

Canoeing

Price 1s. 3d

VOL 6 NUMBER 3 FEBRUARY 1966



SPECIAL FEATURES

WHY NOT CANOE BUILDING
INSTRUCTORS CERTIFICATE?

A SIMPLE GUIDE TO TRAINING
FOR FITNESS

STRANGE SENSE OF HUMOUR
SOME PEOPLE HAVE!

TOP BLADES GEAR -
YEAR BATTERY

Photo: AQUA-MOTO
PUBLICITY

'K.W. KAYAKS'

'The Champions Choice'

British Slalom and White Water Championships winners
1962 : 1963 : 1964 : 1965 : used our glass-fibre Kayaks



Our 1966 range includes

K.W.3 International Slalom Special The most successful glass-fibre reinforced kayak in British Slalom, used to win the 1964-1965 Championships. Length : 401 cms. Beam : 60 cms. Price : £42.0.0. complete.

K.W.4 Slalom/White Water Racer A very popular streamlined version of our 1963 British double Championship winning K.W.2. The choice of many B.C.U. Instructors, a good general purpose craft. Length : 416 cms. Beam : 60 cms. Price : £45.0.0. complete.

K.W.6 White Water Racer Has taken first three places in the British White Water Championships 1965, after a record breaking Leven River Test of 5 mins. 41 secs. Length : 450 cms. Beam : 60 cms. Price : £48.0.0. complete.

K.W.7 Slalom Model A new design for 1966 that is a result of considerable development, for a Kayak to feature exceptional control in the 'roughest type' of water. Constructed throughout with the finest quality Lloyds approved materials, as usual the price includes, Footrest, Spray-deck, and moulded Knee-grips as standard. Length : 401 cms. Beam : 60.5 cms. Price : £45.

Alloy knee-bars in place of knee-grips are £2.0.0. less on all models, very useful where a canoe is used by several different sized canoeists.

For further details write or telephone to:

STREAMLYTE MOULDINGS (Marine) LTD. 124 Brighton Road, Shoreham-by-Sea, Sussex Telephone: Southwick 2108

Contractors to: The Admiralty · Air Ministry · War Office · Education Authorities · Exporters Civil and Military

AVONCRAFT

WE LEAD THE FIELD WITH THE MOST COMPREHENSIVE RANGE OF BRITISH
HARDSKIN RACING AND TOURING KAYAKS.



AVONCRAFT proudly
announce a completely
new range of the
following classes:-

CLASS 7 racing double.
MK.2 INVADER K1.
SPRINT K2.

Existing models
include:-

INVADER 65 class 3.
INVADER MK.1 K1.
INVADER K2.
HUSTLER MK.3 double.
RAPIDE MK.3 single.

This has been AVONCRAFT'S most successful year yet with the
most advanced developments for racing and touring craft available.

Such is our progress, that we are the first to manufacture and
go into full production of British designed Olympic K1 and K2
classes, and gain immediate successes. The latest being the Irish
International Liffey Descent with a 1st in both K1 and K2 events.

Our class 3 and class 7 craft need no introduction, with a
continuous string of wins throughout the 1965 season.

Special kits for schools and H.M. Forces, involving a completely
new and simplified technique in building.

Write for our full range of touring canoes, complete or in kit
form to :-

R. H. VARDY

30, CAVAN ROAD,

REDBOURN, HERTFORDSHIRE.

TELE REDBOURN 303

Suppliers to H.M. Forces, Clubs and Education Authorities.etc.

MOONRAKER

BRITISH RACING AND TOURING

CANOES



The finest and most successful canoes built to the highest standards of craftsmanship in our factory or assembled easily and quickly from prefabricated kits. Always ahead in design.

Do not waste money by buying through agents or dealers. Moonraker Canoes are sold only direct from our works, at cost price.

Please send for FREE book on canoeing to

JENKINS & LANCEFIELD

Dept. 9

PICKWICK, CORSHAM, WILTS.

