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More Expensive than the Boat Show

From the point of view of the visitor, the recent London Canoeing Conference was undoubtedly the most successful one which has been held so far, and the organisers are to be congratulated upon their efforts. We wonder, however, how far the conference could be judged a success from the point of view of the trade exhibitors. Let us briefly consider the facts.

The direct cost to the trade for exhibiting was £10, but their expenses did not end there for to this must be added time spent in preparing for the exhibition, travelling time, and time at the exhibition. In return their goods were on display for seven hours to a potential audience of 600 who came to view at intermittent intervals between the various films, lectures, and demonstrations. Mention is made of this latter point since it meant that most manufacturers found that they were alternately standing about or deluged with a shower of enquiries which they could not handle adequately. Viewed in these terms one can realise the truth of the trade exhibitors who remarked that in terms of return for outlay the conference was 'more expensive than the Boat Show'.

As we have said on previous occasions, the time is now overdue for the trade, the B.C.U. and the C.C.P.R. to get together to discuss the possibility of holding a 'Canoe week' or even long weekend, based upon a trade exhibition, widely publicised and during which sectional meetings, displays, and possibly the A.G.M. could be held, and which would justify the increasing outlay demanded of the manufacturers. Without this we fear that future canoeing conferences may only be backed by local manufacturers and the valuable opportunity to obtain a conspectus of canoes and equipment lost.

Holiday on the Dordogne

BY M. C. TAPSCOTT

The first B.C.U. overseas tour took place on the Dordogne in Southern France from August 14th to 29th, 1965. The party of 41 assembled at Storey's Gate, Westminster, and travelled by coach to Dover crossing to Calais, and then on to the first nights camp at Hesdin in Northern France. The next day was spent in covering as many miles as possible and everyone was glad when the coach eventually pulled into an excellent camp site at Chateauroux South of Orleans.

The weather improved on the Monday and we arrived a little weary at Argentat in the early afternoon. The canoes had arrived by truck before us and were neatly stacked near the river. As the result of advance booking we were able to pitch our tents on the river bank and prepare for the first day's canoeing. The ancient town of Argentat was well worth a visit and there were still remains of some quays, a relic of the old navigation. Folding canoes were assembled, provisions were bought and trial trips were made on the water in company with a party of French school boys in fibreglass Canadians, who were also making the descent and were to accompany us for most of the way. Unfortunately the waterlevel fell about twelve inches during the night and muttering the canoeist's prayer, we hastily embarked lest the authorities should close all the taps at the Hydro Electric Power Dam a few miles upstream.



View from the walls of Domme.



Old Weir between Brivezac and Beaulieu

There were many varying rapids on the first day, all easy, but demanding a little care from those in soft skin boats, the sun shone, the air was warm, and the scenery was excellent. Towards the end of the first day's canoeing we arrived at an old weir between Brivezac and Beaulieu which some decided to portage whilst others fancied their chances, some it is said unintentionally. Camp was made opposite Beaulieu, a charming old village that demanded exploring.

The first week passed far too quickly, the weather was good, the water was interesting with many minor hazards and the wine and food were being thoroughly enjoyed. I ate my first snail!. Time was wasted looking for the village of Gintrac, but someone had moved it further inland and we had to paddle on to Carennac and camped above the old weir. Eating out proved to be a good investment and by no means expensive, anyway some of us prefer to sit at a table and be waited on even if it does cost money.

The area adjacent to the river is steeped in history, many a battle of the 100 years war was fought here, if only our ancestors could have brought the river back as a trophy! At Meyronne we had a rest day and the famous caves of La Cave were visited. Who will not forget the ride in the "Train Electrique"?

The second week started cloudy and cool and soon we were in the middle of a torrential downpour and thunderstorm. Canoeists were harboured up all along the river, hastily putting on spray covers and anoraks. Whilst weathering this out beneath a very convenient overhanging rock, three of us discussed the merits of the umbrella to the touring canoeist. We came to the conclusion that it had possibilities, as overhead cover, a tent, a sail in a following wind and in emergency a sea anchor! After the storm camp was made at Cenac. The next morning many visited the old walled town of Domme perched high up in a commanding position above the river. There was a wonderful panoramic view of the surrounding countryside, interesting caves and another brew of local wine!

The last few days saw a slight improvement in the weather, the river remained interesting and though beginning to open out, the countryside retained its beauty, and there were Chateaux perched high up on the edge of cliffs to add to the interest, asking to be visited. Chateau Beynac in particular was worth a visit and it is to the credit of the French that it is being restored in all its ancient glory. It was a pity that our party was welcomed in English at the entrance and from then on bombarded at a high rate of fire in French, by a very experienced guide! Perhaps we ought to try and learn the language. The end finally came into sight at Limeuil the confluence of the Dordogne and Vezere.

