

Canoeing

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VOL 5 NUMBER 2 JANUARY 1965



SPECIAL FEATURES

THEY SAID
'IT CAN'T BE DONE'

THE ICF CONGRESS IN TOKYO

THE MER NOVICES RACE

FOLLOW-UP-LEADER

EDITOR: H.J. Lewis



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Editorially Speaking

In January, the B.C.U. will be holding its Annual General Meeting at Royal Leamington Spa and we feel that this may be one of the most important meetings in the history of the Union. Past months have seen an influx of new blood amongst the membership and if the talk which has been going on in several parts of the country is fulfilled we are likely to see greater competition for council places and several worthwhile propositions put before the meeting.

Now that we have a full time secretary in Captain Kennedy much of the tedious administrative work which has bogged down Council members in the past should be lifted from their honorary shoulders and it is to be expected that the Council will have more time to think of the development of our sport. This being so, it is important that the Council members elected should be in touch with the needs of the various elements in our sport.

To be blunt, we are no longer looking for honorary clerical works with plenty of spare time, but instead we are looking for forward thinking policy makers. The men and women who we elect must have participated actively in our sport so that they know at first hand the problems with which we are faced. They must be aware of the difficulties of both clubs and individual members, and of the problems of both the competitive and the touring canoeist. Naturally, we cannot expect to find all these qualities in any single candidate but we can look for as many as possible in selecting the people for whom we are to vote.

The success of the B.C.U. Council is dependent upon the wisdom with which we choose its members. Use your vote wisely.

They said 'It can't be done'



- 水に対して抵抗が非常に少ないので快適なスピードが楽しめます。
- 油等で汚れても石鹸水で簡単にきれいになります。
- 船体性能

Most people have regarded it as impossible to build a truly folding Canadian-canoe as opposed to a sectional one. Now the Japanese have proved that it can be done. To prove it, we show the above photograph and just to be certain that the camera does not lie we went along to Tyne Folding Boats to examine the first, and, we suspect, the only one likely to be imported into this country.

The canoe is 13'4½" long with a beam of 26¾" and weighs 41 lbs. The framework is a tubular one and the skin is a very heavy plastic material. Wooden floorboards are fitted throughout the length to provide a rigid kneeling or sitting platform. The whole thing bolts together in a most ingenious fashion.

We asked Mr. Hirschfeld who had imported it out of curiosity what he thought about it, but the only answer we received was a noncommittal grunt. We rather gathered he thought the Japanese ought to stick to making cameras and transistor radios. However, if someone is looking for something to entertain the children and they have a private lake in their garden then they might like to contact Tyne Folding Boats with a view to purchase. We understand the price is subject to negotiation with a starting figure of about £40. After all, as far as is known, it is the only specimen in captivity.

The ICF Congress in Tokyo

H. Thelen attended the ICF Congress in Tokyo as delegate of the British Canoe Union. The Congress was surprisingly well attended with 25 federations being represented. Of some of the major decisions the following should be mentioned:

J.W. Dudderidge was re-elected as one of the three members for Europe to the Board of Management. Congress also voted by acclamation to award him, as the oldest member of the Board, the ICF Badge of Merit - a distinction which so far has been awarded only five times.

J. Spuhler was re-elected to the ICF Slalom Committee and P. Wells replaces A. Emus as member of the ICF Sailing Committee. H. Thelen was re-elected Chairman of the ICF Committee for Information and Propaganda and Editor of the ICF Bulletin. He was given the special task to organise the next International Conference for Racing Coaches, to produce an ICF Handbook, a series of Technical Handbooks and films and to concentrate in the coming Congress period on the promotion of canoeing in South America and the Far East.

The "large canadian" was adopted as an international racing craft. The measurements are as follows:

Maximum length	1100 cm
Minimum beam	85 cm
Minimum weight	50 kg

The craft may be entirely open, but if partly decked the opening must be minimum half of the total length. A keel, if any, must not be higher than 3 cm. The craft shall be manned in Junior events by eight - in senior events by six paddlers, plus a steersman.

A K4 events for women over 500 metres is to be added to the programme of Continental and World Championships in Racing. Continental Junior Championships (Youth not younger than 16 and not older than 19 years) shall be arranged with the following programme: K1, K2 and K4 for women and K1, K2, K4, C1 and C2 for Men - all over a distance of 500 metres.

In slalom the F1 and R1 will be combined in one class as from the 1st Januray, 1965.

The 1965 European Championships in Racing will be held on Lake Snagiv near Buearest in Rumania, and the 1965 World Championships in Slalom and Wild Water Racing in Spittal in Austria. Denmark and Italy respectively had originally applied for these two events, but owing to the NATO ban on team from the German Democratic Republic the events had to be transferred to "neutral" countries. The 1965 World Championships in Canoe Sailing will be held on Lake Constance in Germany. The 1966 World Championships in Racing will be held in Berlin-Gruenau - the same venue where the first Olympic Canoeing Regatta was held in 1936. The 1967 World Championships in Slalom and Wild Water Racing will be held at Spindleruv Mlyn in Czechoslovakia.

