

Canoeing

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Canoeing

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Editorially Speaking

Money. A small word, but how it bedevils canoeing. From the Editorial Office of 'Canoeing' we get a bird's eye picture of the sport and whether it be in the news from the Clubs or from the various competitive committees of the B.C.U. we constantly see requests for donations to support some aspect of the sport. Most of the appeals start off on a bouyant note but as the months pass so a more plaintive note creeps in as it becomes clear that the limited number of people who will dip their hands into their pocket is exhausted long before the hoped for target has been reached. We would suggest that as a means of raising money from the general public, as opposed to big business and charitable trusts, the straightforward appeal is likely to have an ever decreasing success. What then is the answer?

We would suggest that a look at the fund raising methods of the churches, the social clubs, and the youth clubs would be worthwhile. These people do not rely on outright gifts but endeavour to earn the money they require. They exploit that human characteristic which likes to get something in return for its money, no matter how small the return is. Bingo sessions, football pools, suitably engraved ball-point pens, all these things require a small capital outlay but produce a big return. People know they are buying dearly but they think it is for a good cause, and they have got SOMETHING to show for their money.

Consider, if every Club member, slalomist, sprint racer or L-D racer was given ten ball-point pens and asked to sell them at 6d. or 1s. profit what a boost this would give to the appropriate funds. This means, of course, that the money has to be earned rather than asked for but since the latter method has failed is it not time something else was tried?

More about Double Canoe Technique

BY FLIGHT LIEUTENANT P. F. WILLIAMS

The attainment of a high standard of technique in the double canoe is dependant on the perfection of the individual skills of each crew member, the harmonious application of these skills and a sound standard of physical fitness.

The Teaching of Canoe Skills

The double canoe is not an ideal craft for teaching purposes. If a person is to be taught a skill, then he must be given the opportunity of practising by himself in a craft that he can handle alone. Beginners often find that handling a single is a difficult task without having the disadvantage of sharing a boat with someone of equal inexperience. In a single, the boat's reactions are initiated by one person's movements; in the double by two, and failure to succeed with strokes and techniques that may be due to either partner's faulty technique, can be a frustrating and disappointing experience. This is completely contrary to the principles of modern instructional methods. Once a person has perfected his strokes in the single he should be able to adapt his skill to master the double.

The following points may be of value to canoeist and coach.

Turning - Sweep and Reverse Sweep

To turn the double the crew may use a stern rudder stroke, bow rudder stroke, paddle on one side only and lean to that side, telemark or use the sweep by the bowman and the reverse sweep by the sternman on the opposite side. If the movement is synchronised the individual paddles will not meet and the reverse sweep acts as a stern rudder in its initial movement against any additional water pressure from the forward momentum of the boat. The sweeps must be co-ordinated to make their full effect and if this is achieved, the boat will pivot around a point amidships. The force applied by the paddles to the rotating extremities of the canoe is comparatively easy due to the fact that the point of turn is in the middle of the canoe. If the strokes are not co-ordinated, the canoe turns more slowly on a longer axis from points near the stern and bow alternatively.

To make a faster turn and to minimize effort, allow the loom of the paddle to shift across so that the in-board hand grasps the paddle near the neck and a longer lever is presented to the side where the stroke is to be made (Fig. 1-3). Naturally, the relative strengths of canoeists are not constant, neither are the dimensions and types of their canoes, but note should be made that a fibre glass double of 16'6" in length takes 10-11 strokes to complete 360° with the paddles held in the normal grasp. When the paddles are shifted to one side, the strokes are reduced to 6 with an easier and faster turn.

The Telemark

The double telemark is likewise more successfully performed with the paddles slid to the side to which the turn is to be made. The amount of time to achieve this position is negligible, but it gives far more effective support and an easier turn physically (Fig. 4).

When teaching the double telemark, sculling for support by both crew members in unison, enables the crew to appreciate how much support can be achieved by the sweep of the paddles with the boat well over, provided the paddles move together. It also enables them to complete the forward sweep of the paddle and to sit up - the final movement of the telemark. It is best if the movements of the turn are worked out to a pre-arranged timing system until the movement becomes conditioned. In a turn to the right, the sternman should give warning of the intended direction of the turn and then call for the turn with the right paddle in the water. This is followed by a full paddle stroke to the left and an equivalent period of time elapses allowing the paddles to be slid to the right, and the turn is commenced. Unlike the single telemark, a pronounced lean backwards assists the turn before the forward sweep is made and the body changes to a forward lean. It is of paramount importance that the movement is not rushed and that the paddles are not placed too close together on the water. The spacing of the paddles should be maintained throughout the movement.

The Ferry Glide

The Ferry Glide facing downstream is a difficult manoeuvre to control in a strong current with two persons paddling and correcting. At times in a weak current it is best if the sternman controls the boat alone. A faster and more controllable glide was evolved by R.A.F. Instructors on the two-week R.A.F. Canoe Coaches' Course held at the R.A.F. School of Physical Training, St. Athan.

In a Ferry Glide to the left facing downstream, once the stern has been moved across, the bowman holds the canoe against the current by long reverse sweep strokes to the left. The sternman extends his paddle to the right, the position of the paddle resembles a high stationary draw stroke with the blade either fully or just immersed. The sternman's paddle is turned so that the rear edge is at an angle to the canoe, the rear-most edge twisted away from the hull (Fig. 5). The glide is controlled by the bowman's reverse sweep and the angle at which the rear paddle is set. If the stern tends to fall away, the angle of the stationary draw is increased to catch the current and hold the stern section, or if needs be, the sternman can make a drawstroke. If the angle becomes too narrow, the angle of the sternman's paddle is reduced to lie parallel with the hull, or turned so that the rear-most edge points towards the hull.

With practice and perseverance, much more fun can be had out of the double canoe than is generally accepted and a great deal of satisfaction obtained from skilfully manoeuvring what is regarded by many as purely a barge.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

Bow rudder and reverse quarter sweep strokes to manoeuvre diagonally sideways

VIIth European & Extraordinary World Canoe Championship, Jajce, Yugoslavia

Jajce, in Yugoslavia, being rather off the beaten track was a surprising choice for the event and as Hans Bergland, Swedish I.C.F. Member pointed out, competition is so great between the wealthy canoeing nations to put on the best "show" it makes it practically impossible for the smaller nations to organise a large international event on the same scale. However, the Jugoslavs did do their best and although the conditions, at times, were rather chaotic the regatta provided some of the best international racing I have ever seen.