In such a short article it is impossible to describe the journey in detail, but I am sure that it was thoroughly enjoyed by most. The river winds its way through charming countryside, there are rapids, weirs and gravel dredgers to dodge, and nowhere was it necessary to portage. Eating out was reasonably cheap and good, and it was quite possible to have a very economical holiday. The coach carried kit between campsites and the fact that it could not always park on the site was no fault of the driver, who was a great asset to the party. The choice of the river was a good one, between Argentat and Limeuil there are 100 miles of very enjoyable canoeing, outside these limits the river is blocked by Hydro Electric Dams. Those who wished to be independent of the coach could carry all their kit with them and camp at one of the many sites, both official and otherwise to be found along the banks. In spite of some administrative difficulties, those who invested in the holiday will take back many happy memories and perhaps a yearning for the foreign river.

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Homework

That is what I am happy to call the following article. Three North-Eastern Canoeists are to go to West Greenland in the summer of 1966, to do all manner of things with kayaks and the seal hunting community where we shall live. It is necessary to read and study to prepare ourselves for this wonderful venture. There is a great deal of work to be done, and this is part of it.

One thing that I did know about the Greenlanders was that they hunted seal. What they did it with was kayaks and harpoons. The rest was mystery. In an attempt to penetrate this mystery, such as, how much does the harpoon weigh, how big is it, etc., how is the head planted in the seal, the following points emerged. No doubt I'll revise them extensively after the expedition, but they seem fair enough at present.

THE HUNTER

He is a stocky, very strong man. He may be as young as eighteen, and few live to be more than forty-five, being lost in single-handed hunting to fighting seals. He wears a tan or off-white canvas anorak, which is different from the seal skin tuvilik used for rolling practice. In the village the hunter is distinguished by his seal skin trousers and soft soled boots, which look very like wet suit neoprene trousers and bootees as used by sub-aqua divers. He can paddle forty to fifty miles in a day and hunt as he goes. More usual now, a motor boat is taken to the likely hunting grounds, with the kayaks balanced across the thwarts. If he kills, he must tow the carcass back with him. He may kill twice, and have two to pull. The carcasses are held by thongs and quick releases toggles alongside the hull just behind the cockpit. Because the village economy until quite recently depended very greatly on the skill of the hunter, he is the most highly respected of men.

During the long hours of waiting motionless on the fairly smooth sea, (the waves are damped by ice flows,) he may be subject to 'kayak fear'. In this he may become rigid with terror, through sitting still too long, and during his waiting for the seal to appear he may think too much of the death penalty for a capsized without a roll. A hunter held in the grip of such fear must be approached with care and spoken to gently, so that he may be 'rafted up' and allowed to unwind without fear of capsized. Some hunters become subject to repeated attacks of this, and cannot hunt any longer. The problem of kayak fear is the subject of a thesis in preparation in America.

KAYAK

This is the usual Greenland type, length 16 feet 8 inches, beam about 20 to 22 inches. To obtain similar balance and buoyancy characteristics, the European should have a kayak slightly longer

and slightly wider, because his centre of gravity is higher, and his weight is greater. It is foolishness to expect to obtain the same degree of proficiency with a narrow kayak as the Greenlander has through a life spent in using it for his work.

The hull is hard chine, built with timber imported from Denmark. The covering is now usually canvas, painted white. A few are still built with seal skin. A good seal skin will bring in about £5, and several skins are needed for the kayak. Good economy demands canvas. At the rear of the hull is fixed a skeg, so that the directional stability may be improved, for long journeys. The skeg is detachable, and appears to be about the size of a K1 rudder (under hull) Bow and stern are protected with a bone rubbing strip pegged to the hog. This extends about three feet from the ends.

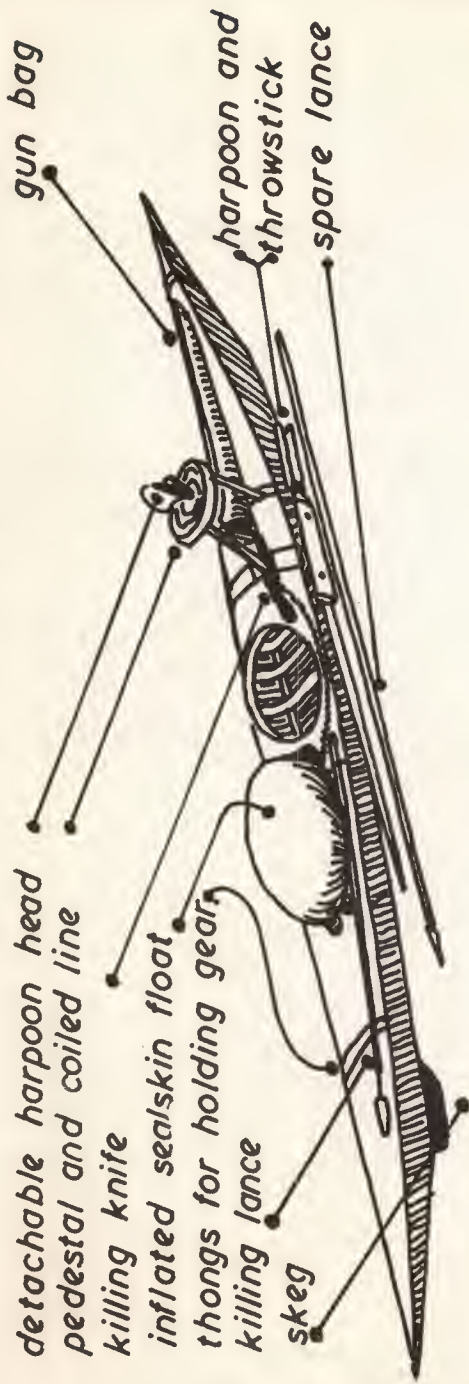
The deck, which is the reason for writing this work, is the most interesting part of the hunters boat. All the hunting gear is detachable, leaving the deck clear for practice and non-hunting paddles. The gear is attached with cunningly made bone toggles threaded onto seal skin thongs, and the thongs pass through the deck and are fixed to the gunwales.

