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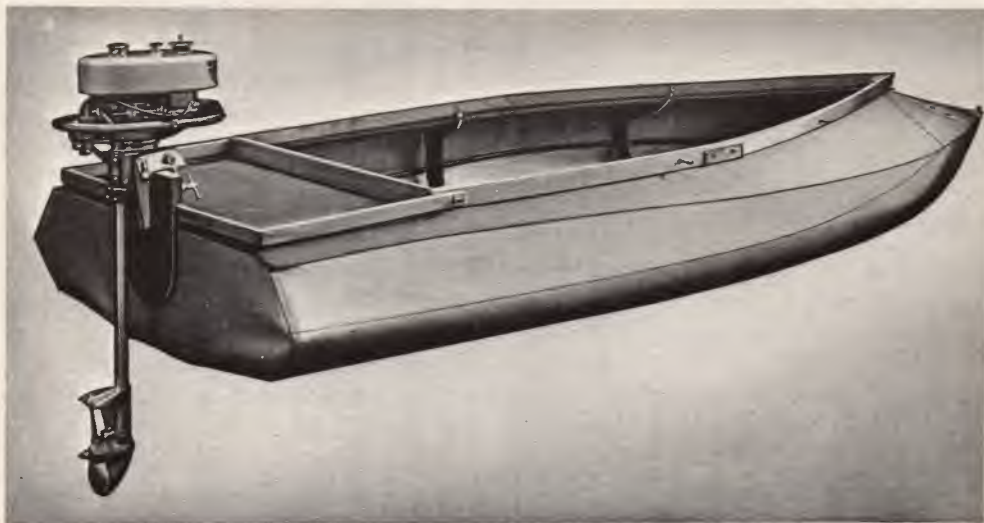
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Canoeing

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Editor - Brian Skilling

Secretary - Marianne Tucker

Circulation Manager - James Bright

Art Editor - Mike Clark

Editorial Office: 1, North Lodge, The Green, Ealing.W.5.

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EDITORIALLY SPEAKING

'Canoeing' is one year old. With this issue we begin volume number two, and it seems fitting that instead of commenting on canoeing in general we spend a few lines commenting on Canoeing with a capital C.

First, a few words of thanks to our supporters. This, of course, means all our readers, but especially those who have sent contributions in the way of articles, letters, and photographs. We particularly thank those secretaries who have kept us informed about coming events and followed up with prompt results lists.

Next, a word of thanks to those people who order bulk supplies and attend to the distribution. This is a big help to us, and whilst we know there is a financial saving to those who subscribe in this way we know too that it is the Club secretary in most cases on whom the burden of collecting the cash falls.

Finally, a personal word of thanks to those who help on the production side. This entails a good deal of work each month, and it is a task from which there is no escape if 'Canoeing' is to appear regularly. They do it because they believe in canoeing with both a small and capital C, their reward is the pleasure it gives. Their names are Marianne Tucker, Audrey Bright, Jim Bright, Mike Clarke, John Disley, Bernard Tucker, David Dancer, and my wife who as the letter box fills each day with mail addressed to the Editor complains 'I wish somebody would write me a letter'.

INTRODUCING— ARBUTHNOT SPENCER SPLODGE



by ALAN BYDE

Why? One may ask. That is a good question, ask another. He is a mythical character, but the fictional tales which follow have a basis in fact.

STORY ONE.

CONCERNING THE FORCES OF WIND AND WATER. SPLODGE ALL AT SEA.

Arbuthnot, on holiday by the sea, fancied a paddle, out and back, to have a look into the next bay. A scorching afternoon it was, and the early morning onshore breeze had given way to a hot stillness, although little wafts of hot air whiffled off the dunes, Typical high pressure conditions. Splodge, rather fetching in his jazzy shirt and snazzy shorts, topped off the lot with dark glasses, giving him the requisite degree of blot-eyed idiocy, and set off, canoe on shoulder, paddle in hand, to demonstrate to the natives the mastery of mind over natural hazard.

Away from the dunes the breeze was freshening and gritty little gusts chipped at his ankles. Launching his beamy, capacious canoe and paddling off into the wide blue yonder, he enjoyed the easy way his old tub moved. The half inch flat brass strip at the front set up quite a feather of spray, and the bows cocked up under the influence of the increasing speed. What a wake he was leaving behind! What speed, those people on the beach were quite a long way off. Calm and quiet out here, just a flurry of spray now and then to cool him, and the odd bucketful of sea flopping into the cockpit from the choppy water. Curious, it was dead flat at the water's edge when he set off.