Chelmer Novices Race

BY J. E. MARRIAGE

With hundreds of fishermen lining the banks the Chelmsford Boating Club recently held their annual Chelmer Novices Race. This caters entirely for young paddlers under 19 years of age and had a considerably bigger entry than last year.

As in previous years the race was held on a handicap basis with the paddlers setting off at intervals along the seven mile course from Barnes Mill to Hoe Hill. Unlike previous years, this year most of the canoeists competed in class boats and so it is likely that the organisers may, if this trend continues, need to alter the style of the race.

In accordance with the objects of the race most of the paddlers were newcomers to competitive canoeing and the Club were encouraged to find that two Education Authorities are showing an interest in the race.



One of the massed start of competitors
Photo by E. Boesch

CHELMSFORD BOATING CLUB.

<u>UNDER.19.CLASS.</u>		
FRANKLIN. M.	HARLOW.	1.09.51
ASH. S.	HARLOW.	1.13.45
MASTERS.S	SOUTHAMPTON	1.22.46
TYRELL.R	NORWICH	1.18.05
DAVIS.D	SOUTHAMPTON	1.20.15
SWATMAN.R	NORWICH	1.26.11
<u>DOUBLES.</u>		
DALYMPLE.D	SOUTHAMPTON	1.09.30
ORCHARD.R		
<u>UNDER.16.CLASS.</u>		
THOMAS.A	HATFIELD	1.14.46
SMITH.B	WAVENEY	1.16.47
DOW.S	WAVENEY	1.19.33
BAKER.M	HARLOW	1.24.41
HUNT.G	HARLOW	1.24.43
GIBBONS.D	HATFIELD	1.27.32
<u>DOUBLES.</u>		
RUDDERHAM.R	SOUTHAMPTON	1.15.30
ROGGERS.R		
<u>LADIES.CLASS. SINGLES.</u>		
	<u>ALL UNDER.19.</u>	
OLIVER.L	SOUTHAMPTON	1.21.13
ENDEW.N.P	HARLOW	1.45.04
DOVER.M	CHELMSFORD	2.12.35
<u>DOUBLES.Under 16.CLASS.</u>		
COLLINS.S	SOUTHAMPTON	1.37.34
BALDWIN.H		

Formation of British Commonwealth Canoe Federation

During the Olympic Games in Tokyo delegates from the Commonwealth Canoe federations had a series of meetings and decided on the formation of a British Commonwealth Canoe Federation. Represented at the meetings were Australia, New Zealand, Canada, England and Scotland.

The main objectives of the federation are: 1. to establish closer contact between the members and to promote and assist in the development of canoeing within the British Commonwealth - 2. to provide a vehicle for more accessible information on the activities of the ICF - 3. then make a joint effort to have canoeing added to the list of optional sports at the British Empire and Commonwealth Games. (Scotland has applied for the 1970 Games).

Frank Clement from Canada was elected President of the Federation - H. Thelen (England) Vice-President. The Secretary-Treasurer shall be jointly appointed by the British Canoe and the Scottish Canoe Association.

Get Fit

BY MARIANNE TUCKER

Many articles have been written on this subject and I do not pretend to be any great authority but I would like to give you some ideas how to set about getting fit for competitive canoeing. I am sure that all participants in the different branches of competitive canoeing will benefit from being 100% fit - how many are?

I have decided through trial and error that the most important part of training is acquiring basic fitness in the winter and unless you have this basic fitness you will not achieve your very best results. The body must be so fit that it can take training and yet more training without breaking down. It must be able to take upset routines, different foods, prolonged travelling often under difficult conditions, as well. Therefore, if you are not fit you are often beaten before you even get into a boat to compete.

How do you go about this? Well, first of all there must be plenty of variation and winter training gives you a great deal of scope for this. There is plenty of enforced routine training in the summer when it is difficult to introduce a lot of variation but in the winter there are many ways of getting fit that are good fun as well.

Running is a good and essential step towards fitness. Running up hills is especially recommended as it taxes the respiratory system to its fullest extent and coupled with cross-country running can provide a very hard session. It does not matter where you live there is always somewhere to run.

Weight training and circuit training are also essential. Here again, if organised facilities are not available you can improvise but a word of warning, when training with weights make certain there is at least another person with you. I have heard of many incidents where people have got stuck in some very awkward positions because there has been nobody else around to help them when they have got into difficulties. I, myself, got stuck underneath the bar whilst doing bench press and I had to yell the house down before somebody came and released me.

Swimming can be included in your programme. It adds variety and helps to relax tight muscles. The front crawl and butterfly strokes use similar muscles to canoeing and the competitive element can be introduced by arranging relay races, etc.

Rock climbing is used by many canoeists as a means of getting fit and provided you go with an experienced person it is good fun. The continentals all recommend skiing but this is not possible for most of us in the south although it is becoming quite popular in Scotland.

