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Canoeing

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Editorially Speaking

In recent years the 'London River Race' has become something of a curiosity among long distances races in that it is one of the few long standing events which has classes of its own which do not fall into line with those of the British Canoe Union. Possibly because it is out of step in this matter, or possibly because accommodation is no longer offered at the Royal Naval College, Greenwich, there has in recent years been a decline in interest in this event. It may be in the hope of stemming this decline and with the idea of introducing a little comedy into the event we note that this year the Committee has introduced two new classes: Slalom senior ($8\frac{1}{2}$ miles), and Slalom junior ($4\frac{1}{4}$ miles). These events are open to any type of slalom canoe.

There seems to us to be little point in racing slalom canoes over a distance of eight and a half miles of flat water, any more than there would be in organising a slalom for K.1's. However, the thing which intrigues us most is, 'How are the London River Race Committee going to decide what is a slalom boat?'. The I.C.F. regulations on this matter are merely concerned with minimum length and beam, there is nothing about rocker or maximum length and they simply say your boat must be longer than 4 metres and the beam must be more than 60 cm.

From this it will be seen that if someone turns up with, for example, a Tyne Sports single-seater, the organisers might be hard pushed to find a reason for excluding this competitor. Indeed it is not so long ago that people did use Tyne sports singles in slaloms.

We would contend that this race is ill-conceived and ill-executed and that even if successful it can never rise above the status of a novelty event which is surely out of keeping with the traditions of the London River Race.

Curves Without Cold Moulding

BY DENNIS J. DAVIS

The D.K.1 is a design using a method of construction which produces a round bilge shape canoe simply and cheaply. It is especially good for the individual requiring one boat as no mould is required. There is also no need to have the canoe fixed down at any stage; indeed, the prototype spent most of its building life hanging from the ceiling.

An Eskimo kayak type was chosen for the first design as being an extreme type thus giving a good idea as to the potential of the construction method.

Briefly, this is to take a sheet of marine plywood of the required size, usually two or more pieces joined end to end, and cut wedge shaped pieces from each end. The ply is then bent to shape and held by deck beams halved into gunwale strips. The ends are fixed to stem and stern posts. On the D.K.1. the deck is of ply and a laminated ply coaming is fitted.

For simplicity the prototype was fastened throughout with 'Cascomite' and 'Gripfast' nails.

The cost of a D.K.1 should be less than £9. 0. Od. and two people with experience of canvas and lath construction would have no difficulty in building. The tools required must include some 'G'-cramps, spokeshave and shoulder plane but construction is quite straightforward.

There is scope for altering the height of the foredeck if necessary although the design does allow for 11" clearance. It is hoped that the D.K.1 will be followed by 16' Canadian canoe which will dismantle into two sections for ease of transport and then by an L.D. single.



Three thicknesses of coaming ply fitted. Two more are to be fitted with an overlap for the spray cover.



Interior from stern with four beams fitted.



Completed, but unvarnished, canoe.
Note painter hole in bows.

Public Canoe Demonstrations

BY J. R. POWELL

Worcester Canoe Club have often been asked to put on Canoeing Demonstrations for Carnivals and Shows, and we find that we have just about run out of new stunts and demonstrations. In this article I propose to list our stunts, etc., in the hope of helping others with their demonstrations and perhaps in return they would write in with any ideas that they have found help to make a good Carnival Show.

OUR PROGRAMME

1. Start with a short introductory talk only 2-3 minutes over a loudspeaker system, about the local club, club fees, activities etc.
2. Demonstration of how NOT to get into a boat
 - (a) Falling between boat and bank
 - (b) Falling over far side
 - (c) Losing boat in the attempt
 - (d) Correct demonstration of launching and entering boat.
Note: Buoyancy jacket, boat buoyancy, grab lines, spray deck.
4. Various strokes demonstrated by either "Follow My Leader" round a circuit or figure of eight, or if possible a flat water slalom course $\frac{1}{2}$ dozen gates, capsize and boat recovery drills
 - (a) Lone canoeist capsizes and attempts to climb back into boat, filling up the boat in the process.
 - (b) Lone canoeist capsizes and swims boat ashore, point out to leave the boat upside down so that it doesn't fill with water.
 - (c) Capsize and boat recovery with one assistant. Take swimmer over stern deck, and tow capsized boat.
 - (d) Capsize and boat recovery with two assistants. Straight forward deep sea rescue.

These B.C. and D can be made into a team race. Using three canoeists to each team.

The Commentator should point out that to canoe alone where you cannot easily swim ashore is dangerous, and a minimum of three should be together when at sea.

6. Teaching the Eskimo Roll, between two boats. If possible an Eskimo kayak and a Slalom boat, novice in kayak. Teacher demonstrates, first novice copies gripping boat with knees and tilting boat from side to side. Holding bow of slalom boat and putting head into water.

180° Capsize, Recovery on bow. 360° Capsize, recovery on bow. Teacher demonstrates sweep recovery stroke, smack recovery stroke, and forward and backward recovery stroke, then very slow sweeping back and forward roll.

Novice attempts roll, recovery on bow.

Novice makes better attempt, recovery on bow.

Novice makes successful attempt.

