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N°75 APRIL 1984 SEVENTYPENCE

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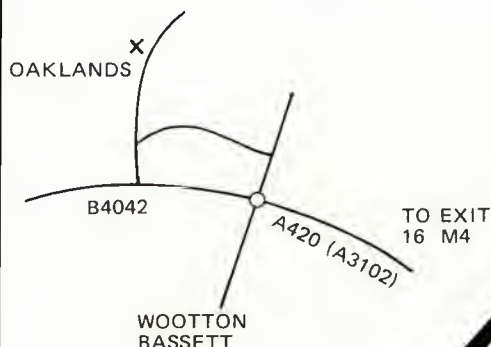
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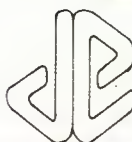
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APRIL — NUMBER 75

Editor: Mike Clark

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Ocean Publications Ltd., 34 Buckingham Palace Road,
London SW1W 0RE. Telephone: 01-828 4551

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COVER: *Sea Tryweryn Slalomist. Photo: Steve Rudd.*



Nottingham Marathon — a cold start to the season. Photo: Mike Clark.

CANOEING is published and distributed by Ocean Publications Limited, 34 Buckingham Palace Road, London SW1W 0RE. Tel: 01-828 4551. Printed by Stephens & George Limited, Merthyr Tydfil, Wales.

SUBSCRIPTION RATES: UK inland £10.00 Overseas surface inc. Eire £11.00 — for twelve issues.

Contributions of articles, photographs, comments, and reports are always welcomed, but while every care is taken, no liability is accepted for safe custody and return, or for any loss or damage to material, whatever the cause. Unsolicited material will only be returned if sufficient postage and self addressed envelope are included.

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Notes & News

BRISTOL BOAT SHOW CANCELLED

The Bristol Boat Show, planned for 11th-15th April 1984, was cancelled.

According to the organisers, Bristol Exhibitions Ltd, there was a good level of support from exhibitors and it would have been possible to fill nearly two of the four halls of the Bristol Exhibition Complex. There was, however, a disappointing level of interest for on-the-water and other outside display areas.

The show had been planned and presented as a lively public event with particular emphasis upon the outdoor aspects and attractions. Rather than risk disappointing the public - and some of the exhibitors - the organisers decided to cancel it for this year and to concentrate upon planning a successful 1985 event.

EMERGENCY TREATMENT — RESUSCITATION

The need to keep abreast with modern methods of resuscitation, a necessary treatment in so many cases of drowning, suffocation or electric shock, has been fully recognised by both St. John Ambulance and British Engine, the Technical Services Division of Royal Insurance who, in a joint venture, have produced a new chart incorporating the latest developments in this area.

The new chart clearly indicates in graphic form the action to be taken when breathing has ceased from any of the above causes and projects the most up to date treatments. The new chart is encapsulated in clear plastic for longer life and will be despatched in a protective tube.

Copies of the new chart are available from British Engine, Longridge House, Manchester M60 4DT or any of their Branches or from: St. John Ambulance, Priory House, St. John's Lane, London EC1M 4DT. The cost is £3.00 per copy including postage and packing.

LONDON'S RIVER RATS FIRST MEETING

The River Rats held their first meeting at The Mudlark near London Bridge when nearly 70 canoeists from as far afield as Brighton and Oxford met for a lecture by America's top expedition kayakist Rob Lessor. In Rob's inspiring lecture on the rivers of the eastern Rockies he showed that even in the USA legal access problems (similar to those of the UK) exist - when kayaking on rivers in the national parks. This was followed by a video of his descent of the Grand Canyon of the Stikine.

The River Rats were formed by 6 of Britain's top expeditionary paddlers to promote the descent of rivers by providing a meeting place for the exchange of ideas and information, and is open to any interested person. Meetings are held on the first Tuesday of each month from 8.30 pm at The Mudlark, membership costs £3-00 p.a. + 5 SAEs.

Further membership details from: Pete Mance, 218 Wimbledon Park Road, London SW18, enclosing a SAE.

Programme: May 1st 'Iceland Breakthrough'

MINISTER INSPECTS ENVIRONMENTAL IMPROVEMENTS ALONG LEEDS & LIVERPOOL CANAL

The Rt. Hon. Patrick Jenkin, MP, Secretary of State for the Environment, on 16th March inspected several of the extensive environmental improvements which are being achieved along British Waterways Board's Leeds & Liverpool Canal between Wigan and Liverpool, under the auspices of the Manpower Services Commission's Community Programme.

A highlight of the visit was the opening by the Minister of a pleasant informal recreation area at Appley Locks, near Wigan. The works included landscaping, planting of trees, the provision of facilities for picnicking, overnight moorings for boaters and improved access to the waterway for physically disabled people. The project is one of many which are being carried out by the Community Task Force between Wigan and Liverpool. Up to 150 jobs are being provided for unemployed people at any one time.

Later the Minister viewed the general improvements which are taking place around the canal in Liverpool. These included a further CTF managed towing



Mr Jenkin with the Water Sports Centre manager Gwen White, and outside the Centre watching young canoeists.

path improvement scheme on the outskirts of the city and a Merseyside Country Council MSC project at the Liverpool Lock Flight. Mr. Jenkin also met staff of the Liverpool Water Sports Centre, a charitable organisation based on the canal near its terminus in Liverpool, and watched some of their younger members demonstrating their proficiency in handling canoes.

Sir Frank Price DL, Chairman of the British Waterways Board, said that the Board's limited resources had to be spread over some 2,000 miles of canal. It was only by joining with local authorities, the Community Task Force and similar organisations that the benefit of MSC projects on the waterways could be achieved. He went on to say that the Board were keen that the public should enjoy fully the many attractions of the waterways as a leisure resource, both in urban and country areas.

The Board are planning to undertake the future maintenance of the works achieved.

NEW FILMS FROM SCOTTISH LIBRARY

Amongst the latest films to be added to the Scottish Central Film Library are two of particular interest to canoeists:

Canoeing the Churchill River — colour/25 mins/hire £3-50/catalogue number 3CT 74/The Whitehead family spend their vacation canoeing the Churchill River. Riding their canoe over white water and portaging around the torrents, fishing in quiet coves, gliding across the river's many lakes, and spending the nights under canvas.

Dare the Wildest River — colour/19 minutes/hire £7-00/catalogue number 2DC 5505/Using small wooden dories and rubber rafts, a group of outdoorsmen set out to explore the Colorado River on its journey through Grand Canyon. Intermingled with scenes of white water adventure are interludes which illustrate the quieter rewards of wilderness life. The commentary on the individual rapids and the methods of manoeuvring the crafts provide useful information for would-be oarsmen.

Full details of the above films and others on outdoor pursuits can be obtained from: The Scottish Central Film Library, Scottish Council for Educational Technology, Dowanhill, 74 Victoria Crescent Road, Glasgow G12 9JN. Telephone: 041-334 9314.

SLALOM ENTRIES - IMPORTANT

Slalom paddlers should all, by now, have received their 1984 year book, courtesy of the Post Office, the 'stuffers' and the long-suffering ranking list compilers.

If you have not received your copy, the chances are that it was your fault. Common reasons are - moving after your last event last season and not telling anybody, not putting an address at all (eg. c/o MUCC), or just plain illiteracy!

In 1985 the Post Office will not accept bulk mailings unless every envelope bears a postcode. This means that if you do not include a postcode in your permanent address, you will not receive a year book next year.

Please note also that if you are in Divisions Three up to Premier you must obtain a bib from the relevant officer for your division, and quote your bib number on all entry cards.

Mike Carter

CUT TO THE QUICK

On 19th March a kayak belonging to slalomist Jane Roderick was cut from the roof of her car while parked in a public car park.

Readers are warned that kayaks/canoes should be securely strapped to roof racks with chain and padlock to deter all would-be thieves. Craft insured with the BCU are not covered if not padlocked.

NEW NAME FOR OLD CLUB

The Association of Lightweight Campers will become increasingly accepted as the club which caters for all cycle campers, backpackers and others who camp with modern lightweight equipment, although it is not a new organisation.

From small beginnings in 1901 cycle campers became the founders of what became the Camping Club of Gt. Britain and Ireland, more recently re-named the Camping & Caravanning Club. Involved as it is with all types of camping, it comes as no surprise to learn that within its ranks the Club retains the specialist section devoted to lightweight camping in all its forms.

Over the years the original Association of Cycle Campers broadened its activities, so becoming the Association of Cycle & Lightweight Campers. This rather cumbersome title appeared to suggest that cycle campers were not perhaps lightweight campers - clearly a ridiculous view.

With this in mind the members have now decided that as from 2nd April, 1984 the title of this section of the Camping & Caravanning Club will simply be the ASSOCIATION OF LIGHTWEIGHT CAMPERS.

The many outdoor enthusiasts and campers who make use of small tents to enjoy the countryside with the minimum of effort and negligible effect on the environment will find help and advice among like-minded enthusiasts within the Association's ranks.

For further press information please contact: P.H. Constance, Hon. Secretary, 13 The Chase, Coulsdon, Surrey CR3 2EJ. Telephone: 01-660 7294.

THANKS TO 'BJ'

Thanks to 'BJ' for an amusing half-hour's read! The publication seems to bear more than a passing resemblance to 'Canoeing Magazine'. I look forward to your issue number 2. (Ed.)

APRIL 1984



IN AT THE DEEP END ... WITH PGL SUNSPORT

The planners of PGL Sunsport holidays are an ambitious lot. What other holiday company offers over 18s the chance of shooting their very first river rapids a few hours after learning how to handle a canoe?

Fear, excitement, sheer exhaustion and finally a sense of achievement is all on offer. Needless to say, the faint-hearted rarely choose this two week package. The first week is spent swimming, surfing and sailing at the Sunsport Water Sports base on the Mediterranean coast of Languedoc - before moving on to the unspoilt Ardeche gorge to learn how to handle a Canadian canoe.

After a day's canoeing, holiday makers return to their tents pitched in woods which have been described as some of the most beautiful and dramatic in France. At the end of it all they can go home and tell their family and friends that they have spent their days canoeing down 24 kms of the Gorge, negotiating twenty or so white water rapids on the way.

Sunsport prices for 1984 are from £188 for 15 days which includes coach travel from the UK, tented accommodation, all food, equipment, instruction and activities.

CHARTING A NEW LIFESTYLE

A major new campaign was launched on the 23rd March to change the lifestyle of Scotland's teenagers. The aim is to encourage young people to take part in sport and other interesting activities - and not merely to become spectators or bored bystanders.

In a bid to capture their interest an attractive wall chart in the form of a pinboard is being given to all of Scotland's 90,000 school leavers in 1984.

The pinboard - which is chock-a-block with information about how to lead a more exciting, active and healthy life - has been produced by the Scottish Sports Council

and the Scottish Health Education Group as part of the Fit For Life Campaign which is run jointly by the two agencies.

It is hoped that the large brightly coloured and attractively presented pinboard will capture the interest of teenagers and that they will put it up on their bedroom wall.

The pinboard gives hints on such things as 'How To Fill A Day With Fun', 'Challenge Your Fitness In Just Three Minutes', 'What To Do With An Hour To Spare', 'Things To Do Which Are Fun And Free', and 'Getting Things Cheap'.

Mr. Roddy McDonald, Chairman of the Fit For Life Steering Committee and Deputy Chief Executive of the Scottish Sports Council said:

'We have been aware for many years of a significant dropping off in sports participation by young people when they leave school. There are many reasons for this but one of the main ones is that sporting opportunities become less apparent to these teenagers. In other words they have to find out for themselves what they can take part in and where.'

'The pinboard is crammed with good advice and tips, and we hope it will appeal to school-leavers. Its main purpose is to indicate a whole range of opportunities for an active, healthy and enjoyable lifestyle and to encourage teenagers to take that first crucial step of pursuing activities which appeal to them.'

Mr. Stanley Mitchell, Director of the Scottish Health Education Group, said: *'In the Scottish Health Education Group we believe that participation in physical exercise is not only good for the long term health of the body, but that sport, physical activity, games and dance all provide enjoyable attainable targets for self-improvement and personal achievement as well as opportunities for extending social life. We hope that the new chart will provide ideas which young people can take and develop in their own way.'*

Notes & News

WINDSURFING IS FUN, EASY INEXPENSIVE AND LOCAL

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SEA CANOEING

VALLEY CANOE PRODUCTS LAUNCH C-TRIM RUDDER AT CANOE SHOW

C-TRIM RUDDER

Crystal Palace saw the resoundingly successful launch of Valley's C-trim rudder. All the rudders were sold on the first day and it was significant that Klaus Lettmann was an early customer, and Alain Feuillette also bought a sample and two more have gone to the USA.

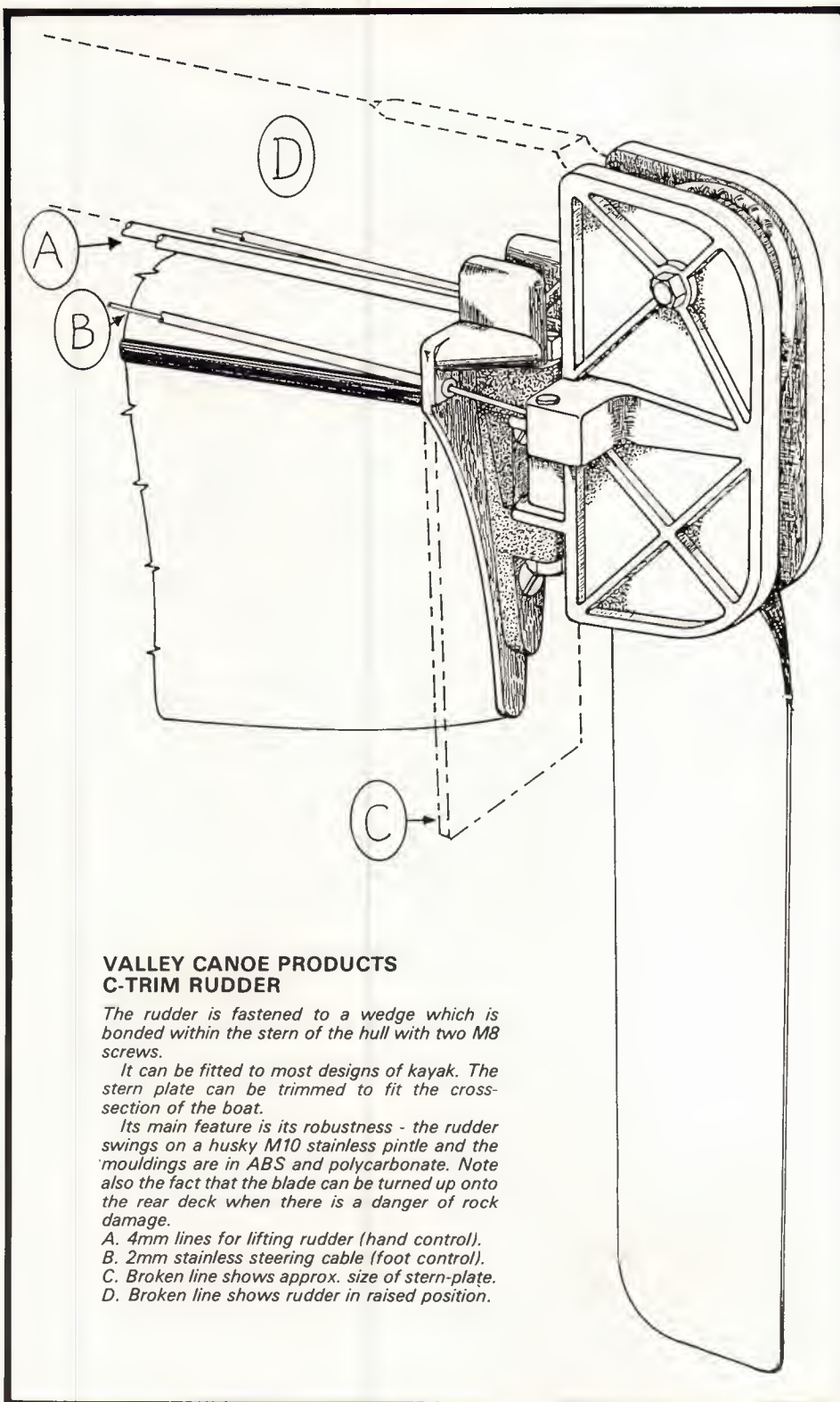
One reason that sea-canoeists have fought shy of rudders is that they are liable to break - usually at inopportune moments! The great strength of modern materials, together with good design, can overcome this problem.

