

# TALES FROM THE RIVERBANK

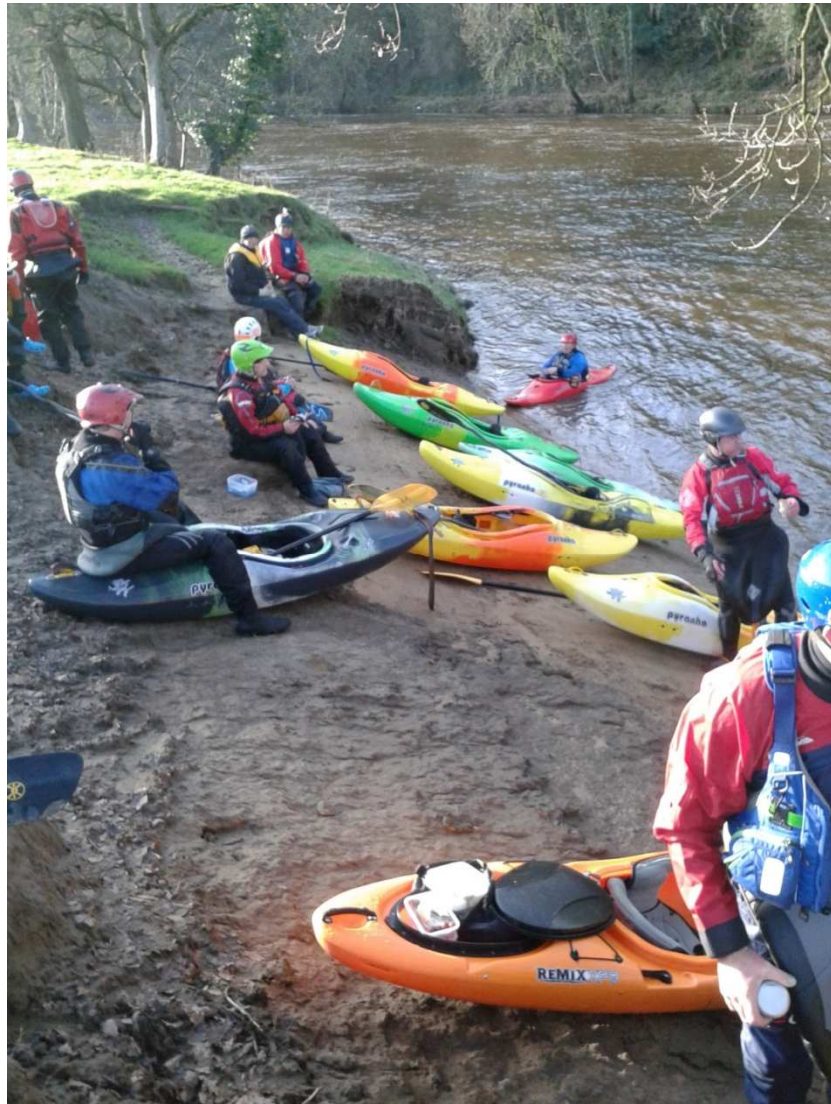


January/February 2015

## ***FIRST CLUB TRIP OF 2015***

*River Ribble – Edisford Bridge to Ribchester*

*Brian Tagg*



There were a few swims but everyone who set off reached the finish point with much support from the experienced in the group. Even the strong headwind didn't stop the enjoyment and allegedly some even had a riverside chat with "King of the Jungle" Carl Foggarty he was out with his wife, kids & dogs.

## ***FEEL THE FEAR AND DO IT NEXT TIME***

***Deborah Finn***

Since starting this canoeing lark, I have realised that there are roughly three categories of boaters:

**Category 1** - boaters have no fear – these people should possibly take their brains into the garage for a diagnostic.

**Category 2** - boaters have reasonable fears but manage to overcome them – these people are the most annoying, because if only I was a bit more rational then I could be like them. Instead, I can't get out of the nursery slopes of boating, while they whizz past me, flying off waterfalls, shouting "What are you afraid of? It's only a bit of water."

**Category 3** (this is me) – those whose thoughts go like this: OH NO, I'm going to tip over AND DIE..... oh, I'm still up.... two minutes later: OH NO, I'm going to tip over AND DIE..... oh, I'm still up, etc.

But when I think about it, a lot of my fear isn't that I'm going to tip over and die. What is in my head is a fog of panic made up of many separate fears.



I hear people shouting instructions to me, but they seem far away and I can't hear them properly because all these fears are whispering in my head. I'm so worried about getting it wrong that I can't relax and focus and so – how ironic – I get it wrong.

After a while, my fear of looking like an idiot starts to be replaced by the sneaking suspicion that maybe I actually am an idiot. This doesn't help.

I look at the competent paddlers, skimming over the water, bouncing down drops, curling into eddies. It looks so effortless and elegant and I really want to be there. My heart is filled with the desire to be like that. I picture myself carving through the water, a few economical strokes guiding me around obstacles. And then someone says: OK, you go first and break out here. And I look at the gently moving grade 1 water, and suddenly my heart is not filled with desire. In my imagination I am no longer carving through the water with my expert paddle strokes. No, I am suddenly, depressingly, back inside my own body. I am looking at this ridiculously easy little exercise and realising that I can't even confidently do this. But I wobble off towards the eddy line, wobble even more as I hit the eddy line, more by luck than judgement I stay upright, and I wobble off down the river. I am not carving elegantly. I feel like a Friesian cow sat in a boat. I drift along, unbalanced, mooing in panic.

Category 1 boaters are always eager to push ahead. They will attach themselves to more competent paddlers and have a go at anything. As a Category 3 boater I am happier with a much more conservative approach. I am happiest of all when I find myself in a small herd of other Friesians, mooing in harmony.