All the previous demonstrations should be performed wearing buoyancy jackets, special notice should be drawn to this.

7. Straightforward roll demonstrations. Pawlata, screw, styer and put across. Have canoeists form up in a circle or star formation,

and each does each roll in turn, so that the spectators get 6 different views of each roll in turn, do them slowly, showing grip on paddle and getting the blade well above the surface for all to see.

8. Stunt Rolls

(a) Pop Up Leave paddle floating by the side of the boat, with the blade by the cockpit. Capsize away from the paddle, grip neck of blade with one hand, raise above the water and strike down, pass the blade into the other hand and continue pressure until upright.

(b) Hat Trick Wear stiff hat (boater). Slowly capsize removing hat and placing on bottom of the boat in the dry, get paddle in position for Pawlata Roll and grip hat between fingers of the hand holding the blade, roll up placing dry hat on head.

(c) Hand Rolling 2 Boats Come alongside canoeists facing each other, grip outside hands together above head inside hands together low down. Keep arms spread and stiff, capsize slowly inwards, pressure on top hands, pulling on lower hands will bring boats up

(d) Passenger Roll Ordinary Pawlata Roll with passenger lying on stern deck. Gripping with arms and legs round boat, also possible with passenger on bow deck.

(e) Perpetual Motion Roll Narrow kayak capsizes, swimmer with paddle sits on upturned boat facing same way as boat, gripping tightly with legs signals to partner with foot and capsizes, canoeist up swimmer down, signals again canoeist down swimmer up, ad infinitum. All this is very hard on the swimmer's legs. If possible he should have long legs and when he is coming up the canoeist should not try and force a quick capsize and this twists the boat out of the swimmer's legs and scrapes the skin off them.

(f) Clock Roll You must be able to do a styer roll for this. Place one blade flat on the cockpit, with the other end edge vertical resting on the bow of the boat. Left hand hold the end of the near blade and right hand hold a little way along the loom, capsize to the left, keeping the far blade at right angles to the surface, sweep a 540° ($1\frac{1}{2}$ circles) with the blade moving first to your right under water and round your head, this brings you to the position of a normal styer roll and you rise out of the water on the right hand side of the boat. This evolution has caused the capsized boat to spin on an axis of your body one 360° turn, so you roll up facing the same way as you started, rather an anti-climax for you, but good for the spectators.

(g) Tea Tray Roll	} If possible use every day objects, rather than $\frac{1}{2}$ or broken paddles, as the public knows the size of these things.
Bread Board Roll	
Plate Roll	
Table Tennis Bat Roll	
Hand Roll	

9. The finish is rather a difficult thing to get done crisply. We issue a challenge to the public to hold their breath as long as an upturned canoeist. All except one capsize, 2 hold their breath for about 15 seconds and roll, the others get out of the

Test Report

"Sportkit" Curved Slalom Paddles

BY BRIAN JOHNSON

During the past year many slalomists have changed to using curved or spoon-bladed paddles, putting away the traditional flat blades.

What advantages do these new paddles have over the conventional design? For a start, spooned slalom paddles are not new. The Klepper design has been on sale at the Canoe Centre for the past four years, but there was such little interest in them that they have stopped being imported.

During recent years Continental slalom courses have become longer and less complicated and so time has become a more important factor. Whether we should follow the Continentals or whether we should remain very British about course design, stressing manoeuvrability more, is a matter for debate, but it is a fact that our rapid river courses are becoming longer with less back paddling.

I have recently had the opportunity of testing the new Canoe Centre "Sportkit" curved slalom paddles and I also decided to try them for racing and touring. I am still, 150 miles later, very pleased with them.

I found that the curved blades made an amazing improvement in pulling power over flat blades, and after a little practice in rough water I felt quite at home with them, and I had little difficulty in backpaddling as the curve was not excessive.

I also tried out some solid one-piece spooned paddles in order to obtain a direct comparison and found them far more difficult to use. Once the special technique has been mastered, spooned blades are probably as easy to handle as curved blades, but draw strokes had to be ended sooner before the blade sliced the water and disappeared under the boat with me following. Rolling was also more difficult. Some people claim, however, that spoon blades 'grip' the water better than curved.

It is an undisputed fact that slalom paddles often get very rough use and so I was very pleased to find the "Sportkit" paddles laminated (nine laminations of birch) in the same way as the ever popular flat blades. This made the paddles extremely strong. Solid (unlaminated) wood is by no means as strong as it tends to split along the grain with the use a slalomist gives them. Because the "Sportkit" paddles are made in three parts - two blades and an aluminium shaft - they are light in weight and if a blade does get broken it can easily be replaced.

A transparent plastic covering for the shaft is sold at 1s. per foot and the paddles themselves in kit form cost £2.5s.0d. This is a lower price than any spooned slalom paddles yet available and the paddles can be made to any length required.

The paddles are obtainable from the Canoe Centre, 18, Beauchamp Road, Twickenham, Middlesex.

An Introduction to Canoe Design Part 3

BY ALAN W. BYDE.

At this stage, ideas concerning use and shape are in your mind. Materials to be used are selected, each imposing its own limitations on design. I will not go into this matter of actual construction methods, as many excellent works exist already on this subject.

