

May 2016

Canoeist

Incorporating **Ocean Kayaker** and *Paddlers World*

**Guide to the
east coast
of Skye**

**DW Race
cut short**

Postwar canoeing:

**Kunene first
descent**

**Using a
Scout canoe**





Eureka! page 15



Canoeing down the Kunene page 22

Contents - May 2016

Travel

Canoeing down the Kunene 22
Willem van Riet
 An epic first descent from Angola to the Atlantic Ocean in 1965.

The lone canoeist 36
Kevin Pyne
 Canoeing with ease.

Sort of a Scout canoe 38
Arthur Green
 Canoe touring was perhaps at its best after the war. The first chapter of a book written when life was slower and simpler.



Undercurrents page 7

Technical & Reference

Tidal constants 37
 A visual guide to what the tides are doing around the British coast.



East Skye Coast Guide page 29

Competition

Marathon 41
 Devizes to Westminster Race.

Regular columns

Calendar 4
 Events for the next year.

Editorial 6
Stuart Fisher
 The date of Easter.

Undercurrents 7
 Ban paddleboarding.

Club news 11
 Developments on the club front.

Byde your time 11
 A roll on the Tees.

Access and environment 12
 Welsh advertising goes ahead.

Incident file 14
 Scottish fatalities.

Eureka! 15
 T-Formex in use.

On Show 20
 Some of the products to be seen at the London Boat Show.

Touring 28
 Last Chance Meet.
 Santa Splash.

Guide 29
 Isle of Skye - East Skye Coast.
 Where Saucy Mary hung her chain.

Books 35
 Pilots from Milford Haven to Loch Eriboll.

Back then 51
 What we reported in earlier decades.

Calendar

TOURING

October

28-30 Open Canoe Symposium, Bala

SURFING

May

14 Scottish Championships, K

July

17-24 World Titles, W, Santa Cruz

MARATHON

May

1 Grand Dunk, H, Grandtully
1 64th Bedford
1 Chester 1
1 S Lakes, Coniston Water
7 Dordogne Integrale
12 Low Port Summer Series 1
15 Scottish K2 Championships, H, Auchinstarry
15 32nd Basingstoke Canal CC, H Worcester, H
15 Lower Exe
15 1066, Tonbridge
22 Leukaemia, H, R Tay
22 Norwich, H
22 Royal Leamington Spa CC, H Malton
22 Southampton
29 Nottingham, H
29 Tamar, H
29 Reading Circuit

June

9 Low Port Summer Series 2
12 Burton, H
12 Fal, H
12 Glasgow Canal, Scottish K1 Championships, H
12 Derwent Mike Jones Memorial
12 Maidstone
18/19 Cheshire Ring Canal
19 Leighton Buzzard, H
19 Oxford Midsummer, H
19 Royal CC, H, R Thames
19 Hereford Wye
19 K1 - 10km, 5km & 2km Championships, Castle Semple
25 Bath-Bradford Classic
25 Conwy Ascent
26 Bradford Circuit, H
26 Mawddach
26 Shropshire Paddlesport
30-31 Euro Championships, Pontevedra

July

7 Low Port Summer Series 3
10 Bishop's Stortford, H
10 Inverness, H
10 Macclesfield Adelphi, H
10 Thames Valley Circuit, H
10 Calder 1
17 Ironbridge
23/24 National Championships, Reading
24 Bidasoa
29-31 Prada Vila Verde, WC2
31 Medway
31 S Lakes, Coniston Water

August

4 Low Port Summer Series 4
6 80th Sella
7 10th Ria Villaviciosa K2
7 Glasgow Green, H
7 Richmond, H
7 Trentham
8 26th Ribadesella K4
9 12th San Agustín, Avilés
9 Linlithgow L 10km
9 Forth & Clyde 10km
11 55th Río Narcea Descent
13 39th Miño Descent
13 Lubnaig, H
14 Camel, H
14 Lubnaig 10km
20 Colin Chapman Memorial Wye Descent
21 19th Cinca Descent
21 Tonbridge, H
27 Longridge, H

September

1 Low Port Summer Series 5
10 28th Danube, Dobrohost
11 Pangbourne, H
11 Dart Circuit
11 Poole Harbour
11 Soar
13-18 World Championships, Brandenburg
18 Calder 2
18 Henley
25 Hasler Final, Worcester

October

2 Adige, Pescantina
2 Forth & Clyde II, H
2 Gloucester, H
2 Lincoln
2 Wolfreton
7/8 14th Cesky Krumlov R
8/9 Glasgow to Edinburgh Challenge
9 Chester 2
9 Elmbridge
16 Windsor & District, H
16 K2 - 10/5km Championships, Linlithgow L
22 Tay Descent
23 Chelmer, H
23 Fowey, H
23 Trent K2
30 Banbury, H
30 Dee, H

November

6 Avon Descent
11/12 Gorges de l'Ardèche
13 Leighton Buzzard CC
Remembrance Day
20 National Schools Championships
27 Ross Warland Memorial Canal Challenge, Cropredy
27 Winter Time Trial 1, Linlithgow

December

4 Stour Descent
18 Winter Time Trial 2, Linlithgow

January

15 Winter Time Trial 3, Linlithgow

February

12 Winter Time Trial 4, Linlithgow

March

12 Winter Time Trial 5, Linlithgow

April

14-17 Devizes-Westminster

SLALOM

May

/1 Aberfeldy, 3/4
2 Cardiff, P/4
7/8 Holme Pierrepont, 1/2
12-15 European Championships, Liptovsky Mikulas
14 Kingsland Basin, 4
14/15 Wagon Lane, 3/4
15 Winchester, 4/O
20-22 68th Tatra, Liptovsky Mikulas
21/22 McConkey, P, Holme Pierrepont
21/22 Llandysul, 2-4
21/22 Seaton Park, 3/4
28/29 Bratislava O
28/29 Merano
28/29 Pinkston, 2/3
28/29 Orton Mere, 3/4

June

3-5 Ivrea, WC 1
4/5 Tryweryn, 1
4/5 Nene, 2/3
4/5 Fairnilee, 2-4
4/5 Langham Farm, 3/4
10-12 La Seu d'Urgell, WC 2
11 Cardington, 2-4
11/12 Krakow Mayor Cup
11/12 Alva, 3/4/Scottish Schools Championships
11/12 Ogmores, 3/4/O
12 Stone, 3/4

17-19 Pau, WC 3

18 River Hamble Games

18/19 Pinkston, 1/V/U16 Championships

18/19 Ironbridge, 2
18/19 Manvers Waterfront Boat Club Park, 2/O
18/19 Shepperton, 3/4
18/19 Young Danubia Cup, Bratislava
25/26 Washburn, 2/O
25/26 Bala Mill, 3/4
25/26 Rhug, 3/4

July

2/3 Marple, 3/4
2/3 Orton Mere, 3/4
9/10 Howsham Weir, 2-4
9/10 Plas y Brenin, 3/4
10 Frome Market Yard, 4/O
12-17 World Championships, U23/J, Krakow
16/17 Washburn, 1
23/24 Bala Mill, 2/3
30/31 Telford, 2

August

6 Llandysul, 2-4
7-11 Olympic Games, Deodoro
13/14 Grandtully, 2/3
19-21 Jonquièrre O
20/21 Fairnilee, 2/O/Scottish J10-14 Championships
20/21 Harefield, 3/4

25-28 U23/J European Championships, Solkan

27/28 Grandtully, 1
28 Carlisle, 4

September

2-4 Praha, WC 4
3/4 Holme Pierrepont, P/1
3/4 Cardington, 2-4

9-11 Tacen, WC F

10/11 Interclubs, Cardington

10/11 Manvers Waterfront Boat Club Park, 4/O

17/18 British O, P/2/O, Lee Valley

17/18 Marple, 3/4
24/25 Wark, 2
24/25 W Tanfield, 2-4
24/25 Alva, 3/4
24/25 Bala Mill, 3/4
24/25 Rhug, 3/4
25 Alpe Adria, Klagenfurt
30-2 Olympic Hopes, Roudnice nad Labem

October

1/2 Tryweryn, P
8/9 Llandysul, 1/4/
J Welsh Championships
8/9 Shepperton, 2
8/9 Oughtibridge, 3/4
15/16 Tees Barrage, P/1/Pan Celtic
15/16 Symonds Yat, 2/3
22/23 Shepperton, 2/3
22/23 Stone, 3/4

November

26 ACM, Holme Pierrepont

WWR

May

3 S Lakes Summer Series, Cl, Greenodd
7 Wagon Lane, Sp, Wh
7/8 ECA Cup, Sp, Augsburg
8 Manor Farm, Sp, O/Wh, Bursledon
14 Wilts Y Series 2, Cl/Sp, Melksham
15 Winchester, Sp, R/Wh
21 Hamble R Raid, Cl

June

1-5 World Championships, Banja Luka
7 S Lakes Summer Series 2, Cl, Greenodd
9-11 Celje, WC 1/2
11 Wilts Y Series 3, Cl, Melksham
17-19 Pau WC 3/4

July

4 S Lakes Summer Series 3, Cl, Greenodd
17 Fairthorne Manor R Hamble Cl
21-24 Murau, JEC/U23 Pre WC
August
4 S Lakes Summer Series 4, Cl, Greenodd
20 Lipno, Sp
20 Harefield, Sp, R/Wh
21 National Championships, Cl/Sp, Washburn

September

10 Derwent Dash
18 Fairthorne Manor R Hamble Cl
November
6 Burrs
19 Hamble Cl

FREESTYLE

May

1 Welsh O
25-28 European Championships, Isar

June

10-12 Federations Cup, Tidvia
30-3 Natural Games, Millau

October

12-15 San Juan, WC
19-22 Río de Janeiro, WC

SPRINT

May

7/8 Masters National/O Championships, Nottingham
17-22 Duisburg, Paracanoe World Championships/WC 1/European Championships,

19-22 Panamerican Championships, Gainesville

21 Linlithgow L

21/22 15th Matija Ljubek Memorial, Zagreb

26-29 Piestany

27-29 Racice, WC 2

29 Staines & Egham Sea Cadets, Bell Weir

June

3-5 Montemor-o-Velho, WC 3
4/5 S/U23/Inter Services/Paracanoe National/O Championships, Nottingham

8-10 Montemor-o-Velho, World Univ Championships

10-12 Bascov
10-12 GP Super, Milano
11/12 Women Cup, Boulogne sur Mer
12 Marlow
19 K1 10km Scottish Championships, Castle Semple

24-26 Moskva, European Championships

26 Kinghorn 1
26 London

July

1-3 Auronzo
2/3 Decize
2/3 J National/O Championships, Nottingham
14-17 U23/J European Championships, Plovdiv
15/16 Gran Premio de Castilla-León, Valladolid
17 Gran Premio de Castilla-León, Sanabria

23/24 Mas Championships, Trakai 28-31 U23/J World Championships, Minsk

August

15-20 Olympic Games, Copacabana
20/21 24th Moravian Championships, Ostrovska Nova Ves
27-29 Neerpelt
28 Eastern Region, Norwich
28 Kinghorn 2

September

3/4 MacGregor National Inter-Club Competition, Nottingham
10 Scottish Championships, Strathclyde Park
10/11 Sobeka Flanders Cup
14/15 Paralympic Games
16 K2 - 10/5km Championships, Linlithgow L

23-25 Olympic Hopes, Szeged
24/25 37th Trophy Silver Medal of the Italian Republic, Savona

24-27 Univ World Championships, Cuernan

October
8 Warwick

MULTISPORT

May

1 Deeside Adventure Tri
7 Ibiza, WC M
15 World Championships, M, Orfu

29 Brigg Bomber, WC 2/European Championships, M

June

5 Hannover, WC M
11 Snowdonia Charity Challenge
18 Ben Nevis Charity Challenge
25 Worlds, Sp, Tyn
25 Norfolk Superhero, Burnham Overy Staithe
25 Race the Sun, Brecon Beacons

July

9 Artemis Gt Kindrochit
17 Box End Sp
30 Samorin, Sp, Europeans

August

20 Wolsztyn, WC M

September

4 Shrewsbury Sp
9 Linköping, WC M
10 Canalathon, Brecon Beacons
17 Oslo, WC M
18 Fabian4 Dyffryn Conwy Mountain Tri

24 Awesome Foursome, National Championships, Bude

SAILING

May

6-8 Scottish Spring, OC, Millarochy
7/8 Paignton, P, IC
20-22 Broadly Norfolk, OC, Barton Broad
30-3 Coppet Week, 2, IC, Saundersfoot

June

17-19 Summer, OC, Rutland Water
18/19 Bala Long Distance, 2, IC
July
1-3 Birkett Trophy, 2, IC/OC, Ullswater
9/10 Castle Cove, P, IC
15-17 Lakes Classic, OC, Ullswater

August

15-19 Fed Week, 2, IC, Hayling Island
20 Mengham Rythe, P, IC

September

1-4 UK National Championships, IC, Pwllheli

2-4 Welsh Weekend, OC, Bala
3 Isle of Sheppey, IC
23-25 Bordering on Autumn, OC, L Ken
October
8 Oxford, P, IC
14-16 Almost the Last Chance, OC, Coniston

POLO

May

1 Pinkston, Sc1/2
7 Lee Valley, 2/SE & London
7/8 27th Wallonie, Seneffe
14 Pinkston, Sc1/2
14-16 45th German Cup, Essen
21/22 Amsterdam O
21/22 Playoffs

June

4/5 Liverpool, I
11/12 NRW Cup, Duisburg
25/26 Flanders Cup, Hazewinkel

July

2/3 Hull, I
9/10 27th Trofeo Baschiroto, Udine
16/17 ECA Cup, Thury-Harcourt
30/31 London, I

August

6/7 Skovshoved O
13/14 Gekko, Gent
19-21 Jonio Sea, Catania
20/21 Dikkebus

29-4 World Championships, Syracuse

DRAGON BOAT RACING

May

1 Crosby, N
8 Chester
15 Portsmouth
22 Himley
29 Stockton, N
29 Chatham
30 Sherborne

June

4 L Lomond
5 Leith
5 Preston
5 Taunton
11 Grafham
11 Pangbourne
12 Wraybury, N
12 Chicester
12 Scarborough
19 Eastleigh
25 Leeds
26 Swindon

July

1-3 Auronzo
2 St Neots, N
2 Llanberis
2 Wirral
3 Shrewsbury
3 Woking
10 Fairlop
10 Poole
10 York

17 London, N
17 Kingston
24 Winchester
29-31 12th European Nations Championships, Roma

August

31 Sunderland
31 Warrington
6 Bath
14 Nottingham, N
14 Falmouth
27 Arundel
28 Shoreham
29 Chipstead

September

3 Bristol
3 Largs
4 Abingdon
4 Tilgate
8-11 ICF Club Crew World Championships, Moskva
10 Bewl
11 Worcester, N
11 Stratford-upon-Avon
11 Tonbridge
15 Bliss, London
17 Europe Corporate Cup, Stoke-on-Trent

17 Jersey
24/25 National Cup Finals, Nottingham

October

25 Exeter
1 Plymouth
2 Brighton

OUTRIGGER

May

5-15 World Sp, L Kanawa

June

24-26 Orofero Challenge

July

1/2 Mauritius, WC

8-10 Portugal, WC

15/16 La Porquerolaise, Toulon

September

11 Ioannideia, Limassol

23-25 Ohana Mana Cup, Cagliari

29-1 Tahiti, WC

October

1 Dutch Coast, Castricum aan Zee

21-23 Breizh, Quiberon

MISCELLANEOUS

May

19-22 Keswick Mountain Festival

20-22 Poole Harbour Boat Show

28-30 Crick Boat Show

28-5 National Go Canoeing Week, Scotland

June

3-5 Beale Park Boat & Outdoor Show

9-11 All Wales Boat Show, Conwy

July

15-17 Thames Traditional Boat Festival

27-29 IWA Festival of Water, Pelsall

September

16-25 Southampton Boat Show

February

16-19 Telegraph Outdoor Adventure & Travel Show, London

Undercurrents

Trips

Amber Nutall has paddled the Thames by paddleboard from its source to Southend in a week. She raised £10,000 for the Blue Marine Federation.

Graham Liver of BBC Radio Lancashire and friends have paddled an open canoe 190km from Tewitfield on the Lancaster Canal to Burnley on the Leeds & Liverpool Canal. The CRT gave special permission to pass through Gannow and Foulridge Tunnels, as used to be allowed, instead of having to undertake the portages, both long, complicated and unsignposted.

Lynn Paterson set out to paddle round New Zealand's largest three islands in 180 days. The 53 year old will not be the first, the 5,000km trip having already been undertaken by Tara Mulvany, but she claims she will be the first redhead. She is raising money for the Mental Health Foundation.

The Mississippi has been paddled full length by 80 year old Dale Sanders, using an open canoe with kayak paddles.

Steve Fisher and Scott Martin have made the first legal descent of the Merced River in the Yosemite national park.

Brad Copping has paddled 150km from Belgium's Glazenhuis to the National Glass Museum at Leerdam in the Netherlands. The hull of his canoe (and a spare paddle) were coated with pieces of mirror, which must have made it fun to portage.

The Beriman Gorge in Papua New Guinea has seen a first descent by Ben Stookesbery and Chris Korbalic, a 13 day journey which was partly run blind.

Kiwi Sophie Ballagh and Tasmanian Ewan Blyth have undertaken a fortnight self supported trip in the Antarctic, backed by a One Ocean Expeditions' Off the Beaten Track voyage. They learned that where there were penguin colonies there were places where penguins



Brad Copping's glazed open canoe.



During the Antarctic expedition of Sophie Ballagh and Chris Korbalic.

could get off the water and so could they, even if the smell was not attractive.

A multinational group in three double canoes have run the Hut, Peel, Bell, Rat, Porcupine and Yukon Rivers. The 1,500km trip took two months.

Licence issues

The CRT have kept their licence fees unchanged for 2016. This is the last of three years when we were assured licence rises would be kept in line with inflation.

Despite using the same supplier for 20 years, the Broads Authority have a problem with ink on licences dissolving this year. Early purchasers should have been contacted and the issue should have been addressed for more recent purchasers but be aware that it is a known problem if you suddenly find yours has invisible ink.

The EA licence fees for 2016 are £8.50 for 7 days, £16.00 for 31 days and £35.50 for a year to 31st Mar 2017. BC union members already pay for use of EA rivers, mostly in East Anglia, as part of their membership fees.

The EA are changing their angling licence structure, what they call a 'rod licence service', proposing to increase its validity from two rods to three and to give free licences to under 16s in order to expand angling. It will be interesting to hear whether they will give free canoeing licences to under 16s on the same basis or, if not, why not.

Canal restorations

Work has started on restoration of the Lupal Canal, which has been closed since 1917 following the collapse of the long Lupal Tunnel, to be bypassed to the north. It forms part of the Dudley No 2 Canal across the south of Birmingham.

The Studley Grange section of the Wilts & Berks Canal has been returned to water to the southwest of Swindon with the help of Heritage Lottery funding. The greater part of the 4km from the B4005 to Royal Wootton Bassett is now back in water, subject to some portages.

Boring

After a year with some 5 star Severn Bores in 2015, this year is forecast to be less impressive again. However, good bores require southwest winds, low pressure and suitable river levels below Gloucester, which can come together to produce a larger bore than expected. The bore is usually later than predicted, perhaps 20 minutes late, but can be early.



A larger Severn Bore about to expire at Maisemore in February 2015.

Thames use extended

The Port of London Authority have extended the right of paddleboards to go downstream of Putney as far as Tower Bridge. However, this is only at quiet times and for those who have undertaken training courses recognized by the PLA.

Abingdon scheme abandoned

A proposal to install a hydro electric power scheme at Abingdon Weir on the Thames has been abandoned after failing to raise sufficient support, despite backing from 400 people locally. The scheme would have included a white water canoeing area where slaloms have been hosted previously.

Kayak and canoe models

The National Trust's A la Ronde, as the name might suggest, is a quirky circular house overlooking the Exe estuary at Exmouth. Along with masses of shells and other accumulated objects are several Inuit kayak models and a rather attractive open canoe.

Welsh show at Conwy

The All Wales Boat Show takes place again at Conwy Quays Marina on Jun 9-11th. The fifth such show, it will be the third time located at Conwy.

Broads national park

A high court judge has given approval for the Norfolk & Suffolk Broads to describe themselves as a national park. It could be said that they have qualities on which all the other national parks in England and Wales fall short as they actively promote the use of boats, including canoes.

Editorial The date of Easter

The proposal of the Church of England to fix the date of Easter for the world has implications for those using tidal waters.

Since the 664 Synod of Whitby Easter has been determined by the phase of the moon, for no obvious religious reason. Hence, tides at Easter have been similar each year, which will no longer be the case if the date is related to the calendar rather than the tides.

One activity which would be hit is Britain's largest canoeing event, the Devizes to Westminster Race, running for nearly 70 years. Senior doubles pick their own start times to try to arrive at Teddington to catch the tide at its optimum. Get it wrong and they might as well walk the tideway, as has been done. Typically, crews leave Devizes during the day on Saturday, lose the light lower down the Kennet & Avon Canal, run the Thames at night when conditions are quiet and hit the tideway at dawn, when they are most tired but the daylight raises morale and makes it safer on the most exposed section of the course. In future, they might meet heavy washes on the Thames from powered craft during daytime, not least the large washes from the Clipper ferries on the tideway when exhaustion is at its highest, and powered craft will need to watch out for hundreds of racing paddlers.

The singles and juniors take four days in stages, running the last two hours on the tideway on the Monday at dawn and then having most of the day to drive home, perhaps to distant parts of Britain or abroad. The police tend to take a relaxed attitude at that time of day to the hundreds of support vehicles, including their own, which stop on double yellow lines on London bridges as they follow the crews down. Spectators running across bridges as competitors pass under could become much more of a safety issue in the afternoon than it is at breakfast time on Easter Sunday or Monday. Finally, there is the parking at Westminster, not easy at the best of times but likely to be a nightmare with the tourists out in force on a sunny afternoon.

When the university boat race takes place at Easter it avoids all the top canoeing crews, who have already gone past. In future its timing or date might need to be changed to get maximum spectator coverage with the right tidal flows.

A fixed Easter early in April would help set everything from school term lengths to the start of the serious house buying season so we are relatively unimportant but we will be affected.

Stuart Fisher

Publisher contact

Canoeist, Longcroft, Mill Lane, Corston, Wilts SN16 0HH
Email mail@canoeist.co.uk

Disclaimer

Opinions expressed in this magazine are not necessarily those of the editor or publishers. References to waters do not necessarily imply that access or passage is legally permitted or that they are safe in all conditions. The editor and publishers can not be held responsible for any omissions of references to hazards from notes on these waters. They do not necessarily support advertising claims nor do they hold themselves responsible for inadequacies in items of equipment reviewed here.

Governing body enquiries

Canoeist is the not for profit magazine of Paddlers International and the International Sea Kayak Association. Enquiries to governing bodies and associations should be addressed to them.



Cover: Lucy Perry of Falcon Canoe Club paddling C1 in the Devizes to Westminster Race. She was not to make it beyond Shepperton on what was to prove to be the final day of the race.

And I quote...

A National Trust for Scotland official was being interviewed about St Kilda on Radio 4's *PM* news programme. Asked how people get there, she explained the difficulties of boat transport to this island in the Atlantic 66km west of Benbecula, adding that it was reached by the occasional kayak. The interviewer, possibly Eddie Mair, responded with 'Good grief.'

St Lawrence tour

The Montreal to Quebec Kayak Challenge is an event to cover 260km of the St Lawrence in four days, to be run for a second time this August. Not a race, it sounds similar in principle to the Endeavour class of the DW. The background intention is to raise funds for deprived youth musicians, last year's event pulling in \$100,000.

Relative safety

New South Wales has had a law that requires buoyancy aids to be worn except on enclosed waters within 400m of the shore. That was reduced to within 100m of the shore. Now it applies all the time except to those in a double kayak with someone over 12 years old. Does this apply to those who go into the water without a boat to provide buoyancy, swimmers? If not, what is the logic?

Canadian visas

The weak Canadian dollar means that trips there are good value at present. Be aware that electronic travel authorization is required and is often granted within minutes of application. It is good for multiple visits and lasts for five years unless your passport expires first. The cost is \$7 from www.cic.gc.ca.

Escape to canoeing

BBC TV's *Escape to the Country* property programme had an edition with potential buyers being shown three up market houses in the Bradford-on-Avon area. The programme tends to include a diversion to give some local flavour. In this case, after showing the Ed McKeever bridge and the gold pillarbox, the couple were taken to the canoe club for a paddle on the Avon. The result was great enthusiasm, especially by the wife, who clearly thoroughly enjoyed the kayak trip on the river.

Ban paddleboarding

A canal magazine earlier this year carried a letter calling for the banning of stand up paddleboarding. The writer was concerned about what appeared to be a sudden craze, based on an American fad. (In fact, it began in Africa and was taken up by Hawaiians in the 16th century, becoming more serious there in the 1940s although the first dedicated magazine did not appear until 2007 with the first world series of competitions in 2012. A 2013 report by the Outdoor Foundation named it the most popular first time sport.) Although he had not actually seen one, the writer felt it was not a very safe activity and so should be banned by the CRT and EA as it might interact with his own use of a large powered craft. It seems very sad that somebody should feel able to call for the banning of a popular activity without even having seen it in action and smacks of others who think they are entitled to exclusive use of our rivers.

SAR handover to Bristow

For the last 60 years the search and rescue helicopters have been operated mostly by Royal Navy and Royal Air Force crews with Sea Kings being familiar around our coasts. At the end of December search and rescue services were handed over to Bristow Helicopters. Bristow have over 20 new Sikorsky helicopters with HM Coastguard livery, £2,000,000,000 having been spent on the changeover, and have taken on some of the services crew members. The contract runs until 2026. The rescue service are using 10 locations to cover the country, existing bases at Stornoway, Sumburgh and Lee-on-Solent plus new bases at Newquay, St Athan, Caernarfon, Prestwick, Inverness, Humberstone and Lydd. Some SAR services have been provided since 1971 by Bristow, who have been using Sikorsky helicopters since 1983.

Lydd Airport on Romney Marsh in Kent has been used as a temporary base for search and rescue helicopters in the southeast since last August following the revamp of the service. The Department for Transport has now announced that the arrangement is to be made permanent. This allows operators Bristow Helicopters to proceed with a new £7,000,000 hangar to house the two helicopters based here.

The Royal Navy's search and rescue flight, HMS Gannet, based at Prestwick since 1971, bowed out with a flypast. They have dealt with innumerable marine

and mountain rescue searches. In mid January a pair of Sea Kings flew over Glasgow, up Loch Lomond, over Tyndrum, through Glen Coe, over Ben Nevis and then via Oban, Inverlochlarig, Stirling, Edinburgh, Ayr and Troon, being greeted from the ground by rescue teams. HMS Gannet was the country's busiest SAR flight in 2015 with 300 rescues, including rescuing a dozen people from a flooded bus the day before stand down. In 2009 they took part in 447 rescues, the record for a single unit.

Officials honoured

Joanne Griffiths was awarded an MBE in the New Year's Honours list. Despite having a health problem which has required open heart surgery she undertakes all kinds of voluntary work, has been a Guider for 27 years and managed the national under 18 dragon boat team for six years from 2004.

John Laverick of the Wilts & Berks Canal Trust was awarded an OBE and Michael Lee of the Kennet & Avon Canal Trust received the BEM for their restoration work.

Paid officials getting OBE's for their work include former BC union chief Paul Owen and MCA head of maritime operations Keith Oliver.



The Keswick Mountain Festival runs again over May 19th-22nd and includes paddling in the extensive activity programme. Quest 4 Adventure will be running Moonlit Canoeing sessions on Derwentwater each day at 8pm, £28 letting you into an open canoe trip lit only by the moon and glowsticks and then a campfire with hot chocolate and marshmallows. A stand up paddleboard session with Derwentwater Marina is secured with £30. On May 21st a Canoe Litter Pick on Bassenthwaite will contribute to the Friends of the Lake District Fell Care Day.

