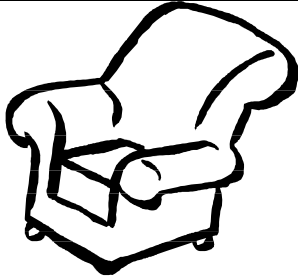




Waterfront

Issue 95

Sept03



From the Chair...

It's only three years', someone said to me cheerfully after I had been cast as your new chairman. Eagerness mixed with no small measure of apprehension I admit was my initial reaction, and yet looking back now it has not been that bad after all! I have been well supported by an excellent team of paddling enthusiasts and we have all collectively achieved much in a short space of time.

I was very proud to be, I think, 'at the right place at the right time' to take the club to a new level with the Mytchett Boat Store. We moved from the organised chaos of Tuesday evenings at Fleet to a new chaos at Mytchett, and I know which one I prefer!

I wish the new chairperson every success and will naturally continue to support the club in any way I can. I have certainly enjoyed my stint at the helm and thank everyone

for their sterling support over the last three years. See you on the water!

Richard Somerset

Account Auditing

The Club's Financial Year End is 30th June and once the Treasurer has prepared the accounts they have to be audited ready for the AGM in October. Each year is a struggle to find someone willing to Audit the accounts for us on a 'pro gratis' basis (although we do usually come up with a bottle of something appropriate). Is there a club member qualified, and willing, to take on the job of Auditor for us? Or do you know someone outside the club that would be prepared to do it? We are O.K. for this year, but will be looking for someone to do it after June 2004. Please contact the Treasurer, Alan Small, if you can be of assistance.

Alan Small 01252 672693

Boat Store Update.

Spaces are still available to store your boats, contact Lee for more details. It costs only £15 p.a. for a single or £30 for a double or open Canadian.

Lee Matthews 01428 714090

Pool Sessions

Pool sessions are now run by Keith Ambrose. If you want to book a place or ask any questions then you can contact him on the numbers below. The times have changed with the Polo session starting at 6pm. Two further training sessions follow, ending at 8pm.

Home number 01252 523579
Mobile number 0776 263 3098

E-Mail

keith.ambrose@ntlworld.com.

CONTENTS

- 2 Child Protection**
- Henley Tour**
- 3 Thames & Stokes Bay**
- 4 Sloe paddling**
- Thoughts on being a veteran**
- Looking Back**
- 5 Hints to beginners**
- 7 Marathon**
- Bartering lives on**
- 8 Hare and Hounds**
- Editors Bit**
- 9 Calendar**

THE COMMITTEE

A new committee will be elected at the AGM on Friday 17th October. Come along and chose who will represent your views for the next year.

Child Protection Officer

As a family club BCCC is committed to safe guarding the well being of its children so they can enjoy what is a great sport free from concerns. It is important to all running the club that the BCCC remains friendly an informal, however along with most family clubs we are now adopting more robust policies in relation to Child protection and Harassment.

In line with BCU policy the club has decided to move forward with a full CRB check for all club officials and coaches directly involved with children. This group contains Coaches, 'Club chairman', 'Youth co-ordinator', 'Child Protection Officer' and Mentors of K1 or K2 boats. (Anyone that could share K2 boats or supports K1 independently with children under 18.)

In addition to this we are also now requesting a basic self-disclosure from all other volunteers associated with the clubs events and activities that are not included above. Even duties such as getting children in and out of boats could lead to the vulnerability of the children

we support. As such volunteer status and involvement is now being formalised with all helpers. The Aim is clear in that we put off people using the club for anything inappropriate. Please contact me if you are a volunteer involved with children and I will support you through the process. It's relatively simple and all costs are supported through the BCU. This will be a large administrative process but we are aiming to ensure that all coaches and volunteer declarations are in place ready for the next season of junior activity.

We have also recently placed this poster at the boathouse with respect to photography. The club recognises It is important that we can celebrate our children's successes and looking over family photos is an important part of this. The only request here is that you let the organisers of club nights and events know if you intend to take photos or videos, so we can better manage what's happening on the riverbank.

PHOTOGRAPHY



In line with both the NSPCC and British Canoe Union policy, the club would be grateful if all parents or supporters contact the event organiser before undertaking any video or zoom photography during any club events.