The Rumanians, as expected after their showing internationally this year, won most of the team awards; the Hungarians won the junior award. People were continually prophesying that the Rumanians had "gone over the top" but they squashed this convincingly by getting their entries through to most of the finals. The Russians, Poles, and Hungarians were not so impressive as in the past but with Tokio now on the horizon no doubt everything will be done to bring their teams up to top standard. One of the Russian men told us that they had been in a training camp for a year for the World Championships, and I expect they will return to training as soon as they get back to Russia!

The British entry was highlighted by Alister Wilson, the 23 year old from Kyle Canoe Club, Scotland. Alister achieved a 5th place in the 1000 m. semi final in 4.00.27, his best time to date, and a 4th place in the 500 m. semi; final in 1.56.99. His performance was very impressive and with more hard work there is no doubt that he could do well in the Olympic Games next year. He is the best prospect Britain has had since the tragic deaths of Ron Rhodes and Peter White. The rest of the team acquitted themselves very well proving that the standard of sprint racing in this country is rising each year and bringing us more in line with the Continental countries.

Marianne Tucker

<u>K.1. 500m. Women</u>				<u>K.4. 500 Woman Exhibition Race</u>			
1st.	Shubina	SSSR	2.08.29	1st.		SSSR	1.45.11
2nd.	Chudovajuk	SSSR	2.08.90	2nd.		BRD	1.45.80
3rd.	Spits	AUT	2.11.60	3rd.		DDR	1.47.16
<u>K.1. 500m. Jun. Men</u>				<u>K.1. 500m. Men</u>			
1st.	Matusev	SSSR	1.57.74	1st.	Vernescu	RUM	1.51.88
2nd.	Hoskstra	HOL	1.58.13	2nd.	Hansen	DEN	1.54.57
3rd.	Hampover	YUS	1.58.34	3rd.	Kovacs	HUN	1.55.74
<u>K.2. 500m. Men</u>				<u>K.4. 1000m. Men</u>			
1st.	Nicoara & Ivanov	RUM	1.42.43	1st.		DDR	3.14.60
2nd.	Vernescu & Anastasescu	RUM	1.42.72	2nd.		RUM	3.14.80
3rd.	Buker & Zander	BRD	1.43.73	3rd.		SSSR	3.17.37
<u>K.2. 500m. Jun. Women</u>				<u>K.4. 500m. Jun. Women</u>			
1st.	Torny & Thass	HUN	2.02.30	1st.		HUN	1.49.42
2nd.	Szymanska & Kaczorowska	POL	2.06.78	2nd.		BRD	1.56.17
3rd.	Gurkova & Michailenko	SSSR	2.09.03	3rd.		YUS	2.02.24
<u>K.2. 10,000m. Men</u>				<u>K.4. 10,000m. Men</u>			
1st.	Fabian & Timar	HUN	41.30.00	1st.		HUN	37.22.23
2nd.	Sahlen & Fern	SWE	41.32.18	2nd.		DDR	37.29.33
3rd.	Subriior & Brzoska	BRD	41.33.33	3rd.		HUN	37.44.37
<u>K.1. 10,000m. Men</u>				<u>K.4. 1000m. Jun. Men</u>			
1st.	Briel	BRD	45.18.36	1st.		HUN	1.36.88
2nd.	Sjedelius	SWE	45.20.29	2nd.		BRD	1.36.41
3rd.	Hass	HUN	45.20.81	3rd.		FRA	1.39.72
<u>K.1. 500m. Jun. Women</u>				<u>K.1. 1000m. Men</u>			
1st.	Duif	HOL	2.12.47	1st.	Hansen	DEN	3.56.30
2nd.	Janteloes	HUN	2.13.14	2nd.	Vernescu	RUM	3.56.32
3rd.	Metzmann	BRD	2.16.69	3rd.	Roeborg	DDR	3.59.12
<u>K.2. 500m. Jun. Men</u>				<u>K.2. 500m. Woman</u>			
1st.	Madarsa & Galicz	HUN	1.45.39	1st.	Zimmerman & Esser	BRD	1.54.51
2nd.	Suvaski & Hampover	YUS	1.45.64	2nd.	Shubina & Shvedovjuk	SSSR	1.54.62
3rd.	Matvsev & Stramenovskiy	SSSR	1.46.04	3rd.	Bitak & Sinichina	SSSR	1.56.46
<u>K.1. 4 x 500 Men</u>				<u>K.2. 1000m. Men</u>			
1st.		RUM		1st.	Chuznikou & Griekin	SSSR	
2nd.		SSSR		2nd.	Lange & Krause	DDR	
3rd.		DDR		3rd.	Caeh & Haasik	HUN	

Paddle Problems

BY RON CANNING

I've been thinking a great deal about paddles, and have come to the conclusion that, so far as racing is concerned generally, insufficient consideration is given to the area of paddle blades. So far as I can make out, length of paddle gets priority and blade area is more or less accepted as it comes. Yet I feel that for maximum performance it is critical and should probably vary according to the craft you are using and the length of your race.

The theory springs from what I have read about the design of small motor craft. It would appear that a good designer can produce a hull design and say with accuracy that the craft will cruise satisfactorily at x knots if supplied with y horse-power and a propeller of z dimensions. This is the natural cruising speed of the boat and so far as displacement hulls are concerned little speed advantage is gained by increasing H.P.

Now with canoes of I.D. racing if we can sustain the natural cruising speed for 15, 20 or 25 miles, we shall not be doing too badly, and as with the power boat, any speed in excess of its natural speed is only gained by exertion out of proportion to the increase. So taking the target as the natural cruising speed, we have for any canoe a built-in possible speed, variable H.P. according to paddler, and to my mind the paddle dimensions should fit the complete outfit as the propeller is made to fit the power craft. The paddle cannot possibly be standard; if the blades are no wider than the loom you will not go fast enough to do the hull shape justice, yet at the other extreme, with blades the size of a door, you will not get far before you run out of puff.

{Somewhere between these extremes is just your size, and my size, and I reckon that many a time could be improved upon by experiment in this direction. In fact, after 10 miles on a practice run, I had nearly paddled myself to a standstill when I decided there and then to take $\frac{1}{4}$ " off each side of each blade at a convenient boatyard before returning - the difference was quite amazing. I am quite sure that if you can achieve the natural speed of your canoe with the minimum of effort you will be in a much better position to pay out the extra effort either throughout an event or in a sprint at the end to achieve the position you desire.

According to my theory, if the hull shape is altered, or your strength improves with training, you might well consider a different blade area, and how about a low gear set for the D/W?

The odds are that if I belonged to a club, I could have saved myself the bother of working all this out, but I don't, and I have never seen it in print. Apologies if it's old hat.