One of the best ways to dispel fear is to express the fear and laugh at it. But to a Category 1 boater, the fears of a Category 3 boater are incomprehensible. I might say: I am very frightened of that tiny rock over there. The Category 1 boater will try to sympathise but I see him turn to look at the tiny rock and his brow creases in confusion. I say the same thing to a group of Category 3 boaters and they all nod and laugh nervously in agreement, and I don't feel so alone. And then I can pop some of those fear bubbles: everyone can do it; I'll look like an idiot; I'll hold everyone up...

Of course, I know that if I stay in the safety of the herd forever, I may never reach that dream state of carving through the water, moving instinctively with my boat, using the power of the water to get me where I want to go. And I do want to get there. But it's harder for a Category 3.

***Deborah Finn***

## ***HAIKU CORNER***

***Deborah Finn***

I would like to propose this as a regular newsletter slot for people to submit their haiku each month. For those who don't know, haiku is a form of Japanese poetry. There are all kinds of rules if you're being fussy, but for our purposes I think we can go with the idea that the haiku has three lines. The first line has five syllables, the second line has seven syllables, the final line has five syllables. Here is my example:

*River flowing fast  
Hands on paddle, mind thinking  
Soon I will capsize*

## **Directions to Millennium Hall - Neapsands Close, Fulwood, Preston PR2 6GN**

**Grid Ref** SD55791 32395    **Sat Nav Co-ordinates:** N53.785804 degrees    W2.671565 degrees

**Directions from M6 South of Junction 31A heading North.** (Junction 31A is a limited access junction, traffic can only leave M6 heading North or join M6 heading South). Leave M6 at Junction 31A when you reach the roundabout at the end of the slip road, keep in right hand lane and follow signs for Preston East. You are now on Longsands Lane (B6242). After about quarter of a mile you will come to another roundabout with the Anderton Arms Pub on the right hand side. Take the first exit left at the roundabout into Redsands Drive and immediately right into Neapsands Close. The entrance to the car park is immediately on your right hand side.

**Directions from M6 North of junction 32 heading South** Heading South on M6 leave at junction 32 following signs for Preston North A6. At the end of the slip road at the junction with the A6, turn left following signs for A6 Preston then after 50 metres turn left following signs for Ribbleton B6242 (Eastway), at the first roundabout take the 3rd exit continuing to follow signs for Ribbleton. Stay on this road (Eastway) following Ribbleton signs. After 1.9 miles you will come across a Traffic Light Controlled Pedestrian Crossing, just after this at the 4th roundabout turn left along Anderton Way. Signposted for M6 South. Follow this road for about half a mile to the next roundabout at the Anderton Arms Pub. Take the third exit into Redsands drive and immediately right into Neapsands Close. The entrance to the car park is immediately on your right hand side.

For web site map try the following link. <http://www.uk-parties.co.uk/vbp/PR/14131.php>

## ***2015 Membership Renewals***

You renewal forms have been emailed out to members, if you haven't received yours then please email: [membership@ribblecanoecub.co.uk](mailto:membership@ribblecanoecub.co.uk)

Please print off the form make any necessary amendments (including adding any family members) sign it and either:

- send it with your cheque to the address at the bottom of the form
- pay at the AGM by cheque (no cash taken at AGM)
- pay at the H&D on a Tuesday evening cash or cheque

**Please Note:** The fees are subject to membership approval at the AGM on 26<sup>th</sup> February.2015. Membership Fees should be paid no later than 30th April 2015.

If you joined the club after 1<sup>st</sup> November 2014 the fee you paid includes your 2015 fees.

## ***Winter Club Challenge Update***

Only another few weeks to go. To date I have recoded 2005 Miles and paddled and 35 Places.

You have until 28<sup>th</sup> February to do the miles etc. with details to me no later than 1<sup>st</sup> March For those who are new to this, the categories are most miles paddled and most places visited by club members. It all has to be logged, so people need to keep a record of their trips, and someone has to tally it all up to be officially submitted. There must be at least three paddlers in each group. In 2013 RCC came top on places visited, and fifth on miles paddled. And Peter Roscoe and Debbie Dowe featured in the top 10 for individual miles paddled!

## ***Got a GoPro for Christmas?***

Here are a few tips and ideas on how to get the best out of this pretty amazing camera (other first person action cameras are available)...

So firstly why are they amazing. Well, it's a 12mp or so/HDMI still and video camera in a waterproof and shockproof case. They're now in regular use with documentary makers because they can be mounted pretty much anywhere from inside a windscreen, on a helmet, or even on a dog.

The functions of most interest to paddlers are video capture and then to a lesser extent the burst shot and time-lapse modes. Video use is self-evident and using the right software you can extract stills from any footage you capture. Provided you remember to switch it on that means no more trying to take photos one handed whilst being pushed around in an eddy. If you want to capture stills then use the burst mode so you don't miss the actual moment you want. Time-lapse takes a series of photographs that can then be stitched together into a movie-perfect for sunrise, sunset, storms, and faff. So on to the tips:

