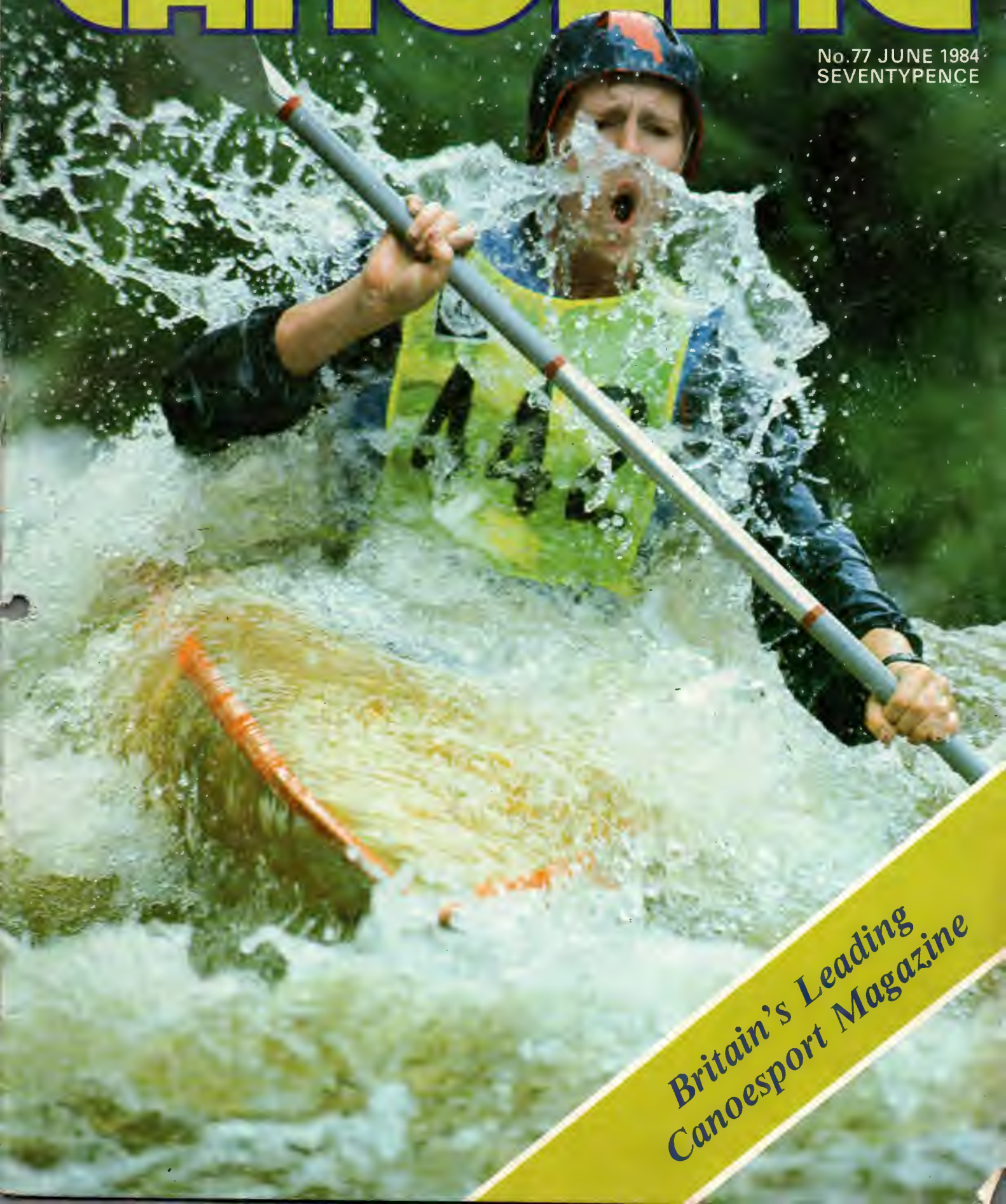


CANOEING MAGAZINE

# CANOEING

No.77 JUNE 1984  
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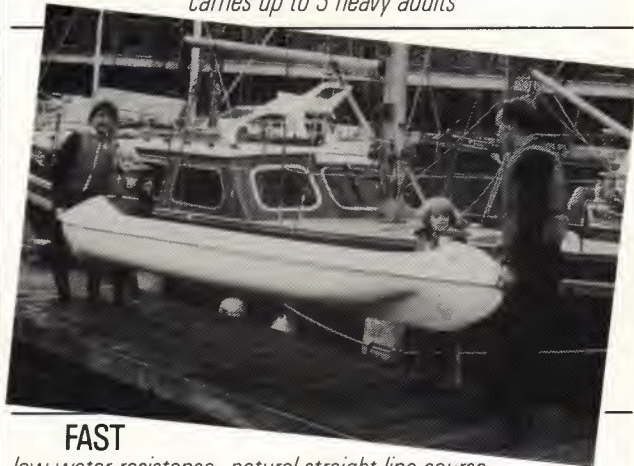
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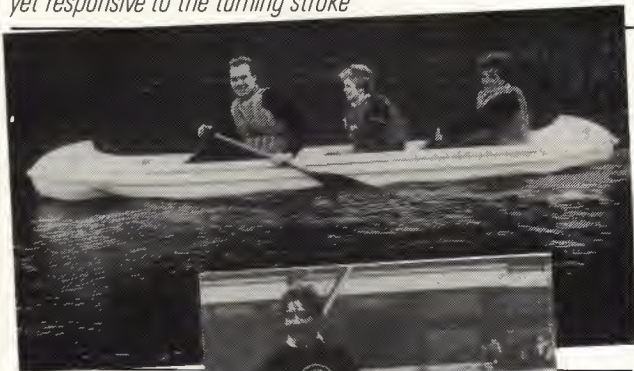
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CANOEING MAGAZINE

# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

## JUNE — NUMBER 77

*Editor:* Mike Clark

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**COVER:** *Slalom study by Rob Talbot*



*Trans-Pennine Marathon — full report page 12. Photo: Mike Clark.*

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# Notes & News

## GLASGOW TO LONDON — THE HARD WAY

A team from the National Children's Home has found a new way to get from Glasgow to London ... by water. They are to paddle the six hundred miles in two canoes this summer in an effort to raise £10,000 for NCH's work with homeless teenagers.

The team of five will set off from Glasgow on June 24th, canoe down the Clyde and follow the west coast of Scotland and Cumbria down to Morecambe Bay. They will then paddle up the River Lune and travel the rest of the way to London by canal and inland waterway, arriving at Westminster on July 14th.

They will be accompanied by a launch for the sea passage, which will take nine days, and for the whole journey they will be followed by a caravan which they will use to sleep in and for their meals. Both the caravan and the canoes are equipped with CB radios, so that they can keep in touch even when out of sight of each other. The canoes will be in the water for up to twelve hours each day, with the crewmen paddling for a minimum of two hours up to a maximum of five hours at a stretch depending on weather conditions.

The NCH team are calling their adventure 'Paddling for Pence' and they hope that other supporters will join them in canoes for part of the way to raise yet more money. All five are from Malmesbury House, an independence unit run by the National Children's Home at St. Leonards on Sea, Sussex, where adolescents without normal family support are taught to live on their own.

Independence units are typical of the many ways in which NCH cares for up to 7,000 children and young people every year. It provides not only residential care for the homeless and the mentally or physically handicapped, but also many services which attempt to keep children with their parents even though the families may be facing enormous difficulties.

## YEAR OF YOUTH

The United Nations has designated 1985 as International Youth Year, in order to highlight the needs and aspirations of young people aged between 12 and 25 years. The themes are participation, development, and peace. The emphasis will be on ways in which adults can be encouraged and helped to respond to the needs of young people. An introductory leaflet is available by sending an s.a.e. to: Sales Department, National Youth Bureau, 17-23 Albion Street, Leicester LE1 6GD.

## LIFEBOATS LAUNCHED 32 TIMES TO HELP CANOES LAST YEAR

Lifeboats launched to help canoes 32 times last year, saving eight lives. The most common cause of trouble was capsize (16 launches) followed by adverse conditions (13). Seven of the services were in darkness and one in winds over force seven. The average length of each service was 1½ hours.

1983 was the busiest year in the RNLI's 160 year history, with 3,685 services and 1,348 lives saved. The lifeboat service cost over £16 million, all of which came from voluntary services. One of the most popular methods of supporting the RNLI amongst people using the sea for pleasure is to join Shoreline, the RNLI subscription scheme. The minimum subscription is £5, family membership £7.50 and subscribers receive the quarterly magazine, The Lifeboat, and are entitled to wear attractive insignia, ties, sweaters and other goods. Details from RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

## AUSTRIAN RIVER ADVISER

The Mike Jones Memorial Rally Organising Committee have selected a River Adviser, who will be based in Austria at Landeck which is on the River Inn and the River Sanna. This is an area with rivers of all standards, and the Adviser will be there from the 7th July until the 17th of August. The aim is to give advice on which sections to paddle, and to point out hazards, so that paddlers can get the best value from their trip, and to avoid a few evening repair sessions.

As Adviser, the Committee has selected David Roland. He is a Division One C1 and C2 paddler, who has had several years experience instructing groups in this area, and several more years white water experience both in Britain and Abroad. He was Head of Canoeing of an Adventure Centre for two seasons and is also Organiser of the Usk White Water Races.

For further details of this scheme send SAE to David Roland, 40 Froghall Drive, Wokingham, Berks, RG11 2LF.

## 'WALKING ON WATER' SHOES DANGEROUS IF USED ON INLAND WATERWAYS

British Waterways Board wish to draw the attention of the general public to the potential dangers of using floating 'shoes' on their waterways. Currently inflatable and expanded polystyrene shoes or floats are being marketed in order to promote a new leisure activity known as 'Walking on Water'.

The Board recognise that these shoes or floats, if used within the controlled environment of leisure lidos or popular smooth water bathing areas, may provide an acceptable source of enjoyment. However, their use on the Board's canals, river navigations and reservoirs is inappropriate and could lead to tragedies.

Of more concern to the Board is the hazard to people, particularly young people, who may fashion their own floats from expanded polystyrene blocks or other materials in preference to acquiring proprietary brands.

'Walking on Water' floats would conflict with the established and developing recreational activities of boating and angling, say the Board. Users of floats, particularly young people, are unlikely to appreciate the need to observe the accepted rules of navigation. They would be vulnerable to immersion and injury

should they come into contact with moving craft or, find that their balance is disturbed by the normal turbulence produced by passing boats. Similarly, navigators of pleasure boats could find themselves unable to avoid contact with the users of floats, who may not have had experience of navigating boats on inland waterways and therefore would not be aware of the handling abilities of pleasure boats in confined waters.

An additional hazard would be use of inflatable shoes or floats in the vicinity of anglers. Here users could become entangled in the lines of anglers and again could risk injury with the added hazard of further entanglement in the event of immersion.

The Board are most anxious that the potential dangers of using 'Walking on Water' floats on their waterways are realised and wish to warn the public that in consequence of the decision having been taken not to issue pleasure boat licences to these shoes or floats, users will be in breach of the bye-laws and risk prosecution. The public are also reminded that swimming in the Board's waterways is dangerous and contravenes the bye-laws.

## SPORTS MEDICINE AND SCIENCES — SPORTS STARS WELCOME NEW MOVE

The Scottish Sports Council's decision to set up a Consultative Group on Sports Medicine and Sports Sciences was welcomed today by two of Scotland's sporting stars whose careers were saved by medical help.

Scotland's Rugby Grand Slam winning captain Jim Aitken said: 'The setting up of this group is a positive step in the right direction. Improvements in standards of participation — and generally increased levels of participation — have resulted in a greater need for sound medical and scientific advice for sportsmen and sportswomen, their coaches and advisers.'

'When I suffered knee ligament problems in 1971 I was advised to stop playing. But since then I have had two cartilage operations — one on each knee — and manipulative therapy on a displaced neck vertebra. I was told when my neck gave me trouble I would have to stop. But a great deal of medical help and specialised exercises have kept me in the game.'

Another famous sporting star, Celtic's Danny McGrain — who once feared his own career was over because of diabetes also welcomed the setting up of the new Group.

'It was almost ten years ago when I returned two stones underweight from the World Cup that I realised something was amiss. A week in hospital, a balanced diet and twice-a-day injections of insulin have carried me into my seventeenth season as a professional. I know just how important medical help has been in allowing me to continue in football.'

The Chairman of the new Group is Dr Peter Radford, a member of the Scottish Sports Council, Director of Physical Education and Recreation at Glasgow University and a former Olympic Bronze Medal winner in the 100m and 4 × 100m relay and former world record holder at 200m.

