

November 2025

Canoeist



***Early visits to the Alps and Australia
Parliamentary call for access change
Impossible outdoor sports for the disabled***



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Calendar

MARATHON

- November**
 8/9 4th Grande Maratona da Ria de Aveiro
 9 Remembrance Day
 15 Gondomar/Troféu Cláudio Poiares
 16 Charles Hicks Canal Challenge
 23 Royal 10
 30 Ross Warland Memorial Canal Challenge, Cropredy
 14 Linlithgow Winter Time Trial 2
- December**
 7 Cambridge Winter Series
 13 JDS Winter Series, Gloucester
- January**
 4 Frank Luzmore
 7-18 50th Anniversary Río Negro
 11 Chelmsford Winter Series
 14 Linlithgow Winter Time Trial 3
 25 Leighton Buzzard Winter Series
 31 JDS Winter Series, Holme Pierrepont
- February**
 8 Linlithgow Winter Time Trial 4
 8 Newbury Winter Series A
 15 Thameside 1
 22 Newbury Winter Series B
- March**
 1 Thameside 2
 8 Newbury Winter Series C
 21 JDS Winter Series
 22 Linlithgow Winter Time Trial 5
 22 Newbury Winter Series D
- April**
 5 Elmbridge 1/2
 18 52nd Waterland, Amsterdam
 18 Burton Phoenix Midlands Short Course Championship
 18/19 Vöhandu
 26 Brigg, H
 26 Lincoln, H
- May**
 3 7th Padova
 3 **National Short Course Championships, Manvers**
 3 72nd Bedford
 15-17 German O Championship, Kettelerufert
 17 B3C, H, Basingstoke
 17 Hastings 1066, H
 17 Nottingham, H
- June**
 6 69th Río Miño Descent
 22-28 **European Championships, Pitesti**
- August**
 5-8 Asturias
 15 55th Río Miño Descent
- September**
 13 Pangbourne, H
- October**
 3 23rd Neumuenster
 17/18 7th Spree
 19-25 **World Championships, Gualeguaychu**
 24/25 Adige

SLALOM

- January**
 17/18 **Mangahao O**
 24/31 African Championships, Underberg
 31/1 Copa Iberica, Pontevedra
 31-2 Oceania Championships, Auckland
- February**
 7/8 St Suzanne
 13-22 Australian O, Penrith
- March**
 2-8 Asian Championships, Pattaya-Rayong
 7/8 Copa Pirineus, La Seu d'Urgell
 13-15 Montgomery
 14/15 Pau
 27-29 Oklahoma City
 28/29 Solkan
- April**
 10-12 Markkleeberg
 10-12 Toyota O
- May**
 2 Ivrea
 2/3 78th Tatra, Liptovsky Mikulas
 9/10 Huningue
 9/10 I Feel Slovenia, Tacen
 16/17 5th Stefan Kaplaniak Memorial, Krakow
- 29-31 Tacen, WC**
- June**
 5-7 **Praha, WC**
 12-14 **Augsburg, WC**
 30-5 **World Championships, J, Krakow**
- July**
 21-25 **World Championships Oklahoma City**
 31/1 GP Bratislava
 31-9 Canadian National Championships, Kananaskis
- August**
 6-9 **European Championships, J/U23, Epinal**
 14-16 Praha
 29/30 Cesson
- September**
 4-6 **Vaires sur Marne, WC**
 11-13 **La Seu d'Urgell, WC F**
 23-27 **European Championships, Ivrea**
- October**
 3/4 **Lee Valley**
 11 Alpe Adria Cup, Klagenfurt
- WWR**
- November**
 1 Tyne Tour
 8 Usk, Cl
- 15/16 BUCS**
 22 **Welsh O, ECA Cup, Sp/Cl, Liangollen**
- December**
 6 Legendary Barrow Series 3, Cl
 7 Symonds Yat
 13 Thamesmead, Sp
 20 Nigel Stevenson Memorial, Newark on Trent

January

- 10 Legendary Barrow Series 4, Cl
 17 Trent Double, Sp/Cl, Burton on Trent

February

- 7 Legendary Barrow Series 5, Cl
 21 Dart, Sp/Cl

March

- 7 Legendary Barrow Series 6, Cl
 14 N Tyne & Abbey Rapids, Sp/Cl

May

- 3 Prudhoe, Sp
 4 Gate 7 - May Day, Durham
 21-24 **World Championships, Banja Luka**

August

- 12-15 **European Championships, J/U23, Grandtully**

September

- 5 Abbey Rapids, Sp

FREESTYLE

June

- 10-13 **European Championships, Lieksa**

SPRINT

March

- 21/22 Norwich

April

- 11/12 Holme Pierrepont
 16-19 Miyochi City
 18/19 Gara, Milano
 29-1 President Cup, Mingachevir

May

- 8-10 **Szeged, WC**
 14-17 Brandenburg
 22-24 **Bratislava, WC**

June

- 10-14 **European Championships, Montemor-o-Velho**

- 25-5 **World Championships, J/U23/Mas, Halifax**

July

- 3-5 Auronzo di Cadore
 9-12 **Montréal, WC**
 23-26 **European Championships, J/U23, Szeged**

August

- 26-30 **World Championships, Poznan**

September

- 17-20 Olympic Hopes, Bratislava
 24-27 Sarcidano
 26/27 46th Trofeo Medaglia d'Argento Presidente della Repubblica, Savona

October

- 1-3 Hangzhou Super Cup
 2-4 I Giganti dello Sprint, Cabras-Oristano-Zeddiani

MULTISPORT

February

- 13/14 Coast to Coast, Kumara

May

- 3 **World, MD, Gyekenyes**
 10 **Kassel, European, Sp**
 17 Frühjahrs, Gimbshheim

June

- 6 **Koberbach, WC, MD**
 7 **Euro Champs, Sp/MD, Brigg**
 20 Norfolk Superhero, Burnham
 21 **Dearne Valley, WC, Sp**
 21 **Seysse, WC, MD**
 21 Hückeswagen
 27 **Tyn nad Vltavou, WC, Sp**

July

- 5 Deva Divas, L, Chester
 11 **World, Sp, Bydgoszcz**

August

- 9 **World, LD, Nagyatád Gyékényes**

September

- 5 **Bergsee Ratscher, WC**
 7 Keyo Brigg, Sp

October

- 3 Awesome Foursome, Sp/MD, Bude

SAILING

March

- 21/22 Rutland Water, OC

April

- 18/19 Coniston Water, OC

May

- 15-17 L Lomond, OC

June

- 16-18 Bala, OC

July

- 18/19 Barton, OC

August

- 15/16 Kielder Water, OC

September

- 12/13 Ullswater, OC

- 19/20 L Ken, OC

October

- 10/11 Rutland Water, OC

POLO

March

- 7/8 17th Sarparella Trophy, Bacoli

May

- 2/3 Turnhout
 23-25 54th Deutschland Cup, Essen

July

- 10-12 35th Baschiroto Memorial, Porpetto

August

- 15/16 De Paddel, Dikkebus

- 29/30 Gekko, Gent

September

- 12/13 14th Trofeo Ponterosso

- 15-20 **World Championships, Duisburg**

DRAGON BOAT RACING

November

- 2 Japan Championships & Governor's Cup, Osaka City
 24-27 12th National Championships, Nanded Maharashtra
 28-30 Penang Festival

December

- 12-14 Euro Cup, Dubai

January

- 3 Lunar New Year Race, Boca Raton

February

- 14 S Island Regional Championships, Twizei

- 27/28 Wellington Festival

March

- 1/2 Western Australia State Championships, Armadale
 8 Nottingham

- 13-15 Queensland State Championships, Bokarina

- 14 Auckland Championships

- 14/15 W Fest, Toscolano Maderno

- 21/22 Victorian Championships

- 27/28 NZ Championships, Cambridge

- 28/29 Australian Capital Territory Championships, Barten

- 28/29 New S Wales State Championships, Sydney
 28/29 S Australia State Championships, Aquatic

April

- 18 Sarasota Festival
 18-23 Australian National Championships, Bokarina

- 19 Liverpool

- 26 Mox Lamma Festival, Hong Kong

- 26 Tampa Bay Festival

- 26 Wraysbury

May

- 3 Stockton

- 15 London Disability Network

- 16 Blue Skies Festival, St Anne's

- 17 Gloucester Rotary Festival

- 21 London Construction Challenge

- 22/23 Cavallino-Treporti

- 22-24 7th Barcelona Festival

- 23 London

- 23-25 Hannover Festival

- 25 Sherborne Festival

- 30 Northampton Festival

- 31 Manvers Lake

June

- 6 H2O Open, Montréal

- 6 Ipswich

- 7 Leicester

- 7 Nottingham

- 7 Woking

- 11 Booker Grocery Aid Challenge

- 13 Fanshawe Festival, London

- 13 Manchester Chinese Festival

- 14 Chichester Rotary

- 14 Salford Quays

- 19 Stanley

- 20 Peterborough Festival

- 21 Lai Mei Tang London Chinese Festival

- 27 Leeds Dock

- 27 Milton Keynes

- 27 St David's Hospice Care, Pontypool

- 27-29 Hong Kong

- 28 Bristol Rotary

July

- 3-6 Bradford Festival

- 3-6 Pan American Club Crew Championships, Montréal

- 4 Milton Keynes Festival

- 6-12 **European Nations Championships, München**

- 11 GWN Sport, Toronto

- 11 Lincoln

- 13-19 ICF Club Crew Championships, Wascana Lake

- 18-20 Montréal Challenge

- 18 Bedford

- 25 Chicago Festival

- 25/26 Falmouth

- 26 Nottingham

- 26 St Rocco's, Warrington

- 31 12th O German National Championships

August

- 1 Richmond Festival

- 9 London

- 15 St Neots

- 22/23 **UK Corporate Games, Coventry**

September

- 1-6 **15th Club Crew World Championships, Hualien**

- 5 Cambridge Festival

- 12 Gt R Race, London

- 12 Norwich

- 13 Newark

- 19 Heart of Georgia Festival, Macon
 19 Mercer County Festival, Windsor

- 19/20 **British National Championships, Nottingham**

- 27 Birmingham Festival

- 27/28 Quebec Cup, Montréal

October

- 4 Kite & Lantern Festival, Irving

OCEAN RACING

March

- 20-22 Jumeirah 2 Beach

May

- 14-17 Naxos Cup

July

- 3-5 **Kuantan, WC**

- 31-2 **Tahiti, WC**

August

- 24-30 **European Championships, Brest**

September

- 19-21 **Molokabra, WC**

- 25-27 Fortza Paris Cup, Cagliari

October

- 9-11 **World Championships, Vila Joiosa**

- 17/18 Tigullio Challenge, Sestri Levante

MISCELLANEOUS

January

- 10-11 Adventure Travel Show, London

May

- 23-25 Crick Boat Show

Happy New Year

I canoed out on the river
 On a New Year's Day
 I didn't go far, I have to say.

I said 'Hello' to the ducks
 And swans
 And a couple of seal pups
 Before they and I moved on.

There were lots of leaves
 That had fallen, I have to say,
 As I pulled out a flask of coffee
 And ate my chocolate bar
 On a small little beach
 Which I have used since a child
 In much the same way.

It cost me very little
 In order to paddle to where
 I love to go
 So I just drag out a canoe,
 A buoyancy aid and a paddle
 And tell a mate where I
 Might be so that someone
 Else, in fact, actually knows.

I was home, in fact, before
 Anyone missed me
 But that's how it is when I
 Live not far away from
 What is, in fact, the beautiful
 River Dart estuary

So, look for an old man who
 Is old, fat, grey
 And wish him a 'Happy New Year'
 Or give him a lift as he moves
 To put this or that canoe away...
Kevin Pyne

End of an era

After 73 years this is the final issue of *Canoeist* in magazine format. There have been some fantastic times, despite everything, but at times it has felt more like the Chinese curse of 'May you live in interesting times' or Burns' 'The best laid plans of mice and men' despite which it has been a central pillar of British canoeing.

The past

White Water was launched by Chalfont Park Canoe Club in 1953 as the magazine of the BCU* Slalom Committee. The editor for the first decade was Bill Horsman, at a time when one knew the driver of nearly every car passed with a slalom kayak on the roof. Most kayaks were home built to Percy Blandford PBK designs, especially through the Scouts.

Eventually Cambridge University took over, improving the appearance but not the content, and it quickly died. After a year Manchester Canoe Club revived it, Maurice Rothwell gathering a team at his home to output the Roneo pages, collate and staple them and undertake distribution. The editor was Ian Pendleton, a Scottish lawyer who excelled in resolving complex slalom judging situations.

Vic Brown, a Cambridge University paddler from a later era was the next editor, with more humour. She had obtained our best result in the 1972 Olympic slalom. However she was also Slalom Secretary at the time and this was an impossible workload. A call went out for help, answered by Pete Brothers of Reading, who thought it possible to run *White Water* commercially. He could get Slalom Committee information from me as the nearest member of the Slalom Executive. I was sent to interview him.

It didn't go to plan. After a long discussion I had agreed to be the editor while he was the production manager. Printing was moved to Henley-on-Thames, almost back in Chalfont Park territory, and was done professionally, including photographs for the first time.

After the first issue it was clear that we were not going to make a viable profit and Pete pulled out. Vic was still Slalom Secretary and I felt it was unfair to load the magazine back onto her so I kept on with it, including the production. That was in 1975, fifty years ago.



Developing Canoeist

In 1982 Prime Minister Margaret Thatcher, decided to use engineering as an 'economic regulator'. As work disappeared, many engineers began looking for career changes and I decided to jump in my own time rather than waiting to be pushed. A widening of scope to cover the whole of canoeing, not just white water, and change of title to *Canoeist* seemed it might now be viable and I went head to head with Mike Clark's *Canoeing*. It took four years to build up enough income to live on. In earlier times, being from slalom, wild water racing and white water touring, I had suggested going in with Mike, who was from a sprint and marathon background. His lack of enthusiasm was understandable.

First I had to get the approval of the Slalom Executive, who were surprisingly positive. After I went public, they announced the launch of *Feedback*, edited by Richard Fox, later *Canoe Slalom Magazine*, edited by Joe Lyons. The new title would be slalom only, no wild water racing, no surfing, no touring, just serious slalom. Who could resist a magazine edited by the world's top slalomist, giving training hints?

For 22 years I worked a 105 hour week, preparing detailed guides (over 300 of them, paddled solo), writing articles, typing them out, chasing advertising, packing, posting, meeting monthly newstrade deadlines, the lot. I suspect I have attended, written up and photographed more canoeing competitions than anyone else, anywhere, ever.

This country became perhaps the most overloaded in the world with canoe titles but new ones started to be launched or attempted at about 18 month intervals.

We had readers in 30 countries and exchanged with a number of national bodies and many clubs. The media came to us because we had accessible information and the largest magazine and photo archive in canoeing. Only Mike Clark claimed a sales figure in the order of our print run. We refused to go down the sales claim road.

There have been so many positives in what has been a way of life, mostly put in print over the years in the magazine, and so many friendships around the world. I have read and reviewed around 1,800 books. Occasionally there were sponsored trips. Particularly noteworthy were two successive weekends, in Michigan and Perth. My flight from Detroit to Los Angeles passed over the Grand Canyon. My onward flight took off from Los Angeles at 10pm and landed in Sydney at 6am. On the way I slept through my entire birthday, my first crossing of the Equator and my only crossing of the International Date Line.

Our greatest honour came in 2003 when we took the inaugural Achievement Award in the Periodical Publishers Association (now the Professional Publishers Association) annual awards, the British publishing Oscars. We were the only sports magazine to be successful that year, most awards going to household names.

Moving online

We were used to some members of the trade telling us how they wanted the magazine run. In 2005 the British Association of Canoe Trades decided they would withdraw advertising support. No reason was given but the suspicion was that there was an objection to information on access issues being prominent, not helping to sell boats. Becoming an online magazine got rid of our two biggest expenses, printing and postage. 'B... stupid' said the publisher of a narrowboat magazine, whose issues are now available online although he hated the concept at the time.

We had often been ahead of the trends. We were the world's first canoeing magazine to publish every month in full colour throughout, a claim that could have gone to Mike Clark if he hadn't skipped so many issues. For a second time I was offered the editorship of the BCU's magazine, which I again refused although the salary was two thirds higher than I ever earned in my life. They had at least twice attempted to launch onto the open market, without success. Nobody else could make a success of a magazine that was already compulsory for

* I use the term BCU throughout rather than trying to be accurate with dates of name changes from the British Canoe Association to the British Canoe Union to British Canoeing to Paddle United Kingdom. Indeed, many paddlers are still referring to it as the BCU, the name longest in use.

competition and coaching participants and I would have faced the same problems. It faced censorship by the BCU and there was no certainty that the post would have lasted beyond the closing down of *Canoeist*.

The online magazine concept was too new for many. A typical comment from a potential advertiser was 'I've just spent a fortune having my website done. Why should I pay to go on yours?'

We put in a paywall. Twenty years on, major newspapers are still in disagreement over whether to use paywalls. All existing subscribers who were unable or unwilling to have online issues were sent cheques for the balance of their subscriptions. Everyone was paid off in full, including our printer. We could look everyone in the eye with a clear conscience.

The books still could not be balanced and *Canoeist* returned to being a not for profit hobby, funded by myself, with no cover price. Not having paid advertisements meant we did not have a rate card and so slipped below the radar as far as many external publicity sources were concerned. We no longer supplied the newstrade each month and since then I have only once, in 2008, seen a canoeing magazine on sale anywhere to the public.

I have written for magazines outside canoeing and the guides have formed the basis of several books, one currently in its fourth edition. I meet various journalists regularly, none from canoeing as far as I know.

Future plans

We intend to go to what will be more of a news bulletin, especially to cover information unlikely to appear elsewhere. This will not usually involve guides or competition coverage. We will cease to email subscribers when updates are published unless there is something major but will place the time of the latest update prominently. Higher frequency will return and updates may come at short notice.

On a personal front, we want to do some things where the dates and locations are not set by canoeing calendars, sometimes with other family members, who have their own calendars, and I have some other projects lined up.

Stuart Fisher



Professional Publishers Association
Independent Publisher Awards

**Inaugural
Achievement Award
winner**

Contributors

A magazine is only as good as its contributors. When I took over, Vic Brown warned me that I would have difficulty getting sufficient content. Fortunately, she was wrong. In nearly every issue I ran out of space and had to hold copy over until a later issue.

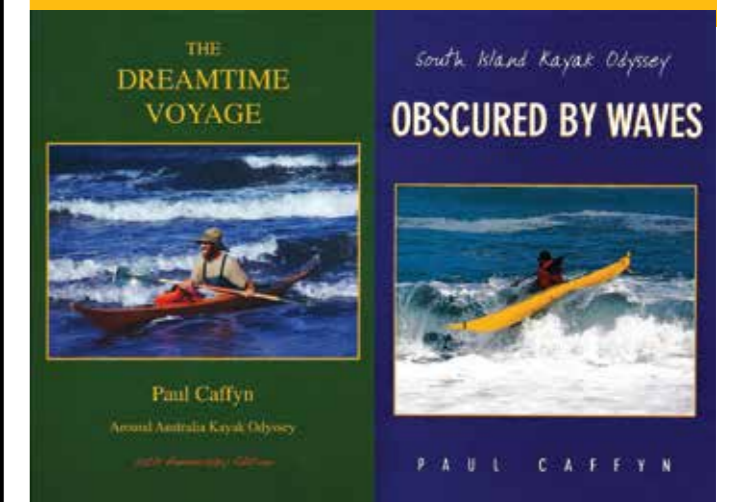
Nearly 2,300 people have contributed, for whom I thank you all. Content was supplied and used at least 10 times from each of 99 people. Listed here are the top 18 contributors and their varied interests, each of whom supplied at least 30 articles that were used. Ian Kimber topped the list with 134 articles.

- 1 Ian Kimber - waveskis
- 2 Dave Halsall - natural history
- 3 Rachel Smith - dragon boat racing
- 4 Andy Halliday - various
- 5 John Bull - open canoe sailing
- 6= Jean Ashley - quadrathlon
- 6= Pete Bell - slalom
- 8 Roy Bonner - open canoe sailing
- 9= Michael Bruce - Alps
- 9= Alan Bye - various
- 9= Chloë Nelson-Lawrie - various
- 12 Paul Caffyn - sea touring
- 13 Jeff Simmons - flat water touring
- 14 Mark Rainsley - white water touring
- 15 Andrew Leafe - polo
- 16 Stuart Woodward - Alps
- 17 Chris Wheeler - white water touring
- 18 Alan Fox - touring

Paul Caffyn Klassic Kayaking Books

Now available in England, both the Australian and South Island books. Sadly, the exorbitant cost of overseas postage has killed off mailing these A4 size books from NZ.


However, an old work colleague, Mick, loads up his hand luggage after he visits NZ annually. He has already sold out of the recent 2nd edition of the Stewart Island book but the two classics are available in England from: paulskayakbooksuk@gmail.com



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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 hold themselves responsible for inadequacies in items of equipment reviewed here.

Governing body enquiries
Canoeist is the not for profit magazine of Paddlers International. Enquiries to governing bodies and associations should be addressed as appropriate.



Under 12 Dexter Diggins of Lee Valley competing in the Division 2 event during the Interclubs Slalom Championships at Cardington, where the course has been upgraded recently.

Undercurrents

Less watching

The National Coastwatch Institution have made some deletions from their list of coastwatch viewpoints. No longer listed are Caister, Herne Bay, Hayling Island, Stokes Bay or Christchurch Bay.

Abandoned boats

A Lords debate in June covered abandoned boats in rivers and estuaries, their removal and who should pay for it. While they were concerned mainly about powered craft, the question about the correct method of disposal for us remained unanswered.

Liverpool theft

Four canoes were stolen from the B 4 Biodiversity community gardens at Ford Lane, Litherland, at the end of June. They were normally used by volunteers to keep the Leeds & Liverpool Canal clean and tidy.

Karnali to be dammed

Some of the biggest and best rapids in Nepal are on the Karnali. However, this is due to be dammed. Before they are lost to the world it might be time to experience this superlative river.

Hunting kayak returned

An Invaluit hunting kayak from the western Arctic is one of 62 Inuit objects being returned after a century by the Vatican. It is not immediately obvious why the Vatican had such a kayak in the first place.

Unmanned boat trials

The Maritime & Coastguard Agency are seeking areas to trial unmanned boats. It is not clear whether they will avoid areas where there may be swimmers but sea kayakers may be much further offshore.

Early warning dismissed

Talking to the Windsor & Maidenhead branch of the Railway Correspondence & Travel Society in September, Dick Fearn observed that the most important incident during his decade at the head of Irish railways was the collapse in 2009 of the Malahide viaduct, 14km north of Dublin, carrying the main east coast railway line. A train carrying 50 passengers had crossed safely. The driver of the following train, with 500 passengers, stopped before the viaduct because something did not look right, preventing what could have been a major tragedy, caused by scour at the viaduct. What Dick did not say was that, a week earlier, sea kayak paddlers from Malahide Sea Scouts had reported that the weir below the viaduct had changed. Railway engineers had inspected it as a result and given the all clear.

Value for money

The Canal & River Trust are one body hit by Government cutbacks. They are number five in the size of British water operators. However, they are not number five in the amount of income they receive, unlike the others in the top handful, who are all water authorities. Furthermore, aid is being cut year by year both by numerical cuts and by inflation. If the money is not spent, the benefits do not result. Yet they are often not obvious. A study a couple of years ago by the Wilts & Berks Canal Trust in connection with the country's longest restoration puts some numbers on benefits hidden in plain sight. If money is not spent on canals it is obvious in terms of cash but not in terms of public health, wildlife or even the general dissatisfaction with politicians of all parties, of which this is just one example. Rather than cutting back on canal funding it seems we ought to be building new canals to save overall Government expense.



CRT licence rates for next year have been set to rise by 4.8%, 1% above predicted inflation rates. The Broads Authority are proposing a rise of 2.5%, less than inflation, despite a decline in boat numbers and total absence of Government funding support.

Sport for young people

Another Lords debate in June followed a question from Lord Moynihan (Con) 'To ask His Majesty's Government what is the timeline and budget to deliver the Prime Minister's commitment... to ensure young people have equal access to high-quality sport and extra-curricular activities.'

He noted 'that some 3.9 million children—an increase this year to nearly 40% of our schoolchildren—do not meet even the Chief Medical Officer's basic recommendation for daily physical activity'.

As usual, most did not get beyond football. Lord Addington (LD) climbed onto the bottom rung of the ladder by asking 'Will the Government commit that they will not create unique monocultures for sport but that people will have options? Some people will be hockey

players, some people rugby players, many people will be soccer players, netball players, et cetera.'

Lord Cryer (Lab) got away from ball games and expressed concern at the loss of swimming pools. 'We need to stop that decline and reverse it so that schoolchildren increasingly have access to pools, not just to create the champions of the future but to save lives, because swimming is the one sport that might make a difference between living and dying.'

In a country with 300-400 sports, their lordships did not reach double figures. There was some acceptance that ordinary people are involved, not just potential champions.



Infrastructure works valued at £71,000,000 have been awarded for the Central Docks section of the Liverpool Waters regeneration project. Publicity artwork includes the Liverpool Link being well used by kayaks.



Arson attack

In March a trailer loaded with 18 kayaks was set on fire at night in a residential area at East Leake, between Nottingham and Loughborough. As well as destroying the kayaks, the fire wrote off two vehicles and damaged other vehicles and property. A neighbour's CCTV, released by the police in September, shows someone running to the trailer and then running away again once the kayaks were alight. They think the culprit may have suffered burns and was local or knew the area well. Nottinghamshire Fire & Rescue showed chemicals were used to start the fire.

In late November a door camera recorded somebody stealing a Christmas tree from a house front porch in Loughborough, later found damaged in a local park. The locations are about 6km apart, the incidents took place at night and the perpetrator was dressed in white from head to foot in each case. Was it the same person or is this the usual dress code for nocturnal miscreants on the Nottinghamshire/Leicestershire border?

Art kayak cleared

Japanese artist Rokudenashiko has been found not guilty for displaying a kayak in a sex shop based on a scan of her vagina. The judge decided its bright yellow colour and covering of graffiti did not obviously relate to its origin. However, she was fined ¥400,000, about £1,900, half of what the prosecution wanted, as the data used in its manufacture could be used for other purposes. When she was first arrested in 2014 she received over 17,000 signatures in her support.

Funding rescue boats

Between a quarter and a third of all lives saved on navigable waterways are by independent lifeboats. Between 2014 and 2020 the Government shared £5,660,000 between 104 independent rescue boat charities but then stopped the grants, which have not been reinstated by the current Government. In 2004 2,000 people were assisted, reckoned to have saved the public £2,600,000 in that year alone. A Commons debate called for the grant to be reinstated. Matt Rodden (Reading Central, Lab) drew attention to bodies such as canoeists who already have rescue boats on the water for their own members and turn to help the general public when necessary, wanting them to receive financial assistance. There was also a call for independent lifeboat bodies to be better represented.

PI having taken issue with the RNLI's claim to be the charity saving lives at sea, to the disadvantage of the independents, we are pleased to see at least one example of being a charity saving lives at sea.

Funding bureaucracy

Canal restorers have long had to pay the EA commercial consultancy rates to ask them what they need to do to comply with EA rules. Now, the CRT, faced with having their Government grant successively slashed, have resorted to the same approach and it is not going down well. The Friends of the Cromford Canal's Portal complains 'We are not some vast corporate entity, we are just volunteers who are trying to restore lost sections of canal across the country.'

'How do they expect us as a Charity watching on a weekly basis the many, many dedicated and hard-working volunteers sell tea towels, running boat trips, cutting back Himalayan Balsam, producing this journal, saving every penny, and chipping in whenever they can, to see us being asked to fork out many thousands of pounds on more unnecessary bureaucracy being foisted on us by what was formerly the Government funded institution British Waterways into the 'Charitable' Canal & River Trust.

'The question has to be asked, how did we get to this point where we should be in such a dire position when a Charity is being asked to fund an organization to check and monitor its aspirational goal of restoration?'

Dangerous weirs

The weir at Barnard Castle on the Tees, downstream of the fatal accident, was built in 1963 and was a popular



play site. However, it stopped fish ascending so it was rebuilt in 2014 to a dangerous design. Blocked in at each end, it has an anti scour lip which damages boats at low flows. At high flows there is a section of surfing wave towards each end but each with a hole below it. In the centre there is a narrow Larinier fish pass which looks shootable in spate provided the metal baffles in it are not damaged. Immediately next to this and twice as wide is a deep hole which does not release at any level. From upstream there appears a horizon line with the position of the concrete walls in the centre virtually invisible. This photo was taken in November in spate two days before the accident.

Compare it with Haverfordwest weir, these days the tidal limit, where a party leader is now four years into a ten and a half year jail sentence after four paddleboarders were drowned. There is a fish pass in the centre, shootable at some levels. This photo was taken near high water and low flow. With the tide out there is a high drop beyond a horizon line and the dividing walls are barely visible in spate. Again, the ends of the weir are closed in and the fish pass is in the centre of the river where it is hardest to give assistance to somebody in trouble. It is not clear at what level the fish pass becomes a holding stopper. A comment online about the Barnard Castle weir suggests 'Interesting that engineers seem to have taken nothing from the knowledge gained by the paddling community about the safety of their riverine constructions. On the Medway, the combined fish passes cum canoe slides are formed with nylon brushed baffles which mean they are safe for both uses. Adding lips to the bottom of weirs has long been the cause of dangerous recirculating stoppers such that you would think they would have developed something safer.' In fact, research into safer weir design was undertaken by George Parr and his civil engineering students at Nottingham University some years ago.

Tryweryn dam change

Llyn Celyn, Wales' largest reservoir, serving Liverpool, is having a second dam spillway added. Rules on spillways have been updated, not least after the Toddbrook problems, and spillway capacity has been increased. Although just upstream of Canolfan Tryweryn, Wales' most active centre for white water canoeing, the new spillway will not reach as far as the river's competition area, from where the fish grill has been removed at the WWR start. Contractors could leave behind a new parking area at the foot of the dam.

Spinning a line

Apparently, UK anglers use enough line each year, mostly Nylon, to reach three times as far as the moon. Now bins have been set up at Trefor, Criccieth and two at Pwllheli in northwest Wales to collect line for recycling, using it for various products including making more bins for angling line. The Pen Llyn a'r Sarnau SAC state 'It takes 10 years for a 1 lb breaking strain line to break down, so a 10 lb line takes 100 years!' Does that follow?

New Louth slipway

A new concrete slipway has been installed at Austen Fen on the Louth Canal. This is to provide easy launching for unpowered craft and gives access to 11km of lock free water from Outfen Lock to Tetney. The canal runs from Louth through disused locks to reach this section and on tidal waters from Tetney to the North Sea.

Oxford scheme reps wanted

The Oxford Flood Alleviation Scheme, which aims to reduce flood risk and provide wildlife areas, has implications for those on the water as it makes changes to water channels. There are plans to launch a Stakeholder Advisory Group next year and it is important that boaters are represented. Register your interest now at oxfordscheme@environment-agency.gov.uk.

Top five photos

The Boot Düsseldorf show is seeking the Top 5 Photos of Two Decades. Entries must be taken between November 2nd 2024 and December 30th 2025, the closing date for entries. The Top 100 will be displayed on the exhibition's website at the beginning of February with the top 20 displayed three weeks later for public voting. The winners will be announced at the show in January 2027.

