

Canoeing

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VOL. 2 NUMBER 5 APRIL 1962



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The Nile**

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Our Boathouse, Racing Craft and ten Canoes were completely destroyed by fire on January 18th. We are determined to rebuild the Boathouse (including, this time, a hot shower!) in time for the Bath-to-Bradford Race on 15th July 1962.

Any offers of help, particularly in regard to secondhand K.1s, K.2s, or N.C.K.1s, would be appreciated. Please communicate with:

Alex Moulton,
Chairman of Appeal Fund,
The Hall,
Bradford-on-Avon, Wilts.



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EDITORIALLY SPEAKING

In this issue we give details of the National Open Youth Championships which, as readers will see, are being held on a regional basis with the finals at the 'News of the World' Serpentine Regatta. Undoubtedly, the holding of well publicised regional competitions will attract many people to compete and also to spectate. Amongst these spectators will be some who wish further information on the sport, or who perhaps wish to make contact with fellow canoeists, and it is to be hoped that the organisers in each region will set up the machinery to assist them.

How much easier this task would be, however, if the B.C.U. were organised on a regional basis throughout. Can we gaze into our crystal ball and foresee the B.C.U. Council following in the steps of Youth Championships Organisers and investigating the possibilities of regionalisation once more. We are aware that they did this some years ago, and decided against the idea, but now Gil Marshal, of the very successful North East Canoe Association, is on the Council and he knows regionalisation works.

1,000 MILES DOWN THE NILE

BY L/CPL DALZIEL

When our unit, the 23 Parachute Field Ambulance, started a Canoe Club I was one of the first to join. The only previous experience I had had was at an Outward Bound school in Cumberland. Our canoeing was limited as we only had week-ends and wanted to canoe as much as possible, so only the rivers near at hand were tackled, such as the Thames, Wye and Wey.

After about 6 months, Capt.D.T.Fairs, who was in charge of our Club decided to organise a 1000 mile canoeing expedition down the River Nile and I was lucky enough to be chosen to accompany him with two others, Sgt.N.A.Richardson and Pte.K.White.

After a lot of headaches we were ready to leave for Khartoum, our starting point.

We started from Khartoum at the confluence of the blue and white Niles on the 12th April, after being strongly advised not to attempt the trip due to low water which caused dangerous rapids, but having come so far we were not turning back. I recall after we had canoed about 5 miles having second thoughts and wondering what was in store for us.

Our maps were supplied by the Sudanese and Army but were not very accurate due to the constantly changing contour of the river and we found that quite often after canoeing for 5 or 6 hours the map showed a progress of only a few miles.



Evening Meal near Abu Hashiem



Inspection of the Boats by Villagers.

For the first few days we all felt tired and lonely as none of us could speak Arabic, the native language. Soon, however, we came to our first cataract. It was about ten miles in length with fast and turbulent water swirling round thick granite rocks. We all made our own choice of routes and went blindly through it. Capt. Fairs and myself were paddling alone while Pte. White and Sgt. Richardson were together. After the cataract I met up with Capt. Fairs and we paddled on for a while thinking the other two would catch us up. We stopped at a village and waited for about 3 hours. We could not go back to look for them owing to numerous channels in the cataract and we didn't know which they would take. At last they appeared, beaming all over their faces and told us that they had capsized and had had to dry their things out in the sun. A lot of equipment was lost but the men themselves were alright and that was all that mattered. After that we were careful to keep together through the cataracts.

One of our worst enemies was the wind and sand. We had a northerly head wind all the way and at times it was so strong that it was impossible to make any progress. The wind chipped up the sand to make visibility about 50 yards at the most. Once in a really bad storm we all became separated and had to spend the night apart. I was lucky enough to stop at a small village for the night where they gave me a bed and fed me; luckily we all must have decided to stop at the same time as we were all within $\frac{1}{2}$ mile of each other. The second time I had to spend the night on my own, I was not so lucky. This time we were canoeing through cataract area as it grew dark, wanting to stay at a village for the night we all kept paddling, but in the dark I soon lost sight of the others and after hitting a couple of submerged rocks, I decided to stop. I spent the night with no food, huddled in my sleeping bag on a sand dune with a thorn bush as a wind-break.