(Ron Canning has raised a problem which while not new has certainly not, to our knowledge, been solved with mathematical precision. The problem of producing the ideal paddle, however, goes beyond the question of blade area in relation to strength and hull shape. Surely the rate of striking is relevant, as is the diameter of the shaft in relation to the size of the

paddler's hands. The correct length is also a matter of debate depending as it does on the height of the paddler and the beam of the canoe. With regard to this latter, the only authoritative statement we can recall is the paddle lengths given by Liminat for paddlers of different heights, but even here, although one assumes they are based on the beam of a K.1., no allowance is made for short bodies and long bodies.

It would seem that the field is wide open for mathematically minded canoeists to tackle this problem. We wonder, how do our readers choose their paddles? Ed.)

News Flashes

NATIONAL SCOUT CANOE CRUISE

For the fifteenth successive year, the National Scout Canoe Cruise was led by Percy Blandford. This year the cruise was on the Severn from Welshpool to Bridgnorth.

FRENCH RIVER MAPS REDUCED IN PRICE

Due to a change of supplier, the B.C.U. 'shop' are now able to offer French River Maps at considerably reduced prices. A revised and enlarged publications list is now being prepared and readers are advised to write to 147a Station Road, London E.4., enclosing a stamped addressed envelope.

NEW L.D. RACE

The River Lee and Stort Development Committee are sponsoring an L.D. canoe race from Harlow (Burnt Mill) to Ware via Hertford on Sunday, 6th October, 1963. Further details can be obtained from F.C.Ash, 12 Wheatley Close, Sawbridgeworth, Herts.

2nd NATIONAL BOATING CONFERENCE

The Surrey Schools Sailing & Canoeing Association will be organising the above conference at Guildford on the 12th and 13th October. Further details from Leonard Steele, Albert House, R.A.A. School, Gatton Park, Reigate, Surrey.

VIKING KAYAK CLUB L.D. RACE

Viking are holding a friendly L.D. Race on October 27th, details from A.Ford, 59 Southville Road, Bedford.

SLALOM AT BUILTH

Leamington and Worcester Clubs are holding a 1st and 2nd Division Ranking slalom at Builth Wells on 6th October, details from C.B. Manton, 13 Fosse Estate, Stretton-on-Dunmore, Nr. Rugby, Warks.

SLALONISTS PLEASE NOTE - Cambridge University CC 3/4 slalom on 29 Sept. is at Marsh Lock, and NOT, as originally announced, at Llangynidr.

The Serpentine Regatta 1963

REPORTED MIKE CLARK

The 11th Serpentine Regatta, sponsored by "The News of the World", was held in Hyde Park on August 9th/10th.

Of the canoeing entries, many were from the Continent, most of whom are now regular visitors to the regatta. Once again we were pleased to see our friends from Yugoslavia, Switzerland, The Saar, and the German canoe clubs of Frankfurter Kanu-Verein, Mannheimer Kanu-Gesellschaft, and Wassersport-Verein Schierstein. Italy was also represented, but this year by only Beltrami and Zilioli. Of the British entries, mention must be made of the very fine contingent of paddlers from Scotland. The Kyle Canoe Club was first represented at this regatta in 1961 by Alistair Wilson. 1962 saw six entries from the club, this year an increase of 100% - twelve competitors. Let us hope this upward trend in sprint racing will continue.

Now what of the actual racing? Well for our Seniors the Continental opposition proved too strong, and not a single event went to our paddlers. However, Alistair Wilson of Kyle C.C. managed to gain third place in a very fine race for the K1, being beaten by C.Zilioli of Italy with 3-19.2 and K.Mathes of the Saar, 3-21.5. In the senior K2 event Alistair was partnered by Dave Shankland of Llandaff C.C., but again they could only take third place, this time H.Sachse and H.Wilhelm of the Saar in first place with Zilioli and Beltrami second. The Saar pair, teamed with F.Schubert and K.Mathes, made a formidable foursome, good enough in fact to win the senior K4, and completely outclass our paddlers in the senior relay event.

The Juniors were the highspot for Britain. Vic Binstead of the Richmond Canoe Club had a brilliant win in the junior K1 event, and almost a field day. Vic teamed with R.Lawler, D.Salter and J.Marshall, to easily win the junior relay and K4 events. Paddling with J.Marshall of the Viking Kayak Club, they were only just beaten by another British pair, G.Palmer and A.Edwards of Worcester C.C., in the K2 event, closely followed by H.Clerici and A.Eberle of Kanu-Club Zuerich, Switzerland.

First place results of the Ladies were unchanged from that of last year, but with improved times. In the singles Ingrid Gaubatz, of the Frankfurter Kanu-Verein, Germany, took first place with a time of 4-03.4 sec., but very hard pushed by our own Marion Tucker of Richmond C.C., only .3 of a second behind. The Australian girls, Elke Sager and Lyn Wagg, again won the K2 event - their last race in England before returning to Australia.

For the second year at the Serpentine Regatta we saw the finals of the British Open National Youth Championships, with 13 of the 14 areas sending competitors. 50 young canoeists, very impressive, and a promise of a bright future for sprint racing in this country. Make no mistake about it, these youngsters are enthusiastic, they want to know about K1s, and the right way to paddle them. Let us have more youth events in the big club regattas next season, and how about club K boats being made available to them at regattas, in the same way that we do for Continental paddlers at the Serpentine? Let us not forget these canoeists until the next Youth Championships, these are our future World Championship teams.



Ingrid Gaubatz, twice winner of the Ladies K1 event.



C.Zilioli and C.Beltrami of Italy, placed second in the K2 event.

