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VOL 4 NUMBER 5 APRIL 1964



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Canoeing

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Editorially Speaking

It is with some concern that we learn that an increasing number of amateur canoe builders using the glass fibre method of construction are taking a short cut to the finished canoe by taking a female mould off a commercial canoe. Obviously this avoids the labour of making an initial mould and also ensures a hull shape of known performance, but the practice is both dishonest and, we would contend, harmful to the development of sport in this country.

A manufacturer must spend a considerable amount of time and money in introducing a new hull shape in glass fibre, and the cost of this must be apportioned among the number of canoes of this type which he hopes to sell. If the ultimate number of sales is decreased by Clubs and other organisations producing pirate copies, it follows that the manufacturer must either increase his prices or keep the model in production for a longer period of time. In both cases, it is the majority of canoeists who suffer.

It is to be hoped that all responsible individuals will stamp on this melpractice wherever they come across it and if moral or financial arguments fail to sway the pirates then, possibly, they may be moved by the thought that to copy an existing design is to admit that such a canoe represents the ultimate in design. A thing which no thinking canoeist surely believes.

Progress of the Coaching Scheme

REPORTED BY GEOFF. SANDERS HON. COACHING SECRETARY.

The Coaching Scheme continues to make good progress. The number of qualified coaches and instructors increases steadily and already it has proved possible for the National Coaching Committee to appoint Area Coaching Organisers in a number of regions so that coaching panels can now be established. These organisers, assisted by the coaches and instructors in their area, will generally control coaching activities, offering what is hoped will be a valuable service to all who require help in canoeing instruction or testing,

The following Area Coaching Organisers have already been appointed:

<u>London & South East</u>	:	(London, Middx. Kent, Surrey, Sussex.)
<u>J.C. BARBOUR</u>	:	7, Brookmill Rd., London S.E.8.
<u>South</u>	:	(Hants. Wilts.)
<u>N.N. BROWN</u>	:	31, Hillside Rd., Winchester, Hants.
<u>South West</u>	:	(Bristol. Glos. Somerset. Dorset.)
<u>H.C. WEST</u>	:	548, Bath Rd., Brislington, Bristol.
<u>South Wales</u>	:	
<u>J.W. GOULD</u>	:	South Lodge, Fairwater Rd., Llandaff, Cardiff
<u>West Midlands</u>	:	(Warks. Staffs. Worcs. Salop. Herefs.)
<u>G. SANDERS</u>	:	33 Orchard Avenue, Solihull, Warwicks.
<u>North East</u>	:	(Co. Durham. N'umberland. N. Riding.)
<u>A.W. BYDE</u>	:	4 Allergate Terrace, Durham City.

Enquiries for help within these regions should be made to the Area Coaching Organisers named or, in other areas, to me as Hon. Secretary of the Coaching Scheme.

Coaching in the specialist branches of the sport - sprint racing, L.D. racing and slalom - is administered by the B.C.U. specialist committees, who are represented on the National Coaching Committee:

Slalom	J.D. SHAW	33, Towersey Drive, Thame, Oxon.
Sprint Racing ...	H. THELEN	13, Campden House, Harben Rd., N.W.6.
L.D. Racing	D. GREEN	2, Highfield Rd., Impington, Cambridge.

The B.C.U. Coaching Scheme now incorporates the B.C.U. Youth Service. J.E.D. TRAVERS 12, Downs Rd., Beckenham, Kent has been appointed National Youth Officer and will liaise with the national organisations to learn of their requirements in relation to canoeing and inform them of the service that the coaching scheme can offer. Not least of his tasks will be that of showing the importance of demanding high standards of performance and close adherence to sensible safety regulations. Most of the 'youth work' of the B.C.U. is being undertaken by our instructors & coaches and will form an important aspect of the work of the new coaching panels. The National Youth Officer may well be able to advise and co-ordinate efforts in this respect.

Introduction of New Tests

The B.C.U. Proficiency Tests have recently been modified and some new tests introduced.

1. Novice Canoeist's Test. (Kayak or Canadian). As before.

2. Proficiency Tests.

- a. The already established Proficiency Test, with certain modifications become the Inland Proficiency Test. (Kayak or Canadian).
- b. A new Sea Proficiency Test has been introduced. (Kayak only).

3. Advanced Tests.

- a. The established Advanced Test becomes the Advanced Inland Test. (Kayak or Canadian).
- b. A new Advanced Sea Test has been introduced.

Details of the modified Inland Proficiency Test (Kayak) and the Sea Proficiency Test and Advanced Sea Test are given below. Full details of all the tests and entry procedure can be obtained, on receipt of a s.a.e., from me at 33 Orchard Avenue, Solihull, Warwicks.

Inland Proficient Test Kayak

The purpose of the Inland Tests is to ensure that a successful candidate can be considered reasonably safe under normal water conditions. It is strongly recommended that candidates gain good practical experience of the procedures and skills required before they enter.