- 1: Make sure it floats with either the floaty door accessory or sticking some other buoyant foam to it. It might look a bit naff but having dropped mine into a deep pool and had to dive to the bottom for it is worth it.
- 2: Set up your camera on your favorite mount. Now, with nail varnish or paint mark a line running through the rounded bits on the bottom of the clear case and the rounded pieces of the mount. When you go to re-attach your camera just line up the marks and it will be in exactly the right place.
- 3: Use strips of beer mat (unsoiled) to prevent fogging in the case due to temperature differences. The official bits of paper cost a bomb.
- 4: Wipe the lens before filming anything really important. Nothing worse than a droplet of water in the middle of the shot. Use something like Rainex or Nikwax visor spray (or just spit) on the lens to prevent droplets forming.
- 5: Buy the tripod mount.
- 6: Got the tripod mount? Now visit [www.diygopro.com](http://www.diygopro.com) using the tripod mount you can build rotating time-lapse mounts, clamp mounts, steady-cams, cable runs in fact pretty much anything you could imagine.
- 7: Mark your non-waterproof door clearly. I've used red nail varnish on mine. Will save you fitting the wrong one and wrecking your camera.
- 8: YouTube. It's a great source of inspiration and advice/what not to do.
- 9: Colour correction. I've only just stumbled onto the importance of this myself. It's as easy as ticking the right box in your editing software. Like when colour correcting still photographs this balance the highlights, shadows, and mid-tones and makes a massive difference to the polish of your finished video.
- 10: Get involved. Visit [goworldproject.com](http://goworldproject.com) and take part in this year's International GoWorld Project in March.

***Tony Marsh***

# ***You bought ...what??***

***Stuart & Elaine Hodgkiss***

Well we had been sailing for about five years, and canoeing for a year or two so we felt it was time to get properly wet.

A boat it was then. So research started. What do you want in a boat? How long? How wide? What comforts? How many berths? How many toilets? And so forth.

Elaine was interested in the cockpit area and it had to be big enough to accommodate people in comfort when entertaining and preferably with a wheel that was not in the way. A wheel is what steers the boat so it was a fairly major design point. However a wheel too big and you end up clambering over the seats with wet, or dirty, feet before you get to lounge. Also a problem when loaded up with the important shopping bags with the wine, beer, cheeses and other essentials. Dominic had a realistic request, which I perfectly understood. As we are both in excess of six footers and long legs, the request was to be able to sit on the loo without banging knees on the door. Similar to being on an aircraft where the gap between rows of seats is never enough, you end up sitting skewed to be able to fit in the gap.

Melissa wanted a decent kitchen (galley in yachtie parlance) without burning fingers or legs. (Yes legs it is a long story!)

As for my request.....I did not actually mind as long as it looked good and sailed well. Easily pleased!

So we (this is the royal 'we', by which I mean me!) began researching the various options based on the selection criteria presented. Do you realise how many assorted yachts there are for sale on how many different websites? Thankfully as you start to dig around you can quickly get a feel for how each website allows you to search for different bits.

So for example, you search by location and drill down World, Europe, Mediterranean then Greece. Now you have a subset, from which you might want to look at these results by cost, or age. The next challenge if you are searching Greek yachts is to find a seller, usually a broker, who speaks your language....English!! Otherwise you end up trying to find a translation package to work out if they are actually giving you yacht information or some other random data.... you must have heard the saying..... it's all Greek to me!!

Eventually I managed to find criteria that started to fit. Three cabins, en-suite ..... so far so good and looking at some of the pictures the loo was facing the wall rather than the door.

Dominic – Tick. The galley was well equipped – Melissa – Tick. The cockpit area as it turned out was more of a challenge but eventually found a yacht that had 2 wheels. This meant that there was a walkway through the middle which allowed for ease of access. And there was a decent table. And the seating area was around the 6 foot mark. (6 foot 2 inches as it turned out). Elaine – Tick. After sending a few, well quite a few, emails to the broker they gave up and let me have the owner details. Questions, questions, questions, as well as a Skype walkthrough..... all things looked great. Stuart – Tick.

Eventually money parted hands and we ended up with a yacht. There were a couple of slight challenges that we would have to overcome.



First of all the yacht was at a little marina in the north east corner of Sardinia at Portisco.

Secondly we were stuck due to work as to when we could get there so it had to be late, November as it turned out.

Then we had a third challenge – how to get there. Most flights from the north of England stopped flying when the season ended – which in our case was October. We either bus/train to Gatwick the day before to get the only flight to Olbia in Sardinia which meant a 22 hour journey to get there, or we went via another destination. We went via another destination.....Rome!!

You must have seen the adverts.....Hotel, Trivago!! I want to go to Rome. So we dug through the site and ended up with a Best Western Hotel in the middle of Rome for 2 of us with continental breakfast (never underestimate how much a buffet breakfast you can eat!!) for £50(ish). Could not grumble at all. So we had just over a day of sightseeing around Rome.

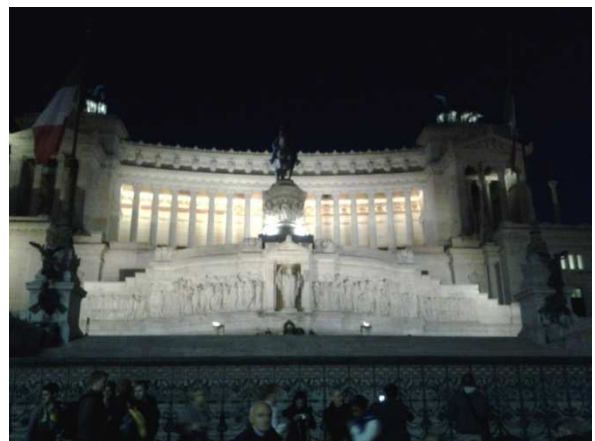


Picture on the left is where we stayed. We had a wander round Rome. Elaine wanted to go and see the Trevi fountain.



Very romantic idea, so with guide book in hand off we trooped..... We managed to get quite close to Neptune.....mainly because there was no fountainy bit but lots of scaffoldy bits!! It was undergoing a restoration, ho hum!

But we did (literally) stumble across the coliseum, which is quite a feat considering how staggeringly huge the thing actually is....And we saw lots of other, really old stuff....



*Vittorio Emmanuelle Monument*



*Inside another old church ....*



*A fountain with water !!!*



*Basilica of St Mary Major.*

But alas we had to depart Rome and not without further challenges....