About level with the headland now and he could see further down the coast, and almost into the next bay. Look, a lobster pot afloat. Grab for it—Splodge nearly unseated himself. There was a fair snatch as the pot rope pulled tight. Shake up old crabby down below. Quite a wake from the pot rope and some pull on it too. On the leeward side of the canoe, sudden glimpses of sinuous weeds way down, and silvery sand patches. Deep, my goodness. Must be one of those tidal currents that the local fishermen told him about, and swift too.

One would never think, looking out at the flat blue sea how it was moving about, this way and that, all different ways. Turning chiily now, with the wind quite gusty, and the clouds coming off the

hills way back inland. Must be a long way off. Strewth! The float he let go only two minutes ago must be at least a hundred yards away, and receding fast. Old crabby must be walking ashore with it! Happy little nit, drifting out. Ah well. Paddle back, suppose.

No prizes for a correct guess. Big panics. Feels a proper Charlie, which is what he is. Helicopter rescue, loses canoe, paddles, self respect, gains withering scorn from locals, grim publicity in local paper.

Consider the mathematics of the tale

Canoe speed in still water		5 m.p.h.
Wind speed	10 m.p.h. to	25 m.p.h.
Tidal drift		2 m.p.h.
Effect of wind on canoe adding say		2 m.p.h.
Outgoing speed, 5 plus 2 plus 2 less		
resistance, say		8 m.p.h.
Outgoing time		15 mins.
Distance offshore		2 miles
Ingoing speed, 5 less 2 less 2, resistance		
almost nil		1 m.p.h.
Time to get back		2 hours

So he made it? Not on your life, the poor beggar blew up, after an hour at sea his excuse for a brain cracked under the strain, and he was hauled up into the sky on the end of a rope. They should have hanged him.

Memo. Don't canoe alone. Do know your local conditions, and heed local warnings. Take note of weather signs. If the air is dead still, remember it can only become windy. Big buoyant canoes catch a lot of wind. Going with the wind and water can be easy. Going against the waves gives a bumpy ride, kicks the bows up in the air, which then catch the wind and swing off course.



BOOK REVIEWS

GOODBYE TO A RIVER, by John Graves (Macmillan, 21s.)
PORTAGE INTO THE PAST, by J. Arnold Bolz
(Minnesota University Press, 36s.)

With winter come, now is the time to settle down with a good book and here are two canoeing yarns well worth reading. Both are American, and both concern cruises in Canadian canoes.

In 'Goodbye to a River', John Graves describes a cruise down the Brazos River which runs for over 800 miles through to Texas to emerge in the Gulf of Mexico. Graves decided to make the journey when he heard that the river was to be dammed, and that this damming would destroy much of the country which he had known in his youth. The resulting narrative is one which every canoeist who has ever toured will enjoy.

This book has been coolly received by some critics and this is a pity for the author has captured in print the sounds and sights of early morning on the river, the expectancy of the stream ahead, and the spirit of the water as the paddle dips and the canoe glides by. This is not a book which rushes on, such as that pre-war classic 'The Danube flows through Fascism', but one which flows steadily like the river itself.

Mingled with the record of the journey are tales of the early settlers in their primitive cabins scratching a living from an unsympathetic land. These are true pioneers who grubbed, and fought, and died, in the hopes of building a future. These are real men not celluloid idols of Hollywood.

'Portage into the Past' takes us further north to the Ontario-Minnesota boundary waters, the country of the French-Canadian voyageurs. These were the men who acting as guides opened up the Northwest for the whiteman, and it was his interest in these early paddlers which led the author to follow their canoe trails.

Before setting out Dr. Bolz gathered together a number of accounts and diaries left by these explorers, and armed with these he was able to follow their trails and link the present and the past most effectively. Smoothly changing from his own narrative to that of his predecessors we are given fascinating glimpses of these voyageurs a picture which is made all the more vivid because it is linked with the account of a contemporary cruise. Indeed, at times the transition is so smooth that it is with a start that we realise we have suddenly been carried two hundred years into the past.

The book is illustrated with some sepia coloured prints of the early voyageurs, but the majority of these illustrations will be familiar to those who have read 'The Romance of the Canadian Canoe' where the reproduction is superior. In addition there are some superb black and white chapter headings drawn by Francis Lee Jaques who illustrated 'Canoe Country'.

A fascinating book but at thirty-six shillings many will prefer to borrow it from the library rather than buy it. Still, with Christmas so close, who knows.....

THEN...



1889 LAKE WINDERMERE

NOW...