Protesters obstruct port

Climate protesters blockaded the fairway from Newcastle, New South Wales, a major Australian coal exporting port, preventing two ships from sailing at the end of November. Dozens of kayakers were involved, mostly yellow and grey inflatable doubles, which must have taken a fair while to inflate. Police arrested many people because of unsafe practices.



Peter Medicott photography

Brecon celebrations

Up to 2,000 people came together to light up the Monmouthshire & Brecon Canal for a week of celebrations to mark its 225th anniversary as communities in Gilwern, Llangynidr, Talybont and Brecon all hosted spectacular lantern parades across four evenings to herald a special milestone in the history of the canal.

Each night a procession of people saw hundreds line the towpath as the parade headed north towards Brecon. In addition to the lanterns there was live music, a special life size illuminated horse and otter on the towpath plus boaters along the canal who decorated their boats in lights displays to add to the spectacular setting. Members of the public paddled in illuminated canoes while a floating lit up swan model glistened on the water.

Starting in Gilwern on Monday, the week culminated in a special entrance into a lit up Brecon Basin on Friday evening as the celebrations concluded outside Theatr Brycheiniog at the most northerly point of the canal in the centre of Brecon.

The evenings were part of Glandwr Cymru's year long celebrations to mark the anniversary.

David Morgan, development manager for Wales at Glandwr Cymru, said 'To see up to 2,000 people coming to the canal to mark the anniversary is a reflection of the love there is for this special waterway and the role it plays in the communities it runs through in the Bannau Brycheiniog National Park and into Brecon.

'Every night we were joined by hundreds of people of all ages with lanterns, costumes and a fantastic energy that certainly saw us Light Up the Brecon Canal to remember the people who built the canal and the impact that it has made in the local area over the centuries.

'These unique celebrations wouldn't have been possible without the amazing support and enthusiasm for the canal from local people, including in Llangatock where the weather sadly stopped that evening's celebration. We are thankful to the community councils, partners and all the people and volunteers who helped make these events possible and we hope everyone who joined us went away not only having had a great time but recognizing how vital the Mon & Brec is in this part of Wales.'

Richard Joyce

Fastest known paddle

American Scott Miller, one of the team who set a speed record in 2023 for running the Mississippi, has set up the Fastest Known Paddle website this year to pull together all the descent record claims in one place. These are not world records, of course, as they relate to specific locations, but they give scope for all the claims to be put together centrally. A single first known descent already undertaken aught automatically to be the fastest.

To be considered, an attempt has to have some documentary preparation in advance, tracking during the attempt and subsequent documentation. If you wanted to prove you were the fastest in the past you needed to go to the world marathon championships at a time and location selected in advance by others, if given permission by your home governing body. The new website allows you to choose where you want to go, at a time convenient to you, including monthly health disruptions. You can fit in with work and other constraints and pick suitable weather. This last point has one point of concern as records are most likely to be broken when rivers are in spate, likely to push up accident rates.

There are also likely to be variants for different start and end points, as we saw for the Thames last year, for supported and unsupported, for male, mixed and female, for canoes and kayaks and, no doubt, for various other permutations and combinations.

It does get round problems with Andrew Manwell's permanent triathlon concept, needing to check in with local shop keepers in remote villages, who might not always be available, or it enables you to go to places where races are not run.

The greatest potential problem is likely to be the site being overrun by its own success as every trip you undertake has the potential to break records of one sort or another or being the first with a particular set of criteria. It is based on a running equivalent that has 6,000 records registered.

Meanwhile, Scott will attempt to contribute again with a run down the Missouri next year.

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RNLI - Royal National Lifeboat Institution - Saving Lives at Sea
RNLI - We Are A Charity Who Save Lives At Sea Across The UK & Ireland. Find Out More About Our

While the RNLI still usually claim to be the body that saves lives at sea they are now starting to acknowledge the existence of the others who do so.

Trips

Peter Frank has completed the 9,200km Great Loop in America (May, p10). This included being chased by an alligator in Florida. He wore clothing developed and proven by pirates rather than modern waterproof gear.

Port Edgar Dragons have paddled a dragon boat along the Union Canal from the Falkirk Wheel to Fountainbridge in Edinburgh and back, a total of 56km.



Wading the Serpent's Tail in November.

Johnny Brown

20th December 1946 – 9th July 2025

Johnny Brown loved all sport, loved competing and loved teaching and coaching.

He played any sport, running, tennis, athletics and rugby, before taking up canoeing in his 30s, which was to become his passion for the rest of his life, coaching from those early days in the 1970s through to 2020.

He started teaching in the 1970s and spent three years teaching maths in Zambia, where he took the school athletics club, playing rugby and baseball.

When he returned to Scotland he took up a teaching job at Wallace High School and coached the school rugby team for many years as well as playing for Stirling County Rugby Club. He took the players to school matches as well as to international matches at Murrayfield and Twickenham.

In 1978 the school canoe club persuaded some of the teachers to try canoeing. Johnny quickly got hooked, paddling rivers, and for many years he competed in canoe slalom and canoe polo.

He was a maths teacher but was often mistaken for a PE teacher and through teaching he had access to a school minibus, a swimming pool and boat storage, which enabled him to take kids on river trip and to slaloms and also paddle himself.

His first slalom competition was Fairnilee in 1980 with a minibus of paddlers, followed by leading his first trip to France in 1981 in a minibus with 16 paddlers. This became an annual event for Scottish paddlers and has continued to this day. He coached by day and played softball and table tennis at night with paddlers and parents. Those who travelled in the minibus and his car were treated to Johnny's choice of music and could all sing along to Lady in Red, Forever in Blue Jeans and Big River.

In 1988 we got married. In those early days together we took pool sessions and coached beginners at the club site at Alva. Our children Michael and Emily were introduced to paddling from a young age and both did river and France trips and competed during their school years. The pool sessions were held at Denny High School and were usually finished off with a game of basketball in the gym hall. Emily would be in her dad's team and Johnny would pass her the ball from the other end of the court and Emily would score, much to the frustration of those on the opposing team.

In 2006 Johnny was awarded the Legends Award at the Canoe Slalom Oscars. He also won the Ed Ecclestone Award in 2015 for services to canoe slalom.

Johnny was always happy to lead by example and help with erecting, setting, changing and taking down the course at events and, through this example, those he coached were encouraged to help at events too. He was the first up in the morning and down at the river bank, adjusting the gate height after it rained and shouting very specific instructions from the bank. He was one of only a few coaches who could be heard from the opposite bank at Grandtully.

Johnny saw the best in the paddlers he coached. He never coached for his own ego but just wanted to give youngsters opportunities to achieve their potential and aspirations. Johnny was always interested in how paddlers were getting on at school and many of his paddlers also benefitted from maths tutoring to help them get the exam results they needed for further education. He was coaching slalom right up until lockdown and whilst his health was declining (with hindsight we now realize this was the early stage of Alzheimer's); coaching always improved his wellbeing.



Kate Brown

Johnny loved competing himself and continued to paddle well into his 60s. He ran CR Cats and gave so much time to any youngsters who wanted to do canoe slalom across Scotland. He introduced his four children to paddling and was delighted when his eldest son, Craig, competed in C2 at the Atlanta Olympics in 1996. In 2012 he had the honour of running with the Olympic torch in his home town of Stirling. He would also be very proud that Michael has taken over the running of the European summer trips and granddaughter Taz is competing in Prem and was also on the 2025 summer trip.

Our family have set up the Johnny Brown memorial fund to give future youngsters opportunities to canoe through canoe slalom. We have raised £5,500 so far and donations can be made to <https://forms.gle/thxtJab9gyaPmXLS9>. The first Johnny Brown memorial day was held at Pinkston Watersports on Sunday 2nd November, run by Michael with paddlers just starting out to those who have been competing for many years. It was lovely to see so many paddlers and coaches on the day who took part in paddling on the flat and the white water as well as taking part in some workshops.

Johnny had a life well lived and it has been lovely to hear stories and memories that people have shared that he influenced as a teacher, coach and through canoe slalom.

Kate Brown

ACCESS & environment

Parliamentary call for access

The All Party Parliamentary Group for Outdoor Recreation & Access to Nature have issued the 40 page *Outdoors for All*, including input from the British Mountaineering Council, Ramblers and PUK. Four pages on water access begin 'The longstanding confusion around public rights of access on unregulated inland waters must be resolved by creating a clear, consistent right in legislation. Currently, just a tiny proportion of our inland waters have a clear, uncontested right of access. This is the biggest barrier preventing people from having the confidence to enjoy local blue spaces. Voluntary access agreements have proven to be impractical and inconsistent. Negotiation across thousands of landowners is restrictive, time-consuming, and creates inconsistencies from river to river.'

The appendix points out 'CRoW land provides almost a million hectares for walking but excludes cycling, paddling and camping. Access to blue spaces is particularly limited: only about 7% of all inland waterways offer clear public right of navigation, compared with the broader rights to water established under Scotland's Land Reform Act (2003).' Note that most of that 7% is canal.

The whole report draws heavily on the Scottish act and it is wishful thinking but it is the biggest step forward we have seen in the last century, put in such a way that it is harder for intransigents to appeal. A PWA to Andy MacNae, Rossendale & Darwen, Lab, who chairs the APPG, gave a Government welcome without mentioning blue space.



Questions, questions

Parliamentary Written Questions continue to chip away at the access situation. Those who have asked recently include Phil Brickell, Bolton W, Lab, Jun 19th, Sep 4th, Oct 16th Kate White, Leeds NW, Lab, Jul 9 and 10th Dr Simon Opher, Stroud, Lab, two on Nov 11th Helen Maguire, Epsom & Ewell, LD, Nov 18th Dr Roz Savage, S Cotswolds, LD, three on Dec 3rd Neil Duncan-Jordan, Poole, Lab, Dec 11th Baroness Scott of Needham Market, LD, asked how much Defra had spent on access in the last year. A total of £16,900,000 was spent on Access for All, meaning those on foot, contrasting with lack of expenditure on water and the claim that checking what laws, if any, relate to river use restriction would not be good use of public money.

A question from Lord Kamall on drowning prevention

strangely brought the answer that watersports national governing bodies are responsible for providing safety information and navigation authorities should provide safety equipment. We must be getting closer to a corporate manslaughter case over dangerous weir design fatalities and it is not governing bodies that design them.

Replies suggest that the Government may be prepared to budge slightly although, of course, they would need to check whether there is any existing legislation with which any changes would conflict and need revoking. Checking now might save a great deal of wasted effort.

As we get similar replies to Parliamentary Written Questions, sometimes even identical wording despite the change of Government, our MP, Dr Roz Savage, has taken this up with the House of Commons Library, who responded:

Thank you for your request. You asked the Library for information on river navigation, following a recent PQ that your office submitted in relation to public navigation rights on inland rivers in England and Wales (asking the SoS for a record of any legislation that 'removes or restricts a general public right of navigation on inland rivers').

Specifically, you asked:

Whether there is any legislation that explicitly removes or restricts a general public right of navigation on inland rivers in England and Wales.

If not, whether there is an established legal or constitutional principle supporting the current policy position that such rights do not exist without specific statutory provision or private rights.

Any relevant case law, historical precedent, or legal commentary that might shed light on how navigation rights have been defined or restricted over time.

I have set out some information below. However, as this is a complex legal matter, your office (and the constituent) may wish to seek independent legal advice. The Commons Library briefing, Legal help: where to go and how to pay – House of Commons Library, may be of help.

Disclaimer

This information is provided to Members of Parliament in support of their parliamentary duties and is not intended to address the specific circumstances of any particular individual. It should not be relied upon as legal or professional advice, or as a substitute for it. A suitably qualified professional should be consulted if specific advice or information is required.

Legislation

You asked whether there is legislation that 'explicitly removes or restricts a general public right of navigation on inland rivers in England and Wales'. In short, there is no such legislation but there is also a range of case law that suggests that there is no pre-existing public right of navigation, and that such rights must be obtained through either:

immemorial usage (defined with reference to 'time immemorial' in English Law, in practice a long-standing custom), an Act of Parliament, or express permissions granted by the relevant riparian owner(s).

Defra position

In 2014, in response to a Freedom of Information request, the Department for Environment, Food and Rural Affairs (Defra) published a one-page note from the Defra legal team setting out legal position and communications on the right of navigation on non-tidal rivers. This comprises of advice taken by the Secretary of State in 2004 in relation to 'the right of navigation on non-tidal rivers and the common law'.

This advice was taken in response to an academic paper (by Rev Dr Douglas Caffyn, referenced in communications from the British Canoe Union to the SoS), which suggested that there is a public right of navigation (PRN) on inland rivers in England and Wales, based in part on historical customs and the Magna Carta.

The Defra advice stated:

'[...] The generally held legal view is that there is a general absence of public right of navigation on non-tidal waters or inland lakes. The public right of navigation that exists on tidal waters does not apply. The soil of rivers is vested not in the Crown, but in the riparian owners and in the case of inland lakes, in the adjoining proprietors. This is established by a series of common law cases such as *Murphy v Ryan* (1868)

Question

Baroness Scott of Needham Market
Liberal Democrat
Life peer

To ask His Majesty's Government how much DEFRA spent in total in the past financial year to create new opportunities for the public to access nature, or to improve existing public access, excluding engagement programmes.

Answer

Baroness Hayman of Ullock
Labour
Life peer

Answered on

8 July 2025
We are committed both to creating new opportunities for the public to access nature, and to improving existing public access. For instance, in FY24/25 we spent £5.5 million on progressing delivery of the King Charles III England Coast Path and £5.6 million on progressing delivery of the Coast to Coast National Trail. We also spent £5.8 million on our Access for All programme to increase accessibility of the countryside. This excludes funding for engagement programmes such as Generation Green and Green Social Prescribing, and funding for access casework, maintenance, monitoring, and staff costs.

Question

Phil Brickell
Labour
Bolton West

To ask the Secretary of State for Environment, Food and Rural Affairs, what assessment her Department has made of the potential merits of expanding access rights for (a) swimming and (b) non-motorised craft on inland waterways.

Answer

Emma Hardy
Labour
Kingston upon Hull West and Haltemprice

Answered on

16 October 2025
The government recognises the importance of providing access to nature and is considering the approach to improving that, including access onto unregulated inland waterways. We are committed to working with stakeholders as this develops, and a further update will be provided in due course.

Question

Andy MacNae
Labour
Rossendale and Darwen

To ask the Secretary of State for Environment, Food and Rural Affairs, if she will make an assessment of the potential implications for her policies of the All Party Parliamentary Group for Outdoor Recreation and Access to Nature's report entitled, *Outdoors For All*.

Answer

Mary Creagh
Labour
Coventry East

Answered on

27 October 2025
The Government welcomes the All Party Parliamentary Group for Outdoor Recreation and Access to Nature's report and agrees with the report's conclusion that time spent outdoors is vital for both physical and mental wellbeing. We are committed to expanding opportunities for people to connect with nature. Our current initiatives include the creation of nine new national river walks and three new national forests in England, helping to bring nature closer to communities across the country. We are actively shaping policy to support wider access to nature, working in collaboration with other departments and key delivery partners.

Question

Dr Simon Opher
Labour
Stroud

To ask the Secretary of State for Environment, Food and Rural Affairs, what assessment her Department has made of the potential implications for her policies of the Environment Agency's Chief Scientist's Group report entitled *Exploring recreational water use in England*, published in July 2025.

[Hide full question](#)

Answer

Emma Hardy
Labour
Kingston upon Hull West and Haltemprice

Answered on

4 November 2025
The Government is considering the approach to improving access to nature and is committed to working with stakeholders as this develops. The Environment Agency's report on recreational water use will help to inform that process.

and Hargreaves v Diddam (1875). [...] A public right of navigation can be granted only (1) by immemorial usage (2) by Act of Parliament or an order made under the

authority of an Act of Parliament or (3) by express grant or dedication by the owner of the soil.'

Case law and wider legal advice

As set out in the Defra legal correspondence, the existence of case law on this matter implies that no general PRN to inland water exists in England and Wales, and that to obtain a PRN, river users would have to establish either immemorial usage or be granted it via statute or landowner permission.

Additionally, the Angling Trust published legal advice in February 2023 relating to a dispute between canoeists and anglers, reaffirming the legal position outlined by Defra. Their summary included:

There is no general Public Right of Navigation (PRN) on English and Welsh non-tidal rivers for canoeists. A PRN can only be established by long use of vessels on the relevant stretch of river.

That use must be regular, habitual, and of substantial practical value as a channel of communication. The period must stretch to 'time immemorial' (typically interpreted as 60 to 80 years).

The law is entirely clear on these issues. This use must not have been under protest or by permission from riparian owners.

Even if a PRN is established, it does not permit access to riverbeds or banks without separate rights.

Without PRN or agreed access, canoeists may be trespassing on non-tidal rivers.

Alternative views

Campaign groups such as River Access for All (led by the British Canoe Union) continue to argue for broader public access, citing the Magna Carta and historic precedent. One case often referenced is Josie Rowland v Environment Agency (2003), where the High Court upheld a pre-existing PRN under the Thames Preservation Act 1885. However, this ruling relied on specific legislation and does not extend more broadly.

I hope the information above proves helpful, and I'm happy to discuss any of this further or continue supporting further Parliamentary routes if helpful.

This seems at variance with the Defra Freedom of Information response of 2021 (Nov, p13) to Paddlers International, starting 'There is no clear case law on whether a 'common law right of navigation' exists on unregulated rivers'. Nor, in the absence of any clear legal change, how or when it became 'the generally held legal view'. Nor, why the Angling Trust's view should take precedence over anyone else's.

I can confirm that the constituent is not better suited financially than the Government to seek independent legal advice.

Vagrancy Act clarification needed

The Government are proposing to scrap next year the 1824 Vagrancy Act which criminalizes rough sleeping. Instead, they will introduce measures which will include new offences for trespassing with the intention of committing a crime. Before they do so they will need to clarify whether being on inland water is trespassing and whether it is a crime.

Bike dangers

A growing menace on rivers and canals is the growing number of ebikes being thrown into the water, usually by vandals rather than users. Lime bikes, which are not locked up, are particularly involved, with Nottingham being a notably problematic area. As well as the risk of physical damage from collision, their batteries can leak pollution into the water, dangerous to swimmers and wildlife.

More illegal beavers

Ever more beavers are being released illegally with an estimate of 1,000 in England, mostly in the southwest, and another 2,500 in Scotland and Wales. They do not stay where they are released, however, so it is academic

whether permission has been granted for a particular location. It is illegal to disturb them, even when they are felling trees and damming rivers. This is reminiscent of the eco activists (apparently living not far from us) who illegally released mink into the wild, resulting in the virtual extermination of the water vole, the release of grey squirrels that have largely driven out red squirrels and imported plants which are choking our waterways. Some beavers appear to have been released below Devezes near to the proposed line of the Melksham Link, which is needed for the restoration of the Wilts & Berks Canal to replace the former line since built over but has been blocked by the EA for a decade and a half and is now being openly opposed by them.

Mon & Brec emergency water

The Welsh Cabinet have issued a statement that water supplies to the Monmouthshire & Brecon Canal are to be ensured for the next five years. The Welsh Government will provide cover up to £400,000 per year. CRT will provide another 100,000 and it is expected that others will also contribute funding. The canal has been supplied from the River Usk to the canal for over two centuries but new licensing regulations have put supplies at risk. Water is being retained in the river to support the declining numbers of salmon and anglers. Water borrowed for the canal is to be charged at an unaffordable rate at a time when the CRT grant from the Government is being slashed. This has a devastating effect on boat businesses and a cascade of tourism industries which depend on the canal. The canal has always had difficult geology and even temporary lowering of the water level in dry weather is likely to result in damage to the canal lining with leakage that disadvantages almost everyone. The commercial value of the canal to the community is put at almost £30,000,000 per year and provides over 1,000 jobs. If angling requires much more water in the river it is not clear how large sums of money will be a practical alternative.

30by30 announced

A 30by30 policy framework has been announced by the Welsh Government, intended to protect 30% of Welsh land, freshwater and sea for people and nature by 2030. While the 14 page introductory document makes reference to forestry, farming, fisheries and communities, it makes no reference at all to those wanting to be on the water. Wales has the most repressive river access policy of any country in the world.

How green you are

The CRT have been awarded Green Flag status by Keep Britain Tidy for 1,134km of canal and river navigation. In addition, they will resubmit the 56km of the Leeds & Liverpool Canal from the Stanley Flight to Wigan Top Lock, which already holds the status. This is from a total of 3,200km.

Conviction rates

The question is often asked whether any canoeists have been convicted over alleged trespassing on inland rivers in England and Wales, the contentious Peters case in the 20th century usually being the one case. Contrast this with the situation for angling, for which figures were given to Charlie Dewhirst (Bridlington & the Wolds, Con) in a Parliamentary Written Answer. In the 14 months from July 2024 there were 1,002 prosecutions, 75 letters of advice and guidance, 1,879 warning letters and 1,258 cautions for angling without licences.

Chicken lawsuit

Canoeist Justine Evans is leading a group of 4,000 bringing legal action against Ivara Foods, Freemans of Newent and Welsh Water over the state of the Wye, Lugg and Usk. They claim 'extensive and widespread pollution' of the three rivers with the formerly clear

Question



Dr Simon Opher

Labour

Stroud



To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to consult with recreational user groups during the development of the proposed White Paper on water reform.

Answer



Emma Hardy

Labour

Kingston upon Hull West and Haltemprice



Answered on

4 November 2025

The Government is considering the approach to improving access to nature, including for recreational water users, and is committed to working with stakeholders as this develops.

Extensive consultation with stakeholders took place during the Independent Water Commission's review of the water sector. The government will continue to engage key stakeholders as it develops its full policy response to the recommendations.

A new partnership between Government, the sector, investors and communities will deliver the change the public expects.

Question



Helen Maguire

Liberal Democrat

Epsom and Ewell



To ask the Secretary of State for Environment, Food and Rural Affairs, if she will give Environment Agency a responsibility for improving (a) entry and (b) exit points for inland rivers to help support recreation.

Answer



Emma Hardy

Labour

Kingston upon Hull West and Haltemprice



Answered on

18 November 2025

The Government recognises the importance of access to nature for people's health and well-being. The Environment Agency currently enhances recreation where it can demonstrate value for money, by integrating safe river entry and exit points into flood and asset management schemes. Access improvements are typically funded through navigation service improvements, asset renewal, or new flood alleviation projects, often with partnership contributions.

This approach delivers multi-benefit outcomes; flood resilience, environmental protection, and recreational use, ensuring rivers remain accessible while safeguarding communities and respecting natural habitats.

Question



Dr Roz Savage

Liberal Democrat

South Cotswolds



To ask the Secretary of State for Environment, Food and Rural Affairs, whether her Department will extend the definition of bathers to include other water user types in the context of the Bathing Waters Regulations.

Answer



Emma Hardy

Labour

Kingston upon Hull West and Haltemprice



Answered on

3 December 2025

Bathing waters are one of the most visible ways in which the public interacts with the water environment, and so it is critical that appropriate regulations meet the needs of water users and those involved with managing bathing water sites. In the November – December 2024 consultation on bathing water reforms, we asked respondents about wider reforms including the expansion of the definition of 'bathers' to include other water users and introducing multiple monitoring points at sites. The Government response to the consultation, published in March 2025, outlined that a clear majority of respondents either agreed or strongly agreed with this proposal and many offered suggestions of what water users should be included. The Department is now exploring how evidence to support the delivery of these wider reforms, including expanding the definition of a bather might be developed. The timeline for detailed policy development and research will depend on the outcome of initial scoping work. Defra will engage with local and national stakeholders as this work progresses.

Question



Neil Duncan-Jordan

Labour

Poole



To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to give the public a right of responsible access to all rivers in England.

Answer



Emma Hardy

Labour

Kingston upon Hull West and Haltemprice



Answered on

11 December 2025

The Government recognises the importance of access to nature for people's health and well-being. There is already public access to regulated rivers owned and managed by navigation authorities, available through their licensing regimes. We are considering our approach to improving access to unregulated rivers and are committed to working with stakeholders as this develops.

Soft edges in Nottingham

The CRT have installed coir rolls along the edges of the Nottingham & Beeston Canal. The soft edges encourage plant growth and make it easier for many birds to get onto and out of the water but they can make it more difficult for canoeists to reach solid ground to stand on.

water becoming opaque and slimy. The Wye catchment produces a quarter of the UK's chickens. Poultry manure and sewage solids are used as fertilizer, producing a runoff of phosphorous, nitrogen and bacteria. This is the biggest ever such UK environmental lawsuit. Does the state of the Usk have any implications for numbers of salmon and the claimed need to take water away from the Mon & Brec Canal or charge excessively for it?

Tracking water scarcity

The dry summer resulted in water shortages across the country. CRT responded by closing a number of sections of canal.

SEPA have a Drought Risk Assessment Tool to track water shortages daily. Part of the process is asking the public to report

- * Dry private water supplies, eg wells and springs.
- * Rivers with isolated pools separated by stretches that are dry or have only a trickle of water.
- * Distressed or dead fish or invertebrates.

*Large numbers of dead plants on parts of the river bed that are rarely exposed.

*A lot of exposed algae over hundreds of metres, combined with very low flows.

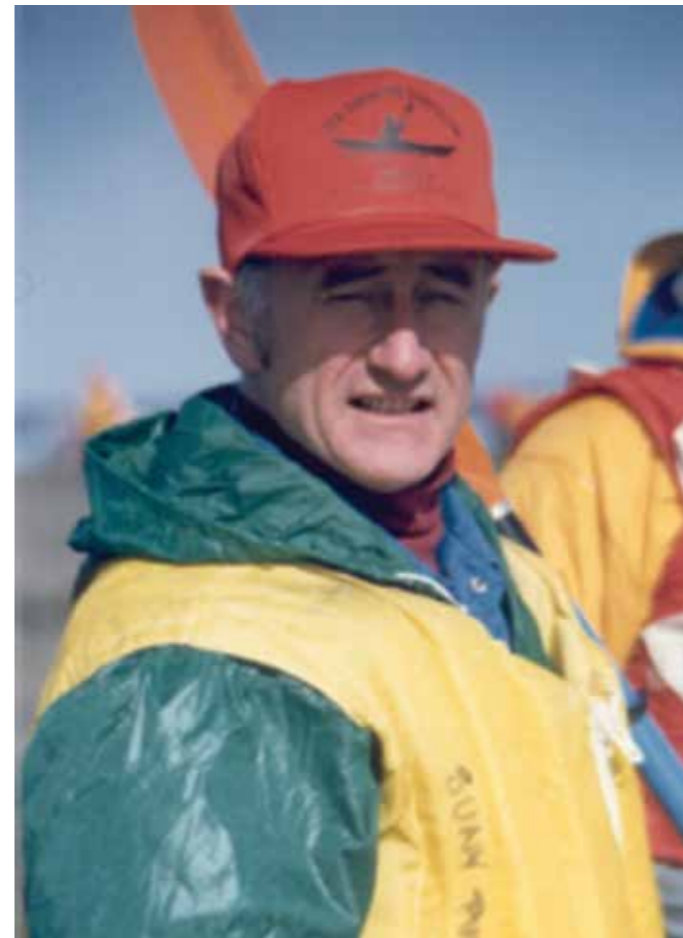
Send

- The name of the river or burn.
- Its location; a grid reference is helpful but anything to point to a location is helpful.
- A description of the signs of water scarcity stress.
- A photograph if possible, preferably with a reference point or scale. Please note that by submitting photographs to SEPA you accept these can be used for marketing and communications purposes. You retain copyright of the original photograph. If you would like to be credited in the use of photographs please state the credit information in your submission or alternatively let us know if you do not want the photograph used for any other purpose than to assess water scarcity.

Send your information to lowflowimpacts@sepa.org.uk. The ddipp Hydro differs from other changing robes *The*

Australia, a time for firsts

*Our trip out to Kangaroo Island from Adelaide, way back in the later 1970s, was the first ever unsupported kayak trip
The first ABCE Official Ocean Kayaking Course...
The first visit by an official of the BCU...*



I can barely recall the rush with which I was taken to a venue somewhere in Melbourne where I was scheduled to give a slide show on the canoeing/kayaking scene back home in the UK. I did anticipate having to provide a show at sometime during my trip but not so suddenly.

Fortunately it seemed to go well. It wasn't the last time my English accent gave me licence to give a PPP (piss poor performance) and get away with it.

Here, I particularly remember an incident when Stan Chladek, the organizer of a symposium on sea kayaking based on the Great Lakes, N America, suddenly informed me I was to give the keynote lecture in the morning, to follow a Dr from the Canadian Coastguard Agency who was telling us daring do stories about how his team were rescuing fishermen from the oceans who were virtually dead from exposure. 'Follow that!' I thought.

With nothing prepared I stood in front of a lively crowd armed with a blackboard and chalk and set to to tell my own stories of daring do. Okay, maybe I stretched the stories a little but what seemed to really enamour me to the crowd was my English accent. They loved it!

Australia's first sea kayak course

The next few days were spent in preparing for the sea canoeing course. He and I were the only two coaches as qualified by the BCU available in Australia at this time and thus we were keen to get it right.

Earle and I must have tramped the length of Melbourne to meet up with canoe manufacturers and retailers, chandlers, chart emporia (if there is such a thing) and fishing equipment shops in search of all the necessary paraphernalia.

Difficulty in obtaining charts was a problem. The area we were to cover had not been charted for many years and they were not readily available.

This has changed completely as today the whole world has been minutely mapped to the extent one has to work hard to become lost but back then, which come to think about it is a very short period of time ago, sea kayaking was still very much a new world of sporting activity, both back in the UK where we still led the way and certainly over here in eastern Australia, where there were a few stalwarts such Peter Carter and others who deserve far more than a passing mention as I reminisce.

On Thursday we left Melbourne for Welshpool, which is just beyond Wilson's Promontory.

Swim at Norman Beach - just a few minutes' walk from Tidal River Campground, or go snorkelling for a unique underwater view of Victoria's largest marine national park. Bring the family and camp in comfort at Tidal River. Choose from powered or unpowered sites or stay in roofed accommodation. Scale the granite peaks of Mount Oberon for sky-high panoramic views over the sea and a majestic sunset. Mount Bishop is a great alternative. You can walk to the summit from the Lilly Pilly car park or take the side track while on the Lilly Pilly Circuit walk. At the top, you'll see amazing views of the Prom's west coast and offshore islands. For a wider view over the National Park, head for lesser-known Vereker Outlook.

So reads the description.



Earle Bloomfield, a member of the Advanced Sea Kayak Club, circumnavigator of Tasmania (1979), native of Australia living in Melbourne with his wife, Kate, and young son, Thor, wrote to me and told me about his plans to lay on a course for sea canoeists and suggested I tried to visit Australia for a holiday and at the same time help out with this course.

In actual fact, Earle needs little introduction to canoeists in this country. He had instructed canoeing at Plas y Brenin in Wales and at the Lakeside National Mountain Centre, England.

Having agreed to help out with Earle's sea canoeing course, which was being organized under the umbrella of the Australian Board of Canoe Education (similar to our British Canoe Union), I started to make travel plans.

I flew Quantas from London direct to Melbourne via Calcutta and Perth and returned via Sydney, Darwin, Singapore, Kuala Lumpur and Bahrain.

I arrived in Melbourne on Tuesday 22nd April at 6.00pm 1980 local time (they are nine hours ahead of us) after 23 hours' travelling. As I was experiencing jet lag I was pleased to see Kate Bloomfield there to meet me.