Save money by buying direct from the manufacturer

SUPPLIERS TO H.M. SERVICES & EDUCATION AUTHORITIES

CONTENTS

Why Not Canoe Building Instructors Certificate?	38	Strange Sense of Humour Some People Have!	47
How Foolish Can You Get? - Tyros out of Bristol	43	On the Present State of the Union	49
A Happy New Year to all our Readers	44	Book Review	50
A Simple Guide to Training for Fitness	45	News Flashes	51
		Letters	52

Specialist Instruction

In this issue we have given rather more space than is our wont to proposals by Dick Gays for a qualification in canoe building instruction. We do this for two reasons, first, because we think it is an excellent idea worthy of wide consideration, and second, because it highlights a weakness of the present coaching scheme - i.e. general qualifications in an increasingly specialised world.

At the present time the tests for instructor and coach call detailed practical knowledge of canoe handling in various degrees of white water, but only a theoretical knowledge of slalom, racing, and canoe building, and whilst it is true the first two of these have a coaching set-up for their devotees these are but loosely linked to the general coaching scheme. The result is that individual coaches and instructors are sometimes advising outside the field of their specialised knowledge. Let me give an example: a prominent canoe manufacturer was recently approached by a school teacher who expressed interest in an L.D. racing boat but asked if it could be fitted with knee-grips as a B.C.U. Coach had informed him that these were necessary to achieve control over the canoe!

Space prevents a detailed discussion on this question, but a possible solution might be the division of the Coaches Examination into two parts: a. general and b. specialist in which the candidate would opt to be examined in, say, whitewater and slalom, sprint, L.D., touring, or canoe-building, and his certificate would be so endorsed. Candidates would be required, of course, to take both parts.

Why Not Canoe Building Instructors Certificate?

BY DICK GAYS

A very efficient and ever improving Coaching Scheme has been in operation for some years now. The aim of this scheme is to make good canoeists. Members of the scheme give instruction in just about all aspects of canoeing, including canoe building.

Despite the fact that many coaches and instructors do teach canoe building, the B.C.U. gives little encouragement to them.

The potential candidate for the Senior Instructors' or Hon. Coaches' examination is expected to "have a thorough knowledge of various types of canoes and their uses".

Unless the two words "thorough knowledge" covers construction, (and some canoe builders can write a book on the subject), then nothing is said about how they, (canoes), are made.

The Duke of Edinburgh's Scheme certainly recognizes the fact that canoe building is a skill, and that the youth of today can develop that skill under proper supervision. No doubt the B.C.U. was consulted when the syllabus of 'Canoe Building as a Pursuit' was drawn up?

The Senior Instructor and Hon. Coach can adjudicate all D of E canoeing matters including building and yet it would appear that these said officials need know nothing about it!

How many canoes are built by owner builders and others is not known. Can the claim by one well known designer that he sells 5,000 canoe plans every year be any indication?

Some well known canoeing instructors and coaches say that they cannot teach youngsters the correct way to canoe soon enough. Why not start teaching them before they even launch their canoe, whilst they are still building it? Many youngsters are more receptive to good instruction in the building stages than later on when paddling their first few strokes, after all, when the canoe is finished it is easy to paddle it.

Canoe building by owner builders ranges from the handyman's 'one-off' to near mass production in some schools and youth clubs.

To many of these people the building of a canoe is the very first "canoeing" they do. They will ask advice on construction from any handy man who may or may not know. When the craft is finished the only advice sought is "where to take it", never "how to use it".

If skilled canoe building instructors were available to give help when it is sought, and make it known that they were also experts on using canoes, what more natural than to accept their advice on the water too?

The B.C.U. should set up a scheme for training Canoe Building Instructors, examining trainees and recognising the skill of successful candidates.

It would be a mistake though to recruit an army of such instructors if the recruits were not competent to teach skills and safety on the water too.

Such a scheme would best recruit all its members from the Coaching Scheme, and run either as an extension to the Coaching Scheme or on parallel lines alongside it.

No doubt the best way to start such a scheme would be within the Coaching Scheme, possibly by running an initial course at the Coaching Scheme get-together weekend at Quorn Centre, March, 1966. Such a course need not be too involved. The members on the course would be recruited from those members of the Coaching Scheme who normally tackle canoe building in the course of their activities.