Starting from the front, there is the dodger, a simple sail like sheet which simulates a block of drifting ice so far as the myopic and curious seal is concerned. The hunter can lay along his foredeck, and reach for his gun in the gun bag, and virtually vanish from the seal's eye view. Under the gun bag is a little raised platform to lift the neck of the bag off the deck, so that water will not wet the gun. The guns are usually high velocity .22, or standard .303, or shotgun with two barrels. Under this platform is wedged a stick which looks like a club, or truncheon, and a killing knife made of bone, a long wide bladed affair like a machete. Along the launching side for the harpoon, lies the harpoon, with the back end pointing forward. Behind that lies the killing lance, and there may be a spare harpoon and lance on the other side. In front of the hunter stands a pan which contains the coiled thong which is tied to the harpoon head, which is separate from the harpoon until just before aim is taken. The other end of the thong runs alongside the cockpit opening to the inflated seal skin behind the paddler, where it is attached with quick release thongs and toggies.

Harpoon. This deserves a paragraph to itself. Starting at the head there is a swivelling and very sharp triangular blade. This is held in a wooden or bone block which is pushed onto the bone end of the shaft of the harpoon and held by a thong to a peg. This bone end is about a foot long, and itself is attached by thongs to the wooden shaft of the harpoon. The main wooden shaft of the harpoon is thickest just behind the bone fore-end. Along the tapering and slightly down-curved shaft there are four bone pegs. Two in particular are very important. These locate the throwing stick, which is a 18-inch long paddle shaped piece of carved wood. The fore peg sticks out at right angles to the under side of the shaft. The rear peg is tapered and slopes backwards.

The throw stick has two holes in it, and a comfortable hand grip which is slightly hollowed so that when the harpoon is in the position shown in the illustration, it will sit in the hollow. The throw stick is slotted on from under and behind, rear peg first.

detachable harpoon head
 pedestal and coiled line
 killing knife
 inflated sealskin float
 thongs for holding gear
 killing lance
 skeg



The fore end peg makes it a firm fit. Only a sharp jerk will separate it. The stick has a thong which I guess is for wrapping around the wrist so that it is not lost. The whole length of the stick is grooved along its upper side so that the harpoon sits firmly in line with it. This allows the hunter to aim the harpoon.

THE THROW

The hunter picks up the head and fits it to the fore end of the harpoon. He then takes hold of the throw stick, and turns the harpoon the right way round by swinging the butt end up over his head and lays back with it in his extended arm. He lies back against the inflated bladder. With an enormous pull with his belly muscles he snaps upright with extended arm and twisted body and shoulders, unwinds his body, and uses a powerful elbow flick, to launch the harpoon. The throw stick is jerked off its pegs, and is thrust up against the rearmost peg giving the harpoon the final thrust. The increased radius of action which the throw stick gives is very useful, but requires enormous physical strength to use. The hurtling head unwinds the thong in the pan, and between throwing the harpoon, and the head striking the seal, the hunter must twist round and slip off the inflated seal skin, before the thongs tighten.

The head strikes the seal, and sinks the triangular blade into the body. The seal immediately dives, taking the line with it. It may go under the kayak, or to the side, or in any direction. In any case the seal must surface very soon for air. If it goes deep and dies there, it will stay down. As it dives, the head is pulled off the harpoon shaft, which is left floating on the surface. The line whizzes down through the water, then jerks the inflated skin away, this sets the head in the seal, and stops it going deeper. Very soon the seal surfaces, and the hunter uses the killing lance or the knife to finish it.

If the hunter should not release the float in time, it will turn the kayak over. If the hunter cannot then, whilst under water and with tight lines, release the float, and then roll up, his paddle being held under a foredeck thong, that is his life. A fighting seal may savage the kayak and tear the skin, allowing the water in and a slow sinking and death through exposure follows. It is a hazardous way of making a living. Sometimes guns are used to effect the kill. A shot not over the bows may result in capsize, through kick from the gun. During all these powerful and potentially off-centre moves which the hunter is making, his balance must be instinctive and absolutely right. This can only come from years of living in a kayak, the penalty for a bale out being death.

As I said before, this may not be accurate, as it is obtained by perusal of reports and pictures, and is at present second hand. A first hand report may yield different results.

A Plea for the Ultimate

A New Conception of the K.1.