The other members are Mr Greg McLatchie, Senior Registrar in Surgery at the Southern General Hospital, Glasgow; Mr David McLean, Senior Lecturer in Physiotherapy at The Queen's College, Glasgow, Mr Donald Mcleod, Consultant Surgeon at Bangour General Hospital and

CANOEING MAGAZINE

Honorary Surgeon to the SRU; Dr James Moncur, Medical Officer to the Scottish School of Physical Education, Chairman of the British Association of Sport and Medicine (Scottish Area); Dr Myra Nimmo, Lecturer in Physiology at The Queen's College, Glasgow, and competitor in the long jump at both Commonwealth and Olympic Games; Mr Andy Roxburgh, Director of Coaching of the Scottish Football Association; and Mr Robin Smeaton, National Coach of the Scottish Squash Rackets Association.

Dr Radford said: 'The group plans to increase information to those people involved in sports medicine and sports sciences and to those interested or dependent on the result of work in these fields. An important task will be the production of a magazine 'Sports Update: Medicine and Sciences' three times a year.

'We also plan to promote developments in sports medicine and sports sciences in their own right and with other agencies in the field.'

Mr Peter Heatly, Chairman of the Scottish Sports Council, in announcing the formation of the new Group said: 'Success in sport will always depend on the commitment of individual sportsmen and sportswomen. However, increasingly we recognise the contribution scientists, doctors and physiotherapists can make in providing information for coaches and participants, at all levels, in advising on training techniques and prevention of injuries and in treating injuries once sustained.

'The Council hopes that the work of the new Consultative Group will assist those in Scotland who help others to reach improved standards of performance.'

#### SSAF GRANTS FOR THREE CANOEISTS

The Scottish Sports Aid Foundation has announced its latest list of people to receive cash awards, which includes three canoeists.

They are Gillian Berrow (aged 28) of Bridge of Allan near Stirling, Neil Davidson (aged 19) of Kirkcaldy, and Kenneth Fraser (aged 29) of Hawick. Gillian and Kenneth each receive £100 from the SSAF, and Neil £150, for showing outstanding performances at their sport of canoeing.

On this occasion, the SSAF has awarded grants totalling £2,900 to 25 people covering 14 different sports, bringing the total amount paid out to £54,710 and the number of Scottish sportsmen and women helped to 528. Their aim is to help cover some of the costs involved in the preparation and training which is necessary in order to reach international standards.

#### LIVERPOOL KICK THE HABIT

As they celebrate winning the League title yet again and set off for Rome to try and win the European Cup for the fourth time, Liverpool Football Club have become health champions as well!

Europe's greatest football club has joined the Health Education Council's campaign to discourage schoolchildren from smoking.

They will be known as a No-Smoking team in a poster campaign featuring the captain, Graeme Souness.

By setting an example to impressionable youngsters, the players are helping to tackle the alarming problem of school-age smoking. A national survey last year showed that 19% of all secondary school children in England and Wales are smokers, and by the fifth form that has risen to 37%. Even at an early age smoking can have a marked effect on children's fitness and capacity to enjoy life to the full and Liverpool, whose fitness is a key to their success, want children to know the damage smoking can do to them.

Smoking causes 2,000 deaths a week in England and Wales, and a recent report by Dr John Ashton of Liverpool University showed the city had a 20% higher rate of chronic heart and lung disease than the national average, much of it due to smoking.

Dr David Player, the Director General of the Health Education Council, said: 'Smoking is public enemy number one for anyone interested in health. It's important that young people who want to be fit should be aware how bad it is for them.

'I find it horrifying that so many sports, by accepting sponsorship from tobacco companies, are associating healthy activity with its biggest enemy. We are grateful to Liverpool FC for setting an example which we hope will be followed by many other clubs.'

And so it has. At least four other First Division clubs — Manchester United, Aston Villa, West Bromwich Albion and Norwich are supporting the No-Smoking Campaign.



#### HELP REQUIRED

Chris Hare of McNulty Seaglass has an excellent article with photos on sea touring along the coast of Chile. However, it is written in Spanish — anyone able to translate please contact Chris.

## CENTRES



#### ADVENTURE SPORTS SCHOOL

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#### SEALYHAM ACTIVITY CENTRE

The Sealyham Activity Centre, based at Haverfordwest off the Welsh coast, will be running several canoe courses during the summer months that are suitable for both beginner and expert.

Set only 5-miles from the Pembrokeshire coast, Sealyham has easy access to some of the best sea canoeing in the country with spectacular scenery and wildlife. Notable trips include Ramsey Island, Skokholm and Skolmer Islands, South Bishop Rock, Ramsey Sound and numerous trips along the Pembrokeshire coast. Surfing sessions will also form part of most courses and for these the centre uses the beaches of Newgale, Whitesands and Freshwater.

Courses through June and July include Sea Proficiency Assessment and Training, Senior Instructor Sea Training. Through August there is Sea Proficiency Assessment and Training, while in September there is an Intermediate Canoe Week.

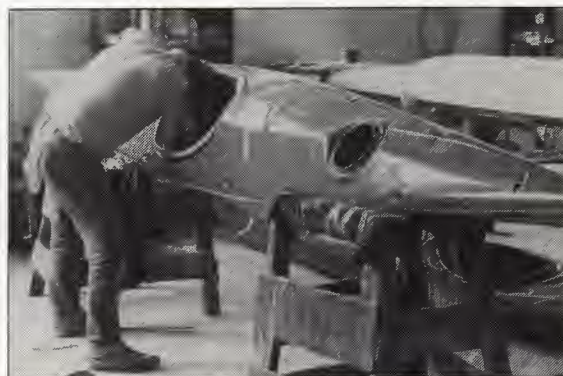
Weekend courses cost £20.00 plus VAT and the week's course costs £70.00 plus VAT. The price includes all food, accommodation, instruction and transport for the duration of the course. For full details write: Phil Eccles, Sealyham Activity Centre, Wolfscastle, Dyfed SA62 5NF. Telephone: 0348 840763.

# Notes & News

# P&H Fibreglass Limited

## DURING APRIL/MAY P&H FIBREGLOSS LIMITED MADE A MOVE TO NEW PREMISES AT STATION ROAD

At last P&H Fibreglass Limited have made the move from their old colliery buildings to new premises just a few hundred yards away. The new buildings, incorporating showroom, offices, workshops and storage rooms, is the previous wash-house and canteen for the colliery and converted provides really excellent facilities. The workshops are light and airy, with masses of space; the showrooms provide ample space to display a wide range of the P&H kayaks and accessories — call in and visit, there's always a welcome.





*Photos: Courtesy of P&H Fibreglass*



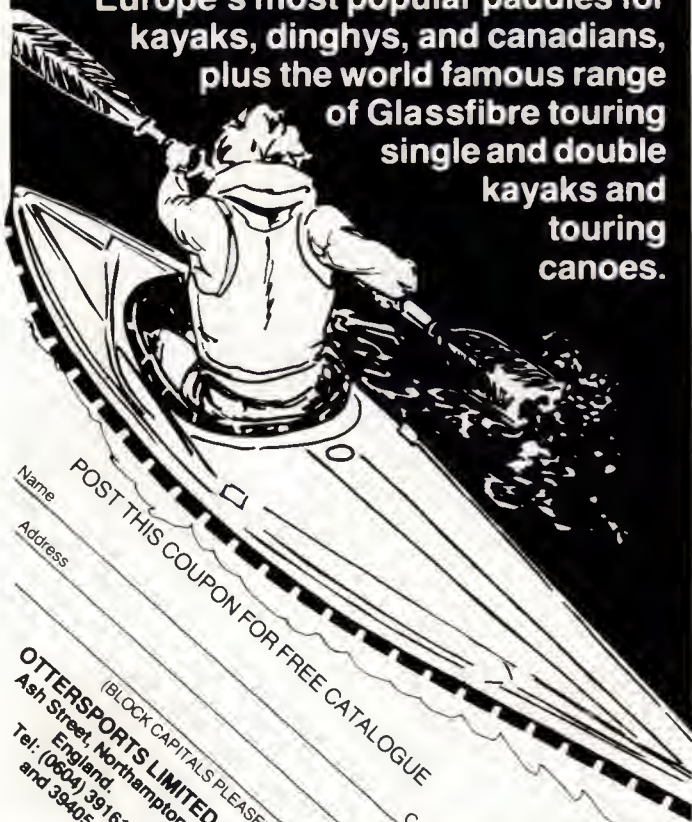
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# EVENTS

## ARCTIC CANOE RACE

The second great Arctic Canoe Race takes place in Finnish Lapland from 29th July to 4th August.

The race of some 350-miles raced over six stages from Kilpisjärvi to Tornio, certainly looks like being even better than the first event last year. Introduced this year is a international K2 class, racing C2, tourist C2, and veteran K1. Other classes include womens K1, international K1, wild water K1.

From organiser Steve Bowles, I hear that entries will be coming from a much wider number of European countries than last year, and may well include paddlers from North America, in particular the Canadians. The Scandanavian countries are already well represented — the host country paddlers have recently been running very high waters in racing K1s, so we could well be seeing the emergence of a new marathon racing nation. Holland, France, Germany, Austria and Switzerland all have crews racing. The latter will include two paddlers from their national wild water team (the Swiss federation sent out some 3000 leaflets advertising the race to their members — that's great publicity!)

British crews will be racing and a number have sent entries, but at present no top class K2 from the UK. The K2 event must be very open and with a first prize of £1,200 must be an attractive option. The 'Arctic' really is a K2 event (the rough water photographs by Mike Clark last year really only accounts for a very small percentage of the course), only two of the rapids carry penalty point, the first towards the end of the first day and Matakoski on the last day (an easy chicken chute on this). For crews having a good Devizes to Westminster time there is the chance to win a new racing K2 in the 'Classic Series' (best combined time for Devizes to Westminster and the Arctic Canoe Race).

Full details of the Arctic Canoe Race can be obtained from: *Steve Bowles, The Arctic Canoe Race, Valikatu 3, 95400 Tornio, Finland. Telephone: 010 358 80 40919 (from UK).*

## MEDWAY MARATHON 84

**Sunday 15th July 1984, Allington to Tonbridge on the River Medway (18 miles)**

This year the Medway Marathon has adopted a local charitable cause to raise funds for. Previously funds raised by entrance fees and sponsors have been poured into the promotion of the event to establish it as one of the best canoeing events in the country. This year it is hoped to raise as much money as possible for the Pembury and Kent & Sussex Hospitals Cancer Scanner Appeal.

The Scanner, costing approximately £1¼ million, can trace cancer, etc in its very early stages, which can then be treated and hopefully cured, which should increase the survival rate of the one in three of us who are likely to suffer from cancer during our lives.

Sponsorship is optional. If you have already 'done' your friends and relatives for other worthy causes, and feel you can't go

round again, don't worry. Just come along and take part in the marathon and have a day to remember. However, as an extra incentive, a prize is on offer for the paddler handing in the most sponsorship money.

For further details of the Medway Marathon, send an s.a.e. to: *Kevin Coleman at 103 Bradbourne Vale Road, Sevenoaks, Kent TN13 3DL.*

## 300-MILE CANOE MARATHON

Over the period 19th/28th July a 300-mile canoe marathon will take place over British Waterways Canals, the paddlers being members of the Lancashire Youth Clubs Association's young volunteers group and in aid of PHAB (Physically Handicapped and Abled Bodies), and the LYCA.

This relay marathon will begin at Camden Lock on the Regent's Canal in London, and will end at Borwicks Hall, near Preston. Further information and sponsorship details from: *Phil Taylor, 25 Stonehill Drive, Blackburn BB1 5TR. Telephone: 0354 674791.*

# EXPEDITIONS

## 1984 CARIBOO KAYAK EXPEDITION

**Pete Knowles — alias Green Slime** — plans for another kayak expedition to British Columbia this summer.

This holiday expedition will paddle some of the best whitewater rivers in Northern America, including 200-mile descent of Taseko, Chilco and Fraser river system in the Cariboo Region. It is ideal training and experience for anyone who has plans of running their own overseas expeditions.

The dates are 25th August to 15th September. The paddling starts with a quick warm up on the Caribou and Quesnel Rives — old gold rush centre of the 1870's. Then a tough drive up to a remote gold mine high in the Coastal Mountains ... climb Mt McLeod at 9500 ft then paddle down the Taseko to the Chilco. A day running Lava Canyon on the Chilco — possibly the very best 20-miles of wild water in the world — then down the Chilcoton to the mighty Fraser to climax with the Moran Canyon.

The second 10 days of the holiday is a little more hectic! The group will be heading up to the Rockies to knock off some rivers and give people the chance to write off their kayaks before returning to Vancouver.



Wherever possible it will be camping on the same site for two nights running and eating out quite a bit. There will be no actual rest days, but there is no need to paddle everyday.