It should then be possible to make a number of initial appointments to get the scheme off to a good start.

What sort of instructors are needed and what would their duties be?

It would appear that there is a distinct need for two methods of instruction for classes and for individuals. First of all there should be an adult with considerable teaching experience and having a thorough knowledge of many types of canoe instruction. He should be able to deal with all canoe building as a pursuit for D. of E. work. He will be able to take complete charge of a canoe building class and be competent to be so employed professionally such as in an Evening Institute. He must be a Senior Instructor in the Coaching Scheme.

Secondly there should be an Assistant Instructor or Junior Instructor. He will be at least 17 and as the name suggests will be able to assist in the running of a class under a full instructor. He would also be invaluable in being able to assist in classes where there is a qualified Handicraft teacher without specialist canoeing knowledge. He would also give help to individuals with building problems such as supervising a student in part 3 of the second series D. of E. Canoe Building. He should also be able to examine canoes for a Boat Certificate of the Boy Scouts Association. He must be an Instructor (coaching).

The full instructor should be allowed to test candidates for Assistant Instructor.

A very experienced canoe building instructor who also holds the Hon. Coach award should be promoted to enable him to test candidates for Canoe Building Instructor. The post he holds on promotion can be chief Building Instructor if he is in charge of an area, or Assistant Chief Building Instructor if he is not.

The whole scheme should be run on identical lines to the Coaching Scheme with the same areas. This would avoid considerable confusion as all requests for help will very likely go to the Coaching Area Organisers until the building scheme becomes better known.

Any ideas for the far distant future? Yes, if the building instruction scheme is successful and gets the status of a 7th Technical Committee of the B.C.U. Then consideration should be given to calling it the "Design and Construction Committee". The purpose of the Design part of the title is not to indicate that the Committee's function is to design canoes, far from it.

What would surely be beneficial would be for the Committee to examine existing designs and recommend good ones.

Obviously there would never be room in the B.C.U. for a policy of condemning bad canoes.

This should not mean that praise cannot be given to a really good classic design. The J.S. Mk VI was and still is a classic

example. There is no need to describe the merits of this well known design, and perhaps it should be made clear that it would not be quite the thing for such a Committee to have recommended this design, (had the Committee existed), without consultation with the Slalom Committee. The J.S. Mk. VI has merely been named as one outstanding design which springs to mind.

Is there really need for this Building Instructor Scheme?

The writer can only say he thinks so. Perhaps people like Percy Blandford, Ken Littledyke, Alan Bye and many others could be invited to comment.

Some may say "No, we don't need it, we do it already", and perhaps in their area they do. Why not grant recognition of this fact?

CANOE BUILDING INSTRUCTION SCHEME PROPOSED ORGANISATION:-

CHAIRMAN

It is highly desirable that the Chairman should be either the Chairman of the Coaching Scheme, the Secretary of the Coaching Scheme, the National Coach or a Senior Coach in that order. The Canoe Building Instruction Scheme must run smoothly alongside the Coaching Scheme, and one of the above gentlemen will best be able to ensure that it does.

SECRETARY

The Secretary will be responsible for the running of the scheme, dealing with correspondence between this and other organisations, passing requests for help to the areas concerned, keeping records of members and qualifications, (keeping the accounts?) and ensuring that the scheme 'stays alive'.

CHIEF BUILDING INSTRUCTORS (AREA INSTRUCTOR?)

Chief Building Instructors are the counterpart of the Area Coaching Organisers and will perform similar duties including arranging courses, (for potential Instructors and Assistant Instructors), arranging and conducting testing of candidates and arranging for members to deal with requests for help.

ASSISTANT CHIEF BUILDING INSTRUCTORS (MASTER INSTRUCTOR?)

Assistant Chief Building Instructors will be equally qualified to do any of the Chief Building Instructors duties in co-operation with him. Normally though, testing of potential Building Instructors will be their only duty not performed by the Canoe Building Instructor.