While on his epic journey around Australia by kayak in 1982-83, Paul Caffyn decided to fit a rudder to his Nordkapp. This was a home-made affair based on a large stainless steel hinge from a half-remembered design he had seen in Tasmania. During the Sea Symposium in Victoria, BC, he sketched the rudder on the back of an envelope and showed it to Frank Goodman of Valley Canoe Products, Nottingham who decided to develop the idea into a commercially viable unit. The C-trim rudder is the result. Mouldings in polycarbonate and ABS support a glass blade controlled by a foot pedal. The blade can be raised onto the back deck by a hand-operated line when landing on rocky shores. The blade is long and thin and remains submerged even when the stern is lifted clear of the water by a steep swell.

The rudder can be fitted to any boat as it is held by two M8 set-screws that fasten into a wedge-shaped block that is bonded into the hull of the kayak. The rudder is available as a kit to fit to your own boat and once the trauma of sawing off the stern of your favourite kayak has passed, the fitting instructions are easy to follow. This is one of the few rudders designed especially for the sea canoeist, and it looks as though it will stand a lot of use and abuse.

Another of Valley's products that has really taken off this year is their waterproof hatch. After early problems with materials the hatch has been working very successfully now for several years and, during that time, several thousand hatches have been sold. In fact, the VCP hatch is generally recognised by canoeists to be the only really watertight hatch on the market, as many expedition members can verify.

When I called at VCP in January, Frank Goodman said that he'd been getting enquiries from all over the world, and he has been deluged with orders from other companies ordering hatches with their own logo incorporated in the cover design. 'It often takes a year or two to get a product accepted' says Frank, 'I think people have suddenly realised that the hatch really is as good as we claim, and the sudden increase in sales is the result - it makes up for those early days when the materials let us down'.



VALLEY CANOE PRODUCTS C-TRIM RUDDER

The rudder is fastened to a wedge which is bonded within the stern of the hull with two M8 screws.

It can be fitted to most designs of kayak. The stern plate can be trimmed to fit the cross-section of the boat.

Its main feature is its robustness - the rudder swings on a husky M10 stainless pintle and the mouldings are in ABS and polycarbonate. Note also the fact that the blade can be turned up onto the rear deck when there is a danger of rock damage.

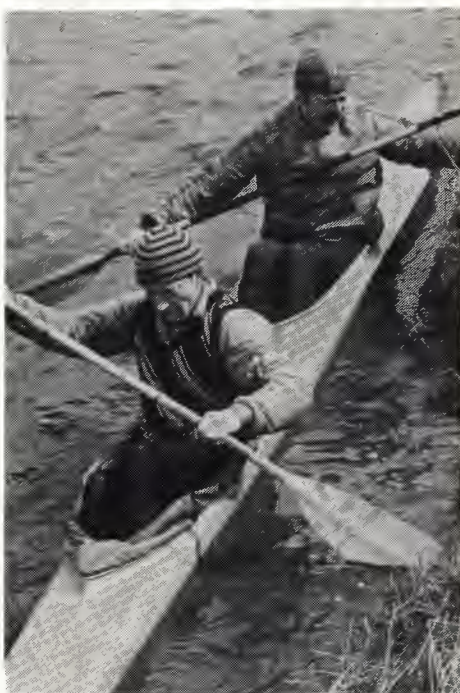
A. 4mm lines for lifting rudder (hand control).

B. 2mm stainless steering cable (foot control).

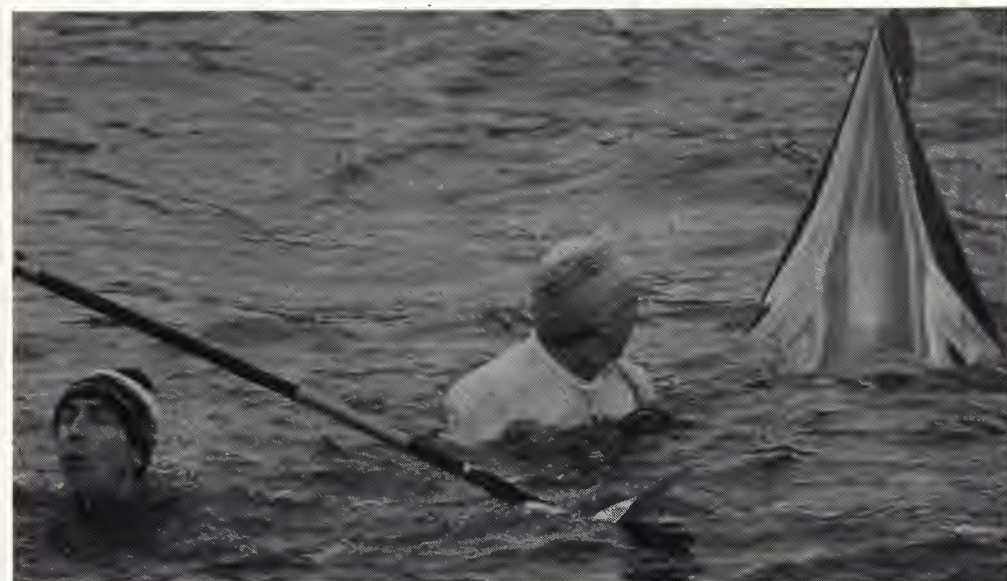
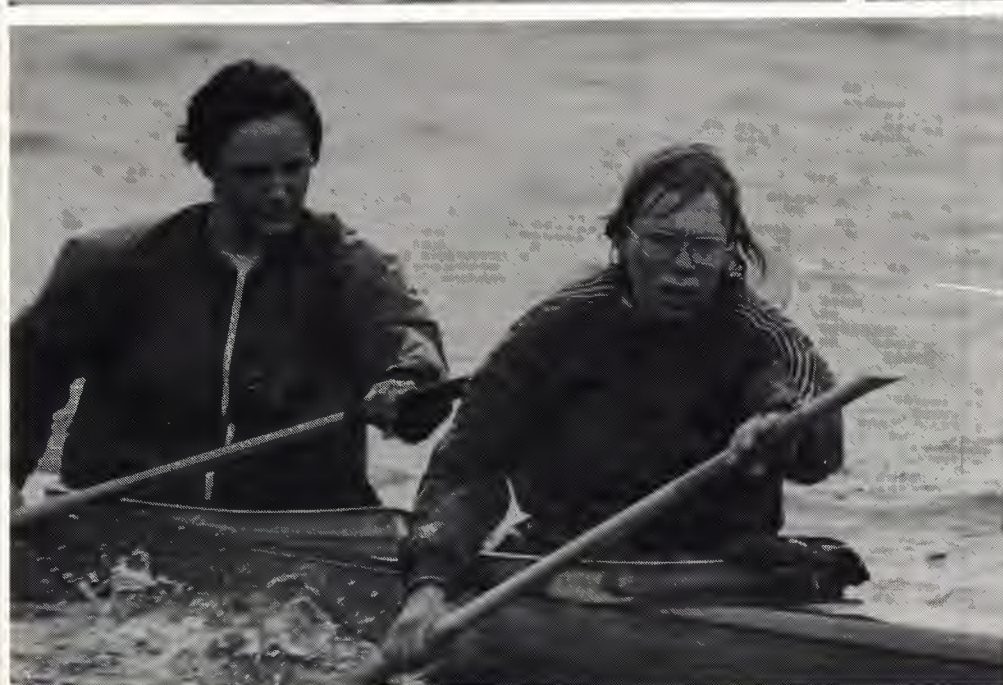
C. Broken line shows approx. size of stern-plate.

D. Broken line shows rudder in raised position.

MARATHON RACING



Photographs from the third of the Waterside Series and the Nottingham Marathon. Both events were held in appalling conditions, the former in drenching rain and with a cold wind that left spectators and supporters wetter than the canoeists! The latter was raced in very cold conditions, with race morning seeing snow in parts of the Midlands. The circuit marathon ensured the second half of the race was into a head wind and caused a slight chop on the water. Even with such a slight chop — no more than nine inches at maximum — more than a few of the K2 kayaks were in trouble with water coming over the front deck and, despite spraydecks, many crossed the finish looking more under the water than on top!



**MARATHON
RACING**

SEA KAYAKING SAFETY RADIO COMMUNICATION for the kayakist

AN ARTICLE BY BROD BEECH

During a particularly tedious Christmas afternoon, in between the kids cartoons and 'what little Prince William did in 1983', minds start to wander to more pleasant things, and mine was no exception. So, sifting through the magazine rack, and after finding several childrens' books, 'Ideal Hornes' and copies of 'The Lady', I eventually found a copy of the 'Advanced Sea Kayak Club Newsletter — February 1983'. I re-read an article that was originally published in 'Canoe Camper' Winter 1980, entitled 'Why I pulled the pin on the LOCAT' by Dennis G. Lees. In this well catalogued incident, the use of a radio beacon for distress purposes certainly proved it's worth, and resulted in an extremely efficient rescue. Without this device a totally different outcome could well have been the case, and the enjoyment of the gift of life could quite easily have been extinguished, rather like turning-off the Christmas Tree illuminations.

Views vary greatly regarding the use of two-way radio communications. I personally recognise it's immense value as an attribute to safety. Conversely, I know of a sea-kayakist, a super mega hero (egotist for short) who shuns it's use, preferring to be completely isolated and, therefore, master of his own destiny. Certainly the advantages exceed this extreme view, as I believe most sensible people would agree, that to have contact for up-to-date weather reports, changes in itinerary, and ultimately for instigating rescue in times of distress, are sound enough reasons for it's use.

Having decided that it is a desirable item of equipment to possess, and having convinced the wife or girl-friend that it is absolutely essential, and that you are really thinking of them and your future happiness together, and you promise to give up smoking (again) in order to pay for it, and, and, etc., etc., you start your quest. Catalogues, magazines, radio shops, C.B. Mail Order firms, you end up being thoroughly confused, amazed at the variance in cost, and you begin to wonder where you can fit a 12-volt car battery to power your Japanese box of tricks, plus

where can you mount a base loaded dipole on an already crowded deck? The purpose of my ramblings is to endeavour to clarify what is available to suit our unique applications, and outline a suggestion that may fit our bill and pocket.

There are several different systems that are available to us, some more suited than others because of size, price, range frequencies, licensing procedures, available space etc. We have available transceivers that enable us to transmit and receive messages, some of these are small hand held units, others are more suited to a car dashboard, and of course, certain systems need their own 'box room' in order that they may be accommodated. We also have the distress beacon that enables us to pull a pin and transmit a continuous signal that will alert search and rescue organisations, and pinpoint our precise position. The equipment available to use in terms of two-way communication is as follows:-

- 1) Long range high frequency (HF) Service. Worldwide communications through Portishead Radio. Large, extremely costly.
- 2) Medium frequency (MF). Range approximately 200-miles. Must be single side band. Very expensive.
- 3) Very high frequency (VHF). Range is rather more than line of sight between the aerals concerned. Cheaper than MF or HF hand-sets available. Relatively free from interference. Number of shore-based VHF Stations increasing. Constant watch on channel 16 by HM Coastguard. Special channel relating to yacht and small craft safety.
- 4) Citizens Band (CB). No real substitute for VHF. Less range. CB Emergency Channel — 09. Not monitored in same way as VHF Channel 16.

From their very brief description you can see that VHF should be our ideal, offering us the advantage of:-

- 1) Small, compact hand-held units.
- 2) Ship to ship communication.
- 3) Ship to shore communication.
- 4) Direct communication with HM Coastguard.
- 5) Constant monitoring of Emergency Channel by professionals.

6) Good range, and if Coastguard cannot be reached direct, a ship within range can relay our messages.

7) Sets are readily available.

8) Licences can be obtained to facilitate legal use.

9) No need for aerial fitment as units are self-contained.

10) Can be repaired readily by specialist services.

11) Small enough to be easily waterproofed and carried on person.

In order that we may use VHF communication, certain regulations must be complied with. First and foremost a licence must be obtained from the authorities, in order to legalise our use of the transceiver. Full details of the categories of licence are available from the Home Office, address in appendix A.

Certain licences enable us to receive messages only, or allow us to operate two-way communication only in times of emergency. It would appear to me that a licence is needed, allowing us to send and receive messages. In addition, a certificate of competence is required. The minimum standard is the Restricted Certificate of Competence, details of which can be obtained from British Telecom International, address in Appendix 'A'.

Having obtained the necessary bits of paper, we are then faced with a choice of channels, and must decide which channels we need, in addition to those that are mandatory. For our purposes, there are some channels that we simply would not need, such as channels that are allocated for Port operations, our overall need being for Coastguard communication, ship to ship, and distress. This simplifies our quest somewhat. In appendix 'B' you will find information regarding frequencies and their use, plus information relating to UK Coast Radio Stations. This enables you to see which channels are used where, and may help you decide on your needs. You will notice that certain channels are common to all, and some appear with great regularity. The choice is yours.

Now the crunch question. How much? We all know that much of this equipment

appears to be very expensive, and it only becomes cheap if we use it and save a life. Rather like insurance, in that we begrudge the drain on our pocket until we need to claim. Then it is the cheapest investment we ever make. The average person would not dream of not insuring his car, spends money on life insurance, so why not spend on an item that *can* save your life, and not merely pay out when your life expires. In addition, we are talking about *one* payment, not £25 per month for life! Quite cheap when looked at from this standpoint. Nevertheless, a box of electronic tricks, costing upwards of £250, is a lot of money, so we search for ways of reducing the cost, and this is where CB Radio rears its head as an inferior alternative. Recently however, I have found a firm who specialise in radio communication, who are able to offer an answer to our prayers. Still more expensive than the inferior CB radio, but much cheaper than the VHF equipment normally available.

Mr Brian Campbell operates a business called Bracedale Limited and is a specialist in his field and supplies Personal Mobile Radio (P.M.R.) equipment of professional quality. I can already hear you saying '*that lost must cost a fortune*'. Well! to be quite frank, it often does. Bracedale Limited, however, are able to supply reconditioned units at a fraction of the cost normally paid for new units, ready programmed for a number of channels. This enables individuals to have access to reasonably priced units, and allows Clubs to buy units for loan to club members. The price is approximately £120 plus VAT per unit.

Mr Campbell is extremely professional in his approach, and is aware of our unique requirements. Should you require any further information write to: *Mr B Campbell, Bracedale Limited, 57/58 Coton Hill, Shrewsbury SY1 2DP or telephone Shrewsbury (0743) 245078.* Mark your envelope: **Kayak Communication.**

In order to use the advantages of two way VHF Communication, the equipment *must* comply with certain standards. Advice regarding these standards can be obtained from The Home Office, address in Appendix A.

I hope you have found this article useful and informative. Genuinely, I believe that two-way radio is a tremendous safety aid, and for the cost of a few stamps, it is worth your while finding out more information.

APPENDIX 'B'

CHANNEL INFORMATION

There are three main groups of frequencies. Certain channels can be used for more than one purpose.

1) Public Correspondence (for use with British Telecom coast radio stations).

CH 26, 27, 25, 24, 23, 28, 04, 01, 03, 02, 07, 05 84, 87, 86, 83, 85, 61, 64, 65, 62, 66, 63, 60, 82.

2) Inter Ship

CH 06, 08, 10, 13, 09, 70, 72, 73, 69, 67, 77, 15, 17.