My good wife and myself sat at the hotel while we waited for a bit of time to pass. There was a strike on and public transport was not going anyplace. Problem is we needed the train to get to Civitavecchia where we were going to catch the ferry to Olbia.





Eventually we did get the right train and ended up wandering along the front and watching the first of a series of spectacular sunsets. We managed to get on the ferry, actually we had a police escort onto the ferry....er....we were escorted onto the ferry by the police, that's it. I had my dive knife in the suitcase, no problem at Manchester airport because it was going into the hold. But the bag got scanned before we got on the ferry. The case went into the machine at one end but did not come out of the other.

Those side arms look REALLY big when they tell you to "Come here!" So we had to give him the knife and he took us directly to the captain.

Thankfully we were not clapped in irons for the journey and managed to reclaim my knife the following morning.

As we arrived in Sardinia. (OK this is a spectacular sunrise rather than a sunset, but hey it looks great).



On collection from the ferry terminal we were driven directly to Our yacht..... as yet un-named and un-numbered.



Over the next couple of days we go to know the inside (and outside) of this our home for the next week or so as we sailed from the top of Sardinia, down to about half way then across to Sicily round a bit then down to Gozo, Malta.



On our inspection there were a few snags that needed to be sorted....no big deal. One of them was a crack in the table, they took it away. Thankfully they did bring one without a crack in it. And they fixed a broken board inside...



Yes, that is an anvil!!

Apparently they needed something heavy.

We had a naming (and numbering) ceremony. All was good and we managed to set off on the Tuesday afternoon. Pointed the boat sort of in the direction of East and off we went, saying goodbye to Portisco.



So we sailed



**OK so we took advantage of autopilot and had lunch while we sailed.**

Onto the next stop on the journey which was a place called...er.... Oh yes....Ottiolu. the pictures below show where we put the boat for the night. Only a small place but very nice – complete with sunset





The Wednesday morning we set off on the next leg of the journey to Cala Gonone.



A lovely place with a fishing boat, a couple of supermarkets and numerous bars. But most of the bars were shut because of the time of year. Hey Ho! But we did manage to get take away pizza so all was good. Here we topped up the tank and our spare fuel bottles for the longest leg of the journey...

Next stop – Sicily. 135 degrees true, hit the autopilot and wait for the wind !! so we put the engine on and motored the distance. We had to, we would likely still be there, the journey across was excellent with very little breeze and lovely warm sunshine.



*....told you the seat was 6 foot and a bit.*



With a whole night ahead we watched the sun go down and settled in to watch and listen.

OK, hands up those who have a favourite constellation? This could be Cygnus, the Great Bear, Cassiopeia, whatever.... the amazing thing about the journey across to Sicily, besides Abba being played rather loud, was losing constellations because there were so many stars!!! Stars were from horizon to horizon in all directions. We did not get a moon till near dawn, fantastic.

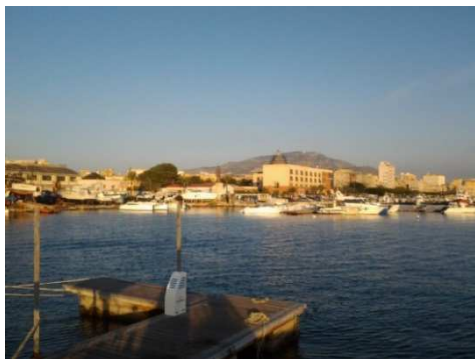
But it did get a touch chilly....



But we made it through to Trapani, Sicily.

Trapani is another very old place with a spectacular town. Narrow streets that were mostly pedestrianized. No doubt bustling with students and revellers when the sun goes down. It did look like a place well worth investigating, but alas we were there for victuals such as bread and cake.

We even found this guy..... Only because I like the biscuits.





The following morning (after an early night – for some reason!) we set off round the coast for another marina. We had to sail across water like this....



As it happened we ended up at a place called Sciacca. Very important place during Roman times as one of the main grain distribution ports for the Roman Empire.



As it turned out we ended up here for 2 nights....because everything (pretty much) shuts down on a Sunday. So we wandered off and found a nice little bar where we had coffee and ice cream in the sunshine.



Elaine spent time relaxing and reading, while I re-measured the seat....

This was in the other direction. You know the rule, measure twice, cut once!!

But after we had refuelled on the Monday morning we made the decision that we would plot a course direct to Gozo as the weather was going to get worse by Thursday.

The options were to do a few more marinas in Sicily then drop down but this would close our weather window down. We might get hit with the weather if it comes a bit earlier. OR we go direct. So we went direct.

We had travelling companions...and had a fantastic drive, yes we had to motor again!, down to Gozo.



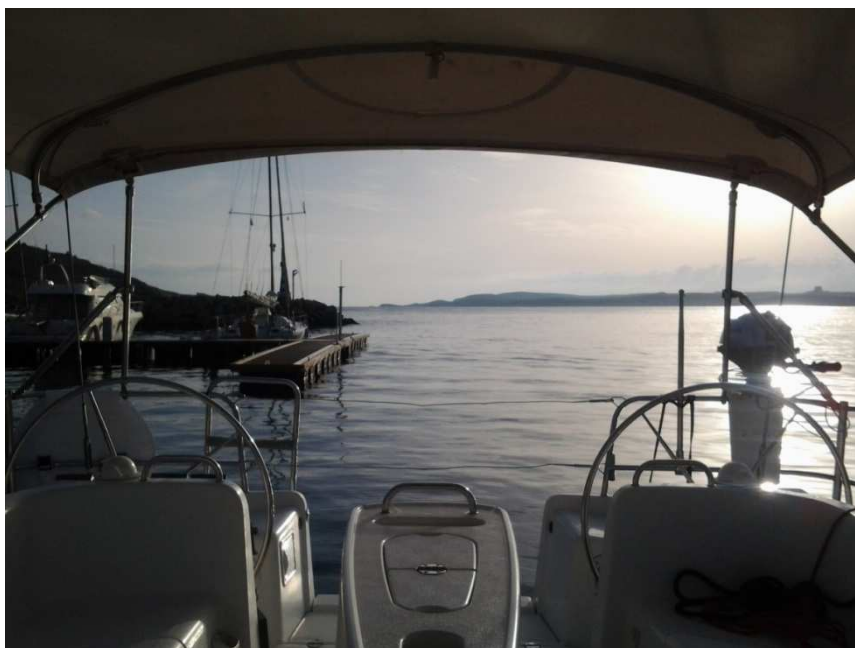
The distance meant that we were going to be doing another overnigher.....But we had done the silly distance from Sardinia to Sicily, this was a piece of cake.

