR SPRING

We hear that a number of places are still available for canoeists/instructors (Canadian) through mid-May to mid-June at the PGL Centres on the River Ardeche in Southern France.

PGL are after energetic and enthusiastic BCU qualified or experienced instructors for their adventure holidays over this period. Early in the season the river should be very rewarding with not so many persons as the height of summer and certainly more water than during the very hot months. So, if you are interested in getting an early tan, anyone interested should contact Gill Hinton at the soonest on: 0989 64211 — or write: *Gill Hinton, PGL Sunsport Holidays Ltd., 817 Station Street, Ross-on-Wye, Herefordshire HR9 7AH.*

RECORD EXHIBITION

The final count for the attendance at the 1982 Crystal Palace Exhibition showed a record at 11,555 paying customers. In addition there were some 500 voluntary helpers who manned BCU stands or took part in the pool displays.

It is also reported that the list of people who attended the Exhibition included many of whom our sport owes a great debt, but the highlight was certainly the presentations to Oliver Cock and Fred Briscoe (Sports Council Liaison Officer) by the Minister of Sport, Neil MacFarlane M.P.

Oliver Cock has contributed greatly to the success of the Exhibition over the years and it seemed fitting that the BCU should say its farewell to him, upon the occasion of his retirement, at Crystal Palace.

The 1983 Canoe Exhibition will take place at Crystal Palace over the weekend 19th/20th February. Stand details available at the beginning of September.

BLACK MOUNTAINS ADVENTURE

Canoeing, mountaineering and camping faced teams of RAF Strike Command airmen and airwomen who spent four days in the Black Mountains, Wales, during April.

Teams of four from 32 Strike Command stations took part in the expedition which was designed to test leadership skills, teamwork and physical fitness. This was the third year that such an expedition has been run.

The challenges the 60 teams faced included a 26-mile trek along mountain paths with an overnight bivouac followed by a two-day canoe expedition on a wild water river. Successful teams were given a certificate while individuals were awarded a medallion.

MUDDY WATER

If it was suggested at a BCU Council meeting last Autumn that BCU members be given the option of receiving 'White Water Magazine' instead of 'Canoe Focus'. The proposal was rejected because it was felt that 'Canoe Focus' might go out of existence. 'Nuff said... Reprinted from 'White Water Magazine' February 1982.

MADAM CAMPING

For the first time in its 81 years existence, the oldest camping club in the world, The Camping and Caravanning Club, has appointed a lady Chairman.

Mrs Molly Rayner of North Chingford, Essex, is as far as known, not only the first lady Chairman of a major British camping and caravanning organisation, but also the first lady Chairman of any similar camping organisation in the world.

GLENMORE LODGE INSTRUCTOR RETIRES

After 31-years of continuous service Jack Thomson, an instructor at Glenmore Lodge, the Scottish Sports Council's National Outdoor Training Centre near Aviemore, has retired.

It was as a temporary that he joined the staff of the old Glenmore Lodge, although he was involved in all the other outdoor pursuits. He is held in high esteem by the British Association of Ski Instructors of which he is now President, having been both a founder member and a former Chairman.

Jack Thomson, because of his chosen profession is extremely fit, and although he has retired from the Scottish Sports Council, he intends continuing to work in outdoor activities in Speyside.

WHITEWATER CHOICE — CANOEING OR WINDSURFING

Whitewater Sports of New Haw report that they have now obtained the use of two large windsurfing lakes at Wraysbury, near Staines. (At present they are busy arranging changing rooms, showers, etc.)

Regular racing, fun events, and barbecues are being organised. Later in the year a water based pentathlon is planned to include canoeing, rowing, windsurfing...any interested competitors should contact Whitewater Sports for details as soon as available.

Whitewater Sports now have a range of windsurfing equipment that is rapidly approaching the size of their canoe stock. For the canoeist wishing to take up windsurfing, Whitewater will part-exchange your secondhand equipment (or of course vice versa, for those wanting to give up windsurfing in favour of a proper sport!).

Alan Jones and his staff will be pleased to advise you on the best choice of canoeing or windsurfing equipment. So contact them on: *Weybridge 40171.*

CORRECTION

In the last issue of 'Canoeing Magazine' (issue number 52 April), we incorrectly spelt the town used by the Michael Jones Mobile Eye Camp in 1981 under the item 'Mike Jones Memorial Fund'. The town was Skardu and not Shardu.

SEA INSTRUCTORS REQUIRED

Following successful visits to Brittany to teach sea canoeing last Easter by John Aberdein and John Kuyser, both from the Calshot Activities Centre, two French centres are now looking for further assistance from Coaches or Senior Instructors (Sea) with an interest in French.

The centres operate on a 'help each other' basis, living in French style based in simple cottages or tents, and an excellent holiday atmosphere is the usual.

'Moniteurs' or instructors are offered travel expenses, free board and lodging, and the use of sailing and canoeing equipment. The Chief Instructor will be Loic Bourdon, a leading French sea canoeist.

The Centres are:

1 month — July: 'Glenans' near Painpol, Brittany. A superb sea canoeing area. Lots of islands and clean sea.

1 month — August: 'Centre Nautique Auberges de jeunesse' similar to the YHA, based at Ile de Batz, near Roscoff, Brittany. The description as Painpol.

Interested qualified sea canoeists should contact: *John Kuyser, 2 Walkers Lane North, Blackfield, Southampton SO4 1YA or telephone: Fawley 892842.*

EXPEDITIONS

MICK BURKE AWARD FOR FRASER RIVER EXPEDITION

Whitewater Sports congratulate two of their customers on recent outstanding achievements: Brian Hooper, who won the World Superstars Final in Florida Keys. Brian's performance in the heats and final have been outstanding; a fitting reward for the dedicated training he has put in. Brian now plans to continue training for next years event, and Whitewater Sports will doubtless continue to supply his canoeing equipment.

The Fraser River Expedition. Led by Peter 'Green Slime' Knowles, the expedition were rewarded with the Mick Burke Award for the superb expedition film that they made of the trip. No doubt many canoeists around the country were glued to their TV sets at the end of April, to watch the famous Overlander Falls being shot by the team. Whitewater Sports have been delighted to supply various expeditions undertaken by Peter's group in recent years, and hope to continue to do so for many more to come.

Peter is currently planning a trip to Turkey this year, while Jeff Gill is running a French Whitewater trip in the middle of May. If any canoeist are interested in these trips, contact Peter or Jeff, or even Whitewater Sports for details.

WOLVERHAMPTON CANOE CLUB — FIRE

Easter time turned out to be disaster time for Wolverhampton Canoe Club.

On Easter Sunday evening the club fell victim to a vandal attack, which resulted in the clubhouse being completely burnt out, destroying all the club's canoes and equipment. Losses are estimated at £40,000.00.

Club secretary, Mike Gollings has made

CANOEING MAGAZINE

an appeal to local clubs, and offers of help are coming in.

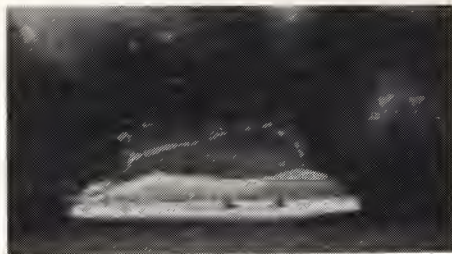
The members held a special meeting on Friday 16th April to formulate plans to keep the club in existence, several fund-raising ideas are to be explored, including Sponsored rolls, stalls at local fetes, and direct appeals etc.

The immediate priorities are competition canoes and paddles, as most of the canoes lost were privately owned and many of them were not insured.

National coach Peter White, who suffered a personal loss after losing his canoe, said 'The great loss to me is the 25 years hard work gone completely down the drain'.

COLOUR KANU-SPORT

Kanu-Sport, the magazine of the DKV — Deutscher Kanu-Verband — features a full colour cover for its April issue with ice-berg and sea kayakists.



EVENTS & COURSES

ISLE OF WIGHT TIME TRIAL

The 26th June will see a time trial around the Isle of Wight — an event for the experienced sea canoeist wanting a new challenge.

The object of the time trial is to circumnavigate the Isle of Wight in a single day. The event is open to experienced adult canoeists using sea boats only. Distance round the Island is 55-miles and the usual time taken is 12 to 13-hours. Support and transport will be provided to get those that drop out back to the well appointed campsite at East Cowes.

Anyone interested contact: *Buzz Austin, 1 Miller Close, Parkhurst, Newport, Isle of Wight. (s.a.e. please).*

MAY 1982

SOUTH BRITTANY RALLY

One week touring the magnificent shore and islands coast with French sea canoeists. Not a course — a real sea canoeing holiday. Write for details to: *Monsieur Jean Lutz, RIBS — 67 rue croix de la Gaulle, Laval, France.*

EURO-PRO SURF AT NEWQUAY

At the end of August Fistral Beach, Newquay will host the first I.P.S. sanctioned Euro-Pro Surfing Contest.

The I.P.S. Board (International Professional Surfing), at its meeting at Burleigh Heads, Australia, on 7th March, granted the 1982 Euro-Pro to Newquay following on from the highly successful Euro-Pro-Am event held there last year.

With total prize money of 20-thousand U.S. Dollars, the event will certainly attract the very best surfers in the world. Full details from: *1982 Euro-Press Office on Newquay 06373 77505.*

MEDWAY MARATHON

This year the Medway Marathon is to be held on Sunday 18th July. The course will be slightly different to that of last year, in that it starts at the Malta Inn at Allington Lock and goes directly upstream to Tenbridge, a distance of 18-miles, for all classes.

For those that don't know the Medway, it is an easy going, picturesque river, that runs through the heart of the Kent countryside. It is an ideal venue for such an event, being safe and easy for novice, yet challenging enough for more experienced paddlers.

Having gained sponsorship from Beefeater Steak Houses, Capel Canoes, and Grandsden Marine, the organisers are able to offer many super prizes, and of course, everyone gets a finishing memento. For full details, send a stamped addressed envelope to: *Kevin Coleman, 103 Bradbourne Vale Road, Sevenoaks, Kent TN13 3DL.*

EVENTS & COURSES

letters

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

MORE MALE

Dear Editor,

Replying to Derek P. Bamforth, March 1982 magazine, I agree there should be more equality of pictures of men and women. His use of the words 'equal exposure to the female paddler', I would change to 'equal exposure of the male paddler' . . . !

Your women are always depicted bronzed in bikinis as pin-ups, never in waterproofs or lifejackets as true canoeists, where as men are generally completely covered from head to toe, or only a back view — as March 1982 cover!

What about a male pin up if you are going to have equality?

Yours in anticipation,

Tricia Davey, Fleet, Hants.

● Sounds like a good idea — any volunteers for male pin up cover . . . good figure essential, minimum 5ft 11 ins: chest 42-48 ins: waist 26in: biceps minimum 20ins . . . etc . . . etc . . . Ed.

GIRLFRIEND/WIFE

Dear Editor,

As a 'girlfriend and future 'wife' I seem to be excluded from

(a) The famous Vichy Slalom course
(b) The coast between St.Malo and Brest. (Canoeing No.50 — Calshot Courses).

As a girlfriend I am expected to 'walk the riverbanks' or 'explore the surrounding scenic splendours'. Is it not conceivable I am wish to canoe while my boyfriend takes the role I am expected to fill.

Is it not possible some of us may wish to participate, or is canoeing so completely sexist?

I hope you publish this. It will be the first 'female' letter for some time!