1. If possible the test will be taken on water flowing smoothly at a speed of about 3 m.p.h. No part of the test may be taken in a swimming bath.
2. Candidates must have a working knowledge of some appropriate knots. (e.g. some of the following: Reef : Sheet bend : Rolling hitch : Clove hitch : Round turn & two half hitches : Tinmer hitch : Overhand knot : Parcels knot = Highwayman's, postman's, or goatherd's knot!)
3. The candidate will swim 50 yds. in light clothing (e.g. shirt, shorts and gymn. shoes) without a life jacket. He will swim under a canoe and come up on the other side.
4. The candidate will present his canoe and the following items for inspection when they are ready for use: Paddle : Bow and stern lines : Buoyancy : Life jacket : Repair kit. It is strongly recommended that spray covers be provided.
5. The candidate will pack the canoe as if in preparation for a journey of two or three days.
6. The candidate will handle his canoe into the water. The canoe will be made fast to the bank and left.
7. The candidate will get into his canoe from the bank and will put out into midstream.
8. The candidate will paddle his canoe upstream a distance of about 50 yds. He will then turn and paddle back to his starting point.
9. He will demonstrate that he understands the principles of the Ferry Glide, facing downstream and facing upstream.
10. He will demonstrate the following paddling strokes: a. Sweep. b. Draw. c. Recovery (of balance by slap support) d. Sculling for support. e. Sculling Draw (Sideways).
11. He will capsize his loaded canoe in midstream, come to the bank with the canoe, and empty out the water.

12. He will re-embark, standing in the water not less than knee deep. He will then return to the bank, disembark and take the canoe out of the water.

Note: In items 4, 6, 11 and 12 the candidate may have assistance if he so desires.

Sea Proficiency Test (Kayak)

The purpose of this test is to ensure that the successful candidate has sufficient knowledge and skill to take his canoe to sea under a competent leader. Not less than 3 canoes will participate in this test for reasons of safety.

1. The test will be taken off a suitable beach under calm conditions. Allowance will be made by the examiner if conditions are rough, but the canoe skills must be performed in a competent manner.
2. The candidate must have a working knowledge of some appropriate knots. (e.g. some of the following: Reef : sheet bend : Rolling hitch : clove hitch : Round turn and two half hitches : timber hitch : overhand knot : parcel's knot : highwayman's, postman's, or goatherd's knot.)
3. The candidate will swim 100 yds. in the sea without a lifejacket and in light clothing. He will swim under a canoe and come up on the other side.
4. The candidate will present his canoe and the following items for inspection when they are ready for use: paddle : spray cover : bow and stern lines : buoyancy : life jacket : repair kit.
5. The candidate will pack his canoe as if in preparation for a journey of two or three days.
6. The candidate will launch his canoe and will paddle at least 50 yds. off-shore and into deep water.
7. He will demonstrate turning the boat 360 degrees in both directions, also paddling backwards, the draw, the sculling draw, sculling for support and recovery (of balance by slap support).
8. The candidate will participate in a deep water rescue, both as a rescuer and being rescued. He will then capsize his canoe again, bring it to the shore and empty out the water.
9. He will re-embark, standing in water not less than knee-deep. He will demonstrate bringing his canoe to the beach, approaching forwards, backwards and, if wave conditions permit, sideways. He will disembark and take his canoe out of the water.
10. The candidate will be expected to show knowledge of the general effects of tide, current and wind; of safety precautions applying particularly to sea canoeing, and of local conditions. He must give evidence that he has made at least one satisfactory sea canoeing expedition.

Note: The candidate may have assistance in items 6 and 9 if he so desires

Advanced Sea Test (Kayak)

The purpose of this test is to ensure that the successful candidate has sufficient knowledge and skill to take his canoe to sea with safety. Not less than three canoes will participate in this test for reasons of safety.

1. The candidate wishing to take the Advanced Sea Test must have previously passed the Sea Proficiency Test.
 2. The candidate must be able to carry out repairs and routine maintenance of his canoe.
 3. The candidate will demonstrate an approved method of artificial resuscitation.
 4. He must know and demonstrate in a competent fashion all the strokes and techniques normally used in his canoe. He must convince the examiner that he is a strong paddler under adverse conditions of wind and tide.
 5. The candidate will capsize, remain upside down for 10 seconds, and then perform a first time Eskimo Roll.
 6. The candidate will demonstrate, with competent partners, the Eskimo Rescue and the Deep Water Rescue.
 7. He must have a general knowledge of the sport of canoeing including the principles of slalom and racing. He should be familiar with the international grading system for rapid rivers. He is expected to have studied the principal canoeing literature.
 8. The candidate will be required to indicate by viva voce and by reference to a chart that he has a working knowledge of the following:
 - a. Effect of tides and currents and how to allow for them.
 - b. Use of transits taking bearings off known features, and use of compass.
 - c. Sea conditions and effect of wind, particularly
 - 1). shelving bottom
 - 2). lee shore
 - 3). rips
 - d. Elementary weather lore and obtaining and understanding of weather forecasts.
 - e. Preparations for making a sea passage. The candidate will plan a sea-canoeing expedition of 2-3 days' duration in detail from an unfamiliar chart.
 9. The candidate must give evidence to satisfy the examiner that he has taken part in at least 3 sea canoeing expeditions totalling a minimum of 30 hours at sea. He must have led one of these expeditions.
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More about the Lifemaster Jacket