The fourth cataract was about 150 miles long with many rapids and channels. Our average mileage per day had been 25 miles, but in this area it went down to about 15 miles and by the end of the day we were really tired.



Just pulling in our evening meal - a large Nile duck after being shot by Capt. Fairs.

The Sudanese people throughout were very friendly and though they were very poor, insisted on our staying with them for the night and sharing their food. The food consisted mainly of "kestra" a bread made of wheat and rolled very thin, in fact it looked rather like pancakes. When we stayed on our own for the night, we shot and ate duck as there was an abundance of them on the Nile.

The second cataract, the last we canoed through, is known as the cataract with the hundred islands. It is about 2 miles wide and has hundreds of different channels. We were given guides to show us the way. They blew up goat skins and used them as a float, swimming ahead they picked out routes through the rocky and turbulent water. It was a marvellous sight to see them bobbing through the churning water of the rapids smiling and waving their arms for us to keep to the right or left of them.

Crocodiles, although we saw many of them every day, did not give us very much trouble. Once, near the beginning of the trip, I was canoeing with Sgt. Richardson near the bank when we must have disturbed one from its siesta. First we saw its head emerge from the reeds then it made a dive for the water, all 18ft. of it. Unfortunately we were in its path and it only just skimmed beneath our canoe. Another time upon nearing Abu Hamid as it was growing dark, in fact I could see the lights twinkling in the distance, my paddle struck solid. My first thought was that it was a rock, but a large scaly tail lashing at the water soon convinced me it was no rock. Once whilst camping on a small island a party of Sudanese crocodile hunters stopped and had tea with us. When they departed they left us with some crocodile meat to try. I was rather dubious about it as it was boiled, but upon tasting it proved to be quite succulent. It eats like slightly tough meat with a fishy flavour.

At last we reached Wadi Halfa, our destination after 53 days on the Nile. Even though we had stopped at towns and villages with a subsequent loss of 10 days canoeing time, we had still managed to average 20 miles a day. We arrived looking like natives, burned brown and wearing turbans in a temperature of approximately 125° F.

It was a journey of a lifetime and I wouldn't hesitate to go back again to do the same trip.

CAN YOU HELP?

AN APPEAL BY GEOFF. SANDERS HON. SEC., B.C.U. NATIONAL COACHING COMMITTEE

How did you learn to canoe? Were you one of the lucky ones who had a competent enthusiast to show you the ropes, or did you learn the hard way, possibly picking up a few tips from some written description of the sport and working the rest out for yourself? I think that most of us, including even the most successful 'self-trained' men, would agree that the way a person is introduced to the sport is important. However it is not simply a question of learning the correct techniques. Somehow or other a 'right attitude' has to be inculcated; something that is difficult to define as it implies the qualities which go to make a good canoeist - a sensible approach generally as illustrated, for example, by an intelligent acceptance of one's own capabilities and those of the boat you are using when planning and undertaking any canoe expeditions. One can appreciate the feeling of achievement of a youngster who has wobbled his way across a canal for the first time but, if his canoeing experience is to be a happy (and healthy) one, it is particularly important that he doesn't get the impression at this stage that he 'knows it all'. This should be the beginning and not the end of his instruction.

Keeping such considerations in mind, it is a sobering thought to realise that more people are taking up canoeing than ever before, and, let's face it, many young people are rushing in without much thought or guidance. In a sport like ours, ignorance and a dash of bravado can easily result in accidents and publicity that does anything but good. Can sufficient and suitable assistance be provided in such a way that it effects a remedy without cramping initial enthusiasm?

The situation certainly offers a challenge to the British Canoe Union and it is my impression that they are making an honest attempt to tackle the problem. The wide circulation of copies of 'Do's and Dont's for Canoeists' is obviously a step in the right direction; the initiation of a youth service to cover the country is an admirable way of backing up the good work done by the clubs and getting advice and help to those who need it; and the visits of the National Coach should further the cause of sound and sensible canoeing. B.C.U. Elementary and Advanced Proficiency Tests are important in setting good standards and youth organisations and local education authorities seem to have a growing awareness of their existence.