When you have the idea for your canoe fairly clear in your mind, go and talk to a friend, and chew over your ideas very thoroughly. Draw plenty of sketches. Show details, too, such as rudder assemblies, and remember that it must be possible to incorporate them in your design. Having now revised your thinking a little, it is necessary to put these ideas on paper. Assemble your sketches and put aside the useless ones. These should now represent your thoughts.

To record an idea on paper is the best way to ensure that you stick to the design you selected. Draw the idea, using pencil lines on paper. A three dimensional object of complicated curvature has to be represented on two dimensional paper so that the reader may clearly understand what it is that you are trying to put across. This requires well drawn lines, clean and unambiguous, clear descriptions, using well chosen words, which cannot be misinterpreted.

Drawing

When starting to draw, you are entering the realms of art, and aesthetic satisfaction, so I'll pass on one idea, all curves which are part of an ellipse are essentially satisfying.

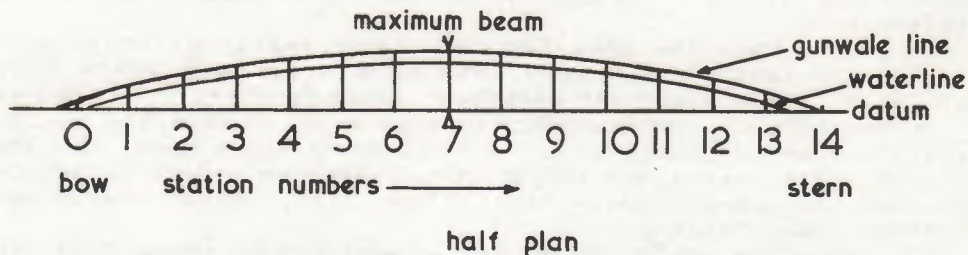
First, you need something to draw on. I use sheets of squared paper, 8 or 10 small squares to the inch, each sheet about 20 inches by 30 inches. You'll need four sheets, probably. In addition, a good pencil, HB, which takes a good point, a soft rubber, an accurate ruler, and a good quality compass are needed. Lay out one sheet on a smooth flat surface, preferably where it may be left undisturbed during interruptions like eating, work, and sleep. Pin it down using draughtsman's drawing pins - big brass headed things with bevelled and milled edges. Remember the dining room table may be polished. Have plenty of scrap paper handy for rough sketches and for the many calculations needed. Have a sharpener for your pencil (sand paper, medium grade, is useful for soft pencils). Your hands must be really clean. If the room is too hot, your hands will sweat and stain the paper, if too cold, your hands will be so chilled by cold paper that you cannot obtain the fine control necessary for fine drawing. Sixty five to seventy degrees fahrenheit is about right. Later, you will require one large sheet of draughtsman's linen, or tracing paper. Select a suitable scale, e.g. one inch equals one foot.

Plan

Leaving about one half of your paper clear, draw a horizontal straight line. Place a dot at the place where the bows start. Measure the scale LOA from that dot to the other end. Place another dot. This gives you the total scale length of the canoe. At the place selected for maximum beam make a mark on the line. At right angles to this datum line, draw another line at the maximum beam

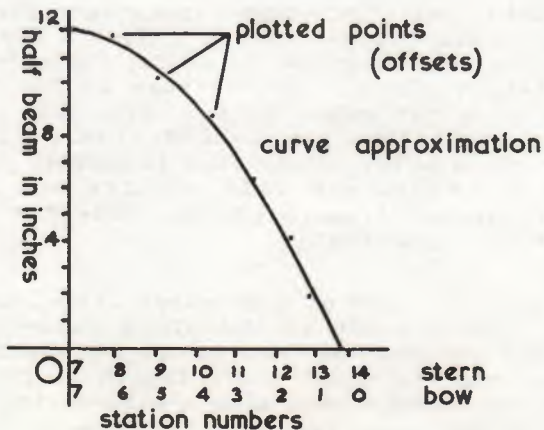
mark, and measure off half the maximum beam of the canoe at that point. As the canoe is symmetrical about its longitudinal axis (plan datum) half drawings are better than full drawings as any errors will lead at the worst to symmetrical malformation.

Drawing 2



Draw a smooth curve from bow to stern passing through the maximum beam point. Corrections may lead to a messy drawing, so cut out the corrected half shape, allowing for pencil thickness, and lay it on another sheet of squared paper, and draw round it. Use your first sheet, which now has a hole in it, for other similar rough work. Make sure the datum line is in its proper place on the clean drawing. Measure off along the datum line the stations with common interval between. It is helpful to use the widest point to start from, and measure inches forward, and inches backward from that point. Draw perpendiculars at each inch from the datum to the outline. Make sure that they are exactly at right angles to the datum. The squared paper helps you here. Number these offsets starting at the bows, as follows 0", 1, 2, 3, ..." These numbers are best written beside the datum. Measure each offset from datum to outline as accurately as you can. As this is one twelfth full size, any error will be magnified twelvefold on the finished canoe. Record the measurements in order on a piece of scrap paper.