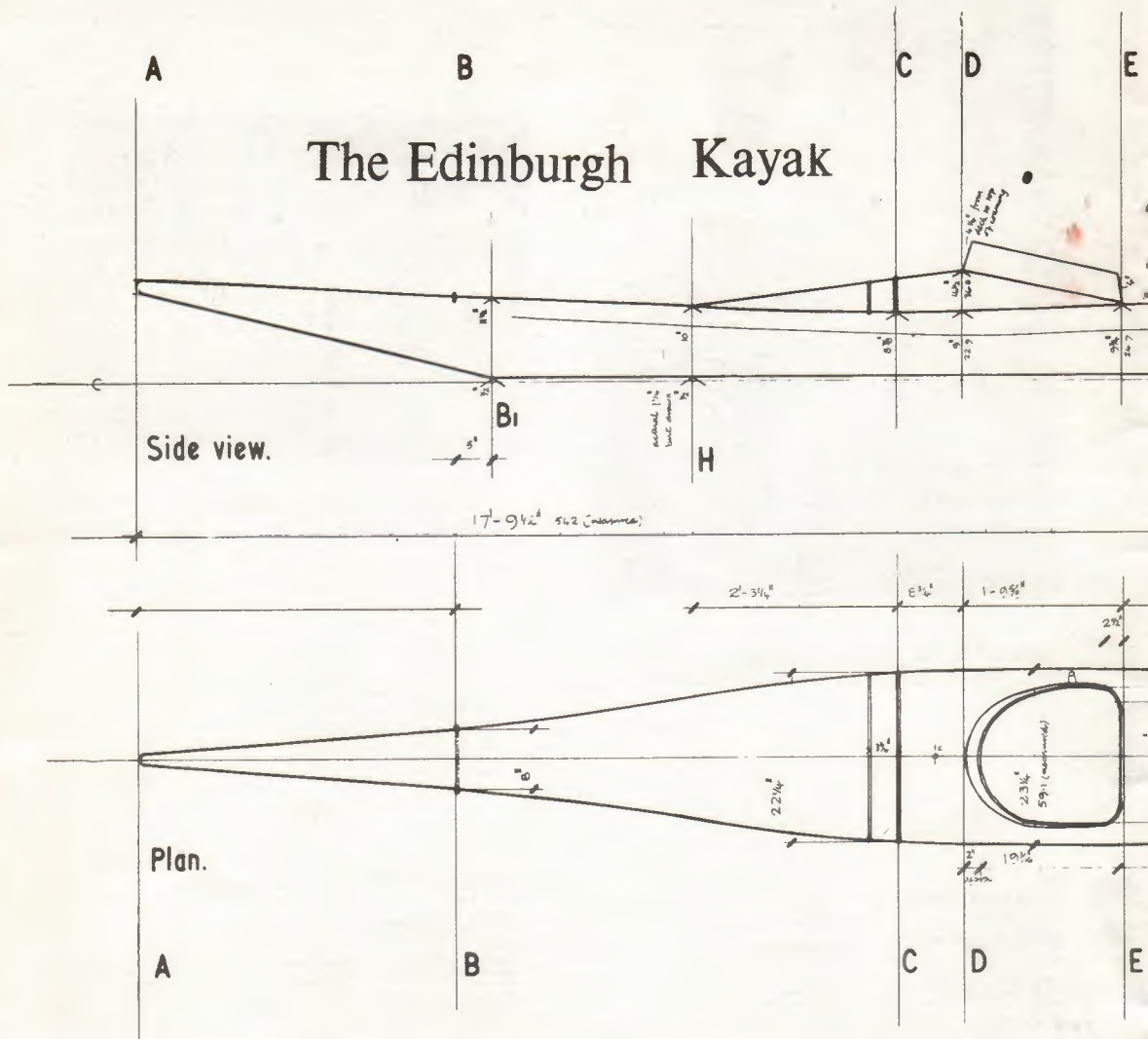
MEN

<u>Senior Kayak Singles</u>		
1. C.Zilioli	(Italy)	3-19.2
2. K.Matthes	(Germany)	
<u>Novice Kayak Singles</u>		
1. R.Wade	(Canoe T.C.)	3-55
2. R.Stevens	(Canoe T.C.)	
<u>Junior Kayak Pairs</u>		
1. G.Palmer/A.Edwards	(Worcester C.C.)	3-18.2
2. V.Binstead/J.Marshall	(Richmond & Viking C.C.)	
<u>British Youths' Canoe Championship (4 x 500 metres) Relay</u>		
1. Midlands	(Lincoln C.C.)	10-34.6
2. East	(Hatfield Y.C.)	
<u>Junior Kayak Fours</u>		
1. Richmond C.C.		3- 2.6
2. Royal Canoe Club		
<u>National Chine Kayak Singles</u>		
1. R.Wade	(Canoe T.C.)	4-10
2. B.Brockie	(Kyle C.C., Scotland)	
<u>Senior Kayak Singles (4 x 500 metres) Relay</u>		
1. Saar C.A.	(Germany)	8-18.6
2. Mannheim	(Germany)	
<u>Canadian Eight</u>		
1. Canoe T.C.		4- 4.9
2. Trickenhass C.C.		
<u>British Youths' (14-16) Championship</u>		
1. J.Grant	(Midlands)	2-38.9
2. M.Foulger	(East)	