Transport will be by a large and comfortable 15-seater minibus. Group size will be 10 persons plus driver. Cost is expected to be a little under £700.00. Full details from: *Pete Knowles, 125 Hook Rise South, Surbiton, Surrey KT6 7NA.*



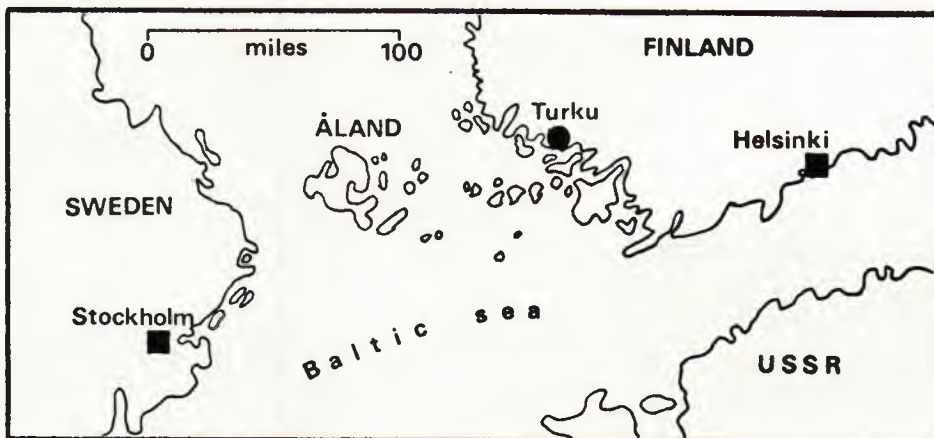
## TRANS-BALTIC CANOE EXPEDITION

A small canoe expedition is planned for August/September 1984 with the objective of crossing the Baltic Sea from Sweden to Finland via the Åland Islands.

The proposed route is approximately 400-miles from Stockholm to Helsinki — linking the two cities — and trip members will use the *Nordkapp* sea kayak fully loaded and with no back-up escort craft.

An attempt was made at this crossing last summer by a party of seven British canoeists, but the group were stormbound for four days on one of the smaller islands and consequently chose to complete the journey by other means owing to shortage of time.

Due to the unpredictable nature of the weather in this region, notably strong winds, four weeks will be allowed for this arduous paddle. Trip leader is Ian Macnab of Newbury.



# FROM CITY VARIETIES TO PENNY LANE

The first Trans-Pennine Canal Marathon — Leeds to Liverpool  
Report and photographs by Mike Clark



Bleak and cold, the wettest Spring Bank Holiday for 20-years since records began and a course of 127-miles — combined did not stop almost 400 canoeists from competing the first Trans-Pennine Canal Marathon.

Leeds Basin at 0645 hrs on Saturday 26th May. Just a Landrover and a couple of camper vans with kayaks on top. Could this really be the start of the Trans-Pennine Canal Marathon? Check-in was 0800 hrs, yet there was not a single canoeist to be seen. Those in the vehicles were still sound asleep, and there was not a sign of any organisation or race officials.

The drive up from Derby had been easy — although now on reflection I should not have set off quite so early at 0415 hrs! The start sheet said 385 canoeists — for sure they were going to have to start rolling in pretty fast. Fortunately I managed to find a small waterside cafe open and grabbed a cup of tea. My guess was that the next few hours were going to be hectic.

## The Leeds to Liverpool Canal

**From the Aire and Calder Navigation** in Leeds to the Stanley Dock in Liverpool, the Leeds to Liverpool Canal is the longest single canal in England at 127-miles. Started in 1777 it took some 46-years to construct, has a lock width of 14ft, twice that of the Kennet and Avon, rises to a summit pool of 487.5ft above Ordnance Datum, has a total of 41 locks, and in its industrial heyday was one of the most prosperous canals in the country. Although leisure craft have been reluctant to take to the Leeds and Liverpool (maybe the very name construes an image of industrial grim), it is a very beautiful canal and pass through some really spectacular countryside of the Yorkshire Dales.

The first Trans-Pennine Canal Marathon. 127miles of waterways rising from the urban sprawl of Leeds, climbing high over the superb hills and valleys of the Yorkshire Dales, right across the top of the Pennines, then to descend down into the industrial heart of Liverpool's docklands. No river such as the Thames for a helping flow, or a tidal section to give that final push to the finish — this course is dead canal water all the way with not the slightest hint of flow. Along the route there are great sections to portage, but not the relief-giving spaced locks of the Kennet, here was great flights of locks crammed together. A superb flight at Bingley. Five rises altogether — paddlers come round a corner to be presented with a flight over a hundred feet high and an angle to climb of 60°. Further on there are gentler six and seven-lock flights. Then on to the top of the canal and the beginning of the descent towards Liverpool. But first the great tunnel of Foulridge — not the 500 yards of Savernake, but a tremendous curving tunnel just under a mile long — certainly shades of the 'black hole of Calcutta'. A 7-lock flight at Nelson, 6-lock flight at Blackburn, and another 7-rise flight at Chorley ... then on to Wigan. Now crews would be racing on the dead water still high on the contours of the Pennines with an almost birds eye view of the city below. Then the drop into Wigan — and what a drop ... 23 locks one after the other in a space of just 2¼ miles. Here was a monster portage.

Another four single locks plus one 4-lock flight and the paddlers were at last down onto the Liverpool Pool. The last miles would drag as they raced through the

industrial wastelands — Maghull, Kirkby, Crosby, Bootle and on towards the Stanley Dock within sight of the famous Liver Building and the finish at the Liverpool Watersports Centre at Athol Road.

In previous years there have been a number of organised groups attempting canoe marathons over the total distance. Most notable was a pair from Edgehill College making a time of 30 hours 30 mins in 1973 and more recently a Liverpool Fire Brigade Team who completed the run in 1982 with a time of 28 hours 40 mins, but with portage assistance.

#### Urban Leeds to the Summit Pool

**Little more than half an hour** after my arrival, canoeists began turning up at the Basin. It was quite incredible the odd assortment of kayaks and canoes to be seen. The entry was more reminiscent of the early days of the Devizes to Westminster Race.

Of course there was a good number of racing K2s, but the less serious 'fun-event' had attracted some very obscure boats. I wondered had these canoeists any idea of just how far 127-miles is and how long it would take for them to paddle such a distance. Most I guessed would not gain a speed much above two or three miles an hour. That would be a time of some 40 to 50-hours, while the sheer weight of some craft would prove too great to handle on the unique high rise of some portage sections.

Looking down the entry list there were some names I recognised from the D.W. — but this year at least for the vast majority the race would be for the true amateurs, those almost professional crews of the Devizes to Westminster had not been attracted to enter.

The Trans-Pennine featured a number of classes: K2 and K1 straight through, or K2 and K1 straight through for relay teams — four paddlers in the K2 and two paddlers in the K1 to make the teams; a special closed event for Fire Service and Rescue crews; a junior section with two overnight camps at the 40-mile mark of Greenberfield and at the 90-mile mark of Haigh Hall; plus the fun-eventers — teams of three or more canoeists who could take up to six days to complete the course and camping overnight.

By 0800hrs the Leeds Basin was a real hive of activity. The check-in for the non-stop and senior relay event was open. Crews were signing in, getting their number plates, instructions and T-shirts (all canoeists starting received a free T-shirt). A squad of police had arrived to marshall the cars — no doubt relieved to be away from the hassle of the picket lines at North Derbyshire mines or at the Scunthorpe Steel Works.

The organisation, drawn from the Leisure Division of British Waterways Board at Wigan and under the guidance of Ken Dodd the Area Amenity Assistant, was running smoothly.

Crews were away from 0800hrs onwards, racing along the canal out of urban Leeds and into the pleasant surrounding countryside. Just before 0815hrs a relay K2 team made up of Stubbers and Leaside Canoe Club members got under way. Newton, Bushell, Hallam, Tatum... Hey, Chris Tatum. What are you doing here? Up for the race of course, not straight through but by relay. The event should prove more interesting than a straight run... It would be



*Opposite: The organisation hard at the start check-in. Archie Beale — 79 years old — preparing before the start. Belgrave Canadians putting at the start.*

*The Belgrave Playhouse group of seven Canadians. This page: Belgrave off the start. Stubbers crew away with style and speed. Touring groups down the canal on the outskirts of Leeds. One of the early portages for fun crews.*



# TRANS PENNINE

very much later in the day before I saw the Stubbers crew again.

Paul Owen appeared — no doubt getting a few pointers on how a race should be run! (Publicity Officer for the Devizes to Westminster Race Committee). Seriously, Paul was up to follow the race with interest and afterwards had nothing but praise for the superb organisation and running of the event. From such a person this was praise indeed. I teamed up with Paul for the whole of the race — although at times I began to wonder whether I had made a wise decision as I followed his vehicle on regular round trip tours of town centres (not once but two or three times around some town centres!)

Within the first hour of the race being open, some 30-crews — K2s, and K1s, non-stop and relay — left the start line. Vehicles began to thin in the car park, only to be replaced as the fun-eventers began to arrive and register. The start could be made any time between 0800hrs and 1000hrs for K2 and K1 seniors, (in singles this included any number of wild water boats), and between 1000hrs and 1200hrs for the juniors and fun-eventers.

There was time now to pass around some hundred or so copies of Canoeing Magazine — I have to do my publicity bit! — time out for a cup of coffee on the press boat, time to talk with Archie Beale of the Strand Glassfibre team. He had been at the start of the Devizes, but had explained that he was getting a little too old for canoeing marathon events these days. So, at 79-years of age, just what was he doing at Leeds! Archie was part of a K2 relay team with sponsorship in aid of the R.N.L.I. By the following morning he and his team would be within some 30 miles of the finish and well within their scheduled time of some 40-hours for the run.

Soon all the senior and fast crews were away. Now there was only the mass of fun-eventers to go. A large group from the Newnham College at Preston; Meridian Canoe Club group; two groups from Pennine Heritage; a group from the Rockley Mount School for the Physically Handicapped; and some seven Canadian doubles under Belgrave Playhouse (led by Mr Broadway of Arctic Canoe Race fame — remember 'Adrian Mole'?), it was time to leave and chase down the course (no that should be up the course!), but Steve Bowles would never forgive me if I did not stop for a photograph of such a large Canadian team on the water...

A little before 1200hrs. The car park and Leeds Basin area was now empty of canoeists, craft and cars. Almost 400 paddlers were on their way on the 127-mile paddle to Liverpool. A few goodbyes to the Waterways girls on the organisation who would not be travelling to Liverpool ... and with Paul leading we headed out of Leeds. A short stop three miles down, then through the outskirts of Bradford and on to Bingley and that spectacular five-rise lock. The morning was pleasant with sun, although a little cold and with a slight wind.

Somewhere around the Bradford Ring Road we lost our directions — the first of more than a few such 'interesting' detours! But then on route once again, passing signposts with names such as Idle, Thackerly or Eccleshill. Out through Shipley, then on to Bingley.

Here at the top of the five-rise there was a check point — the first of many such points where it was possible to see the state of the race. Times were radioed down the course as crews passed through and positions entered on the master-boards.

We had waited almost until the last at Leeds, but once moving along the course it would be a case of diminishing crews. There were only a few really fast crews and the field would soon be strung out over miles of water. Photographs were needed at interesting points, but we gradually had to catch up with the leading crews before darkness.

At Bingley, 16-miles out from the start — the Stubbers Team had come through with a time of 2hrs 20mins, but better than this was the time of the Hereford Canoe Club relay team with 2hrs 18mins. These were almost an hour behind on the water and the crews nowhere in touch with each other. Of course the advantage was with the Hereford boys as they could follow the Stubbers time as they passed through check-points.

Two crews went through with 2hrs 40mins — Chester Sailing and Canoe Club K1 relay team of Stallworthy/Stallworthy, and a K2 relay team from the Royal Marines (with one mixed crew) Cooper, Hall, Godfrey, Holden. Two of the junior K1 relay teams were having a great battle and came through in close contact with each other, these being the paddlers from Fladbury and from Havering Racing Squad.

After a short stop here for tea and buns at Paul's camper van, we moved off towards Skipton and on to the check point at Gargrave 35-miles from the start.

The outskirts of Bradford were soon left behind and we were climbing the first hills of the Pennines into superb countryside with great valleys and dales. High on a ridge I could see the canal winding around a contour below in the valley. Great chimneys of old mills reached into the sky and in many places marked the line of the canal. The weather stayed good. At times there was bright sun, very pleasant despite the threatening heavy clouds that scudded across the hills and promised maybe a wet evening to come.

Our stop at Gargrave proved a little futile. We had certainly not caught up with the leading crews as we had hoped. Also we missed the check point which we later deduced was under the main roadbridge that crossed the lock area and could not be seen from above. It was now 1600hrs, the Stubbers crew had been through around 1300hrs, the Hereford boys at almost 1400hrs. We doubled back a couple of times, but eventually decided to drive on to the summit pool and the junior campsite. Here we would surely be able to check on progress.