Drawing 3



To minimise errors, check. Using the first rough piece of squared paper again, draw a graph. The horizontal axis represents the datum line, the vertical axis, the offsets. The vertical axis is drawn full size, the horizontal axis showing the stations at intervals of 2 or 3 inches, that is about $\frac{1}{4}$ scale. Mark off the offsets from the record at each station, and then draw a smooth curve passing through, or close by the offset points. This is the corrected curve the top of which must be level, and may be the same for bow and stern when the outline is symmetrical fore and aft, otherwise two curves are required, one for the bow curve, one for the stern.

The lines obtained should be measured again, and the figures transferred to the chart drawn up for the purpose. These are corrected figures, giving the offsets for the gunwale line. The same procedure is followed in order to find the offsets for the waterline. This will leave you with a tatty piece of squared paper with holes in it, and lots of lines on a graph. Keep this paper, it may be necessary for checking back later.

It will be useful to write all your offsets as you derive them from your drawings onto a chart laid out as follows.

Drawing 4

station	corrected offsets						
	plan		elevation				
	gun'l	w.l.	deck	gun'l	w.l.	keel	datum

To be continued

Serpentine Regatta 1964

REPORTED BY MIKE CLARK

Thousands of spectators were at the 12th "News of the World" Open Sprint Championship Regatta, held 7th/8th August on the Serpentine in London, to watch some of the finest kayak racing seen here for many years. The regatta is the climax of sprint canoeing in Britain, and with the Olympic Games only two months away, attracted a record entry of almost 150 canoeists. Once again there were many competitors from the Continent, some of whom come to this event year after year. Belgium, Germany, Yugoslavia and Luxembourg sent impressive teams. Holland sent a very fine Junior team of members from the "De Geuzen" and "Quo Vadis" Canoe Clubs, while from Italy, for the fourth year, came top paddlers Zilioli and Beltrami.

The British Olympic Canoe team, which was announced a few days before the regatta, did well in all their events, although it must be remembered that the Serpentine is a 800m course, and not of Olympic length. Marianne Tucker won the woman's K1 by a tremendous margin of almost twenty seconds, completely out-classing her rivals. Alistair Wilson had an exciting race against Zilioli in the senior men's K1 event. Zilioli built up an early lead, and held it to the finish, with Alistair closing the gap fast, only 4/10 sec down. As usual Zilioli collected quite a number of trophies, for not only was this his fourth successive Serpentine K1 win, but with team-mate Beltrami, took first place in the Senior K2, and at the Royal Canoe Club 1000m open K1 race the following morning he again won, with Beltrami second.

Our Olympic K4 team, Wilson/Lawler/Palmer/Edwards, were paddling together for the first time at the Serpentine, and against crews from the Saar, Germany, and Belgium, produced the most spectacular race of the day. With paddles cutting the water and spray flying, five K4's raced off the start, and at the half-way mark there was still only a few feet between all the kayaks. With a burst of power over the last 200m, the British crew just pulled ahead to win by 6/10sec from the Saar, followed by Germany, but all five kayaks were within 3sec of each other!

In the Junior events the Continental paddlers proved too strong for our competitors, taking every race. A. Muusse of the "Quo Vadis" Canoe Club, having progressed from the Aspirant class two weeks earlier, was racing as a Junior for the first time, and lead the Dutch K4 to a convincing win over four British crews. Junior paddlers from Belgrade took both the K2 and Junior Relay, winning the latter by 5sec. from the Dutch team, while Richmond competitors were almost 14sec. down!

The British Open Youth Championships, which are incorporated in the regatta, again had a good entry, and times showed quite an improvement in the standard of youth paddling. Members from the Hatfield Youth Centre, following the success of their Junior paddlers at the recent National Championships, took every event.



1. Senior K4 event, the winning British crew is nearest camera.
2. The start of the British Open Youth Championship Class C girls.
3. An attractive Dutch competitor, Tini Bakker of "De Geuzen" club.
4. C.Zilioli of Italy, senior K1 winner for the fourth year.
5. C.Zilio!i and C.Beltrami, 1st and 2nd at Royal C.C. 10,000

Photos by:- Aqua-photo Publicity

Canoe Life Guards

BY DAVID SUTCLIFFE (MASTER I/C CANOEING, ATLANTIC COLLEGE)

"P.M., 15, was missing, feared drowned, at Budleigh Salterton yesterday, after his canoe capsized in a rough sea a quarter of a mile off-shore...."

"Mr. P.H., aged 19, ... who had been camping with a party of 15 from the Society of Friends, was drowned yesterday when his canoe capsized in Bala Lake, Merionethshire ..."

"A canoeing escapade by three schoolboys playing truant ended in tragedy yesterday when one of them was drowned ..."

Gareth, allowed home after hospital treatment for exposure, told me he had never been out in a canoe before and could not swim ..."
And so on.

"Just like a coffin clapt in a canoe", wrote Lord Byron, describing a gondola, but this phrase has an all too sinister ring today for the British Canoe Union. The Royal Life Saving Society analyses of loss of life by drowning show that there were 28 fatal canoe accidents in 1961 and 24 in 1963. (The figures for sailing boats were 5 and 12). On the optimistic assumption that the number of accidents does not increase with the same speed that canoeing itself is growing, we must nonetheless expect to lose not less than 250 lives in the next ten years in this country alone.