Another obvious way of tackling the problem is to provide a large number of competent instructors throughout the country who will be able to spread the principles of sound canoeing. The National Coach will not be able to do it all on his own! One hopes that Corps of Canoe Life Guards will be formed in most areas in the near future as they will have an important part to play in demonstrating and teaching good canoeing. The latest scheme to be announced by the B.C.U. introduces coaching awards and provides a means by which club and individual canoeists can become recognised and qualified instructors.

Most of the spade work behind this scheme was done by John Dudderidge, President of the B.C.U. and Chairman of its National Coaching Committee, and Oliver Cock, the National Coach, and they went to great efforts to get the views of many people experienced in coaching and teaching and to examine the coaching awards of different sports. Recommendations were carefully scrutinised and the present scheme formulated by the National Coaching Committee. (Full details are given below). It was realised that many young people make admirable instructors and it was partly by way of encouragement to them that the Elementary Instructor's Award was devised for canoeists of 17 years and older. The Hon. Coach's Award will probably be considered the 'basic' award of the scheme and it is meant as a qualification for those who aim to teach beginners up to approximately the level of the Advanced Proficiency Certificate. Both these awards can be taken in either kayak or Canadian types of canoes, but candidates for the Hon. Senior Coach Award must be able to handle both types of boat competently. There will be examinations for all awards and in them the emphasis will be on good individual performance and the ability to teach as well as on a sound general knowledge of the sport. To assist preparation for the examinations it is planned to arrange short training courses for potential coaches and if practicable these will be arranged in different parts of the country.

To initiate the scheme a number of Hon. Coaches have already been appointed. It is hoped that in a few years time there will be panels of coaches in all parts of the country and that youth clubs and organisations, education authorities and adult recreational bodies will know that there are available qualified people who can be called upon to help when canoeing instruction is needed of examiners required for canoeing as in, say, the Duke of Edinburgh Awards.

The problem is posed; the B.C.U. has suggested a number of lines of attack and now asks for our support. There are many opportunities for worth-while and thoroughly enjoyable service, be it in helping a few members of a local youth club to take up the sport, offering to become a B.C.U. Youth Officer (there are room for more I believe) or becoming a qualified instructor or Life Guard. If we feel unable to commit ourselves even to this extent then we can at least demonstrate on our own canoe journeys what good canoeing really looks like. In so doing we will render an indirect service to the B.C.U. and the cause of canoeing in this country.

THE NEW B.C.U. COACHING SCHEME

Readers might like to have details of the Awards.

It is intended that the scheme for awards be an overall one, covering elementary, advanced and specialist coaching awards.

Applicants should obtain entry forms from the Hon. Sec. of the National Coaching Committee (please include a s.a.e.) and when duly completed these should be returned to him with the appropriate examination fee. The candidate will be informed of the date and place of the examination when suitable arrangements have been made.

Hon. Coaches will be appointed for a period of two years, after which their certificate may be renewed on evidence of coaching activity.

A. ELEMENTARY INSTRUCTOR'S CERTIFICATE

1. Conditions of Entry. Candidates must:-

- a. Be over 17 years of age.
- b. Hold the B.C.U. Elementary Proficiency Certificate.
- c. Have at least 6 months active canoeing experience.
- d. Have knowledge of a recognised resuscitation method.
- e. Pay an examination fee of 5/- when making the application.

2. Examination

- a. Test of Canoeing Abilities. Practical demonstration of skills contained in the Elementary Proficiency Certificate.
- b. Practical Teaching. Ability to teach basic canoeing skills to an individual (not a class).
- c. Oral Examination. General canoeing matters - e.g. canoe-camping, canoe instruction, equipment.

B. HON. COACH'S AWARD

1. Conditions of Entry. Candidates must:-

- a. Be over 21 years of age.
- b. Hold the Elementary Proficiency Certificate and should be up to the standard of the Advanced Proficiency Certificate.
- c. Hold the Intermediate Certificate (or higher) of the Royal Life Saving Society.
- d. Pay an examination fee of 10/- when making the application.