The junior campsite at the 40-mile mark was high on a ridge and one could look way over the valley to the River Aire and the Ribble. The friendly lock-keeper gave us a lecture on canal history and the workings of the system.

At the summit pool the canal was fed with water pumped from a reservoir some 15-miles away. 2-million gallons a day were needed to pass down the Leeds side, another 3-million gallons were used on the Liverpool side. Here at one time the canal had been a hundred feet further over and there was an additional lock ... but too much water was used during dry spells and with heavy traffic ... the present line of the

canal proved far more economical... The lock-keeper was about to go into the history of the Romans and their road building ... maybe it was time to move on.

## Descent into Liverpool

**Another five miles and we stopped** at the Foulridge Tunnel. No crews in sight, but a barge had entered the tunnel on the Liverpool side and we could just make out its lights from the Leeds entrance.

Within a few minutes a Fire Brigade crew raced into view. The pair stopped short of the tunnel ... they had to wait for the barge to clear. Five minutes, ten minutes ... the barge still seemed to be in the middle of the tunnel and no where near coming through ... maybe they were having a party in there! But it was no joke for the Fire crew. They had just spent a hard couple of hours losing crews behind them and were now impatient to be keeping ahead. Eventually four crews were waiting to go through the tunnel and the marshall agreed that all should be credited with 10-minutes. In the Fire Service Class there was strong inter-service competition and these lads were from Staffs Fire Brigade.

From Foulridge it was all downhill towards Liverpool — but of course there was no water flow to indicate this! Still we had not caught the lead or even glimpsed the crews or support vehicles of the Stubbers or Hereford teams. Now with darkness beginning to fall over the canal it became very important to make contact.

On to Blackburn — another 26-miles away and at the end of the Burnley Pool, the longest of the canal at 24-miles. Here we made contact with the Hereford support vehicle in the middle of the town. At least we were now closing. At the 6-lock flight of Blackburn we just managed to miss the Stubbers crew. From young backstreet urchins we guessed the miss was only by minutes. With a check-point at Johnson's Hill Locks some nine miles further down, it seemed wise to continue and get in front of Tatum and Stubbers, not waiting for the Hereford boys to come through Blackburn.

At the top of Johnson's Hill Lock we at long last made contact with the Stubbers crew. The four were in fine spirits and going very well. They had been out in front on the water all day and seemed not to have had any contact with the race. They were unaware that Hereford were right behind them on the water now and in actual time were out in front by some 18 to 20-minutes. Stubbers were visibly shocked ... they certainly thought that they had the race in the bag. With almost 50-miles still to go there was the possibility of pulling back the lead, but it would require a super effort.

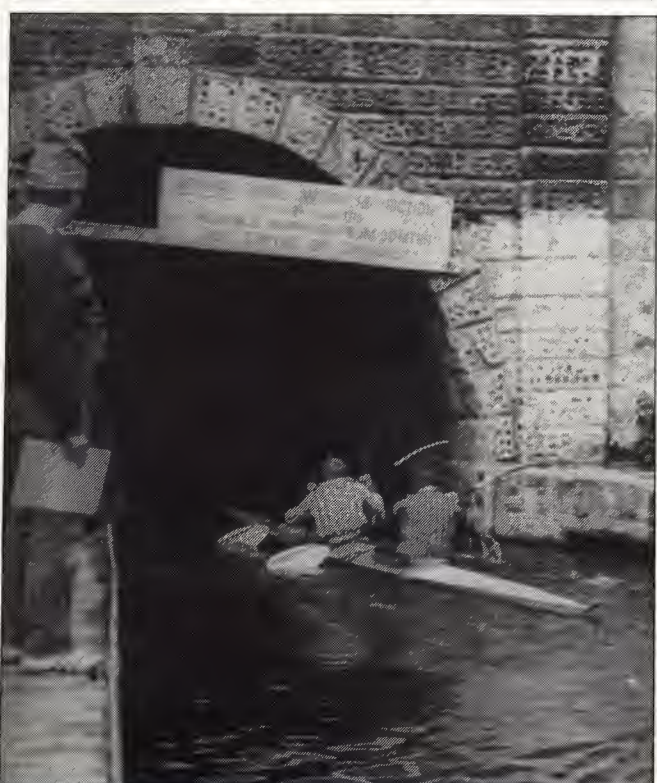
The Hereford team should now be some 30 to 35-minutes behind on the water ... time enough for something to eat in the local hostelry ... hell, of course I never seem to learn! Sure, we missed them!

At least suitably refreshed, we moved on to the great Wigan flight. With 23 rises in 2¼-miles, this was one set of locks I just had to see. But with darkness, a stop two miles outside Wigan and a run along the canal hoping to arrive at the top of the flight but without luck, then three grand tours of the centre of Wigan to find the lower end of the flight ... we had to admit failure. We could not find the Wigan flight... Oh well, on to Burscough, the last check-point of the race and just 25-miles from the finish.

Late evening, the pubs were just throwing out the last of the slow drinkers.



*The spectacular Bingley five-rise flight of locks just 16-miles out from the start. Crew approaching and making the long haul up the steep incline.  
Junior K1 paddler at the top of Bingley and mixed K2 crew from the Royal Marines through to summit pool.  
The Fouridge Tunnel — the Fire crew at last gets the way clear after having to stop for over 15-minutes for a canal barge.*



# TRANS PENNINE

The canal lay dark and quiet. It would be some time yet before the crews came through. Time to chat with the leader of the Merseyside Scout Communications Team who provided radio coverage for the last 50-miles of the race (the group are willing to provide such assistance to similar events — address held by Canoeing Magazine).

Had Stubbers managed to pull back that 18 minutes ... the answer would soon be known. Just on 2338 Stubbers came through, heads down and pushing as hard as possible. 'Up, up, up ... come on, only 23 to go...' One seemed to get totally involved in the race. But dead on 2400hrs and just 22-minutes down on the water came the Hereford crew. On actual time they were going even faster and were now 29-minutes in the lead ... there was no stopping this team now. Stubbers would have to be content with second place and have learnt the hard way that on such a race it is the duty of the support team to know exactly where the closest competition is coming from. My guess is that Stubbers thought there was no one to touch them, set a time and stuck with it, mostly likely losing the race over the first half stages. By the time they were aware of the Hereford Team it was too late to pull back the minutes or do much about it.

On to the Liverpool Watersports Centre. Paul managed for the last time to do the round-tour of the docks! The centre proved a little difficult to find, but eventually we were both parked on the forecourt.

Just at 0323hrs the Stubbers Team crossed the finish. A time of 19hrs 09mins 25sec. A good time, but not good enough. Nine minutes later the Hereford boys literally stormed over the finish, going like a bat out of hell and looking for all like a sprint crew racing off a 1000-metre start, certainly not part of a team that had just covered 127-miles. Their time was a super 18hrs 26mins 48sec. The team had pulled out another 14-minutes on Stubbers over the last 25-miles.

Now there was time to catch a few hours sleep. It would not be until full daylight that the bulk of the crews would finish. The first non-stop K2 pair would not cross the line until almost 10.00hrs. The K1 non-stop would go uncompleted — not a single paddler gaining the finish in the first two days. The first K1 relay team were over the finish at 05.27hrs, the pair from Hereford Kayak Club and making it a fine double win.

## Conclusion

For the first full marathon event on the Leeds to Liverpool Canal, the Trans-Pennine Canal Marathon proved a fantastic success. For the organisation there is little to be learnt. Things went perfectly. Timing was first class, checking on crew progress was faultless, facilities at the finish excellent.

For paddlers there are lessons to be learnt. In the relay change points must be as frequent as possible, paddlers taking up the running at periods no longer than 35 to 40-minutes. Hereford made the change at 30-minute intervals and kept their kayak going at full stretch; Stubbers made the change at 1½-hour intervals, with initial momentum being lost and paddlers tiring after six or seven miles.

For the race there are few changes to be made. One aspect I did not fully approve of

was the portage assistance. This could be open to total abuse, with crews taking a rest from paddling and just jogging the canal with their kayak portaged by fresh support members. Certainly for future years this assistance should be banned for all crews, relay, non-stop and the firemen.

Relay and non-stop paddlers who finished on the Sunday covered the course in almost ideal conditions. But for the juniors and fun-eventers the second half of the weekend proved to be bleak and miserable. A cold wind and drenching rain ... but even so a very high percentage of the canoeists who had taken up the challenge completed the course.

**Footnote:** Team 73 that included Archie Beale completed the course with a fine time of 32hrs 48mins 10secs to take 23rd place in their class. That battle in the junior K1 produced a win for the Havering Racing Squad with a time of 20hrs 55mins 06secs.

## RESULTS

**Senior K2 Relay — 1st Hereford Kayak Club,** T.Spencer/A.Freeman/G.Fitzpatrick/ 18hrs 26min 48sec: 2nd Stubbers/Leaside Canoe Club, C.Newton/R.Bushell/T.Matthews/D.Hallam/-C.Tatum, 19hrs 09min 25sec: 3rd Cardiff/-Llantwit Major Clubs, I.Frayne/G.Edwards/-

I.Smith/J.Davies, 21hrs 02min 29sec.

**Senior K1 Relay — 1st Hereford Kayak Club,** C.Evans/I.White 20hrs 44mins 24sec: 2nd Adlington Canoe Club, D.Yates/S.Brennan, 21hrs 15min 46sec: 3rd Chester Sailing and Canoe Club, H.Stallworthy/C.Stallworthy, 21hrs 37min 11sec.

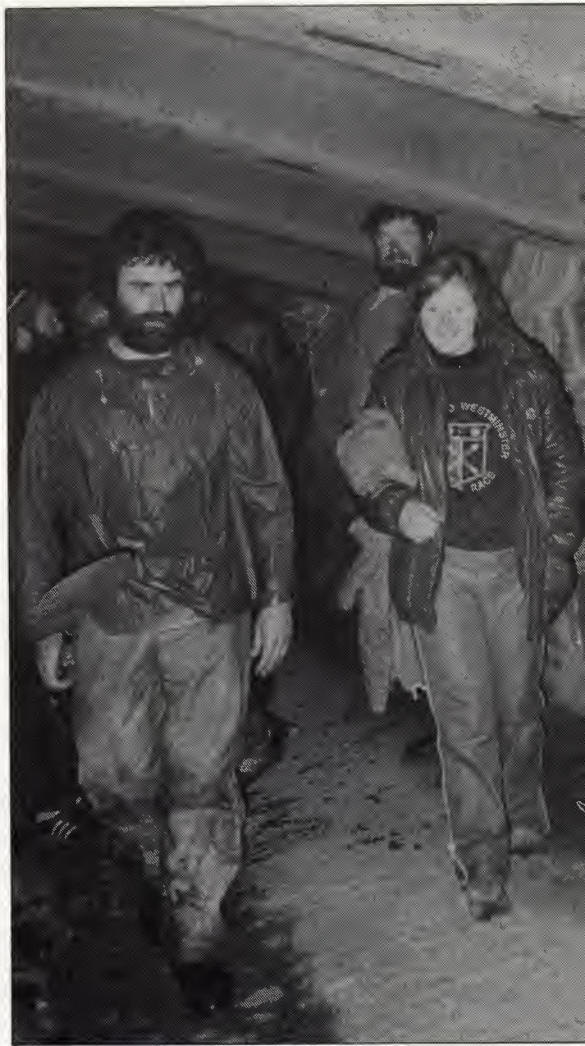
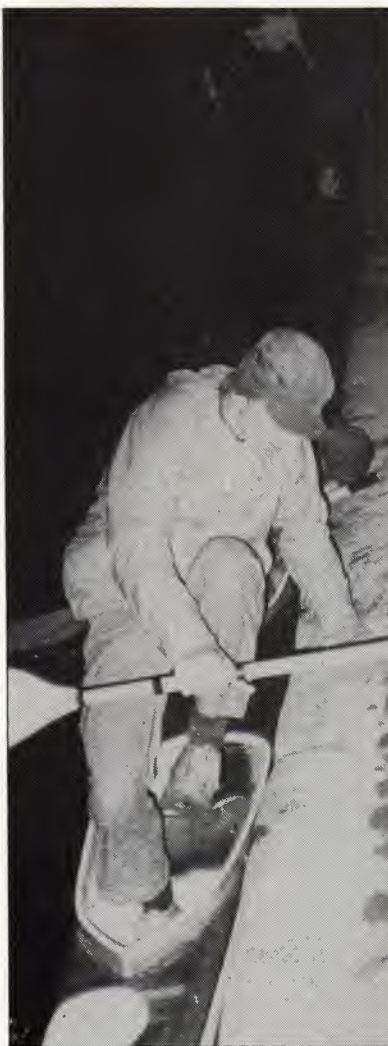
**Senior K2 Non-stop — 1st Durham County Scouts,** K.Hardman/F.Hutchinson, 25hrs 06min 25sec.