But just how many of these accidents occur in recognised "canoeing circles", or at club meetings or on club expeditions? And isn't it true that the B.C.U. and affiliated clubs are doing their utmost to draw in the lone canoeist, and that many coaches and instructors are putting in hundreds of (voluntary and unpaid) hours a year training schoolboys and youth club members? The swing in Britain is very strongly away from the team game and towards the individual and adventurous pursuit; but the fact remains that our mortality rate is no recommendation to the parent or Headmaster or Youth Club leader who is looking for a way to move with the times. We are under an absolute obligation to establish standards of proficiency which will impress themselves not only on club members and organized youth groups, but on the public at large; and to bring about a tradition in the introduction and training of newcomers to the sport which will stand comparison with all that is done for their novices by the major athletics and team games organisations of the country.

The Corps of Canoe Life Guards was set up by the B.C.U. to meet just this situation. Its members are required

- a) to set a standard of canoemanship in boat maintenance, canoe skills and approach to safety.
- b) to act as instructors to groups of canoeists, especially schools and youth clubs.
- c) to lead or accompany the more adventurous expeditions made by schools and youth clubs, at home and abroad.

The qualifications demanded of the two grades of members illustrate that, although canoeing skills are basic, more than this required.

Probationers are selected from candidates aged from 16 to 19. They must have obtained the Junior First Aid Certificate of the British Red Cross or an equivalent body, the Bronze Medallion of the British Canoe Union.

Full Life Guards are selected only from Probationers aged 17 years or over. To qualify, a candidate must have obtained an Adult Certificate of the British Red Cross, or an equivalent body, the Award of Merit of the R.L.S.S., and be of the standard necessary for the Advanced Canoeist's Badge of the British Canoe Union. He must also demonstrate an ability to lead and teach.

There is one more important aspect of Canoe Life Guard work. Members are expected to be available, on demand, to local authorities for rescue and relief work, and three training exercises have already been conducted with the Police to test the usefulness of the expert canoeist in floods. I understand that for some years now on the Gower Peninsula canoeists have provided life-saving patrols on holiday afternoons. Last summer regular canoe patrols were started during the afternoons of August and September on two other South Wales beaches, and have continued this summer, in co-operation with Beach Rescue Patrols equipped with Line and Reel. On a calm day a line of canoes some 60 yards from the shore is an excellent guarantee of safe bathing, and the speed of a good canoeist getting out to a person in difficulties in surf ensures the canoe a valuable place in any beach rescue organisation. Furthermore, the demonstration of surfing skills in front of the many thousands of people gathered on the beaches during the summer months could not only bring home to the public the potential of the canoe in difficult water, but also indicate the standard and the extent of training which is necessary to get the most out of canoeing - and with the emphasis on safety.

Canoeing as an adventurous pursuit for youth groups has an excellent claim on the attention and the money of Local Authorities, and indeed this is recognized by many of them, but this claim would be very strongly enhanced by the breadth and the purposefulness of the training required for the Canoe Life Guards. The Corps can, however, succeed only if it is given the encouragement and support by our leading canoeists, so showing their determination that their sport shall continue to spread and above all be conducted at as high a standard as possible.

TWICKENHAM AND WINDSOR CANOE CLUBS

SHEPPERTON 2nd and 3rd DIVISION SLALOM

OCTOBER 18th, 1964

Entries to: BRIAN JOHNSON,
16 Onslow Way,
Pyrford, Woking, Surrey. Telephone: Byfleet 43674.

The event will be a ranking slalom although it is not listed in the B.C.U. calendar.

Letters

Dear Sirs,

Moonraker Canoes

We notice in the August issue of 'Canoeing' under 'News Flashes' that our name has been mentioned as suppliers to the Solent Canoe Centre. It seems, that due to a misunderstanding, certain of our products have been included in the new Canoe Catalogue of the Solent Canoe Centre. We have approached the Solent Canoe Centre about this matter. We would appreciate it if you could make it clear to your readers that we do not sell through the retail trade, and that 'Moonraker' Canoes and Accessories can be bought only direct from the designers and manufacturers - Jenkins & Lancefield, Corsham, Wiltshire.

Yours faithfully,
W.J. Jenkins
for Jenkins & Lancefield.

Dear Sir,

Eskimo Rolling Classes

I have made a personal booking for Serymour Hall Baths, Marylebone for Tuesday evenings 9.30 - 10.30 p.m. for Rolling instruction and practice commencing on Tuesday, 13th October until Easter.

The charge is the usual 2s/6d. per head per evening and an average of 15 are required to break even on expenses. All are welcome and anyone needing instruction will be assisted by those available and if possible please bring your own canoes although two will be made available for those not possessing their own.

This session is in addition to the Friday night session organised by Chalfont Park and we do not want to detract from their attendance - for this reason a special welcome will be given to newcomers.

All information from Stan Holtorp, North Lodge, Almer Priory, Lyne, Nr. Chertsey, Surrey. Tel: Chertsey 4635.

Yours faithfully,
Stan Holtorp,
Twickenham C.C.