1961 POOLE HARBOUR

CANOEIST'S ALPHABET

- A Used in long distance racing to indicate the event is held on the sea, tidal estuary, or on open and un-protected waters, such as large lakes, etc.
- B Used in long distance racing to indicate the event is held on fresh water rivers, or canals.
- B.C.A. British Canoe Association. Founded in 1887 and lapsed after the first world war. The title was adopted in 1931 by a section of the Camping Club of Great Britain and Ireland who surrendered it when the B.C.U. was formed.
- B.C.U. British Canoe Union.
- B.O.A. British Olympic Association.
- C.1,2, etc. A Canadian canoe normally used in national and international racing. The number following the C indicates the number of paddlers. C.1 is also the pseudonym of a columnist in a well-known small boat periodical.
- C.C.P.R. Central Council of Physical Recreation.
- F.1 Now usually applied to folding slalom canoes, but F.1 and F.2 racing classes existed before the war.
- I.C.F. International Canoe Federation
- J.S. Mks.1-6 A slalom canoe designed by Jack Spuhler.
- K.1,2,4 A racing kayak conforming to international specifications. The number following the K indicating the number of paddlers.
- L.O.A. Length over all.
- L.W.L. Length on the waterline.
- N.C.K.1,2 A restricted design chine kayak class initiated by the B.C.U. The number following the N.C.K. indicating the number of paddlers.
- P Used in long distance racing to indicate a portage. The number following the P being the number of portages in that event.
- P.B.K. Usually followed by a number to indicate a canoe built to the design of Percy Blandford.
- P.V.C. Polyvinyl Chloride
- R.1 The designation of the newly introduced rigid slalom kayaks.
- T Indicates a touring folding canoe built by Kleppers. Usually followed by a number indicating the model.
- T.S. Indicates a sports two-seater canoe built by Klepper. These boats are longer than the standard models.

SEE YOU AT THE SHOW



In six weeks time we will be able to see you at the show. The show is the National Camping and Outdoor Life Exhibition to be held at Olympia from the 5th to the 13th of January. Above we give you our artists impression of the 'Canoeing Publications' stand.

In its twenty foot length we will be able to show representative types of canoe, paddles and other items of equipment. Naturally we will not be selling canoes or equipment but we do hope to have a large selection of catalogues of different manufactures so that in one place budding canoeists can obtain all the information they require. The staff of 'Canoeing' will be on hand to offer advice, and we hope to be joined by a number of canoeing personalities.

We shall, of course, be selling 'Canoeing' and a number of other publications dealing with our sport, e.g. books, pamphlets, and river guides.

Last minute entry to the Exhibition is the National C.8. The Organisers have generously given space in order that this venture shall receive the publicity it deserves. In the pages of 'Canoeing' we have shown its progress, and now here is a wonderful opportunity for Club Secretaries and Youth Leaders to see for themselves what can be done by amateurs with enthusiasm. We hope they will come and see, and then return home to build for themselves.

APOLOGY

The credit for last months photograph of HOUGHTON MILL should be to D.SMITH of Watford not Bernard Smith, the writer of the article.

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THE ITALIAN ANNUAL TRAINING PROGRAMME

by BLAHO KALMAN

translated by Leslie Willmott, M.A.(Cantab.) F.L.A.

PART II

1. PREPARATORY PERIOD (1st January to 31st March)

Purpose

To build up each part of the body on the fundamental principle of gradual growth and development of strength up to the next grade of stamina.

Kinds of Training

Here we refer to those kinds of training which promote the general physical development.

General and particular development is promoted by the following kinds of training.

A. Training in the Gymnasium

In this kind of training we can include the following exercises: light running, breathing exercises, general gymnastics, specific gymnastics, exercises in pairs, rope climbing, co-ordinating exercises, vaulting, strengthening exercises (with weights, with bars, with medicine ball), games (basket ball, volley ball, light rugby, specific individual exercises, e.g. exercises to increase suppleness, for strengthening the arms, the legs, and the abdominal muscles).

B. Training in the Open Air

These exercises can consist of light running to warm up, breathing exercises, general gymnastics, specific gymnastics, gymnastics in pairs, co-ordinating exercises, strengthening exercises (with weights, bar or medicine ball), running 5 to 10 kilometres, games lasting 15 to 20 minutes (basketball, volleyball, football, or rugby).

C. Swimming Training (in covered pool)

Could include the following exercises: warming up exercises, breathing exercises, light swimming in varied styles lasting 10 to 20 minutes, 10 to 15 minutes rest, strengthening exercises with weights or bar, rest for 10 minutes, swimming for 10 to 20 minutes, slowing down gymnastics.

D. Ski Training

This training should be commenced with special exercises to guard against any accidents (muscular strain, dislocation). Training ski-ing should be over a 10 to 20 kilometre course on slightly sloping ground. For experienced skiers small jumps are permissible after training. Finally exercises with free body.