**Senior K1 Non-stop — 1st Canal Basin Leeds,** K.P.Roberts, 61hrs 23min 05sec.

**Junior K2 — 1st Hull and District/Kingston Kayak Club,** A.Neal/S.Smith/I.Neal/-A.Grimwood, 18hrs 54min 29sec: 2nd Thurmaston Scouts, P.Lowe/G.Lowe/-M.Brooks/A.Brooks, 19hrs 09min 31sec: 3rd Junior Leaders Regt. Royal Engineers, Smith/-Smith/Cornell/Blackmore, 21hrs 55min 09sec.

**Junior K1 — 1st Havering Racing Squad,** P.Looke/P.Wells, 20hrs 55min 06sec: 2nd Fladbury Kayak Club, A.Penhallurick/C.Jones, 21hrs 30min 30sec: 3rd Hillside School Canoe Club, A.Grant/M.Potter, 23 hrs 55min 56sec.

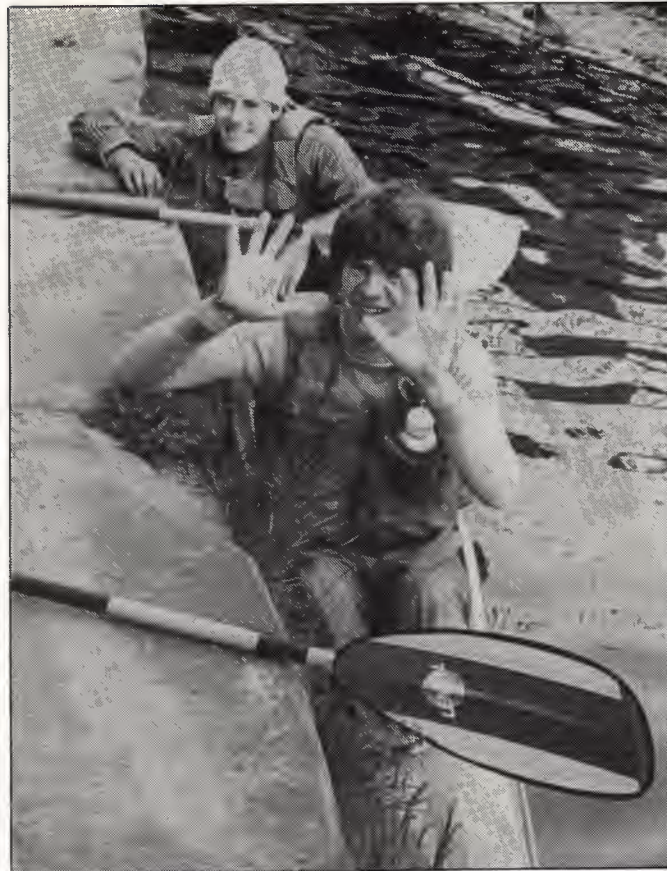
**Finishes:** in classes other than the fun event, 70 crews or teams started, 12 retired.



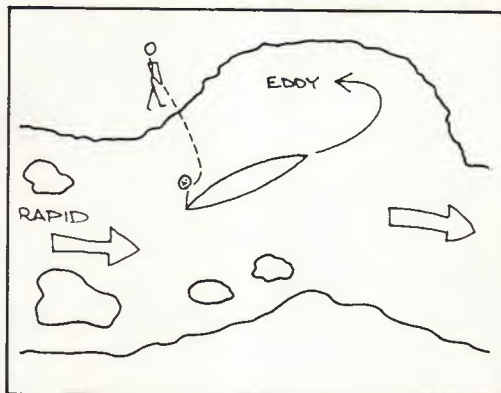
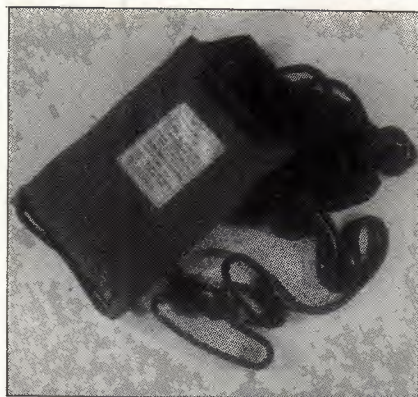
The Hereford crew in at the finish, Liverpool Watersports centre. The last 25-miles through the darkness of Liverpool's dockland, the pair pulled up some 14 minutes on Stubbers.

Far right: Stubbers support at the finish — after a total effort they had to be content with a second placing.

Other: Early morning finishers, all seeming in good spirits, despite the distance ... even hands showed no signs of damage!



# GREEN SLIME THROW BAG



**Green Slime — Pete Knowles** — has recently come up with a new design of his 'throw-bag'. The new design is very much more compact than previous yet retains the ease of use features.

Along with the bag comes a useful leaflet explaining the use of the throw bag and makes interesting reading as below:

## Throwing

- Grip the top of the bag with your throwing hand. Pull the rope loop at the top out of the bag and keep hold of it with the other hand.
- Throw the bag at, or beyond the victim. (Allow for the current; throw slightly upstream of the victim).
- Shout 'ROPE'.
- Brace yourself securely against the jerk of the rope. (If possible hold the rope around a rock or tree so that you have a friction brake).
- Pull the victim in slowly, playing him like a big fish! Be ready to ease the rope, change your position on the bank, or even let go of the throw rope, if necessary.

## If You Miss

Don't waste time trying to restow the rope. Simply pull the bag in, leaving the rope neatly lying on the ground at your feet, and *throw the bag full of water.*

## Strong Winds

In gales force winds, undo the top of the bag, and with the rope still in it, fill it with water before you throw — this gives the bag the necessary extra weight without hurting the victim.

## Tips

- Some people prefer to use one arm, by looping the top end round their throwing wrist.
- After a few throws you should be quite accurate.
- Try to keep your throw nice and smooth so that the bag does not tumble through the air.
- *Do not tie of clip yourself to the rope.*

## Rope Not Long Enough

- Tie the top ends of the two ropes together (a karabiner is ideal).
- Hold the one bag open in one hand so that the rope from it can freely pay out; throw the other bag, having first filled it with water to give it the extra weight necessary to throw further.

*NB* For a white water trip, we recommend a minimum of *three throw bags in the party.*

## To Restow

- Restow the rope in the bag one handful at a time, so that it is flaked down neatly in the bag. Obviously, do not try to coil it into the bag or try any short cuts. This needs a few minutes of care and is very important.
- After hard use, check the rope and the

knots before you restow the rope and put the bag away at the end of the trip.

## Carrying the Bag

- The bag fits in the back pocket of expedition buoyancy aids (adds to your buoyancy and protective padding).
- Others carry it tucked down the front of a buoyancy aid.
- The velcro strip can be sewn or stuck to a belt of harness, so you can carry it on these.
- If you don't like the bag on your person, the velcro strip can be stuck inside your boat, for example alongside your seat.
- For club or centre use, why not stick the velcro by the front door so the bag is instantly available?

## Safety Cover — Rescue from the Bank

Rescuing a swimming using a kayak or canoe can be exhausting and damaging whereas: —

- A well positioned person with a throw bag can make dozens of rescues safely and with little effort.
- A throw bag can be used in rough water where a kayak rescue would be completely impracticable.
- A rope rescue is normally quicker and more certain — saving the victim a long cold swim or worse.

As a general rule, do not use the throw bag in the middle of a rapid — it is normally safer for the capsized paddler to be washed down the main chute.

- Try to station yourself a little distance downstream from where you expect trouble; leave the capsized paddler enough space and time to roll up or bail out.
- If possible choose a stance next to an eddy, so that the current will help swing the victim into the bank — see diagram.
- The person will pendulum into the shore, therefore the area and bank immediately downstream must be clear of danger e.g. overhanging trees.
- Make sure that people in your party know that they should hold the rope and not the bag and that they should not attempt to tie or wrap the rope around themselves.
- Try to set up safety cover on *both banks.*

## Rescue from a Canoe

If you are paddling as one of a group and have a capsize and a swimmer, whilst the others in the party look after the immediate safety needs of the swimmer, boat salvage, etc., consider paddling ahead (with another) so that you can get on the shore with the throw bag to render assistance — getting the victim the last ten feet to the shore is often the hardest part of a rescue by kayak.

## Do not tie yourself to the Rope

Because: —

- The rope can become snagged under a rock or other obstruction, trapping you with it.
- The rope can hold you trapped at full stretch against the current, probably underwater!

Exceptions: —

- You have a quick release harness.
- It's a life or death situation. (If so, have a second rope ready to pull you to shore, also a knife handy!)

## Someone Trapped in Midstream

- Can you reach the victim by wading?
- If the person obviously cannot breathe you should immediately consider a swimming rescue from upstream to break them loose.
- If the person can grab it, consider throwing him a throw bag — preferably two, one to pull and hold him against the current, the other to pull him to the shore.
- In some cases a better idea is to throw the rope across to a partner on the far bank, then both people on each bank walk upstream with the rope stretched between them — so the victim can grasp the middle of the rope.
- If the person is only marooned rather than entrapped, it is usually safer for the person to swim the rest of the rapid or be rescued by kayak, rather than risk a rope entanglement in the middle of a rapid.
- Only as a last resort should the rescuer consider tying himself to the rope and entering a rapid.

## Entrapment in a Tree

- Try to approach the victim by wading below the tree — or by climbing out along it.
- The throw bag may prove useful to support the victim above water, to pull the boat clear, or to pull or break the branch of the tree.
- Any approach from upstream is normally very hazardous to the rescuer, and should not be attempted unless there is no alternative.

## Rescue from a Stopper

- Consider rescue by kayak.
- The buoyancy in a throw bag is not really sufficient for stopper rescue — if possible, tie a buoyancy aid to the rope.
- Throw the buoyancy aid to land downstream of the stopper, in the back tow — so it gets carried back towards the victim.
- Stand downstream of the stopper and try to keep the rope taught so that it does not get carried to the bottom of the river and risk becoming entangled.
- Pull the victim sideways along the stopper to the shore.

## Conclusion

Every rescue incident is different and there can be few hard and fast rules. The above brief notes only try to give an idea of what may be the most successful and safest approaches to consider.

A more detailed guide and discussion paper on white water rescued will probably be published in 1984 and should be available from the BCU.

Full details and prices of the Green Slime Throw Bag can be obtained from: *Pete Knowles, 125 Hook Rise, South Surbiton, Surrey KT6 7NA.*

The leaflet credits Pete with the original design of the Green Slime Throw Bag, but the 'original, original' design comes from the States and could be seen in the American White Water Affiliation Magazine way back in the 1960's.

CANOEING MAGAZINE

# TOURS AND COURSES

## CANOE ALPINE

A commercial trip of two weeks to some of the best white water in France is planned for mid-August.

The objective is a trip to France to paddle some of the most exciting rivers in the Alps and South of France, and to have a good holiday into the bargain.

The route takes the form of a round-tour of France, down the centre to the south, moving eastwards then north to the Alps. On the way the best of the rivers and waters will be tackled, starting with the artificial slalom course at Vichy, South of Paris. Having warmed up and sorted out any gear problems, the group will travel south to the Siolle Gorge (grade 2-3). The Ardeche Gorge will follow, combining fantastic scenery and entertaining water.

Now on eastward to the famed Verdon Gorge, which features the most amazing rock formations in and around the Gorge, the walls of which rise some 2000-feet vertically from the river. This is a very exciting river with a good deal of technical water (grade 3-4) which flows into the huge Lac Bleu. The River Ubaye is next (grade 3-4 again), with two sections, one with spectacular but easy waterfalls. A couple of following days will be spent on the Durance River (grade 3-4) a far greater volume of water with enormous waves that are ideal for acrobatics!

The River Isere is the climax of the trip, situated in a deep valley and fed by melting glaciers in the surrounding mountains. The river can be split into three sections, each becoming progressively more difficult starting down the valley and ending high up at Bourge St.Maurice and the International Slalom Course (grade 3-5).

Cost of the trip will be approximately £270.00 per person and will include: All travel (London-France-London): Ferry charges: Camping gear: most food: Canoe gear (cost reduction if own supplied): Instruction: Mini-bus hire.

Total trip will be ten persons, plus two instructors/organisers, both of whom have extensive Alpine canoeing experience, including nearly all the rivers to be tackled. The standard of rivers will be between grade 2 — 5. Persons interested in the trip should telephone 041-339 8201 after 6pm (ask for Roy Lewis).

## SUCCESS IN SLALOM

### A SHORT CUT TO THE TOP?

'Success in Slalom' is an opportunity for you to gain top class tuition in the skills of slalom from a number of the top British team paddlers.