FROM OLIVER COCK (B.C.U. NATIONAL COACH)

I fear the Test report on the Lifemaster Jacket in your March issue may be a bit misleading to some of your readers. I therefore wonder if you would be good enough to give space to some further explanation of the working of Buoyancy Aids and of Life Saving Jackets.

A Life Saving Jacket will only do its job properly if it is properly used. One cannot expect it to put one correctly on one's back if it is not fully blown up.

A Buoyancy Aid is only an assistance to one's floating in the water. It will do no more than ensure that the wearer is held more easily on the surface. After that, the wearer must do the work of swimming the right way up and the right way round.

The Jacket to which the B.C.U. has given its approval is a two-stage jacket. In the first stage (not blown up but inherently buoyant by reason of the plastic foam) it is a Buoyancy Aid only, and no more can be expected of it. In the second stage, fully blown up, it is a fully qualified Life Saving Jacket.

To test any of the inflatable Life Saving Jackets uninflated as Life Saving Jackets is absurd, as it also is to test any Buoyancy Aid as a Life Saving Jacket. They won't work.

The reason why the British Canoe Union chose to approve a two-stage jacket is that, with the buoyancy required of the Life Saving garment, one can get caught in certain types of canoe, and be unable to get out. The lower buoyancy of the jacket makes sure that a properly trained canoeist can always escape from his vessel. When he is out, as the report remarks, he can easily blow the thing up fully if this is necessary.

The likelihood of a canoeist knocking himself out as he capsizes or before he does so is remote. To my memory, only one such incident has occurred in my canoeing career. This occurred two years ago, when a girl was reported to have knocked herself out in falling out of her canoe at Marlow. Incidents have happened abroad, but only to white-water canoeists who have failed to follow the injunction to wear crash hats or life jackets.

If the Lifemaster Jacket is worn partially inflated, it won't be any better as a Life Saving Jacket than if it was not inflated, and it stands to trap the wearer in his canoe. It may also get in his way as he canoes, and this will give him the temptation to take it off, when it won't be any use to him at all.

There is only one answer to this. Every canoeist should train himself properly in Capsize Drill. If he wears the type of Jacket under discussion - and at the present moment one sincerely hopes he will, since there is as yet no other known Jacket suitable for canoeists - he must also train himself to be used to blowing garment up when he is in the water.

You can assure your readers that, with such proper training, they need have little fear of any capsizes under sensible canoeing conditions.

W.T. Hall Replies:

If any of your readers have been misled by the Test Report then I am, indeed, most sorry. It is interesting to read that the Lifejacket is intended to be worn as a buoyancy aid whilst canoeing and that it should be inflated after a capsized "only if necessary". No instructions were issued to me to this effect, and as it is called a "Lifejacket" I naturally tested it for its suitability to save a canoeist from drowning.

In the series of tests made with this jacket uninflated, the results definitely indicate that, in this form, it will not save life. Surely it is far more honest than absurd, to indicate this to your readers.

Mr. Cock does not mention in his letter the possibility of a canoeist getting a severe attack of cramp. This, I think he will agree, is more probable than a canoeist being K.O'd. The combination of cramp, fatigue, and a capsized into cold water could seriously hamper any intention of inflating the lifejacket whether the canoeist be fully trained in Capsized Drill or not.

From P.C. Mulley (Technical Sales Manager, Vacuum Reflex Ltd.)

I was interested and mildly disturbed upon reading your test report in the March issue, hence through your columns I would like to correct any misapprehensions that may occur.

The B.C.U. approved "Lifemaster" is much more than a Buoyancy Aid, and should not be confused with garments so labelled. It is in fact a two stage inflatable lifejacket, which fully inflated performs in the same manner as its more expensive B.S.I. approved counterpart.

It has been more than adequately proved that nothing short of 30 lbs of buoyancy is acceptable in the design of effective lifejackets. This company in common with, for example the R.A.F., R.N., B.O.A.C. and B.E.A., believes that 38 lbs of buoyancy is highly desirable. Consequently the Lifemaster has that capacity.

However, the resultant bulk from this requirement precludes the use of such a jacket in many sporting pursuits such as canoeing. Also many sporting users feel reluctant to go afloat in a deflated lifejacket and consequently indulge in the possibly dangerous practice of partially inflating their jacket. The effect of this, upon falling into the water, is easy to appreciate--- all the air moves to the highest point. It means therefore that the collar alone could be inflated and in very adverse circumstances could push the wearer face forward into the water.