Finally I see the role of the CPO as one that supports what are a strong group of coaches in developing confidence by recognising the abilities of the children in the club. With the renewed focus on Youth at Mytchett this year, many of the children have made enormous progress thanks to Paul and all the Volunteers and Coaches involved.

Jon Mudd 01252 629800

TRIPS AND TOURS

Henley 2003.

Armed with champers, strawberries and cream, sun hats and lots more goodies, we assembled at Wargrave to paddle down to Henley for the gathering of the year. Anyone who is anyone attends this British tradition so we were in good company!

We all agreed that five Canadians in convoy is much more impressive than a gin palace full of 'Hooray Henrys'. The hour long trip downstream through a pretty cutting was shady and peaceful, and then through Henley Lock. Henley town in all its glory lay ahead. Our convoy included: Paul & Julie, Chris & Debbie, Paul & Tina, Charles & Katie and Richard & I.

We all managed to moor right beside the finishing line and spent a very pleasant afternoon immersed in the 'intoxicating' atmosphere. The racing was thrilling and we had a grandstand view.

Not to be out done by the variety of musical tastes wafting from various craft we enjoyed (courtesy of Chris B) a selection of 20's style 78's including the talented Mr Noel Coward, all played on a 'windup' gramophone. Well, one has to enter the spirit of things doesn't one?

The down side of mooring in the centre of a river is that strong bladders have to be the order of the day, especially after all that quaffing of Champagne.

Early evening and suitably mellowed saw us heading back upstream markedly less vigorously than in the morning. After a long wait to enter the lock we returned to Wargrave and our waiting cars.

Supper was fish & chips in Twyford before piling onto the train back to Henley for the evenings festivities. The main entertainment was the fabulous firework display and witnessing hoards of people trying to walk in a straight line....highly amusing! A long day but we all agreed, great company and a great day.

Pauline Somerset

Putney to Festival Pier on The Thames

On Saturday 7th June, Brian and Anne Biffin took 7 Scouts and Explorer Scouts kayaking on the Thames. The idea was to be at Brian's house at 8.30 a.m., but Linford didn't make it until 9.30 (slept in!). We left at about 10 o'clock, and an hour later got to Putney Bridge in West London, about 4 to 5 miles as the crow flies from Central London.

After changing and sorting out our boats, we got on the water at 11.30, to go eastwards, with the tide. As we went, lots of pleasure boats went past us, which meant we could paddle across the waves they created. The number of boats increased as we got further into London. For most of the first 2½ miles, there were just warehouses lining both sides, but as we went around the corner and under the Battersea and Albert Bridges, this suddenly changed as we saw lots of the major London landmarks. Battersea

Park was on our right, with the Chinese Temple overlooking the water. As we went around the next bend (by Vauxhall Bridge), we saw more recognisable buildings, like the Houses of Parliament and Big Ben on the left and the London Eye on the right. From the river, very low down in our kayaks, these seemed enormous.

As the tide was getting slower and there was a nice shingle beach, we decided to stop for lunch just before we came to Festival Pier. After lunch, we walked around on top for a while, waiting for the tide to turn, and, no, we weren't the only people wearing unusual clothes, because there were University lecturers wearing gowns for a presentation in Festival Hall.

We got back on the water after the tide had turned, and went back, past the Eye and the Houses of Parliament. It was harder going in this direction, because although the tide was with us, the wind was against us. We saw a 'frog' - these are buses that can go in water, or boats that can drive on roads, whatever way round you want it. It drove out of the water (with its left-hand indicator flashing!) up a slip road, and onto the main road that runs next to the MI5 building. We got to Putney Bridge soon after 5pm, tired and sunburnt. Overall, we covered about 13 miles. It was a brilliant day out, so thank you very much, Brian and Anne.

Richard Bennett, 29th Pondtail Scouts and Fleet Explorer Unit.

Stokes Bay, Gosport, Saturday 5th July

On Saturday 5th July, Brian Biffin took a few Scouts from the 29th Pondtail troop kayaking on the Solent. We got to the car park by the Gosport & Fareham Inshore Rescue Centre in the late morning, and before we went on the water, a man from the Inshore Rescue Centre showed us around. We saw their boats and the radios in the watchtower.