Megumi Igarashi or Rokudenashiko is a Japanese artist who was arrested and faced a two year jail sentence for distributing obscene materials. Her supporters presented a petition of over 20,000 signatures and she has now been released. After scanning herself intimately she



used a 3D printer to produce a series of distinctively shaped products, including smartphone cases, a lampshade and, largest of all, a kayak.



Dublin architects Heneghan Peng, with Toronto architects Kearns Mancini, have won a design competition for the new Canadian Canoe Museum in Peterborough. The \$45,000,000 project, due to start next year, fits the building into the drumlin landscape and has a landscaped garden on top. Nearly 100 designs were submitted for the international competition. The understated flat design contrasts with the vertical lift lock on the adjacent Trent-Severn Canal. Although the design was picked by an architectural committee of judges, the public voted for a more conspicuous design by Canadian architects Bing Thorn & Lett.

Keeping secrets

Expedition supremo Peter Knowles knew nothing about his 50th birthday party until friends from around the country began to appear at what he had expected to be his quiet evening pub tittle. The whole canoeing world managed to retain radio silence. Sue Richardson said that if you want to keep a secret from Slime, the best thing to do is to tell him because he never pays any attention.

For his 70th it was different, partly because of the



internet revealing everything to everyone, partly because he was already planning his own parties in Keswick and Leh, separated, presumably, by a nippy plane flight. He had to be told, but not the detail.

Anybody who was anybody in river running gathered at Coniston for a mass paddle across the lake, nothing too strenuous, to the Swallows & Amazons tea room for tea and cake and catching up on the news.

The party itself was hosted by Tracy and Ross Purdy in their barns at Torver. Dave Manby had managed to assemble some 250 incriminating pictures of Pete in a rolling slide show in one of the barns although his promise to reveal the source of the Green Slime name was questionable. Outside was an open fire to augment a chilly evening. Mostly, it was happening in a barn full of people, noise, smoke, lights, alcohol, music and a barbecue where people could concoct their own burnt offerings. There was a threat to pull the plugs at 6am to quieten down those still there but, let's be serious, some of us need more beauty sleep these days. It was the social event of the year but it will probably be even harder to keep it a secret next time.



The wooden crane at Burbage Wharf, just west of the Bruce Tunnel, was restored in 2007 and is one of 16 known to have been sited on the Kennet & Avon Canal between Reading and Bristol. The Kennet & Avon Canal Trust are keen to see photographs of any of these cranes, particularly the one at Pewsey, of which there are no known pictures, as it is not known whether it was of the standard design. As paddlers were the main users of the canal for some years, both racing and recreationally, we have more chance than other boaters of having pictures which include these cranes. If you have any such pictures, regardless of the quality, please contact us at mail@canoeist.co.uk and we will advise restoration group leader Peter Dunn.

Things not remembered

A Cornell University study has showed that people are more happy when they spend money on activities rather than products, even when those activities have negative aspects. You will be able to recall things you did years ago, with a wry smile when they went wrong, while you are less likely to be able to remember things you bought at the time. A colleague recalled gleefully at Torver how we negotiated a barbed wire fence to reach a beck in spate on the occasion of Slime's earlier party, to give a recent example.



Party? What party?

Restoration of exhibits

Who better to ensure a museum exhibit is up to scratch than the original owner? Paul Caffyn has replaced the deckline on *Isadora*, the kayak he took round New Zealand, now in the Auckland National Maritime Museum and suffering from some UV degradation. He drops in from time to time to check that all is well.

Boating and the economy

The Scottish Marine Recreation & Tourism Survey has shown that marine recreation results in expenditure of £3,700,000,000 per year in Scotland. Of that figure, £1,300,000,000 comes from activities taking place on the water, including kayaks.

A British Marine survey has shown over 4,000,000 boating holidays in England accounted for 9% of the English tourism market, more people including boat trips than went to museums, historic houses or castles. Manual watersports, including paddling, accounted for 1,011,000 holidays, worth £315,000,000, slightly exceeded by canal boats but nearly triple the sailing market and nearly 10 times the powered watersport market. The southwest accounts for a third of all English boating tourism holidays. Trips as passengers accounted for the majority of the boating activity.



101 things to do with a dead canoe.



Now there's a service you don't get at Holme Pierrepont.

Scoop



New BC union tests are intended to draw younger white water paddlers into membership.

Coastguard staffing levels

Following the closing of several Maritime Rescue Co-ordination Centres there have been numerous questions to Government Ministers about coastguard staffing levels and the loss of local knowledge. The answers have produced statistics showing extensive undermanning. Asking about coastguard staffing levels for the Irish Sea, Gregory Campbell (E Londonderry, DUP) received from DTp Under-Secretary Robert Goodwill a Written Answer that the national network became fully operational in December. There are no longer any geographical boundaries, staff handling incidents and other workload as they are available, regardless of location.

Local knowledge is increasingly in the hands of the National Coastwatch Institution, who have taken over manning of many lookout points. They carry out on a voluntary basis some of the local work which was previously undertaken by employed coastguards.



In the last issue (p13) we pictured a wasps' nest built in a box of canoeing kit. Further investigation shows just how much they have eaten to build their nest. A significant chunk of a buoyancy aid has been consumed and a bag and thermal top are ventilated beyond repair. Strands of orange from the buoyancy aid are visible in the walls of the cells.



It is not unusual to find a dinghy which has been used as a tender and left tied to a mooring buoy while a larger craft is at sea. Somebody in Kirkcudbright uses a canoe instead.

£915,000 for water rescue charities

A common misconception is that the RNLI run all the lifeboats. Many of them, including allweather boats, are operated by independent charities, who find funding harder than the RNLI do. In the second year of a five year scheme Robert Goodwill has announced that 51 water rescue charities will receive an average of £17,941 each for lifeboats, rafts, launch vehicles, safety gear and training. The balance of the £1,000,000 is for administering the funding. The grants range from £2,062 for Ulverston Inshore Rescue to £74,018 for Portsmouth & Southsea Voluntary Lifeguards. Last year the funding was shared by just 21 bodies, the Severn Area Rescue Association attracting £221,046. They were one of the bodies successful again this year, gaining a further £13,404.

Increased ferry usage with reduced fares

The Scottish Government have been introducing Road Equivalent Tarrif to their ferry services, the ferry price becoming the cost of driving an equivalent distance by road. Summer fares to Islay, Colonsay and Gigha have fallen by 44% for passengers and 48% for cars, resulting in an 8% increase in passenger usage and 18% more cars over the first two years. The first year of RET for Arran has shown a 10% increase in passengers and 44% increase in cars. Of course, these people then spend money on the islands that they would not have done previously. For Islay alone this was an extra 6,444 people during the second year.

Club news *Byde your time*

Banbury club of the year

We are very proud to announce that Banbury & District Canoe Club have become Oxfordshire Club of the Year 2015 at the Oxfordshire Sports Awards. This award recognized 'the exemplary commitment of the club to their members, to their local communities and to their sport'.

This reflects that not only do we have members competing at the highest levels both internationally and domestically but we continue to be a family focused club, ensuring all members, whatever their ages and abilities, are provided with the right level of training to help them reach their potential.

Resultswise, BDCC has had its best year ever. The club was 3rd at the national marathon championships, 3rd at the McGregor Paddle, (interclub sprint championships) and 4th at the Hasler Finals.

In sprinting, our senior members have competed internationally at the World Cups, European Games and world championships whilst our juniors have raced at the World Student Games and the Olympic Hopes Regatta and in marathon racing at the Ghent marathon and the French national marathon championships.

However, we continue to focus on being a family friendly club, with opportunities for all ages and abilities.

Siobhan Urquhart

Has your email address changed or do you want to be added to the mailing list when copies of Canoeist are issued? Email mail@canoeist.co.uk with your name and email address (with your former email address if changed) and ask us to add you to the list

A roll on the Tees

I see on Facebook that my home country River Tees is in high flood. I lived in Middleton in Teesdale, about 400 yards from the Tees. In summer months I ran a canoeing service for visitors on that piece of river using six KW7 GRP kayaks that I built over winter in my garage. One summer afternoon and early evening all six kayaks were on that piece of level river, all basic stuff, natural river studded with rocks at the tail of a Grade 1 rapid. The local youths loved to come down that stretch but I told them any old block of wood can find its own way downstream; it takes strength, speed and skill to go up this rapid. That got them going.

Way upstream in the headwaters of the Tees the sky was black and threatening. The air turned cool. Fortunately, the youngsters were going home so I started carrying the kayaks to my home; they helped. A local game warden arrived, anxious.

'Get off the river, Alan; there's a roll on the way!' I anticipated that just from sensing the air and mood of the river. He said it was about 20 minutes upstream.

The news was out and local people gathered on the banks. The summer service I ran with council support was known. The first we knew of the imminent arrival of the roll was the sound, something up by the road bridge. Then some broken blocks of polystyrene, leafy branches, rocks that were dry submerged and the whole river surface rose, surging. The rapid was a mass of white breaking water within a minute. Everyone moved back up the lane as the river came over the banks. There was a row of cottages, old stone built from 1818 when the Quakers built the row parallel to the river. There is or was a gate to the lane from the path along the front of the row. As we retreated up the lane people from the cottages told us, that many times the river flooded the gardens but it never rises over the doorstep stones. The old builders knew and laid the founds just above high floodwater mark.

Here in NZ I look down from our deck to the Queen Charlotte Sounds and Waikawa Marina; we are well above high water springs.

Alan Byde

ACCESS & environment

Benyon named Parliamentarian of the Year

Richard Benyon has been named Parliamentarian of the Year for 2015 by the IWA. As former Waterways Minister he refused to attend a meeting set up by another Minister to discuss legal evidence that Defra were flouting the law on river access and applying a law they could not show to exist (Dec 10, p16).

Olympic Waterways to be opened

The CRT are to open the Olympic Waterways, the Bow Back Rivers, on Jul 9th and at other times when there are not major events in the main Olympic stadium. Use will need to be booked in advance with the CRT.

Boxing Day highs

The Seint, Llynfi and Gwrfai reached their highest recorded levels on Boxing Day. At the same time the Conwy and Elwy reached levels known to have been exceeded only once before.

Llynfi infected

Up to 5km of the Afon Llynfi has been infected with sewage fungus and groundwater has also been polluted. NRW believe it follows local spreading operations.

Monster journeys

Sperm whales washed up on the Lincolnshire coast were taken for disposal to a tip in Oxfordshire a few minutes' walk from our previous address at Appleford, 200km away. Was there nowhere closer? Those who say we should cut down on distances driven do not seem to be leading by example.

Thames cycleway

Those who use the tidal Thames in London face a future hazard in the form of a 13km floating cycleway on the south side of the river from Battersea to Canary Wharf. This would be tolled although it has yet to be explained who would collect the money or how the entry and exit points would be managed. It would be interesting to see how this would respond to water conditions, not least the large washes of the Clipper ferries or being stranded on sloping mudbanks. Explanation has yet to be made how it would be crossed, including by competitors at the end of the Devizes to Westminster Race.

Aire weirs to be more dangerous

Sloping weirs on the River Aire at the downstream end of Leeds are being replaced with lifting plates which will drop the water vertically and have closed in ends, increasing the entrapment risk for anyone in the water. Low head dams are particularly dangerous (Dec 10, p18). As flood levels rise they will be lowered to pass more water, reducing floodwall requirements, at the same time making them less dangerous. They will also have smelt and eel passes, which could be made safe for canoes to pass over, if the wish was there. The 800m long island between Knostrop Flood Lock and Knostrop Fall Lock is being removed to produce more flood storage and create fish spawning grounds. The scheme, due for completion next year, has been described as having 'technical excellence'. The weirs were originally proposed as inflatable tubes (Dec 11, p21).

* Because of the difficulty of holding large craft on the River Severn at Gloucester as they wait to enter the Gloucester & Sharpness Canal it is proposed to replace the sloping Llanthony Weir with an inflatable weir. This will also offer increased safety risks.

Holidays more important

EA chairman Sir Philip Dolley has resigned after he gave his Caribbean holiday higher priority than dealing with storm damage at home. In a statement he said 'the expectations of the role have expanded to require the chairman to be available at short notice throughout the year.' He appears to be at odds with those who think a highly paid executive should, like restaurant waitresses, be available at times to suit the customers. It goes without saying that he failed to take any action on river access, an issue which could have been addressed when he was not on holiday.

Wye, if

If the EA's navigations are transferred to the CRT, as has been promised and is being called for increasingly vocally, will the Wye be included? The EA spent a considerable sum, allegedly over £1,000,000, in legal fees to get control of the navigation rights and to stop them being exercised by the Company of Proprietors of the Rivers Wye & Lugg Navigation & Horse Towing Path in a public inquiry (Aug 1997, p10). The EA won this confrontation, widely believed to be to restrict canoeing at the wishes of the relatively small number of affluent anglers using the river. While the EA have tried to restrict canoeing to the section below Hereford, all of the rest of the catchment of the river and its tributaries has legislation which specifically mentions the right of navigation. If the rights pass to the CRT it will be interesting to see their attitude to the rest of the

This picture of a heron on the Wilts & Berks Canal in Swindon was a winner for Julian Simmons in a Daily Mail wildlife photographic competition.



catchment. Could the EA have scored an expensive own goal?

An EA and CRT joint working group is looking into the issues of transferring the EA's rivers to the CRT, beginning by collecting data and information. The Wye is one of the rivers listed, along with the East Anglian rivers, much of the non tidal Thames and Medway and Rye harbour.

Welsh advertising goes ahead

VisitWales have gone ahead with their threatened £4,000,000 advertising campaign across the British Isles and Germany to promote the Wales Year of Adventure for 'air, land and sea-based exploits' (our italics). Apart from the Tryweryn and Wye, locations on the inland rivers of Wales are ignored. The fact that Wales is the least welcoming country in the world officially for inland watersports had been made clear in advance to them and had been referred to Minister level. The campaign has dropped the claim for Wales to be seen as the world's Adventure Capital. Wales and England being seen around the world as the benchmark for how bad river access can get, particularly for canoeists and rafters.

At a major travel trade keynote forum, PI challenged Mari Stevens, director of marketing for VisitWales, to find what the 72 page media guide had to say about sport on inland rivers. She was unable to do so. Nor was any proposal made to address the issue before tourists begin to respond to this advertising. Nobody has said what law will be applied to intending adventurers.

Natural Resources Wales, not known as the leading exponents for river access, have supported VW's campaign as it stands and have run an angling promotion, using the slogan 'Cast a line and join the adventure'.

One can hardly advertise for visitors to come to come to Wales to take part in adventure sports, some of which are aggressively banned by a claimed law which nobody can name and which does not apply in other countries.

Defra and the Angling Trust take the line that there is no right of access for boats on most inland rivers. Successive Ministers in Westminster and Cardiff have claimed that they do not know what the law says, even though they are responsible for its administration and we are obliged to know it and obey it. It is now 12 years since leading access authority Douglas Caffyn placed online his evidence that the right of navigation has never been withdrawn from rivers in Wales and England, inviting anyone to produce evidence to the contrary, which nobody has done.

The Welsh Government say that will look at the river access situation this year, perhaps with an eye on the modern access legislation which has been in place in Scotland since 2003. The delay in publishing the Green Paper on the subject, due in April 2014, has not helped. Maybe the Welsh Government should have stated

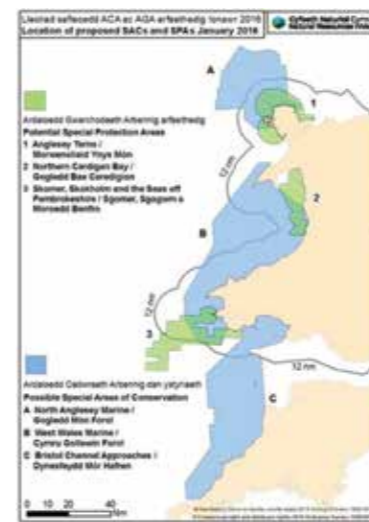
More conservation areas

Natural Resources Wales have been consulting on more conservation zones they are proposing, including areas with harbour porpoises, Manx shearwaters, red throated divers and puffins. A Special Protection Area is planned for Anglesey terns, covering all of the Anglesey coast except the Menai Strait. Others are proposed for Cardigan Bay from Porthmadog to Aberystwyth and from Tenby and St David's running out 100km to the southwest. Special Areas of Conservation are planned northwest of Anglesey from Holy Island to Point Lynas, several times the size of Anglesey itself, from Nefyn on the north side of the Llyn Peninsula to Linney Head, east of Milford Haven in Pembrokeshire, and including almost all of Cardigan Bay and well beyond, also from Carmarthen Bay to St Ives Bay in Cornwall.

Ceri Davies of NRW noted that these areas 'are also used for a variety of activities, including shipping, energy, fisheries and recreational activities.'

'We work with all users of the marine environment to find ways that allow sustainable use of the sea, while protecting important parts of the environment.'

The MMO are now going ahead with marine planning for all the remaining parts of the English coastline, the northeast, southeast, southwest and northwest. The



clearly whether they have any evidence that the right of navigation on Welsh inland rivers has been withdrawn before advertising for the public to undertake adventure activities in Wales.

Next year's VW advertising campaign will be about legends, a safer bet.

Another long Culham Lock closure

It seems no time at all since the EA had a long winter closure of Culham Lock on the Thames for rebuilding. However, they failed to address the lack of a safe portage arrangement downstream of the lock, where there is only high sheet piling. The EA promised PI that they would return the following winter to make the lock safe but never did so. This winter the lock has been closed for a further four months for refurbishment. We look with interest to see whether portaging has been made safe this time.

Scottish land ownership register

As part of the update to the Land Reform (Scotland) Act, Land Reform Minister Aileen McLeod has confirmed that a land register is to be established, to give transparency over who owns what land. Allegations that undisclosed people own undisclosed sections of bank is one of the weapons that have been used to thwart access south of the border. Some people claim that the owners of all pieces of land to be passed must give their approval in advance, something that could not be done, even by those prepared to attempt to do so, if landowners are not identified.

Probing questions

Asked by John Redwood in a parliamentary question about the responsibilities of the EA, Defra Under-Secretary Rory Stewart said that they are the navigation authority for 1,000km of river in England. However, they have flood risk management powers for 36,370km of 'main river'.

In another parliamentary written question Michael Tomlinson has asked whether the Government would fund or undertake algal harvesting in Poole Harbour in an attempt to improve water quality. The Minister

intention is to ensure that the right activities take place in the right locations at the right time. To support this, public consultation has been taking place.

A further 23 Marine Conservation Zones have been listed, to be added to the original 50 now affecting 20% of all English waters. A total of 21,000 sq km, an area the size of Wales, has been designated throughout the UK. The latest areas are Fulmar, Farnes East, Coquet to St Mary's, Runswick Bay, Holderness and Cromer in the North Sea, the Swale estuary, Dover to Deal and Folkestone, Brighton, overfalls SE of the Isle of Wight, SW of Selsey Bill and the Needles in the southeast, the western Channel, Mount's Bay, Land's

End, Newquay including the Gannel, Hartland Point to Tintagel, Bideford to Foreland Point, NW of Jones Bank and Great Haig Fras in the southwest and west of Walney and Allonby Bay in the Irish Sea. Wildlife enthusiasts have welcomed these, unlike fishing bodies. All these zones appear as lines on charts but there is still no information on the 'management measures' or restrictions to be placed on existing users.

The Whale & Dolphin Conservation Society have said these are not enough and called for other sites to be added to the list. A further 23 sites are to be designated in 2018, following consultation in 2017.

claimed algal harvesting may have a negative impact on the bird population, would have little impact on water quality and would have costs which might outweigh the benefits. Instead, the EA prefer to improve nutrient and soil management on surrounding farmland.

A request by Lord Greaves for details of the roles of each of the Government's departments in the promotion of non competitive outdoor activities brought a long answer from Baroness Neville-Rolfe, including advice that the Department for Culture, Media & Sport are to run a £3,000,000 campaign entitled Britain on Foot. The nearest she got to Britain on rivers was that Defra are responsible for the legal aspects of use of waterways.

EA promote angling

Last year the EA undertook their largest ever exercise in releasing nine preferred species of fish into rivers for anglers to catch. Their fish farm at Calverton near Nottingham provided 450,000 fish and 1,300,000 larvae for the purpose.

Action is also being taken to remove obstructions to migrating fish. On main salmon rivers the EA have installed 82 fish passes since 2009, removed 44 water abstraction points and opened up 5,767km more river for fish. Proposed new legislation will require it to be a legal requirement to improve fish passage at some critical points. There is no mention of other river users in all this and it will be recalled that a pass at Ludlow was rebuilt just too narrow for canoes while claiming that making it passable would be condoning trespass, their unfounded claim. Other passes have had metal fixed over the top to prevent their use by canoes. Abroad, it is usual to build combined canoe and fish passes. A German design had baffles make of brushes which deform while a canoe is passing over them and then return to their original position.

What a load of rubbish

After over 6,000 volunteers surveyed 340 UK beaches last year and found 99 plastic bottles per kilometre, up 43% on the previous year, the Marine Conservation Society are calling for a returnable deposit of up to 20p to be charged per bottle, a concept which use to

More of the same

Defra have issued the policy document *Creating a Great Place for Living: Defra's Strategy to 2020*. It will come as no surprise that it offers no improvement at all in Defra's attitude to river users.

Cour flows improved

The River Cour offers a grade 4/5 run of 5km to feed the River Spean. However, it has been dammed to supply the Lochaber hydro power scheme and is usually dry unless in spate. A hole has now been drilled through the dam to allow a compensation flow of 175l/s, not much but better than nothing.

More dams to prevent floods

Dams of bundles of tree trunks have been placed across a number of streams on the North York Moors to slow down floodwater and these have been successful in preventing repeats of successive floods in Pickering. Water can get through them at reduced rates, as can fish. This policy is likely to be repeated elsewhere although there have been concerns about the potential catastrophic result of failure of such dams.

Decision due on beavers

A decision on the future of beavers in Scotland, following their reintroduction, is to be taken later in the year. Farmers with productive land in low areas are suffering flooding and waterlogging as a result of beaver activity but shooting them has caused concern. Beaver dams are an unwelcome addition to Scottish rivers for those on the water. It is illegal for the general public to import and release animals which are not resident here.

Spey access at Ballindalloch

Ballindalloch estate have made a new road down to the Spey, some 700m downstream of the established access point where the road follows the river. The new route is signed and has a turning circle and a toilet funded by Glenmore Lodge. Former laybys have been fenced off or blocked by boulders, action which the SCA believe to be illegal. They have asked Moray Council to intervene.

be applied to glass bottles, which had to be taken back to the shop before the days of recycling. The bottles are dropped on beaches, are washed down rivers or are blown there from land or sea. Overall, rubbish was up 34% with 3,300 pieces found per kilometre, including 960 small bits of plastic, 197 crisp or sandwich packets, lolly and sweet wrappers, bottle caps, lids, string, rope, cotton bud sticks, cutlery, trays, straws, fishing net and cigarette ends. All parts of the UK saw rises, except Wales, which had exceptional rubbish levels the previous year. England had the highest levels with 5,170 items per kilometre in the southwest while the Channel Islands had the cleanest beaches but still with 22% more rubbish than the previous year.

CW respond to access consultation

In the last issue (p16) we gave the PI response to the Welsh access consultation. Like us, Canoe Wales gave nearly all their attention to question 12, on access to inland water.

Their opening response, considering they have previously terminated all access agreements, is surprising, calling for a new fair and balanced access framework, citing the creation of destinations and canoe trails in England and Scotland. The concept of voluntary access agreements is kept open with talk of access and management plans. They say 'we believe the issues to be resolved are not environmental or ecological but rest solely on competing demands.'

Most of the points they make in question 12 seem sound. They talk of 'a general right of access to inland water', which is what might be expected from them, but seem to be at variance with their comments on access agreements or, at least, offer the chance of confusion.

Commercial use of rivers is a special issue, which is addressed.

One point of concern relates to the suggestion of designation of 'an impartial lead body (probably NRW or CRT)'. The NRW would need to move a long way from their present position before a significant part of the canoeing public would consider them impartial, now or in the past.

CW end by giving some support to codes of conduct but suggest that policing would be costly and perhaps counterproductive.

Maida Hill Tunnel reopened

Passages of Maida Hill Tunnel on the Regent's Canal by canoe are to be allowed again for a trial period. However, there are a number of restrictions, including the need to book in advance with the time of passage, to take somebody along with you, to wear a buoyancy aid, to carry a forward facing light of at least 80 lumens and to have insurance. The tunnel is 277m long, the alternative being a rather less safe 500m portage across the A5. This was one of a number of safety issues PI took up with CRT in 2005 and again in 2013 but to which the CRT have been surprisingly reluctant to respond.

INCIDENT FILE

Tompkins dies of hypothermia

Douglas Tompkins, who founded North Face and Esprit, keeping so many outdoor enthusiasts warm, has died of hypothermia. The 72 year old was one of six who were capsized by large waves on General Carrera Lake in southern Chile. A military patrol boat pulled out three and a helicopter the other three. Tompkins was flown to hospital but was dead on arrival.

He used his fortune to address environmental issues in Chile and Argentina, buying up large areas of Patagonia to protect them. He established the 2,900km² Pumalin Park on land which he owned.

Scottish fatalities

Two fatal accidents occurred in flood conditions just after noon in the vicinity of Inverness on the last two days of the year.

The first was near Ferness on the Findhorn, which had seen torrential rain overnight and through the morning. One of an experienced group, a man in his 50s paddling a Jackson playboat, got into trouble and became snagged by his clothing. The group called for help from the rescue services, including a helicopter, but rescuers were unable to reach him or even communicate with him because of the conditions. The attempt was called off overnight and they were able to recover his body

in the morning, by which time the river level had dropped 3m. The kayak was caught between trees not far downstream.

On the following day rescuers were called out again when a pair of paddlers got into trouble on the River Garry near Invergarry, normally considered a grade 3+. An 18 year old man managed to get to the bank. A 36 year old man with him was carried some way downstream. He was taken by helicopter to hospital in Inverness, where he died. The younger man was taken there by ambulance but later discharged.

Flood warning

A 56 year old local man was lost at Guildford on Easter Monday, when the River Wey was in spate. This was the day that the final leg of the DW Race on the Thames had been cancelled. He had launched what appeared to have been a sit on top kayak at the council offices, a couple of kilometres upstream of Wey Kayak Club and downstream of Guildford Rowing Club. A central issue seems to have been related to flood warnings. The victim's wife said 'He had not seen the flood warnings.' Wey Kayak Club had tweeted in the morning that the Wey was unsafe from Godalming Wharf to Thames Lock, 30km of the navigation both above and below Guildford. The rowing club displayed a red board placed there by the National Trust, the navigation authority for this section of the river. It is worrying that there seems to be an expectation that all these users need to have somebody to tell them that the river is flowing above its usual level and so carries greater risk than usual.



The River Wey at Guildford.

What's new Eureka!



Based in Poole, Rockley are celebrating 40 years in business, primarily training young people in sailing. Their scope is gradually expanding, including kayaks and stand up paddleboards, and they offer family holidays both here and in Aquitaine.



Neilson Beachclubs are based at a number of locations in Greece and Turkey. They are strong on outdoor sports with stand up paddleboards and sit on top kayaks high on the list of activities.



The Mirage Eclipse is a hybrid paddleboard by Hobie. The user holds handlebars on a column rising from the board and powers it by treading on alternate pedals to operate flippers as used in their pedal kayaks. There are 3.20 and 3.66m versions to take 102 and 125kg users.