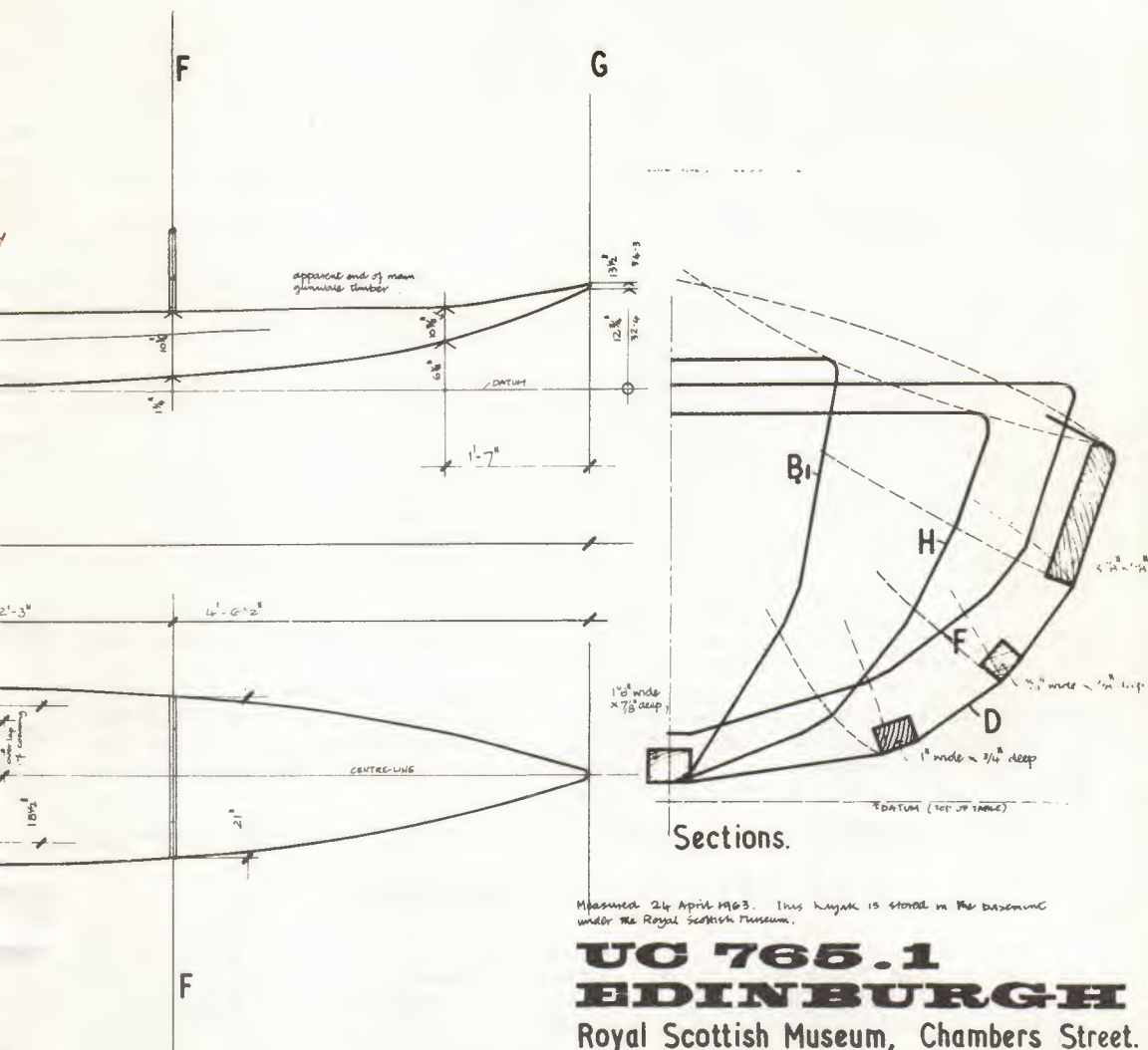
(16-18) Championship

1. E.Hansen	(North-East)	2-42
2. M.Mean	(East)	
<u>Senior Kayak Pairs</u>		
1. H.Sachse/H.Wilhelm	(Germany)	3- 2.6
2. Zilioli/C.Beltrami	(Italy)	
<u>Junior Kayak Singles (4 x 500 metres) Relay</u>		
1. Richmond C.C.		9- 9.6
2. Royal C.C.		
<u>Senior Kayak Fours</u>		
1. Saar C.F.	(Germany)	2-50.3
2. Royal C.C.		
<u>Youth Kayak Singles</u>		
1. Grant	(Lincoln)	4- 6.8
2. N.Brewer	(Royal C.C.)	
<u>Junior Kayak Singles</u>		
1. V.Binstead	(Richmond)	4 min.
2. K.Eberle	(Switzerland)	
WOMAN		
<u>British (16-18) Championship</u>		
1. H.Jones	(Wales)	3-7
2. S.Buckett	(South)	
<u>Kayak Singles</u>		
1. I.Gaubatz	(Germany)	4- 3.4
2. M.Tucker	(Richmond C.C.)	
<u>Kayak Pairs</u>		
1. E.Sager/L.Wegg	(Australia)	3-37.8
2. I.Gaubatz/E.Schaefer	(Germany)	

The Edinburgh Kayak



One of the most interesting kayaks seen by John Brand on his Scottish tour was the one illustrated above, and which is to be found at the Royal Scottish Museum, Edinburgh. The kayak is interesting because while being of the Baffinland type in plan view and in profile and in the horseshoe shape of the cockpit, the hull shape is multi-chined as opposed to the more usual flat bottomed kayaks from this region. The Curator of the Royal Scottish Museum is unable to help in the matter of identification since all that is known about the kayak is that it was added to their collection prior to 1850.



Amongst the fittings of the kayak is a U-shaped support on the after-deck which may have been used either to keep a bladder float in position, or alternatively used to secure a dead seal for transportation home. On the right hand side of the cockpit coaming, there is a carved paddle rest.

A detailed one-tenth scale drawing of this kayak with sections drawn half full size, and with constructional notes, is available price 3s.6d. (post free) from the Circulation Manager, Canoeing Publications, 6, The Mall, Brentford, Middlesex. This is one of our series covering the more interesting Eskimo kayaks in this country.

Canoeing in the Royal Navy

BY SHPT/3 C. HAMMOCK

The Royal Naval Kayak Association is the governing body of canoeing in the R.N. and can be compared with the B.C.U.

It has its own magazine called "The Double Ender" which is a round up of reports of canoeing in the fleet from all over the world with articles on safety techniques etc.

Most serious canoeing is done by the shore establishments where slalom techniques, safety and expedition canoeing is taught!

Rolling is also taught at various establishments throughout the country, one of these being H.M.S. Caledonia where there is a large indoor heated swimming pool in which all basic strokes and the "Wiggle" are practised!

Many ships carry canoes of which most are folding due to space being at a premium, these being used mainly for expedition work although I myself have my slalom 62 on H.M.S. Tiger which is used by a number of people!

Slalom has a large part in naval canoeing, the R.N.K.A. holding about three slaloms a year at Shepperton where much is learnt and many old friends met.

Racing must not be forgotten, the "Devizes" seeing many naval entries, and of course there is the Marines. .

These form a large majority of our racing members, but there is always a large entry of Marines at the slaloms and of course some of them are trained canoeists anyway.

Canoeing is encouraged, and is growing in the Navy, and I myself hope to visit foreign canoe clubs and learn some of their techniques and gain some friends, the ultimate aim being to get canoeing recognised as the versatile sport it is and accepted as an official sport in the Navy.

MacGregor Triumphant

After months of negotiating and waiting we are now proud to announce that John MacGregor's classic book '1,000 Miles in the Rob Roy Canoe' is now in print again. As most readers will know, this is a joint venture between Canoeing Publications and the British Canoe Union undertaken when republication had been rejected by several commercial publishers. One thousand copies have been printed and already a considerable number have been sold to purchasers from abroad as well as at home.

Readers wishing to order a copy now should write direct to: Mrs. Joan Baker, B.C.U. Supplies, 147a, Station Road, London, E.4. The price of the book is 10s. 6d. (post free) and cheques or postal orders should be made payable to the British Canoe Union.

Dear Sir,

Safety

A letter in your August 1963 number from Jack Travers concerning safety and lifejackets prompts me to write to you.

Mr. Travers asks if it is not time that "your magazine, the B.C.U. and the C.C.P.R. got together" and circularised the bodies concerned with training in canoeing "with some handout carrying a punch". We feel sure that if Mr. Travers has been instructing on a C.C.P.R. canoeing course he fully realises that such organisations as the B.C.U., C.C.P.R. and Ministry of Education do meet to exchange ideas and discuss policy at RoSPA's quarterly National Water Safety Meetings.

However, many of your readers may not be aware of this fact and you may consider it worthwhile drawing their attention to the work that is being done in the promotion of Water Safety despite any kind of grant-in-aid. The help of Canoe Clubs in this work by becoming subscribers to the Water Safety Section of RoSPA would be welcomed by my Committee. In return for an annual fee of two guineas, clubs would receive sample posters and handbooks annually, and water safety news quarterly, which would enable them to promote "Safety Afloat" amongst the less informed and experienced canoeists so preserving the good name of canoeists everywhere.