There were lots of ships moored in the sea, and we could see the Isle of Wight. We got into our kayaks shortly before midday, and paddled in the waves to and around Gilkicker Point. We couldn't go across the entrance to Portsmouth Harbour, or into Portsmouth Harbour, as the flood tide would

just wash us straight in and we wouldn't be able to get back out again, and there were lots of big ships. Shortly after Gilkicker Point we got off at the bank. There was a very small bit of beach, and Brian dragged us part way up the stone wall, out of the water. Then we pulled the kayaks completely up, on to the path, where we sat down and had lunch.

After lunch, we seal launched from the ledge, as the tide was coming in and there was no beach left. We then turned back towards Stokes Bay. This time the waves were much bigger, so we got a lot wetter. When we got back into Stokes Bay, we went a bit further out, in the hope of being able to go over some larger waves. They were a bit bigger, but were nothing very special. Then we went back ashore, next to the Inshore Rescue Centre, and got ourselves completely soaked by jumping in the water.

This was a very exciting day, as I haven't done a lot of sea canoeing before. It will be something I will remember for a long time.

(One of Brian's Scouts wrote this, but he didn't tell me who, if you know please let me know and they can get a mention in the next issue.)

Sloe Paddling

Chris Belton is running a repeat of last years Sloe Paddle. No. That is not a spelling mistake. The aim is to meet at Odiham wharf around 10.30am on 5th Oct armed with picnic, stable boat (preferably a Canadian because you can stand up in them) and as many Tupperware pots or icecream containers that you can find. There then follows a gentle paddle to the tunnel for lunch. On the return trip you can pick as much hedgerow fruit as you want for conversion to jams, pies and alcohol. chris@viscom.co.uk

WANTED

Roof rack to fit C reg VW Golf! Or any ideas to 'make' one to fit this car.(No gutters fitted) Tim Roper
TR198@Hotmail.com

Thoughts on being a veteran

"Though much is taken, much abides, and though
We are not now that strength which in old days
Moved earth and heaven, that which we are,
we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will,
To strive, to seek, to find and not to yield."

Tennyson

Looking back, a personal view.

I will always look back at the season of 2002/2003 with fond memories and central to my thoughts will be the conversion of the barn at Mytchett.

Dismantling the former structure and building the partition and single storage room was quite an event in itself. The air was alive with the banging of hammers, the squeal of electric screwdrivers, shouts of 'mind out below' and I must add, the occasional expletive! Many chip board panels and timbers were manhandled by the stalwart BCCC volunteers. Initially, I must admit, I thought the task too great for keen amateurs to tackle in our spare time but I was thankfully persuaded otherwise. The weather was gradually warming up by now and coats and gloves were being dispensed with. A subtle shade of Alpine green was agreed for the walls and a strong red was chosen for the floor 'to hide any blood stains' and to seal it. The BCA (Basingstoke Canal Authority) cut the doorways and hung the doors, the two way lighting switch, mains sockets and flood lights were added and the barn conversion was definitely taking shape. A scaffolding based boat racking was chosen over a wooden structure and recommended by other clubs. Yes, more expensive but versatile, strong and long lasting. The Tuesday evening season was fast approaching now but we managed to get most of our fleet of boats into the store before Tuesday 15th April, our first club night of the year. We were in and club nights would never be the same again!

Richard Somerset

On the theme of looking back, Richard also suggested that the following be reprinted in

Waterfront. Contrary to popular belief, Richard does not remember it from first time around, it has recently resurfaced in the Marathon and Sprint Racing Newsletter.(Ed)

1876 Canoeist Magazine –Vol 1

HINTS TO BEGINNERS ON THE MANAGEMENT OF A RACING CANOE.

Many articles and letters have from time to time appeared in the 'Canoeist', 'The Rowing Almanac', and 'The Field', and other sporting periodicals on the subject of canoeing generally, but I am not aware that any have more than casually touched upon the most difficult branch of the Art for beginners, i.e., paddling in a Racing Canoe. I hope, however, to be able to give the Canoeist who is not already acquainted with that branch, a few practical hints on the subject.

I shall commence by assuming that he is already able to paddle an ordinary Rob Roy. I mean by "able to paddle," not only able to get the canoe along by sitting in it, bent almost double, with his shoulders almost as high as his ears, holding his paddle loosely, and just dipping it into the water on each side in the form which is only too often seen on the Thames, and 'which brings discredit upon Canoeing generally; but I mean able to sit upright in the canoe, to keep his feet firmly pressed against the stretcher, to hold his paddle firmly, and, at the same time that all the strength of one arm is employed in pulling one blade of his paddle through the water, to use all the strength of the other arm in pushing the other end of the paddle away from the body, by which means he may get a really fair speed out of his canoe.