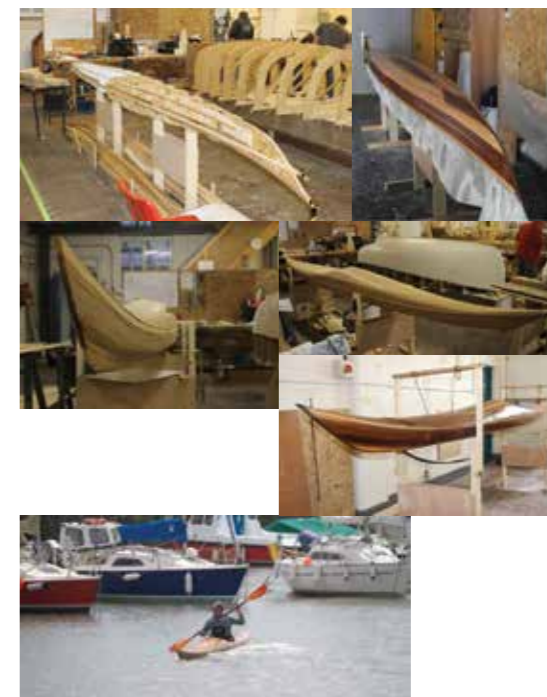
Crewsaver are offering the Pains Wessex Aurora Sky-Lite 2 Star red aerial distress flare for paddlers. Firing requires two hands as the end cap is removed and a ring pulled. Two flares are fired simultaneously for greater visibility. Flares burn for 5.5 seconds and reach a height of 60m with visibility up to 12km. The 56g tube includes a lip to keep the hands away from the hot end.



Puriton does not include stabilizers, gums, emulsifiers, artificial sweeteners, flavourings or colourants. Instead, it has natural products, stevia, whey and hemp proteins to complete the six flavours of macademia and vanilla, almond, pistachio, coconut, chocolate and vegan hemp. The resulting products can be mixed with milk or yoghurt to produce foods which are said to be more easily absorbed into the body than is the case with artificial foods and are high in protein and fibre. A bag for up to a dozen servings costs £22.95 or a six flavour sample box costs £12.99.

Epoxy advice

Wessex Resins & Adhesives continue to issue trade secrets on the use of epoxy, especially the West System. Those signed up in 2015 learned how to put a perfect epoxy coating on wood, how to thin epoxy, how to dispose of unwanted surplus safely and much more.



A recent model featured has been a cedar sea kayak built by Gary Hunt, a sailor who has also explored the coasts of Scotland and southern Greenland by sea kayak. Working at the Boat Building Academy, he selected a Night Heron with curved lines for his first woodstrip kayak, using West System 105 epoxy resin and 205 hardener, which brought out the colours of the cedar.

Páramo shun PFCs

Páramo claim to have become the first outdoor company to sign up to the Greenpeace Detox commitment. This covers the removal of PFC chemicals from all their products. Instead, they use Nikwax for waterproofing. Others rely on PFCs, which release or break down to form toxic chemicals which have been shown to have reached the most remote parts of the world.

Béziers suggestions

The Office de Tourisme Béziers Méditerranée are keen to promote their location on the Med for breaks with direct flights one way from £24.21 to Montpellier or Cap d'Agde from £22.99. Suggestions include hiring a paddleboard at €10/h to take a trip round the vineyards or taking a guided paddleboard or kayak trip on the River Orb with tapas and wine tasting. The Canal du Midi is another attraction close to hand. Meanwhile, Deshais Grande Anse beach in Guadeloupe is being promoted for a range of watersports, kayaks included.



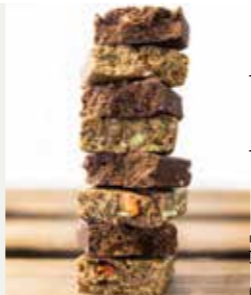
The Sea Eagle Travel Canoe 16 is described as the world's first high pressure all drop stitch rigid inflatable canoe. Pumped up by hand in under 10 minutes, it has three inflatable panels, slab sides and floor, in addition to inflatable seats. It is 4.88m long and weighs 27kg. It has plastic end fittings to aid tracking, removable skeg, front and rear spraydecks, four floor drain plugs and six securing D rings. The slab inflated panels are sufficiently rigid for the canoe to be used for gunwale bobbing.



Torch Paddles, made in the USA, incorporate LED lights powered by eight AAA batteries, to give light for 40 paddling hours, 630 lumens over a 150° angle. The aluminium paddles weigh in at 900g and offer a different way of being seen at night.



Primal Pantry's Cocoa Orange and Mixed Berries bars contain more than 10g of protein per bar, less than 1g of fat, less than 200 calories of energy and no refined syrups, additives, flavourings or gluten. Raw hemp seeds contain protein with all 20 amino acids and are high in fibre and omega 3. Dates and coconut nectar give controlled release of energy from carbohydrates rather than a sudden rush. Nuts and seeds provide sustained fuel in the form of fats. Processing is minimal. A 55g bar costs £1.99.



David Ferguson photographs



The Straightedge 2 by Advanced Elements is of more conventional inflated tube construction but has aluminium end fittings to aid tracking. It weighs 21kg and is 4m long.



The Backwater Paddle Co in the USA have trouble trying to fund their Assassin kayak paddle. The blade design features hook and teeth for dealing with branches blocking channels, pushing off rocks or pulling other kayakers alongside. A crowdfunding proposal has only produced 3% of the necessary cash. Polo players who are tempted should note that the blade shape does not comply with the present rules.



The Pocket Canyon is the first canoe available from Esquif Canoes using T-Formex, their replacement for the now discontinued Royalex.

Esquif photographs



The Tianija NESolar Photovoltaic Technology Co in China are making a range of portable solar panels mounted on weatherproof fabric for recharging electrical kit.

Huang photographs



Ian Prescott is running Argyll Voyageur Canoes from Lochgilphead. After travelling around the globe he has returned to the village where he was raised and learned to canoe, now taking out groups of up to 10 on Loch Goil.



Daniel Reeds

Initial research with mice suggests coconut oil can reduce inflammation, rather than having to use anti-inflammatory drugs. Coconoil is claimed to be one of the highest quality virgin coconut oils available as it is pressed at ambient temperature at source in Sri Lanka rather than with intense heat after being shipped to the UK.

The Barbie on the Beach Doll & Kayak Set includes some original concepts and could appeal to younger family members.



Charlotte Smith photographs



Bluefin Kingfisher

Bluefin SUP

Bluefin Swift Tandem

Bluefin Swift

Bluefin Kayaks in Hebden Bridge have a number of sit on top kayaks and paddleboards aimed at the economy end of the market.

Waterproof cases

The Australian Subtech Sports are introducing a waterproof sport bag and laptop case which are engineered to keep gear dry and safe in the most extreme conditions. The Pro Drybag 45L is a 45 litre waterproof and shockproof sport bag which has the highest waterproof classification to IP68 standard and is waterproof down to 50m. It is equipped with a patent pending integrated shockproof inflatable system which allows the user to inflate or deflate air quickly in the reinforced thermoplastic polyurethane lining via a high performance air inflator. The extra durable design incorporates air cells which provide a 360° shockproof cushion for maximum protection of fragile and sensitive or electronic equipment from water and condensation. It features a diagonal water and airtight dual zipper similar to those used on drysuits and rescue suits, pressure tested to 500mbar. It floats fully packed and with an average adult on top. The bag also features reflective logo material for enhanced visibility at night. It is approved as carry on luggage, measures 600mm x 300mm sq and weighs 1.4kg. As the airtight bag moulds to the back and spine, it provides the user with an ergonomic fit when it is worn as a backpack to allow easy transportation and good manoeuvrability during strenuous activity. Throughout the bag, the designers have used TPU 420D reinforced with TPU 600D fabric for extra durability and low weight carrying. It is available at €349.

Available for 330mm and 380mm laptops, the Pro Drycase laptop case is waterproof to IP68 standard down to 5m, below which the laptop would probably not work too well anyway. It provides optimal shockproof protection due to the gel infused memory foam, which moulds around the computer. With slim fit, it features design benefits which ensure it is ideal for use during extreme activities, as well as for everyday life at home or at work. It can be securely gripped as the memory foam moulds around the fingers and features self healing silicone which means that scratches on the surface heal and become invisible. The lightweight laptop case weighs 400g, adds only 9mm thickness to a laptop and floats up to 3.2kg. A crowdfunding campaign for it is live at www.indiegogo.com/projects/pro-drycase-the-ultimate-laptop-case# where it is available for €79.



Subtech Drybag.



Subtech Drycase.



Spot Gen3



Toughprint.

Electronic mapping and more

Memory Map have 2016 edition OS maps on offer, OS Street View maps at £10, new Hydrographic Office charts and GB aerial photography. The OS Explorer maps are now available in six regional sets at £100 each or £120 for high definition, less if upgrading. New version 6 software is available to run these. For printing out they have waterproof paper although you will also need waterproof ink in your printer.

They are offering the Spot Gen3 GPS tracker at £99.95, which uses satellite technology for lifesaving communications. The waterproof Defender 2 Android GPS with variants costs between £399 and £599. To power them they have Bushell SolarWrap and Battery Bar systems at prices from £48 to £88.

New waterproofs

Gill have a selection of new waterproofs. The Marina Jacket uses 1Dot, apparently a two and a half layer lightweight, waterproof, breathable fabric with taped seams, protected front zip plus cuff and hem adjustment, packing small when not in use. Price is £69.

Their Inshore Lite jacket in two layer breathable 2Dot fabric has taped seams, rollaway hood, guarded front zip, mesh lining and reflective detailing, £135 in men's and women's cuts. Inshore Lite trousers from the same material has draining side pockets and adjustable ankle closures at £69.

The KB1 Racer top is in 4Dot fabric, a three layer, waterproof, breathable fabric with a rollaway hood, in jacket or smock styles so you can sleep in your canoe. Salopette trousers can be adjusted for a wide range of body lengths and waist and have a clear pocket for notes or electronics which need to be consulted. Each is priced at £249.



Inshore Lite jacket.

Inshore Lite trousers.



Marina jacket.

KB1 Racer top

KB1 Racer trousers



Blizzard 2.

Blizzard 3.

Lightweight tents

Terra Nova Equipment have new Southern Cross 1 and 2 four season tents which are free standing, fully taped and pitch quickly with flysheet and inner together. The ripstop Nylon flysheet is rated at 5m hydrostatic head and the groundsheet at 10m. Lightweight alloy poles are used, the tents weighting 1.6kg and 2.1kg respectively when packed.

Their Wild Country Blizzard 2 and 3 tunnel tents have Nylon flysheets and are priced at £270 and £320. In every case the number gives the occupancy.

A bothy bag is a fabric box which can take between two and 20 people quickly to keep the weather out and the body heat in, a potential lifesaver in a hypothermia situation. Terra Nova's bothy bags are light, pack small and have windows to keep an eye on what the weather is doing outside. A four person bag costs £45.



Southern Cross 2.



Bothy bag.

Merino wool from Howies

Howies use Merino wool in many of their products including the men's half zip base layer, light Merino base layer shortsleeve and Penn Merino boxers and women's Merino T-shirt and light Merino base layer shortsleeve. Men also have a mix with Sorona for breathability and temperature control in the Lahinch zip hood and Merona zip top and with Primaloft fast wicking microfibres in the Himalayer.



Men's half zip. Merino short. Merino T-shirt. Merino base.

Penn boxers. Lahinch zip. Merona zip. Himalayer.



On show

Some of the people and companies showcasing canoeing at the London Boat Show at ExCeL.



Tech Clothing.



Canoe & Kayak Direct.



Hobie.



Abersoch Offaxis.



Nucleus.



Simply the Best.



Aquafax.



Rockley.



Morton Boats.



Curve Board Sports.



Bainbridge.



Baltic.



Memories to share?

Do any of the trips you have done deserve a larger readership than your club newsletter alone can give?

We are pleased to hear from those who wish to share memories of their trips with others.

mail@canoeist.co.uk

Canoeing down the Kunene

In 1961 Willem van Riet was the first teenager to canoe the 1,600km of Orange River from Aliwal North to its mouth at Alexander Bay. Prior to undertaking the Kunene adventure he had also canoed down the Limpopo, Pongola and Sabi Rivers, on the latter of which he had his canoe bitten in half by a hippo. Gordon Rowe had won the annual Umgeni River Canoe Race between Maritzburg and Durban five times and had paddled 2,400km down the Zambezi from its headwaters in Angola to the Indian Ocean.

During January/February 1965 Willem van Riet and Gordon Rowe successfully undertook an epic journey by canoe down the Kunene River from Matala in Angola to the Atlantic Ocean, in the process penetrating the unexplored gorge where the river cuts through the Baynes Mountains.

If we had imagined that canoeing down the Kunene involved blistering heat in a country of utter desolation, hunger, attacks by aggressive crocodiles and such backbreaking labour on the portages perhaps we would have thought twice about our plans for exploring the lower reaches of this mighty river. Canoeists, like mountaineers, always set their sights on a bigger and tougher challenge and, after having canoed down most of South Africa's largest rivers during the previous six years, the Kunene had become my personal Everest. It was something I had to do, a final problem to be overcome. The idea of challenging the 750 mile Kunene, which first occurred to me when canoeing down the Orange, grew and grew until Gordon Rowe and I decided to have a crack at it.

Dr Wipplinger of the South West African Department of Water Affairs, although doubtful of the outcome, was very helpful in giving us aerial survey pictures showing the course of the river but which were, unfortunately, taken at too great height to show much detail. The available maps proved of little use. Then the South West African Administration refused to grant us permission for the trip as they considered our plan impossible and were not prepared to take the risk of having to organize possible rescue operations in such a remote area. Convinced the only a canoeist could tell whether the river was really impossible or not, we approached the authorities in Angola who put no obstacles in our way.

Equipment

Our two moulded glassfibre single seater canoes, which had been built by Gordon in Johannesburg, were shipped to the port of Moçâmedes in Angola and then sent overland by rail to Matala on the river. They were 15.5 feet long and 2 feet in the beam with a weight of 45 lbs. Our paddles were 90 inches long with glassfibre blades. Knowing that there would be considerable portage around rapids and falls in the mountains, only the barest essentials were taken. We took no sleeping bags or tents, merely a waterproof cover and tracksuits in which to sleep. This proved to be uncomfortable at first but we soon got used to the hard ground and were grateful for the waterproof cover as it rained almost every night on the trip. Medical supplies, cameras and food virtually completed our kit.

The box of medical supplies included a snakebite outfit, chlorodine for diarrhoea, malaria tablets and antibiotics for fever, Elastoplast, needles, blades and a preparation for cuts and bruises. Penicillin and morphine could not be excluded as we could not rely on assistance after we had left Chitado. To supplement our diets we took vitamin and salt tablets. Before the trip we were inoculated against tetanus, typhoid, paratyphoid, yellow fever, smallpox and blackwater fever. Last but not least, we took a 12 bore shotgun with SSG shells and a .45 revolver for protection against crocodiles and for use in supplementing our larder. I had learned from experience on other rivers that crocodiles are very cowardly but if they have never encountered humans before they attack without hesitation. Our encounters with crocodiles were far worse than we expected and the shotgun saved our lives on many occasions.

Our small bundle of kit was packed into two double compartmented Klepper waterproof bags measuring 30 inches by 15 inches. One compartment of these bags, when inflated, provided buoyancy for the canoes.

The Kunene River

The 750 mile long Kunene is one of the only two rivers that reach the Atlantic Ocean between latitudes, 12° 34' and 32° south and for part of its course forms the boundary between South West Africa (now Namibia) and Angola. The Kunene and Orange Rivers, 1,200 miles apart, are the only two perennial rivers in South West Africa that flow into the Atlantic Ocean.

The Kunene rises on the continental divide in the Angolan highlands in the vicinity of Nova Lisboa. From Lisboa it flows for hundreds of miles quietly to the south through the plains of southern Angola until it reaches Matala where the Portuguese have built a large dam. Between Matala and the coast only two rivers join the Kunene, the Chitanda from the east and the Culuar from the west. Shortly after leaving Matala the river drops over a rapid and enters the southern Angolan sandveld to flow sluggishly for 200 miles between a high sandstone bank on the left and a marsh haunted by thousands of waterfowl, extending about 1,000 yards to the right.

In the past the Kunene is thought to have flowed south into the Etosha Pan and then continued to the east. Thousands of years ago silting caused it to be captured by a small coastal river which diverted it to the west.

After turning to the southwest, the river meanders calmly about 100 miles to Erikson's Drift (named after a South West African trader of the previous century) at the western edge of the plateau. About 5 miles beyond Erikson's Drift it drops over the 35 foot high Kavale Rapids and starts a 22 mile descent of waterfalls, cascades and rapids with a total drop of over 450 feet to the Ruacana Falls where, 800 yards wide, it falls 406 feet into a gorge.

From Erikson's Drift the river rapidly descends an escarpment 3,000 feet high through the Kaokoveld to the coast. The Kaokoveld, one of the great wilderness areas of southern Africa and for long a blank on the map, lies between the Kunene River on the north, the Ugab in the south and the Atlantic Ocean in the west and is bounded on the east by a line drawn between the Brandberg and the Ruacana Falls. Entry into this area is by permit only, mainly because it is a native reserve but also because of its remoteness and inaccessibility. The 300 mile coastline of the Kaokoveld is a vague, misty loneliness. Further inland the dunes make way for ridge upon ridge of sandstone stretching to the east, a mountainous area where many periodic streams carve ways through the mountains only to find death in the endless sands.

After leaving the Ruacana Gorge the Kunene turns to the west, flowing slowly over relatively flat country for about 90 miles until it is 130 miles from the coast; here, after cutting a valley a couple of thousand feet deep through the Zebra Mountains below Zwartboois Drift, it pours over the 200 foot Epupa Falls. Dropping steeply, the river disappears into a wild, hitherto unexplored gorge in the Baynes Mountains until it appears again in the sandy Marienfluss Valley on the edge of the Namib Desert. Soon the river leaves the only place where it can be reached between the Epupa Falls and the coast to disappear again in a rock channel on its last drop through the Namib Desert to the coast.

Early explorers

In 1900-1901 Dr G Hartmann journeyed to the lower Kunene but the river was still largely unexplored in 1911 when in Englishman named Maudslay Baynes embarked on an expedition down the river on foot from Erikson's Drift. Below the Epupa Falls he was forced to skirt the river which he described as flowing far below him in a rocky channel between vertical walls of rock 1,000 feet high. Baynes only saw the river again when he crossed it at Marienfluss Valley, the only place where he could find a ford. His journey, which started in holiday fashion, developed into a struggle for survival, lasting 93 days. The Baynes Mountains were named after him. It was this 60 mile unexplored gorge in the Baynes Mountains that we wished to penetrate.

The trip

After six frustrating days waiting in Sá da Bandeira near Matala for our canoes to arrive by rail from the coast, we launched our canoes on the Kunene on January 18th 1965. Porridge oats, rice, packet soups and

sugar made up our supplies. With a few Portuguese shaking their heads in doubtful fashion, we dipped paddles into the water and set off amid shouts of warning and good luck and how we were going to need that good luck!

Above Matala, with the addition of six tributaries, the Kunene becomes a major waterway.

With every dip of the paddles we felt confidence reasserting itself in our doubtful minds and, after shooting a few rapids, we camped in the twilight that night on clean, white sand among majestic palm trees. Confident, we fell asleep, only to be awakened by a soft, drenching rain that would occur almost every night until we reached the Namib. With the sun's golden rays shining on the picturesque surroundings we started the second day of our adventure by cruising on deep pools and between numerous islands covered by reeds and cane. Only occasionally was the calm river disturbed by rapids. No hippos could be seen but ripples spreading from the banks of the river indicated the presence of crocodiles. Late in the afternoon the river picked up speed and split up into several smaller streams falling rapidly between rocks to a narrow gorge between the hills as it started to enter the Kalahari sandveld.

We managed to control the small but versatile canoes through the fast rapids until, on the third day, due to over confidence or perhaps carelessness, I can't say, we suddenly found ourselves being pushed along helplessly by the surging rapids. As if by some giant force, a whirlpool threw Gordon's canoe against a boulder and in a moment he had disappeared beneath the water with his canoe and paddle swirling downstream. Caught unawares, he was almost drowned but, luckily, he managed to struggle to the bank, exhausted. I dived in and managed to recover his canoe and paddle which had, fortunately, come to rest on a rock further downstream.

On the morning of January 20th we shot the last of the rapids before entering the Kalahari sandveld. Rocks and boulders made way for thorn trees, mopani bush or vast swamps of reeds, watercane and waterlilies inhabited by thousands of Egyptian and spurwing geese and other waterfowl, including a few knobnose ducks and stately Goliath herons. We had still not yet come across any hippo. I must add 'fortunately' because my experience on the Sabia with one of these lumbering beasts has made me very chary of dense beds of reeds. From the inhabitants on the banks we learnt that most of the game in this area has been shot out and only a few wandering elephants and lions visit the river nowadays.

The next few days were relatively uneventful. Slowly but surely we left the Portuguese outposts behind, Capelongo, Mulonde... Now and again we met Ovambos paddling along in their dugouts. The nights were magnificent. We sat around a flickering campfire listening to the sounds of the night carried on the wind, not the sounds of people or civilization but the sounds of the wild, the sounds of the Africa of yesterday.



Ruacana Falls.

A brief reconnaissance the next morning, the 27th, revealed an easing up in the drop of the riverbed. Very tired after shooting rapids and carrying the canoes and supplies round unshootable rapids, we arrived, after covering 10 miles, at noon at a discouraging scene. The river entered a narrow gorge not more than 15 yards wide and, as far as the eye could see, there was one large rapid after another. On the edge of despair, we carried the canoes for three miles through dense mopani bush on the hills on the left bank, returning to fetch the supplies. Back on the river at last, we recklessly shot a few rapids until we reached a big pool which we knew was about two miles above the Ruacana Falls. Worn out, we decided to camp at the pool for the night; huddled under a groundsheet, we listened to the thunder of the Ruacana Falls carried on the wind. Dozing, I was suddenly awakened by a sharp pain on the elbow and there, in the dull light of the torch, was a black scorpion. A flash of fear shot through me as the terrible stories I had heard of the fatal bite of this feared scorpion flashed through my mind. Luckily for me, as we had no antidote, the sting was on the thick skin of my elbow and, apart from several hours of acute pain and discomfort, there were no ill effects. That night we killed nine scorpions which had been hiding in a log of firewood.

Ruacana Falls

After splitting up into hundreds of channels towards the edge, the Kunene plunges some 400 feet over the Ruacana Falls into a narrow canyon. By a stroke of luck we found the track around the falls on the Portuguese side fairly easily. We fixed our harnesses, hooked on our canoes and lugged them down the two mile detour to the bottom of the falls. We then returned to fetch our supplies. What a magnificent sight the falls are! In a shallow curve, the crest of the fall stretches across the riverbed. The main channel is on the right where most of the water is concentrated in the dry season. The other large channel is on the left and, between the two, hundreds of small streams cascade down the 2,300 foot wide moss covered face. For hours we explored the area, taking numerous photographs. Needing rest, we sagged down on the sand in the shade a mile below the falls where there is a pleasant pool with reeds. Near by there is a rest camp on the South West African side of the river and great was our astonishment to see a Jeep on the bank. The Jeep driver, a doctor from Ovamboland, told us that he knew about us but nobody had even given us a chance of getting this far. All too soon he had to leave for Ondangua, leaving us food and his best wishes.



In the Zebra Mountains.

After a comfortable night, without rain for a change, we floated our canoes and paddled off under a cloudy sky. The river was slow flowing without rapids. The southern bank of the river was overgrown with mopani trees and, to our surprise, we spotted two herds, one of ten and one of twelve, of the rare black faced impala which are believed to be on the verge of extinction. After 30 miles of fairly calm water from the Ruacana Falls, we negotiated a small fall called Ondurusa and entered another stretch of rapids before arriving at the last of the Kunene drifts. Some of these rapids had to be avoided by portages and some we shot with the canoes being thrown about like matchsticks. Wet from the continuous rain and with cut, bruised feet we paddled into a long straight pool at the end of which lay Zwartboois Drift. At the drift the water flows fast over rock pebbles and the river is amazingly small with no falls or even big rapids. It was at Zwartboois Drift in 1881 that the Thirstland Trekkers crossed the Kunene into Angola. We spent January 31st at Chitado, a small Portuguese settlement about five miles from the river. By now our feet had been badly cut about and bruised so we had them attended to by a male nurse at the settlement. Chitado was the last place where we could pick up supplies. We therefore had to plan what we needed in detail. We could not carry much weight and yet we had to take enough to see us through the unknown 175 miles ahead.

Until now we had lived on porridge oats in the morning, sardines on bread for lunch and soup, bully beef and bread at night. When we could we bagged wild duck (which we roasted over the fire) to relieve the monotony. In view of the difficulties ahead we allowed food for twelve days to see us through to the coast. The most that we could carry was two tins of compressed oats, 5 lbs of sugar, 20 packets of powdered soup, 4 lbs of rice, five small rolls of Portuguese bread, 10 tins of sardines and four tins of bully beef. Was it enough? It had to be. Later we would look back and realize that this provided insufficient calories for our needs. We hadn't realized that we had already been considerably weakened by fourteen days without nutritious food and that we were not nearly as strong as we should have been.

With these supplies and our experience to guide us we left Chitado the following morning to experience some of the toughest days I have spent in my life. Every dip of the paddle was one stroke further from human assistance.

Ahead lay the untrodden Baynes Mountains. The first day's paddling went without a hitch. Shortly after Zwartboois Drift the Kunene cuts into the Zebra Mountains, the striped hills named by Baynes, with

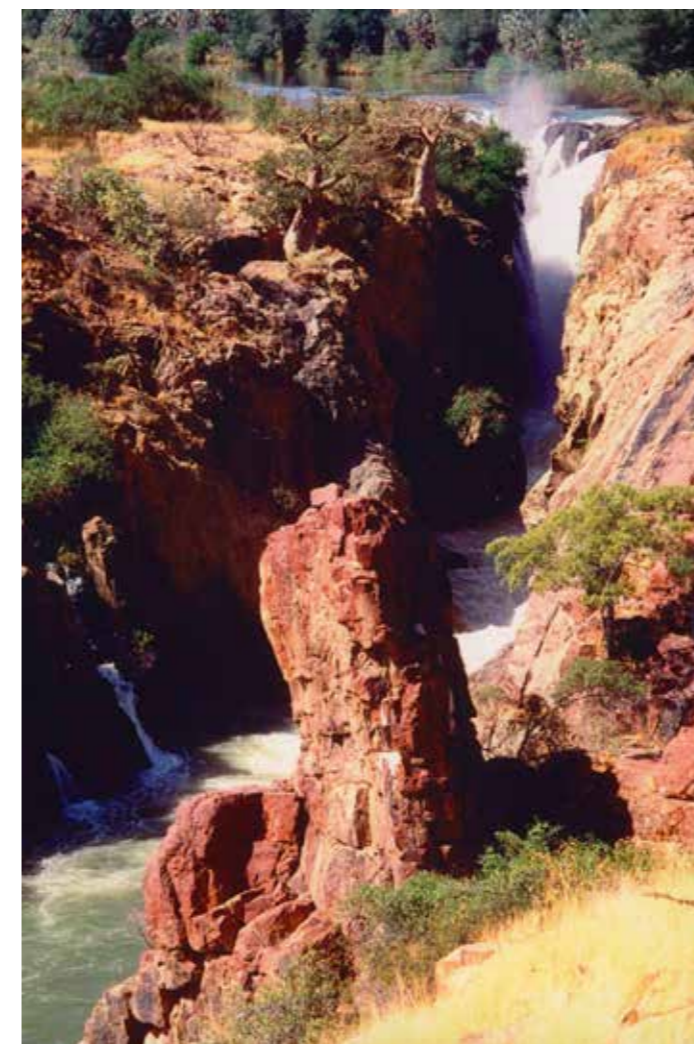
slopes rising steeply from the riverbanks. As the river turns to the north, the Rio dos Elefantes and two other dry streams enter on the Angola side. According to the Portuguese these parts are frequented by elephant, rhino and lions but we did not see any. We did, however, come on our first hippo in the Kunene, a small group of seven with another three a few miles further on.