E. Training with Bicycle

Should begin with gymnastics and breathing exercises, followed by a cycle run of twenty to thirty kilometres, at medium pace, and with sprints of one to two kilometres repeated two to four times.

F. Training with Games

Consists of games of football, basketball, volleyball, etc. Naturally each game should begin and end with gymnastics and breathing exercises.

G. Training in the Pool or Tank

Serves to learn the correct paddling technique. Within the framework of the technical exercise which is carried out for two periods of 15 to 20 minutes it is convenient to fit in athletic exercises, breathing and strengthening exercises, ending the training with a light run lasting from 15 to 20 minutes.

H. Training in Boats

In this period we must lay the foundations of our stamina with daily paddles of 12 to 20 kilometres of gradually increasing intensity. At the same time with co-ordinated movement we shall learn perfect technique. The training in boats should be begun in March, and should be carried out and developed on a methodical basis.

All the training should be prepared and carried out on the basis of a division into five parts. The principal means of training for our sport is in boats, but this does not mean that programme and practice of the other parts of the schedule have a minor significance in the achieving of good and secure results.

The programme and the practice of the parts of the training are divided into five parts as follows: (See tables in the Appendix)

1. Introductory.
2. Preparatory.
3. Principal.
4. Gradual diminution.
5. Conclusion.

Theory

It is highly recommended and useful to hold discussion groups every two weeks for an hour and a half, or two hours, on the organisation of regattas, on the history of the canoe, on technique and tactics, on training methods, on hygiene, on sportsmanship, on diet etc., encouraging exchange of opinion between athletes.

Racing

In the preparatory period there are no races in boats. It is useful and convenient to organise friendly competitions between the paddlers in complimentary sports. This encourages their interest in the complimentary sport and develops their competitive spirit.

In this period we can organise for our paddlers, if already physically prepared, cross country runs (over a distance of 1,000 to 3,000 metres), swimming contests, cycling races, ski-ing competitions etc., possibly over medium or long distances. The extent of these exercises will be measured, or rather controlled, by the paddlers physical development. In order to observe the paddler's growth in strength and stamina we can insert in the training the following exercises as contests:

Bar hanging, arm flexing, press-ups, lifting weights of 10 to 15 kgms., pulling and pushing exercises.

Naturally exercises of a competitive type should be judged by continuity, quantity and quality. Depending on local conditions and

equipment we can organise within the framework of our training further contests of stamina, of strength, of ability, and of games. Underlying all this is the spirit of attainment.

Medical Examination

In March the medical examination for competitors in regattas takes place. Thus, at the end of the preparatory period one can have a clear idea of the physical condition of the paddler and know with how much quality and quantity the individual paddler can continue his training.

Cultural Activities

To look after the spiritual welfare of the team and for a minimum participation of cultural events it is advisable that the coaches should participate with the athletes in cultural activities at least once a month, e.g. a visit to the theatre, to a concert, or to a major sporting event, etc.

Number of Training Periods per Week in the Preparatory Period

The duration of the daily training periods is between $1\frac{1}{2}$ and $2\frac{1}{2}$ hours.

JANUARY	- Total number of periods per week	5
	Training in tank, or on pontoon	2
	Other methods of training depending on local conditions	3
	Lectures: once every two weeks	
FEBRUARY:	The same	
MARCH	- Total number of periods per week	6
	Training in the boat	4
	Other types of training	2
	Lectures: once every two weeks	

2. FORMATIVE PERIOD (from 1st April to 31st May)

Purpose

The Acquisition of Stamina.

To develop the strength acquired in the preparatory period and to increase the general stamina so as to assure a high grade of paddling stamina. Those athletes who during the preparatory period fell behind, or only completed part of the training, should as well as training of medium intensity in boats also carry out general exercises of medium intensity, to develop strength and stamina.

Kinds of Training

The accent is completely on training in a boat, but we should also carry out other kinds of movements.

A. Training in the Boat

In the first part of this period the main purpose is to acquire the highest degree of stamina. For this it is necessary to cover with gradual intensity 12 to 20 kilometres a day, trying to acquire an automatically correct technique. In the second part of the period; we shall carry out stamina training of great intensity, and at the same time establish a perfect technique.

Contd. on page 15

CANOE CROSSINGS

BY JOHN WOOLLEY

Secretary - B.C.U. Long Distance Racing Committee.

From the earliest times people have tried to cross the English Channel. When it became an everyday occurrence people started setting up records, today people break records. Just to make sure of what happens in the record field someone, somewhere, takes note of the times; for Canoe Crossings the Long Distance Racing Committee is the responsible authority and on application to the Secretary a set of rules is issued and these must be obeyed, if it is to be an official record. The rules are issued to the appointed time keeper, together with a Certificate which must be signed by Three Witnesses, one of which may be the Time Keeper.