Being able to accomplish this, the beginner should hire as light a clinker built canoe as he can obtain; say one from about 17ft. to 18ft. in length, and about 20in. in beam, and proceed in the same way as he would in a Rob Roy, except that, until he feels perfectly at home in the new craft, he should avoid dipping his paddle deeply into the water, but should keep it as nearly horizontal as is consistent with his getting the blade into the water.

After about a week's practice in a canoe of this sort, the beginner should be able to get along at a very fair pace, and, what is more important, to do so without any perceptible unsteadiness or feelings of nervousness. He may then try the racing canoe. With reference however, to my advice as to hiring a light clinker built canoe, I must say that this is really one of the greatest difficulties that the beginner has to contend with (unless he is in the neighbourhood of one of the two universities, where any sort of canoe is

to be obtained on hire), for very few of the persons who let canoes possess anything lighter than a canoe of 16ft. long and 2ft. beam, which is really a very small step from the ordinary Rob Roy towards the racing canoe. If, however, the lighter one cannot be got, he may as well go to the racing craft from the Rob Roy at once; but I must remind him that in this case it is absolutely necessary for him to have a change of clothes handy, for he can hardly expect to avoid a spill or two.

A few words now about the racing canoe. Judging from some experience in using and watching the performance of several kinds, I believe the best dimensions are the following

Length 21ft. 6in. to 22ft.

Beam 18in. to 18 ½ in.

These dimensions of course varying according to the weight of the owner.

The canoe should be single streaked and of cedar throughout. The cedar decking enables a much stiffer canoe to be built, and adds nothing to the weight, which should be about 23lbs. The upright supports to the stretcher however, should be of oak and very strong; I have always found that, unless made strong and strongly supported, they are liable to give with any extra pressure; and, to say the least of it, it is awkward if that happens in a race, or when going a racing speed, unless the canoeist has any special wish to exhibit his powers of swimming. The stretcher itself should be high enough for the toes to press against it as well as the heels, and should when in position be nearly but not quite upright. The backboard should be fixed not swinging (as a swinging backboard may shift during a race), and should be strongly supported behind to prevent any chance of its giving. The canoe should have as flat a floor as possible in the middle, as if a racing canoe is not steady, the canoeist cannot do so much work as he otherwise would; and for the same reason I consider 18in as the narrowest beam advisable. The combing should be about 1 ½ in. to 2ins above the deck, and there should be a breakwater in front of the well, otherwise a passing steam launch, or even a moderate breeze might lose the canoeist all chance of a race. Several canoes 'have been built from 23ft. to 25ft. in length, and these may answer very well indeed provided that it is perfectly calm when they are used; but if there is the least wind it is almost impossible to keep them straight without a great deal of extra work being done on one side, and this causes of course considerable diminution in speed, so I feel sure that 22ft should be the extreme length.

In case the canoeist may not know where to get a good racing canoe built, I may mention that the best that I have seen were built by Waites, of Cambridge,

Dunton (Searle's builder) at Cambridge, and Vickers (I am a little doubtful as to how he spells his name), who builds for Messenger, at Teddington.

As to the paddle for racing, each canoeist must use his own discretion, as opinions differ so much on paddles; I have, however, found that one, 7ft 6in. long, made of light-wood, and with rather broad but not very long spoon blades, is about the best for getting speed out of a racing canoe.

So much for the canoe and paddle, now we must return to our canoeist.

He must get into his racing canoe and place himself as nearly as can be in the centre, with his back against the backboard, and his feet firmly pressed against the stretcher, which must be properly adjusted for that purpose. He may then push off gently from shore, and as soon as he has room, commence to paddle with short but not too quick strokes, and without stopping if he feels unsteady, remembering (as when trying the light clincher built canoe) to keep his paddle as nearly horizontal as he can do consistently with his covering the blade, and being very careful to get the blade of the paddle in square with the water, as if the paddle is put in such a position as to "dig" (i.e., to go deep into the water), the beginner is almost sure to capsize. A beginner always has a great tendency to stop paddling when he feels unsteady, and to try and balance himself; and this is about the worst thing he could do, as it is almost sure to cause him to go over: instead of stopping he should go steadily on, as the action of paddling is the best thing to cause him to recover his balance. If he wants to stop and rest, he must lay one paddle flat upon the water, but sloping a little towards the rear, so as not to catch the water; of course he must not lose his hold of the paddle. I should advise him to go on paddling in the way above directed for two or three days until he feels tolerably steady and that he has some command over his canoe. He may then leave off practising the short stroke, which I have advised purely for the purpose of his getting used to the racing canoe, and may try to get gradually into a style more suitable for getting speed out of his canoe. As in rowing so also in canoeing, there are many styles that have been adopted, but I have found the following on the whole tolerably useful.