It wasn't plain sailing through the customs as I was carrying wooden paddles. One is not allowed to bring in anything of biological origin which includes wood, of course. Whilst on the subject of paddles, I'd been given a pair of folding paddles, a new invention by Alastair Wilson of Lendal paddles.

So, we were off into Melbourne itself.

This was my first flight ever, on my todd and a journey to the southern hemisphere.

It was quite dark (they were well into their autumn) but, as I felt under the weather, it really did not seem to matter. I was unprepared for the jet lag, from which I was soon to recover.

Nor was I prepared for what followed.

INCIDENT FILE



The cygnet rescue at Waltham Town Lock.

Swan rescue

A kayak was used to extract a cygnet from behind metal protective panels at Waltham Town Lock on the Lee Navigation. The bird would have drowned if the lock had been used before the rescue had taken place. It recovered after a week at Shepperton Swan Sanctuary. It is not unusual to rescue swans in this situation but kayaks are used more often to catch birds hampered by angling hooks or line.

Dolphin rescues

Two kayak paddlers in Lyme Bay were twice involved in August with rescuing female swimmers who had been jumped on by an adolescent bottlenose dolphin, nicknamed Reggie. Swimmers were advised to keep clear of him as he grows bigger and heavier.



Reggie, the culprit.

Marine Management Organisation



The group rescue at Cullercoats.

Cullercoats rescue

A party of 32 adults and children on sit on tops and paddleboards got into difficulties outside Cullercoats harbour in June when the wind picked up to force 5, unexpectedly. Inshore lifeboats recovered the 18 who had not made it to shore by the time they arrived and commended the group for having taken the correct actions.

Overnight swim

A canoeist who capsized on the Peace River in Florida was rescued 2km offshore in Charlotte Harbor. She had trod water overnight for 13 hours, helped by clement conditions.

Jet ski fatality

An 18 year old paddler was killed on Grapevine Lake in Texas when hit by two women on a jet ski. The driver fled in a car with a man, hitting another vehicle in the process. The jet ski passenger remained to talk to officials and was not detained. A woman has since been arrested.

Rafter rescued

Kayak paddlers running the Eagle River in spate in Colorado came upon a man in a raft in a stopper. They were able to get a line down from an adjacent railway bridge but even then had great difficulty pulling the raft and its occupant clear.

Barnard Castle fatality

A 20 year old Nottingham University student died on a kayak trip on the Tees in November, in the vicinity of a former railway bridge upstream of the dangerous Barnard Castle weir. The river was running at a high level and all three channels at the location of the incident were flowing, the river reaching into trees at the side of the river. A number of emergency services teams attended but it took a couple of hours to extract her. Without advanced knowledge of the river level, trip publicity had suggested 'Expect grade 3 rivers with some bigger features - but still suitable for all abilities'



Wilson's Promontory was to be the venue for the three day course. It is a huge mountainous spit of land that juts out towards Tasmania in the Bass Strait.

Following a great night at the local in Welshpool we found ourselves assembling on the Friday morning on the beach.

You know what it is like making final preparations and packing sea kayaks for a trip. There is a period of stress as we try and pack everything in the kayaks.

This was my opportunity to meet up with the course participants. Half of them were local people and the others had travelled great distances (by our standards at least) from South Australia to attend.

The gathering this evening was for a few mini lectures on meteorology, navigation etc and for a final briefing.

There were sixteen of us preparing for the three days and two nights out. It seemed like disorganized chaos but we got there in the end and by mid morning sixteen canoeists in sixteen Nordkapps set off for Wilson's Prom.

We met some disturbed water once we were out of the lee of the mainland and it basically remained disturbed until Sunday morning when we had a very calm paddle back to Welshpool. The first day was spent on completing various exercises and experiencing some interesting sea conditions.

Our campsite for the night was ideal, amid huge gum trees actually on the promontory itself.

The second day we divided into two groups of similar ability and my group travelled along the coast and spent time surfing, fishing and just paddling.

Though I was told there is usually an abundance of fish, they were not offering themselves up for capture and so we had to rely on our own rations for sustenance.

The two groups met up again in the evening and we had another excellent night's camp.

As if by magic, bottles of port, whisky, beer and hot drinks materialized as we sat around the fire, from where precisely we never knew nor cared. We had a fantastic evening which only got better as the night wore on.

Sunday was a fine calm day. We paddled our way back to base, Welshpool, where we had a demonstration of marine flares followed by a course debrief.

Without exception all felt they had enjoyed a great course which, though set out to be a beginners/improvers course, because of the sea and weather conditions prevailing had developed into a fairly advanced sea type course.

The weather around the Wilson's Promontory area is worthy of special mention.

It changes so rapidly it is unbelievable. Now a calm sea and sunshine to an overcast squally disturbed sea in a matter of a few seconds. There is a saying used round these parts of the country; if you don't like the weather wait five minutes!

Sea canoeing in Australia was as advanced as anywhere else in the world.

They didn't need me or anyone else to turn up from foreign places to show them how to use the wind and waves. The fact that our sport was very much in its infancy means there was some opportunity to share some tips but when it came to experience and ability, they didn't need anyone to show them how.

Apparently, Dr Mike Jones was over here very recently based out of Melbourne and he went down a storm.

There are two great reasons for giving Australia a shot, first the excellent coastline and second the natural wildlife, in other words,

the obvious opportunities for sea kayaking compensates for the lack of fast wild rivers for most of the year. Australia is basically a dry state and water has to be conserved, hence there is a danger of young rivers disappearing as dams and reservoirs are built.

This is particularly the case in Tasmania where there is a move to stop the River Franklin from suffering this fate. It may be a case of thirst versus canoeing and the outcome may be inevitable but it does go much further than this as the heritage and the environment of the Australians is in danger.

Before visiting Adelaide I spent a day with John Wilde. John is known to many British canoeists. A Brit himself, he has made his home in Melbourne and works full time for the Australian Board of Canoe Education.

John was taking a group of students down the upper reaches of the River Yarra, the mighty Yarra. The scenery was out of this world, huge gum trees lining the hills, coming right down to the waterside with the bell birds making their distinctive bell like call.

The trip to Adelaide was impressive. We travelled the Great Ocean Road which was fantastic, great cliffs and rock formations all the way along the hundreds of miles of coastline with great rolling surf, truly a surfers' paradise (not to be confused with Surfers Paradise on the east coast). Surprisingly, we saw few surfers and so there is plenty of room if you fancy Australian surf.

Whilst en route for Adelaide we visited a sheep farm deep in the Australian bush at a place called Chetwynd.

The owner, a flamboyant character, is related to Earle Bloomfield. Here we stayed a couple of nights and were made very welcome by Enid and Les Humphries (no relation to Barry), a great place to be, the Australian bush again with the abundance of gum trees and sheep. I was fortunate enough to catch a glimpse of wild kangaroos.

Then it was on to Adelaide and the chance to visit several places en route to explore such attractions as the old time port at Warrnambool, Lake Gambier, which, at a certain time of the year, changes colour overnight, and then the huge cave which is remarkable for its stalactites and stalagmites.

There is not the space here to describe these places, nor to enthuse about so much more I saw, like, for example, the endless pine forests, the Adelaide hills and the Coorong, a road running along a vast peninsula.

No sooner were we in Adelaide when I was making plans to cross Backstairs Passage by canoe, a stretch of water between Cape Jervis on the mainland and Kangaroo Island.

This turned out to be a great trip.

The weather was perfect and so was the company; we even had a press reception on our return to Cape Jervis.



John Ramwell photographs

I must mention the hospitality and friendliness of the Adelaidians. Their enthusiasm for everything, including, of course, sea canoeing, was tremendous.

It must be the climate and the local wines. I was introduced to several of the wines produced locally.

At an evening spent at Adelaide University we consumed well over two bottles each. I don't really remember now. So much happened during our short stay in Adelaide, radio interviews, more sea canoeing and parties.

We set off back for Melbourne at 4.30 in the morning, having been to an all night party at the Adelaide Arts Centre. What a party that was, the long haul back to Melbourne, stopping only to eat, rest or change drivers.

We broke our journey at Ballarat to view the historical gold mine, where it is still possible to pan for gold, not that I saw anyone find any the day we were there.

One more dinner party in Melbourne before catching my flight back to London put the final touch to what was, for me, a remarkable

experience. I have mentioned one or two names only in this account. If I mentioned all those whom I met, who extended friendship and hospitality, I should have a lengthy list indeed.

Suffice it to say that if ever you have any doubts about human nature, then a visit to Australia will fix those doubts. I found such genuine and unaffected hospitality that another visit has to be inevitable.

Link to YouTube video on the Great Ocean Road:
<https://youtube/TqVSoJmCvXE?si=87nMbDNqMc4JnUT>
... our trip out to Kangaroo Island from Adelaide way back in the later 1970s?

It was the first ever unsupported kayak trip.

That's me on the left.

John Ramwell

Kangaroo Island, located off the coast of South Australia, has been in the news for various reasons. In January 2020 the island was ravaged by bushfires that destroyed more vegetation than any previous fires in the island's recorded history. More recently, tourists have been asked to stop feeding Kangaroo Island's kangaroos after receiving reports that the animals were congregating near houses and causing problems for residents.

The year's plan

After the previous year's three weeks in Embrun we were wondering where we might go the following year and America and Corsica were mentioned but no decision was made. Then, while attending an ICU training course on the River Boyne in Navan, one of the gang (Justin) got talking to a German paddler who was over for a few weeks and, after a few pints and a few more rivers and then a few more pints of Guinness, plans for a trip to Germany were starting to fall into place. At first it was to be Justin and Larry who would fly in to Munich but we all know how these things tend to expand. Around New Year's Eve (which was a few months later) at an annual get together of Irish paddlers in Glenbeigh, Co Kerry, the home of some of Ireland's finest rivers, the crew for the trip had increased to six.

With the newly arranged crew and all the ifs and buts put into place all that was left was the wait.

All was not well

The moment of departure finally arrived on 21st June. We set off from Rosslare on Friday and arrived in Ingolstadt late on Saturday night. We were given a very warm welcome which included photos of the rivers and places we were about to encounter, a fine meal which was prepared by Marcus' mother and a few beers to contain the appetite which we built up looking at the rivers. Daylight came with an air of excitement and anticipation as the fun was about to begin. However, all was not well as it was raining incessantly but it didn't stop Justin trudging off in his shorts. We set off for Munich

The search for an oasis in a desert

Remembering the luck of the Irish in the Alps

airport as Noddy was only staying for a week and so he decided to come by air. Having collected him, we began our journey into the unknown.

Impressed by the size

When we arrived at the Loisach, our first river, we were impressed at the size of it, mostly due to the heavy rain. At the riverside we met more of our new paddling team which were Marcus' friends called Marcus again and Andrea. The second Marcus was six foot six tall and hence his nickname, Spiderman. When all the introductions were made and formalities broken the gear was out and we were ready for the off. It was a fine river and we hopped from eddy to eddy down the river through its rock gardens. It was an excellent warmup, so much so that we did it again. After our day's paddling we headed up to the banks of the Pitzbach to camp out in the wilds and over dinner we discussed the next day's paddling. It was here we met up with Claus and Alexandra. We were to head for the big volume Inn, starting in Haiming, and after that we would look at the Ötz.

Not big but huge

Morning arrived and we hit the road; the Inn was great fun with some good playspots and big waves. At one stage we were all gathered in an eddy and Marcus told us of a big hole which lay around the next bend and he said we could play in it if we liked. I was last out of the eddy and as I approached the hole I turned sideways. I dropped into the hole which I now realized wasn't big but *huge*. A few quick strokes and I skirted along it and came out at the end. I can safely say it was the biggest hole in which I have ever been. We were happy with the morning trip so we headed up to the Ötz. The level was fine as we were only on day two. It, again, was a fine trip with signs of a lot of interesting places in high water. The weir on this section sent shivers up our spines as we were sure if we shot it we would spend a lifetime in the green room. After our day we headed back to camp. The Pitzbach was at a good level.

No names

Morning came once again and a run on the Pitzbach was on offer. However, most of us reckoned that it was a bit early in the trip for such a river but three of our German friends, Marcus, Spiderman and Claus, and one of our team, Mike, took it on and had a great trip. The other seven of us leaped down the river, armed with throwropes and cameras, ensuring that all was well for the other four. They had three little incidents during the trip (no names, just those red Diablos). We packed up camp and headed for Landeck and the Sanna, a nice river with, again, some good playspots. When we finished our day's paddling we made camp on the banks of the Trisanna. The next day would take us to the Rosanna and the Trisanna.

Rosanna twice

At the crack of dawn we upped and left for the Rosanna which gave us a delightful paddle with every rapid having its fair share of good eddies. We enjoyed it so much that we decided to give the Trisanna a miss and concentrate on the section we just did. The second time around we found even more eddies which suited our style of paddling very well. It was time to bid our farewells to Austria and greet Switzerland and the Inn gorges. On our drive in we were greeted by the sight of low water levels but, luckily enough, there was plenty to give us an enjoyable run. Camping wild in Switzerland is not allowed so we booked into a campsite. Hmmmm, toilets again, what a pleasure... and we gratefully accepted the invitation to use this previously unheard of facility.

Was it intentional?

What lay ahead of us the next day would be 21km of the Inn gorges and right from the start they were excellent. The first few kilometres were a good warmup for us and on this section there was a 3 metre drop with Spiderman on top telling us to paddle backwards as it would make some fine loops but I declined his most generous offer for I had taken his advice further up the river on a similar drop which, as promised, had provided a back loop and a spot of bother for me which ended in my getting an Eskimo rescue from Mike. Just below the drop was a little pourover which made many fine loops for us and we stayed there for about 45 mins. As we then paddled down the river we came upon an unfamiliar sight of traffic lights on the riverbank. The lights were on the lefthand side of the river and the right was covered in broken clay pigeons. We were in a firing range, something of which I felt the need to be aware. As we approached our exit point Marcus told

us of a good playspot which lay around the next corner. We shot the awaiting rapid and caught the eddies on either side. It looked powerful and it was. We had just paddled 21 kilometres so we were just a bit tired. The hole wasn't really playing that well but we had great fun and loads of laughs. There were three swimmers here and, again, no names, just those red Diablos.

Noddy went in in the Gattino. We thought he was in a rodeo competition as he stayed in the hole for about four mins while producing some great facial expressions. He soon reappeared in the eddy and the questions were 'Was his run intentional? Was he training for the rodeo worlds?' We will never know. There was still more entertainment to come as the eddy on the right was very powerful and full of kayaks. Larry was working on a new technique which involved capsizing in the eddy then moving along upside down towards the hole and then rolling up, a very interesting technique which he tried only once and we were left wondering why. We dragged ourselves out of the water and back to camp for dinner.

Ireland probably won

The next day, which was our first of continuous sunshine, was spent on the upper Rhine. It was relaxing and good fun, so much so that, while trying out the Topo Duos, Larry and Noddy even tried underwater exits! From here we left and went to camp on the moon; yes, that is right, the moon. It was a disused quarry and it most definitely confused the word 'holiday' for me but a good meal and night's sleep was had, what an experience. The next day brought a trip on a tributary of the Rhine but it was too low so, as there was no oasis for us here, we headed off in search of our fix... water. It was to come in the shape of the Verzasca which is in Switzerland but not far from Italy. We arrived at a campsite that had a swimming pool so we had a game of international water polo between Ireland and Germany and we won... I think.

Concentrating fully on the river

Anyway, morning came and camp was packed up and we headed for the river and as we approached it there were cars lining the banks like rice in a Toffee Crisp. As it was Sunday all the neighbouring towns were on the riverbanks sunning themselves. Anyway, we paddled down the river, taking on the obstacles placed before us on our way. While obviously *concentrating fully* on this grade 4-5 river, I paused for a minute and contemplated the two vastly contrasting worlds placed together here, one being our world with us dressed up as Martians recently placed on a mission with all our protective kayaking equipment and then the world of the sunbathers who, without any apparent cares in the world, lay motionless on the rocks, taking life as it came. Aside from that, at certain vantage points along the river crowds would converse on the banks and watch us plunge down the drops, waiting for some form of excitement to which they gave rounds of applause which were gratefully received. The whole river and setting were perfect with crystal clear water and loads of people to share in the highlight of our journey to date. Incidentally, the dam of Verzasca was the one 007 bungee jumped from in *Goldeneye*. We left Switzerland on a high and headed for the Piemonte region of Italy which is the home of some very good rivers. When we reached our camp for the night we cooked dinner and hit the tents.

Visiting the Twilight Zone

When we woke up it was a dark and misty morning. We headed off to the Sermenza but, again, the oasis was not to be found so Marcus and Spiderman went to enquire about a release, to no avail so we ended up heading to the near by Sesia. We set off down the Sesia and through the Balmuccia gorge. We weren't on the river for long when we came upon our first obstacle... a two metre drop and about one and a half wide with the whole river going through it. Rescue was set up and Larry (the Pepsi Max kid) was first to do it and got a good line as usual, disappeared for about five seconds then about 3 metres downstream the nose of his pink Diablo pierced the surface like a rocket on the way to the moon... straight up, which resulted in a perfect back loop. Mike came next with no hassle but then came Justin in a Twilight Zone trip which confused us all. He came over the drop and disappeared then reappeared upside down, doing a front loop. I hope you don't understand because I was there and I couldn't fathom it. I went next and took a bad line which resulted in my doing a back loop onto the bank which wasn't very nice. Marcus nearly repeated my episode to a tee, Claus came over and hit a spot of trouble and his deck popped, unluckily, and, finally, Spiderman came through without any problems. The rest of the river went well and was enjoyed by all. It was raining by now so we went up to Varallo for dinner.

Changes of mind

The next day we again packed up camp and headed for the Anza. This was day twelve of our adventure and some of us had not had a shower since leaving Ireland; while this is not unusual for me it was an experience for the others but I can tell you we were great friends with the facility by night time. Morning came and brought sunshine but before the factor four suncream had time to settle it was teeming with rain again so we went for a run on the Anza which was a lovely river with good rapids along the way with the most interesting part not far from the finish. Two large pipes appeared on the river and it was a question of left or right so we said that we would get out and have a look; there was a digger on one side of the river with an Italian construction worker directing the whole *operation* with an umbrella in one hand and a cigarette in the other. He pointed to the right side. Marcus and Dave went first and had a terrible ride in low water and then '*my friend*' changed his mind and told us to go left, that he had made a mistake which turned out to be all right, a good river all the same.

The lowest water levels since 1943

Over dinner we talked about the low water levels and that wasn't enough in Piemonte to keep us there so we, through the powers of democracy, decided to head back to Switzerland and for the Rhone in particular. The weather was picking up again and on the way our German contingent informed us of the constant water on the Rhone so, with enthusiasm and excitement, we arrived in Brig which is on the Rhone and to our shock and disappointment it was not an oasis for us but merely a spit. Spiderman went to investigate and came back, amazed, with the information that it was the lowest water levels since 1943. *Hm*, people talk about the luck of the Irish. Next trip will be hillwalking, I reckon, at this rate.

Someone mentioned Embrun, the home of many gems, and we all knew the area well as we were all there before. We decided that six hours of travelling was a bit much while taking a chance on the water level so we decided on ringing the kayak shop there and asking them about the levels and, believe or not, a bit of luck fell upon us as Larry had had the telephone number on the back of his van since the previous year. The news from there was favourable so we headed off. Down we went through Chamonix and a great scenic view of Mount Blanc. We arrived in Briançon at 23.30, which wasn't bad going, and we set up camp and fell asleep.

Like a box of chocolate

We awoke next morning and headed for the Guil to paddle from the steps to the dam which felt strange as we had been here before and had no intention of doing it this year but, as Forrest Gump would say, 'Life is like a box of chocolate... you never know what you're gonna get'. After the Guil we headed up to camp on the banks of the Onde. Before camp was set up, though, we had a run on the Gyr, a great river which was full of action all the way. We then set up camp and made dinner. It had been raining for a while and we went to have a look at the River Onde which was rising but also turning a nasty grey brown type of colour, after which we went back to the tents for the night.

Flashing through the tent

Morning came and we awoke to the sound of thunder and the sight of lightning flashing through the tent. Breakfast today was a very slow affair; we were blessed that Claus had brought a big canopy with which to cover the kitchen. When the time had come for us to go out paddling, the skies were clearing and the rains had stopped but this did not affect the river rising by a half a metre from when we had looked the previous night. Our paddle got underway explosively with no eddies, just continuous fast water which led to a quick descent of the Onde. This was most enjoyable. We then decided to go to look at the water level in the Durance gorge. It looked fine so we gave it a go. In fact, it was probably a little low but still a great paddle, nevertheless, after which we headed back to camp. Our plan was to finish paddling the valley and then to cross over to the Guil. We chose to do a second run on the Onde and then the Gyr and from there onto the Guisane. When we got to the Gyr we were becoming aggravated while waiting for the exhilarating run which was awaiting us to begin. As we paddled down the torrent Mike found a killer eddy; enough said, I reckon. We got off the Gyr and onto the Guisane which was a good paddle but had changed somewhat since the previous year. We then found a campsite in Briançon which just happened to be the social centre of the ant population in France who very kindly found the time to chew on my back and left some lovely marks on it to this day.

She gave me a thumbs up

We had a chat about our plans for the next day and decided on doing the Guil, Château-Queyras, and then onto the Ange Gardien. Morning came (funnily enough) and off we went to the Guil and the château which provided us with a fine paddle due to its isolation, beauty and difficulty, which we all came through grandly with Larry adding his usual piece of spice by making sure our rescue techniques were up to scratch and they were. What lay ahead was an enthralling paddle, as some of us knew. We had a great trip hopping from eddy to eddy and negotiating the rapids.

We came to one drop near the end of the gorge which is usually a portage but ahead we saw some paddlers having a look at it and I caught a glimpse of a green Corsica dropping over. As we walked up to the drop we met an English paddler who told us the line that his friends took. There was a line and it looked very doable but, if missed, the right did not look too kayak friendly and the lead into the drop had a number of rocks just under the surface of the water which would cause a tad of a problem I'd reckon! Decisions, decisions... I saw the green Corsica and she gave me a thumbs up and pointed to the mentioned line. I decided to give it a shot and after a few adjustments my line was fine and I arrived safely through to the eddy below. On a big high now after finishing this run, we decided to continue on down to the dam which was a long paddle and we arrived tired but happy.

The Ubaye was very high

We left the Guil and headed for the Ubaye and it was very high as a lot of rain had fallen. We set up camp on the bank of the river and rested right through the next day as well. The following day the river had dropped and we got on and did the race course section which was a good trip; when we finished this we headed for the Bachelard which was a relaxing paddle compared with the race course. The sun was shining now and with the river weaving its way down the valley it made our paddle most enjoyable.

Hello again to the Ubaye

For the next day we decided to do the section of the Ubaye from La Fresquière to Le Martinet This was a very tricky section but it was what a paddler wants, a few hard tests. It is very tough. On the main rapid, the Horseshoe, there were three lines down it and they all worked fine. The trip was to end our paddling on the Ubaye. We headed back down the valley next and to the Rabioux. From here we drove to the Baisse for a look as none of us had paddled it before. Marcus, Spiderman, Dave and Mike camped on the bank on the Baisse while the rest of us returned to the Rabioux to socialize with friends we had staying there.

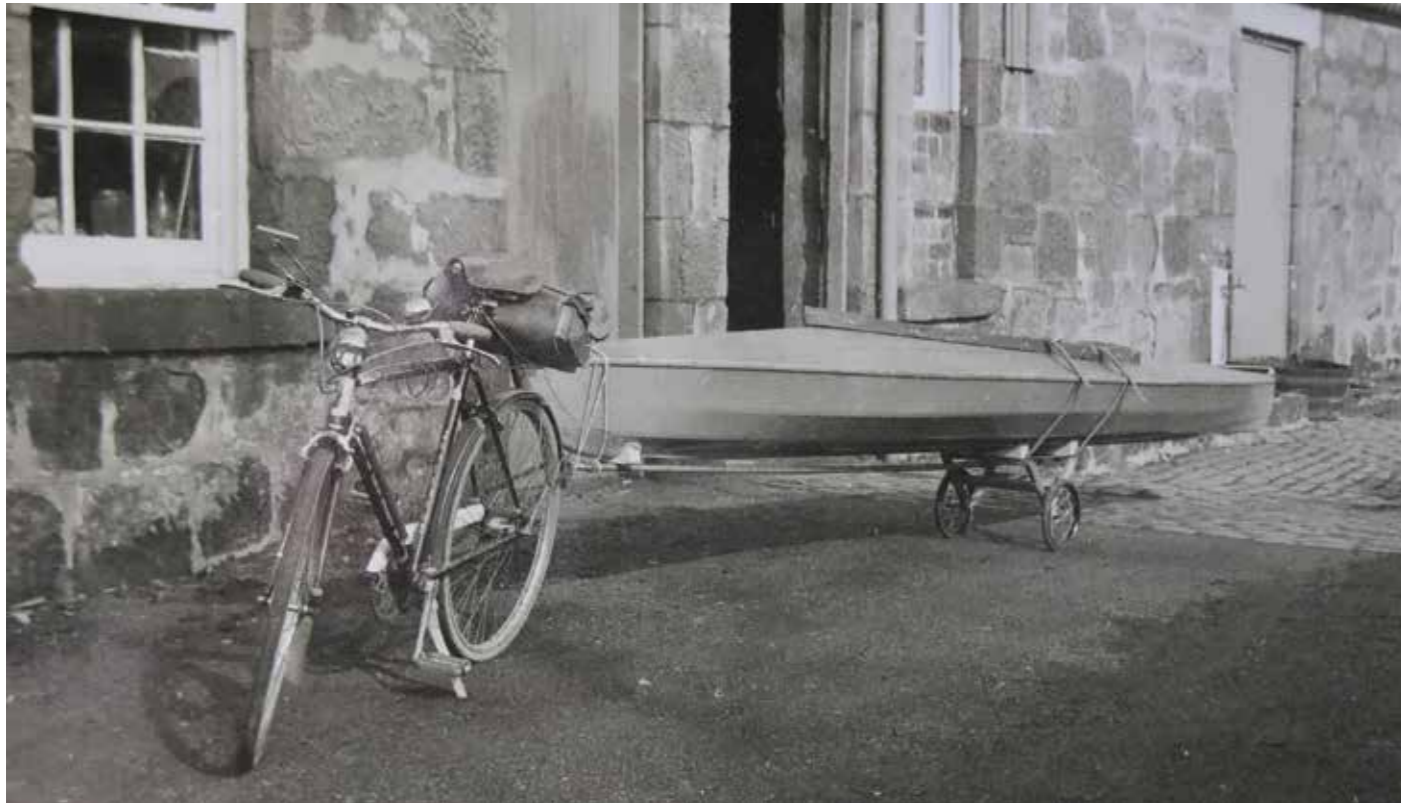
What excitement and paddling are about

We returned in the morning and just Mike, Spiderman, Marcus and I had a run on the river. It turned out to be the best paddle we had had so far, the highlight being when we arrived at the lower main fall, a serious piece of water. We took a long hard look at the different angles and lines we could take and when we decided on our line I went first with a very interesting line on the right but made it safely down to the bottom. Spiderman came next and he had a better line and, last, Marcus started on my line and finished on Spiderman's. This river was what excitement and paddling are all about. We returned to the Rabioux to relax in the sun. Over dinner we discussed our trip for the next day and decided on the Romanche and again it was to be a first for everybody.

Grade 7

Morning came and we headed for the Grave, a good river with its main rapids coming at the start, middle and end. The first, just like the rest, were enjoyable as we made our way through them. We finished at the dam and it was both a suitable and an enjoyable river on which to finish our trip. It was here that we packed our gear and said our farewells to our German friends who had being so good to us and for which we thank them enormously. Off we headed on the last leg of our successful journey, a grade 7 drive up to Calais, across to Britain and then into Rosslare.

Well, I'm glad to say we made it home safely and to normality or as near as I have ever been to it, no more rivers until October, only surfing. Already there had been a few places mentioned for the next year such as the notorious and exciting... well, you will have to wait to find out. **Ciaran Maguire** (*Kipper*) paddled with *Larry Higgins, Justin Murphy, Mike Ryan, Noel O'Dee, Dave McGillaway, Marcus Starringer, Claus Brummer, Alexandra Stomer, Andrea and Marcus Herbst*. He would like to add a special thanks to the *Outdoor Adventure store in Dublin for the canoeing accessories*.



Taking a river racer to sea

I started canoeing in 1962, in a wood and canvas kayak. It was built, along with a trailer which attached to my bike, by a John Brown Shipyard carpenter, who was working on the *QE2* – a real craftsman, who could turn his hand to anything. I lived in Alexandria at the time, and cycled to and from Loch Lomond, some five miles away, to go paddling. I kept a record of all my trips, and still have it. My father insisted on lead weights in the boat to improve stability – I still have them, but not in the boat any more! You could have held a dance in it, it was so stable! But I still fell out.

Then I bought myself a fibreglass Wessex Sea Rapier kayak, which I kept for a couple of years, before switching to a river racer, a Mendesta Coursier. This was just like a slalom kayak, although longer and slimmer. I fitted it with an overstern rudder, so that I could paddle on Loch Lomond and the sea, as well as race it in long distance races, as they were called.

Why do I tell you this? It's the rudder on the racer which is the key point. I never fitted one again, until 2011, when I had a bespoke Marlin RR built for me by Nomad kayaks in Wales, fitted with a T-bar and understern rudder, for paddling on lochs, lakes and sea.

Since then, I've had a second one built, also with an understern rudder. So I now have two, and that should 'see me out', as they say in Scotland. You might be wondering what boat I use for paddling on rivers. Answer, a third Marlin, without a rudder, which I've owned for over 25 years. I rarely hit rocks, so no problem on that front. In fact on

the sea, I do my utmost not to touch the bottom at all, especially on leaving and returning to shore.

The rudder and T-bar were fitted before the hull was attached to the deck. Could you retro-fit a rudder? Yes, Kenny Fraser has done it, but I'm not aware of anyone else adapting a river racer in this way. The trick is to cut hatches in the deck, fore and aft, which can be removed for working on the T-bar or the rudder stock. If you do decide to have a go, make sure you put the rudder a long way from the stern, so it never comes out the water when you are running down a wave. My rudder stock is 80cm from the stern, and that works perfectly – the rudder never comes out the water.

So what did I do for almost 40 years when I wanted to paddle on the sea or lochs? I either used the Marlin without a rudder, or paddled a K1. The old K1 boats were relatively stable. So I was able to paddle from Ardrossan to Brodick on a few occasions, and from Arisaig to Rùm once. I also raced K1s on the sea on many occasions. After all, if paddlers can race down the Liffey, Exe and Tay in a K1, what's so much more difficult about the sea? Nothing, except if you do fall in, you have a long swim. I just fitted a roll bar, which worked fine. I even rolled a K1 at the bottom fall in Grandtully once. You wouldn't see me in a K1 on a river or sea now – those days are long gone. But I've got my bespoke racers which are a dream to paddle in the waves.

That's me arriving at Rùm in a Rapier K1 a long time ago. Probably no more unstable than some racing skis today.

So what's so attractive about a river racer with a fin rudder? There are many:



Arriving on Rùm in a Rapier.

1 It's very light. My boat only weighs 10kg. So it's dead easy to lift on and off the car and carry down the beach. Sea kayaks weigh twice as much or more.