Epupa Falls

For the 60 odd miles from Zwartboois Drift, the character of the river changes little until about 12 miles above the Epupa Falls the river enters a rock zone with rapids. Suddenly, without any warning, we spotted a fine mist hanging above the river ahead. 'Could it be the Epupa already?' I asked Gordon. We steered our canoes to the bank and from there we beheld a fantastic sight. The mighty Kunene, which was as smooth as a mirror a short distance back and 100 yards wide, thunders down 200 feet into a slit that is only about 20 feet across. The main stream enters the crest in the shape of an elongated horseshoe but a few smaller streams enter from the side, shooting across the gorge to hit the opposite wall before disappearing in a fine spray of mist.

We carried the canoes around the falls with the help of two Ovahimbas who look after the rest huts of the SWA Administration. Full of awe, they attempted to explain to us that it was impossible to follow the river through the mountains. We were now embarking on the most dangerous part of the trip; no one had ever been there before us and we knew that if we had an accident in the gorges there was no way out on foot. We would be absolutely on our own. Once we set off on the 120 mile journey to the sea there could be no turning back; we would be imprisoned by the Shamalindi Mountains on one side and the Baynes Mountains on the other.

We refloated our canoes in the gorge below the falls. This was it! It nearly was, too, for no sooner had we entered the gorge than I saw a crocodile swimming straight for Gordon, who was ahead. My shout of warning was drowned by the thunder of the falls. Luckily, Gordon looked over his shoulder, saw by my actions that something was wrong and, sighting the crocodile, swung at it with his paddle. Frantically, he dug his paddle in the water and shot between two boulders, inches



A long view of Epupa Falls.



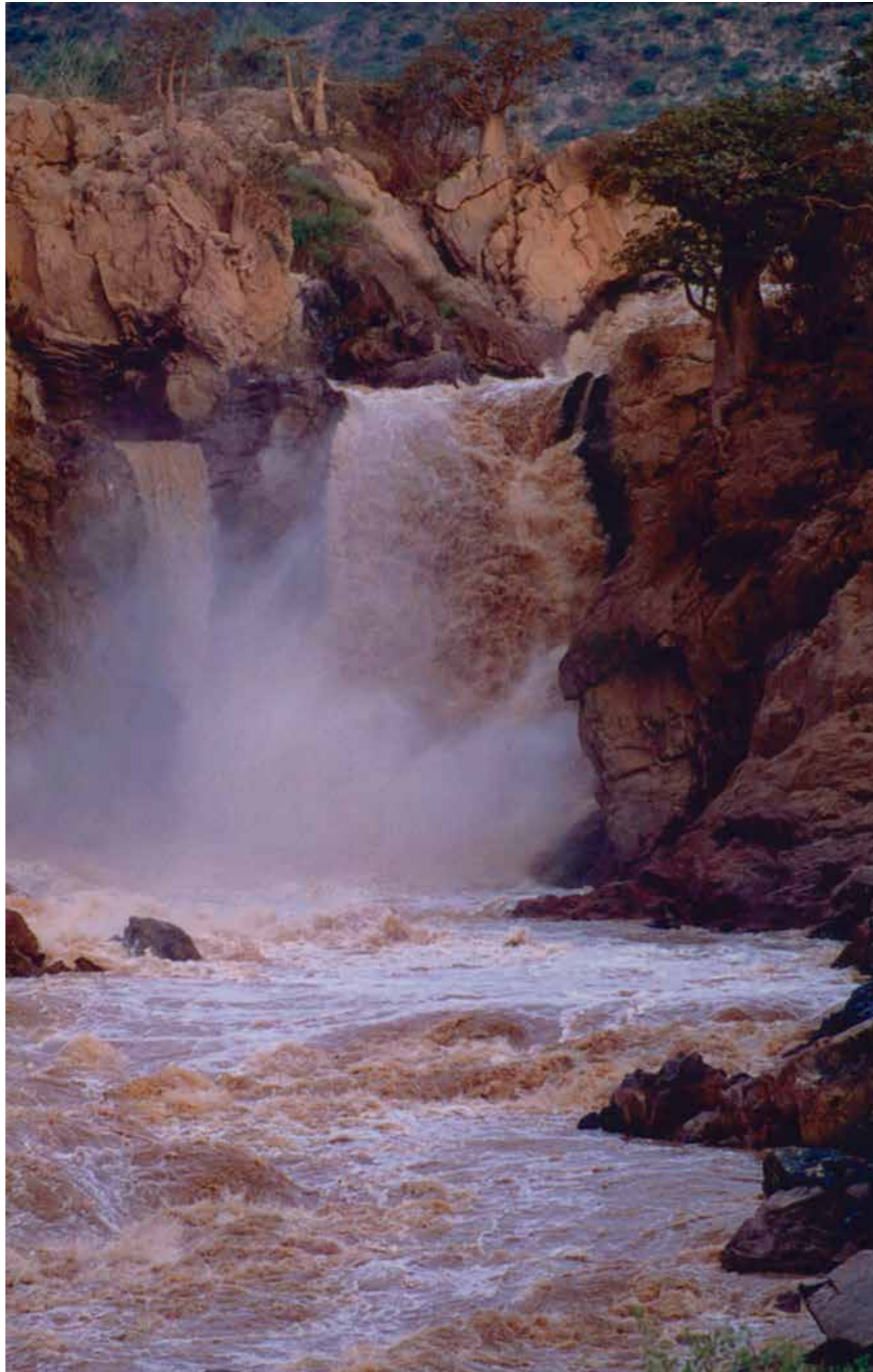
Epupa's main cataract is 70m high.

ahead of the croc. I breathed a sigh of relief. It was shortlived for the crocodile immediately turned around and came straight for me. 'Make for the bank!' was my only thought; the shotgun was completely forgotten. Shotgun in hand, I leapt out of my canoe, slipped and landed up to my neck in the water. In record time I struggled out of the water, scrambled up the bank and, shotgun to shoulder, gave the crocodile an overdue shot, much too close for my liking.

Pale, we continued downstream only to be attacked shortly afterwards by another crocodile coming out of a rapid. This time the shotgun was ready and the blast scared him off. Every 100 yards or so the gorge narrowed with rock jams forming rapids between the pools. We were unable to shoot these rapids as the maelstrom at the bottom was too rough so time and time again we had to carry the canoes and gear around the boulders on the bank. That afternoon, February 2nd, we were forced to leave the river and carry the canoes up the cliffs and along the mountains for about two miles. The river curled below us in continuous rapids. We were forced to camp high above the water, clothes and skin torn to bits by the thorn bushes; our feet were also blistered and cut from jumping onto the rocks. We had been forced to fire at six crocodiles, shooting one handed at them with the other hand holding the paddle, a nerve-racking experience for they had no fear of us and sometimes the noise of the shot did not scare them off so that we had to hit them with buckshot before they disappeared.

On the morning of February 3rd we were forced out on the bank again and again until, at midday, the river dropped into a gorge with granite cliffs rising sheer from the water. We were forced to climb 700 feet up the mountainside, pulling and pushing our canoes with our hands, hauling first the one canoe and then the other. We seemed to become breathless at the smallest exertion and it took the whole day to climb up and down to the river again.

Although we were exhausted we made reasonable progress the next morning, largely owing to the river's flowing out of the granite area into a valley of soft sandstone where there were a few deserted Ovahimba huts. Our relief was shortlived for about two miles further on the Kunene flowed straight between two huge cliffs, 1,000 feet high.



Looking into the heart of Epupa Falls.

Should we go in? We were scared of waterfalls but another look at the height of those walls was enough to convince us that there was only one way through, by water. After half an hour, without having met any serious obstacles, we shot out of the gorge into a large valley.

We spent the whole afternoon canoeing through this valley; there were few rapids but attacks by crocodiles continued. I shot at two close to the canoe; one grabbed the back of the canoe but let go again. That night we camped just before the river entered the last stretch of the Baynes Mountains proper. A crocodile hit the back of a canoe whilst we were getting out on the bank. Very lonely, hungry and extremely tired, we sank onto the sand. It was a place of utter desolation; apart from an elephant spoor and the lonely grave we discovered, there was nothing, a fearsome place in our weary dejected state.

Knowing that we *had* to press on, however despondent we might be, we shot rapid after rapid on February 5th. Towards afternoon we entered a very narrow cut in the granite, little more than 20 feet wide. The walls shot straight up and seemed to lean inwards at the top. The turbulence of the water was incredible, forcing us to fight for our lives to remain in the canoes. After a mile we were out of the gorge but those were the worst hours of my life. I did not expect to come out alive. We were just beginning to regain our composure when, after making good progress and shooting rapid after rapid, both Gordon and I were capsized by the force of the water. We managed to reach the bank safely and recover our canoes and supplies, grateful that there were no hungry crocodiles on the prowl. At 4pm the gorge was already in deep shadow when we were forced by falls ahead to make camp in a little hollow with the thunder of the falls echoing from the high walls.

Gordon had a lucky escape during the day. While he was standing on the bank near his canoe a crocodile suddenly shot out of the water and lunged at him; just as it snapped its jaws closed its front feet slipped on the canoe, missing Gordon by inches. On another occasion a crocodile came up beneath my canoe after I had taken a shot at it and I was lucky to avoid being capsized. We were interested to note that the floodwater level in the gorge was about 80 feet up the walls, obviously not a pleasant place to be when the river is in flood.

Precious hours were wasted on the morning of February 6th carrying around the fast rapids and a waterfall of 20 feet; these were created by huge boulders dropping into the river from the cliffs and are not natural barriers. At least we didn't have to carry around the waterfall because, in consternation, we saw my canoe suddenly tipped by the current from its safe pool. Helpless, we saw the canoe hesitate on the edge of the fall for a moment, only to be dragged over by tons of water. For a few moments it was out of sight then suddenly it shot like a rocket out of the water and, as if by a miracle, came to rest in a narrow inlet.

This couldn't go on indefinitely, we thought, as we pushed our canoes back into the river and, at last, after seemingly endless hours of struggle against the rushing water, the gorge was left behind and the now pacified river flowed out into the Marienfluss Valley. It was unbelievable; we felt as if we had escaped from a prison and for the first time after leaving the Epupa Falls we saw a few thorn trees on the banks. With relief and in a state of near exhaustion we headed for the bank to rest. Behind us lay the terrible Kunene gorge; we were now 220 miles from the Bantu Commissioner at Ohopo, 440 miles from the nearest town and, ahead, 60 miles still to go to the mouth of the Kunene. We were at 1,100 feet above sea level with the trackless Namib Desert between us and the mouth of the Kunene on the Skeleton Coast.

Through the Namib

Extremely depressed and lethargic, we seemed to have an insatiable hunger no matter how full of rice and soup we were. We were weak from our unbalanced diet and every movement was an effort. During the night the rain poured down again; even on the edge of the desert it couldn't leave us alone.

On the morning of February 7th we struggled with our canoes and gear around a shallow gorge for about a mile before being able to take to the Kunene again. Large grey black cliffs enclosed the river and the only vegetation to be seen was on the immediate banks. It looked as if a tornado had hit the area but it was clear from the tracks that a herd of elephants had been feeding. What a struggle they must have to keep alive in this country! The flat water didn't last very long and soon we encountered another stretch of rapids in a narrow gorge. After the several hours of portage over rocks and boulders we had reached the end of our tethers. We sank exhausted against the rocks. Even walking without loads had now become a torture. The seemingly endless rapids and rocks ahead suddenly looked impossible and we felt that we just could not carry around them in our present state. The only way out

of our difficulties seemed to be to find the track to Ohopo from the Marienfluss Valley. With only a little porridge and no water, we set out to cross the Hartmanns Mountains to try to reach the Bantu Commissioner at Ohopo. Only three miles from where we left the canoes, with the sun beating mercilessly down on us, we came to our senses and realized the foolishness of this plan. We would never have reached Ohopo. There was only one way out and that was to reach the Portuguese outpost at the rivermouth as soon as possible so back to the canoes we went.

A short stretch of calm water revived our hopes to a certain extent but they were dashed again by fast rapids between two almost sheer cliffs 800 feet high. I looked in despair at Gordon and on his face I could see traces of the strain and hardship of the past two weeks. We decided to camp for the night before attempting a portage to where, we hoped, the river would become navigable again.

That night the river came down in flood and in the morning the water level was close to our fireplace. We carried the canoes, one by one, and then the supplies to the top of the sandstone cliffs from where we could see the sand dunes of the Namib stretching to the south and to the north the grey black mass of granite and other rock. Far below, the river seemed to flow undisturbed through long, calm pools. With revived hope we ventured again on the river, feeling that our difficulties could not last much longer. A few crocodiles emerged from the brown water in several attempts to have us for lunch but, with an air verging on disdain, we fired at them to scare them off.

Towards evening the notorious desert wind sprang up and tried to blow us back from where we had come. With heads down we battled to make headway into the wind and so we did not notice at first the entrance to another series of gorges. Too late, we saw the first of the rapids which I managed to get through but when I glanced back I saw Gordon being thrown out of his canoe by giant waves five feet high. Over and over he went, clinging to his unsinkable craft. Against the rock wall in the pool below I tried to pull him out but the water was too strong and we were pulled back into the next series of rapids. The whole river beat against the sheer wall of the rock and recoiled in wild brown waves. How on Earth were we going to get through this? With a cold sinking feeling in my stomach I entered the waves and miraculously got through, only to see Gordon disappearing with his canoe underwater. He appeared again a few moments later. At last we managed to pull out to the right bank. As we couldn't go any further that night we decided to camp.

We camped near the last major obstacle, a deep gorge about 30 miles from the sea. We judged it impossible to canoe through the gorge as the walls looked 500 feet high and our aerial photograph seemed to indicate many falls and rapids. If we went in we might never be able to emerge.

Long before the sun was up on February 9th we struggled up the soft, gray, shale like rock of the cliff on one side of the gorge. We could only manage to carry one canoe at a time and then only for a short distance before we sank on the ground, exhausted. The swelling of our feet was causing acute discomfort. Four hours of agony took us at last down to the water where we finished off the last of our sugar and porridge. It was essential that we reach our destination that day.

The river was still very narrow, running between huge boulders. Crocodiles continued to attack us and since the Epupa Falls we had fired some 60 times. Towards midday the Kunene entered a curious series of reed enclosed pools 10 miles in length and then, for the last 15 miles to the coast, entered a narrow rock valley strewn with rapids. The rocks on the south bank keep the ever shifting sand at bay but every now and then rivers of sand flow over the barrier into the water. The north bank is completely devoid of sand and the river seems to be the barrier. The desolation of the country must be seen to be believed. To the north the rock stretched to the grey horizon and towards the south sand dune after sand dune stretched into the distance as far as one could see.

Only in the last mile did the river slow down. Without warning a white speck appeared on the right bank of the river, the Portuguese pumping station at last. We had made it! The Portuguese were at first suspicious of us but then, with typical hospitality, they assisted us to the hut. From this lonely outpost the Portuguese pump water 40 miles up the coast to the fishing factories at Baía dos Tigres. Thin and physically exhausted, we were happy to escape alive.

Would I ever do the trip again? It would take a lot of persuasion but I am grateful to have had the opportunity of seeing one of the last unexplored areas left in Africa. It is an experience and an adventure that I shall never forget.

Willem van Riet

Touring



Adam Pope photographs

Last Chance Meet

The Last Chance OCSG Coniston meet is always one of my favourites.

It's a great lake to sail, the weather is often exciting, the autumn scenery is something to behold and the two café options are always enticing.

Incidentally, at this meet, normally late into the night in the pub, there is much talk by OCSG members of a third café gracing the lake's shores but I have long since ascribed such notions as mere fancy, as one would Arthurian myths, or perhaps it's a Cumbrian version of *Brigadoon*, involving scones.

Anyway, putting the existence of a third café or otherwise aside, I had an extra incentive for this year's meet as I would be picking up my new sailing canoe, an experimental version of Solway Dory's Shearwater Evolution! It also meant saying goodbye to my Solway Dory Curlew, however, as this was passed on to Ramsay's brother.

I drove through the night to arrive at Coniston on Friday morning to drop off the Curlew and headed down to Solway Dory's secret HQ to pick up my new Shearwater from their experimental laboratory.

Upon arrival my new canoe was trolleyed effortlessly towards me on its side. One of the reasons for not obtaining a larger decked canoe before now was the restricted access I have at the side of my house to reach the garden. The SD solution to this was to construct a side trolley which, as they demonstrated, holds the canoe perfectly balanced on its side and makes it effortless to handle through narrow spaces.

The canoe also features a watertight access panel to the front cockpit. This makes the entire front underdeck watertight with the rear deck still open to the cockpit for quick storage of items such as a launching trolley etc. After a little bit of work on my mast to ensure it would fit in the new canoe and working out the best way to load the canoe on my car I returned to Coniston, eager to get on the water for the first time.

The canoe is only two feet longer than the Curlew but it feels quite different on the water. The main difference in my view is that it's much more directionally stable; it will track much better and needs less of the constant corrections the Curlew required to keep on course. This means the canoe is a little slower through the tacks, however, but I don't see this as a disadvantage.

After an hour or so on the water I returned to the shore in order to sort out my sleeping arrangements before the light failed.

The Saturday was one of fairly breezy winds and strong gusts. As usual, a large contingent of OCSG members had assembled. Once on the water in company with Graham Cooke, Keith Morris and others, we headed down the lake towards Peel Island, the perfect first destination for the new Shearwater.

On the Sunday the bulk of the members again headed downlake for Peel Island. The wind was much less gusty than the day before. I removed the outriggers and sailed in front of the campsite for a while. The side decks make this canoe much more seaworthy than my Curlew. I could sail the Shearwater almost on its beam ends without any water coming into the cockpit. I decided to head off up to the Bluebird café for an early lunch before I packed up and headed back to London.

My Curlew, with its front, rear and side airbags, meant there were plenty of places to store items such as paddles, pumps and bags by sliding them underneath bags and clipping them onto thwarts. The Shearwater, with its hard surfaces, needs a different, more organized approach to attaching and storing such paraphernalia. All that will be worked out in this year's sailing season.

For now my new canoe is stored on its side, under covers, waiting for spring and another season of sailing... Roll (sideways) on!

Adam Pope

Santa Splash

Twenty six hardy canoeists braved atrocious weather to take part in the first Santa Splash family canoe paddle along the Leeds & Liverpool Canal on Saturday 12th December, marking the end of the first year of the new Desmond Family Coast to Coast Canoe Trail project.

Hosted by the Canal & River Trust, the charity which cares for the canal, the event was expecting to attract more than 100 Christmas attired paddlers but strong winds and torrential rain deterred all but the most determined.

Coast to Coast project manager Greg Brookes said 'Sadly the weather conditions today have been very challenging. However, I want to say a big thank you to everyone who donned Santa hats and attached reindeers and Christmas trees to their canoes in a tremendous effort to bring some festive cheer to the waterway.'

The first Santa Splash took place over a two mile course between the start of the Leeds & Liverpool Canal in the heart of the Eldonian Village, Liverpool, and the project's hub at the SAFE Regeneration centre in Bootle. Canoeists, which included Duke of Edinburgh award participants from Knowsley Youth Mutual, were rewarded at their destination with hot chocolate, a hog roast and other festive treats. A similar event was staged the following day in Burscough, west Lancashire.

The events form part of a five year project to create the Desmond Family Coast to Coast Canoe Trail across the Pennines. Funded by a £1.3 million grant from the Desmond Foundation, the 150 mile trail starts in Liverpool, follows Britain's longest canal, the Leeds & Liverpool, links into the Aire & Calder Navigation in Yorkshire and finally reaches the east coast at Goole.

Lynn Pegler



Lynn Pegler photographs

Access and passage are not necessarily permitted and safe under all conditions.

Isle of Skye East Skye Coast

Where
Saucy Mary
hung her
chain

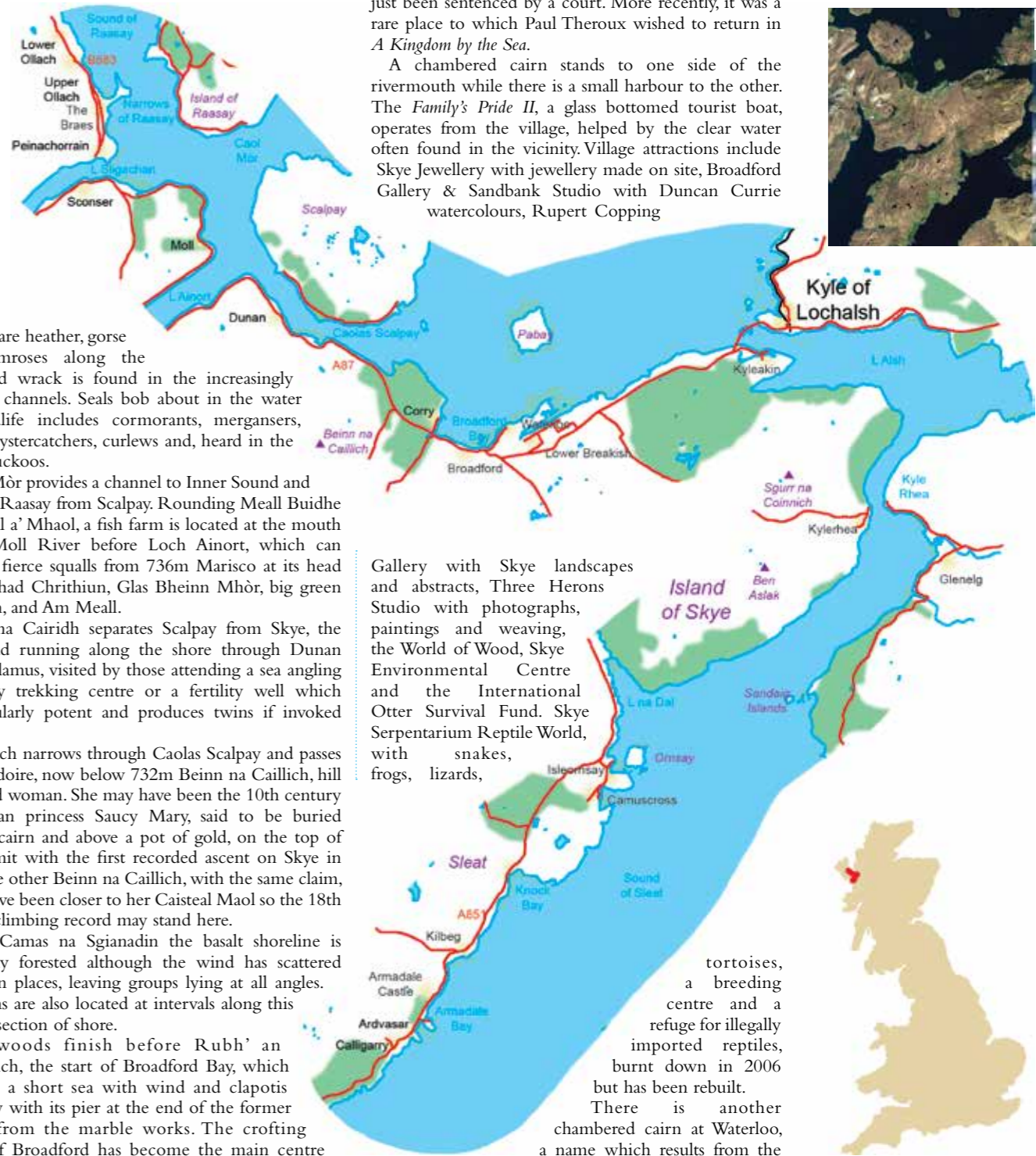


NASA

Opposite Peinachorrian is Sconser, terminal for the Raasay car ferry at the foot of 775m Glamaig, a sentinel for the Cuillin although Alexander Smith's *A Summer in Skye* about 1864 describes it as 'supremely ugly'. Also beside Loch Sligachan is the Portree to Kyleakin road, built in 1812 by Telford, and a conspicuous quarry provides stone for other construction projects.

for the southern end of Skye. The Broadford Hotel on the bank of the Broadford River was the first place to brew Drambuie to a secret recipe given to the landlord by Prince Charlie, dram buidheach being the satisfying drink. In the late 1700s the village added a cattle market. *A Summer in Skye* tells how a crew sailing from Harris to the mainland saw an apparition of two men dangling from their shrouds. On reaching Broadford, their boat was used to hang two criminals who had just been sentenced by a court. More recently, it was a rare place to which Paul Theroux wished to return in *A Kingdom by the Sea*.

A chambered cairn stands to one side of the rivermouth while there is a small harbour to the other. The *Family's Pride II*, a glass bottomed tourist boat, operates from the village, helped by the clear water often found in the vicinity. Village attractions include Skye Jewellery with jewellery made on site, Broadford Gallery & Sandbank Studio with Duncan Currie watercolours, Rupert Copping



There are heather, gorse and primroses along the shore and wrack is found in the increasingly sheltered channels. Seals bob about in the water and birdlife includes cormorants, mergansers, puffins, oystercatchers, curlews and, heard in the spring, cuckoos.

Caol Mòr provides a channel to Inner Sound and separates Raasay from Scalpay. Rounding Meall Buidhe and Meall a' Mhaol, a fish farm is located at the mouth of the Moll River before Loch Ainort, which can blast out fierce squalls from 736m Marisco at its head past Leathad Chrithiun, Glas Bheinn Mhòr, big green mountain, and Am Meall.

Loch na Cairidh separates Scalpay from Skye, the main road running along the shore through Dunan and Strollamus, visited by those attending a sea angling and pony trekking centre or a fertility well which is particularly potent and produces twins if invoked correctly.

The loch narrows through Caolas Scalpay and passes Ob Apoldoire, now below 732m Beinn na Caillich, hill of the old woman. She may have been the 10th century Norwegian princess Saucy Mary, said to be buried below a cairn and above a pot of gold, on the top of the summit with the first recorded ascent on Skye in 1772. The other Beinn na Caillich, with the same claim, would have been closer to her Caisteal Maol so the 18th century climbing record may stand here.

From Camas na Sgianadin the basalt shoreline is intensively forested although the wind has scattered the firs in places, leaving groups lying at all angles. Fish farms are also located at intervals along this wooded section of shore.

The woods finish before Rubh' an Eireannaich, the start of Broadford Bay, which can have a short sea with wind and clapotis off Corry with its pier at the end of the former railway from the marble works. The crofting village of Broadford has become the main centre

Gallery with Skye landscapes and abstracts, Three Herons Studio with photographs, paintings and weaving, the World of Wood, Skye Environmental Centre and the International Otter Survival Fund. Skye Serpentarium Reptile World, with snakes, frogs, lizards,

tortoises, a breeding centre and a refuge for illegally imported reptiles, burnt down in 2006 but has been rebuilt. There is another chambered cairn at Waterloo, a name which results from the



Raasay ferry leaves Sconser on Loch Sligachan below Glamaig.



Broadford Bay with Pabay in the distance.



1,500 Skye men who took part in the 1815 battle, many of whom settled here.

Flows run northeast in Caolas Pabay from an hour and twenty minutes after Dover high water and southwest from four hours forty minutes before Dover high water. A green metal framework mark is located on Sgeir Gobhlach while Pabay rises beyond to 28m. Meaning priest or monk isle, it has a jetty and the remains of a chapel and is of blue limestone with fossils.

Ardnish, leading to Rubha Ardnish, has trap dyke outcrops which resemble jetties. Inside is Ob Breakish, the name from a'bhreac or smallpox which ravaged the island in the 17th and 18th centuries. The old schoolhouse was the 1972 office of the controversial

campaigning newspaper, the *West Highland Free Press*, which also attempted to sweep as wide an area as possible. Skye was one of the first places to support the Yes campaign in the 2014 independence referendum. *A Summer in Skye* reports that Captain John Macdonald claimed that by the age of 15, in about 1740, he could quote between 100 and 200 Gaelic poems of various lengths which he had learned off an 80 year old man.