Yours sincerely, Ms.N.M.Stow



DEVIZES- WESTMINSTER

Report and Photographs by Mike Clark

Easter Sunday morning, the place County Hall Steps and the finish of the annual Devizes to Westminster Canoe Marathon. With the grey light of dawn just lightening the easter sky, crews had been portaging onto the tideway from 04.00hrs onward — far too early to catch the full benefit of the flood tide — and now, the sun just creeping over the roofs of the capital, the mixed Dutch crew of Jende van Zeben/Michiel Maurits van Lookern Campagne pulled into County Hall Steps just a little after 06.20hrs — the first crew to finish the course.

First ones, then twos and threes . . . the crews began to arrive over the finish.

'Who won the race? Am I too late for a photograph?' was the questions of a reporter from one of the dailies who managed to arrive at 07.00hrs

'Don't worry, mate', came the reply, *'the winners are on the tideway and should be at the finish in about half an hour.'*

Just after 07.40hrs Rodhri Kinch/Robin Belcher (Reading and Leighton Park/Preston Brook Canoe Clubs), crossed the finish to climb those still wet County Hall Steps. Their time was 16hrs 09min 49sec — a superb winning time, but well outside the record of 15hrs 34min set by Greenham/Cornish in 1979. In the Junior event it was to be a different story with the win only minutes away from a record time . . .

Easter Bank Holiday weekend, and the conditions for the thirty-fifth Devizes to Westminster Canoe Marathon looked good. The forecast was for clear skies, a light wind from the north-east going round to the north through a rather cold Friday night. The water on the canal was deep and there was an excellent flow on the River Thames — I suspect very much more than the Senior crews had anticipated.

The entry for the Junior event, raced over four stages, was very much down over past years with only 41 crews listed on the start sheet. However, for the non-stop

125-mile race of the Senior event there was a record entry of 160 crews. And, with a number of Service crews, this was surprisingly unaffected by the Falkland Islands crisis. Almost all listed on the start sheet were there — maybe at Westminster, Royal Marine, SAS and RE crews were just going to keep on paddling and catch up their troop ships somewhere in the mid-Atlantic!

Looking through the entry the pair of Kinch/Belcher just had to be favourites, and teamed with a bankman like Brian Greenaway, were a pretty safe bet. However, Devizes being what it is, nothing can be certain and many other crews could be considered. Hignett/Shillingford, Freeman/Freeman of the Met. Police, Roslin/Watson of Bradford-on-Avon, and Service crews like Wood/Heath of RE and the SAS boys. Along with a Dutch crew racing for the first time, but reported to have quite a turn of speed and the mixed crew of George Oliver/Kath Nadal of the Nottingham Kayak Club, the race was full of interest and promise.

Mid-morning Friday at Devizes. The scene was one of hustle and bustle with very many more Senior crews than usual checking over their kayaks, stowing gear and passing the scrutiny of the kit judges . . . emergency rations, chocolate, fresh water, flashlight, two sleeping bags, okay . . . okay . . . okay . . . but how, one thinks, can two sleeping bags be compressed into such a small package . . . a package almost small enough to go under the kayak seat!

The Juniors had all left and were now racing towards Newbury on their first leg. But for the Seniors there was still time to judge the weather, consider the forecast and what the night would bring, time enough to make last minute adjustments to their individual schedules.

Hignett/Shillingford had gambled all on a record time and left at 07.07hrs, heading for the impossible evening tide at Teddington and a complete run in daylight. But alas,

with the top of the tide at Teddington at 16.49hrs, the schedule was just too tight and left no room for alternatives had the weather changed. The pair made it as far as Theale (just outside Reading) — not even off the canal — but this is Devizes and even the best crews can come to grief.

A mixed Dutch crew of Jende van Zeben/Michiel Maurits van Lookern Campagne from the Levitas Kanu Club had left just after 09.00hrs and could not be out for a really fast time that would worry the Nottingham Kayak Club mixed pair of George Oliver/Kath Nadal. This pair was listed as George Oliver/Heather Parker, but Heather was taken ill with food poisoning at the beginning of Easter week and had to drop out of the race. It was only on the Wednesday that Kath decided to race with George — with hardly any training behind her and certainly not enough for such as Devizes-Westminster. But having taken the mixed win last year teamed with Dave Philips, Kath had more than enough experience to make up a little for the lack of training. The pair took to the water at 11.08hrs and were out for a time of around 22-hours. The Nottingham Support crew dashed off down the course to Pewsey, Wootton Rivers and beyond — but it would be some time yet before I could leave and catch them up.

A Dutch all male pair of Jaap Kraayenga/Eise Huizing, also from the Levitas Kanu Club as the mixed pair, took off at 12.02hrs and were certainly marked on my 'leader list' as a crew of interest to watch.

There was a great mass of activity between 11.00hrs and 12.00hrs with over a dozen crews leaving. However, by my judging this was still much too early for a fast time and the best of the tide from Teddington down (that last all-important 20-mile on the tideway). If one took an average fast time, say between 20 and 18-hours, with high water just a minute after 05.00 (BST) give an hour plus some for the tide to turn, say 06.00 to 06.30hrs at Teddington. Thus any crew leaving before 12.00hrs on the Friday at best could only make around 20-hours plus — any faster and the crew would be hitting the tideway on dead water.

With 12.00 passed, the activity at Devizes began to dwindle . . . eight crews left before 13.00hrs — all crews to watch . . . O'Donovan/O'Donovan of the Argonauts Canoe Club of Northern Ireland left at 13.35hrs . . . and heading for a fast time. The clock crept closer to 14.00hrs — the race was widely spread and it was time to chase after the Dutch pair and the Nottingham mixed crew to see how progress was being made. And there was still that Dutch mixed crew that left around 09.00hrs — I would not catch these until Windsor in the dead of night.

I had a quick word with Brian Greenaway as to when his crew would leave — a close secret with four other crews still holding back from the start — but he did indicate around banks closing time . . . That means usually 15.30hrs . . . But also still worrying me was a couple of attractive females wondering around and, being garbed in wetsuits they were competitors and not from a support party. Time was getting on, they should have been on the water long before this — or maybe they were super-fast and looking for a real woman's record . . . The explanation was not so grand. The pair were Misses Sheila Skinner/Janet Herbert and their start time was not until 16.00hrs and they were heading for the second tide of the Saturday — not the first!

CANOEING MAGAZINE

(For the record the pair finished with a creditable 28hrs 48min 13sec, the first all-women crew and 87th place overall).

Now off down the course and the first stop was at Wootton Rivers to pick up a few times. The Nottingham crew had gone through with 2hr 15min, well inside their schedule. The Dutch pair who held so much of my interest (I had to take a few photographs for the Dutch magazine 'Waterkampioen', made Wootton Rivers with 2hrs 07min. Earlier Hignett/Shillingford had made 1hr 57min, but later in the day Freeman/Freeman were to make a tremendous 1hr 54min, while Kinch/Belcher went through with 2hr 02min).

The weather held fair, the light wind remained behind the paddlers pushing them along, the temperature was a little cold in the wind if you were standing around, but nothing to concern those racing.

To catch the Dutch pair who by now had been on the water for nearly three hours, I assessed I needed to be the other side of Crofton . . . sure enough, the pair were in fine form and looking stylish on the water. A quick dash to Foxfield at 23-miles and some good photographs of the pair making the portage . . .

Next was to catch up George and Kath. This was more difficult. Where would they be having left an hour before the Dutch, but a mixed crew and (the weakest?) one without the backing of intense training . . . Hungerford? . . . could be . . . but better to go on to Kintbury to be sure. What a guess, I had only just parked the car when the pair came through. But not very good photographs so they would have to be found again further on at Newbury. Alas here I ran out of film and missed them! (Stupid boy . . .) So there was only a short break to gather times at Newbury and then once more take to the road. I caught the Nottingham pair at Thatcham and again at Woolhampton . . . but now I needed to let the Dutch pair also catch up again . . . so there was a short wait . . . The Saturday afternoon and early evening is always busy. There is only really a short time to take photographs before the light goes . . . and always there seems to be far more crews on the water than I need to photograph but never catch up with. Once through Saturday there is no light to take photographs down the Thames . . . At Woolhampton the light was just holding, but soon I would need to use flash . . .

Way back at Devizes the car park was now clear, the last crews having left and were racing through Wootton Rivers, Savernake and over Crofton, down through Hungerford, Newbury and on to Reading.

From Woolhampton, it seemed a good idea to go direct into Reading and Blakes Lock, maybe I could get times of some of the fast crews and an idea of how the race was developing.

With such a wide spread of paddlers, there is no point in trying to dash backwards and forwards over the course to watch progress, for paddlers, particularly at night are easily 'lost'. Better to stay with a small middle group and see what we pull through or catches up. As the race progresses and the nearer we get to London the faster crews will pull up through the field. However, I had the feeling that the eventual winning crew were just too far behind me on the water and I would not see them until the finish at Westminster in the morning.

With darkness now over the canal and

the River Thames, the weather still held good. The threatened cold had not materialised. The night was overcast and really quite pleasant. Judging by the flow of the water on the Kennet (over the last sections of the canal) and on the River Thames, many of the crews would be wishing that they had planned to leave a little later and set their sights on a faster time. Many would find themselves hit the tideway on slack water.

At Blakes Lock I had the first news of that mixed Dutch crew — I had missed them by not more than a few minutes! It seemed I would not catch them, for now I was at Reading for at least three more hours . . .

At 19.53hrs the Nottingham pair of George and Kath came through — over 1hr 40min up on their schedule! They had made Blakes with 8hrs 45min and things would now be even better with the fast water of the Thames. The Dutch pair of Kraayenga/Huizing came through just over 30-minutes behind and could well overtake the Nottingham pair. However, during the rest of the night the speed between these two crews remained just about the same with the Dutch only taking out a few more minutes on the water (but of course, on time the Dutch were well ahead of the Notties). The Dutch made 8hrs 27min to Reading . . .

I had promised Brian Greenaway I would wait for his crew until 22.00hrs at Blakes Lock (7-hours to Blake) — but he failed to make this time by around 30-minutes! Kinch/Belcher made a tremendous 4hrs 50mins to Newbury (this bettered by 4hrs

46min by Freeman/Freeman) and 7hrs 35min and 7hrs 38min respectively to Blakes. The race was certainly hotting up with the Bradford on Avon boys of Rosling/Watson also in close contention . . . The Irish pair of O'Donovan/O'Donovan were well up with 7hrs 49min to Blakes . . . but this latter crew were way ahead on the water and would pay for this with slack water at Teddington.

With the long stay at Blakes there was a chance to see much more of the competitors — crews such as the American pairs of Hecker/Drake and Bassett/Mernicki in their Sawyer and Jensen racing Canadian C2s and the Belgium Para Commandos.

Soon it was time to push on to catch up with the Nottingham pair, the Dutch crew, and if possible to find that elusive mixed Dutch pair — this last was beginning to become a bit of an obsession!

I missed out the first long reaches of the Thames — Sonning, Henley, Marlow — and headed for Maidenhead, hoping to pick up the race through Boulton's Lock. I cut the corner and drove upstream towards Cookham. Not a sight of a roof rack . . . I had lost contact and it would now take a little while to get back. Was I behind or in front? It was difficult to assess, but I voted to go on to Windsor and prepare to wait there until something showed.

It was a long walk out to the lock island at Windsor but rewarding . . . Who was the first crew to come through — none other than the Dutch mixed crew. I had caught them at last! They seemed in good spirits and quite willing to chat . . . They were



Above: the Dutch crew of Kraayenga/Huizing making good time on the canal.