BY J. R. COURT

With the ever increasing competition in sport generally, more and more has to be put into the chosen sport of the athlete in order to gain a fractional advantage over his competitor. The athletes themselves are quick to 'jump-on' any improved piece of equipment which might give them some slight advantage, e.g. the built-up shoe for the sprinter, or the glass pole for the vaulter. In most sports technical advance of this kind and improved performance have gone hand in hand, and yet the poor old sprint canoeist is still pushing considerably more water around in the form of bow-waves simply because it was decided there should be class limits on his boat.

Admittedly the class limits obviate the possibility of one man having an unfair advantage over another, all the boats are within the same specifications, but I fail to see the argument for the specifications in the first place.

If it were a 'Go-Kart' the reason would be simple - to take off all limitations would price the amateur out of the field, but in this case the open class boat would be considerably easier to built than the odd shaped craft used at present; so much so in fact that British boatbuilders like Phelps or Simms from the rowing world might venture into canoe production bringing down the cost of a first class boat by their competition with the foreign makers.

It may be argued that if the limitations were take off the canoe it might lose its identity as such and merely become a cut-down version of a sculling boat without riggers. It might very well alter the shape but I can hardly imagine a shape less canoe-like than some present K.1's, and anyway what about the sprint racing version of the Canadian. The only similarity this has with the original design is its absence of deck. It has otherwise developed along the same lines as the K.1, in order to 'make the best of it' within the restrictive limits.

Sitting and handling generally might be an argument against an open class; 'The fine sculling boat may only be 9 to 12 inches across, but then he has his blades to help him to balance!' Obviously if a boat is so very difficult to handle it is inefficient, so a sensible medium will be found which suits the style, build and weight of the paddler best.

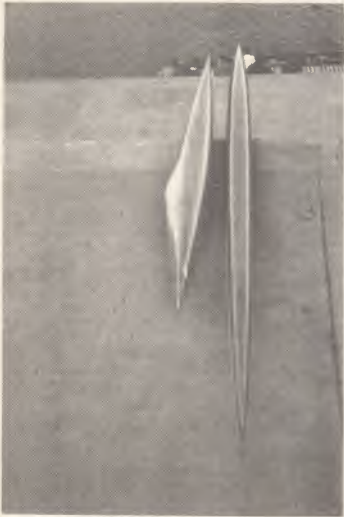
To slap these restrictions on senior paddler's boats is like holding running races in regulation heavy boots, it just slows the race down, and who wants to watch a slow race? To me, this decrease in speed and efficiency must mean a loss of glamour and a consequent loss of support for the sport.

Why make the designers contrive hull forms which are hydro-dynamically so much less than perfect when they are obviously so good at their jobs. For instance the Danish Struer or the English Vardy are masterpieces within the rules but even so their short

tubby lines are relatively unimpressive in comparison with those of a senior sculling boat. I am not suggesting that the dimensions of a sculling boat are suitable also for sprint canoes - a K.1 of 21 ft. by less than 12 inches would be virtually unusable - but just as the sculling boat has evolved to its present form so the sprint canoe would soon reach the ultimate length, width and hull shape for this particular form of propulsion.

There would almost certainly be an increase in length and a decrease in width, though I doubt whether either would be very great - with a means of propulsion like paddling it just would not be practical - but at least without the necessity to pack as much length in under water as possible that weed catching bow could go, and a gracefully curved bow could replace it. The athletic paddler could be proud of his slim, fast craft without those superfluous inches amidships where they most get in the way.

The writer was an oarsman for some years and was always inspired by the efficiency of the equipment. The designer produces the ultimate missile, the rest is up to the performer. Unfortunately amongst many sprint canoeists there must always be a niggling annoyance, especially when they are flagging, at that lowered speed potential and that ugly contrived bulge - the arbitrary decision of an outmoded committee. Pregnant looking 'Pointers' have been with us for some years now, surely they have gestated long enough and the time has now come for us to be presented with a new lean, fast strain, and with it new life blood for the sport.



"The Natives were Friendly"

Week for Advanced Canoeists:

11 - 19 September, 1965

BY OLIVER COCK

B.C.U. NATIONAL COACH

To put it minorly, this famous explorer's remark was an understatement of the truth, for those who went to Bude this year. The efforts of everybody to make us welcome, to make us comfortable, and to come to our assistance if possible were quite staggering. The whole party noticed it, and at their request I have passed messages of thanks on to all I can think of.

County and Urban permission was given to us to camp on Efford Down, to the south of the town. Mr. W.C.Hicks, who farms the land, wanted no fee. Access to it is owned by Efford Down House, a hotel belonging to the Galeon Holidays Association. The hotel manager, Mr. C.G.Auld, gave permission and also offered baths for those who needed them (I actually gave this to the families with babies, as I thought that the inundation of some sixty mortals might be overwhelming), and cover big enough to allow the repair of canoes and the drying of clothes.

The town gave us free car parking, and the Bude Surf Life Saving Club threw open its accommodation on Crooklets Beach, thus allowing changing facilities and a shower. On the same beach the town also gave us a locked room in which we could leave canoes, rather than lug them to and fro, between beach and camp.