Blow the Rules you say, life is nothing but rules and regulations. The answer is a simple one, the Channel can be rough, the other side is a long, long way off, currents can be treacherous, and few have a working knowledge of the tides. It is to protect people that rules are made and without them tragedies happen.

The present records have held good for many years, the Singles record is still held by that well-known canoeist A.R. Waterhouse of Deal, - it was set on the 4th September 1953 from Green Man Beach, St. Margarets Bay, Kent, to below the cliffs, Cap Blanc Nez, Pas de Calais. The crossing took 3 hours 48 minutes. The Doubles Record is still held by Maj. H.G. Bruce and Lieut. D. Mitchell of the Royal Marines it was set on Sunday 15th August, 1954 from Green Man Beach, St. Margarets Bay, Kent, to the beach, Cap Gris Nez, France. The crossing took 3 hours 38 minutes in the well-known canoe 'Bootneck' which was equipped with a foot pump to deal with the water leaking through the deck.

The attempt made by Capt. W.S. Crook and R. Rhodes on Wednesday, 20th September, 1961 may well be the new doubles record, it will be put forward for ratification at the next meeting of the Committee. I wonder how long the records will last now that the canoe population know that Cross Channel Canoe Records exist.

THE AK 62 WHITE WATER AND SLALOM CANOE

The AK 62 is a new canoe designed for the white water touring enthusiast. Produced by Tyne Folding Canoes Ltd., it retains the manoeuvrability of their slalom canoe, but with the added advantage that the interior space is unimpeded by a centre webbing, thus giving easy access to kit. It has been designed within the international dimensions for slalom canoes so that it can be used for competition when desired. The Price: £42.0.0.



Dear Sir,

Criticism

It is hardly possible these days to open a paper, magazine, or even 'Canoeing' without reading criticism of someone or something, the radio news programmes report that Communists expel Communists, or shoot them. Conservatives throw out fellow Conservatives, the Socialists and Liberals follow suit, in fact the World lives on criticism these days. The criterion of the critic is, is it a criticaster criticism.

The letter you published in the November issue, B.C.U. Individual Membership, prompts this reply, P.Antwis, M.A., Rochester, writes so very well of the failings of the B.C.U., 'The Lost Cause', he calls it, I feel compelled to ask P.Antwis what he is going to do about it, just what HE personally intends to do. He could of course, if he will permit me to make a suggestion, attend a meeting of the Foreign or Home Touring Committee's. He might even form a Lone Canoeists Committee if he feels strongly enough about it, he seems to know just what the lone canoeists require, given time the lone canoeists could become so organised that they would be glad to join a club.

What is the B.C.U. doing he cries, why don't THEY do something. P.Antwis of Rochester is as much a member of the B.C.U. as I am, he refers to THEY, and yet he is part of THEY, for he tells us in his letter that he is the Chairman of an affiliated club, so may I ask P.Antwis, "What are you, as a member of the B.C.U., doing?"

A final word to P.Antwis, your interest in Touring is creditable your knowledge, well! You referred to the Secretary of Foreign Touring as a HE, well its a HER and for your information the hard working person concerned is Miss E.E.McLellan, 9 Downsway, Sanderstead, Surrey.

A final word to the reader, if you are a member of the B.C.U., and not happy about Something, well remember before you criticise, that you are a part of the Union, and it is possible your fault in the first place that the Something was wrong, and you alone can put the Something right, if of course you trouble to do Something about it.

Yours faithfully,

J.M.WOOLLEY

Dear Sir,

Congratulations on a really good little magazine. Can we have some notes on the printing process which is unusual and most effective.

I am still looking for the articles explaining the various letters which you promised in August.

Can we have more articles on river touring, and more for the beginner who is out of reach of clubs and experienced canoeists, like the Ferry Glide article. Can we have one on the basic strokes for example, and one on how slalom competitions are organised and judged; what experience is necessary to enter etc.

A Happy Birthday, and may there be many of them.

Yours faithfully,

I.W.WILLIAMS

Swansea. (comments noted - Ed.)

LETTERS

Dear Sir,

Mr. Antwis's letter in the November issue moves away from the original question of Individual Membership of the B.C.U. to more fundamental and important ones: does the Union provide the right services, and is it too pre-occupied with certain aspects of Canoeing?

First, being, not a club, but a federation of a club, the B.C.U. does not set out to provide "Club services" to individuals. One of its Rules says: "The Union shall, except on questions of expulsion, deal with members of Clubs and Divisions through their Officers." Fortunately, this Rule is applied with discretion, and another Rule permits club members to "obtain canoeing information for touring in the British Isles and abroad (and) the Union's publications." But its services for members are nevertheless general in character, and less personal and individual than some canoeists might like.