Left: the start at Devizes for Kath Nadal and George Oliver of the Nottingham Kavak Club.

right out in front on the water now and would remain that way to Westminster.

The portage at Windsor was very difficult with the put-in into a wild swirling river. The Canadian pairs came through, followed by other slower K2s.

It seemed a great time before George and Kath came through — for Kath it was quick call of nature, for George a quick sandwich. Both were in good form, Kath in particular who must have hardly stopped talking all the way down — for sure George would certainly finish the race this year . . . ! The Dutch followed shortly and still going well. Time to move . . . a quick dash to Bell Weir and I might just catch the mixed Dutch, but alas they had already gone through. The Nottingham pair went through, and now the Irish pair of O'Donovan/O'Donovan were closing on the water and looking good

From Bell Weir and on to Shepperton — again the mixed Dutch had already gone — I just seemed fated with that crew! A small group of officials had a wood fire going well just on the portage spot and it was a nice chance for a warm while I waited to see the Nottingham crew through. Again they were still in good spirits. On to East Molesey Weir — just a few more miles and crews would gain the tideway at Teddington. Of course I had missed that Dutch crew — but who cares at this stage! The Notties came through, but there was a long wait for the mens Dutch pair — the Irish went through, and seemingly dozens of other crews went through, but I guess the driving and the fact that I had been 'on the road' for over 24-hours without a break were beginning to tell.

From East Molesey I voted to go straight to the finish at Westminster — at least I would get that Dutch crew there!

By now the grey light of dawn was well advanced over the roofs of London . . . and the sun would soon be casting its warm glow on the tallest of buildings.

The information room — I say room, but really it was just a few tables in a tent — was abuzz with activity. 05.30hrs on the Saturday morning and already there were a number of crews on the tideway (still at slack water). The boat marshall moved his men to County Hall Steps in preparation to pull out the kayaks . . . Big Ben moved its hands to 06.00hrs and on to 06.15hrs . . . eyes strained into the distant haze and growing light . . . a speck appeared above Vauxhall Bridge . . . the first crew was in sight of the finish.

. . . and now, the sun just creeping over the roofs of the capital, the mixed Dutch crew of Jende van Zeben/Michiel Maurits van Lookern Campagne pulled into County Hall Steps just a little after 06.20hrs — the first crew to finish the course . . .

It was over another hour before Kinch/Belcher raced under Westminster Bridge to take the win. As they climbed County Hall Steps it was the first time I had seen them during the race . . . ! Yet even from afar, the race for the first place between Kinch/Belcher, Freeman/Freeman and Rosling/Watson, had been exciting and at times the closest for some years.

What of the Dutch crew I had followed so closely? Well, they finished with a time of just over 19-hours and raced into a super 10th place — a great effort for a visiting crew who had never seen the course until a few days before the race. Along with their team mates of the mixed crew, the four were well pleased with their weekend (although they felt they could have done better by leaving an hour later), and there is



Top: the all-womens crew of Skinner/Herbert off the start at Devizes.

Centre: the Nottingham crew make a quick cloth change at Blakes Lock.

Below: the mixed Dutch crew with its supporters at Westminster.

Overpage: the steps at Westminster.



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the promise to try to put a full Dutch Team together for next year).

George Oliver/Kath Nadal? They finished in fine form, just breaking the 20-hours mark and taking a well deserved 18th place.

The first ten places in the Senior event are confirmed as below. Of interest was the fifth place by the Irish crew of O'Donovan/O'Donovan with just over 17-hours. This pair would certainly have benefited with a later start time, having hit the tideway at 04.46hrs and even with slack water had taken only 1hr 58min to gain Westminster from Teddington!

The tide rolled on . . . crews came in thick and fast . . . some looking good . . . others showing all the pain of their effort. Hands were shaken, cameras snapped the traditional 'mug-shot' with Big Ben in the background . . . It was the end of another Devizes to Westminster . . . but for sure, after all the training, all the effort, all the pain, many would be back again next Easter to compete in the 'toughest Canoe Race in the world . . .'

RESULTS

SENIOR EVENT

1st R.Kinch/R.Belcher, Reading & Leighton Park/Preston Brooke Canoe Clubs, 16hrs 09min 49 sec; 2nd N.Freeman/A.Freeman, Metropolitan Police Canoe Club, 16hrs 33min

01sec; 3rd J.Rosling/P.Watson, Bradford on Avon Canoe Club, 16hrs 37min 01sec; 4th R.Thoroughgood/A.Bennett, Stubbers, 16hrs 55min 49sec; 5th J.O'Donovan/D.O'Donovan, Argonauts Canoe Club, 17hrs 98min 00sec; 6th T.Wood/A.Heath, Royal Engineers Canoe Club, 17hrs 33min 12sec; 7th D.Andrews/D.Howie, 21st SAS Regiment, 17hrs 44min 10 sec; 8th R.Vincent/T.Beaver, 78th Leicester Venture Scouts, 18hrs 43min 44sec; 9th J.Craddock/C.Peters, Portcreek Venture Scouts, 19hrs 04min 31sec; 10th J.Kraayenga/E.Huizing, Levitas Kanu Club, Holland, 19hrs 22min 21sec.

Team Event: 1st 21st SAS Regiment — crews 193/194/195, total 57hrs 40min 42sec.

Mixed Crew: 1st G.Oliver/K.Nadal, Nottingham Kayak Club, 19hrs 48min 16sec — 17th place overall.

Female Crew: 1st Sheila Skinner/Janet Herbert, Independent, 28hrs 48min 13sec — 89th place overall.

Senior start: 160 crews: finished 112 crews.

JUNIOR EVENT

1st M.Wells/T.Mathews, Richmond and Hereford Canoe Clubs, 15hrs 37min 02sec (record stands at 15hrs 34min set in 1979); 2nd R.Howell-Jones/D.Loughrey, Reading and Leighton Park, 16hrs 10min 27sec; 3rd R.Ward/A.Dawson, Preston Brook Canoe Club, 16hrs 13min 09sec.

Team Event: Metropolitan Police Cadets, total 55hrs 45min 58sec.

ROLL OF HONOUR

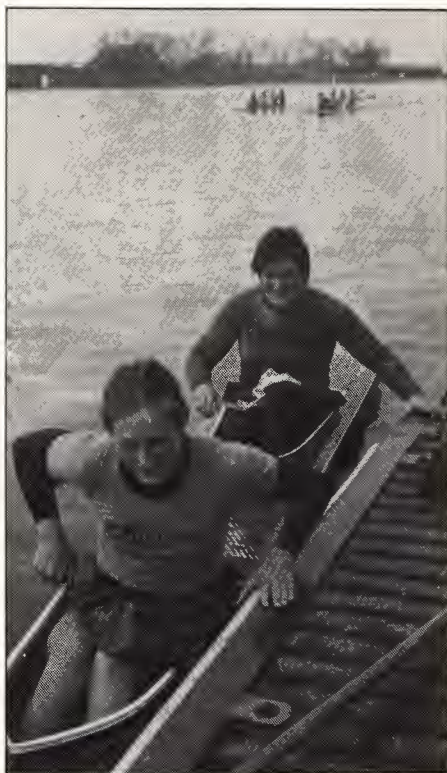
1948	Peter Brown & Larry Jones	1st Devizes Rover Scouts	89hrs.50m.
Whitsun	Brian Walters & Brian Smith		
1948	P.O. Roy Parjer & Geoffrey Bushby	Chippenhams Sea Cadet Unit	49hrs.32m.
	David South & Frank Attrill		
1949	F. Luzmore & H. Ross		
	G. Flint & M. Pay	Richmond Canoe Club	49hrs.32m.
1950	H. Ross & R. Webb	Richmond Canoe Club	34hrs.52m.
1951	O. Dansie & R. Dry	21. SAS., T.A.	24hrs. 7m.
1952	H. Ross & M. Wilkins	Richmond Canoe Club	24hrs.51m.
1953	J. Junor & E.G. Marchant	21. S.A.S., T.A.	30hrs.47m.
1954	D. Mitchell & S. Syrad	Royal Marine C.C.	28hrs.13m.
1955	D. Mitchell & S. Syrad	Royal Marine C.C.	25hrs.32m.
1956	G. Howe & J. Clark	Royal Marine C.C.	28hrs.32m.
1957	K. Aston & B.D. White	Royal Marine C.C.	25hrs.28m.
1958	C. Howe & C. Edmonds	Royal Marine C.C.	24hrs.27m.
1959	T. Shenton & S. Syrad	Royal Marine C.C.	23hrs.17m.
1960	J.P. Cann & T.P. Hardy	21. S.A.S., T.A.	23hrs. 1m.
1961(A)	G.R. Howe & C.E. Tandy	Royal Marine C.C.	20hrs.59m.
1961(B)	W. Crook & R. O'Keefe	Lancashire Regt.	20hrs.37m.
1962	G.R. Howe & C.E. Tandy	Royal Marine C.C.	20hrs.23m.
1963	J. Haynes & D. Arnold	Royal Marine C.C.	21hrs.58m.
1964	K. Aston & R. Donnison	Royal Marine C.C.	21hrs.46m.
1965	T. Cook & M. Stimson	R.A.S.C. Para. Brigade	20hrs.27m.
1966	G.R. Howe & B. Strickland	Royal Marine C.C.	21hrs. 4.
1967	B.D. White & J.C. Lowe	A.T.U. Royal Marine C.C.	20hrs.12m.
1968	P. Pagnanelli & R. Evans	63 Parachute Squadron RCT	21hrs.38m.
1969	P. Pagnanelli & R. Evans	16th Parachute Brigade C.C.	19hrs.47m.
1970	P. Pagnanelli & R. Evans	16th Parachute Brigade C.C.	19hrs.14m.
1971	P.S. Lawler & C.J. Baker	Richmond Canoe Club	19hrs.22m.
1972	T. Shenton & T. Cardale	Royal Marine C.F.	19hrs. 9m.
1973	A. Alan-Williams & A. Chapman	Royal Marines	18hrs.36m.
1974	A. Alan-Williams & R. Dyke	Royal Marines	19hrs.43m.
1975	B. Perrett & B. Greenham	Leighton Park School	
		Royal CC	17hrs.50m.
1976	G. Mitchell & C. Norton	Royal Engineers	19hrs.50m.
1977	J. Fowler & B. Greenaway	Royal C.C.	16hrs.56m.
1978	B. Greenham & T. Cornish	Leighton Park & Richmond CC	16hrs.50m.
1979	B. Greenham & T. Cornish	Reading & Leighton Park & Richmond C.C.	15hrs.34m.
1980	B. Greenham & T. Cornish	Reading & Leighton Park & Richmond C.C.	16hrs.15m.
1981	B. Greenham & R. Belcher	Reading & Preston Brook C.C.	17hrs.22m.
1982	R. Kinch & R. Belcher	Reading & Leighton Park & Preston Brook C.C.	16hrs. 9m.

SPRINT RACING

SPRINT SQUAD AT THE POND

Following on from the Easter Bank Holiday, the National Sprint Racing Squad — both Seniors, Juniors and Women — spent a productive week in residence at Holme Pierrepont.

The Squad under trainers Brian Greenaway, Trevor Wetherall and Bernard Perrett, enjoyed almost ideal conditions at the National Watersports Centre with sunny weather, little wind, and mirror-like water. The Squad's first international of the season will be at the beginning of May (full report in our next issue of Canoeing Magazine), with the Seniors going to Mechelen in Belgium where competition is expected to be very strong with UUSR and DDR competing, and the Juniors and Women going to Bosbann in Holland. Both regattas held over the same weekend — 8th/9th May.