In waves, some initial buoyancy is highly desirable to enable the wearer more readily to wholly inflate the jacket. So, after considerable thought and development it was decided to place 20 lbs of buoyancy within the jacket in such a manner that its disposition was rigidly controlled, irrespective of circumstance.

The lifejacket therefore becomes a buoyancy aid only in the broadest sense of the term despite having a performance in the deflated state superior to the widely used "Buoyancy Aids", but non-the-less the "Lifemaster" should be regarded and cared for as a lifejacket, nothing less.

Editorial Comment

Knowing that W.T. Hall and his fellow Club members habitually canoe in waters where a lifejacket is most desirable and knowing that he had previously found other makes of lifejacket unsuitable we asked him to test the 'Lifemaster'. We believe that in showing what happened with the 'Lifemaster' when uninflated and in different degrees of inflation he has provided the information which our readers require. In his test he showed that until the 'Lifemaster' was nearing full inflation it required the active assistance of the wearer, i.e. it should be regarded as a buoyancy aid demanding physical effort on the part of the wearer. Therefore, if a canoeist wanted life saving buoyancy from the moment of capsizing the 'Lifemaster' must be worn inflated.

Both Mr. Mulley and Mr. Cock envisage the jacket being worn uninflated until the canoeist is in the water and then inflating after the capsizing. The success of this procedure must depend upon the canoeist being capable of inflating the jacket in the water which in most circumstances he will be able to do. We would point out, however, that no instructions were issued with the test jacket and that 'Lifemaster' jackets are, at the time of writing, on sale by retailers without either instructions or a warning that the two-stage procedure involves a calculated risk.

Since Mr. Mulley's letter only arrived as we went to press, Mr. Hall has not had an opportunity of making any comment.

COMING EVENTS FOR APRIL

L.D. Races

12th April	Leam River Race	R.A.Sowman, 4 Landor Road, The Cape, Warwick.
26th April	C.T.C.Thames Race	Mrs.B.Fish, 47 Onslow Road, Richmond, Surrey.

Slalom

12th April	Bath (Div. 4)	A.E.Cox, Windrush, Stanshall Ln, Feltham, Bristol.
19th April	Hambledon (Div. 1 & 2)	C.Creaser, 66 Glencoe Road, Bushey, Herts.
26th April	Dinkley (Div. 3 & 4)	C.M.Rothwell, 21 Windsor Road Clayton Bridge, Manchester 10.
26th April	Informal weekend at Shepperton with T.C.C.	B.Johnson, 16 Onslow Way, Pyrford, Woking, Surrey.

Leven W.W. Test

12th April	E.B.Totty, Hoff Bank, Appleby, Westmorland.
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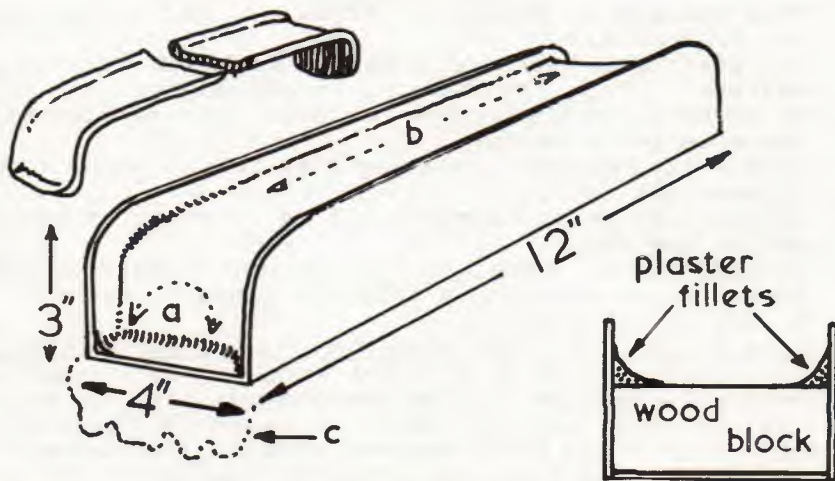
Making Moulds for Casting in Resin/Glass Laminates Part 1

BY ALAN BYDE

Bill Saunders has just finished his series on handling synthetic resin and glassfibre. We worked together on several projects intimately associated with gooey half cured resin, and small bits of offcut glass mat stuck to shoes, hair, fingers. We progressed. The following account is a record of my experiences with making moulds. I think it valuable, because it starts in a small way, and progresses through several stages to the full canoe mould.