At Lower Breakish, beyond the Tobar Ashik site, is a graveyard which includes those of 1942 from *HMS Curaçao* which was cut in half by the *Queen Mary* while acting as her escort. Adjacent is Broadford Airfield with its geodesic hangar. It was near here that Ireland's St Maolrubha preached, hanging his bell from a tree.

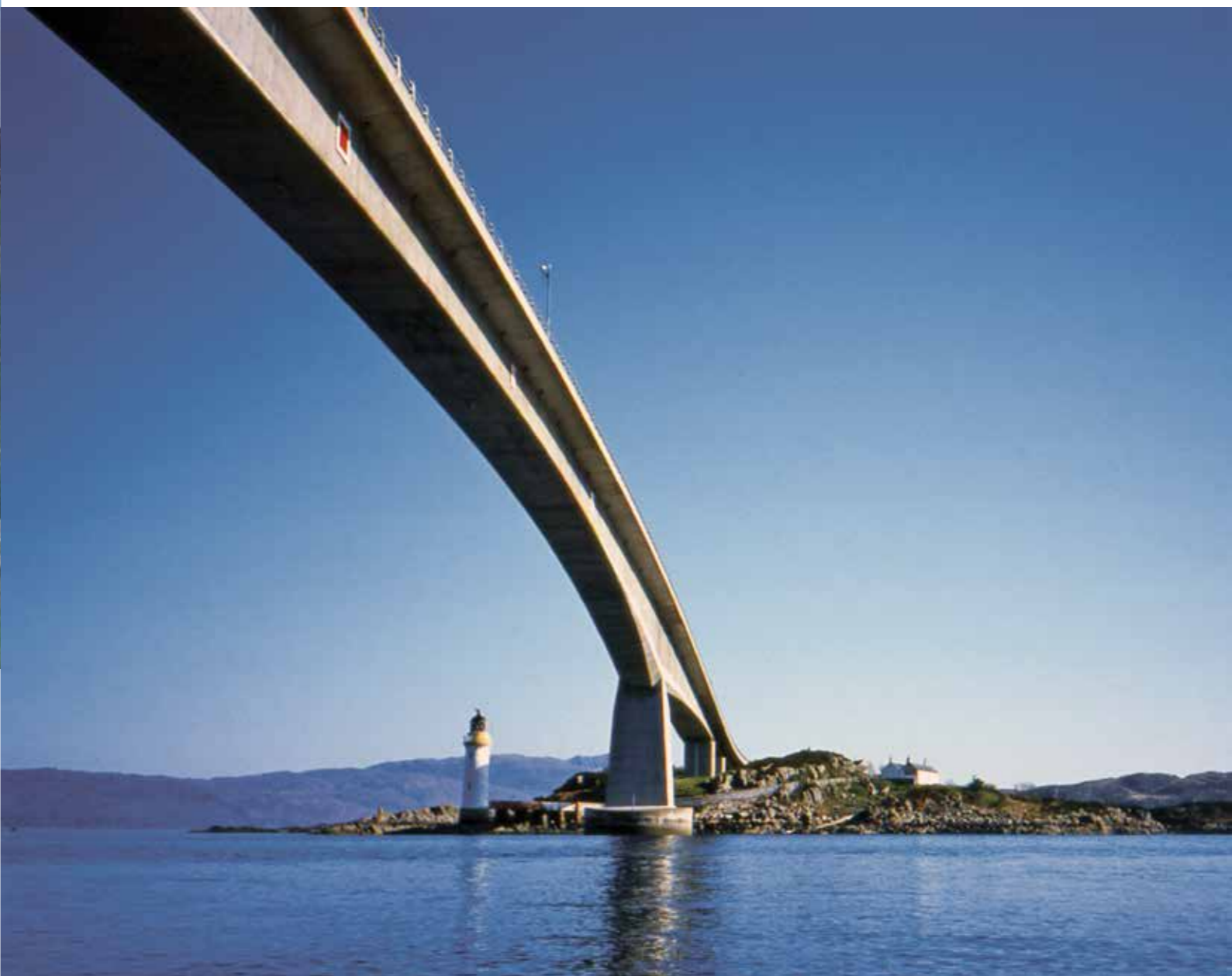
August 25th was celebrated for Maolrubha as patron saint. St Columba also visited in 585.

Beyond Sgeir Dubh are the Ob Lusa and Ob Allt an Daraich inlets and sand and gravel pits along the shoreline, served by a substantial pier.

The Skye Bridge of 1996, built to carry the A87 over Kyle Akin, was designed as a pair of balanced cantilevers resembling seagulls in flight. However, the fact that it had the highest toll in Europe until freed in 2004 resulted in widespread ill feeling towards the structure and its owners. The 21m Kyle Akin lighthouse of 1857 by the Stevensons is disused and is partly obscured by the bridge. Both use Eilean Bàn. The island is the ongoing inspiration for Adam Melfort in John Buchan's *A Prince of the Captivity*. There is a museum to Gavin Maxwell, who lived in the keeper's cottage. He bought the island in 1963 to turn it into a zoo for west Highland birds and mammals and moved here in 1968. After his early death the following year his partner, John Lister-Kaye, wrote a book about the island and the project. Teko, the last otter, is buried here.

The village of Kyleakin has lost its former importance for four centuries as Skye's ferry point for **Kyle of Lochalsh**, now bypassed by the bridge. The Sunday ferry service did not start until 1965 and even then it was in spite of strong protest from the kirk locally. It still has a memorial which acts as a viewpoint and the Bright Water Visitor Centre featuring otters and wildlife. A local craft is the *Seaprobe Atlantis*, Britain's only glass bottomed semi submersible. Kyle House has 1.2ha of gardens planted in the 1960s by Colin Mackenzie with a notable kitchen garden and tender plants attaining large size because of the warmth of the Gulf Stream. An t-Ob almost puts the village on an island.

Caisteal Maol, roofless castle, or Dun Akin, is a 29m high square tower used as a lookout post and defence against Norse raids, the stronghold of the MacKinnons of Strath from the 12th to 15th centuries. Its original owner, possibly in the 8th or 10th century, had been a Norwegian princess with the unlikely name of Saucy Mary who ran a chain across the loch to sink any ship not paying a toll. A meeting of clan chiefs in 1513



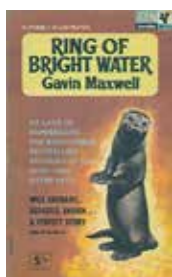
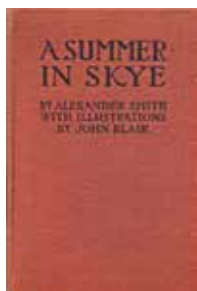
The Skye Bridge.



Kyleakin with the island's main ferry slipway, now retired.



The Sandaig Islands, seen across the Sound of Sleat.



Caisteal Maol, also expensive to pass in its day.

proclaimed Sir Donald MacDonald of Lochalsh Lord of the Isles. The worst of the structural damage was done by a storm in 1948.

Times of tidal flows in the kyle vary considerably not only with the wind, heavy rain and snowmelt but also with the day of the tidal cycle. Several islands stand in the centre of the kyle, especially the Eileanan Dubha, 15m high and heather covered. A 5m high white metal framework lightbeacon is located on an islet at the east end.

Rubha Ard Treisnis stands 13m high in the middle of Loch Alsh, dividing Loch na Béiste, loch of the beast,

from Kyle Akin. The latter took its name from King Hakon of Norway who took his fleet through in 1263 prior to his defeat at the Battle of Largs.

Flows are weak in Loch Alsh, up to 2km/h but affected by wind, heavy rain and snowmelt.

Black guillemots and gulls fly over the water and moon jellyfish drift in the currents. A noisy fish farm is located near where the wreck of *HMS Port Napier* lies submerged by Sròn an Tairbh.

Sgeir na Caillich lightbeacon is a 2m concrete pillar below 753m Beinn na Caillich, the old woman referred to possibly having been Saucy Mary. Alternatively, it



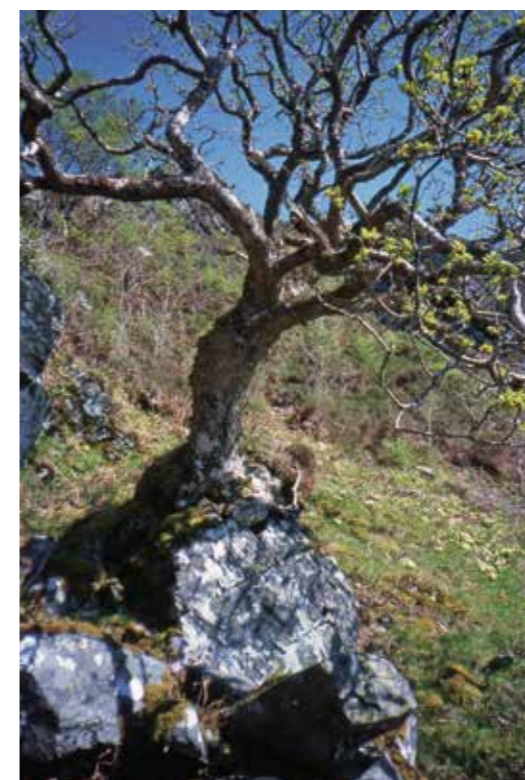
Loch Alsh with Kyle Rhea leading off to the right.



Quite large ships use Kyle Rhea.



Ben Aslak stands above Kylerhea and the island's remaining active ferry slipway.



Primroses beat the trees into spring growth near Port Aslaig.

may have referred to Grainnhe, wife of Fionn, chief of the Fiennes family of giants, a pot of gold and jewels being buried beneath her grave at the summit. In *Kayak to Cape Wrath* Jack Henderson tells how he camped at Rubha na Caillich in the middle of the 20th century and met an old sea dog who told him he had seen enough sharks in Kyle Rhea to be able to walk across. However, Mac an Raeidhinn, after whom the kyle is named, failed to jump the gap while racing back from Glenelg to defend the stronghold of the Fiennes from attack.

The southgoing stream begins four hours and twenty minutes before Dover high water at up to 15km/h while the northgoing stream begins an hour and forty minutes after Dover high water at up to 13km/h although it has been measured at 22km/h. The former is increased in strength and duration by strong and long lasting northeasterly winds, snowmelt and rainfall while converse factors increase the northerly flow. Powered craft being washed through out of control are not unusual. There may be eddies along the edges of the kyle.

Kylerhea forest nature reserve has ancient birch, ash and oakwood with golden eagles, dolphins, porpoises, guillemots, herons and hooded crows. Otters are observed from a hide near the Kyle Rhea lightbeacon on the west side and so this area should be avoided so that the watchers are not disturbed.

Powerlines pass high over the kyle. Kyle Rhea, straight of the king, was named after Hakon. It can have overfalls during a southwesterly flow with southerly or





Loch Hourn on an unusually bright day.

FACT FILE

Distance

From Balmeanach to Ardvassar is 59km.

Public Transport

Citylink/Skye-ways 915, 916 and 917 buses serve Broadford and Kyleakin. Highland Country 50 and 51 buses serve Broadford, Kyleakin, Isle Ornsay, Armadale and Ardvassar.

Campsites

There are campsites at Sligachan Hotel, Balmacara and Morar.

Youth Hostels

There are youth hostels at Raasay, Broadford and Ratagan.

OS 1:50,000 Sheets

32 South Skye & Cuillin Hills
33 Loch Alsh, Glen Shiel & Loch Hourn

Admiralty Charts

2208 Mallaig to Canna Harbour (1:50,000)
2209 Inner Sound (1:50,000)
2210 Approaches to Inner Sound (1:50,000)
2498 Inner Sound - Southern Part (1:25,000)

2534 Plans in the Sound of Raasay. Sound of Raasay (1:25,000). Narrows of Raasay (1:12,500)

2540 Loch Alsh & Approaches. Kyle Akin (1:12,500). Kyle Rhea (1:12,500)

Tidal Constants

Portree: Dover - 4 hrs 40 mins
Broadford Bay: Dover -0440
Kyle of Lochalsh: HW Dover -0440, LW Dover -0420
Glenelg Bay:
HW Dover -0500, LW Dover -0450
Loch Hourn: HW Dover -0420, LW Dover -0500

Forecasts

Marinecall: Ardnamurchan - Cape Wrath, 09014 737 474

Sea Area: Hebrides

Submarine Area

Sleat

Lifeboats

Inshore: Kyle of Lochalsh

All Weather: Portree, Mallaig

Helicopter

Stornoway

Maritime Rescue Centre

Stornoway, 01851 702013/4

southwesterly winds, standing waves and boils in less extreme conditions and violent squalls with northwesterly winds.

Below 739m Sgurr na Coinnich is Coalas an Lamhachaidh with the shortest vehicle ferry crossing to Skye, the only one until the railway came to Kyle of Lochalsh, and was the starting point for Johnson and Boswell's 1773 tour of the Hebrides. It is Scotland's last manually operated turntable ferry and runs only in the summer. Until 1906 the kyle was used to swim cattle across at slack water in strings of 6 to 8 behind boats, some 8,000 per year. A less conspicuous crossing came later, submarine cables from Glenelg to Bàgh Dùnan Ruadh, where the Kylerhea River enters.

As the channel opens into the Sound of Sleat, flows ease to 3km/h, southgoing from four hours forty minutes before Dover high water and northgoing from an hour and twenty minutes after Dover high water.

The sound widens again beyond the Sandaig Islands with their lighthouse. On the Skye shore there are woods below 610m Ben Aslak, the shoreline with stunted oaks and violets, bluebells and red campion in the spring and the most westerly ash wood in the UK, also the ruin of the hamlet of Leitir Fura, abandoned in 1782.

To the south of Loch na Dal, the mouth of the Abhainn Ceann-locha, is the island of Ornsay with a mark at the northeast corner and the remains of a church at the south end, off which is Eilean Siønnach with its 19m white lighthouse of 1857 by the Stevensons and Eilean an Eòin. These shelter the Harbour at Isleornsay, home to Skyak Adventures sea kayak school, formerly with a herring fishing fleet, especially at low water when they mostly connect to Ard Ghunel. Salmon nets will be out at times. Maxwell owned these keeper's cottages, too. Local oysters and live music contributed to the Gaelic Inn by the Sea's being chosen as 1997's most romantic hotel in the British Isles. Other amenities around Eilean Iarmain include the Gallery an Talla Dearg with Laurence Broderick sculptures and Heaven's Ocean with watercolour landscapes and functional driftwood art. *A Summer in Skye* reports how a missing sailor was found here by dragging with line and hooks. For the previous three months there had been loud cries on calm nights from the place where the corpse was landed, the hooks had jangled on their line

and they had appeared to have water droplets on them. Author Alexander Smith also reported having a meal here of trout which had been left in a field by a stream in spate although it had taken the owner's crop of potatoes instead.

South of Isleornsay the Sleat peninsula consists of Old Red Sandstone with gneiss.

The remains of Dùn Bàn stand between Camus Croise and Ob Snaosaig and there is a further inlet at Camas Barabhaig. Small sawtooth ridges of strata at 45° run down to the sea, the channels between them being filled with fist sized stones which are very unstable underfoot as a walking surface.

Many of the stones from Knock Castle, at the back of Knock Bay, were used to build Knock House but the castle remains are an ivy clad block which was defended in the 15th century by the MacDonalads against attack by the MacLeods. Beyond Teangue are a radio mast, fish farm, memorial and church remains. The height of the Sleat peninsula is easing down to the southwest with Maol Buidhe a peak at 233m.

Kilbeg's notable building is the cylinder of Sabhal Mòr Ostaig, the Gaelic college, which has courses in Gaelic and piping as well as hosting the Skye Festival of food and music and the Skye Sea Kayak Symposium. Gaelic is making a recovery.

Dun Ela was built at the back of Bàgh a' Mhuilinn. The adjacent 69km² estate contains the castellated ruin of Armadale Castle of 1790 for the 1st Lord Macdonald, extended in 1815 - 19 by Gillespie Graham, suffering a major fire in 1855. Armadale House had been burned by the king's fleet in 1690. Gardens covering 16ha include North American hardwoods, conifers, Australasian and European trees and silver firs from 1795. Earlier, Dr Johnson had been impressed by the ashes. There are nature trails, Clan Donald Skye & Museum of the Isles, material on the Clearances and the Bay Pottery.

Armadale Bay receives swells with winds from the north to the southeast. Down from a cairn is the pier at the end of the A851, serving the vehicle ferry to Mallaig in the summer and offering the Pasta Shed for refreshment.

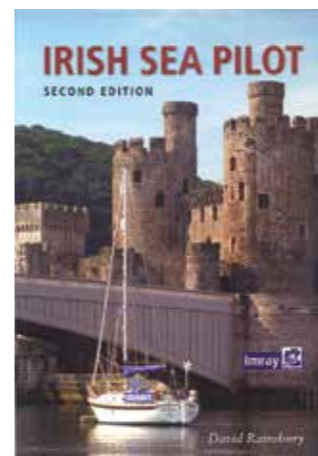
Irises, thrift and midges are the mixed delights. A hide on Rubha Phòil looks over an archipelago which largely disappears at high water. Ardvassar (Nov 06 guide) offers the last sheltered beach with road access on the east side of the Sleat peninsula.



The Ornsay lighthouse on Eilean Siønnach.

BOOKS

Irish Sea Pilot



David Rainsbury
Imray Laurie Norie & Wilson,
Wych House, St Ives, Cambs
PE27 5BT
2009. 2nd edition 2015
978 1 84623 591 7
A4
230 pages, paperback
£32.50

The Irish Sea is covered from Corsewall Point to Milford Haven and from Rathlin to Kilmore plus the Isle of Man. Although the coverage seems to jump about a bit it is all there with many photographs. Imray often include aerial photographs by Patrick

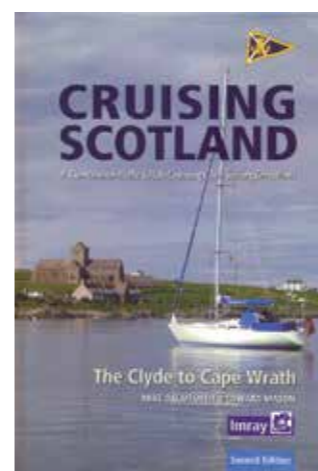
Roach, as they do in this book, of particularly high quality, not just for giving the lie of the land but also for showing what lies below the surface of the water.

Although aimed at sailors, there is much of value for us and canoeing is mentioned at Portmadoc. Tides are detailed and there is a tidal stream atlas at the back. Pictures are mainly in benign conditions but a water level shot of lumpy seas off Carmel Head is a reminder to pay attention and be prepared. Exposure to wind and avoidance of it are constant features with icons of wind strength and direction which are read at a glance. We are told where and when to obtain weather forecasts. Attention is given to the proliferation of windfarms.

The book concentrates on the mechanics of touring rather than local colour but does suggest places to eat and drink, especially where to find seafood. At Portaferry we are told that diesel is available at the Slip Inn, conjuring up a vision of 'Would that be a point or a haff, Sor?'

Chartlets are included frequently. Although they should not be used for navigation, not being updated, it would be useful to have an indication of scale on each, especially the smaller ones, rather than having to refer to maps or full charts when browsing the book, a book which stands a lot of browsing.

Cruising Scotland



Mike Balmforth & Edward Mason
Imray Laurie Norie & Wilson
2010. 2nd edition 2015
978 1 84623 697 6
A4
222 pages, hardback
£27.50

Picking up where the *Irish Sea Pilot* leaves off, this book covers from the Solway coast to Loch Eriboll and out to St Kilda, ignoring the rest of Scotland. Perhaps the title should refer to the best of Scotland but it could equally refer to the best of Europe.

The foreword by Princess Anne is more than a polite introduction. 'These are waters for which I have always had a great love... this very

special part of our coastline, and which you are privileged to be able to call your home waters'. It is clear that she sails regularly herself. Many of us would agree with her enthusiasm.

The book is for the Clyde Cruising Club and, following the death of author Mike Balmforth in 2012, it has been decided to give all royalties to their Seamanship & Pilotage Trust for training future sailors.

Reviews of new books and publications

Sometimes the use of a dinghy is suggested instead of a yacht, for Loch Sween, Loch Hourn Beag and Cumhann Mor, or even a sea kayak in the Sound of Barra, just to mention a few places where a yacht would be rather restricted.

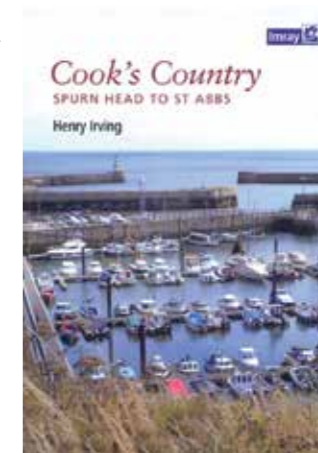
Aerial photographs are included among photographs from many sources, including a good one of the Corryvreckan standing waves. The aerial view of lower Loch Etive shows the Falls of Lora working several kilometres away. Another shows a huge ring of rafted yachts in Loch Harport during a malt whisky cruise, no mean feat, as will be acknowledged by anyone who has tried to assemble and hold together a large kayak raft in any breeze.

There are some telling comparisons, including comparison of the weather with what is experienced at Portland Bill. Eric Hiscock's priceless comment on Puilladobhrain is included, 'when the sky cleared next morning we realised that Acairseid Mhor and Wizard Pool are only the second and third most perfect anchorages in the world.'

Information boxes add local colour, from features of interest and a Para Handy story to sections of logbook from earlier sailors.

The book brings back so many memories of fantastic waters explored and offers more for the future. Princess Anne has it exactly right.

Cook's Country



Henry Irving
Imray Laurie Norie & Wilson
2016
978 1 84623 749 2
A4
76 pages, paperback
£15.95

This book has had a complex history, starting in *Yachting Monthly*, leading to *Tidal Havens of the Wash & Humber* and then with *Cook's Country* added to form *Forth, Tyne, Dogger, Humber* (Sep 02, p34). *Cook's Country* has now been reissued as a stand alone book, freshly laid out. Changes to the text are limited but it has some new pictures.

The title refers to Captain Cook, who sailed out of Whitby, and covers the coast from Spurn Head to St Abbs, a section of coast which is more neglected than some.

Features for yachtsmen are dominant but the photos include a number of useful aerial shots and there are assorted chartlets to assist with descriptions of more interesting water conditions.

Walking the Great Glen Way



978 1 85284 801 9
170 x 120mm
188 pages
978 1 85284 895 8
Paddy Dillon
Cicerone, 2 Police Sq, Milnthorpe, Cumbria
LA7 7PY
2007. 2nd edition 2016
170 x 110mm
44 pages, paperback
£14.95

Two books are contained in a single plastic cover. The main one describes the long distance walk from Fort William to Inverness, at times using the towpath of the Caldeonian Canal and the rest of the way mostly not being too far from the banks of Lochs Lochy, Oich and Ness.

Having described the route from south to north, the author then describes it in the opposite direction, with photos to suit. Even the maps are repeated, 1:100,000 with contours coloured to show the topography clearly, overlaid with wooded sections.

Many of the features of interest, the facilities and the accommodation possibilities will be as relevant to the paddler as to the walker and the photographs of the Falls of Moriston will be of greater interest.

Unusually, there is a second book containing sections of 1:25,000 map for the whole of the walk. This pulls away from the water between Balchraggan and Dochgarroch, where reliance will need to be made on the smaller scale maps in the main book for the northern end of Loch Ness and Loch Dochfour. Otherwise, the rest of the paddling route is covered. Compared with the cost of having to buy the individual map sheets alone, this combination can be seen to offer exceptional value.

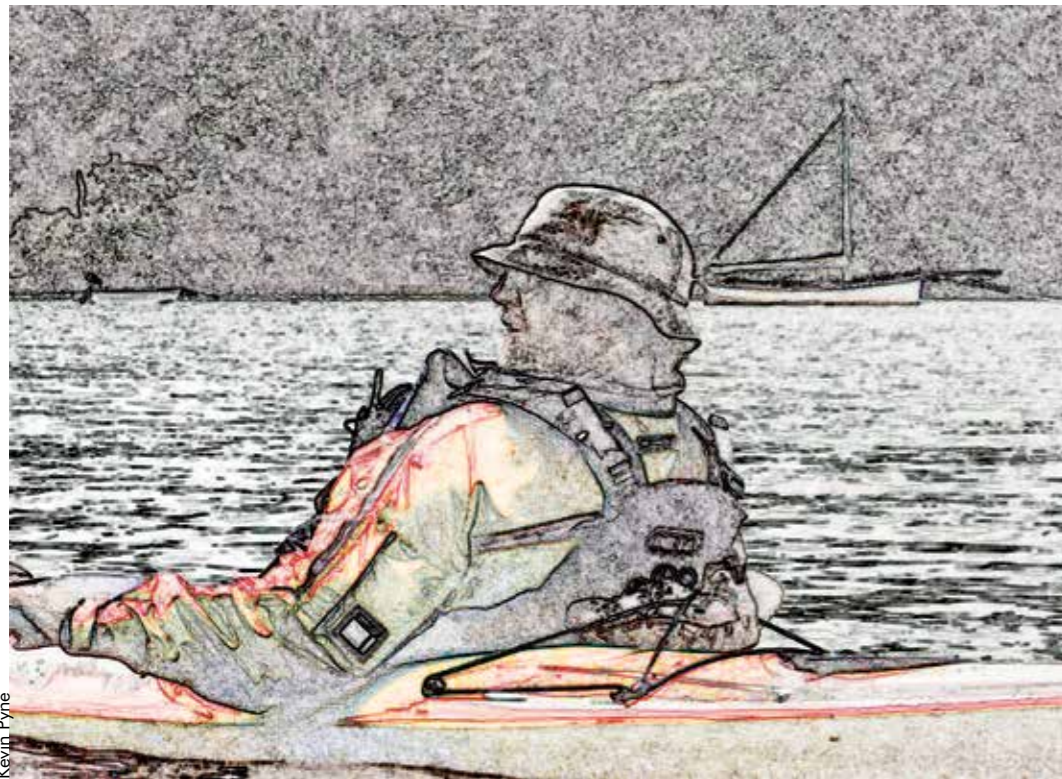
Mountains of kit to be won

Cicerone are running a National Trails Competition with 13 sets of outdoor gear, the top prize valued at £1,000 and all entrants receiving Cicerone vouchers. In addition, all printed guidebooks are being sold at 25% discount until the end of June. Entry is until that date at www.cicerone.co.uk.

Absence of canoeing on the shelves

In the 11 years since *Canoeist* ceased publishing on paper and went solely online I have only once seen a canoeing magazine in a newsagent's shop, despite visiting several a day for a while. Although we had an award winning magazine on paper, we suffered from declining advertising support, not being prepared to make the kind of claims we were hearing regularly from others as they tried to match the BCU's readership claims for their compulsory magazine. One advertiser reported six times the response to his advertising in *Canoeist* compared with what he was obtaining from the same advertisement elsewhere, despite our smaller print run. At last the union magazine has ceased publication on paper, not that it ever made it into the newsagents despite more than one attempt. Meanwhile, canal publications are proliferating, there is no shortage of other boating magazines and there are plenty of angling magazines on the high streets, another being launched last month by a former angling newspaper.

The lone canoeist



Kevin Pyne

Half a mile to go that day
With twelve or so done before
And all this on a sunny day
Never ever but yards from
The river shore.

The young ones pass me
By at speed
With gadgets by the score
But I prefer to canoe alone
And then stop awhile
And then rest awhile before
Paddling on some more.

When young I pounded out
Mile after mile
As young folk do for sure
But now I just canoe with
Ease because I am now no
Longer young anymore.

Now I watch the kingfishers
And the herons as they jump
Up and fly away,
An old man in an old canoe
Paddling steadily on his way

I skim across the sunken logs
And hide in among the branches
Of the overhanging trees
For I am not in a rush to go
Anywhere
And nothing ever rushes me...