The first full regatta of the season at Holme Pierrepont was well attended and again enjoyed some reasonable weather. Two records were broken during the weekend. With the fine weather there was a chance to photograph our top womens crews racing...Not a bikini in sight!



SEA CANOEING

THREADING THE NEEDLES SOLO by Trevor W. Scarr

We stayed for one whole glorious week in Colwell Bay on the Isle of Wight, looking out across the western entry to the Solent onto Hurst Castle on the mainland. Measuring only $\frac{3}{4}$ mile on O.S. map 196 it is the narrowest passage across the Solent where the current can run at 5-9 knots depending on the day of the month, because of this, it has never been Swum; so the locals say. However we were given unsound advice on a number of occasions during the holiday, causing us to nearly miss our ferry, advised not to canoe round the needles because of the extreme danger particularly if a large ship went by the point; the wash would swamp you out.

However the more I thought about the Needles, the more I was drawn to them. On Sunday I canoed into within site just to get a taste of what might be expected. The sea was choppy, forcing my Snips to flop over the waves, washing the deck, sending spray into my face, and licking my lips gave a pleasant salty taste.

But yes there they were at half a mile, spectacular, 200 feet of sheer white cliff sinking vertical into a dark restless sea, ragged, and jagged, silhouetted by the setting sun, home for colonies of cormorants, slag and other sea birds, motionless on their perch ready to ward off and challenge to their domain.

On Friday morning, with family and friends we walked to the Needles Batteries high above the Needles; guarding the western entry to the Solent since 1859. If this had been the summer of 1588 we could have watched the ships of Philip of Spain's Armada sail past. Although the headland has always been strategic to the naval harbours of Portsmouth, the Needles Batteries only go back one hundred years in the history of British Coastal defence.

In the 1850's the enemy was French, by the turn of the century Kaisers Germany, but it was not until World War II that the Needles Batteries finally saw action.

In the 1950's the headland became the engine testing site for the *Black Knight* space rocket.

Now this site, an important part of British Military history, is gradually being restored by the National Trust as a museum and exhibition to tell the story of the Needles Batteries.

However of more interest at this moment within this small complex of dark passages, gun and search light emplacements was the Coast Guard Station where I looked down through binoculars onto the needles. Watching carefully, with some excitement the flow of water ripping between the Needles I tried to get some idea of the flow rate, but from this height it was difficult.

The coast guard chief was encouraging, so long as I timed the trip on the turn of the tide, they would keep an eye on me.

The Royal Navy were diving off an inflatable powered rescue boat anchored near the light house just off the point.

It was on. I could see all the dangers and under these conditions would present no real risk. I'd been surfing, rolling and practicing paddle techniques all week in various sea conditions; smashing on the rocks was the worst fear or being washed in by a large liner rounding the Needles.

A Snipe, my slalom kayak would not have been first choice for such a trip, but I'd brought it on holiday only with the intention of playing around in the surf.

Setting out from Colwell Bay paddling through the bathier and out to sea, the weather was exceedingly good, temperature 28°C (82°F), dazzling blue sky, a light south west breeze blowing down the Solent with a hazy mist preventing a clear view of the mainland.

By starting out at 2.40pm my plan was to arrive at the Needles to coincide with low tide at around 4.40 p.m. On reflection high tide would have been safer, because many of the dangerous rocks would have been safely covered.

Paddling was a pleasure, far enough off shore to avoid swimmers, inflatables, and small sailing dinghies but close enough not to be disturbed by larger vessels.

Around the rocks at Wardens point, cut straight across Totland bay, well out from the pier end where dozens of fishing lines hopefully dangled in the water.

A speed boat zooming up and down the bay caused me more concern than anything else, while the driver was trying to impress a lady friend he was ignoring me, I'm still not sure whether he saw me or not, despite the bright orange kayak, spray deck and buoyancy jacket, may be a white flare would have done the job, right up his . . .

but I wasn't carrying any (a must on all sea trips).

The Solent at this time of the year is full of expensive yachts, cruisers and the occasional large vessel. To actually paddle to the mainland, although very tempting, would have been hazardous. I can understand the Coast Guards concern in the channel, but many do make the trip usually in groups of three or more. Later during the holiday I was to see two separate groups of three in sea kayaks off Compton Sands on the south side of the island looking out towards France, they must have gone round the Needles, giving them a wide berth I'd guess.

Rounding the rocks at Heather Wood point there they were, white, sheer, rugged, magnificent, half a mile away across Alum Bay famous for it's twenty one coloured sands, the small shingle beach accessible only down long steep steps or by chairlift plunging over the cliff top and down to sea level.

I cut across the bay towards the high shear cliffs falling vertically into the choppy water, the sea was drifting me away from the cliff wall out into the Solent; the sea surface gave no hint of any tidal stream, completely disguised by the choppy water.

If I did get washed in it would now be a long hard swim; even if the coast guards could see me it would have been embarrassing to be another statistic pulled out of the sea against all B.C.U. rules, well surely that is that canoeing is all about?

The coast guards could now see me for sure from their perch 200 feet above, I was now committed and could make out the rip through the Needles, a bit fiercer than I hoped but coming towards me as planned, must be a little early, at the worst I would get washed into the Solent and not out into the Channel.

I could also see my objective, the R.M. divers anchored just off the needles close to the lighthouse on the tip.

Stopping to review my position, I looked up to 200 feet of Vertical wall of white, some 20 feet above sea level where several holes for cannon, search light or machine gun positions, access from tunnels bored down deep into the rock many years before; at the base low tide had exposed several small caver washed in with shingle.

The water had now become crystal clear as I prepared to ferry glide across the first gap, not too bad, a bit choppy, really beginning to enjoy myself, would be really fun in a group, but can't take chances alone. A large jetty fish, orange with white spots, passes by as I rest in the still water behind the first Needle, looming down into the water, rocks only a foot or so below the surface, so I move on a little.

Half way across the next gap I turn the kayak head on to get a good long look through. Out to sea was the channel, but just around the corner Scratchells Bay secluded and only accessible from the sea, now at low tide, clean golden yellow sand exposed to the hot sun.

With the accumulated effort paddling against tide and breeze it became hard work keeping in one place, so glided out behind the end Needle for protection, making for the lighthouse and R.N. divers.

The divers, were after pieces of eight and cannon balls, the hopefull remains of past wrecks sunk on the dangerous rocks just feet below my kayak. Just off the point, fifteen to twenty paces NW of the tip there was one particularly nasty rock just inches below the surface surrounded by surging water. After some time chatting to the divers they advised that the tide was turning, turning to go one of the divers called out, I thought at first he had found a 'piece-of-eight', but looking into the direction of his hand, looking into the sea mist was the huge shape of the QE2 as she prepared to round the Needles.

Mind full of earlier advice and stories of small craft being washed over I quickly paddled around the point, back through the west most gap, narrowly missing exposed rocks, along the next Needle, zoomed the gap and along passed the vertical cliff face to the relative safety of Alum Bay.

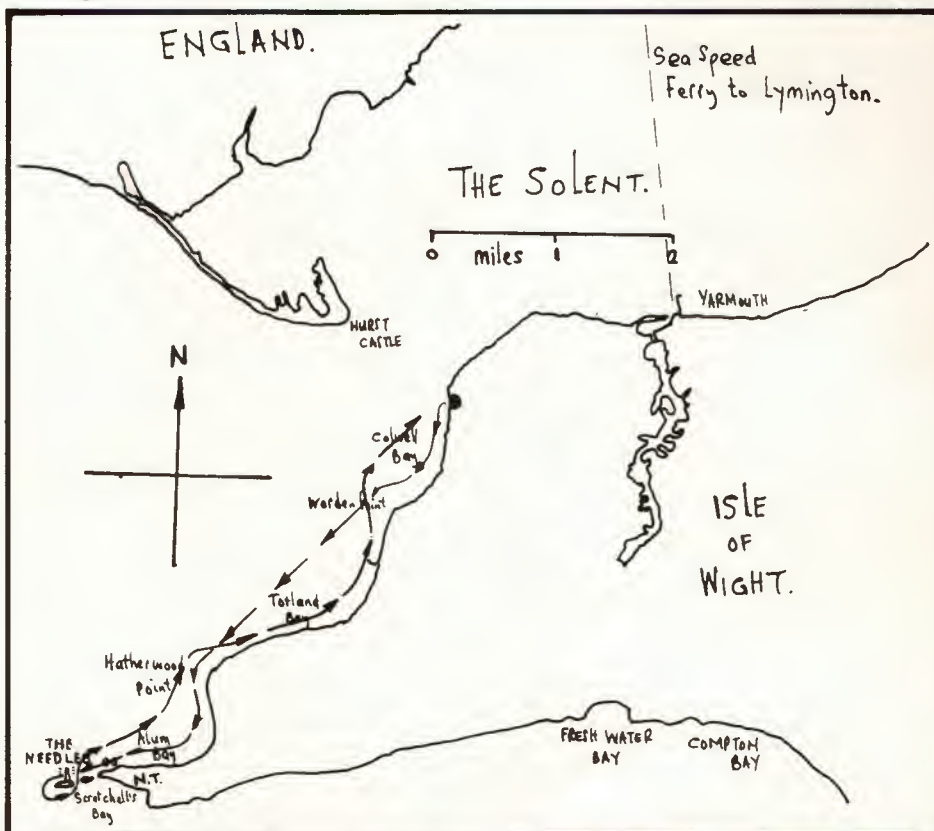
I turned to watch her round the Needles to enter the Solent and prepare for her wash. She was enormous from a kayak

doing about 12-knots gliding almost silently by. Small craft further on dwaft by the massive hull getting quickly out of her way and bobbing in her wash was easily seen sweeping across the Solent.

Earlier during the week I had experienced some fine washes from Sea Link and Townsend Thoreson ferries on their way to France, so waited in anticipation of something like a minor tidal wave, but o'dear it gave nothing more than a gentle bobbing, I'd had more excitement from the

wash of motor cruisers on the Medway! The next night we saw the QE2 depart as we were about to board our ferry for home, she was like some large Fowing seen at night from a hill, with all her lights twinkling across the water.

Back to Colwell Bay to join family and friends, one victor roll to cool off, up the beach to lay flat out in the sun. Anyone fancy a long weekend paddling around the Isle of Wight? I do, when I get a suitable kayak.



COMPETITION RESULT

In the second of our 'Caption a Photo' competition, the first place goes to D.S.Thomson of Aberdeen with 'Left hand down a bit!!' Second place was taken by G.Adams of London with 'You didn't spill the bubble bath again did you?' Keep the caption rolling in, and we will try to find some amusing photographs to tax your minds.

Below: the Inter Vanguard training shoes that go to the first winner.



COMPETITION

EASY TO ENTER FREE 'CAPTION THE PHOTO' COMPETITION

The fourth of a series of competitions that are fun and easy to enter. All you have to do, using the official entry form on the right, think up an amusing caption to the photograph of Tim Cornish and Brian Greenham seen taking at the Gudena Marathon in Denmark.

Photo by Mike Clark.

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



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1. All entries must be on an official entry form
2. The judges decision will be final and no correspondence will be entered into.
3. Regular contributors to Canoe are ineligible as are employees of Ocean Publications and their immediate families.
4. Entries must be posted to reach us no later than 25th June.