Concerning lifejackets, those manufactured to, and passing tests laid down in the British Standard Specification 3595 will be available on sale in August and the National Water Safety Committee is confident that lifejackets conforming to the Standard and suitable to the wearer participating in various forms of watersports will become available.

I appreciate space in "Canoeing" must be at a premium, but should you feel any of these points are worthy of inclusion, I would be glad if you would print them.

Yours faithfully,

VERA BRYANT,
Secretary,
National Water Safety
Committee,

RoSPA,
S.W.1.

(In late 1960, the B.C.U. produced a small poster entitled "Do's and Don't's for Canoeists" and we reprinted this in the March 1961 issue of 'Canoeing'. The negatives we had made for this purpose we offered to the B.C.U. suggesting that this smaller size would make a convenient handout. This offer was accepted and we understand several thousand have been run off. In the May 1962 issue of 'Canoeing' we printed a safety handout designed by one of our readers, A.A. Robson of the R.A.F., and we offered both the negative and the plates to the B.C.U., but this time the offer was rejected as it was felt that the treatment was too macabre. This is the total of our efforts to produce a 'handout carrying a punch'.

It seems to us that while various interested bodies are exchanging ideas and discussing policy, only a small proportion of their work is reaching individual canoeists. Ed.)

Dear Sir,

The Outdoor Guide

I want to thank you very much for the long review you gave The Outdoor Guide in the July issue of CANOEING.

I must tilt a lance at your reviewer, though, about some of his comments. Reviews by technical journals concerned with those activities of which I've had no personal experience - Fishing, for instance - seem to indicate that the editor's sources are very reliable. If, as a professional, I had limited my editing to subjects on which I had first-hand knowledge and experience, I should have starved long ago!

What puzzles me is why the presence of a drawing of a Rob Roy canoe should be 'surprising'. If it had not been for old John MacGregor and his Rob Roy, I doubt whether there would be much canoeing in Britain today. I like to remember where it all started.

And a rigid kayak with cockpit pointed at both ends! Well, why not? There are enough of them about! There must be thousands of them, at every seaside resort round the coast. I know they are not the choice of the pukka canoeing bod, but don't let's close our eyes to them just because thousands of youngsters have holiday fun in them - and their first taste of the joys of canoeing.

If the illustration is as valid in 1963 as it was in 1940, I see no reason why I should not use it. Perhaps if I re-write the caption for the next edition your reviewer will be happier. Incidentally, the alloy Canadian canoe referred to is not American but of French manufacture. At the time the caption was written these canoes were offered commercially in this country. I expect the Common Market has gummed up that source now, anyway.

In putting the lower lengths of touring canoes at 10ft for a single and 14ft for a double I simply record fact. Those are the lengths a great many youngsters can afford. Is that so terrible?

I agree that the pages of addresses of clubs affiliated to national organisations are wasteful. They have also been a real headache and impossible to keep up to date for publication. We are cutting them out in 1964 and bringing in new features.

Slalom is included at the request of the BCU and because I think it has a direct bearing on the technique of handling a canoe. Racing, however, has no place in THE OUTDOOR GUIDE which aims at no more than an introduction to activities. If I bring in canoe racing, then I am lumbered with cycle racing, point-to-point and show jumping, competitive ski-ing, and the endless complexities of dinghy racing. Then I should be a bigger nut case than I am now!

The only way to overcome changes in prices of books between preparing the book and publication - or, say, a sale six months after publication - is to omit them. I think that would be wrong, because a price of some sort is the only indication of the difference between one of the Know the Game series and, for instance, the BCU Guide. I am, however, cutting the selected books in the 1964 edition of the Guide. In their place will be a comprehensive bibliography for all the activities and a section devoted to magazines - so CANOEING will get an overdue boost. Whether my own canoeing book will survive remains to be seen: someone else is preparing the bibliography!

What hurts, though, is the snide reference in the closing paragraph of the review to my pre-war editorship of *The Canoe & Small Boat*, with the inference that the old man is a dead beat who just isn't with it.

Just for the record, in the last 15 years I've canoed hundreds of miles: from East Anglia to West Wales, from Loch Lomond to Hampshire - rough water, canals, lakes, estuaries, sea, the lot. In *Canoe & Small Boat* days I couldn't afford that sort of canoeing! And until I crocked my shoulder three or four years ago, I could keep up with the best of 'em - racing types included! But I'm an unclubbable maverick, and except for a couple of very happy Scout cruises with Percy Blandford, all my post-war canoeing has been solo or with one buddy.

Finally may I salute, very sincerely, the progress of CANOEING. I've watched it with interest and affection and I know from my C & SB days the difficulties you have been up against. I think you are making a darned good job of it, and I wish you every success.

Sincerely,
R.M. McCarthy,
Reading.

(We are glad to hear that Roy McCarthy is still an active canoeist, but would suggest that his preference for solo canoeing has inevitably meant a lack of perspective in his views. In reply to his letter we would make the following points:

1. The presence of a drawing of a Rob Roy canoe is 'surprising' because there is no mention of John MacGregor in the text and it is merely captioned 'a traditional beamy timber canoe for sea work'. Any reader who tries to obtain such a canoe will have considerable difficulty finding one, and should he do so it may not be a canoe suited to sea work.
2. Rigid kayaks do exist for hire with cockpits pointed at both ends amongst the hire trade, but are not 'representative of commercially available kit to this design, and feel that the illustration is therefore misleading in the present day. stration is therefore misleading in the present day.
3. Do the lengths of 10ft and 14ft simply record fact? A glance through the catalogues of the 'serious' canoe manufacturers will reveal that the figures 11ft and 15ft are nearer the truth, and even here the designers normally recommend the longer lengths, but Roy McCarthy gives no such advice.
4. We are interested to learn that the slalom section was included at the request of the BCU and leave it to the various specialist committees to discover who authorised this preferential request. At the same time we would stress that we believe that L-D racing has benefited the touring canoeist far more than slalom has.
5. We sympathise with the difficulty of providing information about book prices, but 'The Canoeing Manual', for example, has cost 15s. since the 2nd edition of 1961. Perhaps, a better solution would be to give the number of pages. Ed.)

Dear Sir,

Down with folding canoes

Having read both articles written by Alan Bye and David Hirschfeld on the durability of canoes made in different materials, I would like to add my view on this very interesting subject, I think Alan Bye was a little unjust in condemning the Lath and Canvas canoe, for although the Glass-Fibre Reinforced plastic models are gaining increasing popularity in all types of canoeing, fabric covered canoes will always be made by the Do-It-Yourself exponent and of course most beginners to the sport gain their first impressions in such craft.