Paddling over a distance is good, but another word of warning, it is a long season for L.D. and sprint paddlers and in the summer water work must take preference so do not tire yourself of it in the winter. Many continentals are not able to paddle in the winter and they still win gold medals. However, one famous quotation

is "Miles makes Champions" so watch your technique and enjoy it. Sea canoeing is a good variation.

If you have any other ideas, let us know so that we may print them for everybody's benefit. Next month I will suggest some schedules for both weight training and circuit training.

Remember, get fit and even your best performance will improve!

Conference on Fitness at Bisham Abbey

Our recent successes at the Olympic Games in Tokyo must not leave us complacent and although Christopher Brasher, a former gold medallist, has said that this measure of success can never be repeated, are we to accept this? If we knew the difference in make up between a world beater and an also ran, our preparation for future Olympics, or indeed for any world class competition, might well be modified. There is little doubt that mental fitness is equally as important as supreme physical condition and the Conference at Bisham Abbey, from 22nd to 24th January, 1965, arranged by the Central Council of Physical Recreation, is to look particularly at the problem of psychological aspects affecting a competitor.

Lecturers at the Conference include Mr. John Kane, M.Ed., whose paper, Psychological Traits of Champion Athletes, was given to the International Congress of Sports Sciences which met during the Games at Tokyo. Dr. Dougie McIntyre, who has been closely concerned with the coaching of Bobby McGregor, will talk on Psychological Aspects of Training and Competition. Top ranking Olympic sportsmen and women together with their coaches will be present to comment on all facets of training as they saw them in Tokyo.

The Brazilian football authorities thought it wise to include a psychologist to travel with the team which won the World Cup. This might seem an absurdity in our eyes but there is no doubt that coaches with some basic knowledge of the mental make up of the sportsman can produce better results. So far this subject has received only scanty attention in Britain. The Fitness for Sport Conference is a step towards a clearer understanding.

The Conference is open to coaches of all sports and full details may be obtained from the C.C.P.R. (Southern Region), Watlington House, Watlington Street, Reading, Berks.

Continued from page 23.....

For some considerable time the smaller federations in the ICF had expressed their apprehension over the programme of Continental and World Championships which allows two entries per event and nation. They felt that they compared with bigger federations who are able to muster two fresh crews for each event, were at a disadvantage since they, being only able to muster one entry and perhaps having to enter the same competitor or crew for a series or events, were always in danger of being crushed already in the heats by the sheer weight of numbers of the bigger federations. By an overwhelming majority of 17 : 8 votes Congress decided to restrict as from the 1st January 1966 and for a five year period the number of entries for World Championships to one per event and nation - as in the Olympic Games.

Iran, Ireland and North Korea were formally accepted into membership of the ICF.

An Introduction to Canoe Design

Part 6

BY ALAN W. BYDE.

Recording these figures can be quite confusing on the first run through, so I devised a method for keeping the figures in clear order.

area of sections							underwater volume				buoyancy in pounds						
station	half section ordinates					g. $\frac{1}{2}$ (first + last ord.)	h. total remainder	i. total, g+h	j. multiply by common interval	k. double j for total area (sq. ins.)	l. $\frac{1}{2}(O + 14)$	m. sum l → 13	n. total, l+m	o. multiply by common int. (cubic ins.)	p. divide by 1,728 for cubic feet	q. multiply by 62.5 for buoyancy in pounds weight	r. at draught ?
	a.	b.	c.	d.	e.												
0																	
1																	
12																	
13																	
14																	

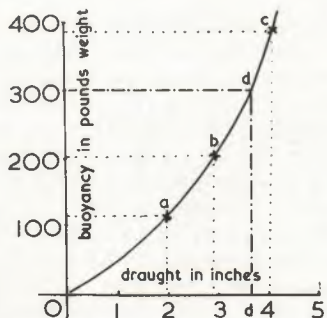
The first column shows the stations. Cols. a, b, c, will show the lengths of the half section ordinates. There may be from 2 to 5 of these for each half section. Col. g will require a small calculation for each one, to add the two end ordinates together and to divide by two. Col. h will show the total of the remaining ordinates. Col. i is the total of cols. g and h. Col. j is the total shown in col. i multiplied by the common interval. (Remember ends) This is doubled for total area shown in col. k.

This series of calculations, which can all be done in the mind, should give fourteen lines of figures. From column k, which gives all the cross sectional areas, the chart moves into volumes. Taking the first and last figures shown in col. k, they are added together and divided by 2. That leaves one figure in col. l. Col. m is the sum of all the other areas. Col. n is the total of l and m. Multiply by the common interval, and put the answer in col. o. This is the volume of the underwater section of the hull measured in cubic inches. Divide by 1,728, which is 12 cubed, and the result will be the volume in cubic feet. This should be around 4 cubic feet for the average canoe at 4 inches draught. If it is very much more or less, you've lost it somewhere, or you have a freak. Perhaps you designed a sand hopper or a sardine tin. To convert volume into terms of buoyancy, it is necessary to multiply the figure in col. p by 62.5, which is the weight in pounds of one cubic foot of water, more or less.