The canoeist to get his paddle into the water as far forward as he can reach without moving his back away from the backboard (the average distance would perhaps be about a foot in front of the stretcher), to pull the blade strongly through the water with one arm reaching as far aft as lie can, and pressing extra strongly against the stretcher with the

foot on the side on which the blade of the paddle is in the water. I have found that the last action counteracts any unsteadiness which may be caused by doing hard work at a racing stroke, besides giving more power.

Amongst their many differences canoeing differs from rowing in this respect, that in rowing the oarsman has most power in the first part of the stroke, whilst in canoeing there is very little difference in the power which the canoeist has at any part of the stroke; and for this reason I advise a good reach, both forward and behind. The canoeist must also remember that, the fewer strokes he has to take over any course, the less work there will be for his wind, and that by pulling well aft with one blade of the paddle, the other will be far forward ready for the next stroke, and very little time will be lost in getting it into the water. He will also find out as he gets more steady, that it will not be necessary to get the paddle into the water in quite such a horizontal position as I recommended him to try on his first attempt, but that he will get the most speed out of his canoe by putting the blade in, and keeping it throughout the stroke, as near to the side of his canoe as possible; as by this means the direction of the force exerted by the stroke is nearly parallel with, and close to. The course that the canoe is to travel in, and there is less power wasted than in keeping the blade far away from the side of the canoe.

I may, in conclusion, remind canoeists that there is a prize given by the R.C.C. open to all gentlemen amateurs (except those that have won certain canoe races previously), to be paddled for in racing canoes at the annual regatta of the club, and that any novice who will take the trouble to practise, has a very good chance of carrying away the prize this year.

Adults star

At the end of August and at the beginning of September Dave Bevan, Mark Dyer, Tessa Eales, Elaine and Dave Horner and Nigel MacKenzie all achieved their kayaking one star, all but one being a parent of one or more young paddlers - congratulations. Oh and I got my one star too!

Jane Roper

Marathon

I'll keep the report brief (thank goodness I hear you say). Star performers this summer have to be Chris Absolom and Tyson Simons who have picked up lots of pots for first and second places in Div7/8 doubles and Div8 singles. It won't be long before the Regional Hasler organiser catches up with them and promotes them to Div7. By that time he should also have worked out that Pete Absolom is pretty quick too and put him in Div6. This avoids the awkward possibility of father losing to son for at least a few more races!

WOODMILL 2003



The one that got away....

Despite our best efforts on the hottest day of the year we failed to qualify for a place in this year's Hasler finals. This is for the first time for at least 15 years that we have failed to qualify. We will try harder next time. More racers are wanted, come and give it a go. We meet on Tuesday evenings, Saturday mornings and sometimes on Thursday mornings too (for those who don't have work to distract them)

THAMES VALLEY PARK



It was so hot.....

Note to pedantic students of chemistry: Yes. I know that most racing boats are made of composites that do not soften in the heat, but the junior Lightning boats are made from polyethylene which does soften with heat, though not

appreciably in the 100 Degrees F that we raced in on 10th August.

Bartering Lives On!!

Now some of the more observant amongst you may have noticed Lee wandering around the bank area at Mytchett doing an impression of James (beam me up Scottie) Kirk, with his new toys – the Club's recently acquired two way radios.

Now before you all jump to your feet at the AGM asking why such frivolous expense let me explain how we came by them. Surplus to requirements and gathering dust in a cupboard at work a deal was struck. My company hand over the radios and in exchange the Club lays on an afternoon taster session for some of our managers as a "team building" exercise.

So with Lee acting as coach & me an experienced "helper" half a dozens or so of my colleagues found themselves in boats on the Canal one sunny Friday afternoon. We didn't manage to paddle a long way. Some of the novice paddlers seemed to want to take time out to make a close inspection of each bank, (Well they are Bank Managers after all!) as we meandered lazily toward Frimley Lodge Park.