In September 1962 I made the first mould, a simple affair for making knee braces for slalom canoes. It was designed as a one piece casting, to be cut in half after the moulding had been done.

knee brace mould



The drawing is self explanatory. The plaster and wood was carefully sanded so that the plaster feathered away into the wood. This was then carefully and thoroughly polished with wax polish about six times, then with two coats of mould release No.1 followed by mould release No.2. I would have thought that it would have sealed a submarine. In fact the resin permeated the wax and the plaster, binding the whole into a craggy lump. At "a" the resin coagulated into a half inch thick wedge of unusable waste, glass fibres and 'goo' hung in festoons at "c", and the top area "b" thinned out and left the flanges weak, the very parts which were supposed to be its strength.

After this mistake had cured, I smashed the sides away, and produced the craggy plastered lump mentioned. I tried the hacksaw, my rasp of dubious fame, and sanding discs. I sat and examined it and thinking of the tin of pineapple chunks in "Three Men In A Boat", I threw it away.

The mould was rebuilt, replastered, dried, and sanded well to shape. Knowing now the affinity, despite wax, or resin and dry plaster, I coated the whole with a gel coat of thixotropic resin. If you can't fight it, go with it. It sank well in, and when it cured left a really brilliant hard and shiny surface, smooth like stove enamel. One coat of No.1 and one coat of No.2 mould release only were required, but again I had trouble with too much resin in the lay up. Later, I used Bill's tip to trim the cast "green", and it worked, like slicing thick orange peel. The cast separated with difficulty, but the plaster fillets, although remaining on the mould, cracked at the edges, and where the plaster was less than $\frac{1}{8}$ " thick, peeled off with the cast, thus spoiling the mould for production work. The result was not so bad, but before I could build it into the hull, I went to the 1963 Boat Show, and saw what the latest cockpit cum bucket seats looked like, and realised that I had learned enough to treat the knee braces, on which I had worked with such enthusiasm, as old hat.

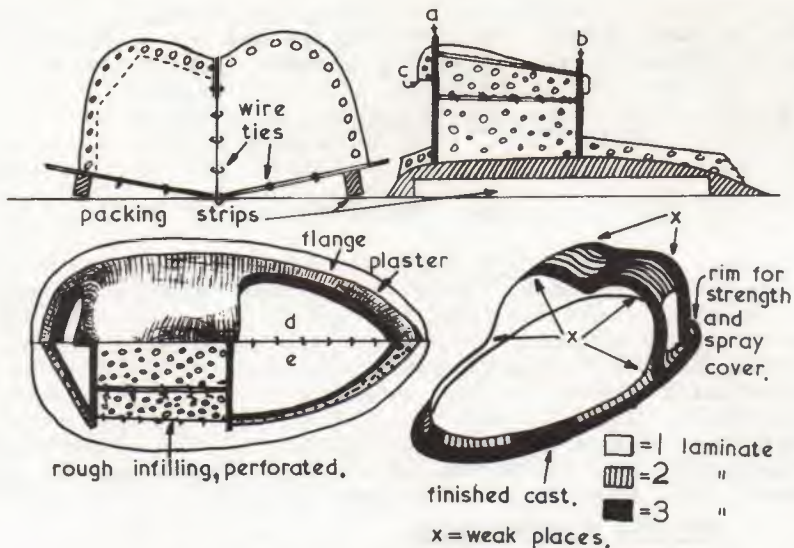
The lessons I learned from all this were,

1. Thin plaster on wood will break up, and is no good for repetition work.
2. Dry plaster is best sealed with resin. Wax alone is almost useless
3. $\frac{1}{2}$ " of hard resin/glass/copper tack laminate/concretion is too much for a hacksaw.
4. Trim while "green". It's worth waiting up until midnight, to catch it right.
5. Thixotropic resin is essential for vertical surfaces, no matter how small.
6. Sanding discs, clog and tear on newly hardened resin.
7. Sanded resin sends up a horrible cloud of irritant dust. A mask is essential.

Byde's Bucket, (Actually known by a far more derogatory term) was the next venture. It is a bucket seat, to rather ample dimensions, integrally moulded with an oval cockpit rim. It is notable for several reasons, not the least of which is the problem of designing for one's own beamy backside when the finished production job is to be used for lean and athletic youths at school. On rough water, and we had lots of that last year, they swore that they rattled like dry peas in a pod. Another reason was that the best way to obtain a mould for regular reproduction without constant attention to the mould between casts, is to build as follows:

1. Build male model.
2. Take female glass fibre cast off model. This was a finished cockpit.
3. Cast the male resin/glass laminate mould from the inside of the female cast.
4. Carry on casting cockpits from the male mould, obtained in 3.

In this case the normal role of male and female shapes is reversed, because the cast required had to be well finished on the inside, which is contrary to usual requirements where the fine finish is on the outside.



Although the dimensions proved faulty, the method is good. Using scraps of 3mm ply roughly sawn and roughly shaped, the rougher the better, and drilled with $\frac{1}{2}$ " holes near to the edges, five master shapes were constructed. These are a, b, c, d and e in the drawing. d and e were wired together, and the angle blocks fitted to give these shapes the same angle of fall as the sides of the deck. The two pieces a and b were carefully calculated so as to give an uptilted seat at the front, so that the back of the thighs could be supported. This called for much work on the hearth rug with cushions a foot rule, and imagination. That is where I went wrong - I used me.