3) Portage Operations (pilotage, tugs etc).

Simplex channels CH 12, 14, 11, 13, 09, 68, 71, 74, 10, 67, 69, 73, 17, 15.

Duplex Channels. CH 20, 22, 18, 19, 21, 05, 07, 02, 03, 01, 04, 78, 82, 79, 81, 80, 60, 63, 66, 62, 65, 64, 61, 84.

Mandatory Channels

CH 06 (156.300 MH3) — Inter Ship.

CH 16 (156.800 MH3) — Distress and call up.

Useful Channel

H 67 (156.375 MH3) — small craft safety.

HM Coastguard equipped with this channel.

UK COAST RADIO STATIONS

STATION NAME	02	04	05	07	24	25	26	27	28	61	62	63	66	81	82	85	88	16
Lands End								*									*	*
Start Point							*				*							*
Scillies									*			*						*
Pendennis													*					*
Niton		*						*						*		*		*
Jersey						*									*			*
Northforeland			*			*					*							*
Hastings				*							*							*
Thames	*																	*
Orfordness					*						*				*			*
Humber							*											*
Bacton				*														*
Grimsby		*						*										*
Cullercoats							*											*
Whitby						*			*									*
Stonehaven							*											*
Forth					*													*
Buchan						*												*
Hebrides							*	*										*
Lewis			*															*
Skye				*														*
Drumfearn				*														*
Wick																		
Cromarty								*	*									*
Orkney							*											*
Shetland						*		*										*
Collafirth					*													*
Portpatrick								*										*
Clyde							*											*
Islay						*												*
Anglesey							*		*									*
Morecombe Bay																		
Cardigan Bay								*										*
Ilfracombe			*	*														*
Celtic					*													*
Severn						*												*
VALENTIA																		
MALIN HEAD																		

NB. All VHF stations equipped with Channel 16 — distress and call up
ie. make initial contact on CH16, then switch to a working channel, unless a matter of safety.

EXPEDITIONS

1984 AMERICAN BRALDU RIVER/BIAFO SPIRES KARAKORAM EXPEDITION

In a unique and unprecedented way, the American 1984 Braldu River Expedition has both climbing and kayaking objectives of the first magnitude and a team to match. In May and June, 1984, members will travel to Baltistan in northwestern Pakistan, to an area called The Throne Room of the Mountain Gods in Galen Rowell's book of the same name.

From the heart of Karakoram Range flows the giant Baltoro Glacier, draining the flanks of 28,250 ft. K2 mountains and the greatest concentration of high peaks in the world. From the Baltoro's icy terminus at 11,224 ft. flows the Braldu River, half-grown. After 25 miles the Braldu's volume is doubled by a torrent of melt water from the Biafo, another of the major Karakoram glaciers. The Biafo's rubble-covered snout juts almost into the river a few miles upstream from the village of Askole, the highest human habitation in this arid, remote valley. Downstream the river, icy cold and brown with glacial silt, continues to drop at more than 60 ft. per mile and then enters the narrow Chokpo-Chongo Gorge. The tortured water of the Braldu, constricted by rock walls and obstructed by boulders, 60 miles from the Baltoro's snout finally joins the gentler Shigar which flows another 60 miles to join the mighty Indus at Skardu. The Braldu because of its speed, altitude, length, flow and temperature, presents one of the most formidable technical whitewater challenges in the world and has never been successfully run.

Less than 20 miles up-glacier from the Biafo's terminus at the Braldu lies a challenge of a different sort but no less great, a collection of awesomely spectacular rock towers of the finest red granite, whose fantastic summits are in the range of 17,000 to 20,000 ft. Though individual peaks such as nearby Uli Biaho Tower or Nameless Tower in the Trangos are comparable, as a group the Biafo Spires are unsurpassed, and as a technical rock-climbing challenge these virgin peaks are unparalleled in the world.

Historically, the Braldu Valley has been travelled for centuries, first by legendary central Asian traders and more recently by climbers making the approach march to the giant Karakoram peaks. Though the lower stretches on the Shigar were navigated in the past by Baltis in 'zahks' of inflated goatskins, on the Braldu itself the only serious kayaking attempt was in 1978. A strong British team, veterans of the Dudh Khosi in Nepal, was led by Dr. Mike Jones. Making the mistake of putting on the river at peak flow in August, Jones was almost immediately killed in what probably approached 20,000 cu.ft. per second going 30mph. Not taking the precaution of wearing a wet suit and burdened with a heavy movie camera built into his helmet, Jones died trying to rescue a team member in trouble, and the attempt was abandoned

though the film footage obtained was turned by the BBC into the movie *'Search for Excitement'*. (A video cassette copy of the film is available on loan from the expedition).

Dave Manby, a member of the 1978 team, returned in the fall of 1983 for a solo reconnaissance and confirmed that the river was potentially runnable at low water though he had several serious mishaps, lost his boat and ran only parts of the river.

In both kayaking and rock climbing, techniques, equipment and attitudes have developed enormously in the last few years, and only recently has it become possible to consider running whitewater like that of the Braldu or climbing Karakoram supertowers such as these on the Biafo. The Hispar-Biafo region was explored and mapped in 1939 by Eric Shipton's party, and his map, now forty-five years old, is still the only good one of the area. At the time, however, such *small*, highly technical rock peaks were virtually ignored as impossible, and neither photographed, named, mapped, or even mentioned. Even now, the Biafo peaks are close to unknown and remain not just unclimbed but unattempted. It remained for Galen Rowell, during a three hundred mile ski traverse of the Karakoram in late winter, 1980, to photograph the incredible spires and bring them to the attention of the American climbers in a position to attempt them.

The nucleus of the American climbing team is a small group of veterans of multiple expeditions to the Kichatna Spires in Alaska, whose huge, steep granite walls and nasty, nasty weather have been a crucible of new techniques and equipment for superalpine walls there and elsewhere. An advanced wall tent, developed initially for Kichatna Spire's overhanging Northwest Face will be used in Pakistan for the multiple hanging bivouacs expected.

Team members have also climbed extensively elsewhere in Alaska and the Lower 48, and in Canada, Scotland, the Alps, Patagonia, Tibet, Nepal, India and Pakistan. Two are veterans of Everest expeditions in 1983, George Lowe reaching the summit via the previously unclimbed East Face from Tibet, and Galen Rowell serving as the climbing leader of the West Ridge attempt, also from Tibet. Latok I; the Eiger; Cerro Torre; difficult ice routes in Scotland and Alaska; McKinley and the Moose's Tooth; extreme free and aid routes in Yosemite; first ascent in Tibet and the Alaska Range; Trango Tower and Kichatna Spire; the Matterhorn's North Face, and much, much more, form the basis for the team's vast experience.

The kayaking members, who are in many instances also climbing members of the expedition, share a similar training ground: the trio of legendary huge, fast and cold Alaskan Class VI rivers, namely the Susitna, the Alsek and the Stikine. As is true for the Kichatnas and out climbers, very few runs of these rivers have ever been made by teams that did not include the

expedition. And besides Alaska, the kayakers have extensive backgrounds in river running throughout North, South and Central America, as well as New Zealand. They have pioneered multiple new runs at all water levels and contributed greatly to the sport in a variety of significant ways over the last decade.

The combination of two mountain pursuits — climbing and kayaking — will be a synergistic one in several ways. The close juxtaposition of spectacularly beautiful mountains and an awesome river will permit unparalleled photographed opportunities, both still and film. Because of the double appeal of this combination, the expedition has been able to recruit both seasoned Karakoram veterans and intensely ambitious younger members, whose talents complement each other. The support which members of the climbing team will be able to provide the kayakers will be not just useful, but crucial for scouting, photography, portaging and rescue.

The logistics for the two-month long trip will be complicated enough to be modelled on a computer, but will be flexible enough to permit careful acclimatization; a speedy approach to base camp at 14,000 feet on the Biafo; well-supported, careful river running; several major climbs in a light, fast, self-contained style; some trekking, and even a luxurious return to civilisation on a raft down the Shigar River. The early (May 4) departure from the U.S. is calculated to put the expedition on the river at low water, and on the peaks before the monsoon hits.

The team led by Dr. Andrew Embick is a very strong one, not just in individual technical brilliance, but also in cohesiveness and in diversity of talents. They have in their team of a dozen (including alternates) three past competitors in NBC's *'Survival of the Fittest'* competition; a physician; a Rhodes scholar; as mathematics graduate student; an outdoor equipment representative and designer; a physicist; a cinematographer; a commodities broker; a carpenter; a US Army captain; three professors (of forestry, geology and electrical engineering); experts in computer design and artificial intelligence; a lawyer; a gourmet chef; and several wilderness photographers and writers. Most wear, in fact, more than one hat.

Because of the team's strength, dedication and flexibility, they are very likely to be successful. The National Geographic Society is very interested in the trip and an article is expected. Due to the merit of objectives and the team they have received sponsorship from the American Alpine Club, its highest form of support to expeditions. As indicated by AAC Expeditions' Chairman Glenn Porzak, *'One of the most unique features of this expedition is its attempt to obtain permission from the Government of Pakistan to climb in an area (as opposed to a specific peak) in which it is free to operate, choosing ad hoc objectives from multiple possibilities. If successful, this could provide an important precedent for future American expeditions seeking the same freedom.'*

Though much of the cost (about \$50,000) of the expedition will be borne by its members, several of the very strongest members have turned from budding professional careers to be more able to pursue their outdoor sports and are consequently close to the poverty level. In addition to air fare to Islamabad (about

CANOEING MAGAZINE

\$1500 per person), they will face the costs of air freight and truck and bus transport up the Karakoram Highway, of jeep and tractor travel up the Shigar Valley, and the approximate \$700 per day cost of hiring about one hundred Balti porters and providing their food. The expedition needs some special equipment such as a water-purifying filter pump and large base camp tent, as well as the best modern kayaking and climbing gear. Because several members of the team are prolific, first-rank photographers and writers with multiple published photographs, books and articles (some translated into other languages) to their credit, and will be able to provide excellent exposure for sponsors, Members need and would greatly appreciate support in the form of equipment, food and (most usefully) money, to be able to push the limits of the possible in climbing and kayaking in the Karakoram. Cheques should be made payable to *The American Alpine Club* mailed to: AAC/Brardu-Biafo Expedition, 113 E 90th Street, New York, NY. 101128. Correspondence may be sent to PO Box 1889, Valdez, Alaska 99686.

THE 1984 ULTIMATE EXPEDITION AWARD

The Ultimate Expedition Award for 1984 has been awarded to the Sarawak '84 Expedition.

The award attracted large numbers of applications and a shortlist of fourteen was finally drawn. A representative from each of these expeditions was requested to attend for interview at the Royal Geographical Society on Thursday, 9th February 1984.

The selection committee which included experts in the field of mountaineering, cave diving, publicity and the media, and expedition planning and logistics, had a very difficult task, but were impressed by the enthusiasm, dedication and professionalism of the Sarawak '84 Expedition. The Expedition which is to be led by Andy Eaves and Ben Lyon will leave Britain on 15th April, 1984 to explore the limestone caves of the Gunung Mulu National Park at Sarawak in East Malaysia, and will return on 9th June, 1984. Ultimate Equipment will be supplying tents, clothing, bivi bags and hammocks, and the remainder of the £5,000 Award will be a cash donation.

For further information: *Ultimate Expedition Award, Ryburne Mill, Hanson Lane, Halifax HX1 4SE.*

BRITISH YAKUTAT EXPEDITION

Krista Nicholson and Dave Johnston will shortly be setting off on the arduous 1000 mile journey from Vancouver BC in western Canada to Glacier Bay in Alaska.

The pair, both formerly instructors at the Ullswater Outward Bound School, hope to complete the trip by late summer. The journey will take in some of the world's finest scenery and some of the world's most dangerous rivers.

Krista and Dave have selected the Wye Kayaks Islander Expedition Kayak for the trip and special lightweight kevlar/carbon models have been provided by the Hereford company.



SECRETARY CLARK RETURNS GRAND CANYON LANDS TO FULL PARK SERVICE AND INDIAN CONTROL AND PROTECTION

Secretary of the Interior William Clark said today he has revoked a long-standing public order that could have led to construction of a dam, powerplant and reservoir in a 490,000-acre area of Federal and Indian lands in the Colorado River basin in Arizona, known as the Hualapai or Bridge Canyon Project.

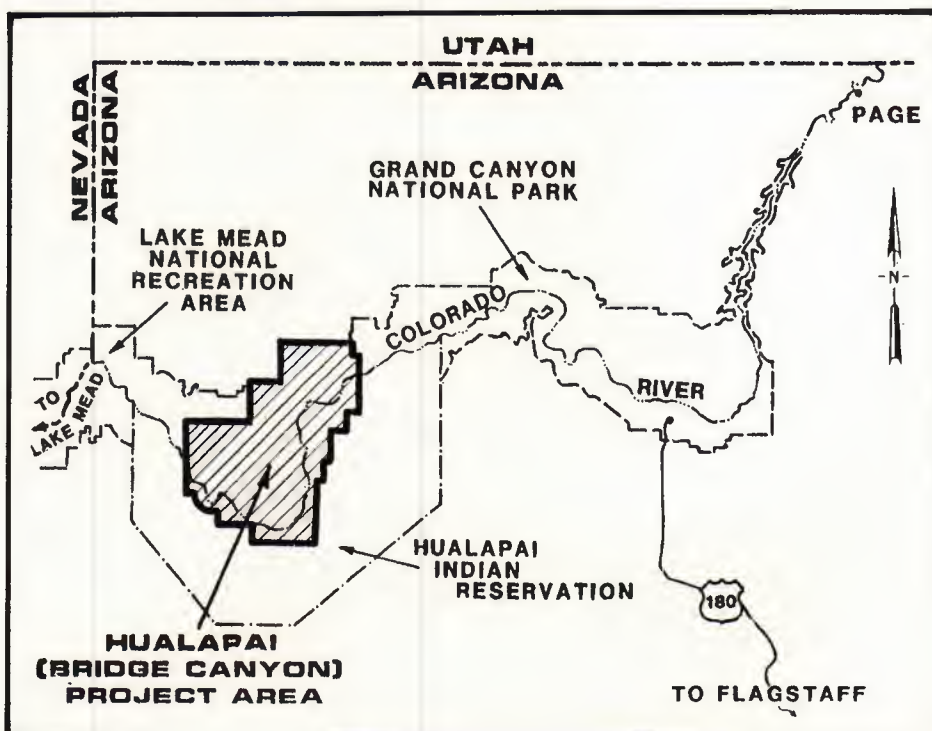
'The interior Department strongly opposes any move toward a Federal dam in the Grand Canyon region,' Secretary Clark said. *'In addition Congress some years ago enacted language that prohibits any private hydroelectric power development at Bridge Canyon.'*

The Hualapai of Bridge Canyon Project has been controversial since the 1960's. Concern over the status of the proposal

was rekindled during last year's high runoff on the Colorado River.

Secretary Clark, who toured the area in December 1983 as part of a visit to the Colorado River, said, *'After personally examining the area and listening to recommendations from the Bureaus of Reclamation, Land Management, and Indian Affairs, the National Park Service, and the public concerning the water and land use situation there, I have decided that the Bureau of Reclamation withdrawals dating back more than half a century should be lifted. Full authority over the lands will be returned to the National Park Service and the Hualapai Indians.'*

Of the 490,454 acres involved, 358,052 acres lie within the current boundaries of the Grand Canyon National Park and the Lake Mead National Recreation Area. The remaining 132,402 acres lie within the Hualapai Indian Reservation.



Top: Ben Lyon, joint leader of the Sarawak '84 Expedition. Right: Bridge Canyon Project area.