During August, four one-week courses are open to any canoeist interested or involved in slalom canoeing, and you don't have to be a Division I or Premier paddler.

What is on offer is:

- Supervised training on one of the best slalom courses in the country.
- Expert tuition by British team paddlers.
- First class, full board accommodation.
- Fitness and training programmes.
- Technique and skill improvement.
- Video recordings and playback facilities for self-analysis.
- Lectures, films and demonstrations.

If you think you could benefit from this kind of experience then contact either: *Jim Dolan, 28 High View, Simmondley, Glossop, Derbyshire. Telephone Glossop 65607. Or: Roger Mainwaring, 131 Beech Avenue, Alfreton, Derbyshire. Telephone: 0773 834523.*

JUNE 1984



## SPRINT RACING

The second sprint regatta at Holme Pierrepont, Nottingham, was well attended, despite the fact that the majority of the senior paddlers were not competing (our Olympic Squad had been racing events on the continent and needed the time to train rather than race. Thus, it was a chance for the younger paddlers to steal the photo-call limelight . . .

Photos: Mike Clark.

# BALING OUT

by John Kuyser

With the steady development in sea kayaking, a large number of newcomers to the sea are buying and fitting out sea kayaks.

One of the 'goodies' commonly seen is the deck pump for carrying out deep water rescues, and some paddlers may be under the misapprehension that with such a pump a lot of the danger of deep sea kayaking is removed.

Unfortunately, most capsize take place in conditions of very rough water where the normal methods of rescue (which work beautifully under moderate sea conditions) are likely to fail. A kayak without a spraydeck rapidly fills up during emptying

and re-entry; hands cannot be spared from the paddles which are needed for constant support strokes; it is impracticable to raft up due to violent movements of the kayaks. In any case, if it is rough enough for a capsize, it is 'every man for himself' survival time.

Recent developments of foot operated and electric pumps have now become reasonably reliable and they do seem to offer the answers to some of the problems of a deep water swamped kayak. The attached table indicates the possibilities. Before pumping out the paddler must re-enter his kayak either by re-entry and roll up or assisted by another paddler.

## EMPTYING SEA KAYAKS AFTER CAPSIZE

| Name                                      | Notes                                                                                                                       | Speed Of Emptying | Effectiveness In A Very Rough Sea | Approx. Price Fitted | Difficulty Fitting |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------|----------------------|--------------------|
| Sponge or baling cup                      | Excellent in conditions where the spraydeck can be removed without waves entering the cockpit.                              | Fair              | Very poor                         | £0.50                |                    |
| A deep water rescue by a friend (No pump) | Excellent in conditions where the cockpit will not refill during the re-entry stage.                                        | Very fast         | Very poor                         | Pint of bitter       |                    |
| Deck mounted pump Chimp/Whale             | Excellent in conditions where the paddler can be kept upright by a friend during the pumping out.                           | Good              | Very poor                         | 45                   | A major job        |
| Foot mounted pump                         | Leaves the paddler free to continue paddling or do support strokes. Attaches to existing footrest. Feet rest on pump pedal. | Good              | Good                              | 45                   | Moderate job       |
| Foot mounted pump 'Whale'                 | As the chimp but pump is on a special adjustable floor bracket and one foot moves off footrest to operate the pump.         | Good              | Good                              | 55                   | A major job        |
| Foot mounted pump 'Lendal'                | A small capacity pump fitted to the existing footrest. Ideal for controlling small seepage.                                 | Slow              | Very slow                         | 30                   | Moderate job       |
| Electric Bilge battery operated           | Various yachting suppliers. Glassed in behind the seat. Requires a perfect watertight watertight battery/switch system.     | Good job          | Good                              | 50?                  | A major            |

## SEA CANOEING

### SEA KAYAKING SYMPOSIUM

The Fifth International Sea Kayaking Symposium Report is now ready for sale at a price of £2.50 per copy (including post and pack).

This report has been compiled by the British Canoe Union Sea Touring Committee in conjunction with the Advanced Sea Kayak Club.

The report consists of almost 200 pages with chapters on expedition medicine, expedition planning and wilderness survival, all written by experts from beyond the canoeing scene. It also contains expedition reports from several well known sea canoeists and is full of useful information on the subject of wilderness exploration with the sea kayaker particularly in mind.

For your copy send (with £2.50) to: John Ramwell, 4 Wavell Garth, Sandel, Wakefield, West Yorkshire WF2 6JP.

### SINON SUCCESS

The Second International Nordkapp Owner's Meet was a great success. Held over the May Day weekend at the Anglesey School of Sea Canoeing, Trearddur Bay, Anglesey, the weather proved to be much better than the previous year, and all the canoeists found plenty of paddling under almost ideal conditions.

Following last year's successful format,

the paddlers met at 9 each morning and divided up into informal groups for the day, or morning paddle.

This meant that less experienced paddlers could join veterans, and thus take advantage of their experience. A sizable group visited the Skerries, and of course the race at Penrhyn Mawr saw the normal number of Eskimo rolls and deep water rescues as paddlers tested their skills in the overfalls.

On Saturday evening, Eric Totty gave a slide show of his Baltic trip, and on the Sunday evening, Alun Hughes showed a fine set of pictures of his visit to Patagonia on a climbing, kayaking trip, undertaken last winter.

Lots of paddling, plenty of time to chat, with a couple of lectures thrown in. What better for a weekend? There will be another one next year, same time, same place ... make a note, and don't forget that non-Nordkapp owners are welcome, and if you're just starting sea-canoeing, don't be put off. This is an informal weekend for anyone interested in paddling on the sea, at whatever standard.

## NEW BOOKS GUIDES AND PUBLICATIONS

### SEA CANOEING — THIRD EDITION

Those who do their kayaking on the sea or upon open water, will be pleased to hear that Derek Hutchinson's book, 'Sea

Canoeing', published by A&C Black, is now on sale again. Early in 1983, copies sold out completely, due to a heavy demand. The new third edition has been given a redesigned cover, with the accent on expeditioning world-wide.

The text has undergone more than minor changes and new kayak designs have been included such as the 'Islander', 'Weekender', 'Ice Floe' and 'Baidarka Explorer'. Of interest to paddlers and designers alike, are the kayaks dealt with under the heading 'North American Designs' — some of those included are the 'Orca', 'Mariner', 'Sea Otter', 'Sea Gull' and 'Escape'.

The comprehensive chapter dealing with the various eskimo rolls, has been expanded to include diagrammatic drawings of the Screw Roll — all in Hutchinson's inimitable style.

The section on 'Rescues' now advises the reader what to do if his kayak is completely swamped. This is supported by suitable illustrations. For the solo paddler who could never face the rigours of the 'Re-entry and Roll', an alternative is offered. An up-to-date method of the old 'paddle wing' rescue has been included, and revised to make use of the new Paddle Float — (can be obtained from P&H Fibre Glass).

In the revisions of 'Equipment', all the out-of-date buoyancy aids have been replaced by those especially designed for the serious open water paddler.

It is not only in the major items, that revisions have taken place and as an example, it comes as a surprise when one reads in the chapter dealing with Navigation, that in the United States and some other parts of the world, PORT hand

CANOEING MAGAZINE

buoys are BLACK and STARBOARD ones are RED.

'Sea Canoeing' ('Sea Kayaking' by John Dowd deals with the double kayak) is still the only book in the world that deals with the handling of the single seat, custom built, ocean kayak. All things considered, this new revised third edition is still an excellent buy, even for those enthusiasts who have read the previous issues.

'Small Boat' described it as;

'... one of the funniest books I've read in years. I concede that it may not have been the authors intention but he happens to be blessed with that glorious, dry, north country wit ... an interesting entertaining book, packed with the author's excellent illustrations.'

'Canoeing in Britain's Chris Hare warned that;

'... you are inclined to look at the pictures rather than read it ... do not do so, for this is the first major work on sea canoeing and will be used as a text book and reference work for a decade to come... The style of the author changes from light, to at times, very solid technical detail and I feel that the reader would be more inclined to read and come again, rather than go straight through. Definitely one for your book-shelf, be you pundit or pontificator, Senior Instructor or Senior Coach, cruiser or competitor, there is something for every-one and worth having.'

'British Books News' gave the warning; 'Those who are young and adventurous but have not hitherto given thought to canoeing, will risk becoming hooked on the sport if they read it. The illustrations both photographic and diagrammatic are very informative, and draw the reader into a serious study of the text.'

'Canoe Camper' said;

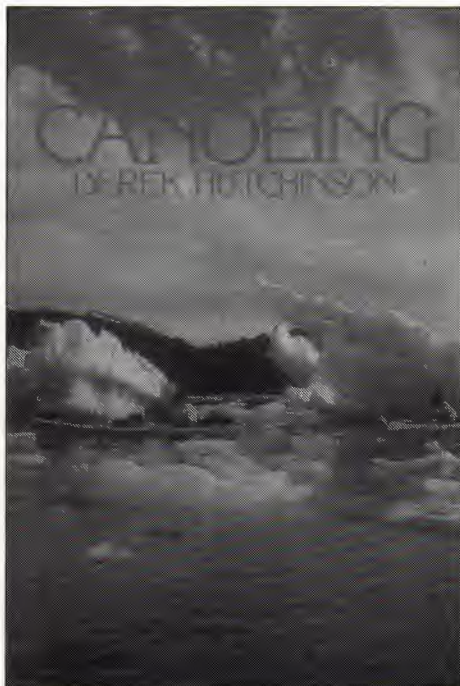
'The historical aspect has not been ignored and of particular interest to me was the Aleutians craft about which I had not previously read.'

Mike Clark of 'Canoeing' Magazine was brief and to the point;

'What can one say about this book — other than it should never go out of print — the ultimate publication on Sea Canoeing.'

The last word is left to *Transatlantic Arts* of New York.

'Don't ask questions — just buy it!'



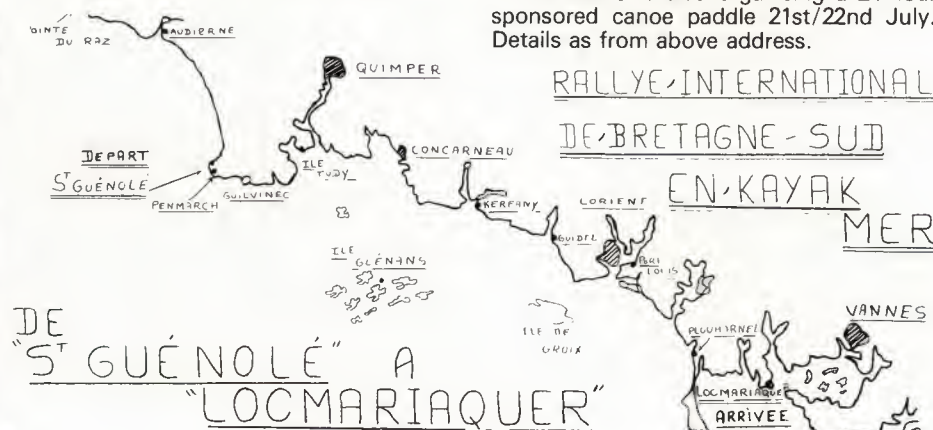
## SEA CANOEING FOOTNOTE

A small footnote to the new edition of 'Sea Canoeing'. Derek tells me that due to a slight oversight — which should make Frank Goodman of Valley Canoe very happy — he has neglected to update the paragraph below the illustration on page 37. As it stands, it refers to only two kayaks, whereas to do justice to the current scene, the relative merits of five kayaks should be discussed. The paragraph should therefore read:

The main choice of expedition craft would seem to lie between the Nordkapp, The Umnak 'Ice Floe' and the Baidarka 'Explorer'. If however, the kayaker is fairly lightweight, the choice widens to include the Anas Acuta and the Islander. The Explorer is inspired by the hunting boats of the Aleutian Islands, whilst the overall shape of the others is based on the Greenland Kayaks. All kayaks are fast and easy to roll. The Nordkapp has slightly less carrying capacity than the Ice Floe or the Baidarka 'Explorer', but much more than the Islander. The Ice Floe, the Anas Acuta and the Islander are more stable than the Explorer or the Nordkapp, but all are exceptionally well built and all have sufficient but not excessive freeboard. When at rest, all the boats lie bow into the wind.