CANOE BUILDING INSTRUCTORS

A Canoe Building Instructor will take complete charge of a class on request. He will give advice on types of canoes, materials and all building problems. He will deal with requests for help from persons involved with Canoe Building as a D of E Pursuit. He will be able to test candidates for the Assistant Canoe Building Instructor's exam.

ASSISTANT CANOE BUILDING INSTRUCTORS

Assistant Instructors will either assist individuals building canoes, or work under someone else in charge of a class. They will be able to assist a qualified Handicraft teacher who lacks specialist canoeing knowledge. They will be competent to examine existing canoes for waterworthiness etc., and to grant Boat Certificates to Canoes used by members of the Boy Scouts Association.

All members of the Canoe Building Instructors Scheme will be holders of awards under the Coaching Scheme. Conditions of entry require candidates to hold the following Coaching Awards:-

<u>BUILDING</u>		<u>COACHING</u>
Assistant Canoe Building Instructor	-	Instructor
Canoe Building Instructor	-	Chief Instructor
Assistant Chief Building Instructor	-	Coach
Chief Building Instructor	-	Coach

NOTE The fact that a potential Canoe Building Instructor must be a SENIOR Instructor in the Coaching Scheme does not mean that an Instructor in building is considered to be superior to a Senior Instructor in Coaching, but rather the opposite. What it does mean is that canoeing activities, (and those who teach them), are considered far more important than building activities. Anyone who encourages the building of canoes without encouraging their proper use is doing a dis-service. Enough emphasis cannot be put on the importance of following upon the building course with a proper course of instruction on the water. There will always be more fatalities amongst youngsters using canoes than there will be amongst youngsters building them.

THE CANOE BUILDING INSTRUCTION SCHEME PROPOSED QUALIFICATIONS FOR MEMBERS

CHAIRMAN

Many years experience in all aspects of canoeing. Wide knowledge of B.C.U. organisation, etc. Must have a good sense of proportion regarding the importance of all canoeing matters. Building canoes is not an 'end'.

SECRETARY

Wide experience in general canoeing matters. Must have the ability and enthusiasm to make the scheme work.

CHIEF BUILDING INSTRUCTOR (or AREA BUILDING INSTRUCTOR)

Ability to organise courses and deal with all area matters. Must be qualified as Assistant Chief Building Instructor.

ASSISTANT CHIEF BUILDING INSTRUCTOR (MASTER INSTRUCTOR)

Qualifications

- Hold Honorary COACH'S AWARD
- Pass Canoe Building Instructor's exam
- Have experience in teaching canoe building to at least three classes of at least three pupils
- Have experience in teaching three types of canoe construction
- Have tested at least 3 candidates for Assistant Instructor.

Promotion to be automatic when qualified.

CANOE BUILDING INSTRUCTOR

CONDITIONS OF ENTRY

- Candidate must
- (a) Be over 21 and a B.C.U. Individual Member
 - (b) Hold the B.C.U. Senior Instructor's Award (Coaching)
 - (c) Hold the Assistant Instructor's Award, (Building)
 - (d) Have part-time teaching experience in canoe building over 12 months
 - (e) Declare three familiar methods of canoe construction from the following:-
Folding, Soft Skin Rigid, Cold Moulded, Hard Chine or Glass Fibre
 - (f) Pay 10/- examination fee on application

CANOE BUILDING SKILLS

Candidate must satisfy the examiner on his ability to:-

1. Fully maintain the kit of tools.
2. Select and prepare all materials for the three methods of construction declared.
3. Plan a building programme for a class of 3 to 6 pupils, (examiners choice), after 10 minutes study of an unfamiliar but complete set of plans. (Construction of this craft to be one of the declared three methods).
4. Use and know the limitations of all common glues, adhesives, fastenings, paints and varnishes used in canoe construction.
5. Prepare and test candidates for the Duke of Edinburgh Award in Canoe Building at all levels.

PRACTICAL EXAMINATION

The candidate must demonstrate his ability to teach a class of four pupils on the next stages of a partly built canoe. The candidate must not know the pupils, or be familiar with the actual canoe, the construction of which must be one of the declared three methods.