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LAKE GENEVA

AN ACCOUNT OF A SECOND TRIP BY MAX HORVAT — PART 1

The description of my first trip on Lake Geneva (from one end to the other) appeared in the May/June 1976 issue of the Canoeing Magazine. That trip gave me not only a lot of pleasure, but left a burning desire to circumnavigate the lake. By now the lay of the land was familiar to me and I had a fairly good idea of what to expect along the southern (French) shore. Although, I must admit, I never foresaw three possibilities which added a lot of spice and a bit of drama to the trip. First, I never expected to be a guest in a millionaire's villa; second, I never expected a high speed 'rescue' by coast guards, and finally, I never anticipated heaven will shower tons of ice upon us. But first things first.

'Old Fool' Looks for a Partner

There was again that crucial problem of a suitable partner. Owing to my age (65) I needed a good support. The vast majority of young canoeists, as a rule, are interested in speed; scenic beauty means nothing to them, and moreover, they are chronically short of cash. So there was little hope to find anybody in this group. The married ones have their own partners, and their canoe touring is usually a family affair. So nothing here either. When I spoke to some older sporty types, they thought I was an old fool. One of my office colleagues,

Francis, believed, and did not hesitate to say that I am mad. Be that as it may, I did not bother to deny it, but I assured him that I am definitely perfectly harmless.

Remarks like this amused me a lot and my search for a partner went on. Whilst thinking of my past partners I remembered that a few years back my nephew, Hrvoje Horvat, from Yugoslavia, in his attempt to see a bit of the world, came to visit England, and during his stay we made a canoe trip down the whole stretch of the Thames — from Cricklade, in Wiltshire, to the Tower Bridge of London. A respectable total of 154 miles. Hrvoje had proved to be an excellent partner.

My offer to Hrvoje to circumnavigate the lake with me was accepted with outstretched arms. When time came I sent him a short message, hardly two dozen words. *'Meeting Friday, 5th September, in course of the afternoon on the campsite Lausanne-Vidy. Pitch tent near the restaurant.'* Back came an equally laconic reply: *'Messaged received and understood.'*

Travelling 'With Dignity'

And so my two-seater Ottersports touring kayak was once more loaded onto my old banger (18-years old Morris 1000 with authentic 98,550-miles on its clock!) and off



we went. We certainly did not travel fast. I mean the car, the boat, and myself. As befits elderly travellers we rather travelled 'with dignity' and reached our destination safely, sound and on time.

There, near the restaurant, I immediately recognised Hrvoje's tent, and saw a pair of legs sticking out of it. 'Excellent,' I said to myself *his legs are here*. 'Never before had I been so pleased at the sight of a pair of legs sticking out of a tent. Our meeting was very cordial, and soon we started discussing details. The following day (Sat. 6th Sept.) we went for a trial run as far as the village of La Villette and back; a total of 14 miles along an extremely charming stretch of the lake. The day was concluded with a dinner at the nearby Castle Hotel at Ouchy (commercial port of Lausanne) right on the lake, in very pleasant surroundings and at a very reasonable price. If you are near, do the same. You will not regret it. But remember we were in the ground floor restaurant. The first floor restaurant is very posh — and expensive!

Sunday (Sept. 7th) was spent in Lausanne sightseeing, owing to rainy weather.

Giant Sausages

Monday morning (Sept. 8th) our luggage was packed into five plastic canoeing bags. I do not know how well known these bags are by now, but they certainly deserve special mention. They are long and narrow (44" x 12"), waterproof and inexpensive. When filled with gear they look like giant sausages and fit into a touring boat nicely along the canoeist's legs. I reckon they should be available from all reputable boating shops. If in difficulties write to the Canoe Centre, 18 Beauchamp Road, Twickenham, Middx.

We closed them with bulldog clips. Not only are they completely watertight, but

they gave us also a lot of buoyancy. Even those containing the heavy rubberised air mattresses were buoyant. It is true, they can easily be pierced by fingernails. This happened to us, but a bit of sticky tape remedied the damage quickly and easily. We soon got used to handling them with care. On my previous expedition I did not have such bags, and keeping clothing dry was a bit of a problem. These bags have the additional advantage of being transparent, so one can easily recognise the contents.

Our five bags absorbed all our gear without difficulty, and they, in turn, were equally absorbed by the canoe. The only loose things were some tins of food, cameras and umbrellas. Yes, may heaven and all canoeists of the world forgive us, we did have two umbrellas in the boat. And thank God we took them along. More about the deluge later.

Start — In Good Weather

Having loaded the boat, we simply left the car in the car park just outside the camp site. We set out in good weather via Pully, Lutry, Grandvaux, La Villette, Rivaz and St. Saphorin to the familiar and charming camp site La Pichette, just before Vevey. Had I been given the task of awarding a first prize to one of these small summer resorts for their charm, cleanliness or scenic beauty, the decision would be very difficult indeed. All of them are superb. If you are in this area do make a journey along the shore by boat, be this a rowing boat, canoe, kayak or even a pedal boat. They are not difficult to come by. At Lutry a statue of a giant swan cleaning his wing, was particularly impressive.

The small harbour of the camp site La Pichette is a scenic gem. There is plenty of shade to shelter from the scorching sun. After pitching the tent we walked through vineyards uphill to Chexbrev (pron. Shebr),

visited the idyllic 'Cave de Vignerons' (cellar of the vintners' co-op) and had dinner at the Restaurant du Nord. Prices here are probably half of what one would have to pay in town. There is plenty of local colour and atmosphere there. Remember — this is a must. From here the view across the lake, at night, towards the world-famous French spas, Evian Les Bains and Thonon Les Bains, is truly spectacular. Remember this too.

Tuesday morning (Sept. 9th) we struck camp and said goodbye to La Pichette. The day's journey was going to take us in a semicircle to the head of the lake and then on to France. At the outset we had no provisions at all with us, but this was no problem because a couple of miles further on we landed on a small pebbly beach at Vevey proper, only ten yards from the local market, right in the middle of the town. Having got our food we went for a walk along the splendid promenade. Here, very appropriately for this wine growing area, a genuine wine press stands among flowers as a statue.

A bit further on we passed the one and only island in this lake. 'La Tour de Peilz' is its name. There is only one house on the island, because the island is so small. In fact the island is artificial. It has been built up on some submerged rocks. At this point of time I could not help thinking of the largest lake in Europe, Lake Ladoga, in Soviet Russia, which I was at first contemplating for my trip. Ladoga has more than 500 islands. There were created by the 70 big rivers that flow into Ladoga. The islands present such a maze, with currents between them running so fast as to render navigation for small ships impossible. Irrespective of dangerous currents, orienteering there would also be impossible owing to the sheer size of the lake (more than 7,000 square miles) covering an area nearly twice the size of Wales, and more than three times the size of the whole English Lake District. As things were, we were more than happy canoeing on the bluest of the blue Swiss lakes.

A bit further on we passed by the fashionable Montreux and visited the historic and very picturesque Chillon Castle. All magnificent scenery. After a mile or so we reached the easterly end of the lake. Some 3 miles further on we had to cross the estuary of the fast and very cold river Rhône. I was somewhat apprehensive of crossing this estuary, remembering what I had gone through a year before whilst crossing the estuary of the swollen Aubonne. However, another quite unpleasant surprise came before we reached the Rhône's estuary. It came in the shape of 4 ft high wash from a paddle steamer. As the weather was fine and the lake calm, we were canoeing and sunbathing at the same time, our spray covers tucked nicely away. By the time we realised the steamer was turning round, it was just too late to try to extract the spray covers. The punishment though was mild. I got soaking wet and we shipped a few gallons of water. We learned a lesson, i.e. the wash from a paddle steamer is much worse than that from a propeller-driven ship. A surf rider might enjoy such an incident, but Hrvoje and I wanted no drama whatsoever. We decided to keep a more respectable distance in future. This holds good for you too if you are there.

Crossing the Rhône estuary was in fact



much simpler than expected. Several barges operate there dredging gravel and sand for building purposes. Their area is fenced off by buoys, and outside this area the current is not felt.

Here, on the southern side, the shore is very steep indeed. The mountainside, belonging to the group of the snow-capped Dents du Midi, falls very steeply into the lake. On this stretch there are no small summer resorts such as on the Swiss shore. The mountains cast a shade over this area early in the afternoon. As the evening was approaching we were on the look-out for a camp site. But there was none. At least we did not see one.

Landing in France

On arriving at St. Gingolph we were also looking for the Customs Office, but somehow missed it. By the time we realised we were in French waters it was too late to go back, particularly since we had *'rien à déclarer'*.

But there, at St. Gingolph, we saw a sight that gladdened our hearts. A whole fleet of Canadian canoes *'for hire'*. I wish to point out that for touring purposes I like a Canadian canoe best. (Hrvoje and I did the Thames in a Canadian.) Originally I wanted to do Lake Geneva in a Canadian, but after extensive search and correspondence I discovered only one Canadian in a School for Physical Education in northern Switzerland. Here at St. Gingolph, however, the historic French connection with Canada became immediately apparent. There are Canadian canoes there aplenty. So if you want to tour the lake in a Canadian, go to the French shore.

By now it was getting late and we decided to stay in an hotel, or camp at the first suitable spot. But our expectation proved wrong. No hotels here, and the bank itself here is so steep, craggy and inhospitable as to render landing impossible. So we just went on, hoping for the best. We had little to eat, and now, at 8 pm we were still paddling. No hotel, no dinner. But, in the end, as always, a solution is found. In our case the solution

appeared in the form of a small but accessible grassy patch between the lake and the road. Although wild camping is not tolerated, we beached the kayak, had some bread and plums for dinner, and as it was getting dark we pitched the tent behind a bush and went to bed. At night, on hearing noises behind the tent, we became suspicious. On occasions the noise was quite loud, and we concluded there must be some thieves around. We peered out of the tent, but the *'thieves'* were invisible. We did hear them quite clearly several times, but all our inspections revealed nothing. In the end it dawned on us it was the wild animals from the thickly forested mountainside that were scampering around us.

Wednesday morning (Sept. 10th), after bread and plums for breakfast, we went on. In less than 2 miles we reached Meillerie, a charming medieval French village. This is not a summer resort, and it never will be one, owing to short sunshine hours. The shadow of the high mountains falls over the village early in the afternoon, making it unsuitable for holidaying. We got here some excellent bread and other provisions and pushed on in splendid weather.

The land is here getting gradually flatter, and there are some splendid beaches. At noon we were at Evian Les Bains, a beautiful French watering place with a casino and other establishments where one can quickly spend all surplus money! We beached the boat on the promenade and went to town. The weather was just as grand as the town itself. After lunch we went on, crossed the Dranse estuary easily and around 4 p.m. landed on the magnificent bathing beach of Thonon Les Bains, another marvellous spa. The water was crystal clear and tepid, and swimming was sheer delight. All our bags had a dip too in order to test their buoyancy. The result was more than satisfactory. In case of a capsizing we could not sink even if we wanted to. The bag containing the two sleeping bags looked like a bubble above the water. It must have been giving us at least 40 lb buoyancy alone!

Erratic Boulders

From here on the land is fairly flat, the water shallower and strewn with erratic boulders. Ages ago these boulders came with the ice down from the mountains. They vary in size. Some are as big as a Mini car, others twice the size. The danger area is buoyed off, but as our kayak drew only a few inches we preferred to stick to the shore, irrespective of this hazard. A collision with such a boulder could cause great damage to a sailing boat or motor vessel, but a kayak can avoid them. I do not know exactly how the scientists classify these boulders, but I personally divide them into two groups. First group are those that you see in the last moment. Second group are those that you see as soon as you hit them! Luckily their surface is rather smooth and mossy, so you just slide off. We spent the night at the huge camp site at Anthy.