2 It's quick. I can still sustain 6 mph for over 11 miles at the tender age of 76.

3 It's great in the waves, as it's designed to handle big waves – of course. So it's a very dry boat

4 It's brilliant for downwind paddling because it's so light and responsive, and has a rudder for superb control.

5 I can Eskimo roll the racer quite easily – so I feel very safe in it.

6 It's much more stable than a K1.

Recently, Gilbert Speirs and I paddled 14 miles down Loch Tay at an average speed of 7.6mph (+12km/h).

He was in a ski and I was in the racer. The racer is very slightly slower than a slimline ski in most conditions, but it may be quicker in short, steep waves, which we often get in the lochs of Scotland.

I've often likened it to the MX5 of the sea, and yet no one appears to be keen to paddle them on the sea. I guess there are two reasons for that:

1 without a rudder they are difficult to control, and
2 they are not as stable as most sea kayaks.

I might mention at this point, I've no wish to go overnight camping in one. I tried it once, and didn't enjoy the experience at all. In Scotland, you have to contend with midges for a starter. So I paddle on the sea, but I'm not a sea kayaker.

There's another reason I find the Marlin racer a perfect companion. Because it's so light and easy to handle, I can carry it and manoeuvre it easily on and off my bigger boat, *Tiptoe*. Dave Dickson, former slalomist, is a wonderful engineer, and he fabricated aluminium blocks to fit the handrails of *Tiptoe*. I can then bolt my V-bars to the handrails and carry my racer anywhere.

But that's a long story I'll leave for another day.

Andy Morton

Another concept originated by Andy and copied by myself was the false seat. This was placed on top of the normal river racer seat and gave a better paddling position for marathon races although it was less stable. It was attached with wires so that it could be removed for wild water races, when stability became more important. I still have it although it has fifty years of dust on it. Ed.

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The Marlin with a rudder.



Andy Morton photographs

Impossible outdoor sports for the disabled



Calvert Devon's rural centre on Exmoor.

Calvert Devon, as distinct from other Calvert centres in the north of England, is on Exmoor. A quadrangle with assorted farm buildings, it is in a rural location with woods surrounding a reservoir.

While they can cater for individuals or groups from adults to excited schoolkids, they excel at providing outdoor activities for the physically or mentally disabled, a mixed

group in our case, often activities that might seem impossible. This is very much a can do organization.

From the reception desk onwards the staff were welcoming and always available. If clean bedding is required at 3am that is not a problem for the staff on duty.

Guests are each accompanied by a carer, who might share a bedroom or, as our case, be next door. I was caring for Chris, who lost the use of an arm, a leg and most of his speech after a stroke. In the past he has had his own outdoor centres, including riding his own horse.

We began with a private horse riding session, not having ridden for years. Rodney was one of the team of docile older horses. Mounting blocks were provided on each side of the horse, each with three steps rather than just a simple block. Perhaps a handrail would have helped. It took two attempts to get his dead leg across but, once in position, he was ready to go. The start was in a barn with wood chip flooring in case of an early descent. That didn't happen, so the doors were opened and, on a leading rein, he set off on a tour of footpaths that must have lasted half an hour.

Chris was less comfortable with cycling, seated next to an instructor who had full control but able to use the handle bars and pedals if he wished. Balance would be awkward when not sitting on the centreline.

Abseiling in a wheelchair sounds impossible but used a sloping wooden ramp rather than a vertical rockface. Likewise, a zipwire in a wheelchair would cause most of us some discomfort. One handed archery involved an arrangement for pulling the bow before releasing it, perhaps the thinking behind the crossbow.

Canoeing took place in pairs of canoes lashed together with the ability to paddle on either side or between the two hulls. I wore my own buoyancy aid but not until it had been inspected thoroughly. There was a hoist but it was not used. Instead, launching was from a floating jetty, the deck underwater on one side so that paddlers could step into their seats on dry land, much easier, and then the ensemble slid off for seal launching. One paddler could not sit on a seat with backrest so she was provided with a giant beanbag. Use of paddles was optional and some of us had more experience than the instructor. The trip did not go far, being concerned about being caught on a lee shore, but just being on the water was a new experience for some.



Back in the saddle for the first time in years.

The main social area was a barn with a bar and assorted games, including a pool table, and there was also a TV room, a suntrap with fine view over the reservoir during the day. A warm swimming pool did not have a lifeguard but could be used when there were at least three able bodied people there. Other facilities included a laundry and a room for charging electric wheelchairs.

A canteen served meals which would have remained hot for longer had they been served on warm plates. We were a small group so we were invited to vote for what we would like on the menu for meals.

When you have a disability, which can strike at any time, your chances of active entertainment may be curtailed. You have to set your bar lower. When you have smiling and helpful staff offering impossible activities in attractive settings it can be truly memorable. Suffice it to say that before participants departed they had set up a WhatsApp group in order to remain in contact.

Footnote. The Cotswold Water Park could become more important for canoeing in the future. We take Chris to weekly disabled sailing sessions run there in the summer by the excellent Whitefriars Sailing Club.

Loading the canoes on dry land, comfortably and safely for everyone, without using the hoist. A motorized wheelchair can be taken alongside the canoe seat and staff can assist from both sides of the hull.



Welcoming staff
Impossible sports
Canoe launching method
Warm pool
Setting



Cold plates

Calvert Devon,
Wistlandpound,
Kentisbury, Devon
calvertdevon.org.uk



What's new Eureka!

False alarm calls

An iPhone feature has been blamed for sending false alarm calls in North America. One in the Boundary Waters Canoe Area called for help for a canoeist on fire, for which there was no evidence.

Pyrotechnics safety

The Scottish Government are considering whether to crack down further on use of pyrotechnics at football matches, using Football Banning Orders. The Home Office in London effectively removed from the market the safest design for all users, including those needing rescue at sea, for whom they were intended.

A bad smell

Vikash Kumar and Sarthak Mittal of Shiv Nadar University have won an Ig Nobel Prize for a shoe rack containing an ultra violet light. Up to three minutes of the light kills *Kytococcus sedentarius* bacteria which causes smelly footwear. Will it deal with the ultimate pong, the wetsuit boot?

Grey Owl sold

Canadian firm Grey Owl Paddles was founded 50 years ago and has been producing 30,000 paddles a year. Founder Brian Dorfman has reached the age of 80 and decided to retire. The company has been taken over by Rouston Sports, who make hockey sticks and plan to produce 50,000 paddles a year initially. This makes sense as it can be done in the off season for hockey sticks. The two companies are in Ontario and have previously shared wood at times, occasionally staff as well.



dDipp Hydro differs from other changing robes in having longer sleeves that can be unzipped and an internal pocket into which it can be packed to form a pillow or cushion. There are adult and junior versions.

What location?

There has been growing enthusiasm for using What3Words as a method of giving an exact location. You need to have the app on a mobile phone or laptop and be within sight of satellites so that GPS can establish your position on a grid of 3m squares covering the entire globe. Each square has a code consisting of three apparently random words. Despite covering the whole globe, the words are in English. Given three words for one square, there is no obvious way of telling whether another set of words are the next square or in the middle of the Indian Ocean. While the service is free, it belongs to a private company so there is no saying that it will remain free. Also, there is no way of relating it to a map or chart. Rather than adding these three code words to location signs, it might be more relevant to give grid references, as is already done in some more remote parts of the country, and to have an app written able to take a GPS reading and convert this to a relevant grid reference for this country and also latitude and longitude, which would be applicable in any language.



One of America's best known canoe retail shops, Rutabaga in Madison, Wisconsin, is closing this year. Darren Bush, who began selling canoes in 1990, is to move to a calling as a hospital chaplain. He is to continue with the Canoeopia exhibition and with his canoe hire operation in Madison. Only the commercial retail business will go. Community based activity will continue.

Satellite phone links

Virgin Media O2 is to launch a service next year to allow phones to switch automatically to satellite links when no terrestrial signal is available, such as offshore. The service will become available for those who pay for it as soon as suitable Starlink satellites are launched. Initially it will only be for WhatsApp, messaging and maps. Vodafone are also working on this. The service is in use in America, Japan and Australia although astronomers are unhappy about the growing light pollution.



Water resistant WellaHeat Heated Gloves have battery life up to eight hours, warm the backs of the hands and have a non slip PU leather grip and touchscreen compatible fingertips.



Ryoko is a pocket sized router with fast internet connection, battery giving up to eight hours of WiFi, connects to 10 devices including phones, laptops and tablets, charges fast and now has an ad blocker and data efficiency optimization. There is no contract, no roaming fee and it works in 178 countries. Cost is £9.99 per month.

On show

Some of the exhibits to be seen at the Southampton International Boat Show.



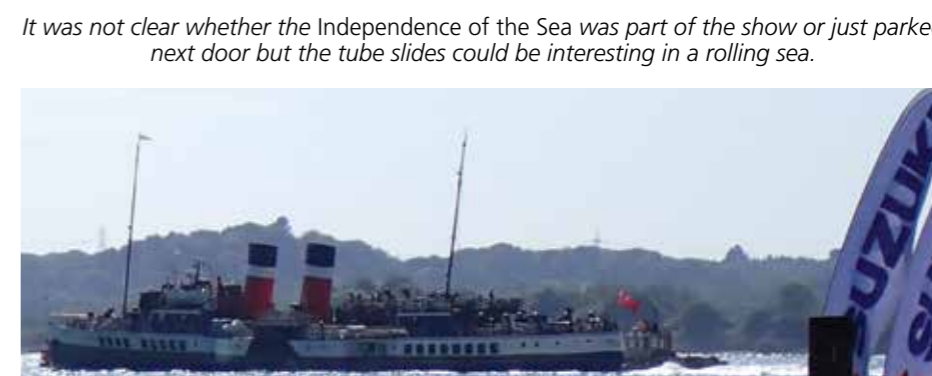
Slab sided open kayaks were an option to try on the water.



Spinera Molveno high pressure inflatable canoes don't have internal bladders, for easy drying, but have skegs fore and aft for straight running.



Aquaglide Chelans are also high pressure inflatables with single skins.



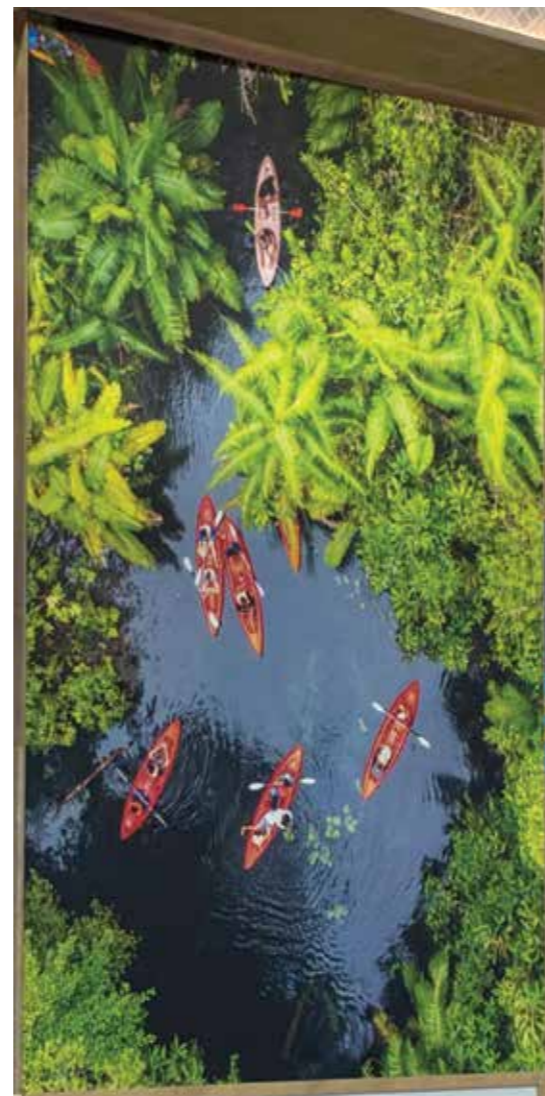
It was not clear whether the Independence of the Sea was part of the show or just parked next door but the tube slides could be interesting in a rolling sea.

The MV Waverley makes a run past.

Holiday 2026



Are you planning a canoeing holiday this year? Among destinations hoping to attract you are the Philippines, Ecuador and the Florida Keys and Key West.



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

*He loved the breeze that warns the black grouse,
The shout of ghillies in the morning
When packs are counted and the swans cloud
Loch Erne, but more than all those voices,
My throat rejoicing from the hawthorn.*
Austin Clarke

Shannon-Erne Waterway Upper Lough Erne End

The peaceful eye of the storm



Marks indicate the navigation channel on Garadice Lough where the exit is not obvious.



Exploring Garadice Lough's shoreline.



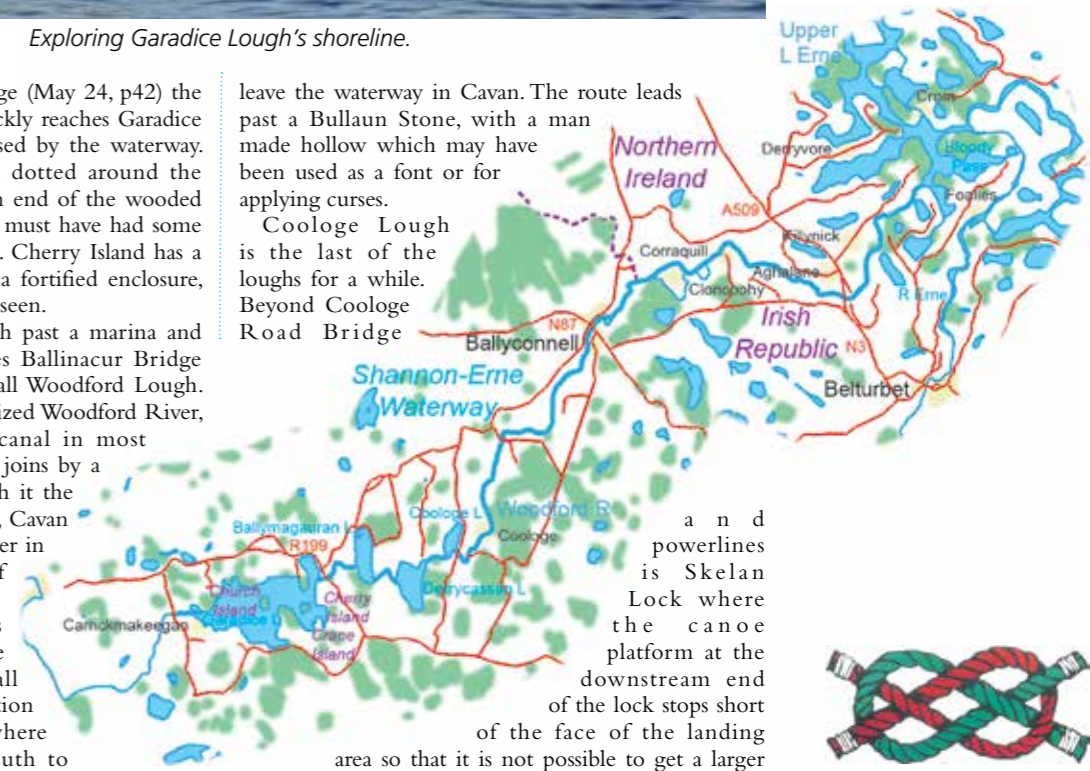
From Carrickmakeegan Bridge (May 24, p42) the canal runs due east and quickly reaches Garadice Lough, the largest lough used by the waterway. There are several crannog sites dotted around the lough. The route passes the north end of the wooded Church Island, where the church must have had some difficulty attracting congregations. Cherry Island has a castle and Crane Island a bawn, a fortified enclosure, and great crested grebes might be seen.

The waterway leaves the lough past a marina and slipway where the R199 crosses Ballinacur Bridge and then passes through the small Woodford Lough. The rest of the waterway is canalized Woodford River, resembling river rather than canal in most places. The Ballymagauran River joins by a fortified house site, bringing with it the County Cavan and Ulster border, Cavan being one of the counties of Ulster in the Irish Republic, the county of 365 lakes.

Ballymagauran Lough follows with a castle and a crannog site and strange clumps of reeds all over it. Another short river section leads to Derrycassan Lough, where the county boundary turns south to

leave the waterway in Cavan. The route leads past a Bullaun Stone, with a man made hollow which may have been used as a font or for applying curses.

Coologe Lough is the last of the loughs for a while. Beyond Coologe Road Bridge



and powerlines is Skelan Lock where the canoe platform at the downstream end of the lock stops short of the face of the landing area so that it is not possible to get a larger





Garadice Lough, the largest lough used by the waterway.



Clumps of reed dotted across the northern end of Ballymagauran Lough.



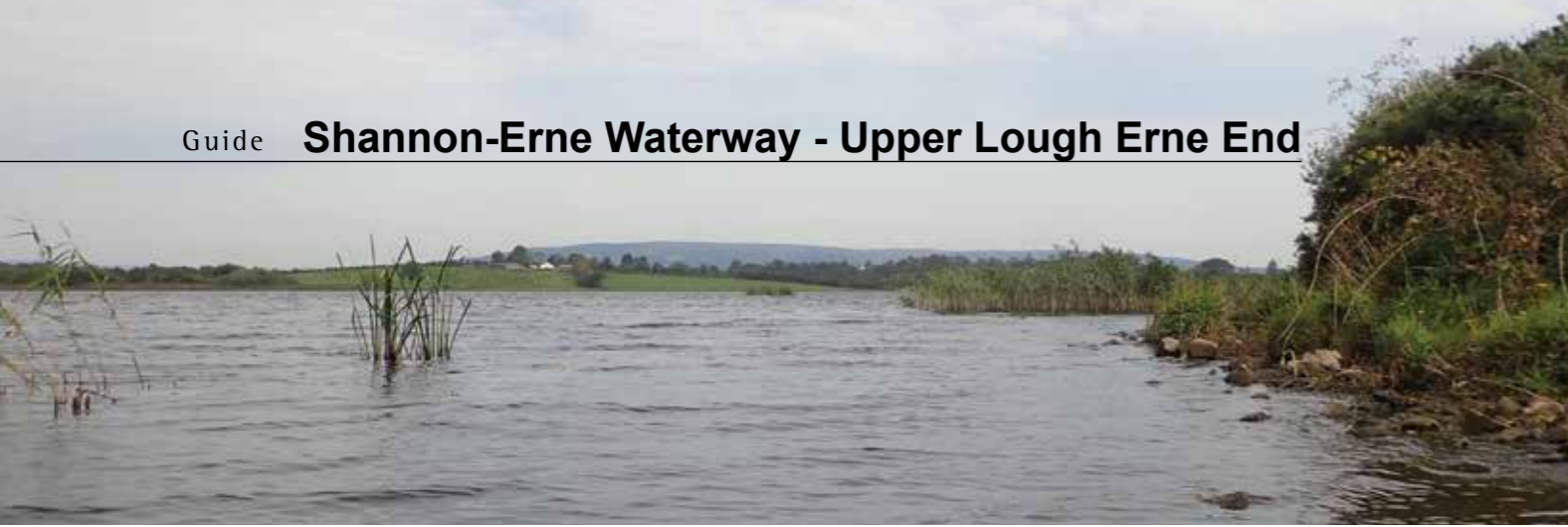
Crossing Ballymagauran Lough.



The wooded east side of Derrycassan Lough.



The northeastern corner of Derrycassan Lough at the start of a short river section.



Coologe Lough, the last lough for a while



Reeds in Coologe Lough.

boat adjacent to the platform, the only place on the waterway where this happens. However, the water is only knee deep so the difficulty is not insurmountable,

An estate of large log cabins in the woods on the east side face onto the waterway and are near to a set of moorings.

There are cairns on the same side before Ballyheady Bridge, after which there are a number of small orange buoys secured along the edge of the river for some distance, perhaps for mooring angling boats.

To the north, 404m Slieve Rushen is not as imposing as might be expected although it is more conspicuous because of wind turbines spread across it.

Moorings and a slipway precede the arched stone Ballyconnell Road Bridge carrying the N87 into the attractive town past the Woodford Arm and the Avon Coffee House. The Ballyhugh Arts & Cultural Centre features west Cavan culture, there is the Lughnasa Festival and the Midsummer Night Céilí & Bonfire is a major event on the social calendar. Somebody has planted the bank with a riot of colour, especially red, orange and yellow nasturtiums, a magnificent display.

The lock cut leads away from Ballyconnell Weir. Beyond Ballyconnell Lock the Shannon-Erne Blueway offers canoeists an alternative route of 600m of grade 2 white water for those who want a little excitement.

There is another megalithic tomb to the north of the town but also its most conspicuous sight, visible from over a wide area, the tower of Mannock's concrete plant.

Then comes the border. This is the border between County Cavan and County Fermanagh, the Land of Lakes, said to be a third water, drumlin countryside with innumerable loughs and water black from the



Wind turbines on Slieve Rushen..

peat. It is also the border between the Irish Republic and Northern Ireland. Even more, it is the border between the European Union and the United Kingdom with all that implies. The cause of numerous terrorist atrocities and military activity over decades, it is fought over as vehemently by politicians now and is one of Europe's most intractable problems.

Yet there is nothing to see, no border posts, no customs officials, nothing at all, not even anything to say that it is the border, which follows the Woodford River from here, just peaceful agricultural land. Where there are a couple of cuts away from the river, the waterway goes totally into Northern Ireland but it is hard to tell without a map and not that easy with one. This is the peaceful eye of the storm.

The Cloncoohy Cut, crossed by Cloncoohy Bridge, and the Dernagore Cut are the significant ones but the wanderings of the Woodford River are not easy to spot.

Corraquill Lock, with its adjacent service block, is the last one on the waterway.

The most obvious sign of the border is the Senator George Mitchell Peace Bridge although its significance is not obvious from the water, only the flock of raucous crows making any fuss. Traffic travelling north on the N3 has its speed reduced from 100km/h to 60 mph as it becomes the A509 but that is the speed at which lorries thunder along the road which now has a better alignment than when the earlier bridge was blown up in 1970. Round the corner stand the abutments of a bridge with no deck. A castle was sited on the east side of Aghalane in earlier days.

Killynick has a marina and glamping pods, after which the Woodford River lacks any facilities. The Shannon-Erne Blueway uses the Foalies Cut to turn away from Northern Ireland and head up the River Erne to finish at Belturbet, towards the disused Ulster Canal. Otherwise, Upper Lough Erne becomes



The waterfront at Ballyconnell.



A bank of flowers at Ballyconnell.



A white water alternative at Ballyconnell.



Pondskaters on the Woodford River at Corraquill.



The concrete plant beyond Ballyconnell.

increasingly complicated with loughs and channels which may or may not connect with each other although routes for powered craft are indicated on the water. Beyond Ardoohy there is a Bloody Pass route east to the River Erne.

The Crichton Tower stands on Gad Island in the middle of the channel as the River Erne is approached at Crom. By now any pretence at river is subsiding as Upper Lough Erne offers innumerable wider routes to explore.

It is dotted with islands covered in trees and surrounded by reeds. The water is clear despite the water level having been lowered in the 1950s for a hydroelectric scheme in Belleek. A Special Area of Conservation, it has bream, perch, pike and trout. Canoeing is one of the most popular activities, others including rowing, windsurfing, sailing, powerboating, water skiing and angling with a Lough Erne Canoe Trail from here. In the 15th century the Maguires had a private navy of 1,500 dugout canoes on the lough. Canoe hire is available today. A boathouse was the headquarters of the Lough Erne Yacht Club from the late 19th century with racing yachts here.

There are the remains of Crom Old Castle with two towers and a ha-ha. Built in 1611, it survived Jacobite sieges, only to be burnt down in a dramatic fire in 1746. A new castle of 1840 stands beyond. The estate has 8km² of oak woodlands, the most extensive area of natural woodland in Northern Ireland, and two yew trees thought to be among the oldest in Ireland, in excess of eight centuries. There are rare orchids, sedges, lichens, the largest heronry in Ireland, long eared owls, curlews, spotted flycatchers, coots, red squirrels, rabbits, pine martens, fallow deer, rare butterflies and all nine of the species of bat found in Northern Ireland. It is one of Ireland's most important conservation areas and also has a sculpture trail and an art workshop.

It may be possible to land at Crom, owned by the National Trust. Across the water there is a slipway with a gated track leading down from next to the church. Further along at Derryvore there is a Waterways Ireland jetty with parking, approached down a gated track through sheep fields.



The Senator George Mitchell Peace Bridge crosses the border.



The Bloody Pass is one of the leads through to the River Erne.



The Crichton Tower on Gad Island in the centre of the lough near Crom.

FACT FILE

Distance

From Carrickmakeegan to Lough Erne is 32km.

OS/OSNI 1:50,000 Sheets

26 Cavan, Fermanagh, Leitrim, Roscommon, Sligo

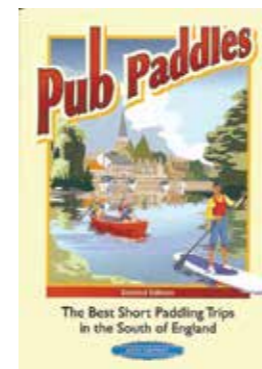
[27A Cavan, Fermanagh, Leitrim, Monaghan]

27 Upper Lough Erne

BOOKS

Reviews of books and publications

Pub Paddles



Peter Knowles
Rivers Publishing
978 0 9957513 5 4
2010. 2nd edition 2025
240 x 170mm
214 pages, paperback
£19.95

A mark of the success of *Pub Paddles* (Dec 2010, p49) has been the increasing number of other books on the theme. This one is the market leader and is now updated.

The many contributors have brought the details up to date and the end sections have been largely rewritten. The most significant change is that paddleboards are now included, not least among the many pictures. The one chapter change in the content is that the Swift Ditch has been ditched, replaced by Houghton Mill on the River Great Ouse.

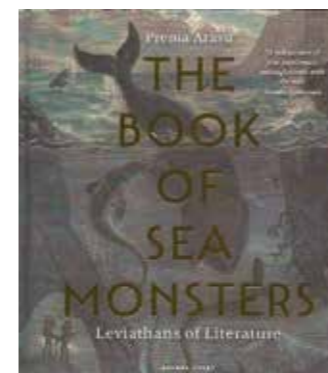
Maps continue to be of good quality, not just vague sketch maps.

The book again begins 'Some purist, old school canoeists will throw their hands up in horror because this is a *selective guide book* designed to highlight what we consider to be the most interesting and convenient short trips.'

Could this be aimed at *Canoeist*, where we give you all the information and leave you to make the selection to suit your needs?

Either way, we are not taking ourselves too seriously and own up to undertaking the layout again for the updated version of Pete's excellent guidebook.

The Book of Sea Monsters



Prema Aresu
Adlard Coles
978 1 3994 1452 4
2025
240 x 210mm
219 pages, hardback
£25.00

Paddling into Luce Bay, I saw ahead of me, close to my intended route, a black conical buoy. Then I spotted another in the same vicinity. They should have been green but there is a bombing range in the centre of the bay, sometimes resulting in unusual buoyage not

intended for navigation. Soon I realized they were fins, large ones. Furthermore, they were both on the same creature, very large. Although I had never encountered one before, I suspected it was a basking shark, the world's largest fish. Not absolutely certain, I made a large detour. A yachtsman confirmed to me later that there had been a basking shark about during the previous couple of days. I make no apology. Unusual creatures are being seen more often around our coasts, including real sharks close to the Cornish cliffs.

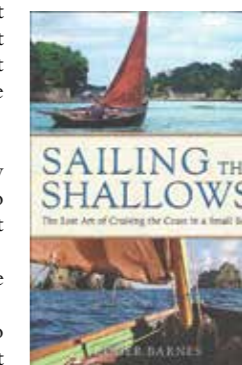
'Monsters are human creations.' So begins this book of prose and verse extracts over the millenia, accompanied by sketches and paintings,

some wildly imaginative, some surprisingly normal. Apparently, huge size is not essential, even mermaids being included. Mostly, though, they are fearsome. Not so much enormous sharks with rows of teeth, huge squid are some of the most sinister, perhaps none more unsettling than *Toilers of the Sea* by Victor Hugo and *The Thing in the Weeds* by William Hope Hodgson.

Homer, Vergil, Ovid and Pliny introduce creatures to be identified. There is Jonah's whale, Moby Dick, Coleridge, Tennyson, Browning, Edgar Allan Poe, Jules Verne, HG Wells, Ezra Pound, Arthur Conan Doyle and more. In *The Temple* HP Lovecraft cleverly moves from a sinister wartime U boat to a totally unrelated ending.

This book with its subtle subtitle is one to dip into when you get too confident about being on the sea.

Sailing the Shallows



Roger Barnes
Adlard Coles
978 1 4729 8302 2
2025
230 x 160mm
303 pages, paperback
£16.99

'This book is about a lifetime of sailing the shallows, on the margins between land and sea: about exploring creeks and estuaries, venturing up rivers and navigating canals.' So begins this set of memories which have much on sailing small dinghies in and around Brittany but much more beside. The range is extensive but the

emphasis low tech, the photographs accompanied by the author's paintings and sketches, even the maps attractively clear, perhaps a result of his training as an architect.

Ransome's stories are mentioned frequently, in the Lakes and the Broads, The Solent, Loch Shuna, Lundy, Clovelly, Land's End, the Loire, Venice, Cuan Sound, Southport marine lake, Carrick Roads and the canals from Tarleton to Limehouse give a rich mix of venues.

While the boats are mostly dinghies, usually sleeping aboard, they range from Edwardian steamers of the Lake District to punting on the Cherwell in Oxford. The Aulne is explored in a Kolibri 3, an East German canvas double kayak of excellent design but lousy materials, including plywood which delaminated when it got wet, and there is a brief description of the Gironde raid. Reference is made to other canoe use, particularly on Windermere and Coniston.

Several concerns are addressed, including fish farms, parking a boat trailer in Ilfracombe and elsewhere and midges which prefer not to fly over water. (My longest day on the water began at 4am off Red Point, doing my paperwork after midges drove me off the beach.)

The Broads' 'National Park status is still controversial, and it is violently opposed by those who believe that navigation rights should trump wildlife conservation.' Would it not be more correct to say that wildlife conservation should not trump navigation rights, not necessarily the same thing?

Land's End to John o'Groats is stated as having 'the longest straight-line distance in mainland Britain', a common error, Lizard Point to St John's Point being 7km longer.

'The lost art of cruising the coast in a small boat' has not been lost by sea kayak users. There is much of interest here.

Walking the King Charles III England Coast Path: North West

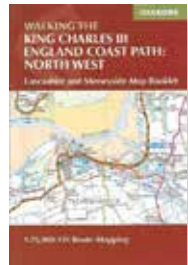
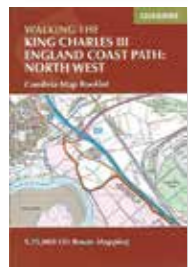
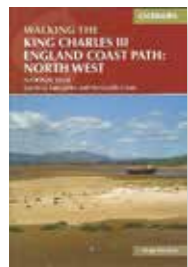
Ange Harker
Cicerone
978 1 78631 027 9
2025
170 x 120mm
224 pages, paperback
£17.95

Walking the King Charles III England Coast Path: North West - Cumbria Map Booklet

978 1 78631 029 3
92 pages
£12.95

Walking the King Charles III England Coast Path: North West - Lancashire & Merseyside Map Booklet

978 1 78631 041 5
85 pages
£12.95



This walking guide and the two associated map books throw up several anomalies. The first is the title of the walk itself. With the royal dedication it is so unwieldy that it is bound to be shortened, the dedication being its first thing to go, hardly respectful. The adjoining Welsh coast path does not have the dedication, making the Welsh seem less loyal. Even the KCIIIIECP set of initials are unwieldy. The walking guide usually settles for ECP. One of these books probably has the longest title of any book we have ever reviewed, around 1,800 of them.