ASSISTANT CANOE BUILDING INSTRUCTOR

CONDITIONS OF ENTRY

- Candidate must
- (a) Be over 17 and B.C.U. Individual Member
 - (b) Have built and used his own canoe
 - (c) Hold the B.C.U. Instructor's Award, (Coaching)
 - (d) Have knowledge of elementary First Aid
 - (e) Pay an examination fee of 5/- on application

CANOE BUILDING SKILLS

Candidate must satisfy the examiner that he:-

- (a) Knows the name and function of all parts of a canoe.
- (b) Is able to undertake general maintenance and repairs.
- (c) Is familiar with all common canoeing accessories.
- (d) Is able to sharpen and maintain all essential tools.
- (e) Is able to select materials for use.
- (f) Is familiar with three of the following types of construction:-
Folding, Soft Skin Rigid, Cold Moulded, Hard Chine, Glass Fibre.
- (g) Is able to prepare a log book of work done, man hours on each part and notes on problems arising and how dealt with.
- (h) Is familiar with the conditions and competent to grant a Boat Certificate for a canoe, as laid down by the Boy Scouts Association.

PRACTICAL EXAMINATION

The candidate must satisfy the examiner of his ability to teach an individual, (not a class), any step of canoe construction on one of the types of canoe with which he is familiar.

How Foolish Can You Get?

Tyros out of Bristol

BY PERCY W. BLANDFORD

Two of us youngsters built a British Scout Kayak when the design was first published - which rather dates the story (1930, and I was 17!) After learning to use this rather massive tub, with single paddles, on the non-tidal part of the Avon, we looked for fresh waters and decided on a voyage in the Bristol Channel. Enquiries at Hotwells about locking through met a point-blank refusal from the dock officials, who wanted no part in such a foolish venture. We could not understand this and very early one morning when the tide suited we carted the canoe through a foot or so of mud on a disused ferry slipway into the tidal river near the Clifton Suspension Bridge. With food for the day and nothing much else we let the ebb tide take us rapidly down the 10 miles to Avonmouth. This was it. We were really mariners.

There was a light wind blowing down-channel. We hoisted a pocket-handkerchief-size sail and sped past Portishead and Clevedon. Toward Weston we landed on a mud island which was drying out, and cooked a meal and lazed, really revelling in our first sea voyage. When the island began to get smaller we realized that the tide had turned and we started back. Wind against the tide caused quite a chop, but with paddles aiding the sail we kidded ourselves that we were tacking and made good speed.

Off Avonmouth there still seemed to be plenty of tide in hand so we decided to go farther up-channel before returning to Bristol. We could always sail back, couldn't we? After a mile or so we turned to sail back, but found we were still going up-channel - backwards! To get out of this predicament we got close inshore out of the main current and commenced partly paddling and partly punting in semi-liquid mud. After a lot of hard work we got into the lee of the up-channel pier marking the entrance to Avonmouth Dock. The Avon, which we had to reach, was on the far side of the down-channel pier.

Still quite confident that we could get across the dock entrance after we had rested, we felt that all was over and the tide would take us home up the Avon. However, after sticking our bow around the end of the pier and being pushed rapidly back by the tide about a dozen times it began to dawn on us that we were not going to do it. The pier, intended to receive trans-Atlantic shipping, stood fifty feet or so above us. In its side were steps, never used and knee-deep in mud. This seemed to be our only way out. Fortunately, there was a landing after every ten steps, or we should not have managed it. Eventually we reached the top, covered in mud and very tired.

From here we had a quarter-mile carry to the Avon. There was still about three hours of the tide to flood and the water was some 20ft. below us beyond a slope of that gooey mud you cannot walk on. By then we were desperate and we sat astride the canoe and tobogganed down the slope. It helped to wash off some of the mud!