Thursday morning (Sept. 11th) we got off to an early start. Well before 9 am we reached the very attractive medieval town of Yvoire. It has a very good harbour and yacht marina. A bit more than a mile further on is Nernier, with an equally nice harbour. Both places are ideal to rest and get provisions. We did both.

Trouble Brewing

After Nernier some ominous clouds appeared in the sky. We pressed on but soon a very strong wind blew up. For a moment we stopped, hoping the storm will soon be over. However, when the sky darkened still more and we realised we were in the middle of nowhere, we took to water again hoping to reach a camp site soon. A mile farther on the waves became far too big both for comfort and safety. As the wind lashed the lake mercilessly I decided to take shelter in the first private harbour. In my previous article I pointed out that apart from proper harbours in towns and villages, there are in my estimate at least some 500 small private harbours. It was one of these that we were now aiming at. No sooner said than done. We spotted one, and went in.

Continued next month



AUSTRALIAN NOTES

1983 AUSTRALIAN-INTERNATIONAL WILD WATER AND SLALOM CHAMPIONSHIPS

In January 1983 West Australia is hosting the Australian and International Slalom and Wildwater Championships.

The slalom course is 600-metres long, narrow and fairly fast flowing. The first section has two drops, the first on the 75-metre mark and the second at 150-metres. The first drop is grade 2plus and has a large boil at the bottom. The middle section has 135-metres of continuous grade 3 and 3plus water consisting of three drops. The bottom section contains two drops, including a gradual slide into an angled stopper, across the width of the river, grade 3. Overall the course is grade 3. There is a 100-metre section that is only flowing water, but it is intended to improve this before the championships.

This fine slalom course is situated in beautiful natural bushland, 2¼ hrs drive south of Perth, at Harvey.

The wildwater course starts at the slalom site. After the slalom site rapids the fast flowing river twists and turns with rapids of grade 2. At the ¾ point there is an excellent technical grade 3 rapid and drop, then it continues to meander quickly, to the finish. The course is 12 racing minutes long.

The Championship is an International one, and Australians invite British paddlers to attend both events.

The slalom season starts 27th, 28th November with slalom and wildwater events. The 4th, 5th December is the State Wildwater Champs and the 10th, 11th, 12th is the State Slalom Champ. There would most likely be a training slalom before Christmas. The start of the Australian Champs, would be the 4th January. Usually there are slalom events on every two weeks until April, depending on interest.

Further south by about 30-miles there is another controlled river, which flows through summer, but a strong boat is needed, usually.

Last year was an unusual year, there were flooded rivers throughout the winter period. Australian paddlers had a great time. The beginning of the year was also unusual with floods throughout the state, never before seen in January or at that height, by canoeists.

For a paddler who wants to spend more time in the West, the Australian L.D.R. season starts in February and finishes at the end of July with several marathon wildwater races. Western Australian has many rivers that are rarely paddled, but the best time for these is the winter period, May to August.

If you really want to get away from it all, there's a place near Kununurra which is 1600-miles from Perth, but still in Western Australia. There is some excellent canoeing to be had, on the Ord River, Lake Argyle overflow, some of the biggest in the state. The lake itself offers miles and miles of island canoeing. Here is the place to canoe with crocodiles — around the lake they are harmless fresh water crocs! In the estuary and around the coast there are dangerous salt water crocodiles.

In winter usually the Avon River is flowing, about 30kms from Perth. It can have many tricky, good rapids, depending

on the water level. On this river marathon events are held, including the states wildwater marathon. Also there is a two day wildwater marathon which is organised by a T.V. channel power boats racing with canoes!

One hours drive south of Perth is the Murray River, one of the best rivers in the state. There are three sections, the Upper Murray is for the social paddler. The Middle Murray has some good grade 3 rapids and the Lower Murray is the one you talk about for years! This is an excellent section for the skilled, a nightmare for the intermediate. Here rapids are usually grade 3 and 4 in normal water height. The famous sections are The Steps and Termination Rapid, which is nearly ¾ mile long with 101 different ways of tackling it, none easy! The rapids in between are numerous and equally as hard. In flood its a sight worth seeing. (Watch for article in our next issue on this river in flood).

For the sea canoeist there is some excellent canoeing around Esperance Archipelago of the Recherche, Albany and north of Albany round Cape Leeuwin and Cape Naturaliste. Out from Perth you can paddle 10-miles to Rottnest Island, good canoeing and excellent skin diving. If you want to race across the Rottnest race is in February. Further north there is good sea canoeing around Shark Bay, Dirk Harthog Island. Sill further north the archipelago around Dampier offers more excellent canoeing.

If you like surf canoeing, swimming or the sun, Western Australia is the place to be. But if for some reason you get bored with Western Australia there are 6 other states to choose from!

Note: The Australian grading system is one below British grades, bringing the championship course to grade 4.

Report by T.E.R. Bolland,

Full details of entry: *Austchamps 83, P.O. Box 52, Cloverdale, Western Australia, 6105.*

PROGRAMME

Jan 5th-7th		-	Free Practice.
7th		-	Scrutineering all boats.
Jan 8th, Sat	am	-	International Slalom Course Erection.
	am	-	Demonstration Run.
	pm	-	Practice Runs.
Jan 9th	am	-	International Slalom — Individual.
	pm	-	International Slalom — Teams.
	pm	-	Free Practice after Teams and Scrutineering for WWR only.
Jan 10th	am	-	Australian WWR — Individual.
	pm	-	Australian WWR — Teams.
Jan 11th, Tues	am	-	Free practise after Teams for WWR only.
	pm	-	International WWR — Individual.
	pm	-	International WWR — Teams.
Jan 12th, Wed	am	-	Free practice after teams.
	pm	-	Free Practice and Scrutineering.
	pm	-	Free Practice and Course Erection.
Jan 13th, Thurs	am	-	Australian and International WWR.
	am	-	Course Erection.
	pm	-	Demonstration Run.
Jan 14th, Fri		-	Practice Runs.
Jan 15th, Sat		-	Australian Slalom Champs — Day 1: Individual.
Jan 16th, Sun		-	Australian Slalom Champs — Day 2: Individual.
Jan 16th, Sun	pm	-	Australian Slalom Champs — Day 3: Teams.
		-	Slalom Presentations.



Lindsay Binning on the Harvey Slalom Course



ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

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OLYMPIC GAMES

Shall we still see Women's K4 at Los Angeles?

We have previously referred to the decisions at the 84th IOC plenary session at Baden-Baden by virtue of which women's K4 have been approved for 1984, as reported by some newspapers in October 1981. You all know the efforts made, particularly by Sergio Orsi the ICF President and the American Canoe Association.

In the International Olympic Committee's journal 'Olympic Revue' December 1981, No. 170, Arpad Csanadi, the President of the IOC Programme Committee gave details of the changes from the Moscow programme, and in the course of it also included: 'Kayak: K4 (Women) (in the event that the Los Angeles Organising Committee submits a proposal to that effect)'. So it has been officially confirmed that the inclusion of this event in 1984 depends solely on the Los Angeles Organising Committee.

Accordingly, Sergio Orsi, the President, again wrote on 31st December 1981 a cogent letter to the President of the Organising Committee, Mr. Peter V. Ueberroth drawing attention to the fact that the IOC Executive Committee too would welcome the inclusion of Women's K4. He went on to say that he hoped that the Organising Committee would declare itself in favour, because this new event would not only make fine interesting watching for spectators and television, but could be included without raising any problems for the organisers. Moreover, he said, such a decision would fit in with the efforts of the IOC to enable more women to compete in Olympic events. At the same time Mr. Orsi wrote to the Commodore of the American Canoe Association, Mrs. Susan Chamberlin, and asked her to support the ICF's proposal in every possible way with a well organised press campaign and enlisting the active support of influential persons in sport and politics.

In addition the ICF President is visiting the USA and is going to speak personally to the leading members of the Organising Committee to ask for their official concurrence.

PADDLE RACING

Nordic Championships?

The Canoe Association of Denmark, Finland, Norway and Sweden agreed at a meeting at Stockholm at the beginning of October 1981 to put forward proposals for the holding of Nordic Championships for Seniors, Juniors and Youth.

World Championships not to be too early in the year

The Nordic Canoe Association want the Paddling Racing World Championships to be held in future not earlier than the second weekend in August.

SLALOM

Now that Seoul, capital of South Korea, has been chosen for the 1988 Olympic Games the chances of including an

Olympic Slalom are substantially less than they would have been at Nagoya in Japan.

During conversations at Baden-Baden with leading members of the International Olympic Committee the objection that there would be insufficient support arrangements etc. was based on the argument that Slalom is too complicated in its organisation and requires 'a whole army' of judges. Moreover it was said that it gave rise to too many questions for subjective judgments. Nevertheless, it cannot be left to the efforts of the ICF President to pursue the objective that 'Slalom must again become Olympic'; the members of the IOC from the various countries must in particular be given more precise explanations about this form of sport by their respective national Canoe Federations.

MARATHON

Marathon Grand Prix Result 1981

The fine overall results of last year's Grand Prix are given below. The total points score for each team is calculated by adding together the best two points score in the various Marathon events.

Rules for the 1982

Marathon Grand Prix

1. Organisation: The Grand Prix Trophy will be awarded to the national team of the ICF member country gaining the highest number of points from a maximum of two events of the three events selected for 1982 by the Marathon Racing Committee.

2. Participation: In each event each national team must consist of named persons to a maximum of 3 boats in K1 (Men) and 3 boats in K2 (Men). Reserves may be named and used to replace competitors already entered, provided the changes are notified at the Team Leaders Meeting before the race.

3. The Points System: The total points gained by a team will be based on the results from a maximum of two events out of the series of three. A competitor entering for one race only will receive points for that one event. The calculation of points for each event is based on the number of national teams participating. The points for the winner are arrived at by multiplying the number of teams by 2 and adding one more, e.g. 10 teams, winner receives $20 + 1 = 21$ points. The second receives 2 points less, i.e. 19, the third 1 point less than the second, i.e. 18 and so on. Teams taking part in the race but not participating for the Grand Prix Trophy are ignored when allotting points. Crews over and above the first two in each team are also ignored.