There are many places where the official path is incomplete. As one of the team installing it, the author has a pretty good idea of where it is likely to go but it would probably be a simpler book if published in a couple of years' time, when the routes will be much nearer completion, not that it makes much difference to those following the coast on the water. The 22 pages of accommodation suggestions seem excessive.

The walking guide has sections of OS 1:50,000 map whereas the map books are at 1:25,000 with more details of access routes. The complex differences between Coastal Access and Open Access are addressed but 'Due to the changeable nature of the coast's land use, exclusions, restrictions and excepted land won't be shown on maps of the Coastal Margins as they'll often soon be out of date.' Contrast this with the net zero attitude to water access.

Some paths are shut for half the year so birds do not have to share with people. At Warton airfield there is concern that walkers will disturb birds that will fly into the path of jets taking off and landing. Walkers will disturb birds but jets won't?

You might also be confused that, like elsewhere, flooding can be prevented by breaching flood defences to allow land behind to be flooded, 'creating more floodplain space to accommodate rising sea levels.

The route has different ways of dealing with estuaries. Sometimes the description stops on one shore and begins again on the other, sometimes there is a ferry crossing and sometimes the route diverts upstream to the nearest bridge and then back down the other bank. Thus, the lower Esk, Eden, Wampool, Waver, Calvo Creek, Irt, Duddon, Leven, Went, Lune, Cocker, Ribble, Douglas, Alt, Mersey and Dee are visited, ending on the Shropshire Union Canal.

West Kirby sailing club is a landmark but its International Canoes not mentioned. Although this coast lacks some of the testing conditions found on other parts of the British coast, it does have some unusual water or, at times, lack of it.

15 Short Walks Norfolk - Broads & Coast



Lawrence Mitchell
Cicerone
978 1 78631 245 7
2025
170 x 120mm
95 pages, paperback
£9.95

Despite the title, this book is mostly about the rural Norfolk coast, noting that it is particularly popular with weekend sailors. The routes, mostly circular, do include Great Yarmouth, Norwich and Sandringham. Whitlingham Country Park, with a paddling picture, reaches as far as Norwich Canoe Club, mentioning the extensive canoeing activity on the River Yare. The other inland coverage includes Horsey Mere, Womack Water, Horse Fen and Upton Dyke. Two thirds of the routes involve the coast.

Lawrence Mitchell also wrote *Suffolk Coast & Heaths Walk* (Nov 2012, p46) for Cicerone.

15 Short Walks Cornwall - Newquay & the North Coast



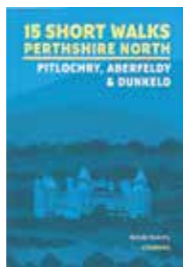
Phil Turner
Cicerone
978 1 78631 247 1
2025
170 x 120mm
95 pages, paperback
£9.95

Other than one walk around the Camel headwaters at Camelford and three or four around the Camel estuary, all the routes selected for this book relate to the north Cornish coast between Pentire Point and Bude, including the Bude Canal.

'The cliffs in this part of Cornwall are particularly rugged and scenic with a succession of sea stacks... if conditions are right, a waterfall can be seen cascading around 35m over the cliffs.' Obviously, much of this fantastic coast is best seen from the sea, not least because some sections of path on the land side are closed because of rockfall. Unusually for a walking guide, the book has something to say about sea states.

This book joins Phil Turner's related guides to Falmouth & the Lizard and Land's End & Penzance (Nov 2024).

15 Short Walks Perthshire North - Pitlochry, Aberfeldy & Dunkeld



Nicole Bukaty
Cicerone
978 1 78631 252 5
2025
170 x 120mm
95 pages, paperback
£9.95

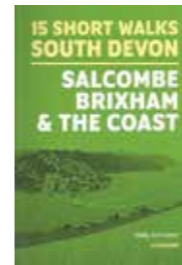
Sections of the rivers Tilt, Tummel, Tay and Braan, lochs Rannoch, Tummel, Faskally and Tay, the falls of Bruar and Acharn and the Moness Burn are all within sight or followed by routes in this walking guide, giving a wide range of waters. Carparks are suggested, along with whether they incur charges.

All walks are circular or out and back except for the one from Aberfeldy to Grandtully along the former railway track. If you wince at use of the term 'Tully' you will appreciate the introduction to this Tay route which begins 'Straightforward river paths alongside meadows framed by birch trees and a wide track through woodland along the disused railway connect Aberfeldy to the charming village of Grandtully (pronounced 'Grantly'). The calm waters of the Tay escalate to exhilarating rapids popular with keen canoeists and rafters.'

The description ends 'Opposite the chocolate shop a left-hand road leads to the fabulous green iron bridge over the Tay', regarded by generations of slalomists getting their breath back below the finish line.

As is often the case, there are many suggestions of places for family members to go if accompanying others to slaloms, wild water races or outdoor centres but not getting on the water themselves.

15 Short Walks South Devon - Salcombe Brixham & the coast



Holly Scrivener
Cicerone
978 1 78631 253 2
2025
170 x 120mm
95 pages, paperback
£9.95

A free afternoon during the International Canoe nationals at Brixham gave me a chance to revisit this part of the Devon coast, southwest of Berry Head, into Brixham harbour and east to Churston Point, a most enjoyable paddle. The majority of the walks in this book are on the coast between Wembury Bay and Paignton with numerous photographs of the coast.

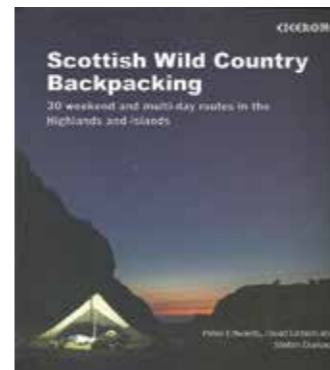
Cliffs feature strongly, sometimes making routes on land hidden. Of Hallsands, the book says 'Two remaining buildings can be seen standing relatively intact amongst the ruins, although the best view would be by boat.'

Bantham is noted as a surfing venue. Surprisingly, there is reference to 'Horseley Cove, a popular spot for launching kayaks', this seemingly requiring a long portage down from the road at East Prawle but cliffs blocking access elsewhere. Broadsands is a easier beach noted for kayaks.

Contrast this with Hope Cove, where a photograph shows what must be more kayaks than in all of Cicerone's other guidebooks put together.

Rivers appear, Noss Mayo on the Yealm, the Avon up from Bigbury and Loddiswell and the mouth of the Kingsbridge estuary. The Dart is met at its mouth, at Greenway and at Bow Creek, where a picture shows not only kayaks and paddleboards but also a couple of Canoe Adventures' Voyageur canoes. Yes, this is a book to get your hands itching.

Scottish Wild Country Backpacking



Peter Edwards, David Lintern
and Stefan Durkacz
Cicerone
978 1 85284 904 7
2022, updated 2023
240 x 220mm
203 pages, paperback
£25.00

Aimed at serious and skilled mountain walkers, this is larger than Cicerone's usual guidebook format and includes some excellent photography, accompanied by maps at 1:100,000.

This book frequently looks at the water from the mountains with numerous lochs, sometimes not accessible with a kayak or canoe although Glen Etive is mentioned as somewhere popular with kayak users. Various rivers are encountered plus sea lochs and there is open sea around Jura, Rùm, Annat Bay, Cape Wrath, Mingulay, Harris, Lewis and more. There are photos of the Linn of Avon and the Falls of Glomach but most pictures of water, even the sea, are surprisingly calm.

A number of bothies are identified and described, some near water. Points of local interest are expanded upon, from folklore to aircraft crash sites. The introductory section draws attention to issues of being in the remote Highlands that can be more significant than in more populated parts of the country. These include not using found wood, even dead, as fuel for open fires, except for tidal driftwood. 'Fumbles, Mumbles and Stumbles' is a useful early indicator of the onset of hypothermia and there is concern that the Loch Lomond & Trossachs National Park's camping restrictions are often seen as an attempt to defy the Land Reform (Scotland) Act, not just dangerous. Otherwise, 'These days, Scotland has some of the most enlightened access laws in the world... not only does Scotland boast spectacular scenery, it affords the self-powered traveller the freedom to explore it fully.'

Kayaking Routes



Ajuntment d'Andrax
150 x 210mm
12 pages, paperback

Five sea kayak circular routes of 4.5 to 6km are suggested in English and German in this booklet for Andrax.

First there are a couple of pages of short notes on safety and other navigation requirements.

Small photographs accompany simple sketch maps which indicate escape points and sometimes identify where you have overshot instructions. Difficulty levels are given, suitability of sections for children and suggested places to stop and swim. Maximum wave height and wind strength are advised.

Geology, wildlife and views are also included, a surprising amount of information put very simply and clearly. What is missing is any indication of where Andrax is to be found. Only once, hidden in the text, is a single mention of Mallorca.

Lake Como



Camera di Commercio Como-Lecco
2nd edition 2024
170 x 120mm
A5, paperback

'A shoreline measuring over 170km, made up of inlets, gulfs and sweeping panoramas of blue water, green forests and snow-capped peaks. The lake is spectacular all year round. The best way to see it is by water'. This booklet introduces locations around the lake and others in the vicinity in northern Italy. Examples of a range of boats used are given.

These do not include canoes or kayaks but hire locations are given for these, Porlezza on Lake Lugano, the Brianza Lakes, Lake Segrino and the Lecco and Como branches.

Of the famous Orrido it says 'Two streams, the Tuf and the Nosé, meet in this natural gully, to form a waterfall that swooshes and splashes into the lake... The best position to admire it is from the lake'.

As well as sights along the lakes there are associated links. There is a 75km canal route to Milan. At the other extreme is the Fiumelatte, the shortest stream in Italy, which 'cuts in between the houses, swooshing with a splash into the lake after just 250m on a steep gradient that means its water is always frothy and white.'

At the back are listed popular beaches and lidos, main markets and locally produced food and drinks. A recipe is given for perch fillets, rice and risotto.

On the rear cover a fold out map helps with locations.

Enjoy Respect Venezia



Città di Venezia - Assessorato al Turismo
2018
230 x 170mm
79 pages, paperback

Venice has a problem, tourists, particularly those who come on cruise liners, choke up the city and then return to their boats instead of staying in hotels or other accommodation and paying the tourist tax. In future there may be measures to reduce the boat traffic.

This booklet, in Italian and English, encourages visitors to get away from the honeypot sites, get off the beaten track and visit less well known locations, including on the islands and adjacent mainland. There is a website which predicts when visitor numbers will be highest and, so, best avoided.

There are a number of very detailed maps with much information, including the Lido and adjacent mainland, and tides are explained. Most

of the pictures are full page but not captioned, including high water flooding.

A dozen good practices are listed, including keeping right while walking, and fines for bad practices are also listed. Swimming in the canals is fined at €450, walking about in a swimsuit or bare chested costs €200 and eating or drinking while sitting on the ground and outside designated areas also costs €200. Venice is a law to itself and to visitors.

Eight lined pages are set aside for your notes.

Nautical Paradise



Šibenik-Knin County Tourist Board
240 x 160mm
54 pages, paperback

Šibenik is the most indented part of the Croatian coastline and accounts for a quarter of Croatia's maritime tourism income. It has cliffs, reefs, islets and 249 islands, only six of which are inhabited.

This guide to ports, marinas and anchorages is of most use to us in giving information on tidal flows and, particularly, winds, which can be quite boisterous. Details of weather forecasts, given in English, are listed.

Also given are indications of which marinas have or are near to supermarkets, water supplies, electricity and parking, brief but factual, and suggestions of local events. Aerial photos give the flavour of the coastline and there is a loose folded map, 'not for navigation'.

Platges



Patronat de Turism Costa Brava Girona
2025

540 x 780mm folding to 180 x 130mm

This map has been updated since Nov 2021 (p40) the time of Covid. Each beach has dozens of icons listing out all the facilities and attractions. You might expect some of these to have changed but there have even been some changes in the list of beaches, now up to 70 despite some deletions.

The large photographs are all new although the small one with each beach is unchanged where the beaches are still included.

Not everything is listed, however. After a trip along the coast from Roses this spring we discovered the road train, honestly, the sort of thing that is powered by an old saloon car engine and disguised to look like a railway engine to trundle along the prom with tourists. The longest distance trip from Roses lasts a couple of hours and the locomotive is powered by a JCB engine, with two carriages, taking it into a different league.

It set off up the hill, weaving between parked cars, into the Parc Natural del Cap de Creus, stopping to unlock barriers preventing the public from accessing tracks through vineyards, also stopping within a metre of the edge of high vertical cliffs to take in the view and ending up at the very top of the mountains to consume biscuits and something quite alcoholic while viewing a large sweep of Mediterranean. The trip back was much faster, belting down a main road, keeping up with the cars and lorries despite the two trailers.

A map that fails to include this stunning trip is seriously deficient!

AI ripoffs

We have noted an increase in number of paddling guidebooks, with pubs included as necessary factors, including by Adlard Coles who publish most of our books, and others, eg Nov 2024, p37/38.

Peter Knowles, author of *Pub Paddles*, has flagged up a paddling and pubs title he has found on Amazon which he thinks has all the hallmarks of an AI generated book.

The ISBN begins 979, not 978. It is for Kindle (colour pics) or in paperback (black and white pics), with the appearance of being print on demand.

The publisher is not one known to us and we have been unable to find a website.

The author's name is not given, unusually modest.

The photographers are not credited. Pictures are often of indifferent quality. Could they have been pulled from the web? A trip off the north Norfolk coast at Holkham has an accompanying Getty Images stock photo showing Holkham Bay with jagged mountains in Alaska, complete with icebergs.

There are no maps, despite the online blurb saying that there are.

The language is flowery and facts are not all accurate. The online sample for Padstow fails to mention the Doom Bar, the main hazard on that route. Unlike in *15 Short Walks Perthshire North - Pitlochry, Aberfeldy & Dunkeld*, the Tay route doesn't mention Grandtully.

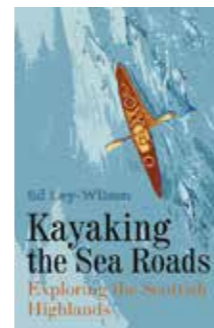
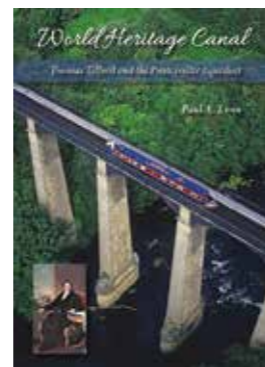
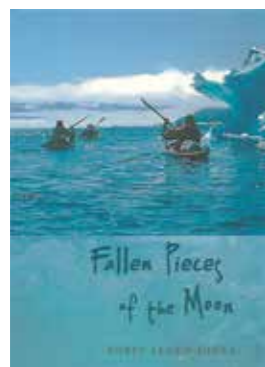
The writer, if that's the right term, seems not to have been there.



The Pen Llyn a'r Sarnau SAC staff produce *O Dan y Don*, a substantial magazine in English or Welsh with high quality photographs of wildlife around the coast of northwest Wales. It is free in the area or online at <https://www.penllynarsarnau.co.uk/magazine%E2%80%93o-dan-y-don>.

Whittling down

Whittles Press of Dunbeath, Caithness, have been acquired by Porto Press, who have taken over their authors and projects, and will no longer be publishing books. Past titles from Whittles have included *Fallen Pieces of the Moon*, *Canals across Scotland*, *Mediterranean*, *World Heritage Canal* and *Kayaking the Sea Roads*.



Clark 11th over 5km

Sprint

Szeged Regatta

Hungary ended Germany's kayak four 500m winning streak while home favourite Balint Kopasz denied South Africa's Hamish Lovemore a shock victory at the World Cup in Szeged.

Germany had been undefeated for almost two years in the men's K4 500m, securing the world title in 2023 before capturing back to back World Cup crowns and sealing Olympic gold in 2024 but the German team's run came to an end as Hungary's new look quartet of Mark Opavszky, Bence Fodor, Gergely Balogh and Zsombor Akos Tamasi triumphed by just 0.21.

It was nip and tuck all the way with Hungary winning in 1:20.32, beating the German crew of Max Rendschmidt, Max Lemke, Jacob Schopf and Anton Winkelmann, who clocked 1:20.53 for second.

There was another Hungarian team on the podium as Bence Nadas, Zalan Imre Hidvegi, Hunor Tamas Hidvegi and Gergo Zoltan Keller sealed bronze in 1:20.55.

'We are so happy,' said Balogh.

'This is a new K4 in this formation. We just got together last week.'

'It is a total surprise for everybody and for all of us so we are very happy.'

'We are quite young so this gives us a lot of benefits and we can focus on our other goals. It gives us a lot of motivation.'

South Africa's Lovemore came within a whisker of pulling off a sensational win in the men's kayak single 1,000m final.

It was a top class field that featured six of the eight Olympic finalists, including Paris 2024 champion Josef Dostal of Czechia, but it was Lovemore that surprised them all and almost emerged victorious, pushing Kopasz all the way.

Kopasz, the Tokyo 2020 Olympic gold medallist, won in 3:29.65, edging Lovemore, who took silver in 3:29.82, while a late surge from Dostal saw the Czech seal bronze in 3:32.10.

'It was a great race for me,' said Kopasz. 'I am very satisfied with my form and it was a cutting edge performance.'

'I saw the South African racer going very hard but I also went maximum speed in the last 150m so I am very happy to win this race.'

'I really love racing in Hungary in front of my family and friends. It's one of the best courses and was a really good experience for us.'

Serbia's Strahinja Dragosavljevic was inspired by Superman as he shared top spot with reigning world champion Messias Baptista of Portugal in a gripping men's kayak single 200m final in Szeged.

Wearing his lucky T shirt emblazoned with the Superman logo on his chest, Dragosavljevic flew down the Hungarian course to seal his first World Cup title.

Dragosavljevic was joined at the top of the podium by Baptista after they both finished in a time of 34.66.

'It was a crazy feeling,' said Dragosavljevic.

'In the K1 200m final last year I was eighth so to have this close race and share the gold medal is a really great feeling.'

Dragosavljevic said his decision to wear his Superman T shirt came after his experience at the 2023 Junior and U23 world championships.

'During the race the announcer was saying "Superman in lane number five is going well"' said Dragosavljevic.

'I liked it so whenever I'm in the A final I wear this T shirt and now it is my lucky charm.'

With Dragosavljevic and Baptista crossing the finish line together, Spain's Carlos Arevalo followed in 34.79 to take bronze.

Among the other non Olympic event finals there was success for the likes of Brazil's Isaquias Guimaraes Queiroz, New Zealand's Aimee Fisher and Canada's Katie Vincent.

After crashing out of the men's canoe single 1,000m the previous day, Brazil's Guimaraes Queiroz returned to top form to clinch the men's C1 500m title.



Hungary.



Kopasz.



Guimaraes Queiroz.

Individual Neutral Athlete Zakhar Petrov set the early pace before being overhauled by Guimaraes Queiroz who sealed gold in 1:47.80. Petrov achieved silver in 1:48.34 with Romania's Catalin Chirila coming third in 1:48.51. 'It was a difficult race as there were many strong competitors but my feeling was very good and I finished first' said Guimaraes Queiroz.

'I am more relaxed for this Olympic cycle and it's important to get a medal in the 500m as it starts the preparations for Los Angeles 2028.'

Making her first appearance on the international stage in the women's K1 1,000m, Fisher emerged victorious.

Fisher, who usually focuses on 500m events, tussled with Hungary's Zsoka Csikos before finding an extra gear.

The New Zealander took the win in 3:55.89 with Csikos earning silver in 3:57.22 and compatriot Eszter Julia Rendessy finishing strongly to clinch bronze in 3:58.71.

'That was my debut racing 1,000m internationally so I wasn't really sure what I was in for today,' said Fisher.

'It was an epic race and I am really happy with how it went.'

'It's been a bit hit and miss and it's been a very slow build up getting back up to speed.'

'I am still trying to focus on the 500m and trying to do the 1,000m based on that training.'

A margin of 0.12 separated the top two in the men's C1 200m final as China's Yuebin Yu got the edge over Spain's Pablo Grana.

Yu earned gold in 39.12 as Grana picked up silver in 39.24 and AIN paddler Ivan Shtyl grabbed bronze in 39.40.

Canada's Vincent proved too strong for China's Yanan Ma as she claimed the women's C1 500m title.

The Olympic champion in 200m was victorious in 2:05.43 as Ma came second in 2:06.24 and Spain's Maria Corbera bagged bronze in 2:09.14.

'I am really happy with that,' said Vincent.

'It was a tough wind out there but I stuck to my race plan.'

'It was a competitive final so there were moments when I had to stay calm and wait for the right moment to bring it home.'

Poland's Sylwia Szczerbinska and Dorota Borowska saw off Hungarian pair Agnes Anna Kiss and Bianka Nagy to secure women's C2 200m gold.

The Polish duo won in 44.10, edging Kiss and Nagy by 0.30 as AIN paddlers Marina Gureeva and Ekaterina Shliapnikova came third in 44.47.

The last final of the day saw the AIN team of Dmitrii Sharov, Mikhail Pavlov, Alexey Korovashkov and Matvei Arsenov triumph in the men's C4 500m final.

They defeated two Hungarian crews with Domonlos Buday, David Hodovan, Jonatan Daniel Hajdu and David Uhrin taking silver and Mate Kurczina and Gergely Istvan Lugosi and Milan Meszaros and Ilias Mitropoulos collecting bronze.

ICF

200m: **K1W:** 1 A Pulawska, Polska, 43.53. 2 N Drobot, Australia, 43.98.

3 N Wang, Zhongguo, 44.28.

C1M: 1 S Dragosavljevic, Srbija, 34.66. 2 M Baptista, Portugal, 34.66. 3 C Arevalo, España, 34.79.

C1W: 1 V Yarchevska, España, 49.02. 2 E Shliapnikova, 49.83. 3 K Szperkiewicz, Polska, 49.92.

500m: **K1W:** 1 A Pulawska, Polska, 1:50.77. 2 N Wang, Zhongguo, 1:51.51.

3 N Drobot, Australia, 1:51.54.

K1M: 1 A Varga, Magyarország, 1:44.67. 2 A Graneri, España, 1:44.94.

3 J Dostal, Czechia, 1:45.17.

C1W: 1 K Vincent, Canada, 2:05.43. 2 Y Ma, Zhongguo, 2:06.24. 3 M Corbera, España, 2:09.14.

C1M: 1 I Guimaraes Queiroz, Brasil, 1:47.80. 2 Z Petrov, 1:48.34. 3 C Chirila, România, 1:48.51.

14 T Lambert, GB, 1:54.74.

K2W: 1 Klatt/Ostrowska, Polska, 1:48.86. 2 Matthiesen/Milthers, Danmark, 1:49.18.

3 Pupp/Fojt, Magyarország, 1:50.11.

K4W: 1 España, 1:33.80. 2 Magyarország, 1:34.59. 3 Deutschland, 1:34.93. 13 GB, 1:37.80.

1km: **K1W:** 1 A Fisher, NZ, 3:55.89. 2 Z Csikos, Magyarország, 3:57.22.

3 E Rendessy, Magyarország, 3:58.71.

K1M: 1 B Kopasz, Magyarország, 3:29.65. 2 H Lovemore, SA, 3:29.82.

3 J Dostal, Czechia, 3:32.10.

5km: **K1W:** 1 M Andersson, 23:23.00. 2 E Kohalmi, Magyarország, 24:08.38.

3 E Rendessy, Magyarország, 24:09.04. 11 Z Clark, GB, 25:36.70.

C1W: 1 Z Csorba, Magyarország, 28:11.39. 2 M Corbera, España, 28:33.18.

3 B Zagyai, Magyarország, 29:22.59.



Cabrera takes the fastest race, the K1 200m.

Records fall in minor classes

National Championships

Having all the competitors with their cars and shelters on the north side of the course meant that most could be nearer to the finish line although much further from the facilities at Holme Pierrepont.

A warm but cloudy weekend with a light following wind offered potential for some fast times on the water although course record

breaking was confined to classes with smaller entries, the C1s and para events despite the latter not working through to finals.

The new C1 records were all over 500m. Tom Lambert of Lincoln took the men's to 1:53.13, Bethany Gill of Nottingham dropped the women's time to 2:11.01 and Andor Szalontai set the junior record at 2:25.77 for Richmond. In the men's kayaks Cabrera of Fowey took the



Lambert wins the C1 1km by 24 seconds.



Lambert was the only entry in the men's C1 5km races.



The girls' under 18 1km goes to De Bilio on the far side.



Girl overboard in the under 16 500m.



Richmond's Szalontai and Keane, the only junior C1s over 500m.



Russell and Johnson in the women's K1 5km race.

200m title from Thompson of Ealing by 0.14 sec. However, only 0.02 sec separated Patterson of the Scottish Performance squad from Heard of Exeter in the first under 18 200m final, the positions being reversed over 500m. Meredith of Elmbridge took the under 14 boys' 200m final with Hartland of Banbury third, a position taken by 0.08 sec from Morgan of Reading with Zorawski of Glasgow 0.01 sec behind him.

Having won the girls' under 18 200m final, the start of the next

race, the under 16s, had to be held so that Dianora De Bilio of Royal could get back to the start so she could win that as well. Her sister took second place in the under 14s by 0.08 sec from Small of Wolverhampton, a race won by Shepard of Reading.

Young set a new record time in the men's KL2/3, Oliver missing out by 0.01 sec.

The 5km sprint races with portages saw Russell of Chelmsford lead



Russell and Johnson in the men's K1 5km race.

Johnson of Nottingham through the portage the first two times in the women's race, the rest of the field well back, then Johnson ahead for the remaining portages but Russell getting ahead when it mattered.

Confusingly, the men's race saw Russell of Nottingham leading the whole way with Johnson of Chelmsford the only one close.

The C1 5km races were merged as Lambert was the only male entry, Palmer of Reading and Gill of Nottingham being the rest of the race, Palmer ahead at the first portage but then Gill taking the lead.



A clear win in women's C1 5km for Gill.

200m: **K1MiniA:** 1 N Barat-Farkas, Elbridge, 56.37. 2 Q Paris, Glasgow, 56.54. 3 E Tingay, Leighton Buzzard, 59.38.

K1MiniB: 1 I Krystyniak, Glasgow, 1:12.28. 2 T Pope, Wolverhampton, 1:12.44. 3 R Wilson, Glasgow, 1:21.50.

K1GU14: 1 R Shephard, Reading, 50.62. 2 A De Bilio, Royal, 52.47. 3 L Small, Wolverhampton, 52.55.

K1GU16: 1 D De Bilio, Royal, 46.01. 2 S Green, Wolverhampton, 47.43. 3 M Burton, Elbridge, 47.82.

K1GU18: 1 D De Bilio, Royal, 45.11. 2 C Fulford, Reading, 46.30. 3 K Sklenarova, Norwich, 46.55.

K1WU23/S: 1 E Lewis, Worcester, 40.53. 2 D Kerr, Anker Valley, 41.04. 3 A Burgess, Wey, 42.72.

K1BU14: 1 F Meredith, Elbridge, 44.70. 2 H Blanchard, Norwich, 46.34. 3 H Hartland, Banbury, 46.86.

K1BU16: 1 T Patterson, Scottish Performance, 38.57. 2 F Heard, Exeter, 38.59. 3 S Sparks, Royal Leamington Spa, 39.84.

K1BU18: 1 T Hatton, Richmond, 37.72. 2 I Aveson, Richmond, 38.55. 3 R Strachan, Scottish Performance, 38.87.

K1MU23/S: 1 B Cabrera, Fowey, 36.53. 2 T Thomson, Ealing, 36.67. 3 H Cooke-Bayley, Nottingham, 37.09.

C1J: 1 B Keane, Richmond, 53.72. 2 A Szalontai, Richmond, 54.34. 3 H Toovey, Scottish Performance, 1:03.76.

C1W: 1 B Gill, Nottingham, 40.33. 2 A Fitzhenry, Belfast, 50.68. 3 A Palmer, Reading, 52.59.

C1M: 1 T Lambert, Lincoln, 41.73. 2 G Bell, Fladbury, 43.16. 3 S Shnaider, Glasgow, 45.54.

K2MiniA/B: 1 Barat-Farkas/Bates, Elbridge/Leighton Buzzard, 59.27. 2 Paris/Slizowski, Glasgow, 59.65. 3 Kirtland/Tingay, Bishop's Stortford/Leighton Buzzard, 59.78.

K2WU23/S: 1 Green/Pocklington, Worcester/Nottingham, 40.83. 2 Montagna/Urquhart, Royal/Nottingham, 44.61. 3 Hall/Perry, Wey, 45.64.

K4MiniA/B: 1 Leighton Buzzard+, 54.33. 2 Glasgow, 55.28. 3 Glasgow+, 1:12.99.

500m: **K1MiniA:** 1 N Barat-Farkas, Elbridge, 2:29.74. 2 Q Paris, Glasgow, 2:33.14. 3 F Slizowski, Glasgow, 2:34.50.

K1MiniB: 1 I Krystyniak, Glasgow, 3:07.94. 2 T Pope, Wolverhampton, 3:08.11. 3 R Wilson, Glasgow, 3:51.49.

K1GU14: 1 R Shephard, Reading, 2:05.45. 2 A De Bilio, Royal, 2:18.40. 3 L Small, Wolverhampton, 2:20.72.

K1GU16: 1 M Burton, Elbridge, 2:02.84. 2 R Shephard, Reading, 2:03.68. 3 I Field, Elbridge, 2:05.60.

K1GU18: 1 D De Bilio, Royal, 1:59.70. 2 A Bates, Richmond, 2:00.85. 3 S Dunlop, Elbridge, 2:01.83.

K1WU23/S: 1 K Armstrong, Scottish Performance, 1:52.92. 2 E Lewis, Worcester, 1:53.36. 3 E Russell, Chelmsford, 1:53.39.

K1BU14: 1 F Meredith, Elbridge, 1:56.76. 2 E Stroud, Wey, 2:01.12. 3 J Morgan, Reading, 2:01.48.

K1BU16: 1 F Heard, Exeter, 1:48.13. 2 T Patterson, Scottish Performance, 1:49.48. 3 F Fowler-Rimell, Worcester, 1:51.72.

K1BU18: 1 T Hatton, Richmond, 1:44.94. 2 P Ehmrooth, Devizes, 1:45.84. 3 O Mazur, Reading, 1:46.83.

K1MU23/S: 1 D Johnson, Nottingham, 1:39.27. 2 T Lusty, Solihull, 1:40.70. 3 M Johnson, Nottingham, 1:41.30.

C1J: 1 A Szalontai, Richmond, 2:25.77. 2 B Keane, Richmond, 2:28.04. **C1W:** 1 B Gill, Nottingham, 2:11.01. 2 A Fitzhenry, Belfast, 2:13.21.

3 A Palmer, Reading, 2:26.73.

C1MU23/S: 1 T Lambert, Lincoln, 1:53.13. 2 G Bell, Fladbury, 2:01.20. 3 S Shnaider, Glasgow, 2:06.18.

K2GU14: 1 Drobik/Kowal, Glasgow, 2:15.33. 2 A De Bilio/Small, Royal/Wolverhampton, 2:15.88. 3 Gohar/Morrissey, Richmond/Nottingham, 2:23.70.

K2GU16: 1 Field/Mckernan, Elbridge, 1:56.36. 2 A De Bilio/D De Bilio, 1:58.44. 3 Holt/Shephard, Richmond/Reading, 2:00.07.