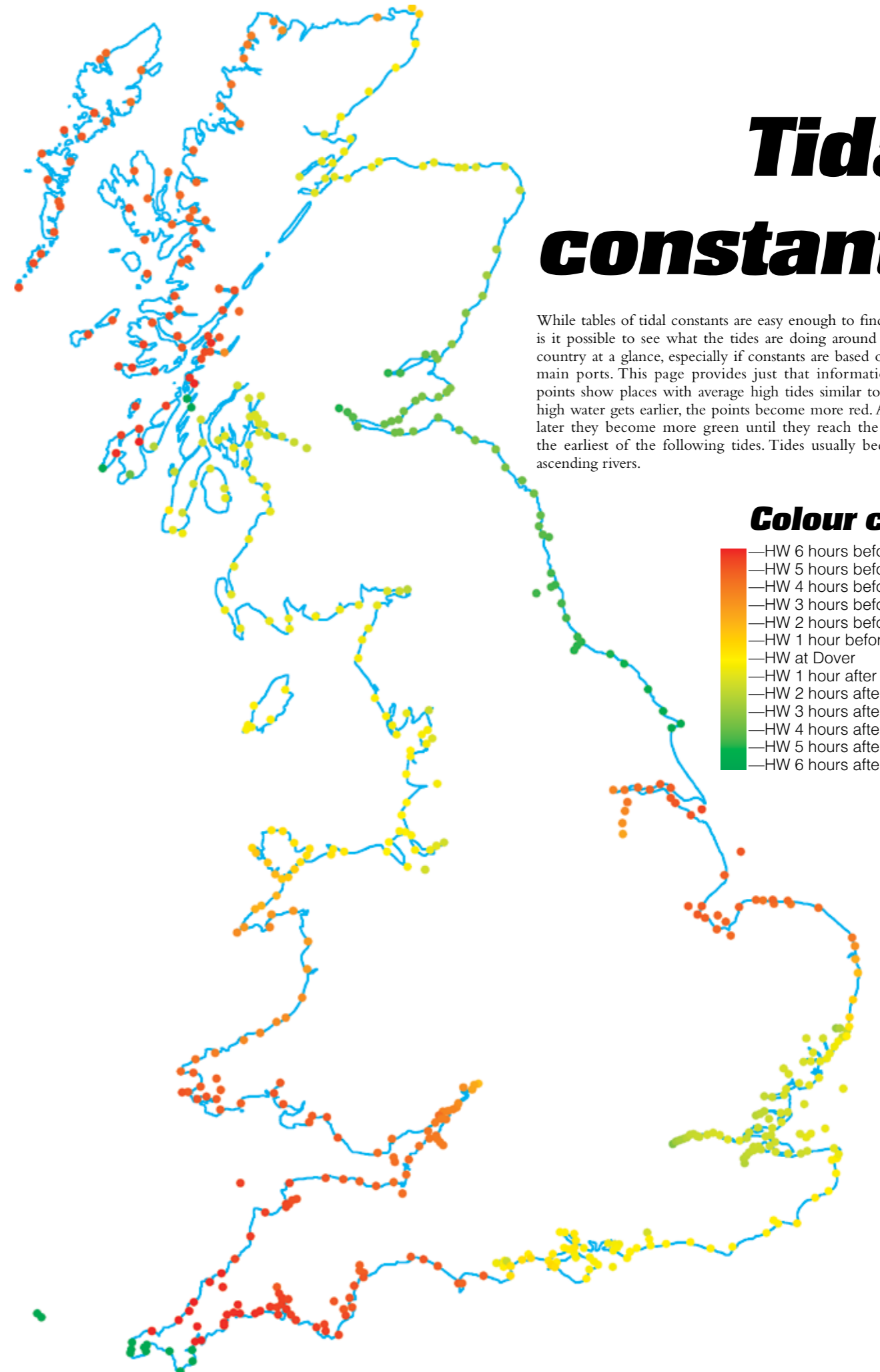
Kevin Pyne



Periodical Publishers Association

Independent Publisher Awards

**Inaugural
Achievement Award
winner**



Tidal constants

While tables of tidal constants are easy enough to find, nowhere is it possible to see what the tides are doing around the whole country at a glance, especially if constants are based on regional main ports. This page provides just that information. Yellow points show places with average high tides similar to Dover. As high water gets earlier, the points become more red. As they get later they become more green until they reach the next reds, the earliest of the following tides. Tides usually become later ascending rivers.

Colour code

- HW 6 hours before Dover
- HW 5 hours before Dover
- HW 4 hours before Dover
- HW 3 hours before Dover
- HW 2 hours before Dover
- HW 1 hour before Dover
- HW at Dover
- HW 1 hour after Dover
- HW 2 hours after Dover
- HW 3 hours after Dover
- HW 4 hours after Dover
- HW 5 hours after Dover
- HW 6 hours after Dover

Sort of a Scout canoe

Canoe touring was perhaps at its best after the war when construction materials for canvas craft, cars and fuel all became more readily available. People wanted to get into the great outdoors and travel in the countryside.

Access restrictions were still largely a thing of the future. Arthur Green was a later convert but wrote down his experiences as a book which was never published. We now present it as a reminder of times when life was slower and simpler but enjoyed every bit as much.

Chapter 1 - The old fool should know better

Always a lover of the countryside, enjoying the quiet, reflective atmosphere and beautiful scenery throughout the British Isles, I had for many years been a camping enthusiast. First my cycle, then my feet and finally my car had taken my equipment and latterly my companions to various venues to participate in the pastime. Perhaps I would have remained a motorized camper, forty eight years being too advanced an age to return to the more physical means of transportation. However, my two nephews, who were keen Scouts, decided that they wanted a canoe for their birthday.

‘What sort of a canoe?’ I asked.

‘Well, sort of a Scout canoe,’ offered Paul.

In the spring of 1970, by chance, some say mischance, my current Girl Friday, about to be married, mentioned, ‘My Peter has a canoe for sale; do you know anyone amongst your camping friends who wants one?’

After some thought I replied ‘My nephews have asked for one for Christmas and I’d thought of buying a new one but haven’t much of a clue.’

‘Oh!’ said Sally, ‘This one’s had very little use. It was bought for holidays at Aberdovey and only been used now and then in the estuary.’

A few evenings later I gave her a lift home and, after being entertained to tea by her parents, we adjourned to Peter’s and looked at the canoe lying in the garage. It was a most impressive vessel, being a PBK 14, a two seater adapted for one, which had been beautifully made by a Worcestershire boatbuilder. I was dazzled by the mahogany coaming, mahogany faced plywood frames, a grey plastic coated canvas hull, dark blue canvas decking and an ingenious spraycover which gave protection for either one or two seats by simple adjustments. The paddle was a Klepper Tourer with a hollow tapered loom and the buoyancy aid was a plastic affair which I discovered later was almost guaranteed to drown the wearer in case of a capsize, all this for £20.00 the lot. It was just what I had in mind for the boys, well, more or less, and the money changed hands. Then we had to load it on the car. Of course I had no roofrack as I had not really intended to buy it there and then but Peter and I laid my motoring rug on the roof of the Volvo and lifted it on. Was it heavy? I cadged some rope and lashed it on good enough to get it home and departed at a very sedate pace. The boatbuilder, although admiring Percy Blandford’s lines and concept, decided that the thing was a bit flimsy and proceeded to add a little to the thickness here and there. Frames were cut from 12mm rather than 9mm ply and whilst he was about it he made it mahogany faced water and boil proof: he upped everything else in proportion and when in doubt made it thicker still. The original design weight was 38 lbs but this one weighed in at 64 lbs. At first I cursed the extra weight as the least I could use on the car roof to carry it was the strongest ladder rack I could buy and I nearly suffered a hernia every time it was loaded. The seat was in the form of a heavy duty storage box with a padlock, having a flat lid sloping slightly to the rear and looking as though it would be uncomfortably high and corn inducing. This was removed with the intention of fitting some sort of a cushion on the bottom boards but the backrest was left as I could think of no alternative to the bar across the coaming with two curved slats screwed to it, the whole swivelling to fit to the small of the back.

Practised but by no means perfected

‘What about the two lads?’ you may ask. More of them anon; it had been my intention to present the canoe to them at Christmas with due ceremony but, not wishing to appear a ninny when they asked me to show them how to use the thing, I had to learn the art of canoeing before they knew about it. Where was I to learn? I had arranged to spend a fortnight camping at Newport in Pembrokeshire with some friends who had a cottage near by and the Nevern estuary would

provide plenty of water in which to manoeuvre whilst learning the ropes. There was plenty of water and also wind to whip it up into waves and blow the spume about. Canoeing impressed me as a singularly wet, uncomfortable and arduous sport but the bug had bitten. When the time arrived for me to fetch my nephews, all the techniques described in the book had been practised but by no means perfected and the bare, slatted bottom boards had made their impression. I was determined that I would fit better seats in the thing before I handed it to the boys. Experience taught me that the spraycover, drip rings and mandatory cag kept most of the wet out.

Sleeping in a play tent

The campsite at Newport is down on the Parrog and almost on the beach, looking over Newport Sands towards the Bennet and Foel Fach whilst Carningli stands sentinel behind. I slept in a large single pole tent with an enormous extended flysheet with an open end and I had pitched a small bivvy, which I had bought for the lads as a play tent years ago, having a strong flysheet. An ancient, ex hire toilet tent completed the camp and, as Westerlies were forecast, all were pitched in the best shelter available on the site. All this took place at a stage in my camping career when I had degenerated to the soft life and normally used a huge frame tent and all the home comforts. The equipment included a large and complicated camp kitchen, gas cooker, camp beds, mattresses and folding armchairs.

A promise of a gloriously sunny week

A clear sky heralded a fine day when I set off to fetch the boys from Tintern Abbey and there seemed to be a promise of a gloriously sunny week to come. Whilst emptying the car to leave room for the lads, one of my fellow campers approached and remarked ‘What a lovely morning. I hope it holds as we’re walking along the cliff path today and need a fine day for a picnic.’

‘I don’t think you’ve much to worry about by the look of the sky,’ I promised.

I set off down the bottom end of the Wye valley to our venue. The abbey was viewed at a leisurely gait and we lingered over the inevitable cream tea. My niece had reached that fascinating stage all small girls reach and I was loath to depart for Newport. With the sun still shining in the Wye valley we set off, admiring the lovely colours of the Forest of Dean on our left. As we approached Chepstow and the valley widened we first heard the gale warning on the radio as the sky darkened rapidly overhead, force eight gales with gusts up to force ten accompanied by heavy rain.

‘Does your car leak?’ asked Charles, ‘cos our’s does. Dad thinks it comes in round the screen but Gran says these new fangled heaters blow it through.’

The journey along the A40 to Camarthen and over the Presceli mountains to Parrog was a nightmare as the high gusting winds threw the car about and, although it was pretty nimble, it took some holding on the road. The rain almost defeated the windscreen wipers and branches (sometimes the top few feet of the trees) showered down into the road and quick reactions were the order of the day.

‘What’s it like at Parrog?’ asked Charles. ‘Are we near the sea? Is there a beach?’ All in quick succession.

‘There is a beach at the bottom of the field just over the sea wall and the site overlooks a beautiful estuary and out to sea. The beach is called Newport Sands and is famous,’ I told him.

‘Does the sea ever come over the sea wall?’ asked Charles, hoping for a little excitement.

‘Not that I know of,’ I assured him. Little thought was given to the tents at Parrog but I had that uncomfortable gut feeling that all was not well.

All hell was let loose

As we splashed onto the campsite and stopped the car, the corner guy loop at the open front of the flysheet broke and all hell was let loose as the others started to go as the strain on them increased. We did not stop to don weatherproofs; it was all out and smother the flysheet as best we could. At last it was brought under control, bundled up and dumped in the toilet tent which seemed to be weathering the storm very well. The wind took the camp kitchen, stove and folding chairs and bowled them down the field to end up in the hedge bottom. Food stored in cardboard boxes was soon reduced to a pulp and had to be left where it lay; chaos reigned. Repitching the tent was out of the question as too many guy loops had broken their stitching and by this time darkness was upon us. The camp kitchen, stove and folding chairs were recovered and placed in the tent which had started to leak when the flysheet collapsed.

‘Our tent’s OK,’ said Paul.

‘What are you going to do?’ Charles asked me, ‘because there is not enough room in our tent for three of us; it’s a tight enough squeeze with Paul and me.’

‘Our sleeping bags are dry because I put them in the car as soon as I could but where to sleep? It’s too late to try the youth hostel and in any case they are usually full at the weekend: we shall have to try the pub.’

‘What about us not being members of the YHA?’ asked Paul. ‘Can we join at the hostel?’

‘Yes, that’s possible,’ I replied.

‘I want to camp,’ wailed Charles. Fortunately one of my oldest friends had rented the cottage near by and had been waiting for us to get back.

‘We’ve been worried to death about you,’ Lillian greeted us. ‘Stan has been out two or three times to look at your tent. Are you all right?’

‘The flysheet has had to be taken off and the inner tent is full of water. We are thinking of going up to the pub,’ I said.

‘I want to camp,’ came again from Charles.

‘We’ve a spare room but no bedding,’ offered Lillian ‘and you are all very welcome.’

‘Our sleeping bags are OK,’ I said ‘and all our night clothes are still in the boot of the car.’

‘Bring ‘em, then, and let’s get round that fire again,’ said Stan. We left the camp to take care of itself as the rest of the canvas, although not waterproof, was stable and would stand anything else which was to come that night. The gale shook the cottage and rattled the windows but eventually we all went to sleep.

Time for repairs

The next morning, after a hearty and delicious breakfast cooked by Lillian and my honorary niece, Ann, we all went out to be greeted by a cloudless sky and warm sun. The gear was sorted out and laid in the sun to dry. Apart from the food not in tins or plastic bags and the flysheet, nothing was damaged. Whilst the rest salvaged the gear I borrowed Stan’s sailmaker’s needle and palm and used some heavy tent cotton to sew the loops back on and, whilst about it, to put some extra ones between each of the existing ones. In spite of there being no reinforcement triangles at the new guying points, we were to be thankful later in the week that this had been done. The small bivouac, which I had bought years ago as a play tent, was both Willesden and wax proofed and, in spite of its age, stood all the weather without flinching and remained bone dry. The boys had a wonderful holiday, monopolized the canoe and relegated me to either rambling or crewing in my pal’s Shetland skiff. These boats are open and to get the best out of them need to be sailed with the gunnel just about under. ‘Only for the brave,’ said Douglas, who lived at Newport and was the proud owner of a wooden Drascombe lugger. I was allowed to use the canoe on the night of the second gale. During the first one, in the excitement of rescuing my tent, Stan’s boat had been forgotten. When we eventually took the canoe down to the beach at low tide we noticed that the skiff was on its side with one of the drying out legs broken; it was obvious that it had bumped on the bottom as the tide receded during the storm and been blown over when a leg touched the bottom. The other leg was removed and a careful watch kept on the boat as the tide flowed and the gunnel held above the waves until the natural buoyancy kept it upright. Whilst the tide was in Stan and I repaired the leg, waded out to the mooring and replaced both legs. When the second gale arrived Stan’s boat started to take a beating out on the open mooring and we decided to move it round onto the saltings where there was some shelter. After quickly preparing two mooring posts to keep it from swinging in the narrow creeks, we had to move sharpish before any damage could be done to the boat. The wind was just nicely whipping the tops from the short steep waves when we set out from the beach to put Stan in

the boat. There was only one set of paddles and therefore Stan was a passenger in the real sense: because he had to stand up in the canoe to go aboard the boat the spraycover could not be fitted and therefore the exercise was an extreme test of the seakeeping qualities of the canoe. I had not realized that it is possible to be blown backwards in a canoe but it is and it did. I was scared silly but remembered all I had learned from the book, especially the bit about easing the boat over a beam sea by wagging the hips and keeping the body upright. It all worked and, almost unbelievably, the canoe weathered the conditions, the coaming keeping out the sea even though the deck was under the water most of the time.

The old fool should know better

It was about this time that the remarks about the old fool should know better started to be bandied about.

One evening we were invited out for dinner at the local hostelry in the company of our friends and another couple who were caravanning on a near by site. I made sure that the boys were as respectable as the restricted camper’s wardrobe would allow and we all walked up the lane to our supper. The meal was superb and a sauce was added in the form of someone else doing the washing up. After dinner, as we left the pub to return to our various beds, it was proposed ‘Shall we walk up to the place just above the castle where they are baptized?’

‘How far is it?’ asked Charles.

‘Not far,’ replied Marjory and we set off. The trough was concrete and not very impressive.

‘I hope they clean it out before they dunk the nippers,’ came from Charles.

‘Oh! They’re not babies,’ informed Marjory, ‘mostly adults and teenagers.’

‘They must be barmy,’ said Paul ‘but if it’s their belief we must respect that.’

‘Let’s go a little further up before we turn back,’ ordered Marjory. ‘We might hear a nightjar.’

‘How far is it?’ asked Charles.

‘It can’t be far,’ said Marjory. We must have walked miles and by now it was quite dark, the slopes of Carningli silhouetted against the night sky. As we stumbled on Charles stepped into a shallow pool just when Marjory exclaimed ‘Be quiet. I think I can hear a nightjar.’

‘I don’t care if it’s a ruddy jam jar,’ rejoined Charles. ‘My feet are wet through and I’m going back to camp.’ Despite protestations as to the opportunity, we all made tracks for our beds and turned in as soon as we could about midnight.

Never put two brothers in the same canoe

Towards the end of the week it became evident that I had overlooked a rule which should go something like ‘Never put two brothers in the same canoe and expect peace overall.’ Another canoe would have to be purchased if there were not to be incessant quarrels. About this time Blacks of Greenock were about to move into the Five Ways Centre and leave their old premises in Broad Street, Birmingham. Always on the lookout for a bargain I asked if they had any canoe paddles in the sale.

‘We’ve better than that,’ said the manager. ‘There are a couple of PBK canoe kits down in the cellar; let’s go and have a look.’ Down the cellar we went and, lying on the floor, were what can only be described as three bundles of sticks and three bales of mucky cloth.

‘Are they all complete?’ I asked.

‘They should be as the paper isn’t torn,’ he replied.

‘How much?’ came from me ‘and chuck a couple of paddles in.’

‘Phew! Gimme a tenner for the lot,’ he said ‘and you’ll have to take ‘em now as the lorry comes tomorrow to take all the scrap away.’ I foolishly took only two of the kits and left the other one to its fate; how I have since regretted that mistake. However, it transpired that I became the proud owner of a PBK 14. The canoe kits were given to the boys for Christmas 1970 and they were told to get on with it if they were going to use them on their summer holiday. Paul, the elder boy, started his and finished it in time. The younger boy was much slower and did not finish his until early 1972.

Back at Parrog

Whitsun 1971 saw me back at Parrog, accompanied by young Charles who never missed the opportunity for an extra holiday if he could help it. I had fitted two plastic moulded seats to the canoe and we were able to use it as a two seater as originally intended by Percy Blandford. The Nevern was explored thoroughly, first at low tide when we walked the sandbanks and saltings to learn off by heart the locations of the channels and mudflats. There is nothing more disconcerting than to



Seagull's eye view of Parrog.

be left high and not very dry by a rapidly ebbing tide on a mudflat, only to wade thigh deep through smelly silt towing the canoe to the safety of the hard. We played about in the estuary for a couple of days until the tide was right for a trip up the Nevern, which is tidal up to the Llwyngwair caravan park. The mudflats end at the road bridge and, once through and onto the river, we ascended a series of shallow rapids which connect the longish deep reaches. The river abounds with wildlife and the scenery and tranquility is hard to match. Our runs were timed so that we reached the caravan site just before the top of the tide so that we might return with plenty of water over the shallows but with the current in our favour. On the way up we had to wait for the incoming tide to cover the shallows and had plenty of time to see and hear the wildlife and admire the lovely spring flowers which abound. This was different from the estuary which attracted herring and blackheaded gulls, terns and the occasional fulmar from their cliff-top nests. Cormorants were seen diving for their prey and subsequently drying their wings by the shoreline. We had seen salmon swimming beneath the canoes and sometimes leaping in rainbows of spray as we entered the fresh water of the river.

Nature at large

The flat marshy fields to the north of the river are home to the moorhen, chough and heron, which we sometimes saw patiently stalking in the shallows and spearing fish when his luck was in or at other times perched in a lone tree drying his ragged wings. Buzzards, when we saw them, generally perched high in dead trees or atop telegraph poles, surveying their domain through sharp eyes which could see the tiny animals out of our sight at ground level. Dippers waded through the shallows and at times disappeared under the water to run along the bottom after food whilst, on the warmer days, pied wagtails

dodged about catching insects on the wing. I'm sure they can teach the swallows a thing or two about that job. Some days we forsook the river and, when the tide served, went seawards towards Cat Rock or the nearest of the small bays to the west of Parrog. Of course we chose the fine, sunny days when calm and clear weather was forecast and enjoyed the adventures of sea canoeing after informing the coastguard what we were about. Everywhere we went the spring flowers abounded and the scents of the sea and the flora delighted us.

A world without traffic fumes and noise

I realized that we had discovered another world where traffic fumes and noise did not exclude the sounds and smells of the countryside which boyhood memories still recalled. We could travel at whatever pace suited our mood and physical ability without the pressures brought by traffic density and the hustle and bustle of the roads. Although we did not voice it we had both realized that we could pack some camping gear into a canoe and explore this new world at our leisure. In the early summer of 1970 when Paul had completed his canoe we fitted two extra bilge keels and I took it to my house and applied several coats of Plasticol to the bottom to ensure that it remained watertight. Names were chosen for the canoes. Paul hopefully named his *Sunshine* and I called mine *Gwylan* after the Welsh gulls which had christened it at Parrog. The plastic seats from Ottersport promised some comfort, safety was increased by Crewsaver lifejackets, names were painted on the coamings and waterproof bags for carrying kit and other sundries came in from far and near. Little did we now what had been planted in our subconscious or what lay in the future.

Arthur Green

Next issue: To Brynich

Racing in interesting times

Devizes to Westminster Race

As is so often the case, the weather was to play a significant role in the fortunes of this year's DW competitors although there were highs as well as lows. Good Friday saw excellent spring conditions for the first day of the stage race, to the point where Loedolff/Strickland set off with their bow man sporting only a singlet under his buoyancy aid.

A breakdown of the pump at Crofton left the summit pound of the canal with a distinct lack of water in addition to no parking anywhere near the portage, long at the best of times. In addition, support crews seemed to have been targeted by a police speed trap. Finish arrangements were also changed at Westminster, following problems caused at St Thomas' Hospital in 2015 by crews and supporters, complaints repeated this year in the Waterside Races. No vehicles with canoe roof racks were allowed to use the hospital premises this year, boats having to be taken down to the South Bank area for loading. Bad parking and verbal abuse of hospital staff have been among the examples of unacceptable behaviour in the past which have resulted in inconvenience for other crews and support teams. Perhaps the time has come to name and shame irresponsible clubs and schools.

A sign of change at Devizes was the Marsport trailer, in the ownership of Craig Hill since January. Cherry and Paul Ralph, having sold the business, do not have anywhere else to go at Easter so they were manning the DW merchandise stall although they are no longer responsible for running the race, either. You just can't keep enthusiasts away.

Glaisher/Huntingford set a 9 minute lead to Newbury over the Fowey mixed crew of Palmer/Holden, Palmer having been in the winning junior boat the previous year. Loedolff/Strickland were 3rd home, 26 minutes off the pace.

Barnicoat/Csima were the leading junior ladies in 5 hrs 45 mins, a quarter of an hour ahead of Freeman/Kirkwood but 10 minutes behind under 17 boys Griffiths/Ward of Bryanston School.

Rama/Eaden, last year's junior C2 winners, were home in 6 hrs 13 mins, just a couple of minutes clear of fellow Royal Hospital School crew Cantelo/Joice. The only female C2 crew were Desouza/Wright of Lord Wandsworth College, out to take the title for the noisiest crew on the course.



Royalty, thinly disguised as Bryant/Robinson



Loedolff/Strickland make the most of the good weather on Friday.



Palmer/Holden off the start. Note the gloved hand.



Junior C2 winners Rana/Eaden at Hamstead Lock.



Cantelo/Joice and Desouza/Wright at Hungerford.



Keith Moule clears Hungerford.

In K1 Keith Moule, last year's K2 winner, was out to beat Jimmy Butler's 1993 record time, reckoned to be a bigger challenge than the overall K2 race record time from 1979. He made Newbury in 4 hrs 29 mins, 32 minutes up on Michael Southey.

The leading K1 ladies were all visitors, Stien Verlinden 12 minutes ahead of Alexandra Van Den Elsen, who was a second clear of last year's winner, Natalia Kimberley. Lucy Perry, in C1, was a couple of hours off the K1 pace. The men's C1s were led by John Melleliu in 7 hrs 5 mins with, 5 minutes later, the Poole Harbour pair of Tom Barnard and Lyndon White with half a minute between them.

Overnight the weather changed from May to January. A force 6 southerly crosswind and grey skies were to veer to a southwesterly over the course of the day, moving round to being more of a following wind as the course widened and became more exposed. There was also consolation in that the temperature was not as low as it might have been

but it was less attractive for powered craft, so reducing the wash and obstruction problem.

The run from Newbury to Longridge saw Palmer/Holden close the gap on Glaisher/Huntingford to 3 minutes. On the other hand, Barnicoat/Csima opened their lead on Freeman/Kirkwood to 42 minutes. Rana/Eaden opened their lead on Cantelo/Joice to 25 minutes.

Moule, flying, opened up his lead on Southey to 58 minutes.

Verlinden extended her lead in the ladies' K1s to 23 minutes but Sarah Millest had a good day to pull herself through to 2nd place. The C1s saw no changes in position, just opening up the times to take Melleliu's lead to 16 minutes.

Meanwhile, the nonstop race was underway. Among the earlier crews, Hilary Wells, sister of chief umpire Guy Dresser, was racing with Timea Harris. They had been getting progressively better results during the



Verlinden and Polspoel at Hungerford.



The loading of Kleppers at Devizes, which always seems such a masochistic exercise.



Natalia Kimberly gets some directions at Hamstead Lock.

Waterside Series but had retired from the last race and were to do so again, not going beyond Shepperton.

In the period two to three hours later they were followed by several of the more significant crews including veterans Piper/Worth (8th, up from 17th last year), the Hendrons (10th) and Corden/Smith (6th), all with sound performances.

Hayden/Adnitt produced a time of 21 hrs 21 mins in C2, three quarters of an hour faster than the 2015 winning time. The unknowns were the C2 Davis couple from Michigan. If the name is unfamiliar, Rebecca's father is better known, former world marathon champion Greg Barton. They have made the top 10 in the Au Sable pro race at home. I have never seen a C2 marathon racing crew in this country who looked as though they meant business and, as a bonus, looking as though they were enjoying doing so. A stunning performance gave them the C2 win by almost 3 hours. The flow diagram suggests they could have left an hour later to have an even faster time, if not a better result.

The ladies' K2 pair of Burbeck/Lane left nearly two hours later. Kat Burbeck won the ladies' K1 last year and Alexandra Lane was in the mixed K2 which took 3rd place overall so they came with a pedigree. Their performance was absolutely textbook, catching the tide at its best to break a finish time of 18 hours by a few seconds.

They were followed by Purcell/Hortal, who had been placed 2nd in every Waterside Race but hit the buffers at Reading.

The penultimate boat was Maycock/Turner, followed a minute later by the veteran crew of Beazley/Smythe, the contrast between the experience of the latter against the inexperience of the former in this race being misleading. Beazley/Smythe stayed within sight of the other pair, street lights permitting, as far as Shepperton but then ran into problems and failed to make the closing of the tide window at Teddington, where Maycock/Turner had already passed a couple of hours earlier for a finish time of 17 hrs 10 mins.

This resulted in a first time entrant taking the win, an all female crew in 2nd place and an overseas mixed C2 crew in 3rd place. We live in interesting times!

The third day of the stage race from Longridge to Ham was also interesting, not least for the rescue crews, who were kept increasingly busy, a day when the varsity rowing boat race was also having problems with shipping water.