Example:

Ten Teams

Country	Place	Grand Prix Points
A.(1)	1	21
B.(1)	2	19
A.(2)	3	18
C.(1)	4	17
A.(3)	5	-
B.(2)	6	16
D.(1)	7	15
B.(3)	8	-

That is: For the order of finishing all crews are placed but for assessment of Grand Prix Points the non-classifying crews are omitted

GRAND PRIX RESULT

Country:	Waterland Marathon	Poznan Marathon	Richmond Marathon	Sella Marathon	Gudena Marathon	Total
1. GBR	50	27	37	70	48	120
2. ESP	34	-	20	73	-	107
3. HOL	45	7	14	40	29	85
4. DEN	26	11	31	34	37	71
5. IRL	10	-	10	59	11	70
6. BEL	33	-	-	15	-	48
7. POR	-	-	-	42	-	42
8. POL	14	27	-	-	0	41
9. AUS	-	-	-	25	8	33
10. NOR	-	-	-	18	-	18
11. ARG	-	-	-	15	-	15

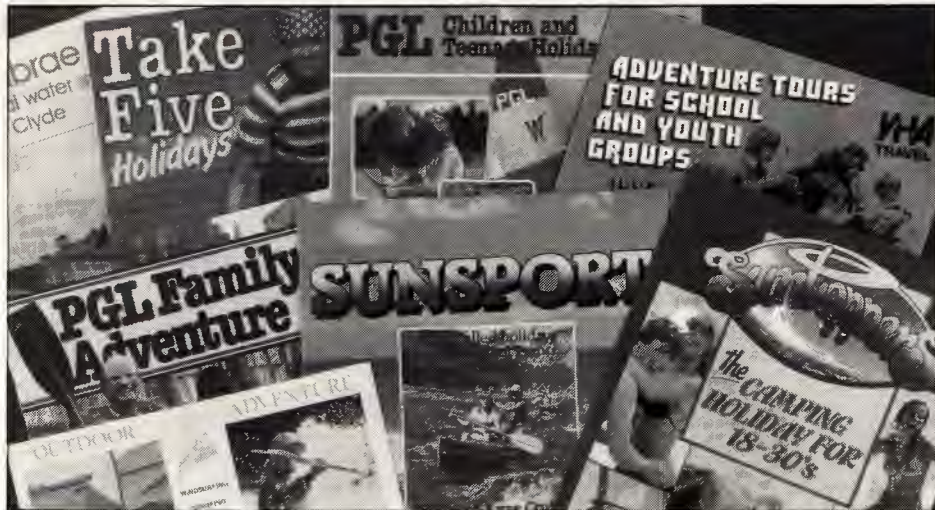


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CANOEING MAGAZINE

ADVENTURE HOLIDAYS AND COURSES



THE LAKE DISTRICT OUTDOOR PURSUITS CENTRE

The Lake District Outdoor Pursuits Centre has been in existence for ten years and in that time has provided tens of thousands of young people with outdoor education courses and adventure holidays. The Centre provides courses for Schools, Colleges, Youth and Industrial groups and, during the Easter and Summer holidays, courses for individual young people.

All the courses are designed to provide not only variety, action and fun but also a real challenge relative to the age and ability of the participant. It is the Centre's aim not only to provide opportunities for the learning of new activities and extending existing capabilities but to use the outdoors as a medium for the development of the individual and for the learning of teamwork skills.

The Centre offers three 'standard' courses for nine to seventeen year olds. These courses are available to those coming to the Centre as individuals and to those who come as members of a school or college group. The Introductory course is for 9 to 11 years old (Junior school), the Challenge course is for 11 to 14 year olds (Middle school) and the Senior course is for 14 to 17 year olds (Senior schools and colleges). The Centre is also happy to provide alternative courses, or devise new courses, to meet the specific requirements of visiting groups.

Activities available include canoeing, climbing, expeditions, sailing, mountain safety, assault course, archery, orienteering, gorge walking, abseiling, raft building, team initiative exercises, campcraft, etc.

All courses are divided into activity groups. These are normally twelve students (of approximately the same age) in each group and with this group there are one, two or three instructors according to the activity.

On all courses there is a major emphasis on safety. All activities are under the direction of qualified and experienced staff and safety standards are based on the recommendations of the Department of Education and Science. All special equipment is provided, this ranges from

waterproof overclothing, canoes and sailing dinghies to lifejackets, safety helmets and specialised climbing equipment. (The Centre also has a supply of walking boats for hire but those who have their own should obviously bring them along). All equipment used meets with the safety and design standards laid down by the appropriate national body or the relevant British Standard.

The Main Centre is at Fallbarrow Hall which stands in approximately four acres of grounds, its lawns running down to the shore of Lake Windermere. With its accommodation ranging from twin bunk rooms to dormitories the Hall can accommodate up to 60 students plus visiting staff. The usual facilities are all to be found within the building, lecture rooms with 35mm slide and 16mm cine equipment, common room, toilets, shower and drying facilities, resource room and tuck shop. All bedrooms, many of which have views across the lake, have hot and cold water. Male and Female accommodation areas are easily separated. Full details from: *Fallbarrow Hall, Windermere, Cumbria LA23 3DX.* Telephone: Windermere (09662) 5454.

LAKE DISTRICT PADDLE

Moving waters holds a great fascination for most people, yet many of us have neither the opportunity nor the ability to enjoy it to the full — from the cockpit of a canoe.

Now, however. Motherby House the Lake District adventure holiday experts, run a series of holidays on canoeing that are suitable for novices and experts alike.

The beginners course requires no experience; just enthusiasm and the ability to swim fifty metres. The idea is to give all participants a good, and enjoyable start in safe canoe handling techniques. During the week the requirements of the BCU 1, 2 & 3 star tests are covered.

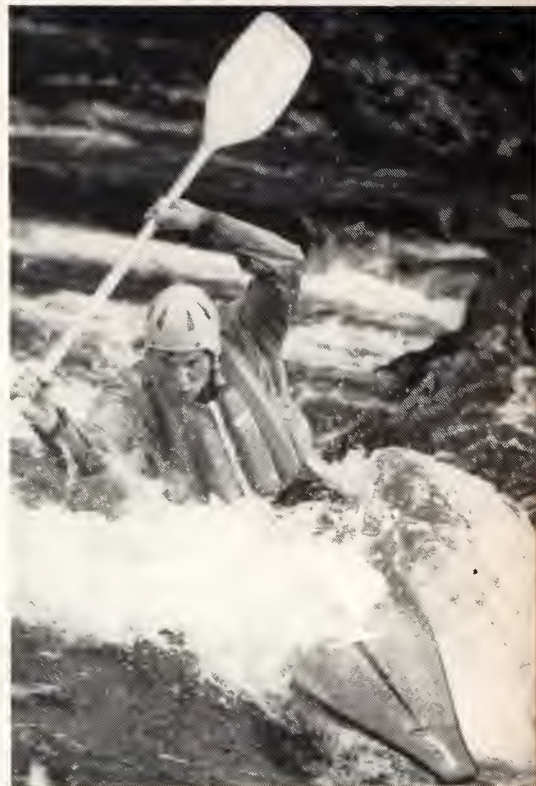
For a canoeist with some previous experience, the advanced course will include a thorough grounding in the strokes and techniques needed to control a kayak in fast moving white water. Both courses are run by qualified and competent staff.

Further information from: *Motherby House, Motherby, Penrith, Cumbria.* Telephone: Greystoke (08553) 368.

VICTORIA ROAD
SOUTH SHIELDS
TYNE AND WEAR
ENGLAND
Tel: (0632) 563197



NOVA RANGE



Supa Nova — the minimum buoyancy version for the lighter paddler of the extremely successful Nova range

High Nova — the heavy water version of the Supa Nova for the heavier paddler, with this craft we have achieved, explosive acceleration, bow and stern dipping with stability under water and a manoeuvrability which is unsurpassed.

Nova 81 — the latest of the Nova range has a fantastic forward speed, while still combining the winning characteristics of the Nova's. Built for heavy water it accommodates the biggest of paddlers with two seat sizes available.

DO YOU WANT TO WIN — THEN IT'S GOT TO BE THE NOVA RANGE

Please send for free brochure of:
SUPA NOVA competition kayak
HIGH NOVA competition kayak
NOVA 81 competition kayak
HARRIER HAWK all purposes kayak
JUNIOR HARRIER junior kayak
HURON 14', 16', 18' open Canadian
HURRICANE surf kayak
HUNTSMAN sea kayak
CHANDLERY

Please tick the brochure required
Name
Address
.....CM

TRADE NEWS

NEWS AND PREVIEW OF
EQUIPMENT AND GEAR

PLASTIC POWER

Wye Kayaks are now exclusive area agents for the amazing Ace/Perception range of kayaks and the Coleman Canadians. Both ranges of boats are made from virtually indestructible polyethylene and of particular interest to all those who work their boats very hard. For full details, contact: *Wye Kayaks, 31, East Street, Hereford.*

NORTHWEST PADDLES — 'BLADES'

The firm of **Northwest Paddles** — 'Blades', ceased trading at the beginning of March, with proprietors David and Vivienne Blythe emigrating to the United States of America on 20th March.

David and Vivienne, who will be producing their blades and combine with furniture in the States, would like to thank all their U.K. customers for their support over the past years.

WHITEWATER MOVES

Whitewater Sports have closed their Woking shop and moved to 2a Woodham Lane, New Haw, Addlestone, Surrey. (Telephone: Weybridge 40171).

They are now just down the road from BCU Headquarters, opposite New Haw lock on the River Wey. Boats can be tried out on the river and there is a very nice pub opposite with a riverside garden — just the pub on a hot summers' day!

Whitewater Sports have their usual large selection of kayaks, sailboards and equipment on display — in fact you could call it the all-year round Crystal Palace Exhibition . . . with boats from all the leading manufacturers in stock.

The Tyne Folding Canoe Spares are now being looked after by Frank Stevenson on Byefleet 43746 (evenings and weekends only). The Tyne Kit Canoes are still available from Whitewater Sports, at the specially reduced price of £35.00 for singles and £40.00 for doubles. These are approximately £20.00 less than previously, as there may be a few minor pieces missing. But these items are very simple for any handyman to make and full details are included. This is obviously an opportunity for youth groups or schools to save some cash. Full details from: *Whitewater Sports, 2a Woodham Lane, New Haw, Addlestone, Surrey.*

MORE TEES — NO SWEAT

The T-shirt and Sweatshirt canoesport, surf, ski and boardsailing designs by Mike Clark have now been on the market for just on a year. During the past twelve months the response has been very good with a steady demand all the time. A number of new designs are still in the process of origination and will be advertised in the next issue of Canoeing Magazine. Designs

include one for Sprint Racing, Marathon, Surf and Sea Canoeing, also a new ski (snow) and boardsailing design.

However, of more interest, better quality T-shirts and Sweatshirts are available. Over the last year the present 100% cotton sweatshirt has proved to be not too clever quality wise — particularly in the stitching of the seams, although it represented a reasonable value for money. When the present stock is cleared the 100% cotton version will be discontinued and replaced with a super top quality sweatshirt — 50% cotton/50% Acrylic with all seams over stitched, country of manufacture Portugal. The price will increase to £6.50 per shirt including VAT and postage. I think readers will find the extra cost very worthwhile.

On the T-shirt side, the European cotton will continue to be available at £2.90, but buyers will also have the choice of a quality 100% cotton T-shirt from the USA (priced at £3.40). The USA T-shirt is better styled than the European version and of generous cut. More important the shirt is of a consistent quality. The European ones tend to be only available at periods and come from a number of manufacturers (the sizing of these tends to be more than just a little erratic with variations on some body-lengths of up to four inches!).

Full details of the new American T-shirts and quality Sweatshirts, plus details of new designs, stickers and badges from: *CP Sports, Main Street, Hemington, Derby DE7 2RB. (sae please).*

'A' GRADE RESIN

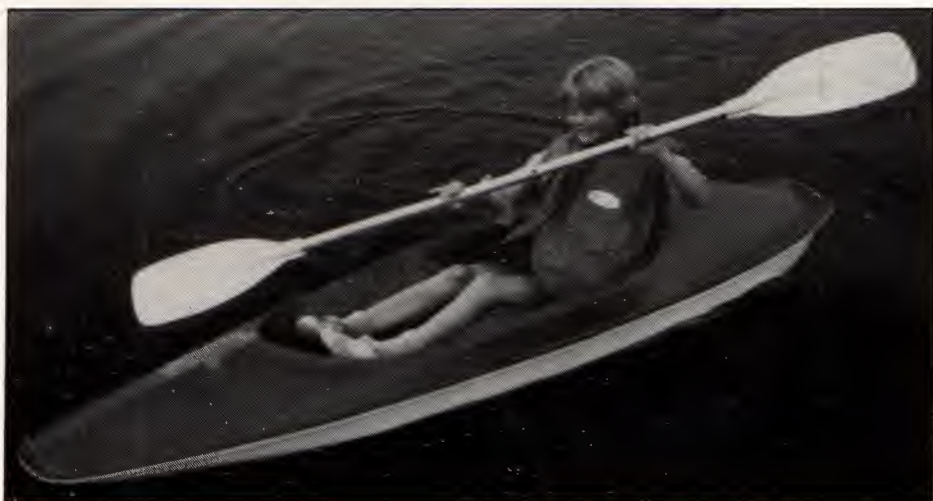
To complement their existing retail range of Resin and Glass Fibre products, Plastic Padding Limited are pleased to announce the availability of a commercial 2½-litre size. This Resin, which is an 'A' Grade quality, is manufactured in Sweden specifically for the U.K. market. It is activated with the normal Plastic Padding Hardener. The chief technical merit of this new Resin is the 'no tack' surface, unlike the majority of polyester resins which can retain a surface stickiness for a long period.