Second, as to pre-occupation. The B.C.U. Council knows that more canoeists are interested in the non-competitive aspects of canoeing and wishes to give adequate services for touring and general canoeing, and to foster new clubs. The present shortcomings in the last resort all add up to one thing - the need for pairs of hands.

These are forthcoming for racing and slalom, which those interested could not do at all without continually coming together, often from long distances, to organise the events. Individual canoeists can, and do, tour and mess about in canoes without having to organise themselves in this way. It is therefore rather misleading that the B.C.U. Bulletin 'Canoeing in Britain' seems to give more space to competitive than to non-competitive aspects.

The Union can give out in services only what its Clubs and members put in; and the non-competitors appear reluctant to be as active as their racing and slalom friends, at any rate on a national basis. At the national level therefore the non-competitive aspects tend to become 'one man shows', which is not right. If your journal, Sir, could be a means of encouraging Club and Club members to give more personal help to these less glamorous aspects of the B.C.U.'s work it would be a most valuable service to canoeing in this country.

At the risk of being tedious, I must comment on three of Mr. Antwis's particular complaints:

1. British Waterways and their predecessors, and the Thames Conservancy Board and other river authorities, have always granted special terms to youth groups, schools etc. for special purposes. When the Union negotiated the special low rate for all canoeists on canals, they were assured by British Waterways that this practice would continue, but neither they nor the Thames Conservancy Board would guarantee in advance to the Union as the national organisation what special terms would be granted. They wanted, reasonably enough, to consider applications on their merits. I do not accept as justified criticism the implication that the B.C.U. ought to negotiate lock fee exemptions for particular clubs.

2. The B.C.U. has the will, but not the money, to help to set up boathouses: here the Government is unfortunately not so generous in aiding such developments as in some European countries. The establishment of "Canoe stations" along popular rivers is not a question

of "campaigning" but of negotiating with individual commercial boat-houses, inns, property owners and tenants. Again, a question of pairs of hands. The B.C.U. has no paid staff, the amount of spare time that its officers and Council members can give to office work and travelling is limited.

3. The B.C.U. has been trying over several months now to get authority from the Alliance Internationale du Tourisme to issue International Camping Carnets, but until this week has not had an answer to its requests.

The Union welcomes criticism, but it cannot provide the service desired if members do not make their wants known. There is a good deal that could be done on the non-competitive side of canoeing. Clubs can play their part by producing representatives for the various Committees who will not only represent them but also get down to a job of work. If Mr. Antwis's club would nominate him, his help in securing improved service to the generality of canoeists would be most welcome.

Yours sincerely,

RALPH TYAS

Dear Sir,

re: B.C.U. Individual Membership

Having read, with admiration, your July editorial, together with Oliver Cock's reply, both in August and September issues, and also having taken note of the comments of some of your other readers, I feel that the time has come when a B.C.U. Individual Member must make a constructive proposal.

I firmly believe that the advantages of an extremely large individual membership would outweigh any disadvantage. Mr. Cock mentions the possible cost of this change of policy. Agreed that in the beginning, revenue will fall but, taking a long-term view, nothing but good could come of such a move.

Think for a minute what would happen to the B.C.U.'s funds if I formed an Individual Members Association and then affiliated it to the Union. The B.C.U. would lose far more.

Surely the fact that thousands are taking up our sport, but that so few are joining the Clubs or the Union suggests that something is radically wrong somewhere? In order to educate (I use the word in its widest sense) the canoeing public towards better canoeing the Union must have direct access to that public. Safety, technique, and club membership to those with whom you are in direct contact, rather than through mass media. The truly excellent work being done by Union officials in regard to access to fishing rivers can so easily be ruined by well-meaning but uninformed outsiders.

A lower subscription will make B.C.U. membership much more attractive. I do not begrudge my subscription, I feel it's worth every penny, but I can understand some people, especially those in their early twenties, thinking twice before they join. Not all of us can afford to join a club, however much we should like to, because of the high subscription rates. ARE WE THEN TO BE PENALISED?

"Small profits - quick returns" should be the Unions cry. The increased circulation of "Canoeing in Britain" would very quickly increase attraction as an advertising medium. I gather that it already

costs the Union about £500 a year to produce and circulate this free magazine; with a decent advertising policy (backed by the Union) it could cost nothing.

Mr. Cock also feels that the Clubs might object. Why? As I understand it, the B.C.U. exists to bring members into contact with their local clubs, who (I exclude the North East) generally hide themselves as much as possible. I feel that the Union must accept a far greater responsibility for recruiting. Surely it is preferable to have a person in direct membership than not at all.