The camp site is a good one, well protected except from the north or south. Of course we had storm winds of up to force 11 from the south on one night, but this fortunately only totally incommoded a very few of us.

The weather was passable, except for the day of the storm. We got some good seas, measuring up to ten or twelve feet maximum. In low or off-shore wind these "dump", with the result that some had some rather over-exciting rides. Nevertheless, over-exciting though they might be, they were no more and the best of us began to master them. Surf Riding, with control, is now definitely "on" and a few were even lucky enough to achieve "tunnel-running". Flying canoeists - complete with canoe in control - have been observed and even photographed. Let's hope the photographs come out!

Over the first weekend the Atlantic College Canoeists were with us. They experimented with formation surfing, which gives one ideas for competitions.

On Tuesday evening the Surf Life Saving Club invited us to join in with their public demonstration. The weather was not very kind. As a result we put on a joint effort to show how canoes and belt teams can help each other. Two of their swimmers went out on the Rip and were picked up by our men a good quarter of a mile out to sea. The drift took them round the corner, out of the bay so they were brought back into the centre and one canoeist asked for

assistance. The belt-man duly swam out and took his "patient" from him. The other canoeist brought his "patient" in very quickly, surfing in with the man on the back of the canoe. The surf was about 8-10 feet and dumping but the patient on the stern of the canoe held it down and prevented unwanted loops.

A very good demonstration of the surf ski was given by members of the Surf Club. It made a clean run in on one wave from about the same distance out

As a result of these experiences it is suggested that canoe life guards working in surf might do well to experiment with handles inserted into the deck by the cockpit, so that the "patient" can hold on firmly. The exact position will have to be found by trial and error. It is also suggested that two loops should be tied at the bow and stern. One will hold the painter as heretofore. The other, with a length of tough polythene tube on it, can act as a handle, both to carry the canoe by and to give a secure grasp to any swimmer.

On Friday afternoon, unfortunately at the beginning of the storm, the president of American Surf Life Saving Association, Mr. R.M. Burnside, arrived with the secretary of the S.L.S.A. of G.B., to be shown a new type of life jacket for belt-men. The long-shore drift was so strong that the demonstrators merely went up the coast instead of out to sea, and the demonstration was therefore not so good. Nevertheless all users have said that the life jacket is of value.

Four canoeists also went afloat; but again the long-shore drift was so strong that only one of them was able to remain in station while going out, and even he was blown along about 200 yards on his run in. And I doubt if he got more than 200 yards out. Anyway, we can now say that canoeists have gone out into the Atlantic in storm winds.

During the week various of us discussed competitions, and the town harbourmaster, Mr. F.J. Dymond, suggested the possibility of a one-day carnival, joining in with the Surf Life Savers. I think this is a wonderful idea. Suggestions for competitions could be:

1. Sprint race, shore to shore, round a buoy out to sea.
2. Rescue race: sprint to buoy to pick up patient and bring him in.
3. Team rescue race: Team to rescue capsized canoeist at the buoy.
4. Surf slalom: a line of landward buoys, through which the competitor has to weave his way to the shore.
5. Manoeuvring competition, on points: to count good handling, loops forward and backward, side-runs, break-out.

In 1, 2 and 4, malibu boards and skis could possibly compete against the canoes. 5 is already a malibu board competition, but I think the behaviours of the two vessels is so different that they would not be able to compete against each other.

Any other ideas for competition would be welcome.

The dates for next year's "Week" - which must obviously again be at Bude - will be 10th-18th September. The day of the carnival, if agreed, would be Sunday the 11th.

Long Distance Racing Committee

Five Year Expansion Plan

BY J. M. WOOLLEY

We have now 93 interested clubs, 721 registered paddlers on our books, each year we hold about 25 races, our income from capitation fees is around £170 each season. The question now posed is where do we go from here?

Expansion: Our First aim is to maintain our 7 classes of racing canoes thereby enabling any canoeist in the British Isles to compete in a National Event organised by the British Canoe Union without needing a specialised canoe to race in. As more people have more leisure canoeing will become a crowded sport, we believe there must be an attraction to keep these canoeists interested and we believe that L.D. is the answer.

Our Second aim is to maintain our present yearly increase in paddlers who race in Long Distance events. This year's increase of 25% is a satisfactory figure and one which we hope to continue. Our capitation levy per paddler, per race is 2/- for Seniors and 1/- for Ladies and Juniors. This brought in a revenue of about £170 this year. On the assumption of a similar annual increase our revenue should be around £500 p.a. in 5 years time. To achieve an annual increase our running costs must also increase. A major cost will be specialist coaching. We feel that paddlers already have heavy commitments and that the major portion of this cost should be met from outside sources until our income reaches the £500 p.a. mark, at which stage we could meet the running costs.

Our Third aim is to continue to support other countries in International Long Distance Racing. Our present expenditure to this end is about £100 p.a. which figure we hope to increase to £200 p.a. This expenditure is met from our own resources.