Derek Hutchinson

Ligue de Bretagne de Canoë-Kayak  
5 août au 12 août 1984  
**ST-GUÉNOLE**  
**LOCMARIAQUER**  
en kayaks de mer  
**4<sup>e</sup> RALLYE INTERNATIONAL**  
**DE BRETAGNE SUD (R.I.B.S.)**  
8 étapes :  
St-Guénoles - Ile Tudy - Les Glénans - Kerfany  
Guidel - Port-Louis - Plouharnel - Locmariaquer  
Di. administration : R. B.S. 84 - Michel CURELOT  
18, rue du Capitaine Tel. (02) 00 62 42  
29000 Guidel FRANCE  
nouveau kayak de mer «hédic»  
**M.A.C.K.**  
LE SPECIALISTE DU CANOË KAYAK  
1 rue du 18-Juin 22001 St-Brieuc  
02 96 40 00 01



# CANOE TOURING

## SLEAFORD FESTIVAL OF SPORT

The Weekend of 8th/9th July will see an action packed two days in the canoeing section of the Sleaford District Festival of Sports.

On the Saturday there will be a canoe polo competition and sprint racing, while in the evening a disco starts at 8pm and goes until 'late'. The Sunday will see competition on a mini canoe slalom course, a 4-mile canoe race and a cardboard canoe race.

The 4-mile race is open to all grades of paddlers. The Cardboard Canoe Race is open to all canoe clubs and organisations or individuals who are invited to construct their own canoe from cardboard and sticky paper (no doubt last one afloat wins!). Campsite available for those who wish to stay the weekend. Full details from: John Cole, 40 New Street, Heckington, Sleaford, Lincs. NG34 9JL. Telephone: 0529 60707. (Send 9" x 4" sae for entry form and correspondence.)

## SOUTHAMPTON AND THE SOUTH

An early warning of an unusual happening in September. The programme is still under preparation, but will include expeditions on the River Hamble and into Southampton Water for the more adventurous, barbecue, disco, 'wet competitions', and many other items. However, the highlight will be a canoe orienteering competition on the Sunday.

Weekend will be 8th/9th September. Full information and booking: Peter Baker, Ash House, 2 Tower Place, West End, Southampton SO3 3DL. (Southern Region Rally — open to any paddler from the region).

## NORTH LONDON RESCUE COMMANDO

The North London Rescue Commando is to run a series of escorted canoeing trips on the tidal Thames through the summer months.

Five events will be organised with a starting point of Putney for the first four, and Thames Young Mariners Base at Ham for the fifth. The trips are open to any interested group and full details are available only by supplying name and address of group and intended number to: North London Rescue Commando, c/o Flat 40, 35 Queens Avenue, London N10 3PE.

The NLRC is also organising a 24-hour sponsored canoe paddle 21st/22nd July. Details as from above address.

# SLALOM & WILD WATER

## TELEVISION

Some of you will have noticed the increased television coverage which slalom has been getting. Our World Champions have appeared on such programmes as Sporting Chance and Sporting Quiz. In June and July look out for the first of the new series 'We are the Champions' which has Richard Fox as the guest.

## PADDLES UP

This BBC programme was first shown last year. It is a new canoeing game based on slalom but incorporating fun and difficult tests as well as the slalom gates.

The Producer of the series is John Smith the Producer of Pot Black and Kick Start. Alan Parry and Jon Gosling the man who paddled down The Dudh Kosi on Everest with Mike Jones are the commentators.

A new series of 'Paddles Up' is being filmed as this goes to press. This is the bigger version of the 1983 series and includes many more international paddlers and famous names such as World Champion Jon Lugbill from the USA and the great Austrian and former World Champion Norbert Sattler. As well as some of the best of the British slalom paddlers the Marathon paddler Robin Belcher is on the start sheet. It promises to be a good programme so look out for it.

## THE EUROPA CUP

The Europa Cup takes place over three separate weekends. The first in Czechoslovakia at the beginning of June and is followed almost immediately by the second event at Augsburg, West Germany. The final event will be on 21/22 July at Bourg St. Maurice, France, remember to look out for the results in the press. Two years ago we won the Slalom Nations Trophy. West Germany was second and Czechoslovakia third. We will, of course, be hoping for a repeat performance. As well as the Nations Trophy we hope that Liz and Richard will be successful in defending their European titles.

The team for this year consists of—

### LADIES KAYAK

**Elizabeth Sharman**, World and European Champion she was 1st this May at Kaatsheuvel, Holland.

**Gail Allen**, 6th in the World and 2nd at Kaatsheuvel, Holland.

**Jane Roderick**, World Silver medalist.

**Karen Davies**, An up and coming paddler from Gloucestershire who has considerable international experience.

**Sue Garriock**, will take Karen's place in the last event.

### MEN'S KAYAK

**Richard Fox**, World and European Champion and World Team Champion. He had a good 17 seconds lead when he beat the Frenchman, at Grandtully this Easter.

**Jim Dolan**, World Team Champion 1983.

**Russ Smith**, 1st in the International Grand Prix, St. Louis, USA in May, 1984. 1st time in the 'A' team.

**Melvyn Jones**, 7th at Kaatsheuvel Holland and first time in the 'A' Team.

## CANADIAN SINGLES

**Martyn Hedges**, European Champion in 1980 — best in Europe 1982.

**Peter Bell**, 2nd at Kaatsheuvel, Holland this May.

**Robert Doman**, 3rd at Kaatsheuvel, Holland this May.

**Robert Black**, 4th at Kaatsheuvel, Holland this May and taking his place in the 'A' Team for the first time.

## CANADIAN DOUBLES

**Eric Jamieson/Robin Williams**, World Team Gold Medalists in 1981 and World Team Bronze Medalists in 1983.

**Pete Keane/Mark Wolkenstein**, has teamed up with fellow club member Mark.

**Andrew Smith/Mike Smith**, World Bronze gold medallists 1983.

## EUROPEAN YOUTH CHAMPIONSHIPS

Last year Britain swept the board at these championships. Many of the paddlers are now over age for the team. The championships will again be held in the beautiful Alpine resort of Spittal, Austria on 21/22 July, 1984.

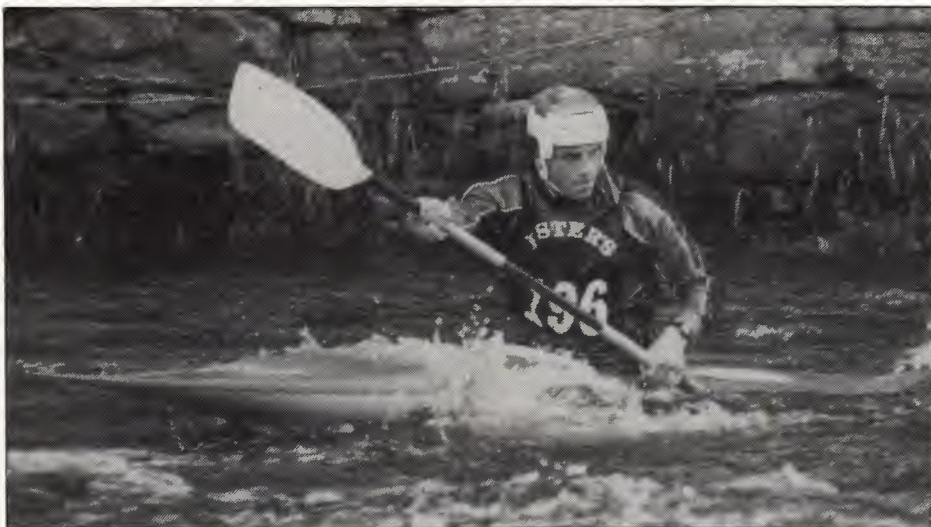
Karen Davies leads the girls' team of five.

Karen won the event at Grandtully this summer and has been selected for both the Youth Team and the 'A' Team. One of our up and coming paddlers Karen was robbed of the much needed international experience last summer through problems with her appendicis. By being in the two teams this year she is being given the opportunity to gain this essential international experience. Other members of this team include Vember Mortlock who won the Bronze Medal 1st year, Ishbel Grant and Tina Arrowsmith who went on the Youth Tour and Lynn Badger, a newcomer on the international scene.

A team of six boys has been selected and is led by Ian Raspin of Tees Canoe Club who won the Junior event at Seo D'Urgell-Sort in 1983. David Crosbee paddled on the Youth Tour last summer while John Hansell, Ian McKay, Gair Outhwaite and Iain Bowles are experiencing international competition for the first time.

Only one Canadian paddler has been chosen this year to go to Spittal and he is Martin Deacon who was a member of the Bronze winning team last year.

**Jennifer Munro**



Above: Richard Fox — World Champion. Below: Smith/Smith, Bronze Medalists.



# TRADE NEWS

NEWS AND PREVIEW OF  
EQUIPMENT AND GEAR

## TABARD JUNIOR

After the tremendous success of their Tabard Buoyancy Aid, for both Canoeing and for Windsurfing, Valley have now produced the Tabard Junior. Carrying a positive buoyancy of 4.5 kg this new junior aid is approved by the BCU/BCMA under their BA approval scheme. This is NOT just a scaled-down version of the Adult Tabard, but is subtly proportioned to give that extra depth of material under the arms which prevents the child remaining under water even though the buoyancy aid is floating on top! Like the Tabard itself the Junior is proving to be one of the most comfortable and snug-fitting BA on the market.

## FIELD & TREK ON THE MOVE

The outdoor gear specialist firm of Field & Trek of Brentford, Essex, have come up with a novel idea of advertising — by having an Eastern-National double-decker bus painted in the Field & Trek regalia.

The new double-decker bus, painted in the black and yellow regalia of Field & Trek took to the road at the beginning of May, servicing the local population throughout the main areas of Essex, including Southend, Chelmsford and Colchester. The 'bus will operate out of four different depots during the next twelve months carrying the message of the company into the depths of Essex.

The interior of the 'bus has a number of panels which also carry advertisements for the company and those of their major suppliers. It is felt that this form of advertising is perhaps of greater interest to the public rather than local newspapers or specialist magazines, which many of them do not read.

Field & Trek have recently published their 1984-1985 Outdoor Equipment Guide, a catalogue packed with specialist gear and a real 'Aladin's Cave' for any outdoor enthusiast. Full details from: *Field & Trek (Equipment) Ltd., 3 Wates Way, Brentwood, Essex CM15 9TB.*

## NEW WATER-RESISTANT WATCHES FROM LORUS QUARTZ

This latest selection of competitively priced, water-resistant watches from Lorus Quartz offers the perfect gift for water-sports enthusiasts. The new range includes both quartz analogue and digital models with suggested retail prices from £13.95 to £29.95 and is available now from leading department stores and jewellers.

Picture shows: (left to right)

**Model RAIC29** is a stylish, mens' digital alarm chronograph. It has a black case and a grey and black dial indicating hours, minutes and seconds. This model has a lap timer, an hourly time signal and comes with a black strap. It is water-resistant to fifty metres and the expected battery life three years. RRP £13.95

**Model RAIH07** is a multi-function, mens' chronograph sportswatch. It features a striking black polycarbonate resin case and a digital display indicating hours, minutes and seconds, with a conventional three-hand analogue dial. Other features include a lap timer, month, date and day indicator and a back light. It has a black strap and is water-resistant to fifty metres. Expected battery life is two years. RRP £29.95

**Model RERO09** is a smart, ladies' digital alarm watch with a chromium-plated case, a black and grey dial with hours, minutes, seconds, month, day and date functions. It has an hourly time signal, a chronograph lap timer and a matching black resin strap. Water resistant to 100 metres. RRP £19.95

**Model RERO01** for ladies', is smart, black, digital alarm watch with a black resin case and dial with hours, minutes, seconds, month, day and date functions. Other features include an hourly time signal, chronograph lap timer and matching black resin strap. Water-resistant to fifty metres. RRP £13.95

**Model RAIC25**, is for the real enthusiast. A mens' digital alarm chronograph sportswatch it has a chromium-plated case, black and blue dial indicating hours, minutes and seconds, and a black polycarbonate resin strap. It also has a lap timer and hourly time signal. Water-resistant to 100 metres, it has an expected battery life of three years. RRP £19.95

## B&R PROVIDE ELECTRICAL SAFETY PROTECTION AT CANOEING CHAMPIONSHIPS

Safety is always a prime consideration at any event organised by the British Schools Canoeing Association and the electrical equipment at this year's British

Schools Canoe Slalom Championships will be fitted with PowerBreaker 13A plugs. Manufactured in Britain by B&R Electrical Products Ltd, the plugs protect against electrocution or serious injury in the event of an electrical accident.

The PowerBreaker plug incorporates a residual current circuit breaker (RCCB), a device which provides the only effective means of protecting people against electrical accidents, the most common causes of which are exposure to damp or humid environments, contact with water, cut or frayed cables, loose connections or misuse of equipment. In these circumstances fuses and double insulation give little or no protection — less than ¼ amp can kill, yet will not blow a fuse.

The PowerBreaker plug works by constantly monitoring the supply of power to an appliance and, if an accident causes even a tiny amount of electricity to flow to earth — through a human body, for example — it automatically cuts off the current in a split second to guard against tragedy.