What is required is an economic "impulse" subscription; one that anyone can afford without consideration. I would further suggest an even lower subscription for junior individual members.

"Canoeing" is providing a much needed forum for discussion. However, a decision of this kind can only be made by the members of the B.C.U. in General Meeting. I intend to table a motion along these lines for the A.G.M. next January, and I would be grateful to hear from any B.C.U. members who would be prepared to support such a motion.

Yours sincerely,

CHRISTIAN F. MUTEAU
(B.C.U. Individual
Member).

Contd. from page 10

B. Other Methods of Training

According to local conditions and the stage of preparations in the training of our paddlers, we may still in this period insert in the programme, the other types of training, carrying them out however with medium intensity.

Theory

Every fortnight we hold theory classes possibly discussing subjects relative to racing.

Racing

In this period the first regattas take place, and the results of these should be examined and the events discussed; in the light of these the final training programme should be prepared.

Cultural Activities

A monthly programme of communal cultural activities is also useful in this period.

Number of Training Periods per Week in the Formative Period

The duration of the daily training periods is between 1½ and 2½ hours.

APRIL - Total number of periods per week	6
Training in the boat	5
Other types of training	1
Lectures: once every two weeks	

MAY - The same

to be continued

LONDON RIVER RACE



R. A. F. CONTINGENT



LINE OUT



J. DALTON, VIKING TROPHY WINNER



P. WHITE, N. C. K. WINNER



B. PRATT & A. YOUNG, RIGID DOUBLE WINNERS



M. TAPSCOTT & K. WHITE, FOLDING DOUBLE WINNERS

RACE RESULTS

LONDON WEEK RACE RESULTS 1961

Touring Canadian Pairs, Men.

- Previous Record 31 mins. - A. Hubbard & J. Shambrook CCA.
 1. A. Hubbard Rich. CC. & CCA, A. Perkins RCC. 32mins. 54sec.
 2. R. Bick & T. Dunkley, Rich. CC. 33 " 30 "

Touring Canadian Pairs, Women.

- Record 40 mins. - Pamela Marchand & Sheila Print Rich.
 1. J. Parsons, Surbiton Sea Renger, & H. Perkes 50mins. 45sec.
 2. G.A. Crowe & C.N. Hunt, Surbiton Sea Rengers 54 " 52 "

Kayak Four Race, Boatrace Course.

- Record 21 mins. 27sec. - Royal Canoe Club
 1. Royal Canoe Club 22mins. 6sec.
 2. Richmond Canoe Club 22 " 30 "
 3. Canoe Touring Club 23 " 19 "

Fastest Boat Race time: 17mins. 50sec.

- Record 16ft. 1st occasion
 1. B. Birk, C.T.C. 2hrs. 47mins. 35sec.
 2. G. Readon, TTC 2 " 49 " 10 "
 3. A. Lewis, Bart's CC. 2 " 51 " 40 "

Folding Singles

1. D. Elliott, TTC 3 " 11 " 40 "
 2. H. Deacon, RAF 5th Cerney 3 " 11 " 50 "
 3. J. Livitt " " 3 " 28 " 35 "

NATIONAL CHAMPIONSHIPS 1961 at Teddington Resch

Saturday, 14th October, 1961.

K.L. 10,000m. Junior

1. V. Gyroffy 45m. 24.5s Richmond C.C.
 2. P. Lawler 49m. 25s. "
 3. P. White 46m. 37.5s C.T.C.
 4) V. Binstead 49m. 28.5s Richmond C.C.

N.C.K.L. 10,000m.

1. M. Hope 52m. 05s. C.T.C.
 2. B. Birk 50 " 05 " "
 3. D. South 54m. 24s. "

Results of the Midland Canoe Club Sialom

held at Swarkestone Rapids 13th October, 1961

Third Division

	Pen. Time	Tot.	Pen. Time	Tot. Best.	%
1. Ian Manning	R.L.S.C.C.	60	165	225	69.0
2. P. Lawler	"	60	231	145	61.9
3. Steward Baker	Windsor	60	111	171	71.9
4. Mike Cakeraad	W.D.C.C.	50	126	176	87.6
5. Frank Nelson	M.C.C.	50	134	184	87.6
6. John Vatcher	Reading	50	144	194	92.3

Average - 219.1 Mod. Average - 210

Fourth Division

1. Patrick Doncaster	Worce.	20	98	118	10	94	104	108	58.0
2. Phillip Massey	Worce.	60	102	162	10	98	100	104	60.3
3. Michael Manning	Worce.	10	119	129	10	108	118	118	65.8
4. Ralph Street	C.P.C.C.	70	138	208	0	118	118	118	65.8
5. John Howard	C.U.C.C.	20	102	122	20	100	180	122	68.1
6. Richard Barrett	O.U.C.C.C.	Scratched	20	105	125	125	125	125	69.7