2. Examination (Kayak or Canadian)

- a. Test of Canoeing Abilities. (A holder of the Advanced Proficiency Test Certificate will be exempt from this part of the examination).
- b. Practical Teaching. Ability to teach a group (of not less than 4 members) canoeing skills. (The latter may be up to Advanced Proficiency Certificate standard).
- c. Written and Oral Examination. To be on all aspects of the sport, including:-
 - a knowledge of the various types of canoe and their use.
 - ability to advise on - slalom and racing
 - organisation of regattas, slaloms and tours.
 - competence to prepare and test candidates for the Duke of Edinburgh Award at all levels.
 - knowledge of the structure and work of the B.C.U.
 - knowledge of practical teaching techniques.
 - knowledge of own local canoeing waters.

The candidate must show evidence of wide reading on the subject.

C. HON. SENIOR COACH'S AWARD

1. Conditions of Entry. Candidates must:-

- a. Be holders of the Hon. Coach's Award.
- b. Pay an examination fee of 10/- when making the application.

2. Examination. Oral and Written.

The candidate must be competent to demonstrate and teach the skills of kayak and Canadian canoes; have knowledge of sea, estuary and river canoeing of all grades, with special reference to the organisation and control of groups. Evidence must be given of ability to organise and run courses for the training of coaches.

D. SPECIALIST COACHES

Appointed by the respective committees controlling slalom, racing, sailing; the appointment to be endorsed by the National Coaching Committee.

Any further details of the scheme or awards can be obtained from:

G. SANDERS,
Hon. Secretary,
National Coaching Committee,
33, Orchard Avenue,
SOLIHULL, Warwicks.

FIRST LEAMINGTON CANOE CONFERENCE

The Royal Leamington Spa Canoe Club has enjoyed the support of the town ever since their first Regatta many years ago when the Mayor made his opening speech then took part in the first race. On Saturday, 3rd March, they held a conference, using the Town Hall, the Pump Room and the Baths, with an opening by the Mayor and the full backing of the civic authorities.

The conference programme followed the pattern of the London ones, with the same nationally-known speakers and demonstrators dealing with building, organisation, racing, touring and slalom, finishing with rolling demonstrations and films. The Council Chamber, used for the lectures, held about 250, but about twice this number visited the exhibition, Although the hall was rather smaller than the one used for the recent London conference there were even more exhibitors, with the trade very well represented.

A large proportion of those attending lectures were representing organisations and clubs, so the final result of this conference should be the spread of the right sort of information on canoeing to a large number of interested people in the Midlands. 'Abdul' Sowman and his club committee should feel very satisfied with this worthwhile effort.

TEST REPORT-

THE KAYEL

CANADIAN CANOE

DESCRIBED BY

FRANK LUZMAN



A new and attractive addition to the market at a price within the reach of all enthusiasts for this type of canoe and devotees of the single blade. Plans and pre-cut material are obtainable at a cost of from £12 to £15 according to requirements.

The canoe is built on the hard chine principle having 4 chines on either side. The length of 15'8" x 31" beam and 12" depth is very suitable for either solo or tandem paddling and there is ample room for camping kit. The weight is between 55 and 60 lbs. The material used is mahogany ply, 2 sheets 8' x 4' x 5mm and 1 sheet 8' x 1' x 6mm for floor boards with additional wood for gun'ls, thwarts and decking. There are no interior ribs and battens to interfere with cleaning and varnishing as in many canoes. Joints being sealed with glass fibre tape and resin. The canoe has the familiar Canadian profile but with only a moderate rise at bow and stern because of the measurement limitations of the wood used, an increase would add to the cost. The hull is slightly rockered and a twist of the paddle turns her easily. For those who prefer extreme manoeuvrability this is the canoe, for it has neither keel nor rubbing strakes, lack of these does of course mean that she is subject to wind particularly on the beam, resulting in side-slip, steering also becomes more important and care is needed in putting afloat and beaching. The advantages of being able to hold a straighter course and having added protection I would personally consider to be worth the small additional weight but this is a matter of preference and purpose for which the canoe is required.