THE MIDDLE ZAMBEZI

MARK IGOE LOOKS AT A CANOEING SAFARI ON THE RIVER ZAMBEZI IN ZIMBABWE



By the time he realised something was wrong the leopard was in the circle of our sleeping bags. It all happened so quickly in the shadowy pre-dawn that we had to reconstruct the incident afterwards, but it was quite clear that Joe's authoritative hand-clap had saved at least one of the impala. One of these had run past Joe who was making tea, another had cut above my head into the forest and a third had performed a spectacular leap over the sleeping Axel to the river bank twenty feet below, and bounded to safety along the water's edge, while the leopard swiftly and silently withdrew. As the sun rose we discussed the morning's entertainment over tea and then loaded and paddled off in our five canoes while the creeping dawn transformed the flood-plain from brooding night to the clarity of the African morning.

For all of us this trip down the fabled Zambezi held something new; for Hazel, my wife and myself, one was the experience of handling an open Canadian touring canoe which, if you are a kayak person, is like riding a camel when you are used to a pony. Another was going on a commercially organised canoe tour but there can be few like Canoeing Safaris. The secret of their success is that the river itself with its miles of clear, swift flowing water running through the heart of virtually

primaevial Africa, calls for superlatives.

The Zambezi is 2,000 kms long and the right bank enters Zimbabwe where a spectacular set of rapids has attracted the countries' paddlers to the north west for many years. Then come the Victoria Falls, worth famous, and one of the nation's premier tourist attractions. More white water follows, then the world's second largest man-made lake, Kariba, with its game viewing, fishing, gambling and water sports resorts.

It is from the huge dam wall at Kariba that Canoeing Safaris begins its operation. The river runs through a massive gorge and onto a flood-plain, flowing through the Urungwe Safari Area, the Mana Pools National Park, the Sapi Safari Area and the Chewore Game Reserve before entering the Mupata Gorge to emerge at Kanyemba where the Luangwa joins the Zambezi and the Zambezi enters Mozambique.

Close to Kanyemba was Zumbo, most westerly of the main Portuguese settlements on the river, the earliest of which was founded before New York. From ancient times the Zambezi was an arterial trade route; not far from the north bank above Churundu is the thousand year old site of Ingombe Ilede where gold and copper finds testify to the commerce of antiquity.

Kanyemba itself is named after a 19th century war lord whose chief claim to fame was the number of men he castrated. Indeed, between the 17th and 19th centuries the river supported an Africa-Goan-Portuguese society which would have made the wild west seem like teddy bears' picnic. Happily those days are gone and the area - the Zimbabwean part anyway - is administrated with stringent and effective conservation policies.

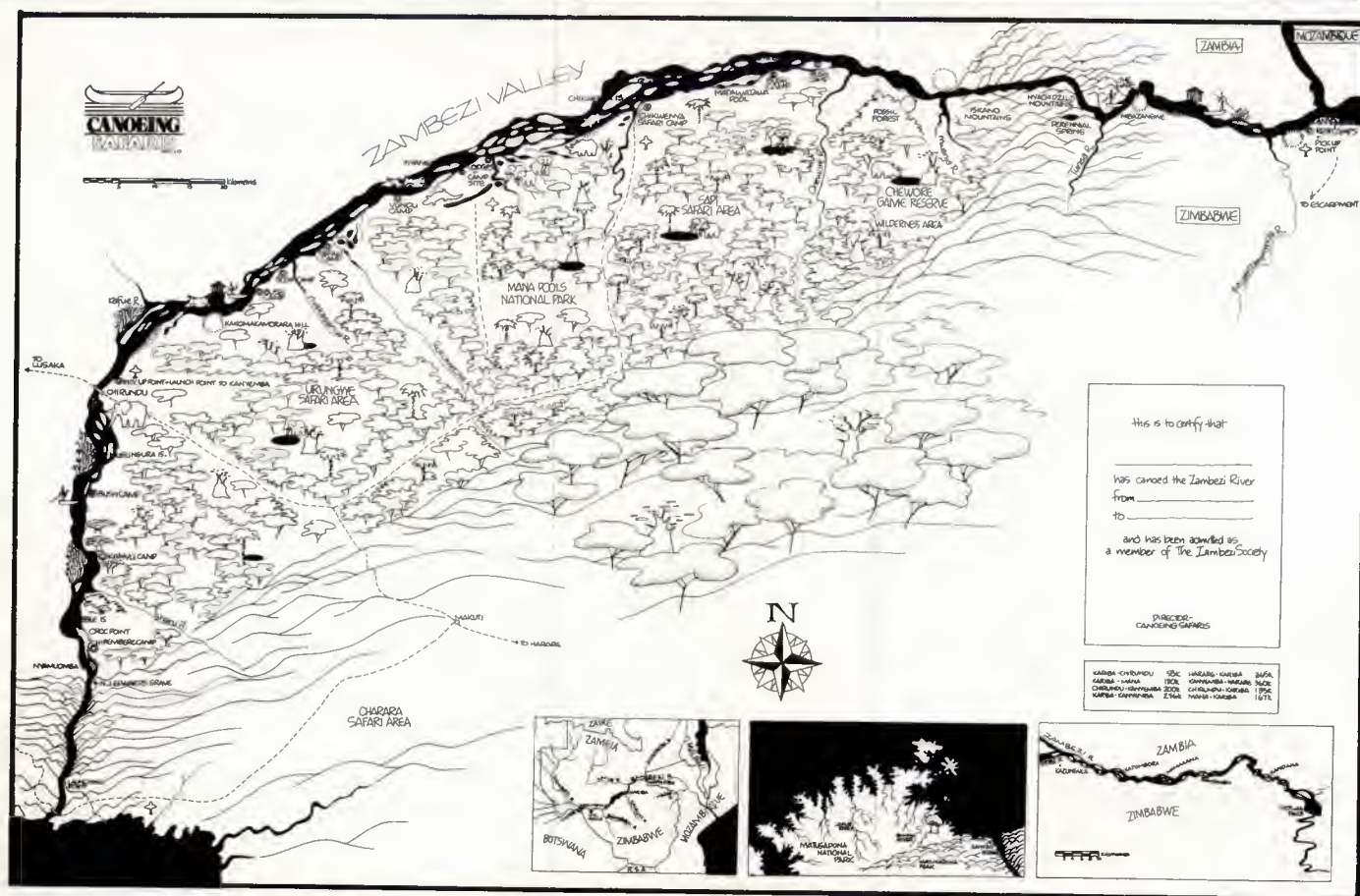
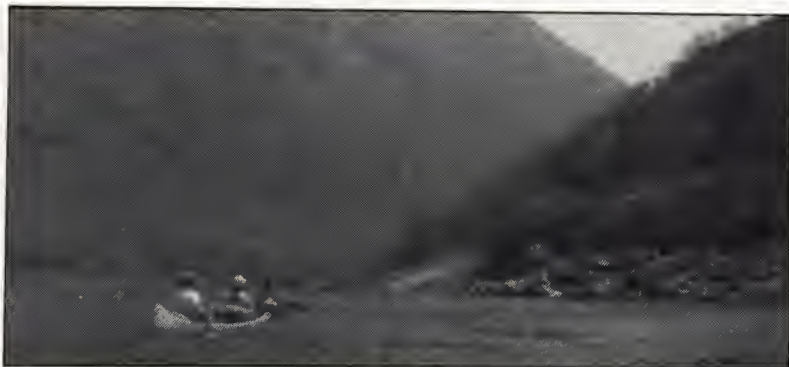
One of our party - a German journalist - dropped a cigar butt in the river and as it floated past his partner, our guide-cum-leader Joe, it was plucked from the water and waved censoriously at its erstwhile owner. 'Ach, that's taking it too far' was the comment; but it is this attitude that keeps the river clear, its banks clean and gives Zimbabwe a greater wild life population than game-famed Kenya. The animals are the key to the journey's success. Where else can you paddle through 256 kms of zoo? And settle down to chicken-a-la-king and wine by your campfire? Not for the penniless student, mind you, nor for the annual club tour. Our party consisted of three engineers, two journalists, a pilot and a doctor, with Hazel being the only woman. She deemed this great luck as the ratios are sometimes the other way (but the company makes no promises).

In fact, the short daily distances, the flat water, the wine and the price are inclined to obscure the fact that this is an adventure. Some clients have been chased by lions and had their boats capsized by hippo. On one occasion we were negotiating a rock out-crop known for crocodile, the other boats having slipped ahead, when the canoe grounded amidships and nearly capsized. Just at that moment an eight foot crocodile glided underneath, and although he might not have found us good eating if we had to swim, I'm glad we never found out. I suppose that it is this odd mixture of excitement and comfort that have made the trips so popular.

From a paddling point of view, the only potentially hazardous part we did was a gorge section where eddies could suck a man 70 ft. down to the river bed. One capsized in this area was, ironically, by an experienced kayak paddler who hit the only rock in the river, no doubt thinking his camel was a pony! It was after this stretch that we lunched not 20 yards from a browsing elephant (which did nothing for my digestion as I've been chased by the beasts before). But Joe's judgment was that we would not be molested and we weren't.

You rely completely on your guide's advice in such matters. In October and September the valley becomes oven-hot and swimming is a treat; just where he tells you so you don't get eaten!

I won't forget such an evening, when prior to making camp we made fast to some rocks in the middle of the river and splashed happily about in the invigorating current. The sun was preparing for its nightly theatrical setting, the hippo were snorting in the distance, the great Vundu fish lurking in the depths, as the valley prepared itself for the famous African night. 'Must be a great life Joe, growing up in the bush, knowing this river so well' 'Probably is' came the laconic reply from the safety of a large rock, 'but until last January I worked in the stock exchange'.





THE OTTAWA

WHITEWATER RAFTING ADVENTURE ON THE OTTAWA — CANADA'S MOST POPULAR RIVER

From a modest beginning in 1975, when a mere handful of adventurous rafters challenged the Ottawa, the river has blossomed into the most popular rafting river in Canada, travelled by tens of thousands of whitewater enthusiasts from all over the globe.

The Ottawa River is a whitewater paradise with 175 islands and numerous channels offering beginner through experts runs. Unlike most rafting rivers that have good water levels only in the spring, the Ottawa River has powerful rapids throughout the summer.

ADRENALIN-PUMPING THRILLS!

If you've never experienced the exhilarating thrills of whitewater rafting, then you've missed something very special. Towering roller coaster waves, spectacular pounding rapids, swift current and boiling, cascading shutes are all part of this action packed outdoor adventure. The turbulent rapids of the Ottawa River have names like 'McCoy Chute' and 'Butcher Knife.' 'Coliseum' the granddaddy of them all boasts dinosaur-sized hydraulics and ocean-like waves. A climax to any whitewater adventure!

Wilderness Tours in Beachburg, Ontario, the largest whitewater tour operator in Canada (located 17½-hours drive north-west of Ottawa) provides a first class rafting experience using the finest equipment, and an athletic, enthusiastic team of skilled professionals.

The atmosphere at Wilderness Tours is similar to 'Club Med' informal, friendly

and relaxed. In addition to whitewater rafting, there's complimentary kayaking, windsurfing, canoeing and sailing with instruction. Hiking, volleyball, baseball, football and soccer are just a few of the organised activities available for the more energetic. Leisurely boat cruises and sunbathing are ideal for relaxing.

Facilities at Wilderness Tours' New Outdoor Centre, set amid 160-acres of beautiful country (farmland, meadows, forests) and half a mile of sandy beach, includes a multi-use dining and entertainment pavillion, modern washrooms and a large sauna. In the evening there are campfires, singalongs, live entertainment on stage, and a guest talent night.

Accommodation at the Outdoor Centre is provided in specially constructed platform tents. Arrangements can be made for guests who would prefer to stay locally at inexpensive bed and breakfast establishments.

The food at Wilderness Tours is well cooked and plentiful to satisfy even the heartiest appetites. Steak Barbeques, generous buffets, and cookout dinners are informal feasts, that guests and staff enjoy tremendously. After a day on the river, food never tasted so good!

TRIP PREPARATION

To enjoy rafting, swimming ability and good health are required. Minimum age is 14. (There's no upper age limit.) Appropriate dress is swimsuits or shorts, T-shirts and plimsols. Since weather can

change on the river, a wool sweater is a must, or you can hire a wet-suit if you wish.

One day rafting trips (5-6 hours long) are scheduled daily from May through September. Costs: about £27-£33 per person. Equipment, Guide, and a hearty lunch and return shuttle back to the Beachburg base is included in the price.

Wilderness Tours also offer exciting two and four day vacations. Their two day camping package, available from May through September, is priced at approximately £72 per person midweek, to £85 on weekends.

A 4-day holiday package costs approximately £132 per person. It includes all equipment, expert instruction, 2 nights camping, delicious meals, get acquainted cocktail party, island picnic and boat cruise, complimentary sports with free instruction (kayaking, windsurfing, sailing and canoeing). And most important, 2 days of the best rafting in North America. Advance reservations are necessary particularly in summer.

And there's the world famous wilderness area, Algonquin Park, nearby which is ideal for hiking, fishing, camping and canoeing. Over one thousand (1,000) miles of chartered canoe routes within the park boundaries makes this a haven for canoeists.

For further information, contact: *Teresa Wysocki, Travel Counsellor, Ontario Tourism, Ontario House, Charles II Street, London SW1Y 4QS.* or write to: *Wilderness Tours, Box 89, Beachburg, Ontario, Canada K0J 1C0.*

COMPETITIVE EVENTS

The competitive canoeing calendar continued from last issue.

SEPTEMBER

MARATHON

1-2: **NATIONAL MARATHON CANOEING CHAMPIONSHIPS, WORCESTER**, (WM). Details: T. Phillips, 36 Sansome Walk, Barbourne, Worcester.
9: **LEVEN**, (Sc). Details: D. McWhirter, 70 Oak Drive, Lenzie.
15: **2 COUNTIES RELAY**, (L&SE/S). Details: J. Simmons, 52 Ashgrove Road, Ashford, Middlesex TW15 1PJ.
16: **BURTON**, (WM). Details: W. Lawrensen, 9 Malvern Street, Staphenhill, Button-on-Trent, Staffs DE15 9DY.
16: **PANGBOURNE**, (S). Details: S. Locker, c/o 146 Henley Road, Caversham, Reading, Berks.
23: **HASLER FINAL-GUILDFORD**, (L&SE). Details: P. Finch, 4 Warwick Lane, St. Johns, Woking, Surrey GU21 1RP.
30: **BRISTOL AVON**, (SW). Details: Mrs A. Noott, 4 Holmwood Close, Winterbourne, Bristol.
30: **POYNTON**, (NW). Details: D. Davie, Brookbank House, Shrigley Road South, Higher Poynton, Cheshire.

SLALOM

1/2nd: **WREXHAM LAGER INTERNATIONAL CANOE FESTIVAL: AFON TRYWERYN**, Raking First Division, Open Premier, Home International & Welsh Open Championships, Bala. Details: Mrs B. Studley, Brooklyn, Bryneglwys, Corwen, Clwyd.

DARLEY ABBEY 3, Derby. Midland Canoe Club. Details: 1 Copestake, Nevinson House, Folly Rd., Darley Abbey, Derby.

HOWSHAM WEIR 4 N, Yorkshire. York Canoe Club. Details: P. Stephenson, 39 Barlow Street, Accomb, York.

RIVER TWEED 4 N, Galashiels, Tweed Canoe Club. Details: J. Willing, 18 Hareshaw Drive, Tweedbank, Galashiels.

8/9th: **GRANDTULLY 2 3**, Aberfeldy. Dundee White Water Club. Details: Comp. Sec., 81 Dundee Rd., West Ferry, Dundee, Scotland.

WASHBURN 3, Harrogate. Ribble Canoe Club. Details: Mrs P. Green, 30 Kennington Rd., Fulwood, Preston, PR2 4BT.

HAMBLEDEN WEIR 4, Mill End, Bucks. Marlow Canoe Club. Details: Secretary, 'Rosewood', Barrack Hill, Colehill, Amersham, Bucks.

MARPLE 4 N, Stockport. Manchester Canoe Club. Details: J. Harling, 14 Lake View, Furness Vale, Stockport, Cheshire.