Dear Sirs,

THE SERPENTINE REGATTA

With the added attraction of fine weather no one who attended the Serpentine Regatta could have but enjoyed themselves and found plenty to interest and rouse excitement even in the most uninformed. Behind the scenes there may have been those moments when things appeared to be going all wrong, but on the public side of the show it was a delight to watch.

A delight that it is until the ghastly minutes when the Regatta nearly suffered a serious accident if not a fatal tragedy. I refer of course to the collapse of one of the contestants in the youth championships. One can only thank the cool headedness of his fellow competitors that he survived. The fact that all was far from well was soon conveyed to the onlookers by the scathing remarks over the public address system directed at four police constables, who were in no way concerned or involved in the Regatta, by a panicking official.

For myself, whose job it is to preach safety to the young, this incident marred the rest of the day. How can one explain that such a thing was bad luck when every safety rule in the book was broken? It is clearly laid down in the rules for youth championships that life jackets will be worn. None were. With the experience of canoeing which was present in many official forms how was a safety boat overlooked at the finish?

I hope that I was not the only person severely shaken by this occurrence and the obvious lapse in safety measures which became evident as a result.

Yours faithfully,
Jack Travers,
National Youth Officer B.C.U.

Continued from page 189

boats and put their heads up into the cockpits, if the commentator counts over the loud speaker they can hear the seconds going by and can re-enter boats and roll up at various intervals, the one stand by boat has "The End" painted or stuck on the bottom of his boat, just before the last breath holder comes up he capsizes, leaves the boat and swims away under water. Two boats go out and right his boat and tow it away, or he can put his head up into the cockpit and get a tow away.

This routine should be practised and cut down or padded out to take about 25 min. The Commentator should also practise with the team and time the stunts, if possible on the actual demonstration site. Try and get a local reporter to cover the show and give him a written programme if possible, and most important have hot drinks and warm clothes ready for the frozen canoeists.

Book Review

INLAND WATERS AND RECREATION

(7s. 6d. Central Council of Physical Recreation)

This is a sample survey of the recreational use of inland waters in the West Midlands that has been carried out on behalf of the C.C.P.R. by the staff of the Physical Education Department of Birmingham University. It was undertaken as a result of the report on the Wolfenden Committee on Sport and was aimed at finding how just who used inland waters, in what numbers and for what purpose.

As might be imagined the survey reveals a most complex position in which the various parties involved are often at variance and sometimes in conflict. What is, perhaps, the most heartening thing is that the attitude of clubs to other users in other sports would appear to be sympathetic and it seems likely that they recognise the need for sharing the waterways. It would seem, however, that the lone sportsman does not fit too happily into the pattern.

In conclusion, the report calls for 'a clear statement at governmental level of national policy about water-based recreation'. It also suggests that the various groups come together to 'hammer out a code of behaviour acceptable to all users'. Reluctantly the Committee conclude that the day of the lonely wanderer is coming to an end and that 'organised access is the only type of access'.

This survey is an excellent thing and we hope it will be the fore-runner of a national survey for it is only when we know the facts that a sound basis for discussion can be formed. We must recognise that when too many people are pursuing too few goods then some form of control is the only way of ensuring equitable distribution.

A LEA VALLEY REGIONAL PARK: An essay in the use of neglected land for recreation and leisure. (7s. 6d. Civic Trust)

At the present time the Lea Valley is a mixture of slum and sanctuary, alas, more often slum. This survey was commissioned by the various local authorities in an effort to discover the recreational potential of some sixty miles of waterway running from the Green Belt into industrial London.

The Civic Trust have produced this superbly illustrated book which demonstrates just how great this potential is, and read in conjunction with the report reviewed above, it shows just what could be achieved with joint planning. In this respect, the amalgamation of many of the London Boroughs should make co-operation much easier.

It is significant that this report also sees the future in terms of planned co-operation between the organisers of the various activities. Sports must exist side by side, and recognise their common problems. This report is a brilliant interpretation of what can be done with what is, let's face it, a rather mucky corner of England. It is up to everyone to show that we want this kind of development, and what better time to agitate for it than before a General Election.

News Flashes

CANOEING, Volume I

William M. Beute, Editor of the 'American Canoeist' is most anxious to obtain Volume I of 'Canoeing'. Any reader who has either single copies or a bound volume to dispose of, is asked to contact our Editorial Office.

NATIONAL SCOUT CANOE CRUISE, 1964

Fifty Scouts took part in the 16th National Scout Canoe Cruise on the River Wye from Glasbury to Monmouth at the end of August. Organiser and leader of the cruise was Percy Blandford who has been running this cruise since its inception in 1947.

LEE AND STORT DEVELOPMENT COMMITTEE L.D. RACE

Competitors in the above race requiring accommodation for the Saturday night should contact Mike Wilkins, 28 Hawkenbury, Harlow, Essex. The race being held on 4th October is slightly longer than last year, and is now B13/H1 for seniors and B8 $\frac{3}{4}$ /P7 for juniors and ladies. As one of the final events of the season a bumper turnout is expected. Entry forms from Mike Wilkins.