Our Fourth aim is to stage an annual Open British Championship Race to which European paddlers will be invited. By raising the standard of competition we will raise our chances of producing top class British paddlers.

Our Fifth aim is to continue to work closely with the Paddle Racing Committee. Our present racing Register contains the names of 721 canoeists from 93 clubs. The P.R.C. must have ready access to these paddlers. Our objectives under this aim are also to increase the coverage of clubs and to teach the need for better organisation. Co-operation is a must in the racing field of canoeing. By providing a vast number of keen and interested canoeists we hope to draw forth the best and by gradual progression to bring them into International racing craft. To obtain placings in the Olympic Games we must build a pyramid of paddlers and as ours is an ideal club sport, this is the base from which to work. However, the work we do must fit in with the needs of Paddle Racing and we must work together.

Our Sixth aim is to obtain official recognition from the International Canoe Federation for our branch of the sport and see that a Standing Committee is formed on the I.C.F. to deal with the international aspects of the sport.

Our Seventh aim is to establish a European L.D. Championship Race annually.

Our Eighth aim is to establish a World Championship event Tri-Annually. Already the sport is very popular in Spain, The Irish Republic, Denmark and Germany, the needs must be catered for Internationally.

Our Ninth aim is to see that the sport remains enjoyable to young and old, male and female alike. Long Distance Racing presents a great challenge to all competitors and we feel that by continuing our expansion programme we offer young people in particular an outlet whereby they may travel around the country meeting other young people and competing against each-other, the elements and many natural hazards. We hope to increase the number of National Races from the present figure to at least double the number. The coverage ranges from Berwick upon Tweed to Exeter and providing races are far enough apart there seems no reason why 2 may not be held on the same day. As numbers of competitors increase this may in fact be advisable, to spread the load from the organisation point of view. Organisers must enjoy the administration just as competitors must enjoy the race. When either becomes a chore our sport will cease to flourish.

Our Tenth aim is to make the sport self-sufficient financially from our own resources. This may take from 5 to 10 years dependant upon the way we attract canoeists to the sport and how the British Canoe Union expands generally. A great deal of effort must come from the paid officials in the expansion programme. The running of this Committee falls mainly on the Honorary Officers, in particular the Race Records Officer, National L.D. Coach and the Secretary. The administrative costs borne by the B.C.U. can be expected to double. Revenue obtained from competitors should not be regarded as B.C.U. revenue and should not be taken into account. Our own income is ploughed directly back into L.D. racing. We need what little finance we have to send terms abroad and to bring foreign teams to this country. We also need to subsidize our Open Championship Race. If and when our revenue increases until we have a surplus we feel that our closest allied sport, Paddle Racing has a need. The very nature of the use of International K craft in specialised Sprint or L.D. and the costs involved precludes it from fast expansion. Top class paddlers have little finance left by the time they have attended the various home events and it may become our privilege to assist in sending these paddlers overseas to attend at International events.

Apart from the need of finance to attain these aims we also need wise guidance from those in authority. Too often the people in authority have no actual knowledge of canoeing, we are all bunched together in a 'job lot' Sailing, Slalom, Racing and Touring, to the powers that be we are just canoeists. Very few seem to realise that the term Canoeing hides many sports and these are true sports in their own right. Let others know that we are not just a Recreational Hobby to be looked at in the winter months, when Father builds a canoe for Junior. We comprise fit and healthy canoeists fully trained in watermanship, youngsters who ought to be encouraged to go canoeing as an organised school sport. We need help all right, and some of that help should come from people

who know their subject. Given the lead from the proper quarters, The Ministry of Education, The Ministry of Sport, The County Youth Service and other such bodies we will find the membership needed for financial self-sufficiency.

These are our aims and objectives, given the finance and the other help we have outlined, we will someday attain them.

Leven Wild Water Test 1965

BY ERIC TOTTY

The advent of the Wild Water Racing Canoe marked a further decisive stage in the Leven Wild Water Test when, under favourable conditions, both David Mitchell and John Woodhouse lopped off almost a minute from their previous best times, and established a new record. David's run earned him the Gold Dipper Badge for 1965. In all, 82 timed runs were held during the season and 56 of these qualified for the Silver Dipper, 18 for the Bronze whilst only 8 failed to qualify.

The rules of the Test, and in particular the one defining the time allowance, are now under review with the object of bringing them up to date and in line with modern developments. As a first step it is considered desirable to indicate the type of boat used, as shown in the results below:

<u>Leading Positions 1965</u>					<u>Award</u>
David Mitchell	Chester C.C.	(R)	5 mins	41 secs	Gold
John Woodhouse	" "	(R)	5 "	52 "	Silver
David Mitchell	" "	(R)	5 "	54 "	"
John Woodhouse	" "	(R)	5 "	59 "	"
John Roberts	Manchester C.C.	(S)	6 "	50 "	"
Roger Marsden	Lakeland C.C.	(S)	6 "	56 "	"

Previous best times of the two leaders using slalom type canoes were:-

David Mitchell	Chester C.C.	(S)	6 "	43 "	(1964)
John Woodhouse	" "	(S)	6 "	43 "	(1965)
David Mitchell	" "	(S)	6 "	46 "	(1965)