WEST MIDLANDS REGION CHAMPIONSHIPS, Stratford Weir. Details: P. Wakeham, Coombe Farm, Banbury Rd., Stratford-on-Avon.

15/16th: **ELAN VALLEY 3**, Rhayader. Gloucester Canoe Club. Details: R. Lighthert, 16 Almond Close, Evesham, Worcester.

MATLOCK 4 N, Matlock, Bath. Sheffield Canoe Club. Details: H. Pashley, 10 Crawshaw Grove, Sheffield, S8 7EB.

CASTLEFIELDS 4 N, Bingley, Yorks. Bradford & Airedale CC. Details: M. Twiggs, 9 Weston Ave., Queensbury, Bradford, Yorks.

WINCHESTER N O OT, Hampshire. Winchester & District CC. Details: A. Gray, 37 thornbury Wood, Chandlers Ford, Eastleigh, Hants, SO5 1DP.

PULTENAY WEIR N OT, Bath. Bath Canoe Club. Details: Jenny Perkins, Meridan House, Weston Rd., Bath, Avon.

SCOTTISH NATIONAL CHAMPIONSHIPS, GRANDTULLY, Scottish Canoe Association. Details: J. McPherson, 29 Bridge Street, Selkirk, TD7 5BS.

22/23rd: **SHEPPERTON 3**, Middlesex. Shepperton SCC. Details: N. Unwin, 25 Chequer Walk, Waltham Abbey, Essex.

WEST TANFIELD 4 N, Ripon. West Yorkshire Canoe Club. Details: K. Harrap, 161 Old Road, Overton, Wakefield, Yorkshire.

COMRIE 4 N, Perthshire. Glasgow University Canoe Club. The Commodore, Glasgow Univ. Canoe Club, Stevenson Building, 77 Oakfield Ave., Glasgow G12 8LT.

29/30th: **SERPENTS TAIL**, Ranking Premier and First Division, Llangollen. Manchester Canoe Club. Details: Mrs J. King, 29 Buildwas Road, Ironbridge, Shropshire.

SPRINT

15/16 **NOTTINGHAM**

OCTOBER MARATHON

6: **DEESIDE TRIATHLON**, (Sc). Details: A. Manwell, Director of PE, Butchart Rec. Centre, University Road, Old Aberdeen.

6: **SHEFFIELD**, (Y&H). Details: D. Marsh, Merrydene, Botany Bay, Babworth, Nr Retford, Nottinghamshire DN22 8JT.

7: **LONGRIDGE**, (S). Details: Mrs. D. Edwards, 15 Allens Close, Boreham, Chelmsford, Essex CM3 3DR.

7: **SOAR**, (EM). Details: C. Wilson, 5 June Avenue, Leicester LE4 7TF.

14: **TONBRIDGE**, (L&SE). Details: K. Coleman, 103 Bradbourne Vale Road, Seven Oaks, Kent TN13 3DL.

14: **WOLFRETTON**, (Y&H). Details: c/o Kingston Kayak Club, R. Dubber, 39 Thorndale, Hull HU7 6DG.

14: **CAMBRIDGE**, (E). Details: Mrs P. Bramworth, 80 High Street, Little Shelford, Cambridge CB2 5ES.

20: **FAL K2**, (SW). Details: M.A. Lee, Loenweth, Feoch, Truro, Cornwall.

21: **FOWEY**, (SW). Details: M. Compton, 5 Boscoppa Road, St Austwell, Cornwall.

21: **KENNET VALLEY**, (S). Details: P. Adlem, 7 Goodwood Way, Greenham, Newbury, Berks RG14 7RT.

21: **AVON DESCENT**, (WM). Details: R. Belcher, 100 Kingsland Avenue, Chapelfields, Coventry CV5 8EA.

28: **WYE DESCENT**, (WM). Details: A. Spenser, 'The Old House', Hampton Bishop, Hereford.

SLALOM

6/7th: **HAMBLEDEN 2**, Mill End, Bucks. Chalfont Park Canoe Club. Details: J. Bunyan, 2 Garners Close, Chalfont St. Peter, Bucks.

MIDDLEXTON-IN-TEESDALE 3 4, Tees Kayak Club. Details: D. Raspin, 28 Cotswold Drive, Skelton, Cleveland.

HOLNE PARK (RIVER DART) 4 N, Asburton. Bristol CC. Details: A. Longrigg, 16 Glenside Clos., Frenchway, Bristol, BS16 2QY.

DURGATE MILL N, Winchester. Worthies SSC. Details: B. Jones, 28 Bereweek Avenue, Winchester, Hants.

WASHBURN TRAINING YOUTH & JUNIOR TRAINING WEEKEND, Washburn. Details: Mrs N. Small, 3 Manor Close, Bramhope, Leeds, LS16 9HQ.

13/14th: **RIVER AWE 2 3**, Oban. Central Region Canoe Club. Details: I. Macadie, 52 The Bryony, Tullibody, Alloa, Scotland.

MOORLAND FARM 3, Midhurst, Sussex. Adur Centre. Details: Comp. Sec., Adur Centre, Brighton Rd., Shoreham, W. Sussex.

LANGHAM FARM 4 N, Frome. Frome Canoe Club. Details: S. Arney, Langham Farm, Rode, Nr Bath, BA3 6QL.

20/21st: **BRITISH OPEN & YOUTH CHAMPIONSHIPS, LLANGOLLEN TOWN**, Stafford & Stone Canoe Club. Ranking Premier & Division One plus invited youth. Details: E. P. Baskerville, 72 High Street, Eccleshall, Staffs, ST21 6BZ.

LLANDYSSUL 2, Dyfed. Bristol/Bristol Univ. CCs. Details: Competition Secretary, Bristol University Canoe Club, Students Union, Queens Road, Clifton, Bristol.

27/28th: **FOSTERS DRAUGHT INTERNATIONAL SLALOM, LLANGOLLEN TOWN**, BCU Slalom Executive. Includes full International event, English Regional Slalom Championships and International Grand Prix. Details: R. Annan, 20 Morford Way, Eastcote, Ruislip, Middx.

BUILT WELLS 3, Worcester Canoe Club. Details: M. Hawthorn, 19 Half Key Road, Malvern, Worcestershire.

YALDING WEIR N, Kent. Marlin Canoe Club. Details: V. Lamph, c/o Beckenham Swimming Pool, Beckenham Rd, Beckenham, Kent.

SEATON PARK N, Aberdeen. Aberdeen Kayak Club. Details: K. Baillie, 62 Rowan Drive, West Hill, Aberdeen, AB3 6QB.

ROCKFIELD N O, Monmouth, Gwent. Wydean Canoe Club. Details: Mrs W. Gardner, 50 Victoria Road, Coleford, Gloucester.

MARATHON

NOVEMBER

18: **EXE DESCENT**, (SW). Details: D. Walls, 3 Endfield Close, Exeter EX1 3BB.

DECEMBER

2: **DEE DESCENT**, (Wales). Details: R. Belcher, 100 Kingsland Avenue, Chapelfields, Coventry CV5 8EA.



IT'S OFFICIAL!

Britain is to have the most advanced artificial canoe slalom course in the world, the Sports Council announced on Tuesday, 10 April.

Situated at the Holme Pierrepont National Water Sports Centre, Nottingham, the new £2 million facility will complement the existing flat water canoeing and rowing course.

The new course will produce the best and most continuous rough water conditions anywhere in Britain. From the River Trent inlet, water will pour down the 600 metre course at 1000 cu ft per second over a drop of 13 feet.

The cost of the scheme will be met by the Sports Council (£1.4 million), Nottinghamshire County Council (£500,000) and the British Canoe Union (£100,000). Work will begin in March next year and is scheduled to be completed in Autumn 1986.

EVENTS

SEA CANOEING

After the phenomenal success of the First International Nordkapp Owners Meet last year, the Second International Nordkapp Owners Meet (SINOM) is to be held at the Anglesey School of Sea Canoeing, Trearddur Bay, Anglesey, on 4th-7th May which is the May Day weekend.

All canoeists are welcome to this meet which will consist of informal group paddling to any of the first rate venues available around this exciting coast, followed in the evenings by talks and general conviviality. If you happen to own a Nordkapp then your accommodation at the centre is free - as are camping facilities if you prefer.

Anglesey is a first rate island for sea-canoeing insomuch that it offers a wide variation in the type of trip that can be undertaken, and even in the event of bad weather there is a sheltered trip somewhere worth taking.

Nigel Dennis and Frank Goodman will be there Friday evening to welcome you to the meet. If anyone would like further information they can contact Nigel at: *Anglesey School of Sea Canoeing, Trearddur Bay, Anglesey. Telephone 0407-860-201.*

PS. You don't have to be a fantastic sea paddler to come. In fact, it is a perfect opportunity for the less experienced sea-paddler to make a few journeys in an informal way with more experienced paddlers.

BASQUE COAST CANOE

The 1st International Canoe-Crossing of the Basque Coast will take place over the period 3rd-8th July.

The distance covered by this sea trip will be just under 160kms. with a start at the town of Santurce and finish at San Sebastian. Cost is at Ptas.20,000 per person and covers transport by organisers bus back from San Sebastian to the start at Bilbao (including kayaks), lodging at each of the overnight stopping places, plus dinner in restaurants.

Full details can be obtained from: *Club Deportivo Fortuna, Comité Organizador Travesía B-SS, Apartado 856, San Sebastián Guipuzcoa, Spain.* The event will be run in full collaboration with the Department of Commerce & Fisheries and Tourism of the Basque Government.

THE PLYMOUTH – EDDYSTONE

The popular Plymouth to Eddystone
Sponsored Canoe event will take place on
Saturday, 9th June.

The object is to give publicity to the Cancer & Leukaemia in Childhood Trust and raise money through individual sponsorship for the Trust Hostel/Hospital Project and to help the Trust work in helping to save lives of children suffering from cancer and/or leukaemia.

Sponsored jointly by Strand Glassfibre/Liftcan/Scott Bader Commonwealth, 100 canoeists will assemble for a controlled sponsored paddle from Plymouth Hoe to the Eddystone Lighthouse and back. A total distance of 24 nautical miles. Full details of the event from: *Geoff Bladon, 6 Police Houses, Ashburton Road, Totnes, Devon.* (Standby date is 10th June).

THREE LOCHS MARATHON

This year the Strathkelvin Kayak Club are reviving the '*Three Lochs Touring Marathon*', an event that could be classed as Scotland's answer to the Devizes to Westminster!

The Three Lochs Marathon will take place 30th June/1st July and the course will include: Loch Lomond, Loch Long, Gare Loch, River Clyde, and River Leven.

Entry is by teams of three kayaks/canoes, carrying all equipment required for the weekend with no outside assistance once the race is under way. The start will be early Saturday morning on Loch Lomond, thus allowing a full day's canoeing before the overnight camping.

Full details from: *Strathkelvin Kayak Club, c/o David C. McWhirter, 70 Oak Drive, Lenzie, Scotland.*

NATIONAL ASSOCIATION OF BOYS' CLUBS 100 MILE CANOE TEST

The National Association of Boys' Clubs 21st Anniversay 100 Mile Canoe Test takes place this year on the River Wyfe from 26th-29th May, 1984. Again this year a flotilla of 400 canoeists will spend four days taking part in this, the largest non-competitive canoeing event in Britain.

Boys, aged 14-19, from all over the country, have a chance to test their determination, endurance, stamina and canoeing skills. The test strives to combine adventure with the camaraderie of sharing the business of living together on or by the water.

Boys who have taken part in the canoe test over the years have many stories to tell. Last year, for example, a group helped police recover a body from the water!

Base camp for the participants will be behind the new Harp Inn at Hoarwithy, Herefordshire. Most participants camp under canvas.

The 1984 100 Mile Canoe Test will start from the land immediately below the bridge at Hay-on-Wye in Herefordshire.

It is anticipated that the starting time will be between midday and 2 p.m. following the Wye River Raft Race, which starts from the same place at 10 a.m.

The test will finish at Monmouth at approximately 4 p.m. on Tuesday, 29th May 1984. In order to fit in the 100 miles it is likely that the stretch of the River Lugg between Leominster and Herefordshire will be utilised. Full details of the course will be available nearer the event.

INTERNATIONAL CANOE FESTIVAL TOUR '84/'85

The Canadian Recreational Canoeing Association under the auspices of the Canadian Canoe Association and the International Canoe Federation, is pleased to announce the International Canoe Tour Festival 1984-1985.

Never before in the history of North America has the Olympic organisation responsible for International Canoeing sponsored an International Canoe Tour on the North American continent. A pre-world tour in August, 1984 will precede the formalities of the recognised International Canoe Federation Touring Events scheduled for August 1-30, 1985.

The event will take place in the Temagami District including Lake Temagami, Lady Evelyn-Smooth Water River System, Lake Nipissing, Lake Temiscaming and Algonquin Park. The event is expected to attract 4,000 participants and an audience in excess of 50,000 in each of the two years. The Lake

Temagami District has been chosen by the National Canoeing Association responsible for recreational paddling in Canada because of the circular canoe route management and the number and variety of canoe trails in both open and moving water conditions. The trails are both semi-wilderness and wilderness and span approximately 1,700 kms. Participants will have a choice of a variety of canoe trips, varying in both degree and intensity. Approximately 45,000 hours of recreational canoeing will take place as a direct result of this international event.

This event enjoys the support of the Government of Ontario, Ministry of Tourism and Recreation and the Federal Government through various levels of assistance.

Along with the touring events there will be a series of highlight events, races, regattas, demonstration and canoe schools as well as survival courses, camping equipment seminars and environmental education opportunities. The Festival component of the tour will tie in numerous local events in the Temagami and Ontario 'Near North' regions with the tour.

For further details contact Rob Metras at:
Box 500, Hyde Park, Ontario, Canada, N0M
1Z0.

INTERNATIONAL 'BACHTEN DE KUPE'

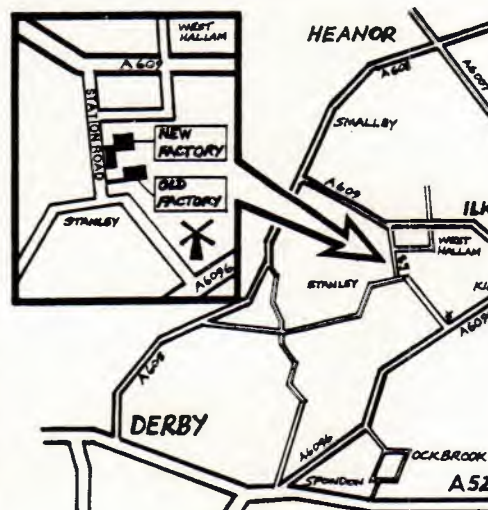
The International Kayak Rally – 'Bachten De Kupe' – takes place at Veurne in Belgium over the weekend 19th/20th May.

This 12th International Kayak Rally takes place a month later than usual so maybe some good weather can be expected. The course is over the major waterways extending from 'Westhoek' and pass through some beautiful countryside. The distance is up to 54km, but there are classes for all paddlers whether expert or complete novice. Prizes from a special sticker for every participant to a brand new descent kayak (the latter by raffle and not performance).

Full details can be obtained from: 12th International Kayak Rally, 'Bachten de Kupe', c/o Westhoek Kajakclub Veurne (WKV), Nachtegalenlaan 10, B-8480 Veurne, Belgium.

P & H AUCTION

Readers are reminded that the P & H Fibreglass auction will take place on Saturday, 19th May, starting at 9.30am. Details of the sale can be found in our March issue, page 24. See below how to find the new P & H factory.



CANOEING MAGAZINE

SLALOM & WILD WATER

CAN YOU SPOT THE DELIBERATE MISTAKES IN THE QUIZ!

Answers next month

JUDGING QUIZ

The diagrams numbered 1 to 8 are designed to test a judge's knowledge of slalom. Have a go and see how a paddler would fare if you were the judge.