The retail price is £12.80 including Hardener and is available at most ships chandlers. Full details from: *Plastic Padding Limited, Sands Industrial Estate, High Wycombe, Bucks. Telephone: High Wycombe 35335/8.*

DART FUN BOAT

The Dart is a new 'fun boat' just launched by Glass Fibre Engineers at Norfolk. At just under 100 inches and with a weight of a little over 25lbs, the Dart will certainly appeal to the individual — child or adult — who is looking for summer fun in small surf.

The boat is unsinkable and will support a 15 stone man with ease, while the cockpit is designed to accommodate children from 4ft tall to 6ft dad. Price is £75.00 and includes paddle. Full details from: *Glass Fibre Engineers (Norfolk), 38 Melton Road, Wymondham, Norfolk NR18 ODB. Telephone: Wymondham 604784.*



OCEAN OPTICS DRY PAK

For anyone with delicate equipment such as cameras the idea of taking them on boats or in other adverse conditions may seem risky, but the problem is solved with a new All-Purpose Dry Pak. The moulded clear case is sealed to water and contains silica gel to keep even the slightest moisture off equipment. 7"x5½"x5½" the Dry Pak comes with a webbed carrying strap and base mounting plate for cameras. Price — £9.20 from Ocean Optics, Lillywhites, Piccadilly Circus, London. Full details from: Ocean Optics Limited, 6 Gwynne Road, Battersea, London SW11 3JX. Telephone: 01-223 2168.



TELEPHONE WYE KAYAKS

As from Saturday 17th April, Wye Kayaks of East Street, Hereford will have a new telephone number for their shop — Hereford: (0432) 265453.

FREEBLADES MOVE

Freeblades have now moved to new premises, and the telephone number is 0604 859235.

The move has been made to enable the development and production of a whole new range of paddles. There will be a new slalom blade and two new racing blades, which will be even lighter than before. All will have ridgeless backs which in tests have shown to give a better blade recovery.

The new range are at present going through final testing, and should be available in the near future. Watch for details in the next issue of *Canoeing Magazine*.

TWICKENHAM CANOE CENTRE

At the end of March, 1982, Mark Greville-Giddings, better known in the canoeing world as Mark Gees Paddles, took over the Canoe Centre at Twickenham.

The Canoe Centre was started in 1961 by George and Shirley Reardon, while in recent years was run by David Green, and has always been in the forefront of the canoeing industry with their high quality kayaks and accessories.

Mark Gees started making paddles in 1970 and is probably best known for his attractive, reliable, hand-made slalom paddles. Kirton Kayaks of Crediton will continue to supply their full range of quality kayaks and canoes with well known designs from Klepper, Kirton, Struer, and Plasti-Nautic.

A new discount structure has been introduced for Scout groups, youth groups, canoe clubs and other organisations capable of bulk purchase. The discount that the Canoe Centre have

always given to BCU members on kayak will now be extended to accessories.

An economy range of kayaks are now available for the beginner at prices which he can afford. A pamphlet describing basic skills of canoeing can be obtained free of charge upon receipt of a stamped addressed envelope, also details and price lists from: *Twickenham Canoe Centre, 18 Beauchamp Road, Twickenham, Middlesex. Telephone: 01-892 8979. (Opening times have now been extended to all day Saturday and lunch times.)*

BUDGET SHUTTLES

Derwent Canoes of Alfreton, Derby have introduced a budget version of the very successful Shuttle slalom kayak. Streamlined production techniques now allow the boat to be sold at highly attractive prices (prices start at below £100.00 inc. VAT). This is certainly very good news for the competitor who want a top class boat at a price he can afford.

For full details contact: *Derwent Canoes, Unit A3, Meadow Lane Industrial Estate, Alfreton, Derbyshire. Telephone: 0773 836394.*

MARSPORT UK

Marsport UK is a new specialist watersports supplier catering for the needs of the canoeist, windsurfer, surfer, waterskier, oarsman and diver.

As well as stocking an extensive range of craft, the new set up will stock a wide range of equipment and clothing for sportsmen on and off the water. This will include lightweight camping and walking gear that is also suitable for canoeing expeditions.

The company has been formed by Paul Ralph, who is a familiar figure to the racing paddler as the Canoe Centre's representative. He has now left and set up an independent trading arrangement with Kirton Kayaks Limited. Full details and prices of the Marsport range can be obtained from: *Marsport UK, 14 Harlech Avenue, Caversham Park Village, Reading, Berks RG4 0RU. New showrooms can be found at: 215 London Road, Reading.*

NEW IMPROVED MINIFLARES AT REDUCED PRICE

Due to the enormous sales success and design improvements, Pains-Wessex have cut the price of their Miniflare 2 personal aerial flare kit by almost 20% and incorporated a new, improved firing projector.

The new Miniflare 2 kit is now available from leading yacht chandlers throughout the UK, under the Pains-Wessex and Schermuly brand names, for £14.40 (inc. VAT), as against the previous price of £17.50 (inc. VAT).

Among the improvements is the penjector, which has been re-designed to incorporate a stainless steel striker and spring, and features an uncocked firing assembly. This ensures signal cartridges cannot be fired prematurely during loading. Up to three cartridges can be fired in 15 seconds. With dimensions of 150mm x 67mm x 19mm, Miniflare 2 can be carried easily in a pocket. Alternatively, through fixing holes in both the moulded, weather-resistant PVC pouch and also the penjector, which is housed conveniently down the side of the pouch, the kit can be attached by lanyard to lifejackets so that it remains with the user at all times.

Weighing 267g, the kit contains eight red aerial flare cartridges, each with a nominal height of 80m, a 6-second burn time and

10,000 candela. They are protected in the pouch by an integral sealing cover and have a life of three years. Instructions for use are printed on the side of the pack in easy-to-read day-glo colours on a waterproof label.

Instructions on when and how to use Miniflare 2 are contained in a leaflet enclosed with each kit.

Miniflare 2 is suitable for a wide range of applications, including boating, sea fishing, windsurfing, canoeing, mountaineering, fell walking and skiing.

A UK firearms licence is not required with Miniflare 2, and replacement packs of eight red flare cartridges, and accessory packs of eight collision warning white flare cartridges, are also available. Full details from: *Pains-Wessex Limited, High Post, Salisbury, Wilts, SP4 6AS.*

WHITEWATER MOVE

Whitewater Sports would like to advise customers of their new address, having closed the Woking shop due to redevelopment of the site. They are now situated about 2-miles away, near the BCU Head Office, and opposite New Haw Lock on the River Wey. Canoes and kayaks can be hired or tried out on the river. The address is: *Whitewater Sports, 2a Woodham Lane, New Haw, Addlestone, Surrey. Telephone: Weybridge (0932) 40171. The store is open 9.30-5.30 Monday to Saturday.*

WEST COUNTRY CANOE CENTRE

Bristol canoeists and those visiting the area now benefit from two independent canoe businesses on one site. Bristol Canoe Centre and Watermate Canoes share the same building in the re-developed Bristol City Docks close to the water and in between the SS Great Britain and Baltic Wharf Marine Leisure Area. A third business, Avon Windsailing School, is soon to join them making a centre of some 7000-square feet supplying a wide variety of craft and accessories.

Bristol Canoe Centre manufacture kayaks and canoes and display a full range of other makes and accessories in the extensive showroom. They also operate a large hire fleet which enables potential customers to try out different craft in the nearby calm waters.

Watermate Canoes specialise in the manufacture of high quality GRP open Canadian canoes for general purpose use. Their two man canoe of 12ft 6in in length and just 55lb weight is one of the handiest on the UK market and is priced at £210.00 including VAT.

The centre is very accessible by road, rail or water and has ample free parking. Address: *Albion Dockside Estate, Hanover Place, Bristol, BS1 6TZ. Telephone: Bristol Canoe Centre (0272) 213502, Watermate Canoes (0272) 20960.*



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FOR SALE — GAYBO WW C2. Front right cockpit. Very good condition offered at £160.00 o.n.o. Also P&H Twister C2 centre cockpits (front right), never holed — £110.00 o.n.o. Telephone: 0522 681787 (Peter Thorn).

FOR SALE — GRANTA FOLDING TOURER double kayak in first class condition. Estimated year of manufacture 1936. Offers around £120.00. Telephone: Market Deeping (0778) 344484.

WANTED — BARRACUDA or good class 4 racing double. Price around £100.00 but must be in good working condition. Write: J.K. Iles, 8 Stirling Grove, Heslington Lane, Fulford, York. Telephone: York 33597.

FOR SALE — NORDKAPP HM CAPE HORN with pump, hatches, deck lines, compass and compass light. Used once. Cost £400.00 new. Will sell for £285.00 Telephone: 0949 42152.

FOR SALE — GRANTA ANGMAGSALIK Mk II eskimo kayak as new condition £60.00: Granta Scandian double two-seater river/sea touring kayak in excellent condition at £60.00: Surf Shoe from club mould in good condition £30.00: details — J.R. Thompson, 'Shina' Sutton, Wymondham, Norfolk NR18 9JJ.

FOR SALE — MERIDAN SEA KAYAK — retractable skeg, bulkheads, Henderson hatches, Lendal footpump, good as new — £200.00 o.n.o. Telephone: Banbury 811633.

FOR SALE — AVONCRAFT FAVOURITE II double touring kayak, rudder, spraydeck, ladies paddle, mint condition, wife not keen, hence £150.00. Telephone: Hertford 52381 (after 6 pm.).

FOR SALE — TRAVELLER CANADIAN CANOE 16ft plywood construction, webbing seats, new condition at £185.00 Telephone: 01-977 5585 (Teddington).

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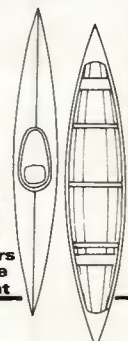
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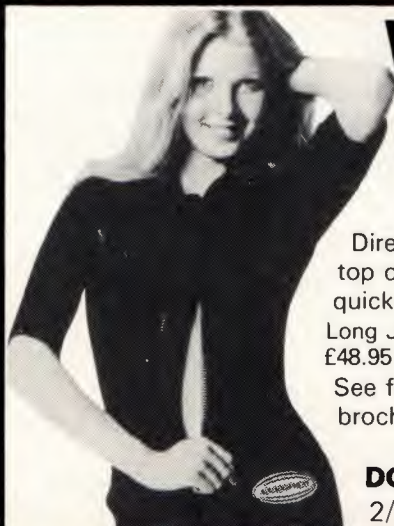
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