Another fantastic sunset...

Around 12:30 at night (shouldn't that be 00:30hrs..ed) – ok 00:30hrs we arrived at MGarr marina, Gozo. There was a strange bit. Heading to Gozo the first thing you can see, thankfully, is the lighthouse at the top end of the island. This is visible from 20 to 30 miles out on a clear night, which this was.

As we got closer there is an anchorage at Marsalforn towards the top of the island. But as we were sailing past it looked like you had to sail downhill to get to it, surreal! It was only tea we were drinking, 'honest. The other thing, which was rather nice, was the smell of wild Thyme and wild Fennel which greeted us quite a few miles offshore. When we finally berthed for the night and were told where showers, toilets and the office block was we crashed for the night.

Next morning we awoke to ....



Tuesday we moved to our permanent mooring for the next 12 months. This was a good thing as the weather went downhill as of Wednesday, a day earlier than we had originally read in the forecast.

So we enjoyed a day in Valetta and touring Gozo before heading home. We had sailed 387 nautical miles over the previous 8 days.



As for the inside, there is a good galley, 3 doubles with own bathrooms. (and a shower on deck).



Dominic can't wait till he gets on board. **What had we bought.....?** Our dream !!

***Stuart & Elaine Hodgkiss***

## ***Giving, Finding & Using Map Locations With Google Earth***

The information described below applies to Windows Computers but much of it does not apply to touch screen devices like iPads or Smartphones.

As paddlers, we often visit places which are a little off the beaten track or places where we have never been before. We are then faced with the question exactly where is this place? Or if we want to give someone else directions, what is the best way to do this?

Traditionally we would use a map of some sort, but inevitably we find we do not have the right map. If we do have the right map then we use “Map Co-ordinates” to find or to indicate a particular place. Map co-ordinates are simply a point where two measurements meet. There are several standard ways these co-ordinates can be measured. The most familiar ones for us is the Ordnance Survey Grid, where we have to know the Sheet Number of the map and the number of grid squares East and North. If you need further information on this method it is explained how it works on any OS map in the “Technical Information” section.

So what happens if we don't have the right map? Well fortunately Google Earth is available for free download and can be installed on your computer. This is an amazing piece of software which gives fairly up to date information, and even allows you to view the terrain at street level. I was once undecided where a particular location was situated, but did have a bit of descriptive text telling me it was just after a particular road sign. Using street level view I was able to travel along the road from my computer until I spotted the road sign, I then knew exactly where this location was. This software allows you to view almost any part of the country almost as if you are actually there. Street View also allows you to see what road signs to expect BEFORE you reach them in real life. If you have a high load on your vehicle you can sometimes check out the height of bridges on your proposed route, very handy for us motor-caravan drivers.

So how do you find or indicate a location using Google Earth? Well just as with any map you use co-ordinates I personally find it more convenient to use Latitude & Longitude just in degrees to 6 decimal places, not degrees minutes etc. Although some “In-Car Sat Navs” may only use degrees, minutes and seconds.

Latitude is measured up or down from the Equator, + sign indicates North and – sign indicates South. Therefore all our readings in the UK will be +, and the convention is that the + sign will not be shown.

Longitude is measured from the Greenwich Meridian, which is a line running North South and goes through Greenwich in London. All measurements East of this line are prefixed with a + sign and measurements West are prefixed with a – sign. As for Latitude the convention is that the + sign will not be shown. In the UK for most places the Longitude is prefixed with a – sign and the Latitude is always going to be prefixed with a + sign which, as mentioned, will not be shown by normal convention.

**What if my version of Google Earth doesn't use the position format of degrees to 6 decimal places?** To change the position format in Google Earth go to Tools, Options, 3D View, & check the radio button Decimal Degrees. Click Apply then OK.

When you hover your mouse over the location you want, it displays the Latitude & Longitude to 6

decimal places, (at the bottom centre of the screen). If the display shows a minus sign it means that it is either South of the Equator for Latitude or West of Greenwich for Longitude.

If you "Add a Placemark" to your chosen location it will display a box where you can more easily read the Co-ordinates and give it a name so that the next time you want it, it will be remembered by Google Earth. "Add a Placemark" has a yellow map push pin icon in the top menu bar. Click on this and when it appears on the map, drag it to the location you want to mark. Enter some description so that you can find it again in the future.

### **What else can I do with these map locations?**

If you have a Sat Nav you will have found that they work great if you know exactly where you are going and can input the information. If you use a Post Code it may be fairly accurate in a built up area but less so in a rural location. If you don't know the Post Code it is not always easy to find what it is anyway.