Penalties are awarded as follows:

- 5 for each gate touched
- 50 for a gate missed
- 50 for wrong presentation i.e. going through a reverse gate forwards.

A slalom course is defined by a number of 'gates'. Each 'gate' consists of two poles suspended over the water, the red pole to be kept on the paddlers left and the green pole on his right. In the diagrams the red pole is indicated by the black circle. The gates are numbered and must be attempted in the correct order. Gates marked with the letter 'R' are to be negotiated in reverse. In order for a paddler to successfully negotiate a gate his body, that is his head and shoulders, must pass through the gateline.

Negotiation of a gate starts when:-

- a) part of the body (trunk and head) passes between the poles, or
- b) one or both the poles is touched by the boat, body or any part of the paddlers equipment, following completion of the previous gate.

Negotiation of a gate finishes when either:-

- a) the boat leaves the gateline after the passage of part of the body (trunk and head) between the poles, or
- b) part of the body (trunk and head) passes through any subsequent gate, whichever happens first.

Repeated attempts to negotiate the gate are permitted up to the point when part of the body (trunk and head) passes between the poles. After this the boat must continue in the same direction of travel, until it has left the gateline.

The 'presentation' of the boat is the direction in which the boat is pointing at the time the paddler's body (shoulders) passes between the poles.

KEY TO DIAGRAMS

Red pole of 'gate' to be kept on the paddler's left

○ Green pole of 'gate' to be kept on the paddler's right

→ Direction taken by paddler when going forward

↶ Direction taken whilst paddling in reverse

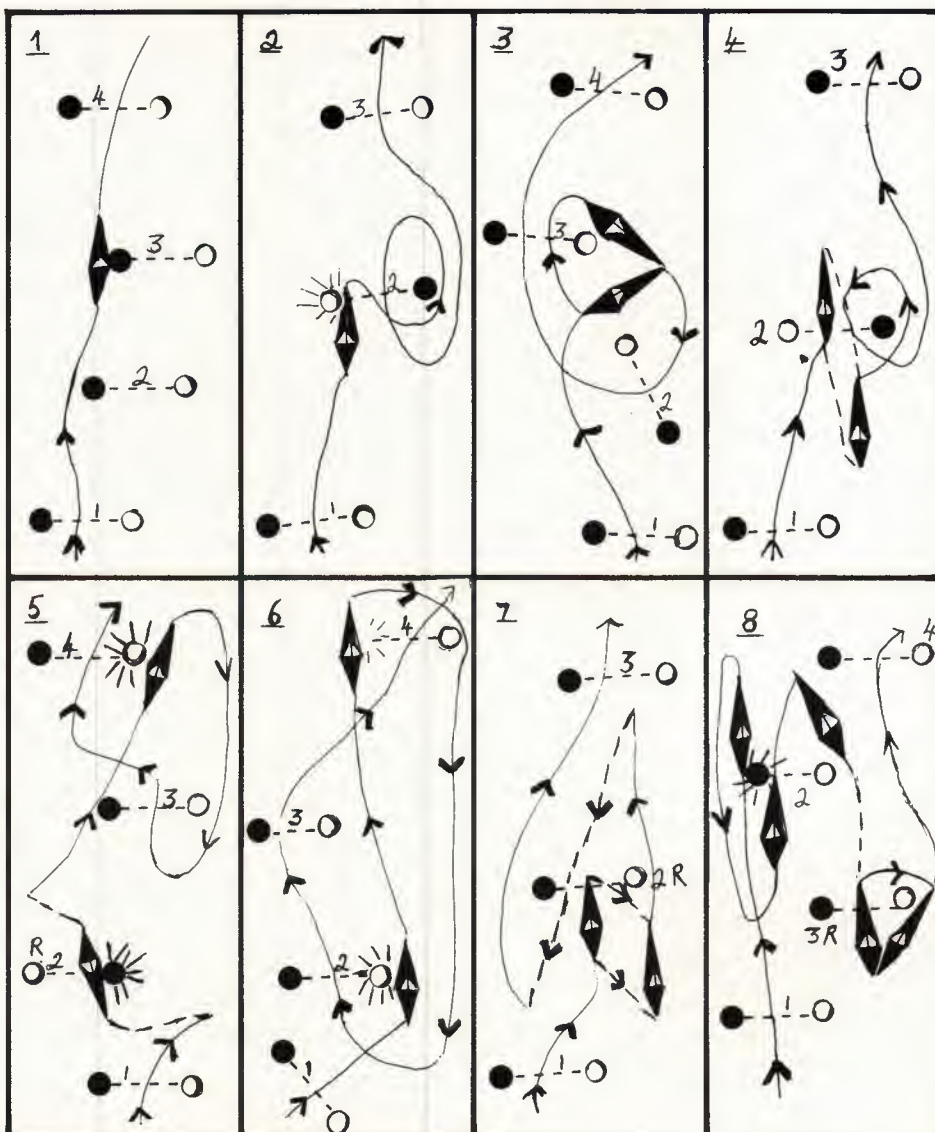
ANSWERS

1. Gate 1 — 0
Gate 2 — 50 penalties (boat failed to pass through the gate)
Gate 3 — 50 penalties (boat failed to pass through the gate)
Gate 4 — 0
2. Gate 1 — 0
Gate 2 — 5 penalties (before correctly negotiating the gate the boat touched a pole.)
Gate 3 — 0
3. Gate 1 — 0
Gate 2 — 0
Gate 3 — 0 (back of boat passes under but does not touch pole and the body does not pass through the gate line.)
4. Gate 1 — 0
Gate 2 — 50 (body passes through the gateline before reversing and attempting the gate again.)
5. Gate 1 — 0
Gate 2 — 5
Gate 3 — 50 (because the paddler has touched Gate 4 before

negotiating Gate 3 it is assumed that he has missed Gate 3 and is attempting Gate 4 and because he has touched the pole on Gate 4 he collects a 5 second penalty on Gate 4.)

6. Gate 1 — 0
Gate 2 — 0 (whilst negotiating the gate the paddler has touched the outside of the gate. The face that he has touched the pole on Gate 4 is of no consequence because he is not attempting that gate.)
7. Gate 1 — 0
Gate 2 — 0 (The body has not passed the gate line before the paddler reverses to attempt the gate again.)
Gate 3 — 0
8. Gate 1 — 0
Gate 2 — 5 (While negotiating the gate the boat touches a pole.)
Gate 3 — 0 (The body has passed through the gate line and the front of the boat does not touch a pole as it goes underneath it).

Jennifer Munro



letters

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

BCU MEMBERSHIP

Dear Editor,

I am writing in reply to the letter headed 'BCU membership' in the March 1984 issue of your magazine (page 15).

Under the Scottish Canoe Association Constitution, the level of subscriptions is decided annually at the Association's AGM. In 1983 the Association's Council are aware that the British Canoe Union intended to introduce a Basic membership subscription but after careful consideration of the likely financial implications (our overall membership is substantially less than that of the British Canoe Union) it was decided not to introduce Basic membership for 1984. If it became apparent that a significant number of members were in

favour of introducing a Basic form of membership then steps would be taken to implement this for 1985. I do not recall receiving Mr. Davis's views either at the AGM or in writing either before the meeting or since.

The 'Agreement' referred to by Mr. Davis was approved in November 1979 when the British Canoe Union and Scottish Canoe Association agreed that: 'The Scottish Canoe Association shall govern the sport of canoeing in Scotland on behalf of the British Canoe Union' and this includes the right to set our own subscription rates. (Mr. Davis did not mention that the Full adult fee for a Scottish Canoe Association member in 1984 is £12.00 compared with £12.50 for a British Canoe Union member). This approach therefore is perfectly legal, the Agreement being renewed annually.

In the five years since the Agreement was implemented, the administration of canoeing in Scotland has developed out of all recognition. However we can't please everybody all the time and Mr. Davis's petulant attitude at not getting his own way isn't exactly furthering the cause of developing canoeing in Scotland.

Margaret Winter (Mrs.)
Administrator.

NEW BOOKS GUIDES AND PUBLICATIONS

SPORTS INJURIES

Topclass sportsmen and women have to be superbly fit and properly prepared, yet even they suffer sports injuries. Some are serious enough to require medical attention; others are relatively minor and respond to simply home care.

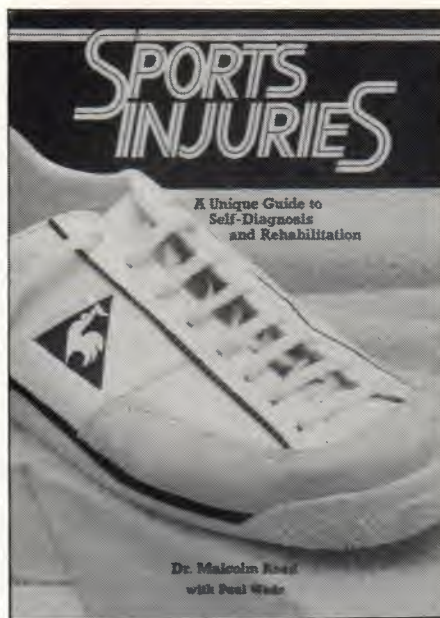
For the first time an easy-to-follow guide to the self-diagnosis and treatment of sports injuries has been specially written for sportsmen and women by an Olympic team doctor and a leading sports journalist.

'Sports Injuries: a unique self-diagnosis and treatment guide' has been written by Dr. Malcolm Read with Paul Wade and it is published by Breslich & Foss on 16th April, price £4.95 paperback, £8.95 hardback.

The guide features a top-to-toe section covering every area of the body, showing how to pinpoint the source of pain, how to diagnose the exact type of injury and how to treat it.

The book also contains 'training ladders' for rehabilitation specially devised by Dr. Read at his sports injury clinic and used successfully by the top athletes he has treated. A section on fifty popular sports explains what injuries are most common to individual sports and what technical faults cause them and there are chapters on 'How to avoid sports injuries', 'Guide to self and medical treatment' and 'An A-Z of Medical Terms'.

Most injuries can be prevented says Dr. Read, through proper preparation and stretching exercises for warming up and down. He considers a sports injury kit to be a major essential and should always be nearby when training is taking place. Some injuries are obviously serious, but you can still be of help until the arrival of a qualified person. Similarly, there are a host of bumps



and bruises so common that everyone knows how to treat them — or do they? Would you bandage a blister or prick? The answer to this question and many more can be found in **Sports Injuries**, an essential family book for those who love their sport and their health.

'HOW TO MAKE ROPE SOLED FOOTWEAR' by Alan Raddon, published by Aberarth Publishing at £4.95

In the small hamlet of Aberarth in Cardigan Bay, Wales, where once Shipwrights, Blacksmiths, Sailmakers, Blockmakers, and Ropemakers rubbed shoulders with Millers and Farmers, a book has just been published on the forgotten sailors' craft of rope soled footwear making. 'How to make rope soled footwear' by Alan Raddon, is published by Aberarth Publishing.

What makes Alan's rope soled footwear so comfortable is that the plaited rope squashed where you feet exert the greatest pressure. Your unique footprint is imbedded

into the sole and you end up with feet shapes shoes instead of shoe shaped feet.

They're light and flexible so you feel more light and bouncy on your feet — great to dance in. They're silent, perfect for padding around in. And they're surprisingly easy to make. Cheap too. A pair with canvas uppers will cost next to nothing — and a little time.

Once you've learnt how to plait rope and sew the soles, you'll begin to see the possibilities of the wonderful footwear you'll be able to create.

To make a simple pair of shoes, all you will need basically, is some material, string, needle, pencil and paper . . . An interesting book on an almost forgotten craft.



MINISTER FOR SPORT OPENS FIRST SASH BUILDING

The first of a new generation of sports centres which took just 35 weeks to build was unveiled on Tuesday, 6th March when Neil Macfarlane, Minister for Sport, opened the Bitterne Leisure Centre in Southampton.

Bitterne is one of ten sports halls throughout the country to be built to a standardised (SASH) design and the first to be officially opened. The aim of the SASH project is to speed up the provision of neighbourhood sports facilities in England and Sports Council grants totalling over £2 million have been awarded to these new low cost sports halls.

SASH was conceived by the Sports Council and Bovis Construction Ltd. were given the job of developing, managing and promoting the programme. The Bovis team have designed a scheme which is cost effective in terms of construction, maintenance, repair and management charges.

A SASH centre can be built for under £550,000 on an appropriate site and the Sports Council is pressing hard for a target of 60 standardised centres by 1987. Following the first wave of ten centres, covering each region of the country, work is underway on a further six.

Dick Jeeps, chairman of the Sports Council, said, 'SASH is now a reality and local authorities can see for themselves that it is a bargain. In these cash-conscious times it represents a commonsense, value-for-money way to fill gaps in local provision.'

CANOEING MAGAZINE

FELL RACE



SCOTTISH HILL RUNNING

Canoeists are pretty adaptable people, turned on by the 'great outdoors', and generally take an interest — if not participation — in other aspects of outdoor sport.

In recent years we have seen the growth of the triathlon - three or more sports strung together to form a super marathon/endurance event. Marathon canoeist Tim Cornish, at present resident in South Africa, has won great success at such events, having taken on all comers at the 'Iron Man' event in SA last season. Thus I make no apology for including the below interesting short article on Scottish hill running, one aspect of multi-event endurance competitions, but a sport with its own identity and following even 'south of the border'. (The 1984 Calendar of Scottish Hill Running can be obtained free of charge from: *Graham Tisco, Outdoor Equipment and Clothing, 13 Wellington Place, Leith, Edinburgh EH6 7JD.*)

SCOTTISH HILL RUNNING

A personal view of the sport North of the Border in recent years, and an invitation to newcomers. By Mel Edwards (Aberdeen AAC).

As organised Scottish hill running begins to gather momentum, this would seem to be an appropriate time to expound the merits of this unique and spectacular aspect of athletics.

My own hill running career began in Autumn 1972 when, as a semi-crippled refugee from the combined demands of pace and endurance necessary for an ambitious marathon runner, I took part in the Cairngorm and Strathpeffer events, I was delighted to find that after three years in the competitive wilderness, the variation in terrain enabled a malfunctioning leg to cope relatively well, and I finished fifth in each race. The added benefits were the feeling of satisfaction at having (in the case of Cairngorm) hauled one's body up 3,000ft. then propelled it downwards in about half the time taken for the ascent, the marvellous panoramic view glimpsed briefly at the summit, and the encountering of a new (to me) breed of runners.

Over the intervening 12 years I have never regretted turning to hill running and have been privileged to make many new acquaintances. The names roll off the pen like a 'who's who' of Scottish hill running (apart from those whom I have yet to know well) ... a host of Lochaber runners such as Eddie Campbell, three times Ben Nevis

winner and surely the doyen of the group; Brian Finlayson, almost unbeatable in his prime; Peter Brooks, the resolute traveller to English championship fell races; Ernie McGlashan and Jimmy Jardine. Also Alan Adams (Dumbarton), Tony Stapley (Fife), Colin Donnelly (Cambuslang), Brian Turnbull (Inverness), John Black (Livingston), Robin Morris (Carnethy Hill Runners) the leading light behind the Scottish Hill Runners Association, Charlie Ramsay (Edinburgh AC) with memories of his incredible sub-24 hours traverse in 1978 of all the Mamore and Nevis Munros, and my own clubmates Jack Maitland, the human dynamo, Fraser Dlyne, Richard Unwin and Brian Maher. Final mention must be Peter Duffy who now lives in Oldham but must be the most faithful of club members as he still runs for Aberdeen, and as he enthusiastically approaches the age of 50, embodies all the traditional requirements for hill racing ie. eternal motivation (despite setbacks), grit, commonsense and an interest in his fellow competitors.