From the very start of the series of calculations, when you selected a waterline (CWL) say 4 inches at maximum draught, the eventual buoyancy has been tied by that figure, and it must be

shown in col. r. If you don't, you may forget what waterline you were working on, when you come to the buoyancy curve.

Having spent about one evening in firm, concentrated mental arithmetic, select another waterline, say one inch higher, or lower, and start all over again, and when you've done that, work out a third. From these three results, you may draw a graph.



This should be self explanatory. a, b and c are the three calculated points at draught 2, 3 and 4 inches. The curve is drawn to pass through these three and the origin, and you may then interpolate other values. i.e. how deep in the water will this hull ride if the load is 300 lbs? Answer, $3\frac{2}{3}$ inches. This then should appear in your finished drawing (it rarely does) because it will tell the real enthusiast if the design will ride at its best draught for optimum performance for him. You may know that most sprint kayaks are built at three weights to cater for the variations in paddlers size and weight. The total load, is of course, the weight of the paddler, his equipment, and his canoe.

You may think that all this work is unnecessary. Believe me, you will know far more about your design, and have confidence in it if you do all the hard work on paper before releasing it.

The last thing that you should do, having obtained all the relevant facts, is to draw the finished article onto draughtsmans linen or tracing paper. By doing this, you can arrange all your sections, plan, elevation, and buoyancy curve in as neat a manner as possible, by moving the tracing about from sheet to sheet, picking up what is required, as required. Drawing arrangement is important, presentation can sell your drawing as much as anything else. Different people have different styles. I use fairly heavy black lines, and simple shapes and descriptions. This has certain advantages. Heavy lines tend to hide minor irregularities, whereas a fine line must be dead accurate. This is not really immoral, because who among us really does build exactly and precisely to plan? Few, if any. Simple descriptions allow the enthusiast to produce his own interpretation of the hull. Even frame and stringer designs allow for so many ways in which construction may take place. I feel that canoe building is a work of art, a way in which one may find self expression. Who cares about your directions

when working out his own destiny? The lines are enough. Its an interesting thought, that all your hard work is but the suggestion of an idea to some other person, an idea on which he may work in unexpected ways for his own satisfaction.

CONCLUSION

Now you have a tracing which represents in two dimensions that which you reckon to be good in three. Have a dyeline print made from your tracing (it only costs a few shillings), and from this print build your canoe. When your canoe is finished and your friends are so impressed by its speed and maneouvability, that they wish to build a similar craft then turn to your original tracing, which you have been preserving carefully, and have additional prints run off. Alternatively, send it to the Editor of 'Canoeing', Brian Skilling, 1 North Lodge, Ealing Green, London, W.5, who, if it is good enough, will add it to the list of plans marketed by this magazine and pay you a royalty, twice a year, on all copies sold. You are unlikely to become rich through this, but it should help to pay for the paper and ink needed to imprison your ideas for your next canoe.

B.C.U. Coaching Scheme Progress: A New Award Announced

BY GEOFF SANDERS (BCU HON. COACHING SEC.)

The Coaching Scheme, now over three years old, has grown rapidly in the last year. A year ago there were 143 members in the coaching scheme : since October of last year this figure has more than doubled and I have, in fact, just welcomed member 'No. 301' into the scheme.

This development is most encouraging, especially when it is realised that a large proportion of the newly qualified members are teachers, teachers in training or youth leaders. It has always been one of our main aims to advocate the maintenance of high standards in canoeing performance and safety and such new members are to be welcomed in that they will be carriers of the 'message' to many youngsters who take up the sport.

It has been our experience during the last three years that the gap between the Instructor and the Coach Awards has been a little too great and the need for an intermediate award has been carefully considered. In consequence the Senior Instructor Award has been devised:

SENIOR INSTRUCTOR'S AWARD

1. Conditions of Entry. A candidate must:-
 - a. Be over 21 years of age and be a B.C.U. individual member.
 - b. Hold the BCU Proficiency Test & should be up to the standard of the Advanced Test.

- c. Hold the Intermediate Certificate (or higher) of the Royal Life Saving Society.
- d. Pay an examination fee of 10/- when making the application.
2. Examination (Kayak or Canadian)
- a. Test of canoeing abilities. (A holder of the Advanced Test will be exempt from this part of the examination).
- b. Practical Teaching. Ability to teach a group (of not less than 4 members) canoeing skills up to Advanced Test standard. The candidate will be required to give a short talk (e.g. lasting 5 minutes) on a canoeing subject of his own choice.
- c. Written & Oral Examination. A wide knowledge of the sport is expected. Questions will expect:-

- knowledge of various types of canoe & their use.
- competence to prepare and test candidates for the Duke of Edinburgh's awards in canoeing at all levels.
- knowledge of practical teaching techniques.
- knowledge of own local canoeing waters.

Senior Instructors will be entitled to examine for the Novice and Proficiency Tests and for the Instructor's Award.