Sat Navs can also be programmed to take you to a particular location indicated by Latitude & Longitude. They can do so with far greater certainty and accuracy than with a Post Code. As with Google Earth, some Sat Navs can also use various formats for indicating position. It is usually a simple job to set yours to use the same format as Google Earth. Having done this you can not only find your location you can input this to your Sat Nav and drive to it with accuracy. In some "In-Car" Sat Navs, this procedure may be described as "Enter Geo Co-ordinates" but you may not have the flexibility to change from one type of co-ordinate choice to something else. If this is the case then you can change Google Earth to display the same as your particular Sat Nav. Your Sat Nav may only display to 5 decimal places so you may need to do a little rounding. When you input a location as a Latitude & Longitude you may also be required to indicate if it is North rather than + and West rather than -.

My particular Tom Tom Sat Nav can only save a limited number of locations (Favourites) but Google Earth seems to save an infinite number. If I lose my favourite locations on my Sat Nav I simply open Google Earth and they are saved for me in a list down the left hand side of the screen.

### **How to measure route distances on Google Earth (For instance the length of a river trip)**

Once the program is up and running, have the locations visible on the screen:

Open main menu item Tools> Ruler> Path.

From the drop down menu in the box select which measurement unit you want e.g. miles, kilometres etc. When you move the cursor over the display you will see a small box icon, click this at the start point. If the route is NOT a straight line then go along the route breaking it up into short straight line segments and at the end of each segment click the cursor and the program will draw a straight line on the screen. Repeat this procedure until you reach the end of the route. As you click each segment end, the program will display a running "Length" total in the on screen window. You can click the down arrow in this "Units" window to convert the distance at any point if you wish. When you reach the end you can save the route or clear it as you wish.

**Tip** – At any point in the process you can still "zoom" the Google Earth View so that you can easily see the route you are measuring.

***Norman Green***



# *Editors Bit*

Thanks for the article from Stuart & Elaine Hodgkiss about their yacht buying adventures. Of course what they need now is a collection of sea kayaks on deck so that they can moor up and visit the more out of the way places unreachable by a combination of sea kayak and car. That would be my dream. I am a bit confused at why the boat has two steering wheels at the back. Sounds like the recipe for an argument when a man and wife are on board. "OK Stuart darling lets head to port, no Elaine dear let's head to starboard". It certainly would be a problem for your Editors, we had to sell a double kayak after only a couple of outings due incompatible ideas of rudder control.

My article about Google Earth is partly prompted by request by newer members for directions to various paddling venues. When someone takes up paddling as a hobby they need skill in finding their way around if they are to find some of the more obscure places we get to. As mentioned in the article it applies mainly to windows computers, I don't have access to an Apple computer so I don't know how well Google Earth works on one. But I figured that if you can afford to buy an Apple computer you will leave the route finding to your chauffeur anyway. Did you notice that I have also written the directions for finding the AGM venue? My original plan was to only give Sat Nav co-ordinates. That way I would be able to find out who of you had read and understood the article by noting who had actually arrived at the place. This idea was discarded on the grounds of not having a quorate AGM.

Thanks to Deborah for her interesting Psycho- analysis of paddlers in her article "Feel the Fear" I feel sure that she underestimates her paddling abilities, but she quite rightly highlights the importance of mental approach in paddling moving water with confidence. Perhaps we should enlist the services of a hypnotherapist prior to each moving water session attended by "Group Three" paddlers.

As someone who used to paddle in slalom competitions (without success) I found that if I paddled a scary bit of river which had slalom poles hanging over it I was so focused on getting the gates that I ignored the scariness of the river, (sometimes to my cost), but it seemed to alleviate many of my fears. We obviously need to find a way of distracting Deborah's thought process onto something else whilst she is paddling. What about asking her to compose one of these HAIKU things whilst paddling? Personally I think that wearing a grass skirt and pulling your tongue out at people prior to paddling might help Deborah and it might scare away the Anglers, but I'm not sure it will catch on. But let's face it if members are prepared to go out and paddle coracles they might be persuaded.

Thanks to Tony Marsh for his article about GoPro Cameras, some useful tips there. I received a GoPro last Christmas so the novelty has worn off and I have not used it much lately. It is a pretty amazing camera for action shots but to get the best out of it you do need to spend a lot of time researching its modes and functions and not be shy about spending more money on the extra bits and pieces. I wanted to buy the Camera Mount that Tony mentioned and discovered it was reasonably priced until you added the cost of having it sent from GoPro in the USA.

**Dates and Deadlines:** The next committee meeting will be on Wednesday 5<sup>th</sup> March at 7:00pm. The next newsletter will be published on 19<sup>th</sup> March. We would appreciate all submissions by Wednesday 12<sup>th</sup>. Please send submissions to [newsletter@ribblecanoecub.co.uk](mailto:newsletter@ribblecanoecub.co.uk)

**Norman Green**  
[newsletter@ribblecanoecub.co.uk](mailto:newsletter@ribblecanoecub.co.uk)

# ***Chairman's Chat***

**(From the sublime to the ridiculous)**

Happy New Year to all members and friends of Ribble Canoe Club.

It's that time again when I write a short but interesting article to inform, amuse and entertain the membership.

I thought the way forward (Plan A) was to lift my article from The Mileage information from the BCU winter challenge that Pat is busy collating. So it is out with my note book to list the information contained therein. It is at this moment I realised that all my article would contain is a very long list of places paddled which would be interesting but hardly entertaining.

Plan B. The club has been paddling to many places ranging from Halton to the Irish sea which is now seems to be a second home to the Salty Sea Dogs department. White water trips have come to the fore as water levels have gone from non-existent to very high levels only fit for the more experienced or more daring paddlers.

It was good to see paddling taking place on the River Ribble which although is on our doorstep is a river which is rarely paddled. There have been many other trips ranging from gentle bimbles along the canal to endurance trips on Windermere.