ARMY KAYAK RACING CHAMPIONSHIPS

The Army Sprint Canoe Championships will be held on the 3rd and 4th October, 1964, at Pangbourne on the River Thames. These are the first Army Championships to be held and George Flint of the Paddling Racing Committee will be helping with the organisation. Civilian spectators will be welcome.

'DALESMAN' AND 'CAMBRIDGE GREENLAND EXPEDITION KAYAK' IN KIT FORM

We have been asked by a manufacturer to investigate the potential market for kits for the 'Dalesman' and the 'Cambridge Greenland Expedition Kayak'. Although both these designs are only available at present in plan form they have proved extremely popular in the short time they have been available. If any readers are interested in purchasing one of the above designs in kit form would they please write to 'Canoeing'. Such enquiries would, of course, not be regarded as binding in any way whatsoever, but merely used to gauge market interest. We would stress that Canoeing Publications will not be involved in any way whatsoever in the manufacture of these kits.

NEW VENEERED L.D. CLASS 3

Jenkins and Lancefield have just commenced production of a new Class 3 design. Constructed in multi-layers of veneer (K1 fashion) the prototype has put up some very fast times already and is expected to prove very popular. Above the water the shape has the contemporary 'Pointer' look, but the hull shape is quite different. Orders are already being taken for the canoe which is to retail at £40.

RESULTS

DIVISION 3

TAY CANOE CLUB 3rd & 4th DIVISION SLALOM AT THISTLE BRIG

Pos.	Name	Club	First Run			Second Run			Better	%
			Pen.	Time	Tot.	Pen.	Time	Tot.		
1	Joe Reid	Scottish Hostellers	50	162	212	40	188	228	212	83.5
2	Tim Riddihough	Farnborough	100	139	239	110	204	314	239	94.1
3	Duncan Winning	Scottish Hostellers	130	180	310	160	184	344	310	122.0

DIVISION 4

1	Robert Carr	Leeds	80	127	207	30	86	116	116	45.0
2	Richard Prince	Manchester	100	135	235	10	135	145	145	56.2
3	Alex. Davidson	R.N.K.A.	60	124	184	350	80	430	184	71.3
4	John Langley	R.N.K.A.	Capsized			90	96	186	186	72.1
5	David Swift	Leeds	210	130	340	100	109	209	209	81.0
6	Eric Richards	Can. Camp. C.	300	101	401	110	105	215	215	83.3
7	David Rushfirth	Manchester	110	131	241	50	216	266	241	93.4
8	Miss Lesley Calverly	Manchester	Scratched			160	82	242	242	93.8
9	Peter Brown	Edinburgh UNI.C.C.	140	130	270	270	66	336	270	104.7
10	Colin Mortlock	Manchester	220	100	320	180	107	287	287	111.2

Burnsall Sports Wild Water Race held on 22nd August, 1964:-

- 1st Robert Carr. (Leeds)
2nd Peter Reeve.

WINDSOR AND DISTRICT CANOE CLUB

Slalom on 12th, July 1964

3rd Division

- 1st. Stephen Leary CHESTER CANOE CLUB.
2nd. Richard Barrett LOUGHBOROUGH COLLS.
3rd. Ian Rabjohns LOUGHBOROUGH COLLS.

4th Division

- 1st. Tim. Riddihough FARNBOROUGH KAYAK CLUB.
2nd. Tim. Place DENSTONE COLLEGE.
3rd. Chris Skellern WORCESTER CANOE CLUB.

Ladies Division

- 1st. Jean Battersby MANCHESTER CANOE CLUB.
2nd. Ursula Paynton CHALFONT PARK CANOE CLUB.
3rd. Margaret Bellord CHALFONT PARK CANOE CLUB.

WINDSOR AND DISTRICT CANOE CLUB.

Slalom on 12th, July 1964.

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2nd. Tim. Place DENSTONE COLLEGE.
3rd. Chris Skellern WORCESTER CANOE CLUB.

LADIES Div.

- 1st. Jean Battersby MANCHESTER CANOE CLUB.
2nd. Ursula Paynton CHALFONT PARK CANOE CLUB.
3rd. Margaret Bellord CHALFONT PARK CANOE CLUB.

RESULTS OF THE MIDLAND C.A. NOE CLUB SLALOM
HELD AT STARKESTONE BRIDGE ON AUGUST 23rd, 1964.

3rd., 4th., LADIES DIV. and OPEN EVENT.

1st. Run	2nd. Run	Best
Pen Time	Total Pen Time	Total
M.C.C.	20 214 234	420 219 259 234
West Yonks C.C.	200 199 399	60 183 243
Lough. Coll. C.C.	40 209 249	80 184 264 249
Worsh. C.C.	90 199 289	30 221 251 251
R.L.S.C.C.	100 206 306	50 204 254
M.A. C.C.	70 243 313	87.5
Chester C.C.	70 243 313	87.5
" "	100 159 269	110 164 274 269
" "	90 219 309	60 210 270 270
Chester C.C.	140 186 326	80 192 272 272