I very much respect David Hirschfeld as a manufacturer of good quality Lath and Canvas canoes, though his article tends to be misleading with the omissions of the good points of the G.F.R. types, 1. Glass-fibre reinforced plastic weight for weight is stronger than steel. 2. Canoes made in this material will not rot after even a thousand years if correctly moulded. 3. Similarly built they will not warp (probably the biggest enemy to the Lath and Canvas models) this also suggest that a G.F.R. canoe will be a consistant and reliable craft, all models handling like the next. 4. They hold their value better owing to less deterioration. 5. In competition G.F.R. canoes, and the hard chine plywood types are much faster being less prone to drag. 6. If a G.F.R. canoe does receive damage, the damaged area can be made stronger than the original if the manufacturer's instructions are carefully followed, and most repairs can be made imperceptable without the aid of a Rasp or other such tools.

To infer that a G.F.R. canoe is unsuitable in a swimming bath as opposed to other types in respect to strength is ludicrous, I have seen a racing motor cycle equipped with a G.F.R. fairing crash at about 100 m.p.h. without even wearing through the laminate, many aircraft use G.F.R. nose cones, and I will not mention the date when aircraft were last fabric covered.

We must keep abreast of modern trends, and improve on them where possible, it is almost certain that the Rigid will replace the F.1. in World Slalom etc. it would have been this year except some of the Eastern Bloc countries were considered less advanced in their G.F.R. techniques.

Many far Eastern and Middle Eastern countries prefer G.F.R. boats to other types for most of the reasons I have stated, and British exporters are finding this out at first hand.

Yours faithfully,

Gordon N. Staley,
Streamlyte Mouldings (Marine) Ltd.
124, Brighton Road,
SHOREHAM-BY-SEA,
Sussex.

Dear Sir,

Enclosed is a 15/- Sub for an annual subscription to canoeing. I enjoy your magazine so much that I can no longer bother to wait to see someone else's copy, and now want my news fresh.

Yours faithfully,

Alan Pearson,
Island Bay,
Wellington, N.Z.

RESULTS

ROYAL CANOE CLUB REGATTA - 6th July 1963

K.1. Senior. 1000m. Final.

1st. R. Lowery
2nd. D. Maycock
3rd. E. Cronk
3rd. A. Sowman

K.1. Open. 500m.

1st. B. Pratt
2nd. A. Sowman
3rd. E. Cronk

C.2. 500m.

1st. A. Parkes/J. White
2nd. R. Brewer/G. Reardon

K.2. Junior. 1000m.

1st. J. Marshall/V. Binstead
2nd. A. Kirkby/M. Boshier
3rd. R. Lawler/A. Salter

K.1. Ladies. 500m.

1st. S. Jackson
2nd. M. Tucker
3rd. L. Wagg

K.1. Junior Final. 1000m.

1st. V. Binstead.
2nd. Bolam
3rd. A. Kirkby

K.2. Senior. 1000m.

1st. R. Lowery/E. Cronk
2nd. A. Young/R. Still
3rd. T. Shenton/R. O'Keefe

K.1. Cadet. 500m.

1st. N. Brewer
2nd. R. Stephens
3rd. N. White

NATIONAL CHAMPIONSHIPS 10,000m. K.4.

JUNIOR

1st. Richmond Canoe Club V. Binstead-J. Marshall-A. Salter-
R. Lawler. Time. 43.03.
2nd. Royal Canoe Club A. Kirkby-M. Boshier-G. Reardon -B. Watkins.

SENIOR

1st. Royal/Richmond R. O'Keefe-T. Shenton-R. Still-A. Young.
2nd. Royal/Richmond R. Lowery-E. Cronk-G. Collyer-D. Maycock.

L.D. Racing - Leading Clubs and Paddlers Best 8 out of 12 races to 17th August 1963

Hasler Trophy

Royal C.C.	202 points
Worcester C.C.	120 "
Lincoln C.C.	107 "
C.T.C.	84 "
Royal Leasington C.C.	81 "
Hatfield Youth Club	75 "
Hartlepoons	62 "
North Sea Camp C.C.	54 "
A.A. Junior Leaders Regt.	47 "

Senior Singles

S. Smith	Worcester C.C.	6	Wins
S. Hollier	Hatfield C.C.	5	Second Places
A. Chapman	Royal C.C.	5	
R. Wade	C.T.C.	4	

Senior Doubles

L. Oliver/H. Parker	Lincoln C.C.	7	Wins
R. Still/A. Young	Royal C.C.	5	Second Places
R. Grey/R. Lancefield	Worc. C.C.	4	
B. Watkins/G. Evans	Royal C.C.	3	
J. Campbell/P. Pye	N.S.C.C.C.	2	

Junior Singles

I. Grant	Lincoln C.C.	6	Wins
G. Palmer	Worcester C.C.	3	Second Places
W. Mean	Hatfield C.C.	3	

Junior Doubles

N. Manning/M. Thompson	Worc. C.C.	4	Wins
Jupp/Wickings	RASC JLR	2	Second Places

1963 "HUMBERMOUTH" L.D. RESULTS

CLASS	NAME	CLUB	TIME	PLACE
			h m s	
3A	S. Hollier	Hatfield Youth Centre	1 43 0	1st
3B	M. Nean	Hatfield Youth Centre	1 52 30	1st
	I. Grant	Lincoln Canoe Club	2 3 40	2nd
4A	R. Oliver	Lincoln Canoe Club	2 5 50	3rd
	R. Fish	Canoe Touring Club	1 47 0	1st
	S. Smith	Worcester	1 47 20	2nd
4B	P. Turley	Birmingham Kayak Club	2 6 30	3rd
	R. Watson	Canoe Touring Club	1 55 10	1st
	P. Trigg	Lincoln Canoe Club	2 10 0	2nd
6A	J. Holmes	Cleethorpes Canoe Club	2 35 5	3rd
	Gray/Lancefield	Worcester	1 33 30	1st
	Campbell/Barrs	North Sea Camp	1 39 0	2nd
	Deakins/Smith	Cleethorpes Canoe Club	1 49 0	3rd
7A	Parker/Oliver	Lincoln Canoe Club	1 33 0	1st
	Dullar/Bellingham	Chisleton Canoe Club	1 47 30	2nd
	O'Brien/Careless	North Sea Camp	2 6 50	3rd

Shown below are the results of the Lappock Rock Long Distance Race held on Sunday 24th August, 1963.