The Rothay Christmas paddle was once again a really good trip with approximately 30 members paddling from Grasmere village to Waterhead via the River Rothay, Grasmere Lake, Rydal Water to Waterhead on Windermere.

The usual Jacob's Join picnic was held en-route at White Moss Common where a 1 tonne food dump (Polar Exploration Style) had been left ready for a feast fit for Kings and Queens. The paddlers suitably fed then had the task of paddling with an after Christmas Dinner Feel (Stuffed)

Thanks must go to all members who brought food, drink and humour for an excellent start to the festive season. No doubt reports of these trips will be included in this newsletter and if not reported here will surely be included in the next newsletter (hint).

The pool sessions have been variable in their participant numbers ranging from about 2 members up to 22 members but thankfully just about covering the ongoing costs charged for this facility which I believe is at the core of our club training.

Thanks must go to the teams who took part in The Dumbongo which proved to be an excellent night and was enjoyed by all participating members.

Big thanks to Gareth who organised the competitions for the Dumbongo.

The Christmas Festive Meal turned out to be a great success with over 76 members and guests tucking in to what can only be described as a cracking good meal with Martin and his staff doing us proud once again.

Once again may I thank all members for making the task of being Chairman almost enjoyable. It is great to know that members and committee members have been so helpful to myself in this very steep learning curve.

Thanks must also go to the unsung heroes who work behind the scenes to organise club events, training and trips, without these members the club would not be the great success story it is.

Please don't be shy coming forward with ideas to further Ribble Canoe Club in the future. My ears are always open.

Hoping for an excellent year's paddling for all club members.

***Matt.***

**P.S** .Please could all members look at their profile on the Forum and ensure that we can recognise who you are. Four numbers and a letter don't give us much of a clue who you are, nor do just nick names or first names. Perhaps a first name and surname would be good!!! This helps trip organisers know who is posting for trips etc.

# ***AGM 2014***

## **Agenda**

Notice is hereby given that the Ribble Canoe Club AGM for the year ending 31st December 2014

**Date:** Thursday 26th February 2015.

**Time:** 7:30 for 8:00pm start

**Location:** Millennium Hall Neapsands Close, Fulwood Preston PR2 6GN **Directions on Page 4**

Subsidised Hot Pot Supper (including vegetarian option) will be served at 9:00 Cost to members £2

1. Treasurer's report and Statement of Accounts for the year ended 31st Dec 2014
2. Competition Secretary's report for the year ended 31st Dec 2014
3. Chairman's report for the year ended 31st Dec 2014
4. Election of Officers and Members to the General Committee.
5. Agree membership fees for 2015 - the committee recommends that the 2015 subs are unchanged from 2014
6. Appoint auditors.
7. Present the Club Trophies

***By order of the Committee***

## Proposals

Under Item 4 the current General Committee members are:

Chairman	Matt Aspden >
Vice Chairman	Roy Booth>
Treasurer	Jude Smith
Secretary	Deborah Finn>
Membership Secretary	Pat Green *
Competition Secretary	<b>VACANT – need nominations</b>
Quartermaster	Graham Eccles
Webmaster	Graham Kingaby
Club Welfare Officer	Karen Shaw \$
Youth Representative	Lucy Bailey
General Committee	John Hooper Allan Hacking Brian Woodhouse * Stuart Bailey Paula Sharples * John Kington *

Those marked ‘\*’ are due to retire by rotation (every 2 years) and being eligible offer themselves for re-election.

The following Committee Members resigned during the year:

- Terry Maddock
- Gareth Jones
- Suzanne Thomas

Officer Vacancies during the year – These were filled by circulating nominations & voting papers to members during the year – these officers are not due for re-election until the next AGM in 2016

- Matt Aspden
- Roy Booth
- Deborah Finn

This Officer was co-opted onto the committee during the year and is standing for election

- Karen Shaw

The following Committee Members are standing for re-election:

- Pat Green
- Brian Woodhouse
- Paula Sharples
- John Kington

The following Officers are standing for re-election:

- Membership Secretary                      Pat Green

The following Officers are standing down from the committee

- Mark Shaw



# Pool Sessions

The following lists the pool sessions booked at Fulwood Leisure Centre, the contact for the courses and the Supervisor and Committee member on duty.

Date	Session	Contact	Supervisor	Committee
16/01/15	Open		Graham Kingaby	Stuart Bailey
23/01/15	Sea Skills		Rick Turner	Paula Sharples
30/01/15	Play Boats	Roy Booth	Bruce Carter	Deborah Finn
06/02/15	Open		Chris Jackson	John Hooper
13/02/15	Paddle Skills	Allan Hacking	Bill Turner	Allan Hacking
20/02/15	Open		Rick Patterson	Karen Shaw
27/02/15	Open		Paul Binks	John Kington
06/03/15	Sea Skills		Paul Smith	Paula Sharples
13/03/15	Paddle Skills	Allan Hacking	Brian Petherwick	Allan Hacking
20/03/15	Open		Graham Kingaby	John Hooper
27/03/15	Play Boats	Roy Booth	Bruce Carter	Roy Booth
03/04/15	Closed/Good Friday			
10/04/15	Open		Tony Morgan	John Hooper
17/04/15	Paddle Skills	Allan Hacking	Albert Risely	Allan Hacking

## **Prices for pool sessions:**

Rolling Course £20 plus club membership. Play Boats £6 **All other sessions £5**

## **Pool Session Protocol:**

Open sessions are open access, with no need to book. Please book in advance for ALL other sessions by phoning the named contact or via the forum.

If using club equipment it is up to the individual to collect it from the pool store before 9.00pm, after which time the store will be locked. A club member will be on hand to assist. (best to arrive at 8.45). If using your own equipment please ensure it is clean before entering the pool area.