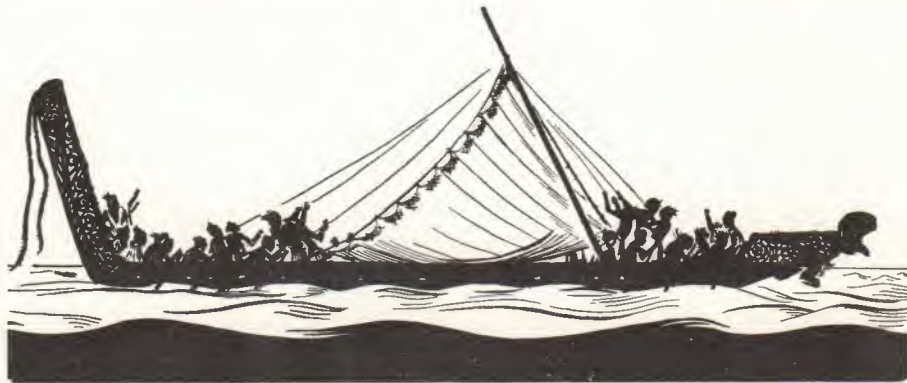
This was not the end of our troubles. In a narrow part of the river we noticed that the water level was dropping rapidly instead of rising. We soon saw why. Around the bend came a paddle steamer tearing down to the Channel on an afternoon excursion trip, with the paddles sucking in the water from a long way ahead and throwing it out astern. It did not slow for us and we shot up the wall of water beside a paddle box and felt surprised that we were still the right way up as we slid down the other side of the wave.

At Hotwells we were too tired to lift our canoe out at the ferry slipway, but we sat there and the usual crowd of small boys soon collected. They were encouraged to fight for the honour of carrying our canoe across to the docks!

In our ignorance we got away with it. Although I have been in the Bristol Channel many times since, I am still frightened at what we did then. The Bristol Channel has the second highest rise and fall in the world (nearly 50ft.), so for this amount of water to ebb or flow in 6 hours it has to move. On our up-channel end of the trip we were not far from the 'Shoots', where the chart shows 12 knots at half-ebb. We did not know about this or anything else then.

(For this series 'How foolish can you get?', readers are asked to submit accounts (approximately 500 to 1,000 words) of incidents which have occurred in their canoeing careers and at the conclusion of which they have realised just how lucky they were and just how foolish they had been. Ed.)

A Happy New Year to all our Readers



May we wish all our readers a happy and prosperous new year, and may we take this opportunity of thanking those of you who sent Christmas cards to the magazine. Above we reprint part of a card sent by reader E. Holroyd of North Shore Canoe Club, New Zealand. The drawing shows the type of canoe used about 1350 A.D., by the Maoris who left Ra'iatea in the Society Islands and sailed to Zealand.

A Simple Guide to Training for Fitness

BY BERNARD WATKINS

The following article is an attempt to present the simple physiological reasoning behind the various types of training, in order that the paddler can plan his or her own individual training programme to become racing fit at a chosen time, or for a chosen period.

STAMINA

This is the ability to maintain muscular activity for a prolonged time and is dependent on four factors:-

1. Muscle with a rich blood supply, in order to supply it with the oxygen necessary for energy and also to carry away the waste breakdown products quickly. Without oxygen the muscle has no fuel to burn, and accumulation of waste products causes muscle cramp. All muscle activity tends to improve the muscle blood supply, but principally it is weight training in the winter that initially builds this up.
2. Efficient lungs to blow off waste gases, and take up fresh oxygen. All activities which cause excess breathing help to condition the lungs. Winter road work at varied pace and including hills, lays a good foundation which is further improved by spring circuit training and brought to a peak by pre-race interval training.
3. Blood with sufficient oxygen carrying capacity (haemoglobin) to transport the gas from the lungs to the muscles, and take the waste products away. The former is dependent upon an adequate intake of iron in the diet, and it is suggested that women athletes take extra iron during the racing season to offset the monthly loss through menstruation.
4. An efficient pump system to circulate the blood from the lungs to the muscles and back again. This pump is the heart and like any pump its capacity for work depends on its volume, the strength of its pumping action, and the number of contractions per minute. As the heart is made to work harder in training, its volume increases, the resting pulse rate dropping accordingly, (a measure of cardiac fitness). Therefore, more blood can be pumped out per stroke. At the Tokyo Olympics it was found that the hearts of the largest volume were those of the oarsmen, marathon runners and canoeists. Fritz Brill had a heart volume of exactly twice the normal. Again all physical activity, providing it is pushed to the maximum, tends to cause heart dilatation, winter road work, spring circuit training especially. There is a close relationship between the lungs and the heart and it is often referred to as the cardio-respiratory system. So we have a "stamina cycle".