One even decided that he wanted to see if he could show off & paddle upside down – he couldn't. Still he must have enjoyed the experience because he tried it a second time. All good experience for me in doing rescues & emptying water out of the boat.

The radios themselves will be put to good use as an additional safety aid enabling coaches out with groups scattered along the canal to easily keep in touch with base, if only to reassure anxious parents that we have not (yet) lost their little darling. They will also come in useful on some of the trips, as separate groups will be able to keep in touch.

So even in these days of high tech, high finance bartering still has a place. "Beam me up Scottie!"

Tony Gadd

Hare & Hounds

Points for the 2002-2003 season

Singles

Chris Absolom	56	Martin Dyke	24
Pete Absolom	50	Lis Coleman	18
Alan Coleman	43	Brian Gandy	17
Tyson Simons	43	James Freemantle	14
Paul Batchelor	32	Roy Whiddett	10
Charles Hicks	29	John Woods	8
Richard Somerset	29	Tina Murrey	5
John F Corbett	26	Johnathan Johns	3
Paul Massam	26	Mike Simpson	3
Liz Murnaghan	25		

Doubles

Brian Gandy & Chris Absolom	24	Paul Massam & Paul Batchelor	7
Brian Gandy & Lis Coleman	13	Pete Absolom & Liz Murnaghan	5
Paul Massam & Tina Murrey	11	Paul Massam & Richard Somerset	4
Pete Absolom & Chris Absolom	9	Paul Batchelor & Richard Somerset	3
Tina Murrey & Debbie Carpenter	8		

Following a recommendation from the BCU we must draw your attention to the following statement: “Canoeing and Kayaking are “Assumed risk”- ”Water contact sports””

EDITOR'S BIT

Thanks for all the contributions. It is good to see some new names at the bottom of articles, though I don't recall seeing that chap Tennyson on the water! Now that the nights are closing in that's no excuse to hang up your paddles, just dig out your flashing bike lights, attach to your buoyancy aid and join the racers in the dark, or just pick a weekend and try some whitewater, after the dry summer we should be due for masses and masses of rain. Don't forget that the Paddlesport challenge runs through the winter too as do pool sessions so there will be lots to write about for the next issue of Waterfront.

Please forward articles to:-

Liz Murnaghan

10 Elsenwood Drive

Camberley

GU15 2AZ

or E mail:liz.murnaghan@ntlworld.com

(Articles preferred in *.rtf - rich text format)

The closing date for issue 96. is 1st Dec 2003

A few dates for the calendar.

Sept 03	
28	Paddlesport Marathon Contact Paul Jeffs 01252 615412
Oct	
5 th	Nene Whitewater Centre Contact Matt Lockey 01252 684583
5 th	Sloe Paddle See inside for details
11 th	Reading K4 Paddlesport and Marathon Contact Paul Massam 01252 372892
11 th	Nene DivB Whitewater Race Contact Liz Murnaghan 01276 514766
11/12 th	River Barle Contact Matt Lockey 01252 684583
12 th	Pool session Contact Keith Ambrose 01252 523579
18 th	Hare and Hounds Contact Paul Massam 01252 372892
19 th	Windsor Marathon Contact Paul Massam 01252 372892
26 th	Banbury Marathon Contact Paul Massam 01252 372892
26 th	Pool session Contact Keith Ambrose 01252 523579
Nov	
2 nd	Paddlesport Wavehopper race Contact Paul Jeffs 01252 615412
2 nd	Nene Whitewater Centre Contact Matt Lockey 01252 684583
9 th	Pool session Contact Keith Ambrose 01252 523579
15 th	Hare and Hounds Contact Paul Massam 01252 372892
15 th	Paddlesport Slalom Contact Paul Jeffs 01252 615412
22/23 rd	River Dart loop Contact Matt Lockey 01252 684583
23 rd	Pool session Contact Keith Ambrose 01252 523579
30 th	Intro to white water Contact Liz Murnaghan 01276 514766
Dec	
?	Paddlesport Pool event Contact Paul Jeffs 01252 615412
7 th	Nene Whitewater Centre Contact Matt Lockey 01252 684583
13/14 th	River Dart loop Contact Matt Lockey 01252 684583
14 th	Pool session Contact Keith Ambrose 01252 523579
20 th	Hare and Hounds Contact Paul Massam 01252 372892