If you use a boat at a pool session it is your responsibility to return it to where it came from (your car or the pool store) IMMEDIATELY at the end of the session and BEFORE getting showered and changed.


The pool sessions run from 21.15 to 22.15. We are not to enter the pool area before 21.05 - this to avoid risk of injury to swimming club members who have to clear the pool area by 21.05.

## **Policies for Pool Session**

**Rolling courses:** These are for members who cannot roll at all, they are not for refining your roll. Due to restricted space everyone on the course should use either a river or general purpose boat.

## **Paddle Skills & Open Sessions**

These are for members to refine/practise rolling and/or other skills. Sea/Touring Boats can be used for these sessions

	<b>Ribble CC Contact List</b>	Committee	General Information	Access	Courses	Instructor	Hand & Dagger Key holder	Touring Trips	Beginners River Trips	Intermediate River Trips	Advanced River Trips	Sea Trips	Open Canoes	Surfing	Beginners' Slalom	Advanced Slalom	Polo	Freestyle	Other
Allan Hacking		☺			☺	☺	☺		☺	☺		☺	☺						
Amanda Spavin																			Library
Brian Woodhouse		☺	☺	☺				☺	☺	☺									
Deborah Finn		Secretary																	
Graham Eccles		☺					☺												Quartermaster
Graham Kingaby		☺			☺	☺	☺						☺						Webmaster
John Hooper		☺					☺												
John Kington		☺								☺				☺					
Jude Smith		Treasurer																	Treasurer
Karen Shaw		☺																	Club Welfare Officer
Lucy Bailey		☺																	Youth Rep
Mark Shaw		☺													☺	☺	☺	☺	Competition Secretary
Matt Aspden		Chairman	☺				☺												
Norman & Pat Green		☺						☺					☺						Newsletter
Pat Green		Membership																	Membership Secretary
Paula Sharples		☺																	
Roy Booth		Vice Chairman			☺	☺	☺		☺										
Stuart Bailey		☺																	

**Additional Key Holders:** Andy Dowe, Rick Turner, Tony Morgan Chris Jackson

# Ribble CC Library

If you want to borrow something contact Amanda Spavin by either sending her a text (you can find her number on the contact page at the back of your newsletter) or by sending her a message via the club forum. Her name on the forum is Spav. These books/DVDs will then be brought to the H&D for you to collect at a mutually agreed club night.

## General

BCU Handbook (2 copies)  
The Practical Guide to Kayaking  
Canoeing & Kayaking  
BCU Coaching Handbook  
The Rough Guide to Weather  
Canoe & Kayak Games  
Working out of Doors with Young People  
More Than Activities  
The Knot Book - NEW

## DVD - BCU 'Go Paddling' 2012

### Touring & Sea Kayaking

An Atlas of the English Lakes  
Canal Companion: Cheshire Ring  
Touring 100 Paddles in England  
Welsh Sea Kayaking Guidebook  
Northern England & IOM Sea Kayaking  
Scottish Sea Kayak Trail  
Scottish Canoe Touring  
Great Glen Canoe Trail  
Anglesey Info Pack  
Scottish Sea Kayaking Guidebook  
The Outer Hebrides Sea Kayaking Guidebook

### Sea Kayak Navigation

Complete Book of Sea Kayaking  
Sea Kayaker Deep Trouble

DVD - Sea Kayak Rescues  
DVD - Sea Kayak with Gordon Brown -  
Instructional Journey along Skye Coast  
DVD - This is the Sea 1  
DVD - This is the Sea 2  
DVD - This is the sea 3  
DVD - This is the Sea 4  
DVD - Performance Sea Kayaking - Skills, rolling & rescue techniques  
DVD - BCU 3 & 4 Star Leaders Sea Kayaking  
DVD Sea Kayaking in Wales (conservation) - NEW

DVD Sea Kayak Essentials Volumes 1 & 2  
Intermediate & Adv. Boat Handling Skills  
Safety & Rescue Skills

### Canoeing/Open Boating

Open Canoe Technique  
Path of the Paddle  
Canoeing Safety & Rescue  
Canoeing

DVD - This is Canoeing (ww & wilderness)  
DVD - Open Canoeing - Reg Blomfield (amazing moves!) (2 copies)

### Whitewater

Canoe & Kayak Guide to North West England  
English White Water  
Scottish White Water  
White Water Lake District (2 COPIES)  
White Water Kayaking  
White Water Safety & Rescue (2 copies)  
Weir Wisdom  
Many Rivers to Run  
The Playboater's Handbook 2  
Whitewater Paddling (Strokes & Concepts) - NEW  
L'Eau Vive - NEW

DVD - Moving on to Moving Water  
DVD - EJ's Advanced River Running  
DVD - The Call of the River - 100 years of WW Adventure  
DVD - Whitewater Kayaking

### Rolling

Bombproof Roll and Beyond!  
Eskimo Rolling for Survival

DVD - This is the Roll  
DVD - EJ's Rolling and Bracing

### Club or Club Members Trips

DVD - Mags Brayfield in Nepal

DVD - It's Different Every Time - Halton Rapids  
DVD - Fort William 2005/06 Easter Trip  
DVD - RCC Scotland trip 2007 & 2008  
DVD - Tay Descent 2011  
DVD - Ladies Day at Washburn August 2013

### Expeditions/Adventure/Action

On Celtic Tides  
Dancing with Waves  
The Canoe Boys  
Three Men in a Boat  
DVD - Revenge of the Fat Cats (Greenland)  
DVD - The Cockleshell Heroes (wartime adventure)  
DVD - Tatshenshini/Alsek 2007  
DVD - Mountain River Movie (Canada)  
DVD - Liffey Descent 1992