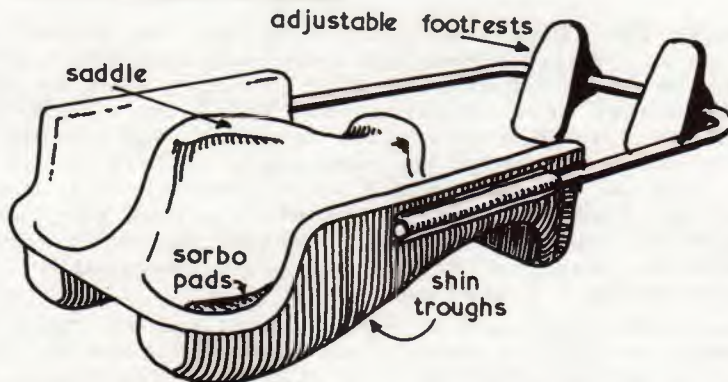
Having made a and b, I wired them to d and e. The piece c was made freehand to give a smooth run from the back to the front. After this it became necessary to fit infilling pieces to allow at least $\frac{3}{4}$ " thickness of plaster. It is inadvisable to allow too much depth of plaster as this is weighty, costs more, and takes longer to dry. The infilling may be quite slack, and the wires should be left sticking out, so as to engage the plaster. The infilling should also be drilled with $\frac{1}{2}$ " holes. No adhesive is required on the joints, as the whole hangs together quite rigidly when assembled. The plaster solidifies the whole. I left the cast in the depths of a winter fortnight in a frigid cricket pavilion. It did not dry out. Forty-eight hours in the boilerhouse put it right. Water and synthetic resin just do not get on together, so the plaster must be dry before "varnishing" with gel coat. After some accurate trimming with my rasp (of ill repute, a terror to the craftsman), followed by some careful work with the sanding disc, I achieved a fine smooth shape. Remember that at this stage, reshaping is still possible. As soon as the "varnish" resin has been applied, the die is really cast.

The method of casting was as before. With bigger areas to work on, accurate laminations were possible. I found that an attempt to save weight and money by making the sides of one layer of surface tissue and one of 1½ oz mat reinforced by strips of 2" by 1½ oz mat was successful. The only trouble was that the reinforced bottom tore at the points of maximum strain, that is at the points marked x. It is also difficult to attach such a cockpit to a plywood deck. I'll leave that to your ingenuity.

CANADIAN CANOE KNEELING BLOCK

Another idea which I hope to make a reality this year is a Canadian kneeling block. This is designed to allow normal control of the touring Canadian from the kneeling position. It is also the position of maximum control for slalom Canadian work. As with slalom kayaks and touring kayaks, accurate positioning in the hull is essential for good control and comfort. The "All One" feel is what is required. The main difficulty is the flexibility of movement from knees and middle which is the advantage of the kneeling position, which requires large clearances to allow free movement. The idea is as sketched.

canadian kneeling block



you design the mould!

This is cast by the ply and plaster model, resin/glass laminate mould, production cast method. Because of its shape the mould can be either male or female depending on which part of it you are considering. The method of construction will be as before, using bits of 3mm ply, the overall size will be 2' x 2' x 1'. The infilling will probably be crumpled paper, or wood shavings, or both. The angle of tilt of the support for the shins is important, and the curvature of the central saddle must be planned to give the same support to the behind whether in the relaxed sitting back position, or in the forward braced position for bow rudders, draws, etc. Entrance and exit must be unhindered. For comfort, sorbo pads will be placed at the points where shock absorption is required. Foot bracing will be by adjustable alloy tube and ply footrest. Relaxation of the weight on the toes will be achieved by raising the angle of support of the shins by pads at the rear of the shin troughs.

National Open Youth Championships 1964

BY J. D. THOMAS, NATIONAL ORGANISER

Following the success of the 1963 National Open Youth Championships, the British Canoe Union, with the active assistance of the Central Council of Physical Recreation, have decided to promote this competition again in 1964. The competition is aimed at encouraging interest in competitive canoeing particularly among schools and Youth organisations which do not normally enter competitive events. It is open to all boys and girls under 18 years of age and no matter whether they belong to an affiliated canoe club or not.

The arrangement will be similar to last year. Open Youth Championships will be held in selected geographical areas throughout the British Isles. These areas will in general be similar to last year except where experience has shown that some slight variation is desirable. The Champions of each area in each class and the winning relay team will then be eligible to compete in the National Youth Championships at the "News of the World" Serpentine Regatta in London, August 1964.