Average - 188.9 Mod. Average - 179.1

Open Event

1. David Olorenshaw	R.L.S.C.C.	0	118	118	10	107	117	117
2. Roger Wood	Mid.C.C.	90	108	198	10	107	117	117
3. Jim Doherty	Mid.C.C.	10	117	127	30	111	141	127
4. Gerry Chester	Mid.C.C.	40	126	166	20	126	156	166
5. John Harrison	Mid.C.C.C.	60	119	179	20	121	141	141

Rigid Singles over 28" girth max. 71".

1. P. White, CTC 2 " 31 " 10 "
 2. B. White, BMCC 2 " 35 " 00 "
 3. C. Evans, Bart's CC 2 " 50 " 00 "

Rigid Doubles, 17" long and under.

1. J. Morris & R. Jancsfield, Bradford Rowing Club 2 " 32 " 20 "
 2. A. Barra & J. Campbell, NSC 2 " 34 " 15 "
 3. R. Farmer & M. Tenney 2 " 43 " 33 "

Viking Trophy Race

1. J. Dalton, CTC 2 " 28 " 35 "
 2. B. Smith 2 " 41 " 20 "

Folding Doubles

1. M. Tapcott & K. White, REME, JLU, CC 2 " 30 " 00 "
 2. R. Fish & M. Hope, CTC 2 " 30 " 50 "
 3. L. Blackmore & J. Burr, Braddy Boys Club 2 " 37 " 30 "

Rigid Doubles over 17" long

1. B. Pratt & A. Young, RCC 2 " 10 " 20 "
 2. R. Lavery & R. Rhodes, Rich. CC 2 " 19 " 00 "

THE RACE FROM GREENWICH TERMINATED AT RICHMOND LOCK FOR THE FIRST TIME.

In all classes 70 canoe entries, 124 competitors.
 Prizes were presented by The Right Worshipful the Mayor of the City of Westminster, Councillor J.V.C. Dribbell, J.P.

Non-championship - K.L. 10,000 Senior

1. R. Still 46m. 37.5s R.C.C.
 2. D. Pratt 47m. 35s. "

K.L. 1,000m. Ladies

1. M. Tucker 18m. 05s. Richmond C.C.
 2. M. Terry 18m. 05s. "

Sunday, 15th October 1961

K.2. 10,000m. Junior

1. V. Gyroffy/P. Lawler 46m. 07s. Richmond C.C.
 2. R. Lawler/P. White 46m. 04s. Richmond C.C./C.T.C.
 3. V. Binstead/R. Still 47m. 28s. Richmond C.C./R.C.C.
 4. M. Hope/R. Fish 48m. 19s. C.T.C.
 5. A. Kirby/O. Readon 49m. 04s. R.C.C.

BLUE WATERS CANOE CLUB - AGAINST THE TIDE RACE

Results

- Event 3. Senior Single Canoes "Against the Tide Challenge Trophy"
 1. J. Readon, R.L.S.C.C. 2.45.29.
 2. T. Hall, B.W.C.C. 2.45.34.
 T.H.I.

Event 2. Senior Double Canoes. "Against the Tide Challenge Cup"

1. C. Watkins & M. Burt, K.2. 1.31.20.
 2. G. Evans N.C.K.2. 2. 8.20.
 3. M. Macdonough & J. White, B.W.C.C. 2.12. 2.
 Devises Special

Event 3. Junior Single Canoes. "Against the Tide Challenge Trophy"

1. J. Readon, R.A.S.C.C.C. Nooraker 2.16.31.
 2. J. B. B. T.C.C. Swift 2.20.00.
 3. N. Brewer T.C.C.

Special award also for soft skin canoe first home.

Event 4. Junior Double Canoes. "Against the Tide Challenge Cup"

1. G. Readon, T.C.C. 1.43. 2.
 A. Kirby.
 2. Snow R.A.S.C.C.C. Tyne 2. 8.00.
 3. Hitchcock, R.A.S.C.C.C. Tyne 2.13.20.

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- ★ Marine Fibreglass construction, using glass cloth giving greater strength.
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- ★ Can be left in the open in all weathers.
- ★ Stern reinforced for easier rudder fixing (if required).
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Devizes-Westminster race in Class

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shire Regt. Prince of Wales Volunteers) and Cpl. R.M. O'Keefe,
The Middx. Regt. (Duke of Cambridge's Own) both Richmond Canoe Club.

PHOTOGRAPH BY R. BRUCE GRICE, A.I.B.P., A.R.P.S.

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