Palmer/Holden closed the gap on Glaisher/Huntinford to a mere 28 seconds. Leodolff/Strickland, now more seasonally dressed, were next,



Street/Street at Pewsey.



Harris/Wells leave Devizes.



Davis/Davis motoring at Honeystreet.



Fort/Forward refuel at Wootton Rivers.



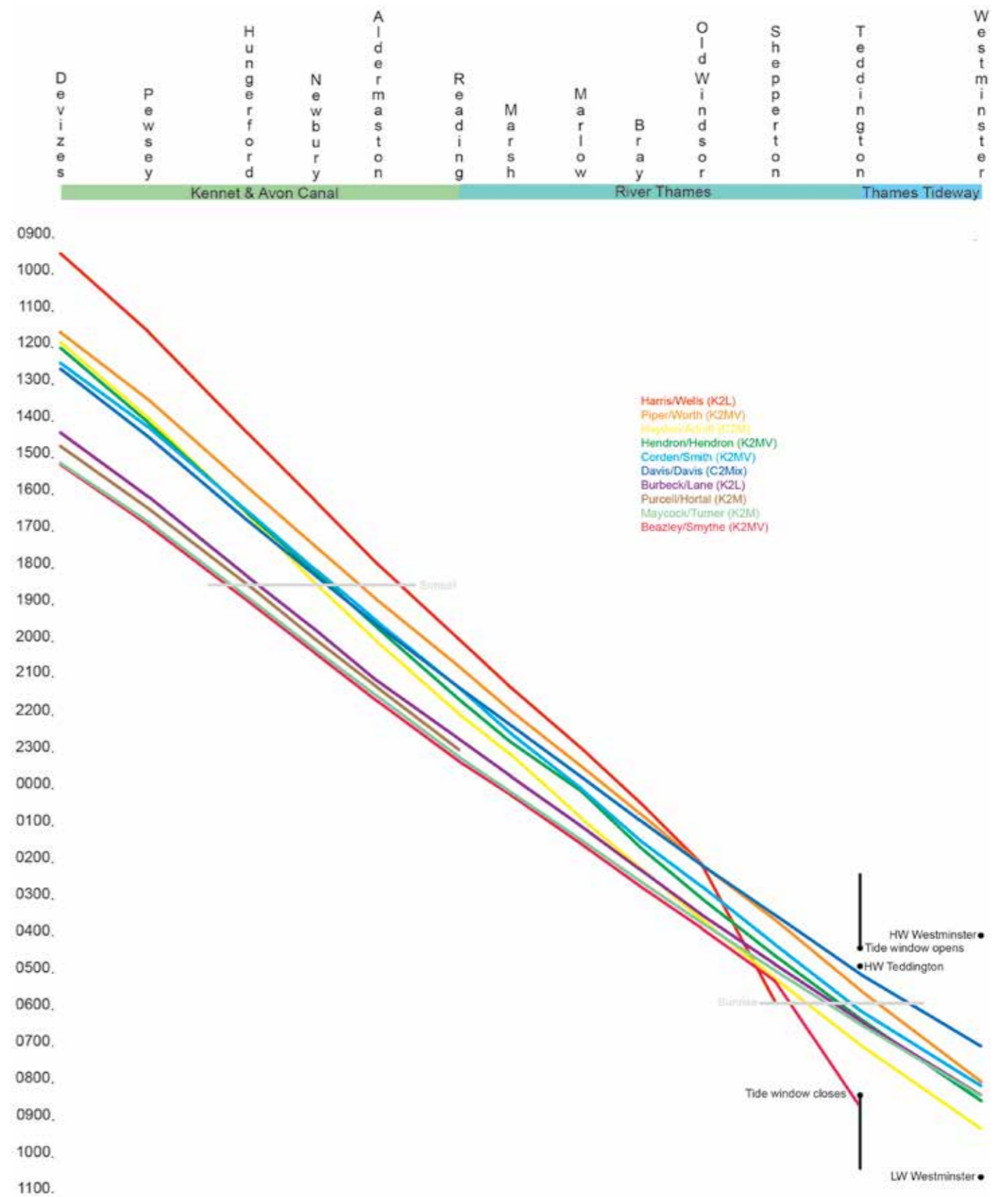
Burbeck/Lane passing through Wilcot.



Smith/Woolacott at Milkhouse Water.



Gilbert/Pearce at Honeystreet.



54 minutes off the pace, with under 17s Griffiths/Ward next home after a further 20 minutes. The first female crew, Barnicoat/Csima, arrived 14 minutes later.

Rana.Eaden were 38 minutes clear of fellow pupils Cantelo/Joice.

In K1 Moule was 1 hr 10 mins clear of Southey.Verlinden was 21 minutes up on Millest. Mellelieu held the C1 by 23 minutes from the Poole Harbour boys but Perry was a victim of the day at Shepperton.

As last year, Kimberley had the veteran ladies tied up.

In the evening the race organizers took the reluctant decision to terminate the race in the face of the forecast weather, something very different from stopping the race at recordbreaking levels in case there is any comeback on the navigation authority. Some were unhappy but it was the right decision. On Monday morning part of the brick

wall was blown out of a Victorian pub at Battersea and a tower crane at Greenwich had its jib bent double by the wind. This could have been the canoeists' Fastnet but in the centre of London with severe repercussion for the future of the race. Skill is knowing the right time to withdraw from what has been planned, as in this case.

Thus, the results stood as at Ham. Moule would not have made Butler's record of 14 hrs 47 mins. On the other hand, Fowey River crew Palmer/Holden, used to estuary conditions, could well have hoped to see off the Blundell's School crew on the tideway for a mixed doubles win. That will have to wait for another year.

In the team results, the only qualifiers in the senior doubles were Devizes, bringing the title back to where the inspiration for the race started in 1948.



Purcell/Hortal through Wilcot but not to finish.



Overall winners Maycock/Turner.



Irish C2 pair McClure/Boland at Milkhouse Water.



Polder/Polgreen leave Wootton Rivers.



Pearse/Harris at Honeystreet.



Beazley/Smythe did not make it onto the tideway.

1L - Black Swan Salver: 1 S Verlinden, Koninklijke, 17:48:12.
 2 S Millett, Nottingham, 18:08:43. 3 A Van Den Elsen, Alskv Levitas, 18:13:03.
 5 M Worrall, Cambridge, 22:31:42. 6 A Wixon, Marlow, 23:36:54.
1LV - Fastest Veteran Lady: 1 N Kimberley, Al Marsac, 18:54:41.
 2 M Worrall, Cambridge, 22:31:42. 3 A Wixon, Marlow, 23:36:54.
1 - Marsport Shield: 1 K Moule, Chelmsford, 13:30:33. 2 M Southey, Fowey R, 14:40:01.
 3 A Abraham, Nottingham, 14:58:04. 4 N Barton, Richmond, 15:02:33.
 5 P Thorogood, Elmbridge, 15:13:15. 6 R King, Hereford, 15:23:26. 7 D Riskel, Ealing, 15:37:18.
 11 A Little, Devizes, 16:47:33. 12 N McAra, Gailey, 16:48:04.
 14 M Wigglesworth, Pangbourne, 17:27:01. 15 J Johnston, Nesky, 17:37:56. 16 C Skeath, Pennine, 17:41:06. 18 M Polspool, 17:48:13. 19 G Hewett, 17:48:13. 20 H Lane, 18:03:24.

1U - Fastest University Single: 1 N Barton, Richmond, 15:02:33.
1MV - Maureen Duck Memorial Cup: 1 K Moule, Chelmsford, 13:30:33.
 2 R King, Hereford, 15:23:26. 3 P Siersma, Viking, 15:43:59. 4 N McAra, Gailey, 16:48:04.
 5 J Johnston, Nesky, 17:37:56. 6 C Skeath, Pennine, 17:41:06. 7 M Polspool, 17:48:13. 8 H Lane, 18:03:24. 9 C Quirk, 18:10:38. 10 P Plummer, Leighton Buzzard, 18:52:24. 11 R McCall, 19:41:42.
1O50: 1 J Johnston, Nesky, 17:37:56. 2 H Lane, 18:03:24. 3 C Quirk, 18:10:38.
CI - Mobile Adventure Canoe Trophy: 1 J Mellelieu, Longridge, 20:46:55.
 2 L White, Poole Harbour, 21:09:42. 3 T Barnard, Poole Harbour, 21:10:26.

2U17Sch - BSCA Junior Trophy: 1 Griffiths/Ward, Bryanston, 16:17:20.
 2 Day/Stairs, Kimbolton, 17:08:52. 3 Hart/Hankinson, Marlborough Coll, 17:13:13.
2LJ - Junior Ladies Trophy: 1 Barnicoat/Csima, Norwich/Kaposvár, 16:30:58.
 2 Freeman/Kirkwood, Marlborough Coll, 17:53:16. 3 Mitchell/Sampson, Dauntseys Sch, 18:00:19.
 4 Southern/Evans, Marlborough Coll, 17:53:16. 5 Osborn/Day, Devizes, 19:23:03.
 6 Pring/Wesley, Blundell's Sch, 19:32:03. 7 Golding/Hussell, Churcher's Coll, 19:55:27.
 8 Wills/Newbon, Marlborough Coll, 20:22:47. 9 Trewin Marshall/Dixon, Royal Hospital Sch, 20:29:42. 10 Bryant/Robinson, Lord Wandsworth Coll, 20:33:03.
 11 Perry/Karsten, Marlborough Coll, 20:47:49. 12 Hickin/Botterill, Dauntsey's Sch, 21:06:38.

2MixJ: 1 Palmer/Holden, Fowey R, 15:03:49. 2 Day/Stairs, Kimbolton Sch, 17:08:52.
 3 Bray/Steer, Fowey R, 17:34:42.
2J - Wiltshire Gazette Shield: 1 Glaisher/Huntingford, Blundell's Sch, 15:03:21.
 2 Palmer/Holden, Fowey R, 15:03:49. 3 Griffiths/Ward, Bryanston Sch, 16:17:20. 4 Loedolff/Strickland, Cranleigh Sch, 16:27:44. 5 Barnicoat/Csima, Norwich/Kaposvár, 16:30:58. 6 McReady/Ross, Barking & Dagenham, 16:46:02. 7 Wall/Veness, Basingstoke Canal, 16:48:50. 8 Cummings/Harte, Banbury, 16:59:21. 9 Day/Stairs, Kimbolton Sch, 17:08:52. 10 Hart/Hankinson, Marlborough Coll, 17:13:13. 11 Suen/Bennett, Cokerhorpe Sch, 17:13:25. 12 Rooks/Rooks, Sutton Bingham, 17:14:39. 13 Else/Hawkings, Bryanston Sch, 17:33:09. 14 Bray/Steer, Fowey R, 17:34:42.
 15 Rana/Eaden, Royal Hospital Sch, 17:51:27. 16 Maccoll/Bigham, Marlborough Coll, 17:51:28.
 17 Freeman/Kirkwood, Marlborough Coll, 17:53:16. 18 Stew/Norton, Cranleigh Sch, 17:54:08.
 19 Mitchell/Sampson, Dauntseys Sch, 18:00:19. 20 Harrington/Wilson, Kimbolton Sch, 18:01:11.

2CivJ - Berksonian Trophy: 1 Glaisher/Huntingford, Blundell's Sch, 15:03:21.
 2 Palmer/Holden, Fowey R, 15:03:49. 3 Griffiths/Ward, Bryanston Sch, 16:17:20. 4 Loedolff/Strickland, Cranleigh Sch, 16:27:44. 5 Barnicoat/Csima, Norwich/Kaposvár, 16:30:58. 6 McReady/Ross, Barking & Dagenham, 16:46:02. 7 Wall/Veness, Basingstoke Canal, 16:48:50. 8 Cummings/Harte, Banbury, 16:59:21. 9 Day/Stairs, Kimbolton Sch, 17:08:52. 10 Hart/Hankinson, Marlborough Coll, 17:13:13. 11 Suen/Bennett, Cokerhorpe Sch, 17:13:25. 12 Rooks/Rooks, Sutton Bingham, 17:14:39. 13 Else/Hawkings, Bryanston Sch, 17:33:09. 14 Bray/Steer, Fowey R, 17:34:42.
 15 Rana/Eaden, Royal Hospital Sch, 17:51:27. 16 Maccoll/Bigham, Marlborough Coll, 17:51:28.
 17 Freeman/Kirkwood, Marlborough Coll, 17:53:16. 18 Stew/Norton, Cranleigh Sch, 17:54:08.
 19 Mitchell/Sampson, Dauntseys Sch, 18:00:19. 20 Harrington/Wilson, Kimbolton Sch, 18:01:11.

2Sct - Junior Scouts Trophy: 1 Hancox/Slade, Loddon Explorer, 19:54:24.
 2 Hatton/Strutt, Loddon Explorer, 20:39:36.
2VJ - Fred Bartlett Trophy: 1 Hollman/Playle, Barking & Dagenham, 16:28:42.
 2 Fielden/Fielden, Taunton, 17:58:25. 3 Nicholls/Peters, Richmond, 18:38:10.
2L - Woodpecker Cider Ladies Rose Bowl: 1 Burbeck/Lane, Nottingham/Longridge, 17:59:45. 2 Golder/Polgreen, Falcon, 22:58:53. 3 Guoth/Weston, Wey, 1:01:21:45.
2Mix - CPO WR Templeton RN Memorial Trophy: 1 Davis/Davis, Michigan, 18:23:48.
 2 North/Salisbury, Cambridge, 21:30:40. 3 Murr/Barnes, Army, 21:34:27. 4 Fort/Forward, Reading/Bristol, 22:08:25. 5 Goodlad/Stenning, Leighton Buzzard, 23:19:52. 6 Sharp/Yeomans, Lidlithgow/602 Sqn RAuxAF, 23:23:00. 7 Ryan/Cruse, Southampton, 1:00:53:23. 8 Barter/Coldrey, Sudbury, 1:01:09:16. 9 Colby/Colby, Devizes, 1:01:26:23. 10 Egeland-Jensen/Clarke, Southampton, 1:03:11:24. 11 Macqueen/Macqueen, Devizes, 1:03:24:40.

2 - Devizes-Westminster Challenge Cup: 1 Maycock/Turner, Exeter/Bristol, 17:10:25.
 2 Burbeck/Lane, Nottingham/Longridge, 17:59:45. 3 Davis/Davis, Michigan, 18:23:48.
 4 Pearse/Harris, Southampton, 18:51:50. 5 Baker/Whitby, Royal Marines, 19:13:02.
 6 Corden/Smith, Worcester, 19:39:06. 7 Gilbert/Pearce, Fowey R, 20:23:14.
 8 Piper/Worth, Exeter, 20:31:16. 10 Hendron/Hendron, Richmond, 20:28:32.
 11 Jarratt/Amies, Army, 20:58:02. 12 Hayden/Adnitt, Royal Engineers, 21:20:43.
 13 Willis/Wilkinson, Army, 21:23:59. 14 North/Salisbury, Cambridge, 21:30:40.
 15 Hogan/Bruce, Royal Marines, 21:33:26. 16 Murr/Barnes, Army, 21:34:27. 18 McKenna/Wakley, Exeter, 21:37:18. 19 Street/Street, Pangbourne, 21:59:28. 20 Pelling/Goss, Army, 21:59:58.

2CivT - Devizes-Westminster Civilian Trophy: 1 Maycock/Turner, Exeter/Bristol, 17:10:25.
 2 Burbeck/Lane, Nottingham/Longridge, 17:59:45. 3 Davis/Davis, Michigan, 18:23:48.
 4 Pearse/Harris, Southampton, 18:51:50. 5 Corden/Smith, Worcester, 19:39:06. 6 Gilbert/Pearce, Fowey R, 20:23:14. 7 Piper/Worth, Exeter, 20:31:16. 9 Hendron/Hendron, Richmond, 20:28:32.
 10 Hayden/Adnitt, Royal Engineers, 21:20:43. 11 North/Salisbury, Cambridge, 21:30:40.
 13 McKenna/Wakley, Exeter, 21:37:18. 14 Street/Street, Pangbourne, 21:59:28. 15 Fort/Forward,

Reading/Bristol, 22:08:25. 16 Lowe/Lowe, Nottingham/78th Leicester 1st Thurmaston Scouts, 22:13:43. 17 Walker/Bowyer, Pangbourne, 22:34:36. 18 Enconnere/Harpham, Viking, 22:43:40. 19 Boothman/Ayre, Maidenhead Scouts, 22:46:54. 20 Marett/Marett, Southampton, 22:52:50.
2Ser - Devizes-Westminster Services Trophy: 1 Baker/Whitby, Royal Marines, 19:13:02.
 2 Jarratt/Amies, Army, 20:58:02. 3 Willis/Wilkinson, Army, 21:23:59.

2Res - Devizes-Westminster Reserve Trophy: 1 Simpson/Mccloud-Kennedy, Artists Rifles, 22:08:18. 2 Nobbs/Martin, Artists Rifles, 1:01:47:00. 3 Ellis/Spinks, Artists Rifles, 1:05:48:46.
2RN - Roger Crane Memorial Trophy: 1 Baker/Whitby, Royal Marines, 19:13:02.
 2 Hogan/Bruce, Royal Marines, 21:33:26. 3 Houghton/Murray, Royal Marines, 1:00:17:21.

2A - Devizes-Westminster Army Trophy: 1 Jarratt/Amies, Army, 20:58:02.
 2 Willis/Wilkinson, Army, 21:23:59. 3 Murr/Barnes, Army, 21:34:27.
2RAF - RAF Trophy: 1 Hirst/Lilly, RAF, 1:00:43:19.
2Pol - Haslam Trophy: 1 Betts/Stobbar, Metropolitan Police, 23:08:21.
 2 Boost/Lydford, BOC, 1:08:04:24.

2Eu: 1 Boland/McClure, Kilkenny Aqua, 23:53:58.
20S - Overseas Trophy: 1 Davis/Davis, Michigan, 18:23:48.
 2 Van Ginkel/Witteveen, Rotterdam, 20:24:23. 3 Derksen/Krige, Dabulamanzi, 1:00:42:40.
2Scts - Devizes-Westminster Scout Trophy: 1 Boothman/Ayre, Maidenhead, 22:46:54.
 2 Coulson/Neligan, Associated British Ports, 1:08:01:52.
 3 Dawson/Nye, Batchworth Sea Scouts, 1:08:02:59.

2VL: 1 Guoth/Weston, Wey, 1:01:21:45. 2 Metcalfe/Gillespie, Pangbourne, 1:03:17:14.
 3 Chapman/Jones, 1:10:06:53.
2V - Lee Trophy: 1 Corden/Smith, Worcester, 19:39:06. 2 Piper/Worth, Exeter, 20:23:16.
 3 Hendron/Hendron, Richmond, 20:28:32. 4 Hayden/Adnitt, Royal Engineers, 21:20:43.
 6 McKenna/Wakley, Exeter, 21:37:18. 7 Lowe/Lowe, Nottingham/78th Leicester 1st Thurmaston Scouts, 22:13:43. 8 Enconnere/Harpham, Viking, 22:43:40. 9 Boothman/Ayre, Maidenhead Scouts, 22:46:54. 10 Marett/Marett, Southampton, 22:52:50. 11 Betts/Stobbar, Metropolitan Police, 23:08:21. 12 Thurrell/Tames, RAF, 23:10:05. 13 Sharp/Yeomans, Lidlithgow/602 Sqn RAuxAF, 23:23:00. 14 Johnson/Murphy, 23:29:43. 16 Clark/Whitefield, Addlestone/Richmond, 23:57:03. 17 Baggs/Heath, Bedford Old Boys, 1:00:11:58. 18 Hayes/Shaw, Artists Rifles, 1:00:24:03. 19 Smees/Smith, 1:00:27:31. 20 Wride/Nutter, Tower Hamlets, 1:00:41:06.

2.100: 1 Corden/Smith, Worcester, 19:39:06. 2 Hayden/Adnitt, Royal Engineers, 21:20:43.
 3 Monger/Smith, Brisbane Waters, 21:36:20. 4 Boothman/Ayre, Maidenhead Scouts, 22:46:54.
 6 Clark/Whitefield, Addlestone/Richmond, 23:57:03. 7 Wride/Nutter, Tower Hamlets, 1:00:41:06.
 8 Craddock/Long, 1:01:26:55. 9 Campbell/Townson, Bedford Old Boys, 1:01:40:18.
 10 Dixon/Harding, Leighton Buzzard, 1:02:23:29. 11 Metcalfe/Gillespie, Pangbourne, 1:03:17:14.
 12 Macqueen/Macqueen, Devizes, 1:03:24:40.

2F - Folding Boat Trophy: 1 Ellis/Spinks, Artists Rifles, 1:05:48:46.
 2 Ellis/James, Artists Rifles, 1:06:08:05. 3 Aslan/Woolf, Artists Rifles, 1:06:45:55.
2LU: 1 Desouza/Wright, Lord Wandsworth Coll, 23:56:04.
2LJ - Senior Ladies C2 Trophy: 1 Metcalfe/Gillespie, Pangbourne, 1:03:17:14
2CJ - Junior Canoe Trophy: 1 Rana/Eaden, Royal Hospital Sch, 17:51:27.
 2 Cantela/Joice, Royal Hospital Sch, 18:29:32. 3 Bushell/Harrison, Abbotsholme Sch, 20:22:25.

C2 - Devizes-Westminster Canadian Trophy: 1 Davis/Davis, Michigan, 18:23:48.
 2 Hayden/Adnitt, Royal Engineers, 21:20:43. 3 Boland/McClure, Kilkenny Aqua, 23:53:58.
 4 Baggs/Heath, Bedford Old Boys, 1:00:11:58. 5 Colby/Colby, Devizes, 1:01:26:23.
 6 Baldwin/Speake, 1:01:34:00. 7 Campbell/Townson, Bedford Old Boys, 1:01:40:18.
 8 Hatchkiss/Fouldstone, Army/Devizes, 1:02:21:47. 9 Dixon/Harding, Leighton Buzzard, 1:02:23:29.
 10 Bumstead/Bazeley, Ibox, 1:02:50:31. 11 Metcalfe/Gillespie, Pangbourne, 1:03:17:14.
 12 Macqueen/Macqueen, Devizes, 1:03:24:40. 13 Emery/Bird, 1:05:16:00.
1/2T: 1 Fowey R, 2:02:07:04. 2 Pangbourne, 2:10:25:09. 3 Devizes, 2:13:52:16.

2LJT - Junior Ladies Team Trophy: 1 Marlborough Coll, 1:12:19:29.
 2 Dauntseys Sch, 1:15:06:57. 3 Lord Wandsworth Coll, 1:18:35:24.
2JSchT - Schools Team Trophy: 1 Marlborough Coll, 2:04:57:57. 2 Cranleigh Sch, 2:05:16:32.
 3 Kimbolton Sch, 2:05:41:25.
2JT - Junior Team Trophy: 1 Marlborough Coll, 2:04:57:57. 2 Cranleigh Sch, 2:05:16:32.
 3 Kimbolton Sch, 2:05:41:25.

2JCCFT - HMS Alacrity McKaig Cup: 1 Kimbolton Sch, 2:05:41:25.
 2 Royal Hospital Sch, 2:07:11:09. 3 Churcher's Coll, 2:12:25:06.
2T - Devizes-Westminster Team Trophy: 1 Army, 2:15:56:28. 2 Royal Marines, 2:17:03:49.
 3 Southampton, 2:22:56:37.
2CivT - Gillingham Trophy: 1 Devizes, 3:15:09:02.
2SerT - Royal Engineers Trophy: 1 Army, 2:15:56:28. 2 Royal Marines, 2:17:03:49.
 3 Army, 3:00:08:26.

Hamble Games back

The third biannual River Hamble Games will take place on Jun 18th. Events include a 200m 20 gate slalom and paddleboard races up to 7km. Entry is £10, including the cost of a branded T shirt.

Drugs allegations not pursued

A cyclist who was convicted of drugs taking has turned on the UK Anti-Doping Agency after they failed to take action when he made allegations about a doctor supplying drugs. The doctor was claimed to have prescribed substances to 150 people in sport but UKAD did not inform the General Medical Council as he was a private clinician. The

Government are investigating UKAD's handling of the case after they said there was not enough evidence to approach the GMC. UKAD have appointed someone to lead what they say will be an independent review. As we approach the four yearly festival of sport and drugs it is not good that we have suspicions about our own drugs testing.

Zika will not stop play

The Brazilian authorities are undertaking a four month campaign against mosquito breeding grounds in order to protect against the carriers of the Zika virus, which causes birth defects. Consolation is being taken from the fact that the Olympic Games are in August, when the weather will be cooler and drier with less mosquitoes present. The authorities have refused to cancel the games, saying that pregnant women will be the only people at risk.

Slalom gate design competition

The ICF are running a design competition to produce both a mechanical and an electronic slalom gate which register a touch clearly. A €3,000 prize will be offered to the winner of each. The competition is open to all. Each entrant is expected to supply a description of the concept, a drawing, a mechanical or electronic layout and an estimated budget for fabrication. It is clear that the main objective is to find something which works and the judges will be prepared to pick and mix from what the entrants have to offer and will provide assistance in making a prototype. The idea is that the winning design should be used at all levels of slalom and could do away with or much reduce the need for gate judges. Entries close on 1st Jul.

Some years ago David Wain produced a prototype of an electric gate in this country but it was not able to distinguish between a water touch and a gentle brush with a boat, paddle or body.

Oklahoma course

Oklahoma City has a new \$45,000,000 artificial slalom course. The first event on the Riversport Rapids was the US Olympic selection.

Future championships

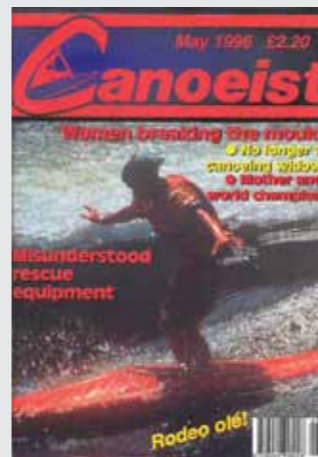
The CANI are to host the world surf kayak championships in 2017. They will be located in Portrush.

Canoeing is to make its debut in the Rio Paralympic Games. The IVF have announced a va world distance championships to be run alternate years from 2017, when the first event will be run over Jun 3rd-5th in Tahiti. The distance will be 25-30km. There will be V6 classes for men and women with corresponding under 19 and over 40 classes plus male and female V1 classes.

The real history

Presenting a history of the world freestyle championships, it is pleasing to note that the Canadian *Rapid* magazine began with the 1991 world championships run by Andy Middleton on the Bitches. The ICF have always ignored these because they preceded ICF control and have claimed the second championships were the first.

Back then 20 years ago



- * CEN, the European standards body, claimed the Wild-Water Combi was the only helmet in the world safe for use on grade 2 water. It was illegal to sell a helmet without a label showing compliance with the CEN rules, which were still being written.
- * The 1st Shenfield Scouts were to attempt to break the world raft record of 568.
- * The National Rivers Authority became the Environment Agency.
- * In a consultation on the Wye and Lugg, the EA claimed not to have received most of at least a hundred responses known to have been sent by canoeists, while anglers wanted to remove the right even to ask permission to use the rivers.
- * Hamish Brown, well known as a walking author, wrote us a feature about crossing Scotland by canoe on the Caledonian Canal.
- * Paddle Sport claimed to be the first UK canoeing business on the internet and were planning their own website.
- * Books reviewed included *The Dreamtime Voyage* by Paul Caffyn about his circumnavigation of Australia.
- * For the first time the national polo championships were not held at the International Canoe Exhibition, Viking winning again, beating St Albans in the final.
- * The Tour d'Ecosse series of wild water races was announced, as was the Preseli Challenge of 83km across the Irish Sea.
- * Freestyle paddler Harley Masters was named Junior Sports Personality of the Year while Seb Coe was encouraging youngsters to take up dragon boat racing.