The regulations for the Coach Award have been tightened a little. Candidates for this award must now hold the Advanced Test (Inland or Sea) and the Instructor's or Senior Instructor's Certificate. As is also the case in the examination for Senior Instructor's Award, a written paper will be taken as a first part of the examination and only successful candidates will be allowed to proceed with the practical part of the examination.

It will have been noted that an amendment to the Instructor's Award requirements earlier this year required candidates to 'have knowledge of and, if asked, be able to demonstrate' an approved method of life saving as well as a recognised resuscitation method. We have now introduced the additional clause that candidates must be BCU individual members - believing it to be important that members of our coaching scheme should be well informed on all canoeing matters including BCU activities.

Anxious, too, that our register of members of the coaching scheme should be kept up to date and therefore of value to organisers who might require the service of instructors or examiners, we have decided that Instructors and Senior Coaches should be asked to renew their appointments annually. Coaches already submit a record of their activities every two years and their re-appointment is normally made after such evidence of coaching activity has been received.

It is by the introduction of changes that any scheme such as ours keeps up to date in order to fulfill its purposes. That we are in no way dissatisfied with the progress of our coaching scheme so far is no reason why innovations should not be introduced. We hope that the changes outlined above will help us further to advance our cause.

(Details of Coaching Awards and Proficiency Tests can be obtained from Geoff. Coachers at 4, Barston Lane, Solihull, Warwicks. A stamped addressed envelope would be appreciated).

Canoeing in Aden

BY SGT. P. GUILFOYLE

The club was first formed on the evening of the 12th of December 1961. With a total membership of two, Lt. J. NICHOL, RASC, and myself. This was the beginning of the first Canoe Club in Aden, and, even though a letter to this effect had been sent to all Units, we waited in vain for the arrival of new members.

Our first problem was to obtain a canoe to display in Aden waters to assist us in advertising our Club. Having little money, we considered ourselves most fortunate when Lt. Nichol, for the sum of £50, managed to purchase a second-hand two-seater Tyne Folding canoe in excellent condition. We then decided that the club be given a trial period of six months, in which time at least 12 members would be required before the problem of rules and activities could be settled.

At this stage I must thank the British Canoeing Union and Hartlepool Kayak Club for the wonderful assistance they gave me in this matter.

It was now about February 1962, and our membership had increased to approximately 30 members. People were beginning to take notice. Suddenly, out of the blue, we received a grant of £200 to improve our club's equipment. A purchase from the United Kingdom, of three new, two-seater, Fibre Glass canoes was decided upon. The circulation of this news also helped to increase our membership.

In March 1962, an order to this effect was sent to a Canoe Firm in England. Shortly afterwards they notified us that the canoes had been despatched by sea. I then went down to the Shipping Company, daily, to find out if there was any word of their arrival.

It was during this waiting period that Jock Barrowman and I decided to take the Tyne Folding canoe on a trip to a place called Elephant Bay, some ten miles from our club. This bay is so called because of the volcanic rock being shaped like an elephant's trunk.

After completing two-thirds of our journey we decided to stop at the Mermaid Club for some light refreshments. We carried our canoe ashore and Jock went for the refreshments leaving me to keep an eye on the canoe, and answer numerous questions of the children who came up to us.

Suddenly, a voice cried: "They have turned over and can't swim". A small boy dashed up to me pointing out to the bay, and said "Three soldiers out there have capsized their canoe"! Jock on hearing the cry came running back, gave our drinks to the children and we pushed off to the rescue.

After paddling for approximately a mile, we reached the capsized canoe. I then passed our spare life-jacket to the non-swimmer who was assisted into it by his two friends. As our canoe was only fitted with a painter at the bows, and as it would have caused considerable delay in changing its position, we decided to back-paddle.

Towing the capsized canoe with the non-swimmer hanging on to our bows, and assisted by the two swimmers who helped in pushing their canoe, we finally made it back to shore. There we carried out a routine injury check on each of them, and advised them to join a club where they would receive the proper instruction before venturing out in a canoe. Then as a crowd was gathering we again pushed off our canoe and set out feeling a little proud of ourselves. We finally completed our days outing and thought no more of the incident.

About a month later Jock and I were on a return journey from Steamer Point. We had reached a place called Twin Rocks when suddenly we were almost capsized by rough water. We were amazed to see that this was caused by a school of Dolphins, and immediately stopped paddling. Then for over half an hour watched with fascinated admiration these graceful fish leaping out of the water, as they headed out to open sea. Here another proud incident was recorded in our memory of canoeing in Aden.

Time was now gradually passing by, it was now the middle of August and as yet no word of our new canoes. One day I decided to go down to the Shipping Company and finally find out what was happening about them. With big cheerful faces they told me that the ship had arrived alright but the canoes had not been unloaded. I immediately asked for an inquiry to be made as to the present position of the canoes. After a further fourteen days delay they told me that our canoes had been unloaded at Bombay, in India.