K2GU18: 1 Scrivener/Sklenarova, Falcon/Norwich, 1:54.22.

2 Brittle/Dunlop, Elbridge, 1:55.81. 3 Green/Toovey, Wolverhampton/Glasgow, 1:58.59.

K2WU23/S: 1 Armstrong/Clark, Olympic, 1:44.02. 2 Guest/King, Nottingham/Royal, 1:49.68. 3 Green/Urquhart, Worcester/Nottingham, 1:52.99.

K2BU14: 1 Hartland/Stroud, Banbury/Wey, 1:55.52.

2 Barnett/Mason, Reading/Devizes, 1:57.76. 3 Morgan/Wade, Reading, 1:58.99.

K2BU16: 1 Fowler-Rimell/Hunter-Hopkins, Worcester/Devizes, 1:48.24. 2 Eskriett/Pitt, Gailey/Royal, 1:45.53. 3 Pearce/Selini, Richmond, 1:47.78.

K2BU18: 1 Heard/Mazur, Exeter/Reading, 1:37.92. 2 Hartney/Hatton, Richmond, 1:38.53. 3 Sroka/Strachan, Scottish Performance, 1:38.75.

K2MU23/S: 1 Cabrera/Holland, Fowey/Wey, 1:32.46. 2 Collinge/Miles, Fowey/Royal Leamington Spa, 1:33.42. 3 Hinves/O Connor, Southampton/Richmond, 1:33.80.

K4MiniA/B: 1 Leighton Buzzard+, 2:14.49. 2 Glasgow, 2:14.88. 3 Glasgow+, 2:58.44.

K4GU14: 1 Scratch, 2:00.08. 2 Glasgow+, 2:13.35. 3 Nottingham/Richmond, 2:16.95.

K4GU16: 1 Elbridge, 1:53.12. 2 Richmond+, 1:53.46. 3 Scratch, 1:59.35.

K4GU18: 1 Elbridge, 1:47.00. 2 Nottingham/Glasgow, 1:52.35.

K4WU23/S: 1 Olympic, 1:36.25. 2 Scratch, 1:43.17. 3 Nottingham+, 1:44.03.

K4BU14: 1 Falcon+, 1:49.39. 2 Scratch, 1:52.72. 3 Reading/Devizes, 1:53.63.

K4BU16: 1 Scratch, 1:35.12. 2 Scratch, 1:38.15. 3 Royal+, 1:45.45.

K4BU18: 1 Scratch, 1:25.89. 2 Scottish Performance, 1:34.28. 3 Chelmsford/Bishop's Stortford, 1:39.44.

K4MU23/S: 1 Scratch, 1:24.47. 2 Scratch, 1:30.43. 3 Banbury+, 1:47.66.

C2: 1 Bell/Schnaider, Fladbury/Glasgow, 1:57.49. 2 Toovey/Weckowski, Scottish Performance/Glasgow, 2:15.93.

1km: **K1GU16:** 1 R Shephard, Reading, 4:23.29. 2 M Burton, Elbridge, 4:29.50. 3 I Field, Elbridge, 4:33.65.

K1GU18: 1 D De Bilio, Royal, 4:12.52. 2 K Sklenarova, Norwich, 4:12.56. 3 A Bates, Richmond, 4:14.22.

K1WU23/S: 1 E Russell, Chelmsford, 4:02.52. 2 M Johnson, Nottingham, 4:06.05. 3 K Brookes, Worcester, 4:06.79.

K1BU16: 1 F Heard, Exeter, 3:54.74. 2 F Fowler-Rimell, Worcester, 3:56.53. 3 A Hunter-Hopkins, Devizes, 3:57.91.

K1BU18: 1 T Hatton, Richmond, 3:45.13. 2 W Stevely, Scottish Performance, 3:46.68. 3 S Dickson, Falcon, 3:46.99.

K1MU23/S: 1 D Johnson, Nottingham, 3:31.99. 2 M Collinge, Fowey, 3:34.00. 3 J Russell, Nottingham, 3:34.25.

C1: 1 T Lambert, Lincoln, 4:02.56. 2 S Shnaider, Glasgow, 4:27.21. 3 M Weckowski, Glasgow, 4:54.16.

K2GU14: 1 Drobik/Kowal, Glasgow, 4:36.36. 2 A De Bilio/Small, Royal/Wolverhampton, 4:38.45. 3 Nagy/Raynor, Reading/Exeter, 5:12.57.

K2MixU14: 1 Morgan/Shephard, Reading, 4:02.49. 2 Ayrar/Small, Falcon/Wolverhampton, 4:20.80. 3 Mangiantini/Wickenden, Royal/Banbury, 4:22.33.

K2MixU16: 1 Eskriett/Green, Gailey/Wolverhampton, 3:51.08. 2 D De Bilio/Pitt, Royal, 3:53.57. 3 Burton/Taylor, Elbridge, 3:54.04.

K2MixU18: 1 Dunlop/Mazur, Elbridge/Reading, 3:45.83. 2 Dickson/Scrivener, Falcon, 3:46.40. 3 Sklenarova/Worgan, Norwich/Richmond, 3:47.93.

K2MixU23: 1 Holland/Urquhart, Wey/Nottingham, 3:41.97. 2 King/Smith, Royal, 3:46.74. 3 Hinves/Payne, Southampton/Chelmsford, 3:48.71.

K2Mix: 1 Johnson/Johnson, Nottingham, 3:39.36. 2 Murphy/Walsh, Nottingham, 4:00.13. **K2BU14:** 1 Hartland/Stroud, Banbury/Wey, 3:33.82. 2 Morgan/Wade, Reading, 3:35.69.

3 Barnett/Mason, Reading/Devizes, 3:36.68. **C2:** 1 Toovey/Weckowski, Scottish Performance/Glasgow, 4:42.08.

5km: **K1WU23/S:** 1 E Russell, Chelmsford, 20:56.55. 2 M Johnson, Nottingham, 20:57.32. 3 De Bilio, Royal, 21:22.76.

K1MU23/S: 1 J Russell, Nottingham, 18:25.38. 2 M Johnson, Chelmsford, 18:26.60. 3 M Collinge, Fowey, 18:41.58.

C1W: 1 B Gill, Nottingham, 23:57.91. 2 A Palmer, Reading, 25:12.28.

C1M: 1 T Lambert, Lincoln, 22:15.75.



The Christie sisters, the only women's sprint C2 and winners of the ECA Cup series.

Three wins for Kerry Christie

wup Final

Llangollen again rounded off the racing season with the ECA Cup final, the Welsh Open. The Serpent's Tail, the venue with double points, was at its optimum level, only starting to rise slightly on Sunday afternoon. There was virtually no sign of the snow of earlier in the week, the drizzle had stopped and there was little breeze but it was still cold.

The Czechs, the most active country in wild water racing, were there in force, having been at Grandtully the previous weekend, but there were racers from Germany, Slovakia, Switzerland, the Netherlands and Ireland in addition to Great Britain. A Reunion group took part and there were, as well, playboaters, open canoes and rafts on the course at times.

The challenging nature of the course was obvious, brought home



Puttkamer, winner of the women's K1 ECA Cup series.



Marouskova, winner of the women's C1 sprint.



Lamers, winner of the men's sprint K1 and ECA Cup series.



Gawehn heading for big trouble on the Tail.



Dean/Crowhurst, second C2 in the sprint.



Crowhurst was second in classic C1.



Sprint winner Pocklington.



Sprint series winner Haseloff with eyes shut tight.



Kerry Christie won the classic and was near the front in various classes.

when Lucy Guest, the second boat on the course, swam, followed immediately by Laura Milne breaking out. Anna Bohn, Ronja Haselhoff and Sam Cribbett were others who inspected the eddies closely and Tereza Marouskova rolled at the narrowest part of the Tail, which others also encountered more closely than they might have wished.

Most had good runs, however. One of the most impressive of all was by Matej Vanak with a very high stroke rate to win the C1 by 2.38 secs from fellow Czech Martin Novak with Andrew Crowhurst a further 0.06 sec back, who put in a quick crossbow correction stroke at the top of the Tail but otherwise produced a clean line.

Katie Pocklington took the women's K1 by 0.03 sec from Luisa Puttkammer with Kerry Christie 0.72 sec back. Another Düsseldorf paddler, Ivo Lamers, won the men's kayaks with Scots Adam Knox and Jacob Holmes in the next two places, less than a second behind.

The Christie sisters were the only women's C2, the men's C2 going to Kopriva/Hitha, nearly 3 seconds clear of Dean/Crowhurst.

Sunday brought sunny intervals and showers for the classic. Kerry Christie won her K1 by 4 seconds but then there were five more in the next 4 seconds.

There were no British women's C1s on the water, won by Franziska Gewehn by 24 seconds, and the women's C2 was uncontested.

Scots were again at the front in the men's K1s, Sam Stevely from Forth ahead of Jacob Holmes of Breadalbane by 2.4 secs, then Leon Tomlinson of Nottingham before the continentals took the next three places. Vanak was the men's C1 winner again, ahead of Crowhurst by 17 seconds, the remaining three places being Czechs.

Dean/Crowhurst took the men's C2s from Kopriva/Hitha by 23 seconds and there was just one mixed C2, Tomlinson/Christie.

It is a sign of the times that there were more women's K1s than men's and the number of classes that can be entered is close to being controlled by the logistics of getting back to the start for the next run. Kerry Christie paddled in four classes, three of which she won and 3rd in the other, but would not have had time to get back to the start for her further entry.

This put her 2nd to Puttkammer for the 2025 European series in K1 and 2nd to Gawehn in C1, winning C2 with sister Emma. Nicky Cresser won the men's C1 series.



The team event passes the Chain Bridge Hotel.



Vanak won both C1 races but was beaten by Cresser for the series.



Knox, second in the sprint K1.

- Sp: K1W:** 1 K Pocklington, Wilts Y, 57.93. 2 L Puttkammer, Dübeldorf-Hamm, 57.96. 3 K Christie, Break Out, 58.68. 4 V Murray, Pinkston Panthers, 59.99. 5 E Christie, Break Out, 1:00.41. 7 L Milne, Pinkston Panthers, 1:00.48. 14 L Guest, Nottingham, 1:05.11. 16 F Pryce, Edinburgh Schools, 1:09.17.
- K1M:** 1 I Lamers, Dübeldorf-Hamm, 51.35. 2 A Knox, Pinkston Panthers, 51.96. 3 J Holmes, Breadalbane, 52.26. 5 A Sheppy, Devizes, 53.64. 6 N Boreham, Nottingham, 53.76. 7 W Stevely, Forth, 53.83. 8 S Stevely, Forth, 54.20. 9 L Tomlinson, Nottingham, 54.97. 13 P Dean, Wear Whoppers, 57.62. 14 S Cribbett, Nottingham, 59.36. 16 R Toop, Wilts Y, 1:00.28. 18 J Maloney, Nottingham, 1:08.26.
- C1W:** 1 T Marouskova, Czechia, 1:05.70. 2 V Scholzova, Bratislava, 1:05.98. 3 F Gawehn, Blau-Weiß, 1:08.91. 4 K Kent, Proteus, 1:16.17.
- C1M:** 1 M Vanak, Czechia, 54.95. 2 M Novak, Czechia, 59.68. 3 A Crowhurst, Northumbria, 59.74. 6 N Cresser, Nottingham, 1:07.47.
- C2W:** 1 Christie/Christie, Break Out, 1:03.77.
- C2M:** 1 Kopriva/Hitha, Czechia, 56.63. 2 Dean/Crowhurst, Wear Whoppers/Northumbria, 59.53. 3 Tomlinson/Maloney, Nottingham, 1:00.46.
- O/A: ECA Sp Cup: K1WJ:** 1 R Haseloff, Deutschland, 215. 2 E Koplikova, Czechia, 176. 3 A Vikova, Czechia, 141.
- K1W:** 1 L Puttkammer, Deutschland, 218. 2 K Christie, GB, 195. 3 A Jäger, Deutschland, 171. 17 E Christie, GB, 111.
- K1MJ:** 1 B Guginov, N Macedonia, 469. 2 P Dietrich, Deutschland, 442. 3 A Muche, Deutschland, 319. 9 W Stevely, GB, 265.
- K1M:** 1 I Lamers, Nederland, 433. 2 C Massini, Deutschland, 429. 3 A Zlatarov, N Macedonia, 405. 7 A Sheppy, GB, 334. 9 L Tomlinson, GB, 310. 13 F Brown, GB, 256.
- C1WJ:** 1 T Marouskova, Czechia, 96. 2 M Vrbova, Czechia, 50. 3 S Cameron, GB, 50. 4 E Landsborough, GB, 46. 6 C Maloney, GB, 43.
- C1W:** 1 F Gawehn, Deutschland, 143. 2 K Christie, GB, 125. 3 A Retkova, Czechia, 100. 8 K Kent, GB, 79. 10 C Bracewell, GB, 76. 15 S Cameron, GB, 46. 16 F Pryce, GB, 43. 18 R Toop, GB, 41. 19 V Murray, GB, 41.
- C1M:** 1 N Cresser, GB, 189. 2 M Vanak, Czechia, 185. 3 M Beier, Czechia, 173. 8 A Crowhurst, GB, 130.
- C2W:** 1 Christie/Christie, GB, 100. 2 Clavadetscher/Müller, Schweiz, 50. 3 Schläppi/Kopp, Schweiz, 46. 8 Maloney/Landsborough, GB, 41. 10 Milne/Pryce, GB, 41. 11 Cameron/Murray, GB, 39. 12 Czarnecka/Jones, GB, 38.
- C2M:** 1 Presecki/Slonissak, Hrvatska, 159. 2 Scholz/John, Deutschland, 135. 3 Vanek/Rasner, Czechia, 135.
- Ci: K1W:** 1 K Christie, Break Out, 10:38.27. 2 R Haseloff, Köln, 10:42.30. 3 V Murray, Pinkston Panthers, 10:43.60. 6 L Milne, Pinkston Panthers, 10:46.07. 7 F Pryce, Edinburgh Schools, 10:48.11. 10 E Landsborough, Nottingham, 11:03.44. 15 K Pocklington, Wilts Y, 14:23.39. 16 L Guest, Nottingham, 17:14.95.
- K1M:** 1 S Stevely, Forth, 9:30.72. 2 J Holmes, Breadalbane, 9:33.13. 3 L Tomlinson, Nottingham, 9:34.57. 7 N Boreham, Nottingham, 9:46.45. 8 W Stevely, Forth, 9:46.85. 9 A Knox, Pinkston Panthers, 9:47.93. 10 S Cribbett, Nottingham, 9:49.74. 13 P Dean, Wear Whoppers, 10:17.73.
- C1W:** 1 F Gawehn, Blau-Weiß, 11:23.25. 2 T Marouskova, Czechia, 11:47.30. 3 V Scholzova, Bratislava, 12:00.16.
- C1M:** 1 M Vanak, Czechia, 10:29.47. 2 A Crowhurst, Northumbria, 10:46.50. 3 M Novak, Czechia, 10:48.32.
- C2Mix:** 1 Tomlinson/Christie, Nottingham/Break Out, 12:01.10.
- C2M:** 1 Dean/Crowhurst, Wear Whoppers/Northumbria, 10:59.43. 2 Kopriva/Hitha, Czechia, 11:06.36. 3 Williams/Goode, Nottingham Univ Exiles, 11:39.87.

Attempting to Block Csima

Brigg Bomber

This year the Brigg Bomber served as the European Middle Distance Championships. Sadly, this did not bring in any new overseas competitors although regular top performers Ferenc Csima from Hungary and Laurent Martinou from France were back again. An interesting British name to watch would be James Block, who had been picking up sprint kayak national titles in the late 1990s. How much of this paddling ability would he have retained a quarter century later and how would he manage in the other disciplines?

With the event infrastructure in place, Lincsquad also offered a sprint distance quad and a triathlon for those not wanting to tackle the kayak leg. Two and four person relay teams were also accepted, Royal Leamington Spa Canoe Club being one of the better known names.



The race began under a clear sky but a moderate southwesterly breeze brought in cloud as the morning progressed, cooling racers.

First off was the swim with Martinou first out of the water in the middle distance quad, nearly a minute ahead of Csima. Helen Russell was next, less than two minutes back and then Block after another half minute.

For the first time in three years there were no roadworks, making the cycle less difficult, especially for those used to the other side of the road. Again, Martinou was fastest, this time with Ian Cooke less than a minute behind. Csima was the best part of two minutes off Martinou's ride time with Block another four minutes back.

From the end of the island before the M180 bridge the river became more busy with rowers although they did their best to keep out of the



Heading away from the start on the swim leg.



Fray approaches the finish of the cycle leg.



Tiffany was second in the sprint distance race.



Hubbard, third in the sprint distance race.



M50 winner Russell.



Elite winner Durrant.



Ball was the only junior competitor.



Csima, Martinou and Block on the towpath run.



Green, fastest M60 in the sprint distance.



M60 winner Cooke.



Former wild water racer McAdam.

way. Martinou had over two minutes of lead by now but the kayak was his weak leg while Csima is usually far faster than anyone else. Such was the case this time. Csima was four and a half minutes faster than Block. Oliver Fairbairn and Cooke both beat Martinou in kayaks. Csima was over 12 minutes faster than Martinou in kayaks, a gap which would not be addressed easily.

Martinou, an M40, pulled four minutes back on Csima on the run and nearly 12 minutes on Block, these two both M50s. Block also had to concede time to Fairbairn, Cooke, Gareth Crabb, Neil Marley and Orna Otoole.

Overall, Csima took the win from Martinou again, for the European title by six minutes with Block in third place by another 13 minutes. Russell took the women's title from Rose Durrant by 4 mins 40 secs with a time that would have placed her 8th overall.

The relay teams produced some faster times, as would be expected, the pair from Royal Leamington Spa in fourth place between Block and Fairbairn.

The sprint distance race went to Jason Fray from Graham Tiffany, Dianne Hubber and another half dozen women.

As usual, for much of the race it was possible to stand on the A18 bridge and see cyclists and runners going over it and kayaks going under it, in either direction for each, over three different lengths of course, organized chaos which Lincsquad managed to keep under control to produce an event well up to their usual standard.

SpD: 1 J Fray, 1:39:06. 2 G Tiffany, 2:03:07. 3 D Hubber, 2:10:35.

MD: F: J: 1 H Ball, 3:31:25.

E: 1 R Durrant, 3:08:13. 2 L Quinn, 4:04:42.

O: 1 H Russell, 3:03:33. 2 R Durrant, 3:08:13. 3 O Otoole, 3:16:50.

M40: 1 T Oetgen, 3:26:46. 2 C Addy, 3:57:50.

M50: 1 H Russell, 3:03:33. 2 O Otoole, 3:16:50. 3 C Jones, 4:28:50.

E: 1 O Fairbairn, 2:51:37.

O: 1 F Csima, 2:29:59. 2 L Martinou, 2:35:45. 3 J Block, 2:48:40.

4 Royal Leamington Spa, 2:50:21. 5 O Fairbairn, 2:51:37. 6 Glanford & Scunthorpe All Stars, 2:53:50. 7 I Cooke, 2:54:02. 8 S Jolly, 3:05:44. 9 P Jumeau, 3:07:51. 10 N Marley, 3:08:33.

O/A: 1 F Csima, 2:29:59. 2 L Martinou, 2:35:45. 3 J Block, 2:48:40.

4 Royal Leamington Spa, 2:50:21. 5 O Fairbairn, 2:51:37. 6 Glanford & Scunthorpe All Stars, 2:53:50. 7 I Cooke, 2:54:02. 8 H Russell, 3:03:33. 9 S Jolly, 3:05:44.

10 P Jumeau, 3:07:51. 11 R Durrant, 3:08:13. 12 N Marley, 3:08:33. 13 119, 3:09:22.

14 C Jones, 3:11:12. 15 G Crabb, 3:15:46. 16 Glanford & Scunthorpe Superstars, 3:16:40.

17 O Otoole, 3:16:50. 18 P Chappill, 3:23:11. 19 Apes, 3:23:51. 20 W Smith, 3:32:52.

M40: 1 L Martinou, 2:29:59. 2 N Marley, 3:08:33.

M50: 1 F Csima, 2:29:59. 2 J Block, 2:48:40. 3 S Jolly, 3:05:44. 4 G Crabb, 3:15:46.

5 W Smith, 3:23:52. 6 L Ball, 3:25:20.

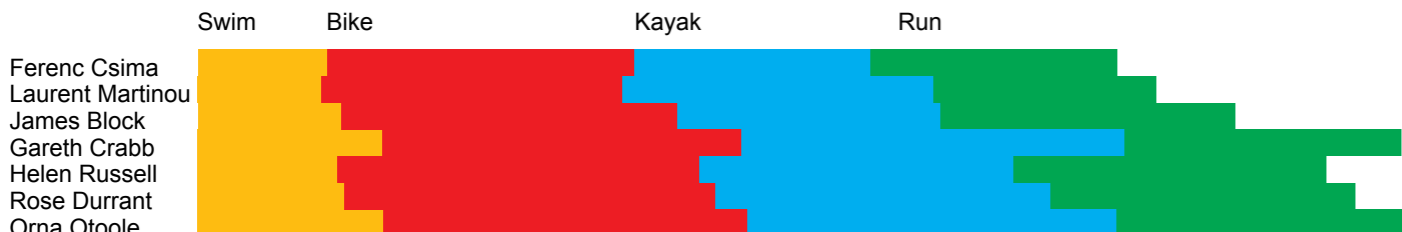
M60: 1 I Cooke, 2:54:02. 2 P Jumeau, 3:07:51. 3 C Jones, 3:11:12. 4 P Chappill, 3:23:11.

S: 1 J McAdam, 3:29:18.

T2: 1 Royal Leamington Spa, 2:50:21. 2 119, 3:09:22.

T4: 1 Glanford & Scunthorpe All Stars, 2:53:50. 2 Glanford & Scunthorpe Superstars, 3:16:40.

3 Apes, 3:23:51.



Transition times included with previous legs.



Close racing between Fenwick and Barker.

Barker takes control in light conditions

Europa Cup Regatta

It is said that once a sailor has achieved everything else possible, the only challenge remaining open is the International Canoe. Such is the case with Sam Barker, who comes with an impressive list of credentials. At the same time, the top of the fleet has been depleted by the retirements of Gareth Caldwell and world champion Robin Wood.

A score of sailors supported this year's Europa Cup, hosted by Brixham Yacht Club, including the regular German visitors with two female sailors. Racing was all in Tor Bay, open to the east, initially with westerly winds of force 3, cloudy with some rain. Courses were generally triangle/sausage/triangle with a gate.

Barker finished the first lap of Race 1 just ahead of Mike Fenwick but the latter overtook after the leeward mark. Phil Robin arrived with others some time later. Fenwick and Barker arrived at the end of the sausage together but turned opposite ways out of the gate, Barker taking a slight lead to the finish. Robin led Clive Everest and Alistair Warren with Simon Beers as the first German and Emma Grigull as the first female, in 9th place.

Fenwick led Barker, Warren and Grigull around the first triangle of Race 2. At the end of the sausage Grigull had slipped a couple of places behind Robin and Everest. Fenwick pulled ahead of Barker for the win at the finish, Warren third and Frederik Steimann pulling up a couple of places past Grigull for fourth place.

Tuesday, the second day, brought similar conditions but with occasional sun instead of the rain for Race 3. Torsten Marquardt joined the start line from the wrong side in the closing seconds but was where he should have been when the start hooter went. Barker led all the way, Dan Skinner completing the first triangle behind him but then dropping back a place behind Fenwick. A very close finish saw Barker win by a corrected time of just three seconds from Fenwick.

Peter Smith lost his main sheet and capsized repeatedly near the finish. With help from one of the rescue boats it was repaired in time for Race 4, the long distance race, that followed.

This was an anticlockwise tour of Tor Bay, spoiled only by the weed. This did not seem to deter Barker, who finished the race literally out of sight of the rest of the fleet, three and a half minutes up from Warren. Warren was followed by Skinner, Steimann and Fenwick with a corrected spread of just 28 seconds. Although it was the long distance

race, Barker's winning time was just six minutes longer than his time for Race 3.

Wednesday was sufficiently calm for the fleet to refuse to launch. Thursday was little better, initially a northerly force 3 although the sun did have the decency to shine for a while. Race 5 was shortened to finish after just the first triangle, Barker winning in a corrected time of under 40 minutes. Steimann had a corrected time 35 seconds behind him for second place, the best result by any of the Germans in the regatta.

James Hofman, the only one still using a spinnaker, failed to start in the four minute window but was able to stand the results on their heads for Race 6, another single lap race, by leading all the way and producing the fastest winning time of the regatta, corrected to three seconds under 40 minutes. This was with the wind having veered to 70°. The fleet were back on land in time for lunch.

The forecast for the final day looked uninspiring but the weather gave the best racing conditions of the week, southeasterly with cloudless sky. Race 7 enjoyed a full three lap course yet took only eight minutes longer than Race 6. Barker, Warren and Fenwick led all the way and finished in that order. Skinner, sailing Woods' *Black Betty*, provided entertainment between races by capsizing after the finish where the current attempted to push him under the committee boat.

The final race was not a good one for the Castle Cove pair. Fenwick, together with Marquardt, was over the start line, failed to respond to the recall and was disqualified, despite sailing the second fastest time, not that it affected the final regatta outcome. Barker established a healthy lead on the first lap but had technical problems on the second lap, after which he had to fight his way back to an eventual eighth place. This left room for some fresh blood at the front, Skinner, Warren and Everest taking the first three places.

With six results to count, this allowed the rare luxury of two discards. Barker, with five wins and only one result poorer than second place, showed he has taken control of the class, leaving fellow Castle Cove sailor Fenwick trailing in his wake. Steimann, in 7th place was the best of the Germans while Grigull, in 9th was the best female, including a couple of 5th places.

A full set of results in light conditions on the sea was something of a novelty, well appreciated.



Grigull acknowledges the finish signal.



Skinner finds a more comfortable seat.



Warren about to go about.



The final start with Fenwick and Marquardt over the line.



Hofman with the only asymmetric.



Steimann on CaliforniCation.



No doubting the interests of the German team.

- R1:** 1 S Barker, Castle Cove, 1:11:26. 2 M Fenwick, Castle Cove, 1:12:03. 3 P Robin, Hayling Island, 1:18:26. 4 C Everest, Hayling Island, 1:18:52. 5 A Warren, Aldeburgh, 1:19:05. 7 D Skinner, W Kirby, 1:22:08. 10 D Heaton, Hooe Pt, 1:24:58. 11 C Hampe, Hooe Pt, 1:26:02. 12 A Alston, W Kirby, 1:26:36. 13 J Hofman, 1:27:26. 14 S Fleming, W Kirby, 1:29:02. 15 P Smith, Filey, 1:29:22. 16 T Garvin, Queen Mary, 1:30:14.
- R2:** 1 M Fenwick, Castle Cove, 51:14. 2 S Barker, Castle Cove, 51:31. 3 A Warren, Aldeburgh, 51:55. 6 P Robin, Hayling Island, 55:00. 7 D Heaton, Hooe Pt, 55:06. 8 C Everest, Hayling Island, 55:09. 9 D Skinner, W Kirby, 55:13. 10 S Fleming, W Kirby, 55:51. 11 T Marquardt, Walton & Frinton, 55:57. 13 C Hampe, Hooe Pt, 56:51. 14 J Hofman, 57:10. 15 P Smith, Filey, 59:59. 16 T Garvin, Queen Mary, 1:00:58. 17 A Alston, W Kirby, 1:01:14.
- R3:** 1 S Barker, Castle Cove, 57:07. 2 M Fenwick, Castle Cove, 57:10. 3 D Skinner, W Kirby, 57:39. 4 A Warren, Aldeburgh, 58:50. 6 C Everest, Hayling Island, 1:00:04. 8 D Heaton, Hooe Pt, 1:02:21. 9 P Robin, Hayling Island, 1:05:27. 11 A Alston, W Kirby, 1:05:50. 12 T Marquardt, Walton & Frinton, 1:06:17. 13 C Hampe, Hooe Pt, 1:08:33. 14 S Fleming, W Kirby, 1:10:10. 15 T Garvin, Queen Mary, 1:11:08.
- R4:** 1 S Barker, Castle Cove, 1:03:03. 2 A Warren, Aldeburgh, 1:06:34. 3 D Skinner, W Kirby, 1:06:47. 5 M Fenwick, Castle Cove, 1:07:02. 7 C Everest, Hayling Island, 1:08:20. 8 D Heaton, Hooe Pt, 1:08:57. 9 P Robin, Hayling Island, 1:09:44. 10 S Fleming, W Kirby, 1:12:52. 11 P Smith, Filey, 1:13:53. 12 C Hampe, Hooe Pt, 1:15:16. 13 J Hofman, 1:15:24. 15 T Marquardt, Walton & Frinton, 1:19:09. 16 A Alston, W Kirby, 1:20:09. 17 H Warren, Aldeburgh, 1:43:16.
- R5:** 1 S Barker, Castle Cove, 42:50. 2 F Steimann, SSC, 40:19. 3 A Alston, W Kirby, 41:30. 4 P Robin, Hayling Island, 42:50. 5 M Fenwick, Castle Cove, 43:00. 6 S Fleming, W Kirby, 43:08. 7 A Warren, Aldeburgh, 43:23. 9 D Skinner, W Kirby, 44:14. 10 P Smith, Filey, 44:26. 11 T Marquardt, Walton & Frinton, 44:27. 12 C Hampe, Hooe Pt, 44:51. 13 C Everest, Hayling Island, 45:15. 14 T Garvin, Queen Mary, 45:46. 15 D Heaton, Hooe Pt, 48:27. 16 H Warren, Aldeburgh, 49:03.
- R6:** 1 J Hofman, 39:57. 2 S Barker, Castle Cove, 41:51. 3 P Robin, Hayling Island, 43:15. 4 D Skinner, W Kirby, 43:43. 6 P Smith, Filey, 44:32. 7 M Fenwick, Castle Cove, 44:38. 8 A Warren, Aldeburgh, 44:41. 10 A Alston, W Kirby, 45:17. 12 C Everest, Hayling Island, 47:57. 13 T Marquardt, Walton & Frinton, 48:22. 14 S Fleming, W Kirby, 48:33. 15 D Heaton, Hooe Pt, 48:54. 16 C Hampe, Hooe Pt, 52:04. 17 T Garvin, Queen Mary, 53:42.
- R7:** 1 S Barker, Castle Cove, 47:49. 2 A Warren, Aldeburgh, 48:28. 3 M Fenwick, Castle Cove, 49:14. 4 D Skinner, W Kirby, 49:58. 5 C Everest, Hayling Island, 50:30. 6 P Robin, Hayling Island, 51:30. 9 D Heaton, Hooe Pt, 48:54. 11 T Marquardt, Walton & Frinton, 52:35. 12 P Smith, Filey, 53:12. 13 C Hampe, Hooe Pt, 53:50. 14 J Hofman, 54:21. 15 S Fleming, W Kirby, 54:58. 16 A Alston, W Kirby, 55:57. 17 T Garvin, Queen Mary, 56:07. 18 H Warren, Aldeburgh, 59:46.
- R8:** 1 D Skinner, W Kirby, 1:00:00. 2 A Warren, Aldeburgh, 1:01:13. 3 C Everest, Hayling Island, 1:03:12. 4 P Robin, Hayling Island, 1:03:51. 6 D Heaton, Hooe Pt, 1:04:09. 7 C Hampe, Hooe Pt, 1:04:54. 8 S Barker, Castle Cove, 1:05:57. 11 J Hofman, 1:07:03. 12 P Smith, Filey, 1:07:07. 13 A Alston, W Kirby, 1:07:58. 14 T Garvin, Queen Mary, 1:08:07. 18 H Warren, Aldeburgh, 1:12:23.
- O/A:** 1 S Barker, Castle Cove, 7.0. 2 M Fenwick, Castle Cove, 18.0. 3 A Warren, Aldeburgh, 18.0. 4 D Skinner, W Kirby, 22.0. 5 P Robin, Hayling Island, 26.0. 6 C Everest, Hayling Island, 33.0. 10 D Heaton, Hooe Pt, 48.0. 11 A Alston, W Kirby, 65.0. 12 J Hofman, 66.0. 13 P Smith, Filey, 66.0. 14 S Fleming, W Kirby, 68.0. 15 C Hampe, Hooe Pt, 68.0. 16 T Marquardt, Walton & Frinton, 73.0. 17 T Garvin, Queen Mary, 92.0. 18 H Warren, Aldeburgh, 104.0.