R = W.W. Racing Canoe

S = Slalom Canoe

T = Touring Canoe

Dear Sir,

Letters

Canoeing Magazines

Here is my cheque for 18/- for which I hope to receive a bigger and better "Canoeing" for the next year, starting (or rather continuing) this month. I hope this new volume will include more detailed and specialized information on all topics:- from paddling technique in touring, slalom and sprint racing to noticeable deviations of inshore currents from the Admiralty tidal charts, and comprehensive reports on canoeable rivers in Britain. I hope "Canoeing" will corroborate with J.D.Pendleton's idea of "White Water", but will include a special slalom section each month in "Canoeing" rather than let a competitive magazine split support, reduce circulation, reduce attraction to advertizers, thereby increasing production costs and slowly going defunct. A bit of "team spirit" between the writers of our diminutive canoeing literature will give us an improved and more attractive single magazine; a split such as J.D.P. suggests will do a lot to kill our only publication. A lot of us up here feel strongly about the new W.W. proposals. So don't put all our slalom eggs in the W.W. basket - not when "Canoeing" could look after them better.

Yours faithfully,
Andrew Carnduff,
Irvine and Glasgow
University C.C.

(We too would like to see some of the articles mentioned by Andrew Carnduff, but we would remind readers that we are dependent upon voluntary contributions for our magazine. We estimate that to commission paid articles which is the only way to guarantee specific contributions would cost about £350 to £400 per year. However, perhaps, this letter will encourage readers to take up their pens on some of these topics. With regard to 'White Water' we feel that we cannot devote as much space to any single aspect of the sport as its devotees would like, and therefore we welcome any attempt to provide more information. We hope, however, that no enthusiast will ever feel that other branches of the sport have nothing to teach, and it is in bridging the gap that we feel 'Canoeing' offers its most useful contribution. Ed.)

Dear Sir,

London Canoe Conference, page 5 December Issue. Fine programme, but WHEN? WHERE?

Yours faithfully,
Dexter Watts,
Stroud, Glos.

(Alas, the fault was ours. Our only excuse is that the Editor's wife was producing a son while the Editor was producing the magazine - an excuse we have only been able to use three times, so far! We would point out, however, that details of date and venue were given in our October issue. Ed.)

News Flashes

BOUND VOLUMES OF 'CANOEING'

We have now received from our binders the copies of Volume 5. These are bound in stiff illustrated boards covered with a plastic laminate and are complete with index, they are available from our Circulation Manager, 6 The Mall, Brentford, price 24s. each (post free). Readers who placed pre-publication orders or who sent their own copies for binding should have now received them, any queries should be addressed to the Circulation Manager. We regret that copies of Bound Volumes 1, 2, 3 and 4 are no longer available, but we still have limited stocks of some individual issues.

THE TITLES THAT SLIPPED

We must apologise for an error in make-up which occurred on page 15 of the Book Reviews of our last issue. As readers will probably have noticed the review of the two new B.C.U. pamphlets followed straight on from the preceding review and the heading slipped over onto the following page. The publishers of the pamphlets might well claim that we are the last people to talk of 'sloppy publishing' but we would remind readers that the pressures in producing a regular monthly magazine on a spare-time basis makes errors of this nature regrettable but unavoidable.

A THIRD MENDESTA BOAT TO BE BUILT IN BRITAIN

We learn that John Critchley who is sole agent for Mendesta slalom canoes in this country and who already makes two models over here, is planning to build the Mendesta touring single 'Eau vive'. Production will start early in the new year, and it is expected that it will be possible to reduce the price of this model to about £5 below its imported price.

A NEW LOOK FOR 'CANOEING IN BRITAIN'

We understand that in 1966, 'Canoeing in Britain' will revert to a vertical format. Advertising Manager, Chris Hare, was heard to say that his only worry is that now that it will fit on a bookshelf, people might be tempted to leave it there instead of leaving it lying around where it might be read!

NEW B.C.U. COACHING SECRETARY

We understand that Geoff Sanders, the Hon. B.C.U. coaching scheme secretary, is shortly giving up this post. The reason is that he has been so successful in building up the scheme that the time required for it is seriously encroaching into the time needed for his professional work as a teacher. We are sure all our readers would wish to join us in thanking Geoff Sanders for a very positive contribution to our sport, and we hope that the B.C.U. will show official recognition of his fine work.

THE CAMBRIDGE UNIVERSITY CANOE CLUB.

CAMBRIDGE LONG DISTANCE RACE.

12-00 noon, Sunday October 31st 1965.