(See diagram A).

STRENGTH

A muscle contracting between two points to which it is attached causes movement.

(See diagram B).

It is this movement of the bony skeleton by which we cause body movement. One is born with a certain number of muscle fibres and training cannot increase this number, only improve their size and efficiency. Muscle contracting between two fixed points causing movement, obviously shortens and becomes fatter. This is an isotonic contraction. If the muscle is unable to cause movement, so cannot shorten etc., its contraction is said to be isometric.

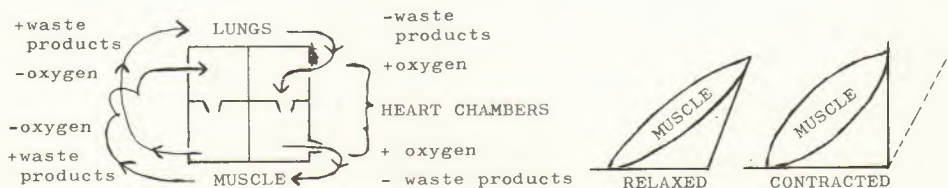
HEAVY WEIGHT TRAINING

Weight lifting causes enlargement or hypertrophy of muscle fibres, and in general is done in the winter, when heavy weights and few repetitions are used, giving a very strong but sluggish muscle, tapering off to higher repetitions and lighter poundages, towards the end of the winter. Muscle strength drops off at an alarming rate once weight training has stopped and the author believes that this should be carried on through the paddling season in a modified way, i.e: once a week, with moderate poundages and high repetitions, supplemented by daily isometric work. Far too many different exercises are done by canoeists with the weights, and opinion now points towards weight lifting with only the muscle groups used in canoeing. Weight lifting also helps to give muscle control, very essential to the top athlete.

Bearing in mind the above, the following points should be considered when planning and carrying out a training schedule:-

1. Decide which of the systems is the weak link and concentrate on this.
2. Heavy winter training should start at the end of November, and tail off at the end of March.
3. Circuit training maintained for six to eight weeks will bring one up to a higher plane of fitness, especially stamina-wise.
4. Interval training for ten to twelve days, prior to an event, will bring the paddler to peak level for a limited time.
5. All training must be pushed to the maximum, in order to obtain improvement.
6. Waterwork is obviously at its minimum in the winter. Build up as the season approaches and progresses.
7. Even those following a heavy programme, should have one complete day's rest each week from training. This is essential not only physically but mentally.

Very little detail has been included in what is intended to be a general guide only to training.



Strange Sense of Humour Some People Have....!

BY GEOFF SANDERS PHOTOGRAPHS BY COLIN GRIMSHAW

For the last five years or so - quite early in the season when the trees are still bare and the water nice and cold - the second year students of Anstey P.E. Training College, Sutton Coldfield, are introduced to the 'joys' of canoeing. The Session for each group of students, conducted by Instructor members of King Edward VI Camp Hill Canoe Club, Birmingham on a lake in Sutton Park, lasts only for a couple of hours.

Unfortunately the only canoes available are rather beamy doubles and so, after paddling and basic techniques have been taught, the instructors decide that they should endeavour to demonstrate the versatility and enjoyment of the sport by having the skills applied in as a wide variety of ways as possible. It is not quite clear, mind you, whether the proceedings are meant to provide entertainment for the instructors or the ladies of the course! Canoes are paddled forwards, sideways and backwards, portaged over difficult terrain and pulled round unsteady rafts in a hectic 'Follow My Leader' round the lake.