Wraysbury take the senior men's 20 seat 200m final.

Wraysbury take over half the wins

National Championships

A grey day with some rain and a light headwind greeted dragon boat racers at Nottingham but conditions cleared up during the Saturday afternoon, unlike last year when a local thunderstorm brought an early finish to racing.

Saturday was mostly 200m races. The first grand final was the S20

open, taken by Wraysbury but including the new name of Chadwell Heath.

The S14 women's final was won by Soarcy Ladies, part of Soaring Dragons of Loughborough. The corresponding men's event went to Notts Anaconda, 0.15 second ahead of Amathus.

The S20 senior racing was for open and men's crews together,



The senior women's 14 seat 200m final goes to Soarcy



Wraysbury take the senior mixed 20 seat 200m final.



Bristol Empire and Secklow turn in the 2km race.



Steel City Beavers blocked at the second top turn as Bristol Empire pull clear.



A lot of effort goes into turning a dragon boat.



Amathus take the S20 mixed 500m final.



Close racing in the S14 women's 500m final, won by Wraysbury from Sourcy.



Another Wraysbury win in the S20 senior 500m final.



And another in the S20 open 500m.

Wraysbury winning from Shadwell, both open crews. Third place went to Kingston Royals, just 0.03 second up on Amathus, both men's crews. The mixed S20 went to Wraysbury again from Amathus and Soaring Red in third place.

The day ended with the 2km pursuit race. Wraysbury A had the fastest time but were one of the crews to pick up time penalties, typically for failing to stay outside turn buoys in the two lap race. This passed the win to their B team, these all open crews, 16 seconds clear of Amathus with Soaring Red third, the first men's team.

By Sunday morning the breeze had come round to being a tailwind with the sun still out for a pleasant autumn day of 500m races.

The S20 mixed grand final went to the usual suspects, Amathus, Wraysbury and Notts Anaconda.

Soarcy Ladies again won the women's S14 grand final from Wraysbury and Amathus. The men's equivalent went to Amathus from Power-ley and Thames Taniwhas, Chadwell Heath, Secklow and Yorkshire Sharks from Shipley completing the final start line. The senior S20 went to the only open crew, Wraysbury, from the men's Amathus and Kingston Royals crews in the next two places in the combined grand final.

The last race of the championships was the S20 open event, going once more to Wraysbury. Amathus and Notts Anaconda, again with Thames Taniwhas, Chadwell Heath and Soaring Dragons in the mix.

200m: S14W: 1 Soarcy, 1:00.03. 2 Henley, 1:00.11. 3 Wraysbury, 1:00.91.
S14M: 1 Notts Anaconda, 53.60. 2 Amathus, 53.75. 3 Thames Taniwhas, 55.88.
S20Mix: 1 Wraysbury, 52.94. 2 Amathus, 53.36. 3 Soaring Red, 54.31.
S20O: 1 Wraysbury, 51.12. 2 Amathus, 51.66. 3 Notts Anaconda, 52.05.
S20S: 1 Wraysbury, 52.72. 2 Shadwell, 54.39. 3 Kingston Royals, 55.22.
500m: S14W: 1 Soarcy, 2:32.84. 2 Wraysbury, 2:33.27. 3 Amathus, 2:36.59
S14M: 1 Amathus, 2:14.95. 2 Power-ley, 2:15.86. 3 Thames Taniwhas, 2:16.07
S20Mix: 1 Amathus, 2:10.27. 2 Wraysbury, 2:11.35. 3 Notts Anaconda, 2:13.26.
S20O: 1 Wraysbury, 2:09.37. 2 Amathus, 2:10.15. 3 Notts Anaconda, 2:10.98.
S20O/MS: 1 Wraysbury, 2:12.61. 2 Amathus, 2:16.10. 3 Kingston Royals, 2:20.11.
2km: S20O/Mix: 1 Wraysbury B, 10:09.26. 2 Amathus, 10:25.62. 3 Soaring Red, 10:46.85.

World Games anomalies

Having been an invitation sport at the World Games three times, dragon boat racing is an official sport this time at Chengdu but organized by the ICF rather than the IDBF. This is because the WGA will only accept sports bodies recognized by the IOC, which is perverse as the World Games are for sports not included in the Olympic Games. Also, the races are for small eight and ten crew boats, eight paddler boats not being an official IDBF category.

However, the IDBF and ICF have drawn up a Memorandum of Understanding with the IDBF being recognized as the organizing body worldwide and at all levels. The IDBF have signed it but the ICF have called for more time to consider it.



Smith/De Bilio and Payne/Bose leave the portage.

Elmbridge show strength in depth

Hasler Final

The Hasler Final was hosted by Worcester Canoe Club on the Severn. The first of the winter storms had already passed, leaving a pleasant autumn day with a light downstream breeze. The runoff had yet to arrive from the Welsh mountains so the half metre rise in the water level during the course of the day was hardly noticed.

More significant was the artificial portage. Jumping out into shallow water and running the portage was not too bad, carpet sections having been laid out in places. Steps had been cut into the bank for relaunching and these became wet and very slippery as racing progressed, especially for the faster boats around lunchtime, many competitors having to pick themselves out of the shallow water and empty out.

Henry Barker-Watson and Marcus Windsor produced a dead heat for



Division 8's K1 win. Avery/Thelwall beat Broughton/Bellofatto by four seconds in a final sprint for Division 5 K2s. The Division 6 K2s saw Stroud/Coenen-Petterson win by six seconds but the fight for second place saw Wickenden/Harper a second up on Martin/Davis.

There were just four Division 1 K2s, Smith/Cribbett, Russell/Stroud and Short/Freeland still together at the first portage but Short/Freeland being dropped over the next lap, Smith/Cribbett first over the line at the finish.

Harte/Kreft, Martyn/Allan and Tangelmayer/Hamilton broke clear of the rest of the Division 2 K2s, together at the first portage but Harte/Kreft pulling clear by the time they passed the portage, heading downstream.

The top K1 lead group were James How, Arthur Morley and William Roeser by the first portage. Roeser opened up clear water but the



Whitehead/Whitehead, second in Division 8.



C2s were part of the points gathering.



Ames/Looj, second in Division 9.



Betts-Odetayo and Price the first two Division 4 K1s.



Morley, Roeser and Simmons, most of Division 1.



Martyn/Allan and Tangelmayer/Hamilton, second and third Division 2 K2s.

others had closed the gap by the second portage, Morley being left behind and Roeser 11 seconds ahead at the finish.

Payne/Bose were first through the first portage in Division 3 K2s, pursued by Smith/De Bilio, O'Keeffe/Stroud and Visser/Preston-Bell, O'Keeffe/Stroud edging up to second place, the only change among the leaders.

The Division 2 K1s kept together in a large group initially, more so at the front than in most classes, Sam Dickson winning on the line by a second from Isaac Popham-Coveley with Cassian Payne a further seven seconds back.

David Gurney won Division 3 K1s by 12 seconds but George Hampton took second place from James Butler by just one second.



Russell/Stroud and Smith/Cribbett, the first two Division 1 K2s, leave the portage.



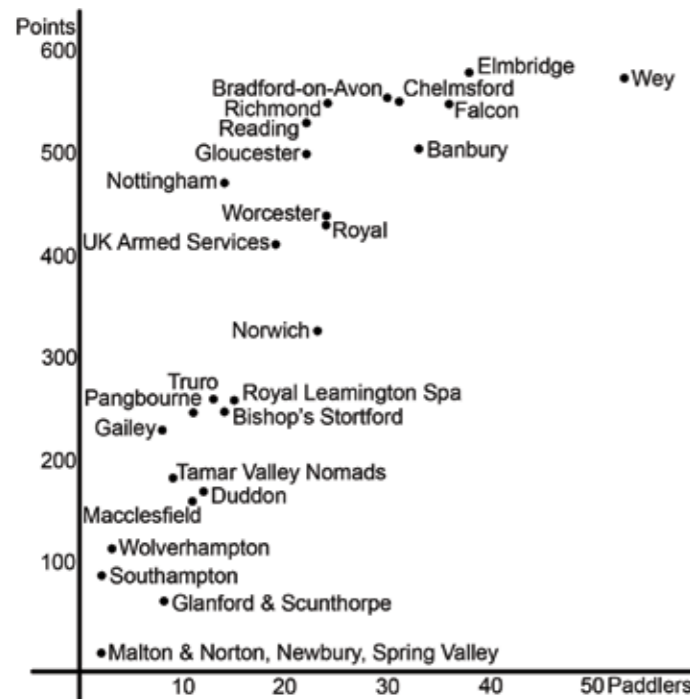
Smith/De Bilio, Teeuwen/Szabadvari, Nagy/Packer and Hall/Martyn.



Harte/Kreft, winning Division 2 K2.



How, second placed K1.



The bottom turn was moved upstream a little for the safety of the youngsters in the Geoff Sanders races. Olli Atkinson had Oliver Chitty with him at the Division A finish. Kornelia Ptasinska and Sophia Coenen-McIntyre each won by three seconds in the other divisions.

The points system is slightly complicated but those in lower divisions can add to their clubs' point scores as effectively as those at the top. Clubs needed both quality and quantity to score highly. Overall winners were Elmbridge, just six points clear of Wey.

- GSA:** 1 O Atkinson, Wolverhampton, 10:58. 2 O Chitty, Soar Valley, 10:59. 3 L Haytree-Blake, Wolverhampton, 11:14.
GSB: 1 K Ptasinska, Royal Leamington Spa, 10:51. 2 J Chitty, Soar Valley, 10:54. 3 M Hung, Wey, 11:00.
GSC: 1 S Coenen-McIntyre, Wey, 12:12. 2 R Holdcroft, Wey, 12:15. 3 D Taylor, Wey, 12:28.
1.1: 1 W Roeser, Wey, 1:15:44. 2 J How, Norwich, 1:15:55. 3 A Morley, Wey, 1:17:43.
1.2 - Adam Thomasson Trophy: 1 S Dickson, Falcon, 1:18:59. 2 I Popham-Coveley, Falcon, 1:19:00. 3 C Payne, Chelmsford, 1:19:07.
1.3: 1 D Gurney, Bishop's Stortford, 1:22:22. 2 G Hampton, Chelmsford, 1:22:34. 3 J Butler, Nottingham, 1:22:35.
1.4: 1 B Betts-Odetayo, Truro, 58:27. 2 B Price, Elmbridge, 58:40. 3 O Reed, Royal Leamington Spa, 59:25.
1.5: 1 B Saxby, Reading, 1:00:57. 2 D Morton, Elmbridge, 1:01:38. 3 M Bates, Richmond, 1:01:41.
1.6: 1 N Stillwell, Bradford-on-Avon, 1:07:37. 2 A Golder, Nottingham, 1:09:22. 3 N Barat-Farkas, Elmbridge, 1:09:28.
1.7: 1 L Ratcliff, Falcon, 33:53. 2 O Jones, Elmbridge, 34:23. 3 M Unwin, Richmond, 34:33.
1.8: 1 H Barker-Watson, Royal, 35:40. 2 M Windsor, Bradford-on-Avon, 35:40. 3 D Watts, Wey, 36:58.
1.9: 1 A Gaussons, Chelmsford, 38:06. 2 G Cluble, Wey, 39:39. 3 R Williams, UK Armed Services, 39:46.
2.1: 1 Smith/Cribbett, Nottingham, 1:10:12. 2 Russell/Stroud, Chelmsford, 1:10:28. 3 Short/Freeland, Elmbridge, 1:11:59.
2.2: 1 Harte/Kreft, Falcon, 16:40. 2 Tangelmayer/Hamilton, Elmbridge, 17:19. 3 Martyn/Allan, Wey, 17:23.
2.3: 1 Payne/Bose, Chelmsford, 1:18:42. 2 O'Keffe/Stroud, Wey, 1:19:06. 3 Smith/De Bilio, Worcester/Royal, 1:19:38.
2.4: 1 Dunlop/Prior, Elmbridge, 54:21. 2 Burt/Bower, UK Armed Services, 54:58. 3 Mclusky/Larcombe, Falcon, 55:46.
2.5: 1 Avery/Thelwell, Bradford-on-Avon, 58:51. 2 Boughton/Bellofatto, Reading, 58:55. 3 Bracey/Conway, Southampton, 59:34.
2.6: 1 Stroud/Coenen-Peterson, Wey, 1:03:49. 2 Wickenden/Harper, Banbury, 1:03:55. 3 Martin/Davis, Bradford-on-Avon, 1:03:56.
2.7: 1 Westall/Statham, Pangbourne, 31:30. 2 Makin/Field, Bradford-on-Avon, 32:40. 3 Brock/Chester, Worcester, 32:44.
2.8: 1 Mackie/Ruwanpathirana, Elmbridge, 33:37. 2 Whitehead/Whitehead, Gloucester, 33:48. 3 Smith/Mclean, Banbury, 34:05.
2.9: 1 Steele/Docherty, Worcester, 36:44. 2 Ames/Looi, Richmond, 38:58. 3 Hills/Hills, Banbury, 39:18.
O/A - Hasler Trophy: 1 Elmbridge, 588. 2 Wey, 582. 3 Bradford-on-Avon, 564.



Cloe Wallace of Stafford & Stone A, second in C1.

Stafford & Stone unbeatable

Interclubs Slalom

Seven clubs and a club group entered a total of 11 teams from central England for the Interclubs championships at Cardington. The venue, Britain's first artificial slalom course, has recently been upgraded with new obstacle blocks.

Facilities for the event included a large marquee to shelter everyone from the rain which never arrived, just sunny intervals, mild temperatures and nothing worse than an occasional few minutes of breeze to waft the poles about, better than for much of the country.

Spectator numbers were high, especially on Sunday morning when a Parkrun brought hundreds of runners across the course.

Kayaks were for separate divisions from Premier to 3 plus veterans and there were single classes for C1s and for C2s. Teams were selections from those various categories.

There was plenty of flexibility with some competing in higher divisions than those in which they were ranked. In men's Premier J12 Leon Reeves was competing against veterans Steve Briggs and Alison Longhurst and pretty well every age group between while J10s Fane Dhamari and Aidan Backhouse picked up points for their clubs. The youngest competitor simply sat in the front of a C2, holding a paddle, while being paddled down the course by somebody rather more experienced.

On the first day Stafford & Stone A opened a commanding lead, the next three teams with a one point spread. This changed little on the second day, Viking just pulling clear for second place from Lee Valley, tied with Stafford & Stone's B team.



Viking, second placed women's team.



Stafford & Stone A, the winning women's team.



Second placed canoe team, Proteus A.



Stafford & Stone A's winning canoe team.



Winning Premier K1, Mayer.



Schuricht was placed second in Division 2 for Viking.



Stafford & Stone B's top K1 paddler.



Roden of Stafford & Stone A, winning Division 2.



Veteran Darby-Dowman of Shepperton and Holme Pierrepont.



Martin, winning Division 3 for the A team.



Neave, Stafford & Stone A's winning Veteran.



Campbell-Bryan, one of the Sharks in Division 3.



Kent of Proteus A, the winning women's C1.



Wallace of Stafford & Stone.



Hayden of Break Out A, second in women's Division 2.



Dixon of Stafford & Stone B, second in C1.



Holme Pierrepont's winning C1.



Harratt/Harratt of Stafford & Stone A, second in C2.



McKenna/Miller of Stafford & Stone B winning C2.



Glendenning/Morgan of Proteus B, an interesting approach to C2.

- K1WP:** 1 S Forster, Holme Pierrepont, 96.6. 2 A Williamson, Stafford & Stone A, 102.5. 3 E Chaffe, Lee Valley, 103.8.
- K1W1:** 1 I Skinner, Holme Pierrepont, 104.9. 2 E Wallace, Stafford & Stone A, 106.4. 3 L Williamson, Stafford & Stone B, 110.7.
- K1W2:** 1 A Saunders, Stafford & Stone A, 18.9. 2 A Hayden, Break Out A, 114.3. 3 F Roden, Stafford & Stone B, 115.8.
- K1W3:** 1 J Sparrow, Viking, 125.7. 2 C Mannering, Stafford & Stone A, 127.0. 3 L Hands, Proteus A, 133.7.
- K1MP:** 1 T Mayer, Stafford & Stone A, 74.3. 2 H Kirby, Stafford & Stone B, 77.8. 3 A Cleator, Holme Pierrepont, 81.1.
- K1M1:** 1 L Dedman, Lee Valley, 87.2. 2 D Weston, Stafford & Stone A, 90.0. 3 J Stephens, Viking, 92.9.
- K1M2:** 1 W Roden, Stafford & Stone A, 95.4. 2 C Schuricht, Viking, 96.5. 3 M Paul, Proteus A, 103.1.
- K1M3:** 1 G Parrott, Stafford & Stone B, 117.2. 2 F Martin, Stafford & Stone A, 118.0. 3 L Parson, Lee Valley, 118.5.
- V:** 1 R Neave, Stafford & Stone A, 81.2. 2 H Darby-Dowman, Shepperton/Holme Pierrepont, 96.6. 3 J Christie, Break Out A, 100.4.
- C1W:** 1 K Kent, Proteus A, 103.1. 2 C Wallace, Stafford & Stone A, 104.9. 3 L Reeves, Lee Valley, 111.5.
- C1M:** 1 G Keen, Holme Pierrepont, 87.3. 2 A Dixon, Stafford & Stone B, 92.3. 3 W Mayer, Stafford & Stone A, 93.3.
- C2:** 1 McKenna/Miller, Stafford & Stone B, 103.3. 2 Harratt/Harratt, Stafford & Stone A, 117.1. 3 Stegeman/Reid, Proteus A, 119.1.
- K1WP/1/MPT:** 1 Holme Pierrepont, 111.5. 2 Stafford & Stone A, 115.4. 3 Matlock, 121.2.
- K1W1-3T:** 1 Stafford & Stone A, 133.7. 2 Viking, 137.9. 3 Stafford & Stone B, 143.4.
- K1M2/3/VT:** 1 Lee Valley, 130.7. 2 Proteus A, 132.0. 3 Stafford & Stone A, 133.0.
- CT:** 1 Stafford & Stone A, 128.2. 2 Proteus A, 139.9. 3 Viking, 141.2.
- O/A - Nomad Cup:** 1 Stafford & Stone A, 28. 2 Viking, 68. 3 Lee Valley, 72. Stafford & Stone B, 72.



Aberfan defend against Cherwell.



Granite Dons defend against Kingston A.

Irish mixed fortunes in Yorkshire

Joy Davis Hull International

The Joy Davis Hull international tournament was hosted by Kingston Kayak Club on the Dacre lake near Beverley. A shortage of top teams was compensated for by an excellent turnout of home teams away from the cutting edge, northern England, the more outlying parts of Scotland and south Wales being particularly well represented. There was nobody from Friends of Allonby and Dragon had only a B team but the international side was supplied by the Irish, no less than five teams from Mullingar, who had already been to Helmond, and White Water Kayak Club on the Liffey.

Four pitches were used over the weekend, three on the sheltered side of the lake but pitch 3 on the exposed side approached unplayable for a time as a stiff breeze increased in intensity for a while on Saturday.

The main difficulty was for the referees, there being only two full length pontoons on the lake so referees were having to dodge along the shoreline, stand on single short pontoons or even ref from kayaks. Off the water, conditions were excellent, camping, parking and superior toilets close by, a continuous waterside barbeque and a restaurant overlooking the main pitch.

There was a hiccup in the season's fine weather but Sunday's threatened thunderstorm developed to no more than a sudden intense shower. Sunday afternoon did see an influx of small flies, not biting, just uninvited.

Overall it was a welcoming event where any shortcomings could be accepted.

A web of fixtures saw Mullingar 1 take the pitch 2 final 7-3 from



Liverpool University Old Gits v Mullingar 1.



Swansea 2 v Exeter University.



Mullingar 5 v Red Rose Wiltd Petals.



Tees Tigers v Granite Dees and a swimmer.



Aberfan A v White Water.



Rhondda Rhinos v Highland Hobnobs.

Hull Mariners. Earlier, Mullingar had produced the most crushing score when they had beaten Viking B 15-0.

Pitch 3 saw Mullingar 2 come out on top, ahead of Mullingar 3, a pitch that had the rare spectacle of a Tees Tigers team member swim in

their match against Granite Dees from Aberdeen. Avon took the pitch 4 win from Sheffield University.

The pitch 1 final was between hosts Kingston A and White Water. As they warmed up, it was interesting to see how many of the Irish shots



East End A defend against Kingston A.



Pennine A v Aberfan A.



Meridian X v Kingston B.



Dragon B attack Cumbria Open.



Manchester A shoot against Cherwell A for a 2-1 win.



East End A beat Pennine A 5-2.



Kingston A beat v White Water 3-1 in the first division final.

at their own goal were failing to find their mark or saw balls being fumbled.

Once play got underway, however, the Irish took control, pinning Kingston to their end until Kingston eventually sank a goal which was not allowed because of pulling. Half a minute later they broke to an open goal for one that did count.

White Water again took control until midway through the half when Kingston had one shot bounce back off the frame and another intercepted. White Water had a couple of shots pushed wide and were then given a green card for a squabble. A couple of minutes later Kingston scored again but had a late attempt go low to reach half time two goals up.

The Irish took the initiative again in the second half but had five attempts blocked, one go low and one go high, during which time Kingston's two shots were blocked. Then Kingston broke from their end to fill the undefended Irish net. Another Irish shot went wide and a further one was blocked. Finally, White Water broke away to the Kingston goal to open their scoring but it was too late in the game. The only other incident of note was a Kingston shot behind the back which didn't work. It didn't need to. Kingston took a comfortable 3-1 win.

- 1:** Manchester A 2, Pennine A 2, Rhondda Rhinos A 1, Cherwell A 5, Aberfan A 2, WWM 2, Rhondda Rhinos A 0, Manchester A 3, Cherwell A 1, Pennine A 2, Manchester A 2, Aberfan A 1, WWM 5, Cherwell A 2, Pennine A 3, Rhondda Rhinos A 2, WWM 2, Manchester A 2, Aberfan A 5, Cherwell A 5, Rhondda Rhinos A 0, WWM 8, Pennine A 5, Aberfan A 1, Cherwell A 3, Manchester A 3, WWM 3, Pennine A 2, Aberfan A 2, Rhondda Rhinos A 2, White Rose A 1, E End A 2, Titans A 1, Granite Dons 3, Kingston A 9, Viking A 0, Titans A 3, White Rose A 4, Granite Dons 3, E End A 4, White Rose A 1, Kingston A 8, Granite Dons 2, Viking A 3, E End A 8, Titans A 3, Viking A 3, White Rose A 3, Kingston A 9, Granite Dons 0, Titans A 4, Viking A 1, E End A 1, Kingston A 8, Granite Dons 4, White Rose A 3, Viking A 2, E End A 6, Kingston A 5, Titans A 0, Rhondda Rhinos A 5, Viking A 3, Aberfan A 6, Titans A 2, Cherwell A 4, Granite Dons 3, Manchester A 3, White Rose A 0, Pennine A 0, Kingston A 7, WWM 10, E End A 0, Viking A 3, Titans A 2, Rhondda Rhinos A 2, Aberfan A 4, Granite Dons 2, White Rose A 1, Cherwell A 1, Manchester A 2, Pennine A 2, E End A 5, Kingston A 3, WWM 1. **O/A:** 1 Kingston A. 2 WWM. 3 E End A. 4 Pennine A. 5 Manchester A. 6 Cherwell A. 7 Granite Dons. 8 White Rose A. 9 Aberfan A. 10 Rhondda Rhinos. 11 Viking A. 12 Titans A.
- 2:** Viking B 0, Meridian X 8, Liverpool Univ Old Gits 0, Mullingar 1 5, Leeds A 5, Vikings 4, Viking B 2, Liverpool Univ Old Gits 5, Leeds A 1, Mullingar 1 3, Kingston B 3, Vikings 0, Viking B 0, Leeds A 6, Meridian X 7, Liverpool Univ Old Gits 1, Kingston B 3, Mullingar 1 4, Viking B 0, Kingston B 6, Meridian X 2, Leeds A 1, Vikings 0, Mullingar 1 4, Viking B 0, Vikings 4, Meridian X 1, Kingston B 3, Liverpool Univ Old Gits 0, Leeds A 5, Viking B 0, Mullingar 1, Meridian X 4, Vikings 1, Liverpool Univ Old Gits 4, Kingston B 8, Meridian X 4, Mullingar 1 4, Liverpool Univ Old Gits 3, Vikings 3, Leeds A 4, Kingston B 1, Cherwell B 0, Dragon B 7, Kingston C 2, Manchester Wildcats B 1, Hull Mariners 2, Meridian Black 2, Cherwell B 2, Kingston C 7, Hull Mariners 7, Manchester Wildcats B 2, Cumbria 0 2, Meridian Black 1, Cherwell B 0, Hull Mariners 6, Dragon B 5, Kingston C 3, Cumbria 0 5, Manchester Wildcats B 2, Cherwell B 1, Cumbria 0 4, Dragon B 2, Hull Mariners 3, Meridian Black 2, Manchester Wildcats B 2, Cherwell B 0, Meridian Black 2, Dragon B 4, Cumbria 0 1, Kingston C 0, Hull Mariners 3, Cherwell B 3, Manchester Wildcats B 2, Dragon B 2, Meridian Black 0, Kingston C 1, Cumbria 0 3, Dragon B 4, Manchester Wildcats B 0, Kingston C 2, Meridian Black 2, Hull Mariners 5, Cumbria 0 2, Viking B 3, Manchester Wildcats B 5, Liverpool Univ Old Gits 2, Cherwell B 1, Vikings 4, Meridian Black 3, Kingston B 5, Kingston C 0, Leeds A 4, Cumbria 0 0, Meridian X 3, Dragon B 2, Mullingar 1 7, Hull Mariners 3. **O/A:** 1 Mullingar 1. 2 Hull Mariners. 3 Meridian X. 4 Dragon B.

5 Leeds A. 6 Cumbria 0. 7 Kingston B. 8 Kingston C. 9 Vikings. 10 Meridian Black. 11 Liverpool Univ Old Gits. 12 Cherwell B. 13 Manchester Wildcats B. 14 Viking B.

3: Bingers 3, Mullingar 2 3, Penrith A 2, Exeter Univ 0, Swansea 2 7, Highland Hobnobs 0, Bingers 2, Penrith A 4, Swansea 2 3, Exeter Univ 0, Rhondda Rhinos 8, Highland Hobnobs 0, Bingers 0, Swansea 2, Mullingar 2 5, Penrith A 1, Rhondda Rhinos 2, Exeter Univ 4, Bingers 2, Rhondda Rhinos 4, Mullingar 2 3, Swansea 2 2, Highland Hobnobs 3, Exeter Univ 4, Bingers 5, Highland Hobnobs 2, Mullingar 2 2, Rhondda Rhinos 1, Penrith A 1, Swansea 2 4, Bingers 0, Exeter Univ 4, Mullingar 2 7, Highland Hobnobs 0, Penrith A 4, Rhondda Rhinos 4, Mullingar 2 3, Exeter Univ 1, Penrith A 3, Highland Hobnobs 1, Swansea 2 6, Rhondda Rhinos 0, Leeds L 0, Mullingar 3 3, Mullingar 4 4, Granite Dees 3, Tees Tigers 2, Blossoms 3, Leeds L 1, Mullingar 4 3, Tees Tigers 2, Granite Dees 1, Kingston L 2, Blossoms 2, Leeds L 0, Tees Tigers 5, Kingston L 2, Granite Dees 3, Leeds L 3, Kingston L 5, Mullingar 3 6, Tees Tigers 1, Blossoms 6, Granite Dees 0, Leeds L 0, Blossoms 7, Mullingar 3, Kingston L 1, Mullingar 4 3, Tees Tigers 0, Leeds L 1, Granite Dees 5, Mullingar 3 1, Blossoms 1, Mullingar 4 3, Kingston L 1, Mullingar 3 2, Granite Dees 1, Mullingar 4 2, Blossoms 0, Tees Tigers 3, Kingston L 5, Highland Hobnobs 1, Leeds L 2, Bingers 1, Tees Tigers 3, Rhondda Rhinos 4, Granite Dees 3, Exeter Univ 3, Kingston L 2, Penrith A 2, Blossoms 3, Swansea 2 3, Mullingar 4 1. **O/A:** 1 Mullingar 2. 2 Mullingar 3. 3 Swansea 2. 5 Blossoms. 6 Penrith A. 7 Exeter Univ. 8 Kingston L. 9 Rhondda Rhinos. 10 Granite Dees. 11 Tees Tigers. 12 Bingers. 13 Leeds L. 14 Highland Hobnobs.

4: Penrith L 2, Rhondda Rhinos Y 2, Manchester Wildcats W 3, Nottingham Univ 1 1, Penrith L 2, Manchester Wildcats W 5, Viking Valkyries 2, Nottingham Univ 1 0, Penrith L 0, Viking Valkyries 0, Rhondda Rhinos Y 0, Manchester Wildcats W 3, Penrith L 1, Nottingham Univ 1 3, Rhondda Rhinos Y 2, Viking Valkyries 2, Rhondda Rhinos Y 1, Nottingham Univ 1 1, Manchester Wildcats W 2, Viking Valkyries 0, Swansea 1 2, Titans Valkyries 0, Mullingar 5, Red Rose Wilted Petals 1, Swansea 1 1, Mullingar 5 1, Sheffield Univ 2, Red Rose Wilted Petals 0, Swansea 1 2, Sheffield Univ 4, Titans Valkyries 3, Mullingar 5 2, Swansea 1 2, Red Rose Wilted Petals 0, Titans Valkyries 1, Sheffield Univ 2, Titans Valkyries 5, Red Rose Wilted Petals 1, Mullingar 5 2, Sheffield Univ 3, Trentham 7, Penrith Y 0, Nottingham Univ 2 1, Pennine C 1, Trentham 1, Nottingham Univ 2 2, Avon 2, Pennine C 0, Trentham 2, Avon 2, Penrith Y 2, Nottingham Univ 2 3, Trentham 1, Pennine C 1, Penrith Y 0, Avon 9, Penrith Y 0, Pennine C 3, Nottingham Univ 2 6, Avon 6, Manchester Wildcats W 0, Sheffield Univ 3, Sheffield Univ 3, Avon 2, Manchester Wildcats W 1, Avon 3, Viking Valkyries 0, Swansea 1 2, Swansea 1 2, Nottingham Univ 2 4, Viking Valkyries 1, Nottingham Univ 2 3, Nottingham Univ 1 3, Titans Valkyries 0, Titans Valkyries 1, Trentham 3, Nottingham Univ 1 0, Trentham 2, Rhondda Rhinos Y 2, Mullingar 5 2, Mullingar 5 0, Pennine C 0, Rhondda Rhinos Y 1, Pennine C 1, Penrith L 0, Red Rose Wilted Petals 1, Red Rose Wilted Petals 1, Penrith Y 0, Penrith L 0, Penrith Y 2, Sheffield Univ 1, Avon 2, Nottingham Univ 2 4, Manchester Wild Cats W 5, Swansea 1 3, Viking Valkyries 2, Trentham 3, Nottingham Univ 1 1, Rhondda Rhinos Y 4, Titans Valkyries 3, Mullingar 5 2, Pennine C 1, Penrith Y 0, Red Rose Wilted Petals 2. **O/A:** 1 Avon. 2 Sheffield Univ. 3 Manchester Wildcats W. 4 Nottingham Univ 2. 5 Swansea 1. 6 Viking Valkyries. 7 Trentham. 8 Nottingham Univ 1. 9 Rhondda Rhinos Y. 10 Titans Valkyries. 12 Pennine C. 13 Red Rose Wilted Petals. 14 Penrith Y. 15 Penrith L.