So, in the limited space available, what are the merits of hill running? Firstly, for those who find it impossible to match the sheer pace of the Muirs and Huttons, the sport offers a slower overall pace with the emphasis on endurance, ability to grind it out on the ascent, very strong legs, and for the descent good eyesight, a measure of fearlessness and a fair degree of gymnastic ability. Ah! you may ask, what about the risk of injury? Well, surprisingly although I am frequently stiff for two to five days (in the quadriceps especially) after an event, I have yet to receive an injury from a race which has not recovered as quickly or quicker than the stiffness.

Finally, if you choose to make hill running a serious venture, not only have you the choice of the fine Scottish and English hills and now also international races, but on the odd occasion you may wish to sample one of the classic foreign events such as the Sierre to Zinal in Switzerland.

Give hill running a try ... I don't think you will be disappointed.

FELL RACE



P & H MOVE

1984 is going to be a busy year for P & H Fibreglass Limited. Towards the end of March they moved into a new factory just a stone's throw away from their current premises.

The new factory is a modern, single storey unit, with a 30' x 20' showroom and offices on the front and, at the rear, two 70' workshops serviced by a central 70' x 12' area for glass and resin supplies. Outside is a large area for car parking, together with ample space for the erection of storage units at a later date.

As soon as the move is completed P & H will be able to increase their staff, in order to give an even better service to their customers. They have been in their current premises for 15-years, gradually taking over extra space as it has become available — they even acquired a previous tenant's Alsatian guard dog at one time!

Dave Patrick, one of the directors, says that with having the two new slalom designs, the Racer from Roger Manwaring and the Premier Image from Pyranha, they expect to be busy for the whole of the year.

NIPPER EXTREME

Wye Kayak's junior kayak — 'The Nipper Extreme' — is now available from Wavesports of 5 Tudor Court, Harold Court Road, Harold Wood, Romford, Essex.

New stockists of the Wye Kayaks Islander Kayak are:

Alan Brown Sports, 46/48 Upper Newtownards Road, Belfast, Northern Ireland BT4 3FL.

Bob Licht, Ocean Kayaking, Schoonemaker Point, Foot of the Spring Street, Sausalito, California, USA.

Allen Slade, 62 West 4th Avenue, Vancouver, BC, Canada.

LATEST NEWS FROM TRYLON

The latest edition of 'Trylon News' is now available giving up-to-date news on Trylon's latest product additions, plus full details of popular courses and demonstrations under 'What's on at Trylon'. Also featured is a reference list of Trylon's free easy to follow project leaflets.

Copies available quoting Ref.T40 from: *Trylon Limited, Thrift Street, Wollaston, Northants, NN9 7QJ.*

HIGH PERFORMANCE FUEL

The British Olympic Association has appointed 'Sportive Perform' as official suppliers of sport nutrition foods to Britain's Olympic Squad in Los Angeles this year. This follows the company's involvement as official suppliers in Sarajevo this winter.

This appointment reflects the increasing awareness of British coaches and sportsmen of the effect that correct nutrition has on an individual's performance. The British Olympic Association has also recognised the importance of correct diet in the training process, during competition and in recovery. For instance, a distance runner may lose up to 2 or 3 litres of fluid during a training run, which, in addition to losing vital minerals, can drastically reduce endurance capacity. In the same way, power athletes need protein and carbohydrates in large quantities at the all-important training stage to build and maintain muscle tissue and provide energy. In both cases, the correct diet is essential.

According to Robert Thornton, Manager of the Sport Nutrition Division of Wander Foods: 'The enormous advantage of the



Sportive Perform range is that it can be tailor-made to suit an individual sportsman's nutritional needs. In fact, many of the Olympic Squad have already been using products within the range for some time in order to improve their performance'.

For sportsmen and women who plan to compete abroad this year, whether in the Olympics or other events, Sportive Perform have prepared a free booklet, written by Frank Dick and Ron Holman, which aims to help both coach and athlete adapt to competition overseas. The booklet identifies some of the problems such as temperature, altitude, travel and clothing and how to solve them. For free copies of the 'Competing Abroad' leaflet, please send an s.a.e., no smaller than 9" x 6" to: *Competing Abroad Leaflet Offer, Barbara Attenborough Associates Ltd., 1 Harewood Place, London, W1R 0PQ.*

TIMEX MARATHON FOR SPORTING JETSETTERS

A smart black resin 'combo' watch, with both analogue dial and digital display panel, has been launched by Timex as part of their new *Marathon* sports range.

Water resistant to 25-metres, the slim new model is styled in up-to-the-minute black resin, with matching black 24-hour dial and red dial trim with eye-catching red and white batons.

The new Timex combo includes an alarm with hourly chime and a lap timer for keeping a good track record. The dual time display is perfect for jet setters, too, as it can be pre-set for home and abroad.

At £24.95, the Timex *Marathon* will take some beating for good value. Timex watches are available from leading jewellers and department stores throughout the country.

STOWAWAY FROM ARFON

At last a truly robust canoe transporter that floats as well. The *Stowaway* produced by Arfon Boat Supplies is the result of many years experience in designing rough terrain transporters and launching trollies for all types of small craft.

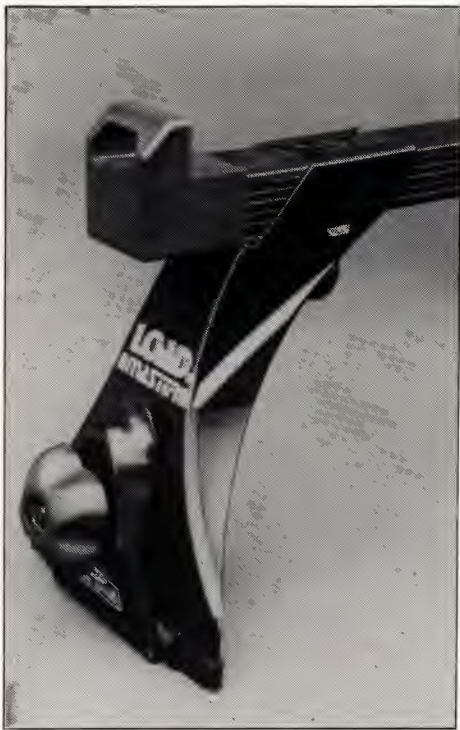
Manufactured to the highest possible specification and incorporating the unique *Stowaway* foam-filled contra-rotating wheels which will be known to so many small boat enthusiasts already. This transporter rides efficiently over sand, mud or shingle, and is a delight to use.

After launching it can be easily stowed in the larger canoe or alternatively mounted upside down on the after deck of kayaks. In this position it is designed to provide ideal stowage for that essential spare paddle which will be ready to hand in an emergency.

Padded with heavy duty close cell neoprene to protect your craft the transporter is held firmly in place at all times by a 50mm nylon strap and unique self-tensioning buckle.

Available in one size only to suit all canoes and kayaks at £31-50 plus vat. Trade and retail enquiries to: *Arfon Boat Supplies, 62 Gravel Hill, Addington Village, Surrey. Telephone: 01-656 9082.*





BRITISH-MADE ROOF BARS TAKE THE STRAIN

An all-new, all-British range of Paddy Hopkirk Load-Master roof bars for 1984 has been launched by Mill Accessory Group, one of the pioneers of bar-type racks in the United Kingdom and leading British manufacturer of roof racks, dog guards and associated products.

Stronger, easier to fit and better finished than many continental competitors, the home-grown products are made from square-section steel tube, plastic-coated to protect both the bar and its burden, and rated at a safe load of 400lb.*

The pressed steel brackets simply slide along the bar, and are fixed in position by large knobs. Similar knobs are used to clamp the brackets to the gutter. Accessories for the bars include special fittings for the carriage of cycles and sailboards.

Two sizes are available, to fit cars with gutter widths up to 49 inches and 59 inches at around £10 and £12 respectively, including VAT.

**Footnote: Paddy Hopkirk roof rack loads are guaranteed — and often greater than the safe load of the gutters. Customers in doubt are strongly advised to consult the car manufacturer or dealer before putting their gutters to the test!*

THE WET AND DRY SUIT WATCH

The watch you wear for messing about in boats can be the same one you put on with your best suit for formal dinner. Casio — the name that sells more watersports watches in the UK than any other — bring you W750 which complements a wet suit one moment or evening dress the next.

This watch has real style with genuine stainless steel case and bracelet. Yet it costs only £21.95 (recommended retail price) and is water-resistant to 100-metres.

It has a countdown timer to help sailors make the best use of the ten-minute or five-minute gun, a stopwatch function to check racing progress, and an alarm.

Packed with information, W750 tells at a glance day, date and time to the second. And it continues to show the time even when working in stopwatch or countdown modes, or while setting alarms.

Accuracy is guaranteed within fifteen seconds a month. Battery life is at least five years normal use. And it carries on working under more than 300-feet of water. A timepiece that is practical for anyone who risks a soaking, yet smart enough to wear in the yacht club.

NEW HOOD AND GLOVES KIT FROM SKINS WET SUITS

'Skins' wet suits have developed a unique pre-formed glove which is now added to their kits range. The glove is in 'half mit' style and is shaped for easy grip.

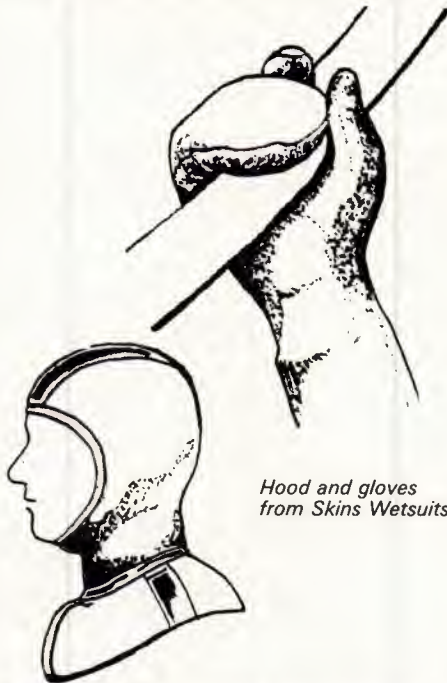
Divers will welcome this development of a basic style mit and windsurfers will find that the glove is especially suitable for holding onto a wishbone. Canoeists too will find gripping a paddle that much easier.

The glove is available separately or as part of a special promotional offer along with a hood. The hood part of this offer is of a standard balaclava design which has proved extremely popular in 1983 when it was first available. The design of the hood allows for individual variations in cut, eg. low or high forehead, tight neck or fan shaped ruff.

The material used in this offer is top quality British neoprene and is 4mm thick single nylon lined with hard wearing non-absorbent mesh finish on the outside.

Everything necessary to produce perfect garments is included in this special kit which as Skins' customers have been finding is a sure way of getting a perfect fit. The hood and gloves kit costs £10-95 inclusive p&p

Full details from: *Skins, Wet Suit Kits, 31 Mayors Road, Altrincham, WA15 9RW.*



Hood and gloves from Skins Wetsuits



PUMA K2 — PANTHER K1

Following consultations with Eclipse Racing, the construction of the new Puma XP85 racing K2 has been updated. The boats will now feature woven tape seam-reinforcing as standard. Marathon construction, in glassfibre, includes carrying handles and diolen reinforcing in the deck to prevent fracturing during portage. The seats feature a unique centralising system to ensure accurate location.

Construction options include glassfibre marathon, derakane/kevlar and epoxy/kevlar-carbon, and the K2 is available with understern and/or overstern rudder. Wooden seats are standard in the sprint versions.

To endorse the design, the Puma XP85 was paddled to victory in its first major marathon at Windsor and has gained class wins at the Waterside Series.

For further details and demonstration paddle of these and other racing designs by Kirton Kayaks and Baron contact: *Allan Bennett of Eclipse Racing on 0708 25637 or 01-554 7128.*

HURON CLASSIC

McNulty Seaglass, Always The Fore-runners in the field of open Canadian canoes, have announced a new development. The Huron Classic is the latest in their Huron line and is what claim, a classic craft. Built in cedar strip plank with mahogany and spruce laminated seats the kiln dried timber is treated with epoxy resin by the 'west' (wood saturation epoxy technique) system with an outer layer of woven cloth. The cloth, although invisible to the eye gives the wood an extra impact resistance. The epoxy resin impregnating the timber, ensures the exclusion of all water. Hence a craft which is light, strong and aesthetically pleasing, with the potential to last a lifetime. Already acclaimed in West Germany the Huron Classic is now finding market in Norway and of course Great Britain.

Introduced to the public at Crystal Palace, the Herald, a low line all purpose kayak has also caught the imagination of foreign buyers, with orders coming in from the low countries and Sweden. Designed primarily as a low line non competitive craft for the recreational paddler, the Herald is already making its mark with surf canoeists. Further details from *McNulty Seaglass Ltd, Victoria Road, South Shields, Tyne and Wear. Tel: 0632 563197.*



CANOEING CLASSIFIED

CLASSIFIED ADVERTISEMENTS: Trade Adverts @ 10p per word (Minimum £3.00 pre-paid) Non trade Adverts are published free of charge.

CANOES & KAYAKS

FOR SALE — NORDKAPP HMR model with bulkheads, hatches, Chimp pump and deck lines. Cockpit slightly raised for ease of entry and exit. Almost new condition £250.00 ono. Telephone: 0425 52422 — Fordingbridge, Hants (during working hours).

FOR SALE — OTTERSPOOTS OPEN CANADIAN, comfortable, stable, strong, and in good condition. £150.00 ono. Telephone: 0703 892842 (Kuyser).

FOR SALE — ISLANDER sea kayak. Pump, hatches, lines, etc. As new and offered at £180.00 o.n.o. Telephone: Cowbridge 4773 (after 4.30 p.m.) South Wales.

FOR SALE — NORDKAPP HM, in excellent condition and only used once. Expedition rigged: 19 rds, decklines with toggles, deck elastics for maps and spare paddles, compass recess, Chimp hand pump, camcleat for towing, fitted back strap, plus latest VCP hatches with front bulkhead shifted to give extra packing space. Offered at £265.00. Assistance with delivery if possible. Telephone: 0904 651743 (York).

FOR SALE — PREMIER 2, super sports construction, J & R Footrest — in immaculate condition. £170.00. Telephone: Maidenhead 75932.

FOR SALE — WEAVER SURF SHOE. Very little used the last two years, in excellent condition and a first class boat. Offered at £60.00 o.n.o. Telephone: Egham 33509 (Surrey).

FOR SALE — JAYCEE TOURING KAYAKS — one red, one orange and in very good condition, complete with buoyancy, paddles, decklines, spraydecks, adjustable footrests and BSI adult lifejackets. £110.00 each or both for £195.00. Telephone: 01-460 4837.

FOR SALE — KRAKATOA ELEKTRON — (prototype), with adjustable footrest, buoyancy, very goods condition — £50.00 o.n.o. Telephone: 01-650 4934.

FOR SALE — P&H THOR, white water racer in metallic blue, diolen hull with Kevlar sections. Never raced. Good condition — £125.00. Telephone: 0733 270183 (Peterborough).

FOR SALE — DELTA C1s. One in grp offered at £150.00, one in sandwich offered at £200.00, plus several racing Canadian paddles. Telephone: Tiverton 820560.

FOR SALE — PIRAYA RACING K1. Complete with understern rudder, two tone blue, and in good condition. Offered at £150.00. Telephone: Gainsborough 4359. (Lincolnshire).

FOR SALE — HUNTSMAN SEA KAYAK — fully fitted, Chimp pump, 3 hatches, spare paddles etc. and in very good condition. £200.00. Telephone: 0635 45732 (daytime) or 44506 (evenings). Newbury, Wilts.

FOR SALE — PREMIER II in very good condition. Blue deck with white hull. Standard glass with diolen woven. £150.00 o.n.o. Telephone: Stoke Climsland 70501 (Cornwall).

SELLING A KAYAK OR CANOE? Got equipment spare to requirements and need a few extra pounds in your pocket? Want a new kayak, canoe or other gear? Then why not try a 'Classified' in Canoeing Magazine. All non-trade lineage adverts are published free of charge — insertion as space available. Send postcard with details to: Canoeing Classified, Ocean Publications Ltd., 34 Buckingham Palace Road, London SW1W 0RE.