4th. Division

1. Peter White	40 208 248	20 205 225	225
2. Norman Jackson	M.C.C.	20 210 230	40 225 265 230
3. Joe Brown	Whitehall	50 192 242	120 214 334 242
4. Colin Mortlock	M.C.C.	50 199 249	80 234 314 249
5. Robert Pierce	Wolves C.C.	40 212 252	70 187 257 252
6. Stuart Hatton	M.C.C.	70 228 298	40 222 262 262
7. Jim Smith	Chester C.C.	190 208 398	50 216 266
8. David Rushfirth	M.C.C.	30 236 266	Retired
9. Harry Chapman	D.C.W.W.C.C.	50 219 269	60 219 275
10. Richard Prince	M.C.C.	130 224 354	60 216 276
11. William Smith	Coventry C.C.		30 249 279 279

Ladies Division

1. Jean Battersby	57.0 %	2. Lesley Calverley	68.9 %
3. Heather Goodman	72.9 %	4. Margaret Bellord	107.3 %
5. Elizabeth Andrews	113.1 %	6. Wendy Bayes	119.3 %
7. Dianne Round	151.5 %	8. Hilary White	180.2 %
9. Christine Baker	193.0 %		

Open Event

1. Dave Mitohell	Chester C.C.	30 144 174
2. John Woodhouse	" "	50 178 188
3. Raymond Calverley	M.C.C.	10 177 227
4. Stephen Leary	Chester C.C.	40 200 240
5. Malcolm Thompson	Worsh. C.C.	60 188 248
6. Bob Theaker	R.L.S.C.C.	60 197 257

BRITISH OPEN YOUTH CHAMPIONSHIPS

Class A.	East - Hatfield C.C.	2.27.9
Class B.	East - Hatfield C.C.	2.36.5
Class C.	East - Hatfield C.C.	3.06.5
Relay	East - Hatfield C.C.	10.07.5

9th August, 1964

Royal Canoe Club

PADDLING CHALLENGE TROPHY

Results

Position	Name	Club	Time
1.	C. Zillioli	Baldesio, Cremona	42m.15s.
2.	C. Baltrami	S.C. Bissolati	42m.18s.
3.	P. Lawler	Richmond Canoe Club	43m.01s.
4.	G. Palmer	Worcester Canoe Club	-
5.	A. Muisse	"Quo Vadis", Holland	-
6.	R. Lowery	Royal Canoe Club	-

SERPENTINE REGATTA RESULTS

Senior K1 men.	Italy	3.29.8
1. C. Zillioli	Kyle C.C.	3.30.2
2. A. Wilson	Germany	3.31.8
3. G. Kuske		

Senior K2 men	Italy	3.02.5
1. C. Zillioli / G. Baltrami	Saar	3.04.6
2. F. Schubert / J. Schneider	Richmond C.C.	3.05.2
3. R. Lowery / P. Lawler		

Senior K4 men	B.C.U	2.49.5
1. A. Wilson / G. Palmer / A. Edwards / P. Lawler	Saar	2.50.1
2. F. Schubert / J. Schneider / K. Mathes / K. Viereckant	Germany	2.51.2
3. G. Kuske / R. Gihlert / V. Buick / F. Bronnen		

Senior Relay men	Saar	8.03.2
1. F. Schubert / J. Schneider / K. Mathes / K. Viereckant	Germany	8.03.3
2. U. Fink / P. Bronnen / R. Gihlert / G. Kuske	B.C.U.	8.12.5
3. P. Lawler / R. Lowery / A. Edwards / A. Wilson		

Junior K1 men	Belgium	3.30.0
1. R. T. Joncke	Holland	3.31.0
2. A. Muisse	Hatfield	3.32.6
3. M. Jean		

Junior K2 men	Belgrade	3.15.5
1. Z. Milenkovic / Z. Suvacki	Hatfield	3.16.2
2. S. Hollier / R. Wade	Holland	3.22.8
3. J. Keetman / D. Berger		

Junior K4 men	Holland	3.02.6
1. J. Helder / T. Keetman / D. Berger / A. Muisse	Hatfield	3.05.2
2. S. Hollier / R. Wade / H. Mean / R. Stevens	Richmond	3.08.1
3. R. Lawler / R. Stevens / A. Salter / P. Cavanagh		

Junior Relay men	Belgrade	8.38.0
1. N. Vesic / Z. Jankovic / Z. Milenkovic	Holland	8.43.8
2. J. Helder / J. Keetman / D. Berger / A. Muisse	Richmond	8.51.9
3. R. Lawler / R. Stevens / A. Salter / P. Cavanagh		

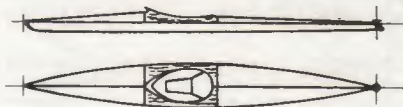
K1 women	1. M. Tucker	Richmond	3.57.1
K1 youth	1. J. R. Rowell	Kyle C.C.	3.49.0
K1 novices	1. J. R. Rowell	Kyle C.C.	3.52.6
N.C.K.1 men	1. J. A. Ridyard	Galley C.C.	4.32.0

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Ladies 1st. Heather Goodman in a KW.3.
2nd. Jean Batesby in a KW.1.

Team Event 1st. Chester "A" Team
Dave Mitchell in a KW.3.
Glyn Davies in a KW.3.
John Woodhouse.

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