Welsh team challenge returns

The 56km Canalathon is to be run again in the Brecon Beacons National Pak. The event on Sep 10th features paddling, cycling and running.

TriSUPs are a new set of triatlons featuring paddleboarding, cycling and running, not swimming. The first three events are at Studland on 18th Jun, Cotswold Water Park on 11th Aug and Bewl Water on 11th Sep. Yak are supplying the paddleboard safety crews with full kit and are offering to lend their Galena buoyancy aids to competitors.



Alison Willis



Mike Haslam with the Duchess of Cambridge.

Mike Haslam retires

Mike Haslam has retired after over 20 years chairing the IDBF, during which time he has taken dragon boat racing from an Asian sport to one with participation around the world. The task has been made more difficult by the predatory activities of the ICF but most people back the IDBF as the sport's governing body. Mike originated from a kayak racing background and, in 1981, ran the world sprint championships at Holme Pierrepont.

Mike Thomas has taken over as chairman, his former position at the head of the Competition & Technical Commission now being in the hands of Mel Cantwell.



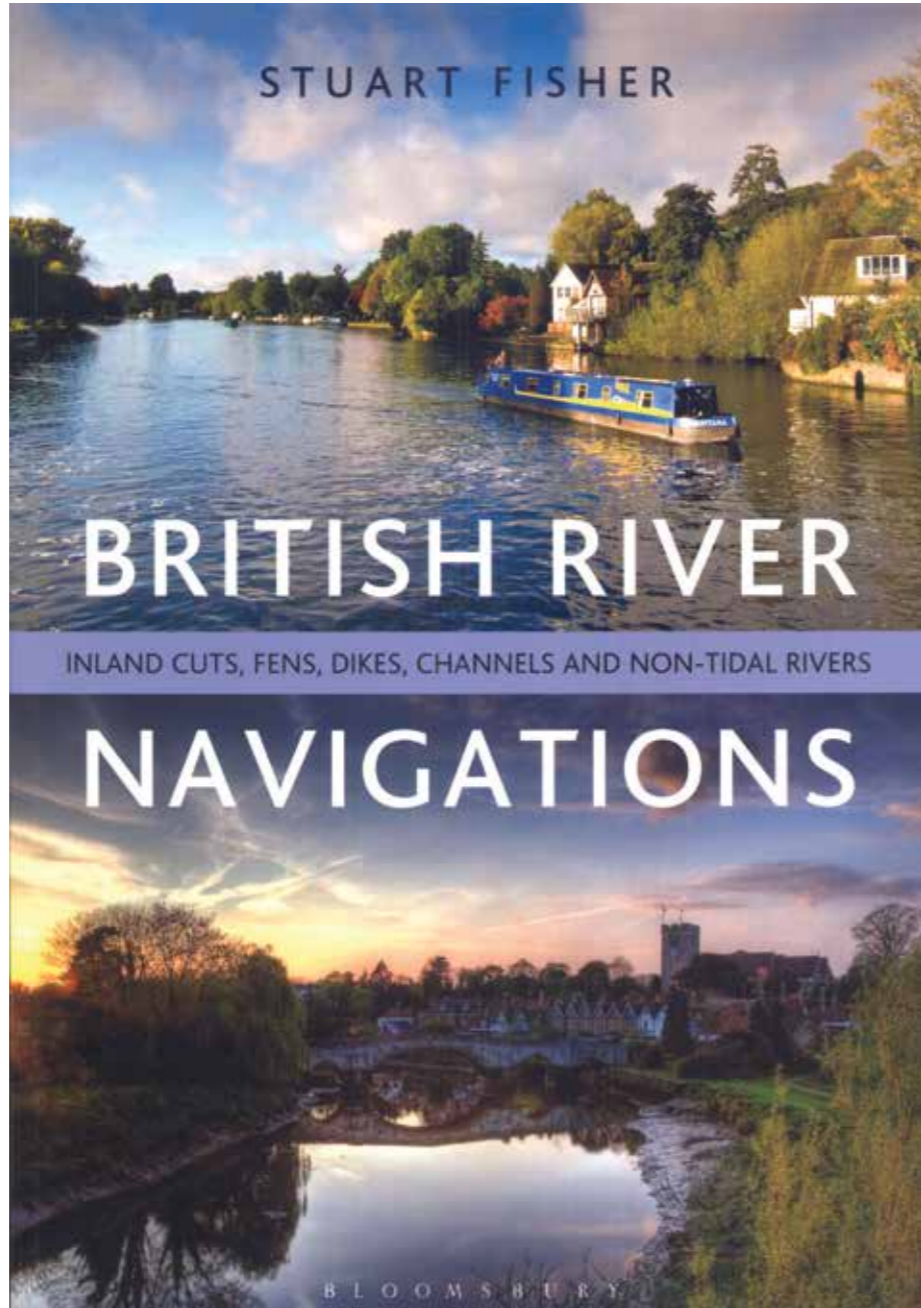
Mike Thomas



Developed from the guides in *Canoeist*, this book is similar in format to the best selling *Canals of Britain*.

This comprehensive and fascinating guide to Britain's river navigations explores routes known and unknown, from world famous rivers like the Thames and the Severn to hidden backwaters like the Wharfe, the Wissey and the Lark. Along the way this absorbing survey discovers the world's largest castle, hills that are actually below sea level, mansions and palaces, rural idylls and hubs of modern industry. It is an attractive, inspiring but also practical guide, featuring history and folklore, engineering and architecture, riverbank art and waterside pubs. Beautiful photography captures the stunning scenery and helpful maps help link everything together.

Size A4
256 pages
49 maps
608 photographs
Soft cover
978 1 4729 0084 5
1st edition October 2013
Price £25.00
Also in ePUB and PDF eBook formats at £21.99

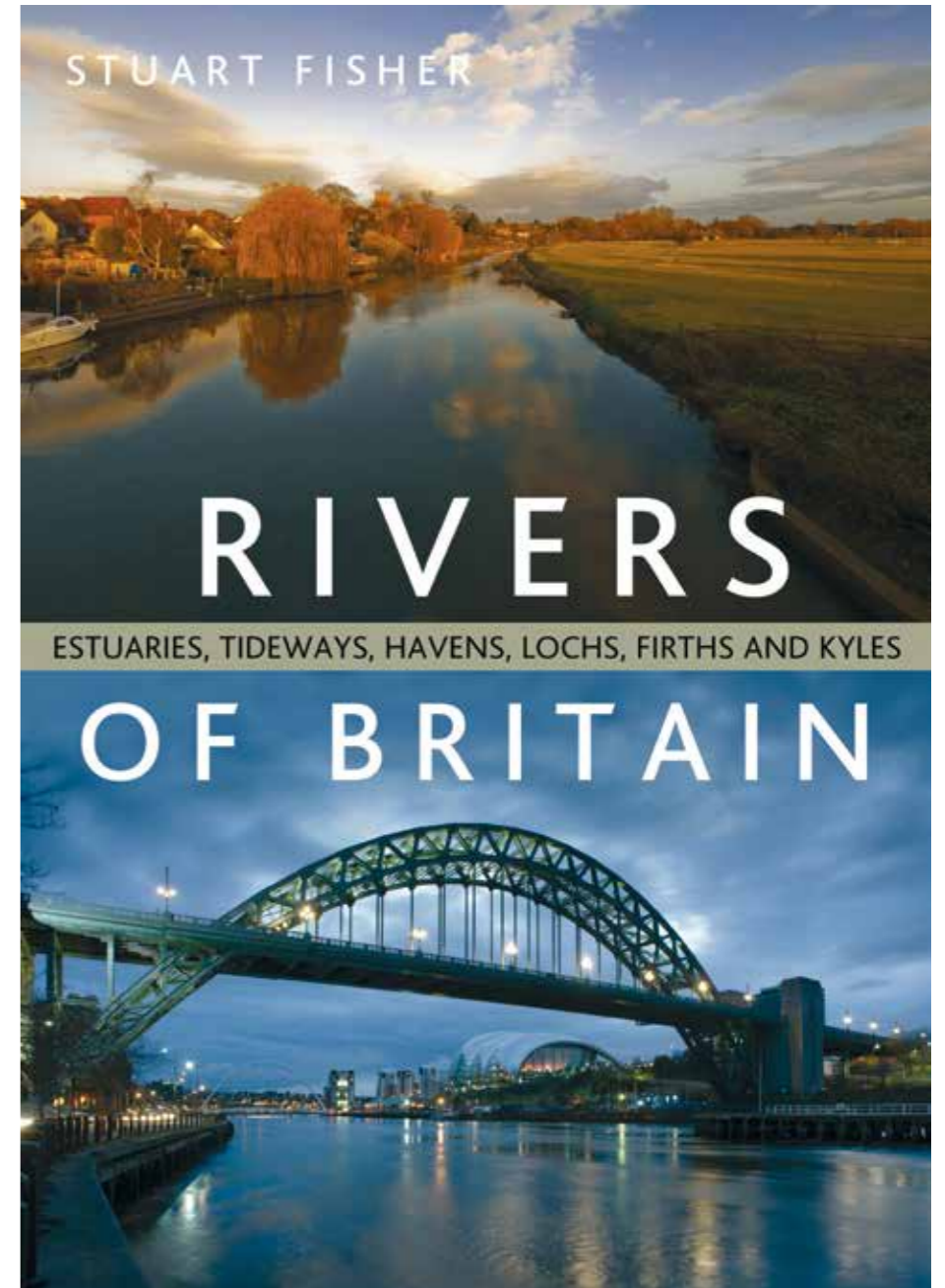


Developed from the guides in *Canoeist*, this book is similar in format to the best selling *Canals of Britain*.

Featured are the tidal sections of rivers, estuaries, tideways, havens, sea lochs, firths and kyles, an amazingly varied range of waters.

Covering well known tidal rivers, the picturesque, the industrial and small rivers off the beaten track, this book looks at the navigation aspects of waters which often get overlooked, especially if they have challenging conditions. Yet they teem with wildlife, are steeped in history, have dramatic engineering and stunning architecture and are where inland rivers morph into the open sea. Of necessity they have been used by invaders and traders since the mists of time. Here there are history and folklore, places of interest, waterside pubs, villages, towns and cities and navigation features from rapids and weirs to vast open reaches of water, from Carrick Roads to the Kyle of Sutherland.

Size A4
304 pages
70 maps
716 photographs
Soft cover
978 1 4081 4656 9
1st edition January 2012
Price £25.00
Also in ePUB and PDF eBook formats at £21.99



'the reader senses the author has actually boated the waterways about which he writes. Virtually all the photographs are his own, many obviously taken from his kayak; no mean feat... this is a most enjoyable book which may well inspire the reader to widen their knowledge of Britain's river navigations.' - Keith Goss, *Waterways World*

'He packs in miles of paddling, and pages of travelogue info' - Rowan Mantell, *Eastern Daily Press*

'A comprehensive and practical guide to Britain's waterways with stunning photography and useful maps is a winning combination' - Gay Armstrong, *Towpath Talk*

'New books on rivers keep surfacing but here is an ambitious volume that stands firmly on its own... it transcends the conventional temptation to be pigeonholed.' - Peter Faulkner, *BBC Countryfile*

'as a reference book, it is unmatched' - *Kensington & Chelsea Today*

'there are some absolute gems to be found in Fisher's knowledgeable and eclectic commentaries... an interesting reference work for anyone who enjoys paddling in or walking alongside Britain's great waterways.' - *Lakeland Walker*

'this book thinks out of the box... an impressive and colourful coffee table read.' - Stephen Sinfield, *Burton Mail*



Based on the acclaimed canal guide series in *Canoeist*, this is a comprehensive and absorbing survey of Britain's canal network and provides a fascinating insight into the linked up waterways as well as the isolated cuts and quiet waters which may not be navigable by larger craft.

From Tiverton Basin on the Grand Western Canal to the Beaulieu Firth at the end of the Caledonian Canal, Britain has a unique canal network. Infinitely varied, it passes picturesque open countryside, wild moorland, coastal harbours, historic industrial buildings, modern city centres, canalside public houses and abundant wildlife. Every aspect of the canals is examined, their construction, rich history, stunning scenery, heritage, incredible engineering, impressive architecture and even their associated folklore, wildlife and art. Enticing photographs give a flavour of each place and places of interest close to the canals are included.

This second edition is updated and expanded, including additional canals and featuring stunning new photography. Packed with maps and fascinating text, it is an attractive, inspiring and practical guide for boaters, walkers, bikers, holidaymakers, riders and everyone else who uses the canals and towpaths throughout the year.

Size A4

336 pages

65 maps

1,026 photographs

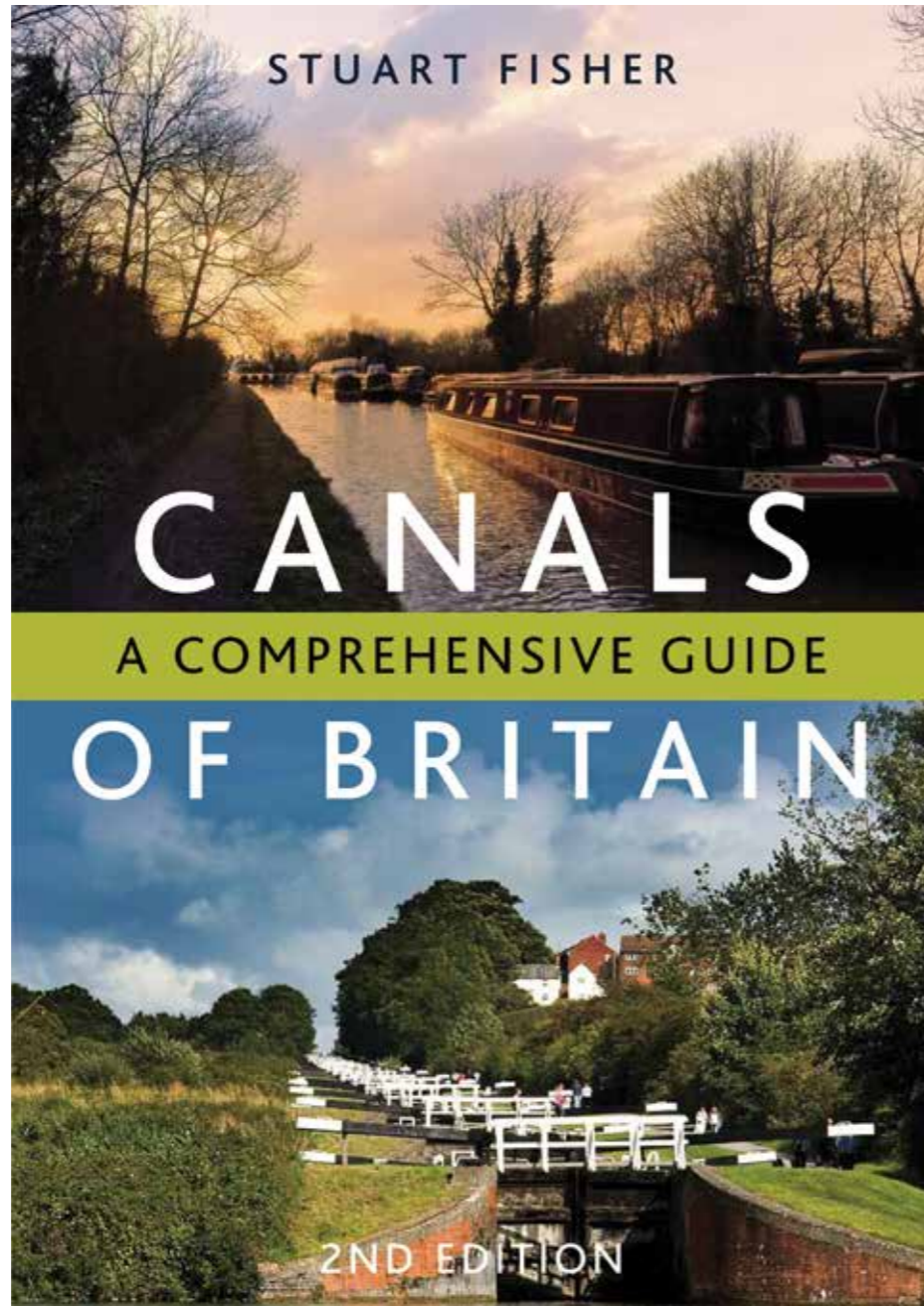
Soft cover

978 1 4081 8195 9

2nd edition December 2012

Price £25.00

Also in ePub and PDF eBook formats at £21.99



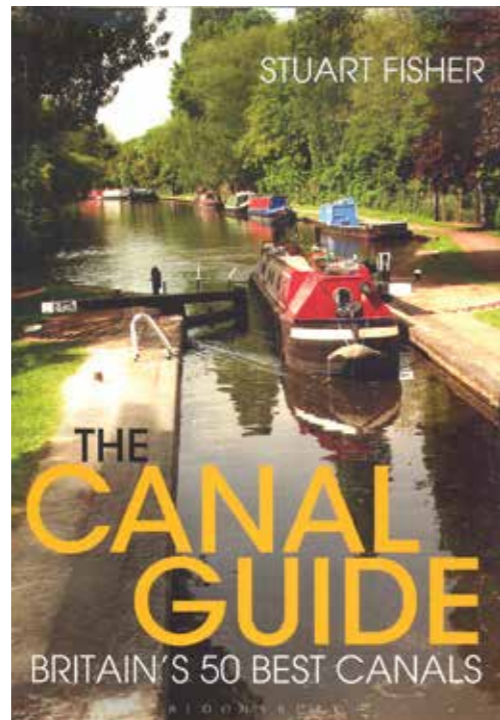
Reviews of second edition:

'A must for any waterway user's bookcase... fascinating and comprehensive... provides a unique insight into the linked up waterways as well as the isolated cuts and quiet waters which may not be navigable by larger craft. Author Stuart Fisher... passes on his unique fund of knowledge in this excellent book.' - Gay Armstrong, *Towpath Talk*

'not only covers all the main canals of the navigable network but several isolated and under-restoration routes of interest' - *Canal Boat*

'this is no mere travelogue... there is much to enjoy, notably some excellent photography and a number of fascinating historical anecdotes - Keith Goss, *Waterways World*

'The saying that you can't tell a book by its cover is certainly not true in the case of... *Canals of Britain, a Comprehensive Guide*, for it genuinely lives up to its name... most comprehensively and imaginatively illustrated. As well as having photographs showing the geographical locality, each chapter is illustrated with pictures of points of special interest... Stuart Fisher travelled each of the canals... to reach less-accessible destinations, and... has produced this extremely useful updated version.' - Elizabeth Rogers, *Towpath Talk*



Also available in compact abridged format as **The Canal Guide**

230 x 160mm

336 pages

69 maps

270 photographs

Soft cover

978 1 4729 1852 9

1st edition March 2015

Price £14.99

Also in ePub and PDF eBook formats at £10.99



Based on the acclaimed coastal guide series, this is the book which has been most often requested from *Canoeist*. The most detailed boater's guide available to the British coast in a single volume, it is appropriate for those making day trips as well as those undertaking circumnavigations. Full of sound and practical advice, it gives essential guidance on aspects of safety and has an exhaustive directory of useful information.

The text is fully illustrated with coloured mapping and photographs. This is an invaluable resource for anyone venturing out onto Britain's coastal waters.

Foreword by Sean Morley.

'For anyone planning a small boat/kayak journey, anywhere around the coastline of Britain, I suggest this book is absolutely essential reading.'

- Paul Caffyn, *Sea Canoeist Newsletter*.
'Bigre, quel pavé!... Toute la Grande Bretagne est là, à portée de pagaie, plus belle qu'on aurait pu le penser.'

- *Canoë Kayak*.

'makes for absorbing reading.' - *Ceufad*.

'A good read for all those interested in Britain's long and varied coastline.'

- Dave Robertson, *Scottish Paddler*.

Size A4

357 pages

724 photographs

63 maps

Soft cover

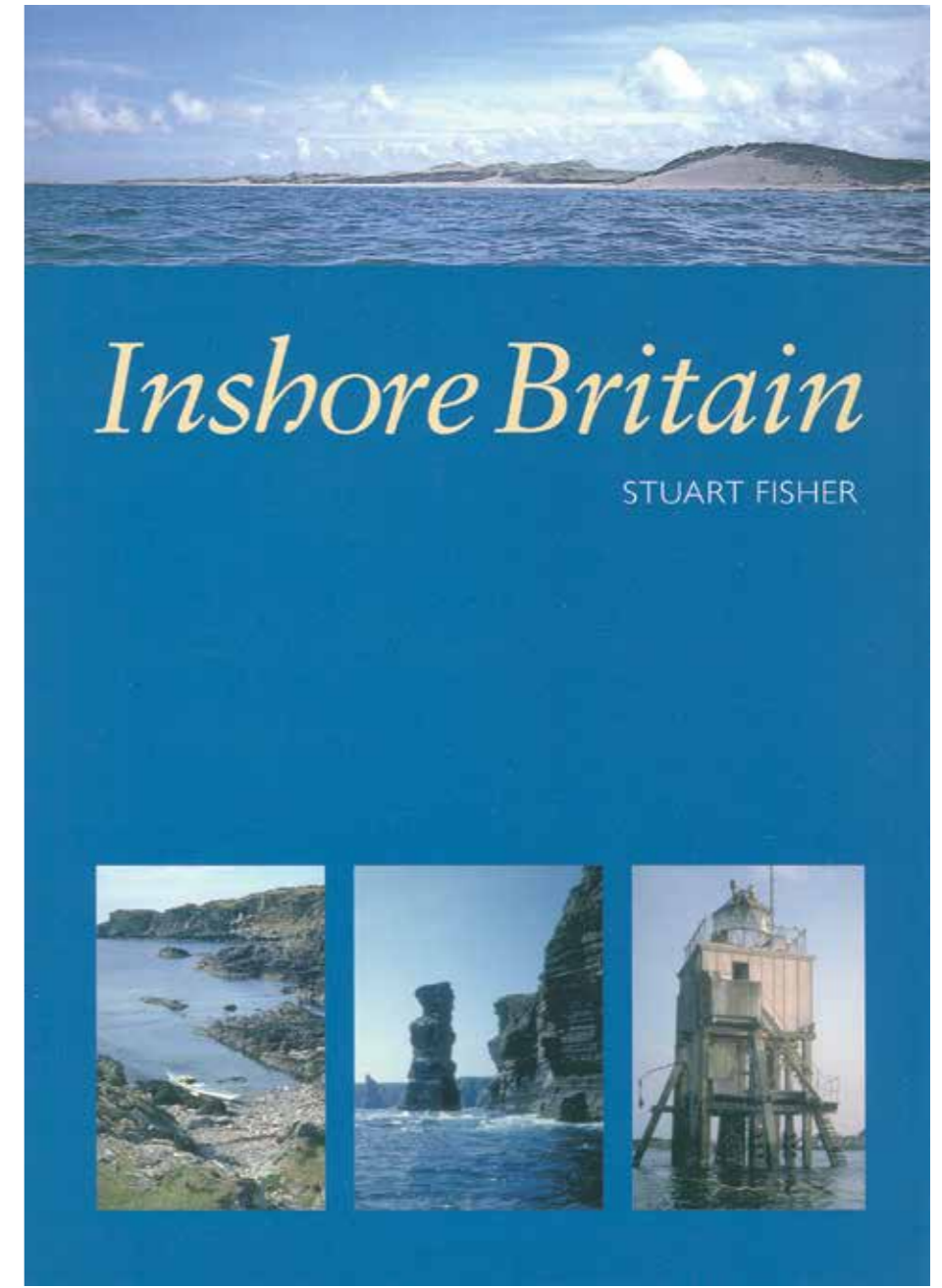
0 85288 906 0

1st edition June 2006

Price £19.50



For orders, supplements, the latest edition dates and news visit our web site WWW.IMRAY.COM



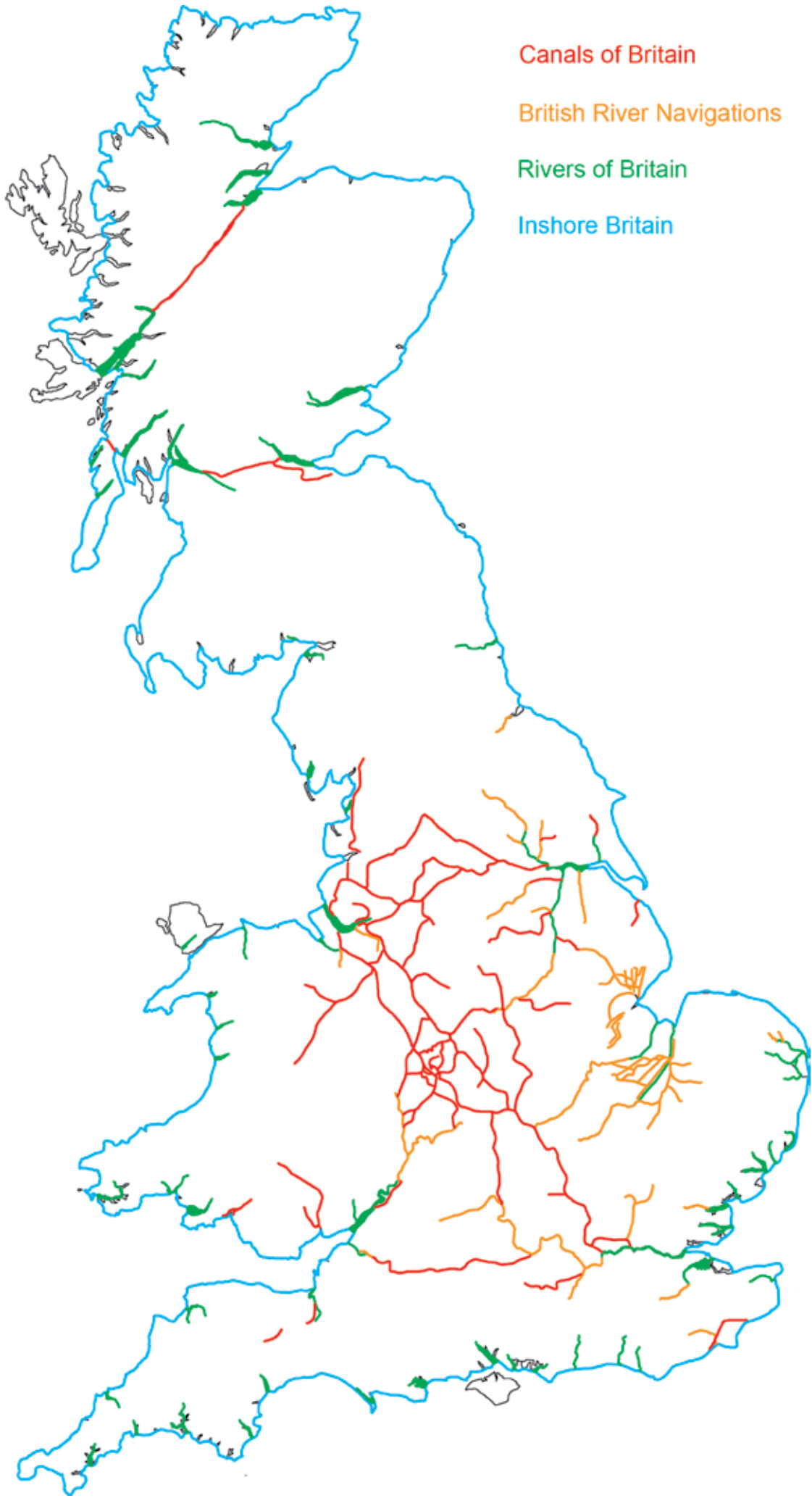
Inshore Britain

STUART FISHER



Imray Laurie Norie & Wilson Ltd
Wych House The Broadway
St Ives Cambridgeshire PE27 5BT England
☎ +44 (0)1480 462114
Fax +44 (0)1480 496109
Email Orders@imray.com





Canals of Britain

British River Navigations

Rivers of Britain

Inshore Britain