Because of this our club became disheartened. We planned to keep up the high spirits of the club by purchasing canoeing films but the cost was too great. When the canoes came at long last and plans for making our own films were settled trouble came again.

In November 1962, the War Office banned all canoeing throughout the Army. Once again membership fell. This was the worst blow of all. To myself especially as it hit on my junior canoeists, I should like to add here that these youngsters, namely Mario De-Cellis, John Robertson and the brothers Bobbie and Keith Bone worked hard and encouraged others to take up the sport.

In February 1963, near the end of my tour in Aden, the War Office lifted its ban on canoeing. Again Lt. Nichol RAEC, now Captain Nichol, and myself made a final effort to increase our number of canoes. To our surprise our efforts were rewarded with the magnificent sum of £290. This much-needed money came too late however, with regard to Captain Nichol and myself, as neither of us had enough time left to do to see this money benefit the club.

In these last few lines I would like to say that Captain Nichol and myself wish the club and new Committee every success in their future activities.

Is Rolling Regarded in its Correct Perspective?

BY JACK TRAVERS

"Thank you for teaching me to roll", said the student as he climbed from the heated swimming pool. It was his third visit and he had concluded the lesson with two successful pawlata rolls. This was the only rolling stroke he had been taught and he never returned to learn any others.

There seems to be a growing tendency amongst beginners and novice canoeists to ask, almost before they sit in a canoe for the first time, "When may we start rolling?" Indeed one is well aware that there are instructors of doubtful ability who advocate that students should commence to learn canoeing by rolling before anything else. In fact it would seem to be the impression of beginners and those unfamiliar with canoeing that to be able to roll in one way or another is the hall mark of good canoeists. This is of course a fallacy. The good canoeist can do every type of roll and knows when to apply each. Furthermore rolling in a swimming bath is only the first step.

It seems that the whole object of canoe rolling is being forgotten and for this much blame must lie with the demonstration teams who tour the swimming baths giving displays to publicise the sport. Or, to be more accurate, the commentator is at fault for not explaining the object of rolling fully. In these displays rolling is too often shown as a stunt (passing of objects under the upturned canoe so avoiding getting it wet is an example). Surely from the start the novice and uninitiated must be impressed with the fact that the skill of the Eskimo roll is a means of saving life and that it was devised to save the man who capsized in freezing seas which would have killed him had he remained immersed for more than a few seconds. It has in fact, with the same object in mind, been modified to assist the slalomist.

But let us return to the original purpose of saving life on the occasion of an unexpected capsized at sea. Even in our own coastal waters the temperature is such as to cause quite fast deterioration of strength once a body is immersed in it. It would be safe to say that the number of canoeists who can roll properly and successfully with a canoe loaded for an expedition is relatively small. So what do we, without this 100% ability, do? Do not try to roll but come out of the canoe and use it to assist in floating. It is quite wrong and against all teaching of survival to waste valuable energy trying to roll in the hope that it might come off. Unless one is sure of a successful roll every time this skill, under such circumstances, could be a menace

Before lack of success at this technique becomes the cause of a lost life let us put it to the would-be learner for what it is, a life saver if learned in all its phases, and cut out using it as a stunt and stop it becoming a status symbol. Until he has become very highly competent in the skill of rolling the canoeist with an efficient recovery stroke and sculling-for-support stroke has a far better chance of staying out of trouble.

After all the good canoeist tries his best to stay the right way up.

Letters

Dear Sir,

Services Canoeing

As the Canoeing Officer of the only military unit that specialises in Canoe Slalom, I must object to the insinuation in the final paragraph of Mr. Johnson's letter (December, 1964).

If Mr. Johnson has any of our equipment I would be grateful for its return, (we are defficient of quite a bit of kit). In return, Mr. Johnson (or anyone else), is invited to look round our Canoe store and Club room at any time to satisfy himself that we do not possess kit which is now ours. (Correction, we have a Navy Blue Pullover, well holed, that no one seems to possess. Any claimants?)

Also, being aware of a certain anti-services feeling, we have pressed our assistance in all slaloms we have attended this season, and many civilians have been extremely grateful for lifts, and for our help in humping kit, and CO-ORDINATED, controlled assistance in erecting courses.

Yours faithfully,
B.E. Brown
Lt. A.C.C.
Oi/c Canoeing,
J.T.R., A.C.C.

Dear Sir,

Are there too many canoeists?

Mr. Jenkins has used a great deal of space to accuse me of having my head in the sand and to show that the people encouraging the growth of canoeing are acting largely from altruistic motives. He has, however, failed to meet my basic challenge that a commodity in shory supply, i.e. canoeing water is being oversold.

If a fraction of the energy which is devoted to writing, talking and producing canoes was devoted to gaining free access to the waters of this country then I would agree with the popularisation of our sport. But this is not happening. Can Mr. Jenkins recall any worthwhile action by the B.C.U. or any other national body, with regard to making waterways more accessible? Until this is done the increasing number of canoeists making 'illegal' use of the rivers of this country can only result in increasing restrictions for everyone.