WANT-ADS

WANTED — NORDKAPP HM in good condition. Can collect. Telephone: 0635 45732 (day-time), 0635 44506 (evenings), Newbury.

WANTED — KLEPPER AERIUS folding kayak or similar. Vintage unimportant if condition is serviceable. Contact: P. Smith, 6 Rampside, Barrow-in-Furness, Cumbria. Telephone: 0229 20972.

WANTED — ACE-PERCEPTION MIRAGE. Telephone: 0676 34332 (Coventry, West Midlands).

WANTED — CANADIAN CANOE, large, plus lifejackets. Also large touring kayak. Will buy or swap set of carpenters tools, new and apprentice intended, cost £345.00. Telephone: Windsor 67616.

WANTED — NORDKAPP with straight keel, deck lines, foot or deck pump, must be in good condition. Ice Floe considered. Part/exchange Theoben Sirocco Hunting rifle — .177 cal. gas power/air power, Tasco 4x40 WA parralax adjusted 648FM scope with swivels, sling, 1000 hunting pellets, boxed and worth £239.00 — cash adjustment either way. FAC not necessary. Adjustable power to above or below legal limit. Contact: Laurence, 24 Tenby Court, Monkton, Pembroke, Dyfed.

WANTED — EVEREST, ORINOCO, or OLYMP 4. Will consider any fast but manoeuvrable kayak. Telephone: 0283 71 3248 (Prepared to travel a reasonable distance).

PADDLES

MARK GEES quality timber paddles for competition slalom, flat water racing, sea canoeing, touring and kit paddles for the budget canoeist. Leaflet from: Mark Gees, 18 Beauchamp Road, Twickenham, Middlesex TW1 3JD. Telephone: 01-892 8979.

CANOE/SURF SKI CONCESSION for 1984 season. Prime coastal position on south east coast. Licenced for 12 craft plus storage facilities. £750.00 per season, renewable. Telephone: 0843 26314 (Evenings).

EQUIPMENT

EAST COAST CANOES, canoes of all types, junior, competition slalom, general purpose, doubles, tourers, Canadians, all accessories, advice from keen canoeists. Telephone: Lowestoft 0502 62859.

FOR SALE — TWO 14 CANOE TRAILERS, one offered at £50.00, one at £100.00. Also a Tiger at £35.00. Freetime at £45.00 and Tiger Mould at £40.00. Telephone Crowborough 4127 (Tunbridge Wells, Kent).

THE 21st CENTURY CANOESHOP is here Now! Whitewater Sports, Shepperton Marina, Felix Lane, Shepperton. Telephone: 093 22 47978. Simply light years ahead but with 'down to earth' service and prices for the canoeing and windsurfing enthusiast. Test the products we sell on our private test lake or on the Thames (S.A.E. will launch a brochure to your planet).

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A wide range of quality Kayaks and accessories.

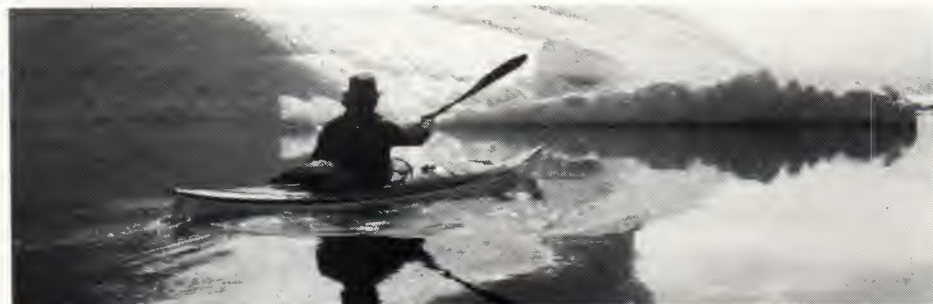
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BERMUDA MARINE IPSWICH, canoes available from the best manufacturers, plus all accessories and GRP materials; sailboards by Wayer, HiFly and Vinta (made in England), brochures on request: Bermuda Marine Ltd, 17a Norwich Road, Ipswich. Telephone: 0473 219089/215101.

TWICKENHAM CANOE CENTRE — London's canoe shop. Harishok Competition Vest £18-40, Hydro paddle £25-15 and kayaks from £99-00; prices include VAT. Everything the canoeist needs. 18 Beauchamp Road, Twickenham, Middlesex. Telephone: 01-892 8979.

TIM WARD CANOES — on the A40, 15-minutes from Hambleton. Call in and see our comprehensive range of canoes, paddles and accessories from Wye Kayaks, Derwent, Coleman, Ace-Perception, Gees, Kober, Harishok and many other well known brands plus our own designs for beginner to instructor. Mould hire and materials. P/Ex. Instant Credit up to £1000 Access, Barclaycard, Mail Order. Mon-Fri — 1.00pm-5.30pm. Sat — 9.30pm-1.00pm. Call, telephone or write (SAE appreciated) for friendly service and advice. Units 2 & 3, The Common, Stokenchurch, High Wycombe, Bucks. Telephone: Radnage (024026) 2959. BCMA Member.

EVERYTHING FOR THE CANOEIST. New full size canoes from £75-£300. Best range of equipment and clothing for the canoeist. Hire Canoes, Secondhand canoes, Mail Order. Discounts for Schools, Clubs etc. Send s.a.e. for price list to: Breakout, 57 Dale Road, Matlock, Derbyshire. Telephone: 0629 57148.

WYE KAYAKS — big stocks of leading brands of accessories. New and used kayaks. Sprint/-Marathon K1 and K2; Sea Kayaks; General Purpose; Commanche, Everest, Eclipse, Junior. Derwent Slalom, Premier 2. Canadian Canoe Hire. Plastic boats — Ace Mirage/Dancer. Cochois. Freestyle. Coleman Canadians. Materials. Instant Credit up to £1000. Part exchange welcome. Access, Barclaycard. Shop open 9.00-5.30 Mon to Sat inc. Mail order and LEA discounts a speciality. Write, phone or call: Wye Kayaks, 31 East Street, Hereford. Telephone: 0432 265453.

HAZE ENTERPRISES is on the move. As from 2nd April we will be pleased to see old and new customers at our new workshop and shop. Just 4 miles from Junction 16 on the M4. Unit 12, Oaklands Enterprises, Braydon, Swindon, Wilts. Telephone: 0793 852904 (Swindon).

SEA REACH, Dorset's canoe centre, has everything for the canoeist. Wide selection of craft at competitive prices. Part/Exchange welcome. Range of accessories. Telephone: 0258 56242 or call at: Unit 1b, Franwill Farm Estate, Down Road, Pimperne, Dorset.

CANOES AND ACCESSORIES at discount prices. Nomad, Ace, Coleman, Ottersport, Mark Gees, Hawkesworth, etc. Wide range of sport and recreational equipment at very competitive prices. Instant credit up to £1,000! (Send for written details.) Full price list available from: Ski and Sea Ltd., Dept. CAN, 23/25 Kings Road, Brentwood, Essex CM14 4ER.

INSURANCE

CANOE INSURANCE — Send sae for proposal form to: Joan Baker, JB Insurances, 17/30 High Street, Waterbeach, Cambridge CB5 9JU.

PUBLICATIONS

SURVIVAL BOOKS, wild-water canoeing, wilderness living, hunting, archery, trapping, U.S.A.F., U.S. Army, S.A.S. survival training, police and military sciences, paramedics, canoe camping, martial arts, etc. Over 900 titles. Catalogue 50p. Outdoorsman's Bookstore, Dept. C., Llangorse, Brecon, Powys, LD3 7UE.

SEA TOURING. An informative manual for sea canoeists written by John J. Ramwell. Cost £3.30 (inc P&P).

6,000 copies sold world wide. Now in its fourth edition. Over 120 packed pages on equipment, survival, safety, navigation, the sea, charts, buoyage, meteorology, marine communications, expedition planning, use of a pool, etc.

Available only from **JJ Ramwell, 4 Wavell Garth, Sandal, Wakefield, W. Yorkshire.**

FILMS

CANOEING FILMS FOR HIRE — Everest, Orinoco, Blue Nile, Augsburg, Search for Excitement — Fees donated to Mike Jones Memorial Fund. Enquiries Mrs. M. Jones, 1, Birchwood Drive, Utley, Keighley, BD20 6DA. Telephone: 0535 604119.

CANOEING and outdoor sports films available for hire and sale on 16mm or video cassettes. Incorporating the BCU Library. Send 50p for catalogue to: Chrisfilm & Video Ltd., Glasshouses Mill, Pateley Bridge, Harrogate, North Yorkshire, HG3 5QH. Telephone: 0423 711310. Telex 57986.

CANOE HIRE

TOP QUALITY CANADIANS, kayaks and surfers plus all the necessary gear available for hire at competitive rates. Contact: Tim Ward Canoes, Units 2 & 3, The Common, Stokenchurch, High Wycombe, Bucks. Telephone: Radnage (024026) 2959.

CANADIAN, SLALOM & DOUBLE CANOES FOR HIRE. Competitive rates. Whitewater Sports, Shepperton Marina, Felix Lane, Shepperton. Telephone: 09322 47978. Situated on the banks of the River Thames.

HOLIDAYS AND INSTRUCTORS

DERBYSHIRE ACTION HOLIDAYS — Canoeing-Climbing-Activity holidays. Peak Park near Matlock Bath. B&B B/Camping. Brochures from: Kirby House, Winster, Derbyshire. Telephone: 062988 716.

WINDSURFING & SURFING — COURSES & HOLIDAYS — R.Y.A. school with both inland and sea facilities. Centre based 100-yards from sea and surf in North Cornwall. Day, weekend or weeks with all equipment and transport included. Superb accommodation with surf side bar and good food. Details: Outdoor Adventure, Forge Cottage, Clubworthy, North Petherwin, Cornwall PL15 8NZ. Telephone: 028885 312 or 056685 303.

EXPERIENCED SEA PADDLER now based West Dorset, seeks like-minded enthusiasts for a season's paddling, building to a possible expedition for 6 persons to the Turkist Aegean in July/August '84 (cost approximately £275.00 for 3/4 weeks). Send s.a.e. for details of proposals to: Tom Colville, Green Laaze, Puncknowle, By Dorchester, Dorset DT2 9DS.

CAMPAMARENA HOLIDAYS LIMITED require canoeing, sailing, abseiling, archery, windsurfing and general instructors for their Isle of Man base. April to October. For details write to: Mike Hurley, 1a Fowler Street, Fulwood, Preston. Telephone: 0772 716061.

INSTRUCTORS REQUIRED

Energetic and enthusiastic BCU qualified senior and assistant instructors. Required for up to 6 weeks from July 21.

Further details from
**The Penlan Centre, St. Clears,
Dyfed SA33 4DW Tel: 0994 230222**

ADVENTURE HOLIDAYS AND CANOEING COURSES — Canoeing, sailing, windsurfing, climbing, caving, camping, archery, assault course, fishing, riding and many other activities. Holidays for unaccompanied children, families and adults during July, August, September. Canoeing courses from Beginners to Proficiency on Sea and Inland. The Centre is a converted Manor Farm with comfortable accommodation and separate sleeping sections for adults and children. 4-acres of grounds and Assault Course, Sports Field, Climbing Wall, Lecture Rooms, Gym and Coach House Bar. We provide evening talks, films, bar-b-que and disco entertainment. For Brochure write to: Iain McDonald, Courtlands Centre, Nr. Kingsbridge, South Devon TQ7 4BN. Telephone: 054-855 227.

HIGHLAND ADVENTURE

Canoeing and kayaking courses and holidays — windsurfing, sailing, trekking and lots more — day, weekend or weeks with top equipment, instruction and transport and good accommodation and food. Details: **Bob Russell, Highland Adventure, Knockshannock Lodge, Glenisla, Perthshire.** Tel: (057582) 238/207

CANOEING COURSES AND HOLIDAYS — all year round programme covering a wide range of abilities and special interests. **INTRODUCTORY — IMPROVERS — SURF, SEA & WHITEWATER — SURF SPECIALIST — WHITEWATER SPECIALIST — FRENCH WHITEWATER — SLALOM/RACING COACHING.** All B.C.U. Awards — all equipment and transport provided. Superb setting in North Cornwall. Residential centre 100-yards from sea with private beach, residents bar and good food. Choice of self-catering apartments or full/half board hotel accommodation. Group specials. Details: Jeff Gill, Outdoor Adventure, Forge Cottage, Clubworthy, North Petherwin, Cornwall PL15 8NZ. Telephone: 028885 312 or 056685 303.

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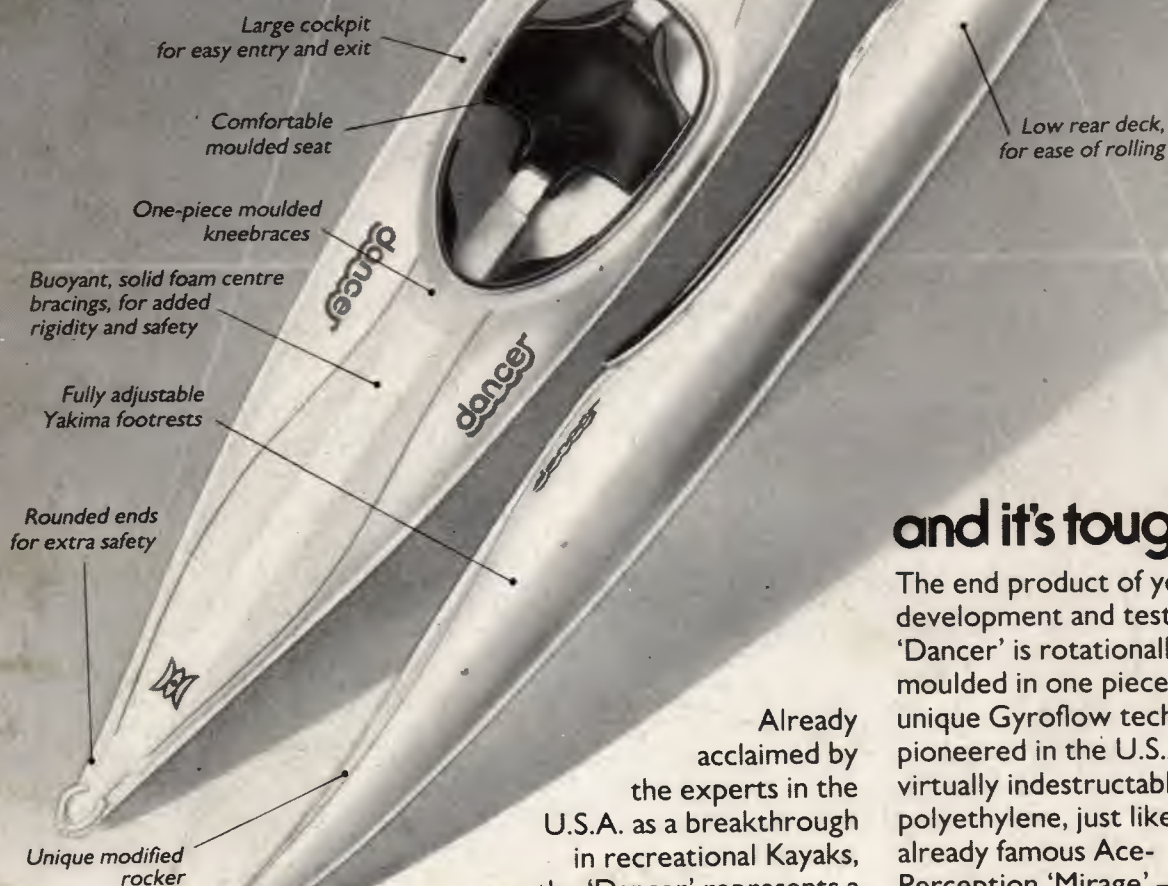
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