There is somewhat pronounced tumble-home at bow and stern which in rougher water can make things uncomfortable particularly for the bowman, this can, however, be remedied and a projecting gun'l added, the length of foredeck can be increased and the coaming raised, all contributing to a drier boat.

The prototype which I had the pleasure to try out was painted and can be decorated as are many canvas covered canoes used in North America, a little gaiety does not come amiss under our grey skies. Varnished mahogany is also admired by many and is more traditional on our waters; it should look very well and I think render the chines a little less apparent.

This simple to build craft brings Canadian canoeing within reach of all. The prototype has stood the test of a years' hard wear and those who have been in her have expressed general satisfaction.

CANOE SUBMITTED FOR TEST BY

JOHN E PEARTON (KAYAKS) LTD.
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produced by canoeists for canoeists

NATIONAL OPEN YOUTH CHAMPIONSHIPS 1962

In an endeavour to encourage interest in competitive canoeing the British Canoe Union, with the active assistance of the Central Council of Physical Recreation, launched an experimental scheme in 1961 for the holding of Open Youth Championships for boys between 14 and 18 years and for girls between 16 and 18 in various areas throughout the country.

The results of this scheme were sufficiently satisfactory to encourage them to repeat it in 1962 and in addition to hold a National Youth Championships for the winners from each area. The aim is for these area championships to be completed by 30th June, 1962. The names of the winners would be notified to the National Organiser by 15th July, 1962, to enable the arrangements to be made for the national event which will be held in London on 10th/11th August as part of the famous "News of The World" Serpentine Regatta.

AREAS. From the experience gained in 1961, the following areas have been selected. These are based largely on the Regions of the C.C.P.R., and on the existence of established canoe clubs which, it is hoped, will assist in the organisation of the regattas. The regatta bases shown are provisional, depending on the ability and willingness of the local canoe clubs to assist. If the necessary organisation for staging the various regattas cannot be found in one area, it may be necessary to merge it with an adjoining area, e.g., the North East Area with the Yorkshire Area; the Southern Area with the London and South East Area, etc. It was considered desirable to announce the areas now rather than wait till approaches have been made to the canoe clubs in order that the maximum time will be available for publicising the scheme.

- NORTH EAST AREA - Co.Durham, Northumberland, North Riding of Yorks.
Regatta Base: Durham City.
- YORKSHIRE AREA - East and West Ridings.
Regatta Base: Leeds or York.
- NORTH WEST AREA - Lancs, Cheshire, Cumberland and Westmorland.
Regatta Base: Chester.
- NORTH MIDLANDS AREA - Derbys, Leics, Lincs, Notts and Rutland.
Regatta Base: Nottingham.
- WEST MIDLANDS AREA - Warwicks, Staffs, Worcs, Salop and Herefords.
Regatta Base: Birmingham.
- CENTRAL AREA - Northants, Peterboro, Hunts, Beds, Herts, and Bucks.
Regatta Base: Bedford.
- EASTERN AREA - Cambs, Norfolk, Suffolk and Essex.
Regatta Base: Chelmsford.
- SOUTHERN AREA - Oxon, Berks, Hants, Isle of Wight.
Regatta Base: Reading.
- SOUTH WEST AREA - Somerset, Devon, Cornwall, Dorset, Wilts, Glos.
Regatta Base: Bradford-on-Avon.

LONDON AND SOUTH- London, Middlesex, Kent, Sussex and Surrey.
EAST AREA Regatta Base: Bedfont, Middlesex.

WALES - Regatta Base: Cardiff.

NORTHERN IRELAND Regatta Base: Belfast.

SCOTLAND (If the Scottish Canoe Association should decide to take part in the scheme).
Regatta Base: to be decided.