It is not I, Mr. Jenkins who has my head in the sand but the organisations which control' canoeing, and who have failed to see where their actions are leading them.

Yours faithfully,
Norman Tilley,
Chiswick, W.4.

Dear Sir,

Sea Canoeing

Please find enclosed my subscription for the next volume of 'Canoeing'. I would like, tho', to take this opportunity of complimenting you on the production of an excellent specialized magazine, but to complain of the heavy bias towards slalom and river touring. In Scotland, we are lucky enough to have scope for all the branches of the sport - slaloms on Tay, river towing on Tweed and Spey, sprint racing near Ayr (the home of our most successful Olympic canoeist), but, to most Scottish Canoeist's way of thinking, our greatest asset is the West Coast - where the

of islands and lochs combine to provide an almost perfect area for Sea Cruising. This is, I think, overall, the ideal branch of the sport of canoeing. The canoe is a mode of transport which can convey the canoeist to remote or otherwise inaccessible areas where one can find peace and quiet, adventure, competition against the strongest adversary; - the sea and the weather; there is never the feeling of confinement which I experience on a river, or the tendency to monotony during slalom practice or even competition. The cruising canoeist is his own master, his limitations are imposed by wind and tide, by his canoe's seaworthiness and by his (and his companions') strength, endurance and sea-love. The sea is too big and mighty to be beaten, but with a bit of knowledge and patience, the skilful canoeist can make the best use of its vageries to convey him safely to the farthest islets, or among the wild beauty of lochs and mountains.

Is the lack of articles in 'Canoeing' due to lack of interest in this side of the sport - after all, you publish plans for D. Winning's plywood sea touring kayak - an excellent canoe for sea touring, but, not so suitable for river work, as one would expect; there must be some interest; or is it that those who cruise simply don't send in publishable articles - I'm sure Duncan could supply you with some excellent tales - as could almost every member of a Scottish touring Canoe Club - like my own club at Irvine, or the Scottish Hostellers C.C. or etc.

Your account of a cross channel paddle - accompanied by motor boats (!ugh) sparked this outburst, since it is the first report that I have read in your publication which is even vaguely connected with my idea of canoeing. The West Coast of Ireland is just as attractive as the Scottish one, and Norway claims several of my friends each summer, for a month or so of cruising among fiords and high mountains.

Can I, on behalf of all the cruising men (and girls) request a little space in 'Canoeing' for our side of the sport?

Yours faithfully,
Andrew Carnduff

(Well readers, here is a chance to show that sea canoeists are not confined to the North by sending in articles. Articles from the North also welcome, of course! Ed.)

Dear Sir,

New L.D. Classes Proposed

I believe the LDR Classes of BCU National Championships should be further sub divided.

Reference the LDR Rules and Recommendations of BCU, 1964, Part B, Para 5.

	<u>Class 1</u>	K1	a)	Senior
			b)	Junior
and	<u>Class 5</u>	K2	a)	Senior
			b)	Junior

My reasons are:-

a. Class 1. The National Championships and the Serpentine Regatta have proved the interest of youngsters in K1's and their abundance. Cheaper methods of production have put high performance K1's within the reach of many more individuals and clubs.

My proposal would absorb the present new K1 paddlers and encourage the present dormant potential ones.

b. Class 5. A clash is apparent here between the Devises/Westminster race and LDR. 50 to 60 K2's have appeared in the Junior D/W with Army Crews. For the rest of the year they remain dormant waiting for the next D/W. My club would, for certain, take part in the Hasler Trophy if Class 5 had a Junior section. I can see at least 20 K2's waiting to take part in at least 80% of LDR meetings. The Army takes part in the D/W because of its potential to develop character, team spirit and personality and cannot afford to buy other canoes to enter Hasler Trophy on fair footing, i.e. Junior crews under 18 years.

c. It is appreciated that Clubs who sponsor LD Races will be financially burdened initially with the extra cost of prizes but within a few years the increase in entries should balance this.

At present many National Champions are being discarded at the very age to start training, about 16/17 years old. If they are encouraged surely the numbers taking part in canoeing will grow and then the national standard will improve.

Yours faithfully,

Captain F.G.E. Grainger RE
Officer IC Canoeing
'C' Squadron
Junior Leaders Regiment RE
Old Park Barracks
Dover, Kent.

News Flashes

COLEX 1965

With regret we announce that we shall not be exhibiting at the forthcoming Camping and Outdoor Life Exhibition at Olympia this January. We shall miss this opportunity to meet our readers and introduce our magazine to newcomers to the sport, but the time involved in preparing and manning the stand is just not available this year.

Granta Canoes, however, will be exhibiting at Colex and should add a nautical flavour to this usually interesting exhibition.

BOAT SHOW 1965

At the time of going to press the only exclusively canoe supplier amongst our advertisers to be at the Boat Show at Earls Court will be Ottersports. As readers will know Ottersports cater mainly for the touring canoeist but all paddlers will benefit from a look at his range of materials and accessories which is extremely comprehensive.