CLASS	NAME	CLUB	TIME	PLACE
			h m s	
	B. Shanks (A.C.C.)		4hr. 14mins. 47secs.	1st.
	J. Lindsay (A.C.C.)		4hr. 15mins. 47secs.	2nd.
	I. Speirs (I.C.C.)		4hr. 16mins. 20secs.	3rd.
	J.C. Speirs (I.C.C.)		4hr. 16mins. 20secs.	4th.
	J. Macintyre (A.C.C.)		4hr. 17mins.	5th.
	J. Lawson (I.C.C.)		4hr. 23mins. 45secs.	6th.
Doubles	Dodds & Shanks		4hr. 27mins. 15secs.	1st.
	Katzenell & McDonell		4hr. 31mins. 18secs.	2nd.

Result of Berwick-upon-Tweed L.D. Race held on Sunday 4/8/63.

CLASS	NAME	CLUB	TIME	PLACE
			h m s	
	C. Hare	Hartlepoons Kayak Club	2h. 10m. 52s.	1st.
	C. Robson	Durham Canoe Club	2h. 13m. 12s.	2nd.
	B. Lythe	Hartlepoons Kayak Club	2h. 19m. 25s.	3rd.
Class 2A.	A. McQueen	Berwick Canoe & Sailing Club	3h. 0m. 36s.	1st.
Class 4A.	R.A. Wade	Canoe Touring Club	2h. 13m. 19s.	1st.
	I. Williams	Hartlepoons Kayak Club	2h. 35m. 3s.	2nd.
Class 3B.	E. Hannson	Hartlepoons Kayak Club	1h. 21m. 59s.	1st.
	I. Johnson	Hartlepoons Kayak Club	1h. 29m. 24s. Dead Heat	
	N. Jones	Berwick Canoe & Sailing Club	1h. 29m. 24s. 2nd.	Place
Class 4B	P. Strassheim	Sunderland Canoe Club	1h. 21m. 40s.	1st.
	A. Musgrove	Hartlepoons Kayak Club	1h. 21m. 52s.	2nd.
	G. Stephenson	Sunderland Canoe Club	1h. 32m. 0s.	3rd.

10 Miles A.Force 4-5, which caused most of the unusually high number of retirals.

AYR BAY Long-distance Race

NAME	CLUB	RUNNING TIME	PLACE
B. Brockle	Kyle	1:49.10	1
I. Speirs	Irvine	2: 3.50	2
J. Macintyre	Ardrrossan	1:49.42	3

Richmond Regatta. 16th June.

K.1. Senior Men. 1000m.

1. R. Lowery. R.C.C. No times.
 2. R. O'Keefe. Rich.C.C.
 3. G. Colyer. M.C.C.C.

K.1. Novice Men. 500m.

1. A. Salter. Rich.C.C. 2.02
 2. R. Olsan. M.C.C.C.
 3. C. Black. Rich.C.C.

K.1. Junior Men. 1000m.

1. A. Edwards. Worc.C.C. 4.06
 2. G. Palmer. Worc.C.C.
 3. A. Chapman. R.C.C.

Richmond Dashes. Ladies. 200m.

1. M. Tucker. Rich.C.C. 0.46
 2. K. Emmerson. Rich.C.C.
 3. M. Dixon. Rich.C.C.

K.2. Junior Men. 1000m.

1. A. Edwards/G. Palmer. W.C.C. 3.46
 2. V. Binstead/J. Marshall. Rich.C.C./VKC.
 3. A. Kirby/A. Chapman. R.C.C.

Richmond Dashes. Men. 200m.

1. E. Cronk. 0.55
 2. R. O'Keefe
 3. R. Lawler

Single Kayaks. Youth. 500m.

1. I. Grant. Lincoln C.C.
 2. M. Mean. Hatfield Y.C.
 3. J. Bloxham. Hatfield Y.C.

1,000m. Events. 16th June

Senior K.1.
 1. R. Lowery. R.C.C. 47.26
 2. G. Palmer. W.C.C. 48.16
 3. A. Edwards. W.C.C. 48.17

Junior K.1.

1. J. Marshall. V.K.C. 52.47
 2. A. Kirby. R.C.C. 53.30
 3. R. Lawler. Rich.C.C. 55.24

K.1. Ladies. 3,000m.

1. M. Tucker. Rich.C.C. 20.42
 2. D. BabJohns. Rich.C.C. 23.10
 3. K. Emmerson. Rich.C.C. 23.13

WORLD SLALOM CHAMPIONSHIPS AT SPITAL

Britain placed 3rd in the Team Event.

Individual placings: Dave Mitchell 24th, Martin Rohleder 34th, Geoff Bradale 35th, Glyn Davies 37th.

Sunbury Amateur Regatta, Saturday 17th August, 1963.

Canadian Eight.....Dittons Skiff & Punting Club.

Gentlemen's Junior-Senior K 4.....Royal Canoe Club 'A'.

" Senior K 1.....G. Collier, Royal C.C.

" Junior K 1.....G. Evans, " "

Ladies Junior K 1.....Miss S. Jackson, " "

Gentlemen's pen K 2.....V. Handscombe, B. Pratt, Royal C.C.

81st Topfield Junior Regatta, Sunday 18th August, 1963.

500 metres B.C.U. Class 3 or 4,

Senior. 1st. M. Mean, Hatfield Youth Centre.

2nd. T. Thomas, " " "

Junior. 1st. A. Baldwin, " " "

2nd. N. White, Royal Canoe Club.

150 metres Local (handicap) 1st. R. Newman, Sunbury C.C.

2nd. N. Pidgeon, " "

Scratch Relay. Winners. M. Mean, Hatfield Y.C.

D. Mean, " "

D. Watson, " "

N. White, Royal C.C.

G. Baker, Sunbury C.C.

FOR SALE. Canoe, Moonraker Class 3, Paddles, Spray Sheet Rudder, cost £45, as new, £30. BUC. 6272.

FOR SALE. Fireglass K.2. Sharkie, Good Condition, Bouyancy, Lifting Handles etc. £38. J.Needs, 13 Grosvenor Crescent, Dartford, Kent. Phone: Dartford 25826.

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1" x 16 gauge	1/2 lb.	4/-	1/2 lb.	2/3

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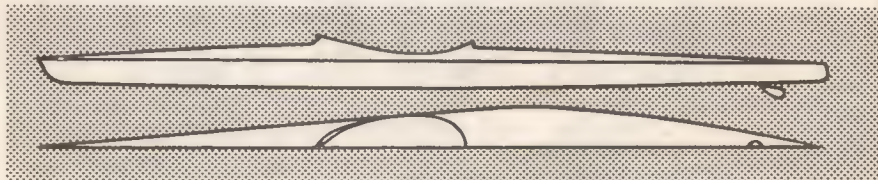
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