It is hoped that all the area youth championships will be held during the same week-end - namely 20th/21st June - which has been kept as clear as possible of all other competitive canoeing events to make the maximum number of club officials and members available for the running of the area events. In some cases local circumstances will make it necessary to hold these events on other dates than that stated above. The fixing of the dates and places for the area regattas will be a matter for local decision. In any event it is essential that all the Area events are completed before 13th July by which time the names and addresses of the winners must be forwarded to the National Organiser.

ORGANISATION The National Organiser will invite established canoe clubs to stage and assist in the running of each Area Championship Regatta. The Club will be invited to appoint a racing official who would then approach the Regional Officer of the Central Council of Physical Recreation, the Regional Youth Officer of the B.C.U., and any neighbouring clubs willing to help.

The C.C.P.R. have again indicated that they will do their best to help with this scheme, particularly in establishing contact with the youngsters at whom the scheme is directed. Specimen entry forms will be supplied by the National Organiser to the local organiser who will arrange distribution with the assistance of the C.C.P.R.

Rules - The following are the rules under which the competition will be run:-

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 Serpentine Regatta, London, on 7th/8th August, 1964.
2. The Championships are open to members of youth organisations like boys' clubs, girls' clubs, sea cadets, sea boy scouts, schools, and also unattached canoeists.

3. There will be three classes:-
 CLASS A - Boys up to 18 years i.e. boys born after 21st June 1946
 CLASS B - Boys up to 16 years i.e. boys born after 21st June 1948
 CLASS C - Girls up to 18 years (Birthdays as for Class A).
4. CRAFT - The races will be kayaks conforming with the measurements laid down in the British Canoe Union LD Class 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:- (i) 500 metre races for all classes (A, B and C). (ii) Relay races for boys only over 4 legs of a 500 metre course. Each team shall consist of four boys up to the age of 18, and all four must be members of the same club.
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 appear on the entry form.
7. SAFETY PRECAUTIONS - All competitors must wear life jackets which the local organisers consider efficient and their kayaks must be fitted with buoyancy bags.
8. EQUIPMENT - Competitors must supply their own kayaks and paddles for the Area Championships. Kayaks (not paddles) will be available if required for the Area winners taking part in the National Championships regatta.
9. ENTRY FEES - 3s.0d. for individual entries
 6s.0d. for each relay team
 (There will be no entry fee for the national Championships)

AREAS. From the experience gained so far 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 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 any area it may be necessary to merge that area with an adjoining area. It was considered desirable to announce the areas now rather than wait till approaches have been made to the clubs in the areas. This will allow as much time as possible for publicising the scheme.

1. SOUTH WEST - CORNWALL, DEVON.
 Regatta Base: Plymouth.
2. WEST - Somerset, Wilts, Gloucester and Oxon.
 Regatta Base: Chippenham, Wilts.
3. WALES - Regatta Base - CARDIFF.
4. SOUTH - Hampshire, Dorset, and Isle of Wight.
 Regatta Base, WESTON, SOUTHAMPTON (Date July 11th 1964)
5. LONDON AND SOUTH EAST - London, Middlesex, Kent, Sussex, Surrey and Berks. Regatta Base: BEDFONT, MIDDLESEX.
6. EAST - Essex, Herts, Beds, Cambs, Suffolk, Norfolk, Hunts, Northants, Bucks, and Peterborough.
 Regatta Base: Bedford.
7. NORTH MIDLANDS - Lincs, Notts, Derby, Leics., Rutland.
 Regatta Base: Lincoln.
8. WEST MIDLANDS - Warwks, Staffs, Worcs, Salop, Herefds.
 Regatta Base: Warwick.
9. NORTH WEST - Lancs, Cheshire.
 Regatta Base: Chester.
10. YORKSHIRE - East and West Ridings
 Regatta Base: Swillington Bridge, Nr. Leeds.
11. NORTH EAST - Co. Durham, Northumberland, North Riding of Yorkshire. Regatta Base: Yarm, River Tees.
12. NORTH - Cumberland, Westmoreland - Regatta Base - Carlisle.
13. SCOTLAND - Regatta Base - Martnahen Lock, Ayreshire (Date 30th May 1964).
14. NORTHERN IRELAND - Regatta Base - BELFAST.

Letters

Dear Sir,

Canoe building in Glass/resin

I feel that congratulations should be extended to Bill Saunders for the series of articles on 'Canoe building in glass/resin'. A truly monumental task tackled in an excellent manner. I hope many of your readers benefit from his labours.

Yours faithfully,
W.T. Hall,
Woolwich Canoe Club.

Dear Sir,

How to raise money

In reply to an editorial you wrote on "How to raise money", I thought your readers may be interested in the methods used by us colonials. As the nearest river of any size is 50 miles away from Auckland, we have developed the practice of hiring a bus for a week-end cruise. If this is "costed" properly it can be very profitable for a go-ahead club. For instance, if the bus costs £60, we assume we can get 20 people to go and we therefore charge £3 per head (or seat), if we get more than 20 the excess belongs to the club.