PowerBreaker is one of a number of additional safety measures which have been introduced at the 1984 championships, being held at the Cardington slalom site, Bedford on 30th June/1st July. The venue, which has become very popular in the past year, is the first artificial site in this country and has been used by many groups of different abilities.

## PROMOTE-DESIGN LIMITED

Promote-Design have recently been appointed sole U.K. distributors for the Fabbri 'adapt-a-rac'. This carrying system is available to fit most cars either with or without rain gutters and has a wide range of attachments for carrying equipment for



Above: The Field & Trek bus. Below: Watches from Lorus Quartz



both sporting and leisure activities.

Upon his return from the Italian Motor Accessories Show in Turin Mr. Ted Cockett, a director of Promote-Design reaffirmed his delight with the Fabbri deal. *'Both Brian Kendal, my co-director, and I have spent a considerable amount of time scouring the world for the best in motor accessories. The Fabbri 'adapt-a-rac', with its ease of fitting, exceptional quality and wide range of attachments certainly falls into that category.'*

The range of specialist attachments carries Surfboards (one or two), bicycles and road racing cycles, skis, dinghies or kayaks, ladders and other DIY requirements, ordinary luggage or wind deflectors for caravan enthusiasts.

The basic 'adapt-a-rac' for cars both with and without rain gutters, retails from around £17 and the specialist attachments from around £5.

Ted Cockett points out *'One of the main advantages of the 'adapt-a-rac' carrying system is that the user needs to buy only the bar carrier initially and can add whichever attachment he requires at a later stage.'*

A totally comprehensive range of carrying systems for vans up to 35cwt is also available in both bar carrier and roof rack form. The majority of bar carrier and attachments are both GS tested and TUV approved.

For full particulars (trade enquiries welcome) contact: *Promote-Design Limited, FREEPOST, Melbourn, Royston, Herts, SG8 6BR or telephone 0763 61663.*

## HI-TECH CATALOGUE COVERS ALL SPORTS

**Hi-Tec Sports in May released their latest all-embracing catalogue.** Aimed specifically at the retail stockists the full colour brochure highlights the wide variety of products available from this Essex-based international company.

It features the Hi-Tech *'Non Slip — More Grip'* range of footwear which has been developed for sports and leisure activities ranging from aerobics to fell walking. It includes custom-designed shoes for tennis, squash, badminton, jogging, running, athletics, soccer, rugby, golf and water sports. Special sections of the catalogue are devoted to ladies', school, junior, and summer and winter sports.

Also included are details of complementary Hi-Tech leisure and sports clothing and accessories such as track suits, holdalls, grips and so on.

## AN END TO THE PESTS

**An answer has been found to the 3,000 varieties of midges and mosquitoes likely to make life a misery for many millions of people spending time outdoors this summer.**

An American product *'Jungle Formula'* — so named because it was originally developed for United States forces in Vietnam — has now gone on general sale in this country and is seriously claimed to be 100 per cent effective.

Jungle Formula contains a high concentration (71 per cent) of a solution called DEET (Diethyl Meta Toluamide) which is safe, colourless, stainless and virtually odourless and which is said by the London School of Hygiene and Tropical Medicine to be the best repellent. Mosquitoes have become immune to most controls over the years but it is believed that the same cannot happen to DEET which is not absorbed by the insect.

Tom Lowes, director of Arun Valley



**ART NO 000875 KAYAK.** Kayak carrier unit. Solid galvanised steel construction in black epoxy finish. Suitable for all 20 x 30 mm cross-section bar carriers. Quick release mounting. Own weight 3.5 kg.



*Top: 'Adapt-a-rac' from Promote Design. Left: Joslyn Hoyt-Smith running on Sportive. Above: Jungle Formula effective against insects.*

Trading Company, sole European distributors, says *'insects really hate it and even if the intended target's skin is warm and moist they will not attack.'*

Lowes, an ex-army officer found the Jungle Formula after being badly bitten on manoeuvres in Northern Canada. He initially introduced it to this country for commercial use, and the Forestry Commission approved it for their workers after two years of testing in the most insect-infested area of the Scottish Highlands. Jungle Formula was used with great success by Mike Clark when covering last year's Arctic Canoe Marathon and is available through chemists, direct from the main distributor or from: *Mike Clark c/o Decal Designs, 19 Main Street, Hemington, Derby DE7 2RB.* Price £2.50 post free for a 2oz bottle.

## WHEN SPORT IS MORE THAN JUST A GAME

**When sport is more than just a game,** every aspect of training has to be considered, not least diet. Frank Dick — Director of Coaching at the British Amateur Athletics Board — has been coaching athletes for many years and says in his article *'Competing Abroad':*

*'In sport today, the margin between winning, losing and 'breaking even' has become very slight indeed.'*

The smallest mistake, malfunction or nutritional deficiency can mean the difference between success and failure. Sportive Perform's range of sports nutritional products are designed to make success more probable with a wide range of products: Energy Drink, Plus Food, Power Back, Protein Plus, Mineral Plus 6, and an Energy Bar.

Olympic teams all over the world will

have long been preparing themselves in all aspects of training. In some cases that can include an analysis of their special nutritional needs and a structured, individual diet plan. Such is the confidence in the products that the British Olympic Association has appointed Sportive Perform as official suppliers of sport nutritional foods to Britain's Olympic squad in Los Angeles this year.

Joslyn Hoyt-Smith is one of Britain's top athletes who knows all about success! As well as being the U.K.'s 400-metres Champion in 1983, she was Bronze Medalist in the 400-metres race at the Brisbane Commonwealth Games. Joslyn's diet strategy includes Sportive Perform's Energy Drink which she takes about one hour before each training session, she also takes Mineral Plus 6 during endurance events and between training sessions, especially in warm weather. Joslyn discovered Sportive Perform quite by chance during a competition in Stockholm when she quenched her thirst with Mineral Plus 6, and has been a firm believer ever since!

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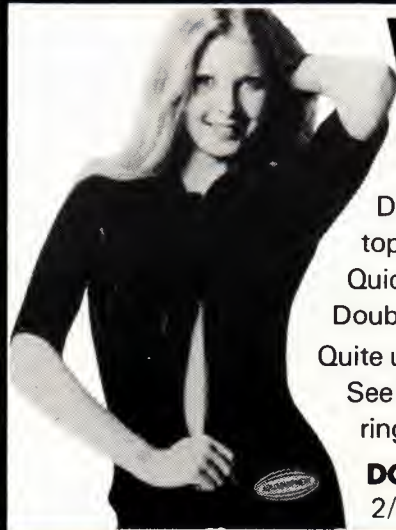
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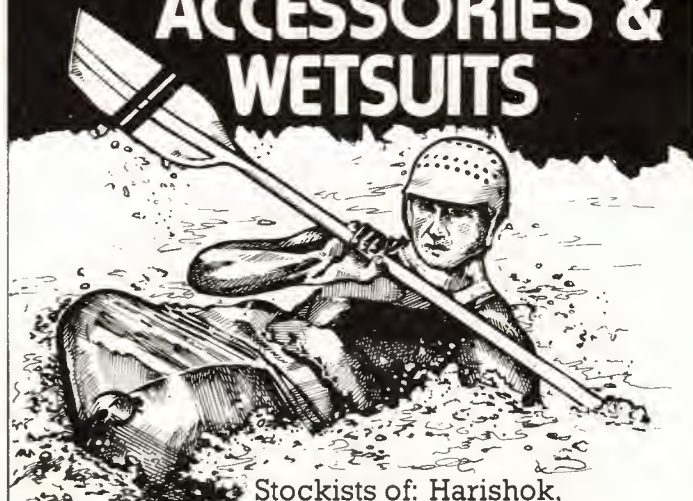
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Car stickers to go in inside window, or bumper stickers to go on outside surface.



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Please send me stickers as marked below:

|                             | CAR                      | BUMPER                   |     |
|-----------------------------|--------------------------|--------------------------|-----|
| 'GO CANOE' on oblong        | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'GO CANOE' in circle        | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'C1 PADDLER' in circle      | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'C2 PADDLER' in circle      | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'SURFER' on oblong          | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'TRYWERYN' in circle        | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'KEEP SURFING'              | <input type="checkbox"/> | <input type="checkbox"/> | 45p |
| 'IF IT SWELLS'              | <input type="checkbox"/> | <input type="checkbox"/> | 45p |
| 'I'd rather be CANOEING'    | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I'd rather be KAYAKING'    | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I'd rather be SURFING'     | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I'd rather SURF A KAYAK'   | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I'd rather be SAILING'     | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I'd rather be WINDSURFING' | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love CANOE'              | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love KAYAK'              | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love SURF'               | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love SUBAQUA'            | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love WINDSURF'           | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'DIVERS DO IT DEEPER'       | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'OCEANS ARE FREE'           | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| On the 7th day GOD WENT —   |                          |                          |     |
| CANOEING                    | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| WINDSURFING                 | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
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| 'I'd rather be SKIING'      | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'I love SKI'                | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'SKIERS ARE PISTE ARTISTS'  | <input type="checkbox"/> | <input type="checkbox"/> | 45p |
| 'DO IT IN THE SNOW'         | <input type="checkbox"/> | <input type="checkbox"/> | 35p |
| 'SKI TO LOVE TO SKI'        | <input type="checkbox"/> | <input type="checkbox"/> | 45p |
| French                      |                          |                          |     |
| 'J love le SKI'             | <input type="checkbox"/> | <input type="checkbox"/> | 40p |
| 'et le septieme jour        |                          |                          |     |
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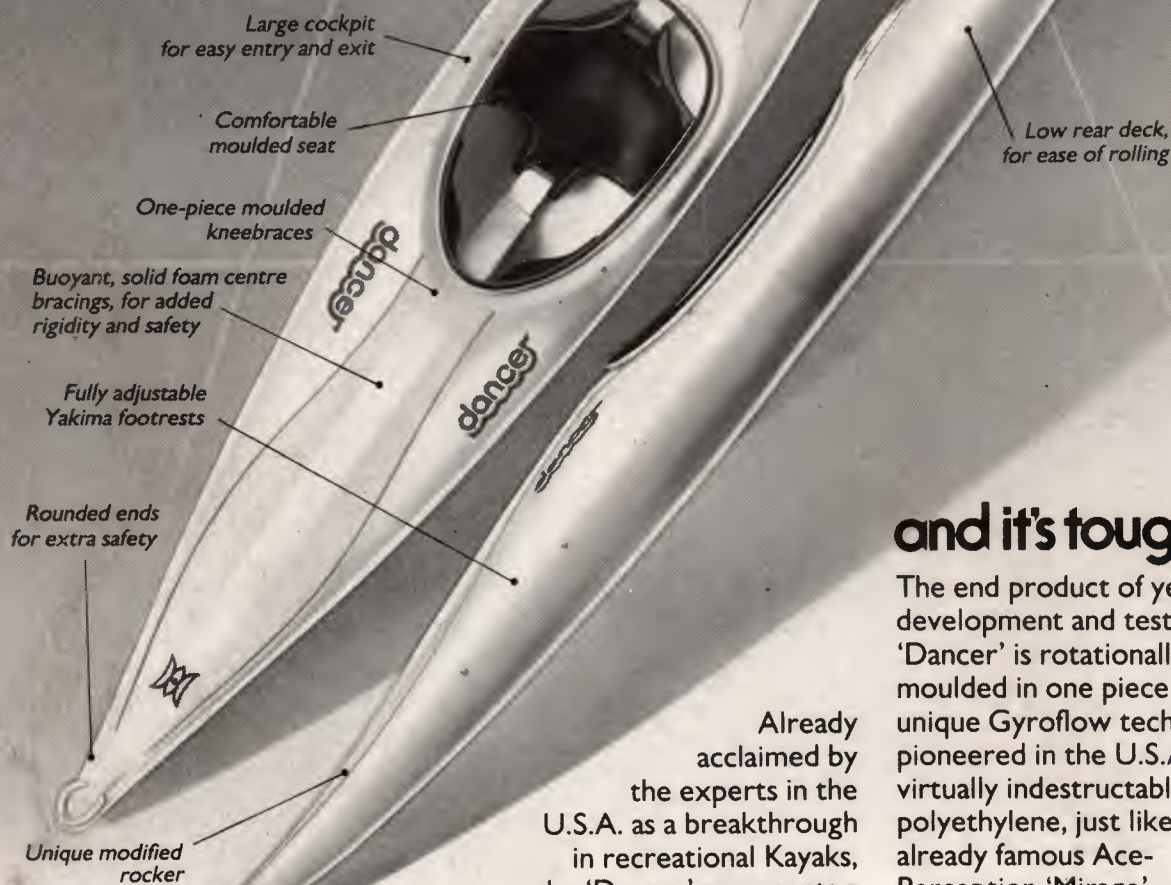
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