MEMBERSHIP UP, TOURING DOWN

Manchester Canoe Club report that although membership has increased in the past year to 235 members, there has been a decline in attendance at touring meets from an average of 15 last year to 13 this year. A few years ago the average attendance at touring meets was over 20.

B.C.U. FOREIGN TOURS

We learn that Rodney Baker, now released from his duties as B.C.U. Hon. Secretary, is now actively exploring the possibility of organising a foreign tour on behalf of the B.C.U. Without wishing to commit himself too much at this early date, Rodney thinks that he may be able to produce a schedule at a price within the range of almost everyone.

BOUND VOLUMES OF 'CANOEING'

The bound copies of Volume 4 of 'Canoeing' are now ready and are available at 20s. per copy (post free). All readers who placed pre-publication orders should now have received their copies and if they have not arrived should contact our Circulation Manager immediately. A few bound copies of Volume 3 are still available at 20s. per volume. We regret that bound copies of Volumes 1 and 2 are no longer available.

**SEND AN S.A.E. TO OUR CIRCULATION MANAGER
FOR A LIST OF 'CANOEING' HOME-BUILDING PLANS**

Results

MANCHESTER CANOE CLUB

(AFFILIATED WITH BRITISH CANOE UNION)

Serpent's Tail Slalom, Llangollen. 15th November 1964

FIRST DIVISION		1st run			2nd run			Btr. %	
		Pen.	Time	Total	Pen.	Time	Total		
1. Dave Mitchell	Chester	-	212	212	10	215	225	212	55.4
2. Joan Woodhouse	Chester	-	240	240	10	234	244	240	62.7
3. Ken Langford	Manchester	200	256	456	20	249	269	269	70.2
4. Glyn Davies	Chester	90	231	321	40	245	285	285	74.4
5. Nigel Morley	Manchester	90	239	329	50	257	307	307	80.2
6. Ray Calverley	Manchester	40	274	314	480	216	696	314	82.0
7. Malcolm Thompson	Worcester	580	250	830	60	288	348	348	90.9
8. Peter Rogers	Chalfont Park	300	222	522	120	280	400	400	104.4

SECOND DIVISION

1. Phillip Brownhill	Manchester	50	249	299	90	256	346	299	82.1
2. Ian Pendleton	Forth	60	259	319	60	251	311	311	85.4
3. Rodney Adamson	Manchester	330	317	647	50	264	314	314	86.3
4. Bryon Sawyer	Chalfont Park	100	244	344	60	258	318	318	87.4
5. Mick Wigmore	Chalfont Park	90	236	326	170	246	416	326	89.6
6. Bob Thacker	Leamington	40	287	327	90	292	382	327	89.8
7. Robert Gray	Worcester	140	227	367	100	235	335	335	92.0
8. David Bennett	Manchester	80	256	336	90	248	338	336	92.3

LADIES

1. Jean Battersby	Manchester	150	270	420	190	280	470	420	92.9
2. Lesley Calverley	Manchester	190	295	485	250			485	107.3
								<u>905</u>	

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1963 K.W.2. 'Supreme'

1964 K.W.3.

Some recent successes

Llandysull Slalom October 4th.

- | | | |
|------------------|-----------------|-------|
| <u>1st. Div.</u> | 1. D.Mitchell | K.W.3 |
| | 2. K.Langford | |
| | 3. J.Woodhouse | K.W.3 |
| | 4. D.Olorenshaw | K.W.4 |

- | | | |
|------------------|----------------|-------|
| <u>2nd. Div.</u> | 1. R.Calverley | K.W.3 |
| | 2. S.Leary | K.W.3 |

- | | | |
|--------------------|--------------|-------|
| <u>Ladies Div.</u> | 1. H.Goodman | K.W.3 |
|--------------------|--------------|-------|

- | | | |
|-------------------|----------------|-------|
| <u>Team Event</u> | Manchester 'A' | |
| | K.White | K.W.3 |
| | K.Langford | |
| | R.Calverley | K.W.3 |



Wharfe Slalom October 11th.

- | | | |
|-------------------|----------------|-------|
| <u>Open Event</u> | 1. D.Mitchell | K.W.3 |
| | 2. K.Langford | K.W.3 |
| | 3. J.Woodhouse | K.W.3 |
| | 4. R.Calverley | K.W.3 |

- | | | |
|------------------|-----------------|-------|
| <u>3rd. Div.</u> | 1. R.Barrett | K.W.3 |
| | 2. P.Boddington | K.W.3 |

- | | | |
|--------------------|----------------|-------|
| <u>Ladies Div.</u> | 1. L.Calverley | K.W.3 |
|--------------------|----------------|-------|

- | | | |
|-------------------|-------------|-------|
| <u>Team Event</u> | Chester 'A' | |
| | D.Mitchell | K.W.3 |
| | J.Woodhouse | K.W.3 |
| | S.Leary | K.W.3 |

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