RULES

1. These Championships will be conducted in selected geographical areas of Great Britain. The winners of the Area Championships in each Class will be entitled to compete in the National Open Youth Championships at the "News of The World" Serpentine Regatta on 10th/11th August, 1962.
2. The Championships are open to members of youth organisations like boys' clubs, girls' clubs, sea cadets, sea rangers, boy scouts, schools, etc.
3. There will be three classes:-
 - CLASS A - Boys over 16 and not more than 18 years, i.e., boys born between June 1, 1944 and May 31, 1946.
 - CLASS B - Boys over 14 and not more than 16 years, i.e., boys born between June 1, 1946 and May 31, 1948.
 - CLASS C - Girls over 16 and not more than 18, i.e., girls born between June 1, 1944 and May 31, 1946.
4. CRAFT - The races will be in kayaks conforming with the measurements laid down in the British Canoe Union LD classes 3 and 4, i.e., single seaters of not more than 15 feet in length and a minimum beam of 23 inches.
5. EVENTS - There will be the following events:-
 - 500 metre races for all classes (A, B and C)
 - Relay races for boys only over 4 legs of a 500 metre course, each team to consist of 2 boys from Class A and 2 from Class B.
6. CONDITIONS OF ENTRY - Each entrant must certify that he/she can swim at least 50 yards and the written consent of the parents or guardians must be given on the entry form.
7. SAFETY PRECAUTIONS - All competitors must wear approved life-jackets and their kayaks must be equipped with buoyancy bags.
8. EQUIPMENT - Competitors must supply their own kayaks and paddles for the Area Championships. Kayaks (not paddles) will be supplied for the Area winners taking part in the National Championships Regatta.

9. ENTRY FEES - 2s.6d. for individual entries.
5s.0d. for each relay team.

(There will be no entry fee for the National Championships)

Further information from: Arthur L. Todd,
National Organiser,
47, Knightwood Crescent,
New Malden,
Surrey.

C A N Y O U H E L P ?

I am anxious to build a trailer to carry 6 canoes and should be glad to know if any of your readers have constructed such a trailer, and if plans and other details are available.

R.G.GIMBER,
24, Hill Crescent,
Cold Blow,
Bexley, Kent.

PROVISIONAL LIST OF RANKING LONG DISTANCE RACES FOR 1962

The following have been accepted for Ranking Races in 1962.:

- 1st April - C.T.C.Race B20 ? P ? : Mrs.B.Fish, 5 Park Hill, Richmond.
8th " - Leam Race B ? P ? : R.A.Sowman, 4 Landor Road, The Cape, Warwick.
15th " - Bedford Race B15 P7 ? : Mrs.M.Green, 2 Highfield Road,
Impington, Cambridge.
6th May - Poole Race A.10 B3: The Secretary, Royal Marines C.C.
J.S.A.W.C. Poole, Dorset.
20th " - Worcester Race B19.P3: E.Gagg, 3 Blakefield Gardens, St.Johns,
Worcester.
27th " - Chester Race B13.: D.Maloney, Kinnerton Green Farm, Kinnerton,
Nr.Chester.
3rd June - Chelmer Race B13 P9: Mrs.M.Marriage, Well Cottage, Stock, Essex.
17th " - Durham Race B12: Mr.A.Byde, 4 Allergate Terrace, Durham City.
24th " - Hartlepoons Race B8 A8: Mr.C.Hare, 9 Tynebrook Ave, W.Hartlepool
1st July - Morecambe Bay A.12? : Mr.T.Redfern, 93, New Brook Road, Over
Hulton, Nr.Bolton, Lancs.
15th " - Bradford on Avon B11½ P6: Mr.M.Walden, The Kiln, Ladydown,
Trowbridge, Wilts.
23rd Sept.- Exe Estuary Race A8 B3: Mr.P.Lee, 11 Shelton Place, Hearitree,
Exeter (date may be altered).
30th " - Midland Race B17 P5: Mr.M.Turney, 22 Ella Road, West Bridgford,
Notts. (date may be altered).

IS SHE OR AIN'T SHE?



The answer is yes if a canoe is still a canoe when it is not paddled. Our dictionary, however, says a canoe must be paddled. But, surely, the hull is the same however it is propelled? Club Secretaries might care to place this item on their next Committee Agenda to precede the Treasurer's Report.

Seriously, the craft in question was built to order by Tyne Folding Boats for a customer in Norway. The idea, however, is not new for there exists drawings for this modification to be made to a Rob Roy canoe (circa 1880). This latter even made use of the paddles by splitting them at the ferrules and adding extension pieces to turn them into oars.

More recently, the American Red Cross Manual on canoeing (1956) gives details for a rowing conversion of a Canadian canoe which includes a sliding seat as well!