American ban

Travel restrictions to the USA were placed on residents of nearly a score of countries in June by Donald Trump and we have lost track of how many it is now. These restrictions will not apply to competitors in major sporting events, including the 2028 Olympics.

Olympic schedule

The 2028 Los Angeles Olympic Games will see slalom and kayak cross take place at Oklahoma City's Whitewater Center over Jul 14th-22nd. Sprint, in which Britain did not have any participants in Paris, will take place at Long Beach's Marine Stadium over Jul 25-29th.

Back then

50 years ago



- * The Vyrnwy, Clywedog and middle Wye were being considered for a wild water race series.
- * Mixed C2 was to be dropped from the world slalom championships.
- * The Wendover Arm was to be restored to a depth adequate for canoeists.
- * Kevlar had been discovered with a higher specific tensile strength than any other known material.
- * Mike Jones, Mick Hopkinson, John Liddell, Rob Hastings and Dave Manby undertook the first British descent of the Otztaler Ache from Ache to Soldern.
- * British paddlers were being encouraged to attend three wild water races and open national slalom championships in Northern Ireland.
- * Chester Sailing & Canoeing Club received appreciative letters from Gwynedd County Council and North Wales Police after running two major slaloms on the Tryweryn.
- * Colin Ralph, a noted young slalomist, wild water racer, Exe Descent winner, polo player and sea kayak paddler, was killed in a road accident.
- * The Mittenwald Race on the Isar was approached on a private road with a toll equivalent of £7 for every practice run (1975 prices).
- * An experimental slalom run by Mark Markham at Linton Locks involved repeated knockout rounds and there was also a two man team event with competitors needing to remain within two gates of each other, difficult for judges.



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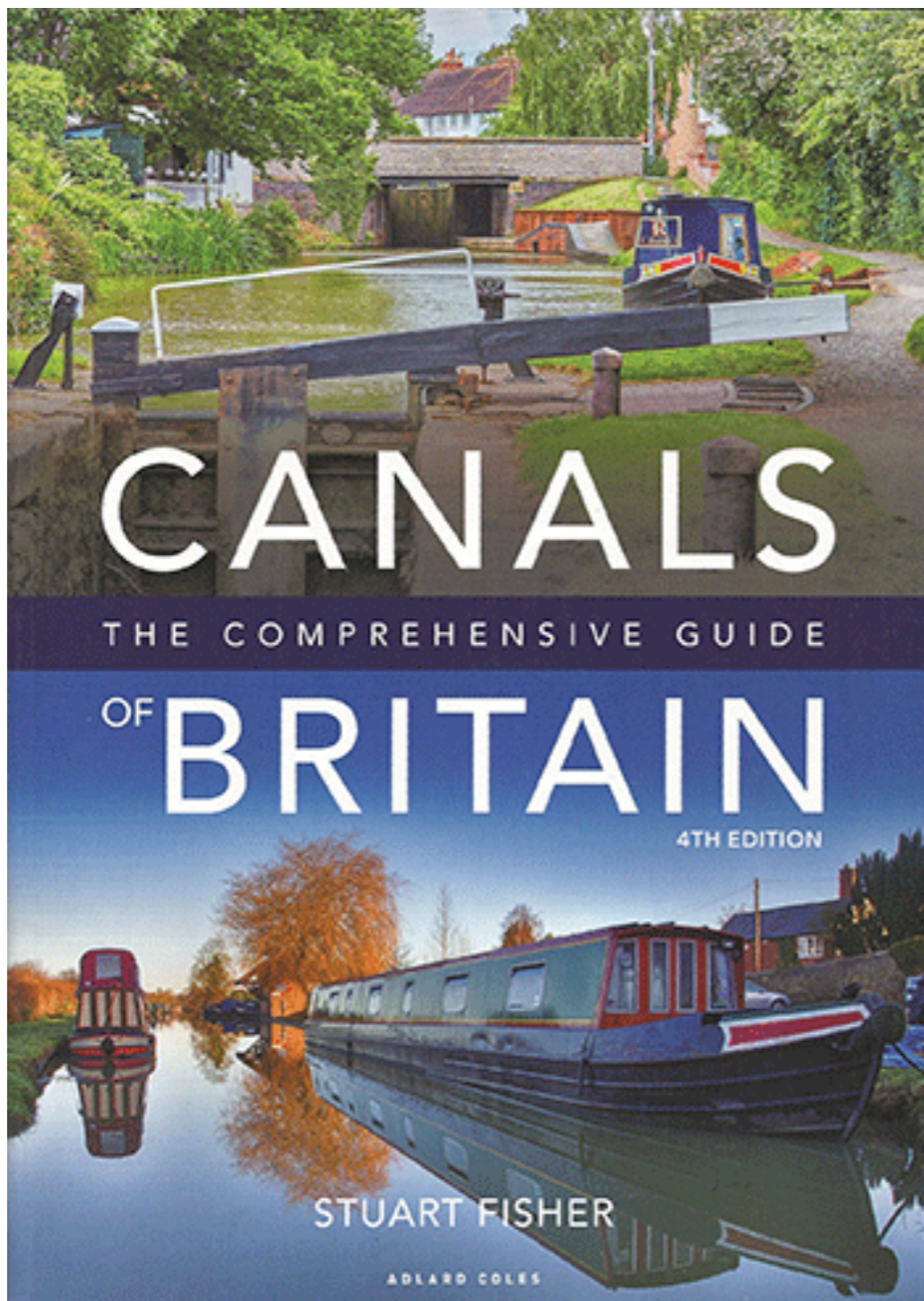
Based on the acclaimed canal guide series in *Canoeist*, this is a comprehensive and absorbing survey of Britain's canal network and provides a fascinating insight into the linked up waterways as well as the isolated cuts and quiet waters which may not be navigable by larger craft.

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This third edition is updated and with 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.

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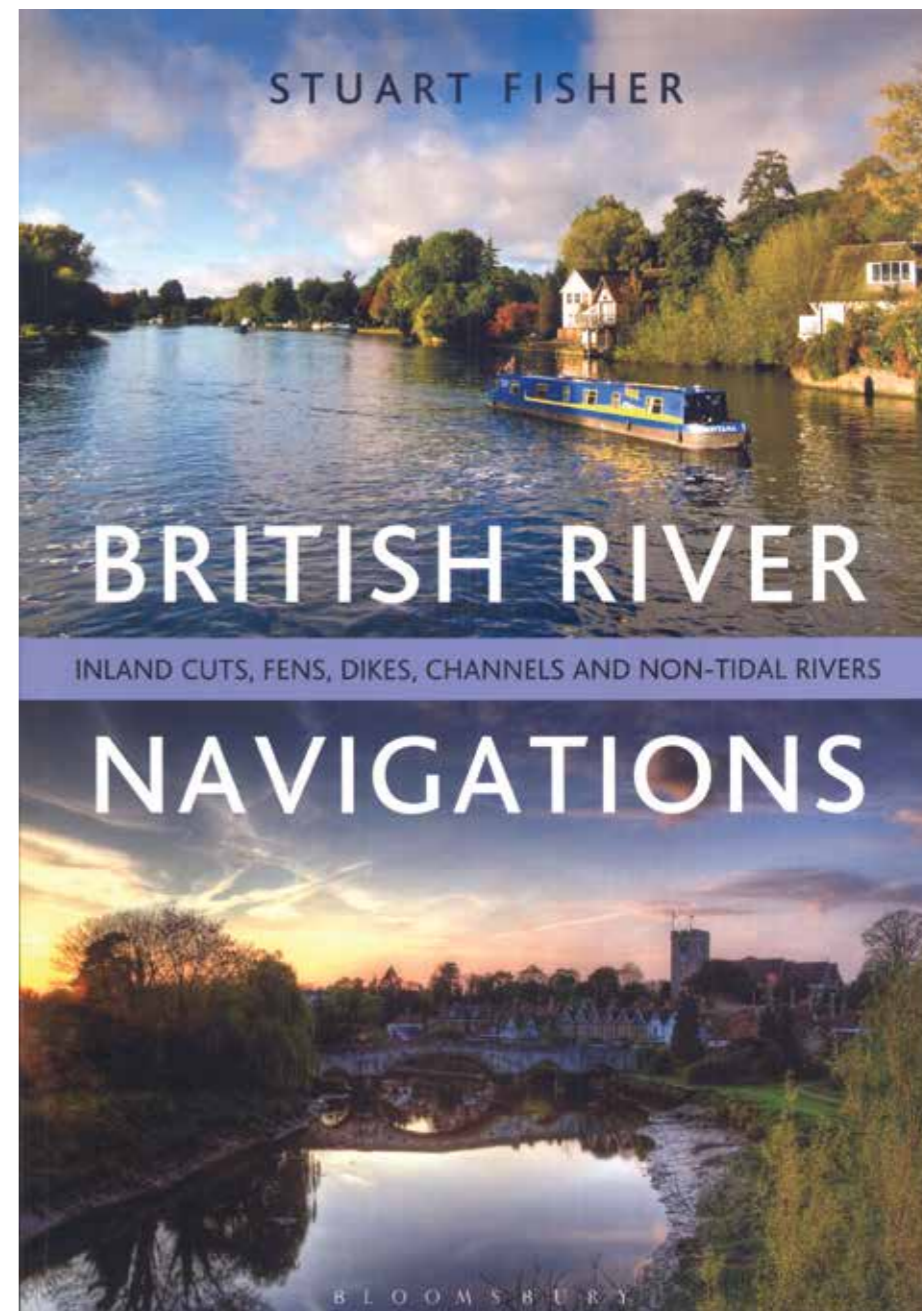
Developed from the guides in *Canoeist*, this book is similar in format to the best selling *Canals of Britain*.

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.

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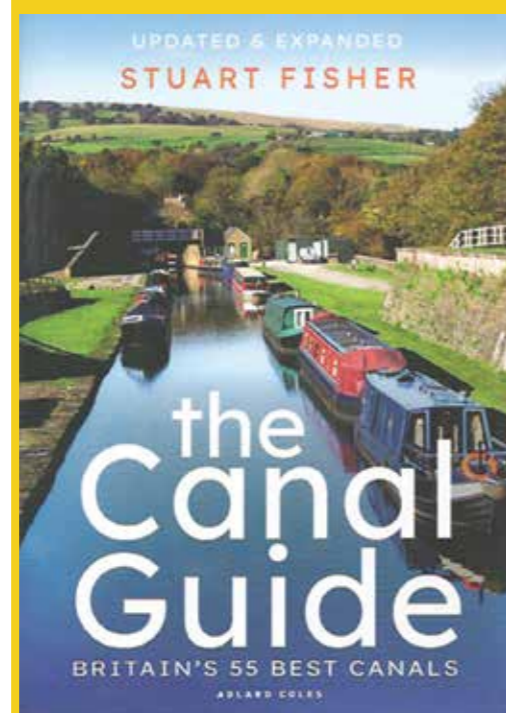
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'a separate volume on navigable rivers appeared in 2013. The two together could be considered a comprehensive catalogue of the full navigable network... there's no denying its diligent authority and it deserves a place in every enthusiast's home library' - Andrew Denny, *Waterways World*

'brings this massive overview of the network bang up to date... it is described by the publishers as the most comprehensive and absorbing survey of Britain's canal network ever published - and I don't doubt that claim... to be dipped into and enjoyed whenever planning your cruising programme' - Janet Richardson, *Towpath Talk*



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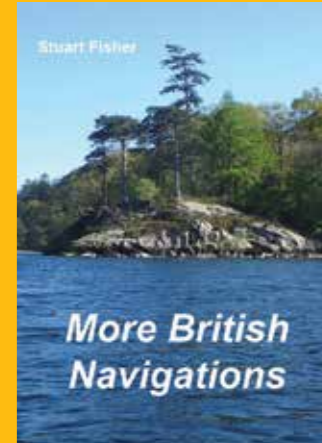
Review of second edition:
'There have been numerous guides published to the inland waterways network of England and Wales, but you might sense that this one could be a little different... And you'd be right. This isn't a typical waterways guide' - *Canal Boat*

'the perfect resource for anyone planning a day out or a longer holiday along Britain's wonderful waterways network' - Alison Alderton, *Towpath Talk*

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'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*



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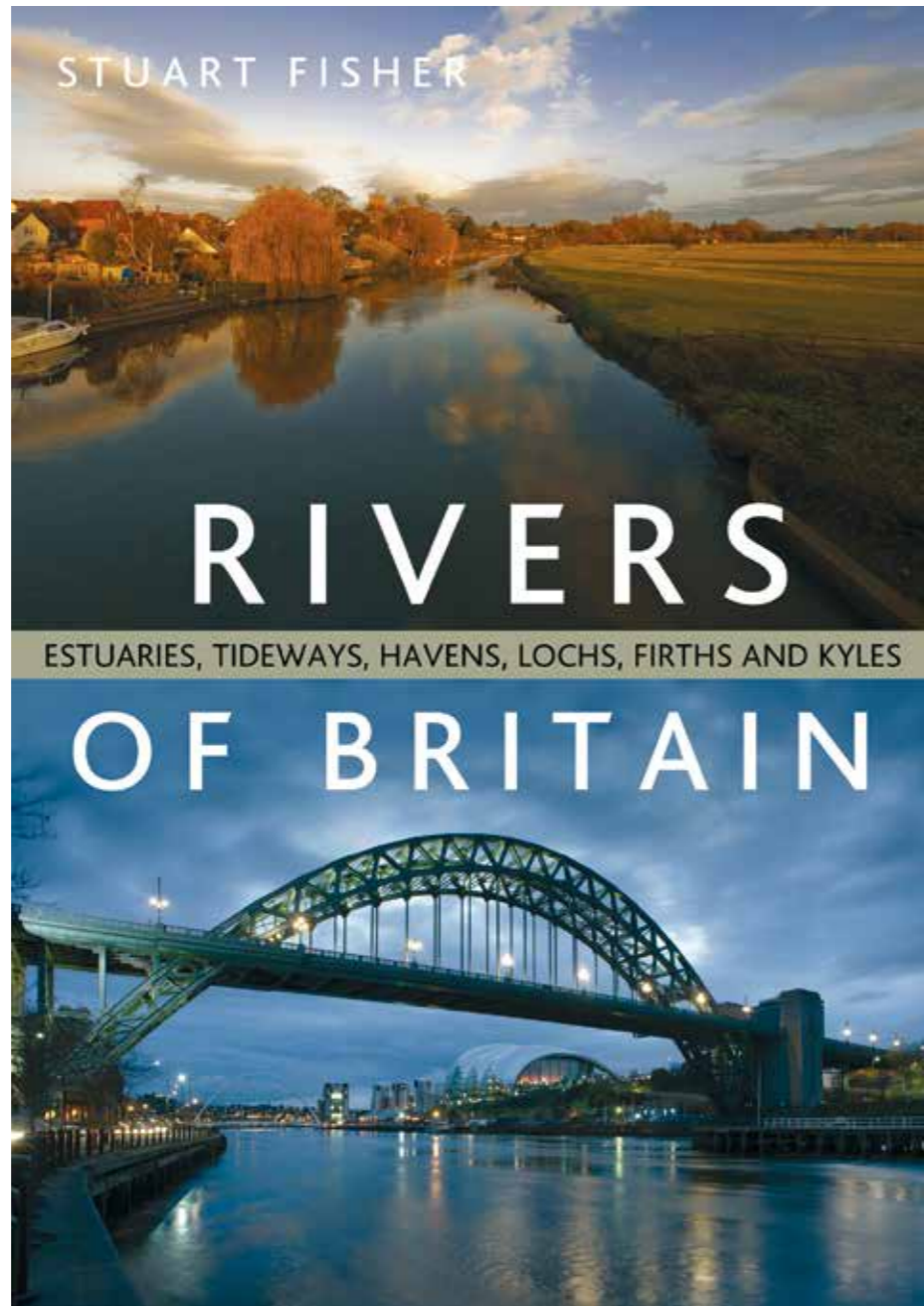


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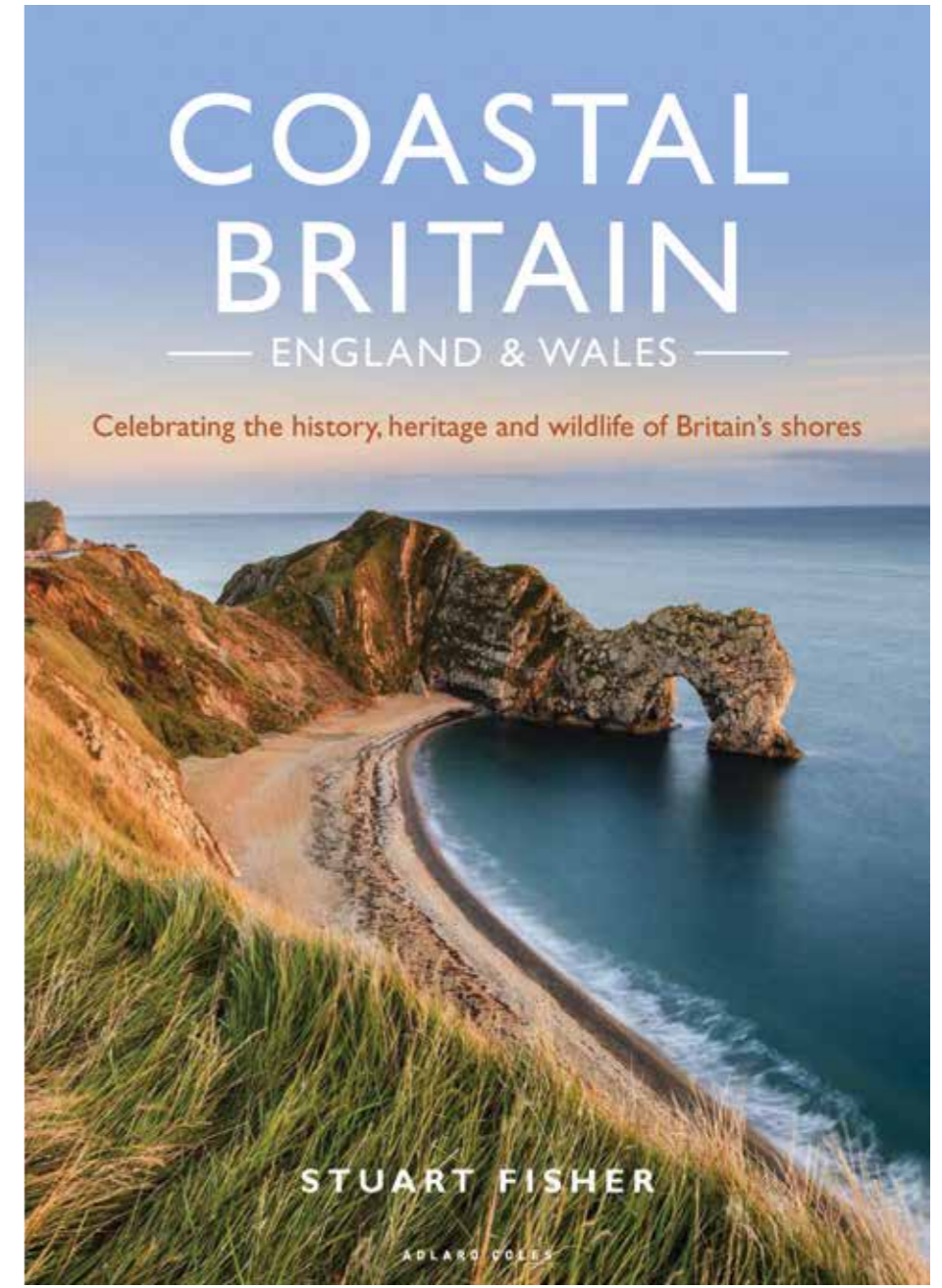


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From Berwick to the Solway, from the clear blue waters of Cornish bays to the tempestuous seas around rugged Pembrokeshire headlands, *Coastal Britain* journeys around the varied shorelines of England & Wales.

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'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*

'The same superb A4 size as used in *Inshore Britain*.' - Paul Caffyn, *Journal of the Tasmanian Sea Canoeing Club*





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Scotland has perhaps the most diverse and attractive coast in Europe although not always the easiest. The Corrieveckan is one of the largest whirlpools in the world, the Pentland Firth has some of the fastest currents in Europe, the Mull of Kintyre and Cape Wrath are a long way from civilization and some of the biggest surf in Britain is found along the north coast. Navigation aspects are covered fully.

Yet it is a coastline which is unbelievably beautiful, much of it wild with secluded places. From deserted sweeps of sand to rugged cliffs, from exposed headlands to sheltered sea lochs, from eagles to whales it is an endlessly fascinating coast.

Coastal Scotland visits all the coastline, including the larger inshore islands, the history, heritage and culture, architecture and engineering, flora and fauna, art and literature, the full spectrum of facets that make each stretch of coastline so special.

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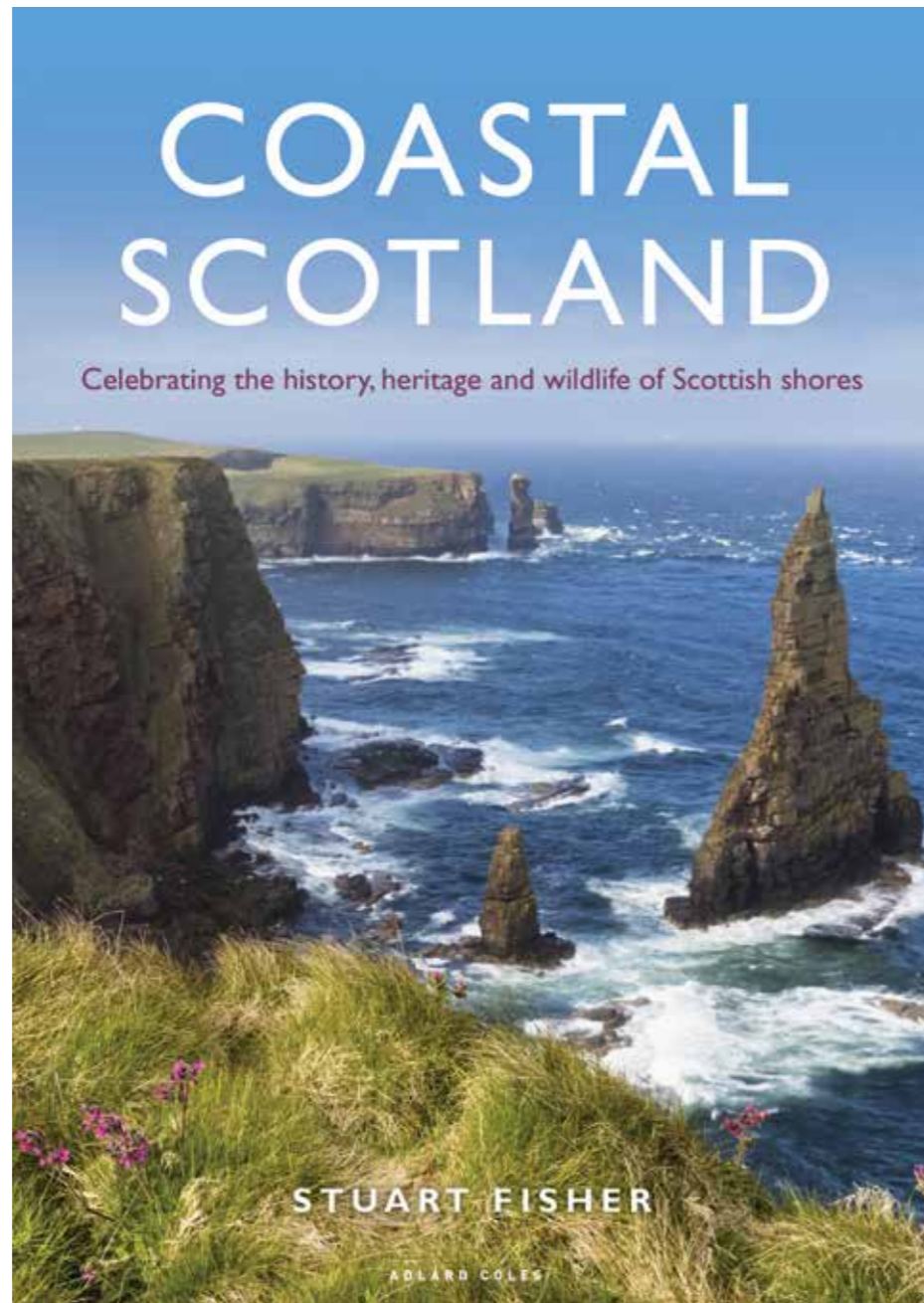
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This book features 50 lochs, both inland and sea. Some have been featured in *Canoeist* as guides or parts of guides but most are taken from a completely new study. They are generally the larger ones but not so large that they become open coastline. They are accessible by public road without the need for long carries to get on and off the water.

They do not include lochs which require commando techniques to access. Neither do they include the less interesting ones used for water storage which leave wide bands of dead grey rock along the shoreline for much of the year when drawn down.

Only three of these 50 lochs are Foxys.

Size 220 x 190mm

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340 photographs

51 maps

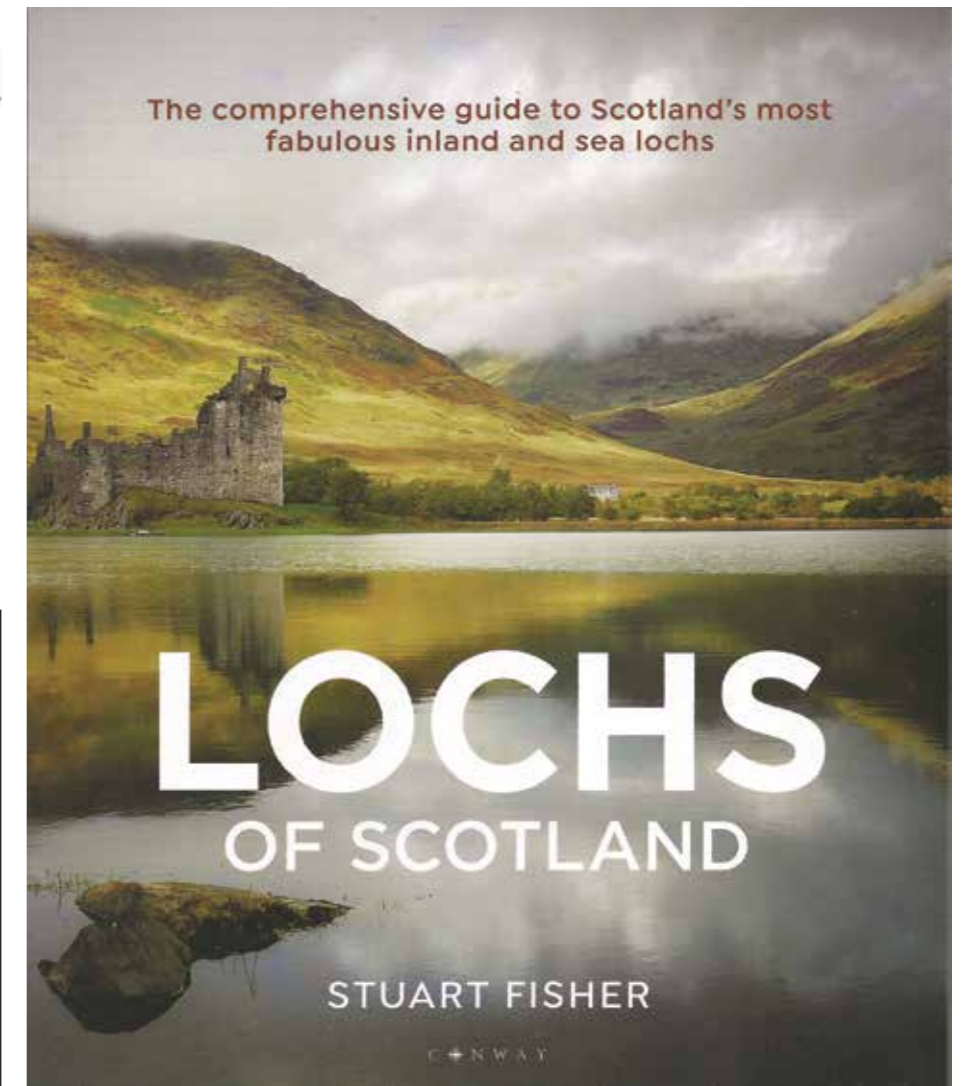
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'From spectacular coast to mountain nooks, this inspiring book showcases 50 of the most interesting lochs that frame the landscape of Scotland... it's packed with maps and information on local facilities, and is the perfect guide for anyone wanting to know more about these iconic locations.' - *Countryside*

'Author and canoeist Stuart Fisher has compiled a comprehensive guide to 50 of Scotland's lochs in his new book' - *The Scotsman Magazine*

'well catered for in this new guide to Scottish lochs... Packed with detailed maps, local facilities and photos, the guide is peppered with insights - from the history of clan warfare to more modern military activity.' - *Nautilus Telegraph*



'Dramatic photographs and maps complement a fascinating survey of Scotland's diverse coastline. Fisher has provided a treasure trove of interesting facts and knowledge' - *The Scots Magazine*

'With detailed maps and evocative photography, *Coastal Scotland* will have readers itching to explore this rich and fascinating stretch of coast' - *Countryside*

A brilliant addition to Stuart Fisher's series of observations from his sea kayak, possibly even better than last year's England and Wales volume. Refreshingly, Fisher is not interested in analysing his inner journey, only in recording what he learns... A wealth of unexpected fact on every page. Highly recommended.' - *Yachts & Yachting*

'The numerous colour photos make one want to head off to the coast and explore immediately... I'd recommend this book for its interest and enjoyable mix of facts and stories. I enjoyed revisiting places I know well and those I am yet to visit.' - Cically Oliver, *Towpath Talk*

'there's more than enough detail here to satisfy anyone who longs for Scotland's shores... His kayak noses into places which may not have been seen before and, almost certainly, they will not have been photographed either' - Roger Butler, *Scottish Islands Explorer*

'Each page is lavishly illustrated... With up to six photos per page, how Stuart kept track of photo locations and managed to cluster them in geographic order impresses me no end' - Paul Caffyn - *Journal of the Tasmanian Sea Canoeing Club*

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Which book?

This visual index gives a quick guide to which waters are included in each book. Some, such as some of the sea lochs, appear in more than one book.



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