<u>Class 1, for the Greene King Trophy.</u>		
1	P.Gardner	Riverside C.C.
2	M.Mean	Hatfield Y.C.
3	A.Miller	Harlow C.C.
4	Lawler	Richmond C.C.
<u>Class 1b.</u>		
1	M.Franklin	Harlow G.C.
2	S. Jackson	Royal C.C.
3	C.Baker	Nottingham City K.C.
4	Haskey	J.L.R. R.E., Dover.
<u>Class 2a.</u>		
1	B.Strickland	R.M.C.C. A.T.U.R.M.
2	D.Lewis	Harlow C.C.
3	R.Scaife	Oxford University C.K.C.
4	H.Giedhill	J.L.R. R.C.T., Taunton.
<u>Class 3a.</u>		
1	R.Cundy	Hatfield Y.C.
2	P.Roney	Viking K.C.
3	R.Lancefield	Independent.
4	D.Clarke	Cambridge University C.C.
<u>Class 3b.</u>		
1	M.Foulgee	Hatfield Y.C.
2	Flook	J.L.R. R.E., Dover.
3	G.Tyree	Hatfield Y.C.
4	G.Wilson	J.L.U. R.E.M.E.

FOR SALE:

Tyne Greenland Kayak 16'4" x 20". As new. A genuine bargain for quick sale - £8. 63a, Mutley Plain, Plymouth.

FOR SALE:

1965, PBK 57, good condition - £20. John Murphy, 89 Smugglers Lane, Highcliffe, Hampshire.

FOR SALE:

P.B.K. 26, Length 14'6", Beam 26", hardly used, excellent condition, paddles and rudder - £20, delivered. M. Franklin, 70 Spencers Croft, Brays Grove, Harlow, Essex.

FOR SALE:

Fast racing class 4. One seasons use only, good condition - £12.10s.0d. F. Royle, Benington, Boston, Lincs.

FOR SALE:

Folding Canoe P.B.K. 19, 17' long, 2 pairs paddling and sailing gear - £35.

P.B.K. 24, 11' long folding canoe, 1 pair paddles - £14.

N.C.K. 2, fine condition - £28. R. Pearson, 119 Queens Crescent, Eastbourne, Sussex.

FOR SALE:

Moonraker (Fantastic). Class 4 soft skin, good condition, 18 months old - price £22.10s.0d. cash, (delivered). M. Franklin, 70, Spencer Croft, Brays Grove, Harlow, Essex.

FOR SALE:

Moonraker Class 3, only 6 months old, raced twice, excellent condition. Details: 149 Elleshere Road, Lower Walton, Near Warrington, Lancs.

WANTED:

Fibreglass slalom, any condition except collapsible. Will collect. Linehan, 37, Wingate Avenue, Morecambe.

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Chief Education Officer.

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Stratford, E.15.

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- "SWAN". Glass-fibre hull, ply decking. A fine touring double. Sturdy and strong. Price £38.
- "GANNET". Glass-fibre version of a famous racing single. Ply decking. Price £37.
- "CORMORANT". Our double version of the above. Already a winner. Price £40.
- "IMPALA". Glass fibre K.1. Made to I.C.F. Specification. Weight 29 lbs. Price £44.
- "SEAL". A slalom canoe. Can be used for touring. Rolls well. Glass-fibre hull. Price £36.
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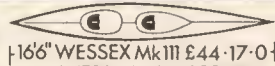
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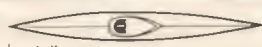
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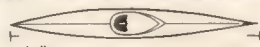
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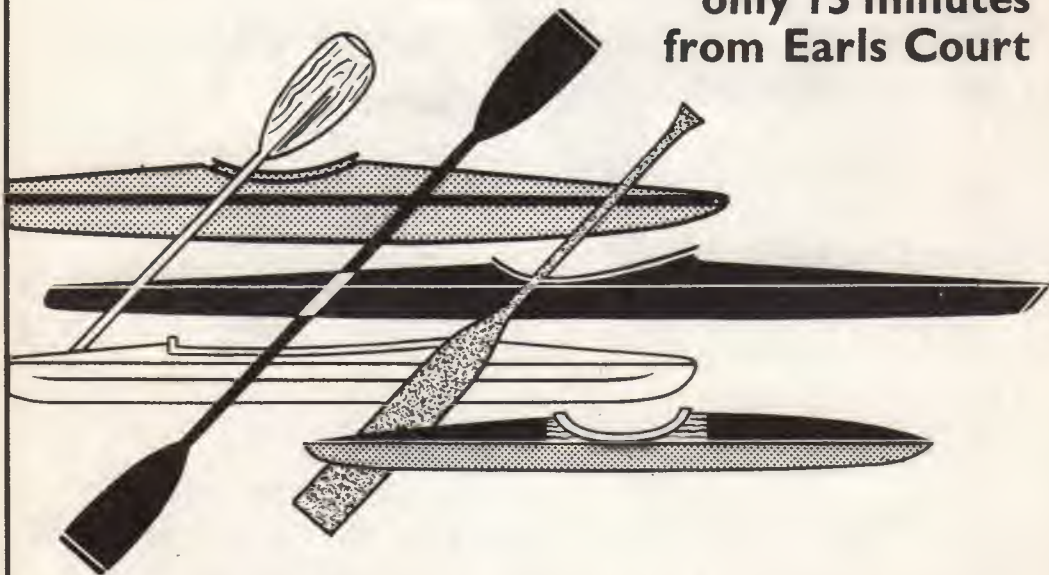
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