WANTED

Experienced canoe camping leaders and cooks urgently required June 9th to 16th to assist with an exciting programme on the Wye involving over 250 people. Details: Peter Lawrence, P.G.L.Holidays, The Boat House, Letchworth, Herts.

WATERS NEW

It is with considerable expectation that three members of Birmingham Canoe Club planned a day trip down the River Rea in Shropshire. Rumours floating around the club had led us to believe that given winter water conditions the river, despite its small size would provide ample sport. Having pored over the 130 O.S. map, the river was eventually located, flowing in a southerly direction for some five miles from Cleobury Mortimer, joining the Teme a mile below Newnham Bridge. Further examination of the map revealed also, that from Cleobury Mortimer to the confluence with the Teme the river fell some 165 feet in the course of eleven miles, explaining the need for winter water conditions.

So on a Sunday in mid-January, we rendezvoused on the outskirts of Birmingham, two cars, three single canoes, with Cleobury Mortimer our destination. We arrived at 9.30, having left one car and a change of clothes at Eastham Bridge, our intended destination on the Teme.

The launch at Cleobury appeared to be a little awkward because of a "private-looking" field, but enquiry at the vet's house nearby soon cleared the way and with the assurance that we were unlikely to encounter any irate landowners, we departed, thanking our interested spectator for his assistance. Paddling easily down the swift stream, we soon came upon our first hazard, a small broken weir and mill. By now the sun, warm for the time of year, was shining through the brown leafless trees, silhouetted by blue sky and with the fast falling stream gurgling by, Spring felt just around the corner. So was the next weir, which in spite of its being broken still provided a length of Grade III water and our first mishap. The leading canoeist, having shot the approach rapid successfully, failed to notice a piece of submerged brickwork projecting from the side of the old sluice gate, and it was only by making an adept recovery stroke that capsizing was averted as the canoe went over the actual sill. The damage though had already been done, for the canoe was slowly sinking, and examination on the bank exposed a broken stringer and rib to match. At the end of 30 minutes enforced stop for coffee, the canoe was once again declared river-worthy and we continued downstream.

Our next hazard, presaged for over $\frac{1}{2}$ a mile by a dull roar, was a mighty weir. After inspection we all felt happier for portaging, which although unusual with us, was fully justified in this case. The next four miles to Neen Sollars bridge where we proposed to lunch, were swift, the river continuing to be interesting and very pretty, frequently surprising us with technical difficulties and clusters of snowdrops. We arrived at the village and wended our way to the tavern where the locals, curious to our means of travel, warned us of a large and very dangerous weir some way below the village. The needs of inner man having been satisfied we set off, wondering a little what devilry was contained in the weir to so command the respect of local inhabitants. We were soon to know, for the river came to a bend and simply disappeared from view in a roar. It was however quite easily shot, for although half was vertical, the rest a steep ramp, funnelled naturally through a narrow rocky gap at the bottom. The

boats slid swiftly down the ramp and with careful positioning, the fast approaching gap was safely negotiated and progress continued downstream unchecked.

By now the gradient had lessened somewhat, the river flowing swiftly but smoothly through woods and red Temeland fields, in contrast to the hustling stream of the morning. A new method of overcoming tree-trunks wedged across the current was adopted by one, for when his boat had been lifted half over the tree-trunk, rather than risk the long step into his boat from the slippery leg, he climbed in, buttoned up his spray sheet, and vowing that rubber and caps were all that was needed, slid easily into the water.

We soon reached Newnham Bridge and knew that we had not far to go now, but though the confluence was only a mile away, the river was not done with us yet. One more weir to be easily shot, and we entered the slack water preceding the confluence.

We had known all day that water conditions were good, and the oft familiar Teme now provided some measure for that. Flowing fast and red through the low hanging branches of trees the last two miles were covered uneventfully in the gathering twilight; the end of a days canoeing which had been both pleasurable and full of interest.