There are tremendous advantages in using a bus. Firstly, it is a way in which the members can get together and have a sing-song without fear of disturbing neighbouring music lovers. Secondly, the bus is useful as a sort of litter bin carrying gear from A to B. Gear that would otherwise have to be stowed in a kayak.

We normally run a bus trip at least once a month. Naturally, not all trips run at a profit, some barely break even. However, it gets our members into the habit of building folding kayaks so that we can run really good cruises over the longer holidays and visit any part of N.Z. If any club is interested in making money in a way that is enjoyable to everybody, I would recommend that bus trips be run.

Our group started in April last and we have now, over 75 members.

Yours faithfully,
P.L. Sautin,
Hon. Sec.,
The New Zealand Kayak Group (Incorporated),
12 Palmer Cresc.,
Auckland E1.

Under Canvas

Canoe Building

BY COLIN ROXBY

I was interested in your report in News Flashes in the February 1964 Canoeing regarding the 8th Ruislip Scout Group building a dinghy in a polythene shelter.

When Senior Scouts of the 1st Colchester Group were unable to find a building suitable for building canoes in, they solved the problem by pitching two ridge tents end to end on a common central pole. The photographs illustrate three stages in the construction of our second PBK 20.

Most of our canoeing is carried out on the Essex river Colne, and the various creeks which lead from the Colne estuary provide plenty of scope for exploration.



Book Reviews

SURVIVAL SWIMMING by J.A. Holmyard
(Amateur Swimming Association, 64 Cannon Street, E.C.4. 4s.)

In the September, 1962, issue of 'Canoeing' we brought to the attention of our readers the A.S.A. Awards for Proficiency in Personal Survival and suggested that these were something which would fit in very well with the B.C.U.'s Proficiency Awards. This suggestion was subsequently adopted by the Coaching Committee; and B.C.U. Examiners can now examine for these tests.

It was with great pleasure, therefore, that we received a copy of this new booklet setting out the principles of survival swimming. Attractively produced, smoothly written and humourously illustrated, 'Survival Swimming' not only tells the reader how, but why. In addition it offers many suggestions as to how to avoid training sessions becoming monotonous.

Instructors who are faced with large classes and few boats might well consider running a survival swimming course parallel with their canoeing course. The ability to swim 50 yards does no more than ensure that a canoeist will not panic on capsizing; ultimate survival depends upon the individual's ability use his resources to their fullest effect.

For the intelligent canoeist, this is a must.

THE BROADS BOOK, 1964	(George Godwin 5s.)
THE THAMES BOOK, 1964	(George Godwin 5s.)
THE WATERWAYS ANNUAL, 1954	(George Godwin 5s.)
THE FENS BOOK, 1964-65	(George Godwin 5s.)

The first three titles will be remembered from last year, and these new editions are particularly welcome as they contain much new information. Profusely illustrated and with plenty of maps are ideal guides for planning trips and for reference while cruising. Canoeists will welcome the increase of space devoted to our sport, but in addition will find much to interest them in both the practical articles and those of a more general nature.

The Fens Book represents a new venture and is intended to serve for two years but purchasers will be able to obtain a free supplement next January thus ensuring that the information is up-to-date. The publishers state that if the demand warrants it they will issue a 1965 edition and we suspect that this may well be needed, for the Fens Book reveals what a tremendous amount of cruising ground is available in this hitherto neglected corner of England.

At five shillings each, these books are probably the best things of their kind available at the present time.

B.C.S.

News Flashes

CAMBRIDGE GREENLAND EXPEDITION 1962

The report of the Cambridge University expedition to study Greenland kayaks on their home waters has now been published. Although fairly short it includes much interesting information on present day practices and is illustrated with photographs and a plan of a typical kayak. A few copies of the report are available to the general public price 2s. 6d. from M.F. Thomas, Trinity Hall, Cambridge.

CANOES IN THE IDEAL HOME

Granta Folding Boats will be on display at the Ideal Home Exhibition at Olympia, London. The stand number is 598 and the Exhibition runs until 30th March.

BIBLIOGRAPHY OF CANOEING

Your Editor is at present engaged in the compilation of a 'Bibliography of British canoeing books, magazines, and manuscripts'. Will any reader who possesses, or is aware of, any material not included in the lists compiled by Blandford, Bodin, or McNaught please contact me. Should any reader have any canoeing literature of which they wish to dispose, I should be pleased to make an offer for it, or to arrange an exchange with some of my own duplicate material if desired.

A BARGE FOR CANOEISTS

Blue Waters Canoe Club have just acquired a 'dumb' steel barge for use as headquarters. At the moment it is moored at Bugsbys Hole near Blackwall Point Causeway, on the Thames.

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1st choice												
2nd choice												
3rd choice												
4th choice												
5th choice												
6th choice												
7th choice												
8th choice												
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