THE LARGE CANADIAN

The Paddling Racing Committee of the ICF decided at its meeting in Budapest in May 1961 to make further investigations regarding the question of the large Canadian in International competitions. In a preliminary survey it has been found out that the Canadians at present in use can be roughly divided into two groups:

- a) Large Canadians of up to 8 m length (C 4, C 5 etc.)
- b) Large Canadians of up to 11 m length (C 8, C 9 etc.)

Before deciding which type to propose to Congress for adoption by the ICF for use in International competitions the committee wanted to find out how many boats of each type are actually in use in each country, and which type the national federations prefer.

We publish below the results of the investigation which Vaclay Vacek (Prague) has conducted on behalf of the ICF Paddling Racing Committee. It looks as even this second survey does not cover the whole ground since some federations appear not to have replied. We know for instance that there are large Canadians of the C 9 type in use in Denmark and Eastern Germany (DDR).

Even if we do not include these two federations, it appears that the C 9 has the edge over the C 5 type. The survey shows that there are 162 boats of the C8/C9 type in use in five countries and 155 boats of the C 4, C 5 or C 6 type in four countries. Of the federations which have a different type or no large Canadians in use, two expressed their preference for the C 9 type and three for the C 5 type. Two federations (U.S.S.R. and Sweden), using both C 7 and C 10 Canadians (thus a type which is nearer to the C 9 than to the C 5), have not stated which boat they want to see adopted by the ICF.

The German Canoe Association (DKV) proposes to organise a race in large Canadians in conjunction with the forthcoming World Championships in Essen for which they intend to put at the disposal of foreign teams boats of the C 9 type.

(Reprinted from the ICF BULLETIN)

NEWS FLASHES

FIBRE GLASS SLALOM CANOE

Streamlyte Mouldings of Shoreham-by-Sea are planning to market a fibre glass slalom canoe to a design by Keith White in the very near future. Price will be just under £30 but footrests, kneegrips, and buoyancy will be extra. Hulls for home completion will be available at £17.10.0d.

SEA HUNT

For the touring canoeist, the Kayak Touring Club, are planning a Sea Hunt on the River Crouch for the week-end of 19th/20th May. The event will be run rather like a car rally, but more details next month. If you are impatient for details contact R.S.Steed, 168 Roding Lane North, Woodford Green, Essex.

CHINE CHIRRUPS

Ken Littledyke, designer of the Kayak kayaks, is back at the drawing board. Due to come off shortly is a chine Canadian canoe designed within the International C Class dimensions. If successful this would go forward to the B.C.U. for adoption as a National Chine Canadian Class to match the National Chine Kayak Class. Of more general interest, perhaps, is a version of his sports single with no frames and a slalom type cockpit.

NOW IS THE TIME FOR ALL GOOD MEN TO COME TO THE AID OF THE PARTY

The party on this occasion is the Devizes to Westminster Race Committee who would be grateful for offers of assistance over Easter. The administration of this race has not been without criticism in the past, here is an opportunity to help. Volunteers should contact Frank Luzmore, at 31 Petersham Road, Richmond, Surrey.

B.C.U./C.C.P.R. COURSE FOR YOUNG CANOEISTS

In an attempt to satisfy what is felt to be an existing need and to gauge further support, a week's course for young canoeists (15-21 years) is to be held in the Lake District, Sept. 1st/8th. Based on the Y.M.C.A. Centre, Lakeside, on Lake Windermere, it is hoped to run the course in 3 sections - one for novices, one for paddle racers and another for slalom enthusiasts. Details are not yet finalised but those interested in receiving further information should write to C.C.P.R., North-Eastern Region, 40 Saddler Street, Durham City. (Tel. Durham 2772).

ON YOUR MARKS

Ebchester, Co.Durham, Amateur Rowing Club have a novel canoe race planned. It is a run from Ebchester to Scotswood on the River Derwent. But this is a run with a difference for the competitors must be ready at "a minutes notice". The big drawback of the race is that it can only be held when the river is 12 inches above normal. As these conditions only exist for 36-48 hours only, competitors will be informed by telegram or telephone or a television announcement when the race is on. The river course is narrow and shallow with numerous fast sections, and canoeists will have to negotiate three weirs, one of which is considered dangerous. Support has been promised by Sunderland and Durham City Canoe Clubs.

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