And then there is that certain tree, now notorious in the college annals. Its branch hangs over the lake, just too high to be reached from a seating position in a canoe. In a moment of diabolical inspiration the leader stands up in his canoe, passes the paddle over the branch, and sits down again - hoping that only he noticed that the last part of the operation was performed rather hurriedly! "Follow on" he beckons them nonchalantly, but secretly relieved that the demonstration hadn't ended in disaster, "It's all very good practice in balancing". The ladies of Anstey are not to be outdone and commence their grappling with the tree in good sporting spirit. Murmurs were heard about the strange sense of humour of the leader, though none, of course, doubted the great educational value of the activity being undertaken! They learn that boats do not stand still when you stand up in them in mid-stream (1) and that if you don't fall over your partner you are likely to go water-wards (2). Naturally the spectators will appreciate it if you can then capsize your partner (3) or, less selfishly, you can choose to emulate the bats (4). The audience won't be fully satisfied until you have sampled the waters (5) - though it is noticeable that the laughter of those who have survived the ordeal is louder than those whose turn has yet to come!

A "jolly" ending to an instructional session at least I think that most who joined in agreed with the sentiments expressed that it had all been 'good fun' and that canoeing was 'super'. The moral seems to be that it is worth making our teaching sessions entertaining as well as purely instructional. Keep it quiet ... I don't want people proceeding to Sutton Park at dead of night with axes ... but it might be worth-while, next year, persuading them to climb over the branch themselves instead of just pushing their paddles over it. They are, after all, P.E. students! Trouble is that I will have to demonstrate it first!



On the Present State of the Union

BY THE EDITOR

At the end of this month the B.C.U. council is going to ask members to approve an increase in adult subscriptions of 33 $\frac{1}{3}$ %, i.e. a rise for full members from 7/6 p.a. to 10/- p.a. This increase will be approved, of course, since 10/- seems a modest sum to pay for one's sport and B.C.U. members at A.G.M.'s seldom criticise B.C.U. finances. Once approved the additional money will be put to good use, and the Council will jog along secure in the knowledge that it is representing the interests of British canoeists. But is it?

In a free market the measure of demand for a commodity is the number of people willing and able to purchase that commodity. In these terms the B.C.U. increase of membership from 2,620 (1964) to 3,272 (1965) is a good sign, but the Council is honest enough to tell us that it would have been higher except for 'quite large numbers of members who do not renew their membership'. The Council then goes on to imply, in their annual report, these non-renewing members have probably given up practical canoeing. In some cases this may be so, but we suspect that the large number of non-renewals (numbers unknown) is perhaps a sign that the B.C.U. may not be providing what the British canoeist wants. But let us look for a moment at the members who did support the B.C.U.

For competitive canoes and members of the Coaching scheme B.C.U. membership is compulsory, and here we have the hard core of members. We do not have exact figures to hand, but the following is a reasonable guide:

L.D.R. (1965 annual report)	721
Slalom (1964 ranking list)	434
Sprint (approximation)	100
Coaching scheme (1965 ann.report)	446
	<hr/>
Total	1701

Obviously, some members will belong to more than one group, but against this the slalom figure is low since it is a year out of date and some clubs make B.C.U. membership a condition of Club membership, thus it would seem that only about half the B.C.U. members who are in a position to make a free choice join the Union. Amongst this, say 1,600 we suspect that a large number of the failures to renew occur. Why this is so, we do not know, but we suggest the Council should be trying to find out. We would also suggest that if large numbers of members opt out when the annual subscription is 7/6d. per annum, then this number may well increase when the subscription is 10/- per annum, unless the extra 2/6d. is to provide additional services.

It may be argued, of course, that the important thing is that the enthusiasts belong to the Union, and that in other sporting fields, for example cycling, there are many more cyclists outside the national association than in. We feel, however, there is one important difference - right of access. Cyclists are free to use

the roads, but we are not free to use the waterways and no matter how high the standards of conduct of B.C.U. members may be, it is by the standards of the non-member canoeists will be judged. These canoeists may offend unknowingly, but we are the ones who will suffer.

This is an article without an end, we wish we could come to some tidy conclusion but we lack both the knowledge and the resources. However, we would emphasise that, since 1962 when the basis of membership was changed, although the number of clubs in the Union has increased by two-thirds, the individual members is probably less. That although 13½% of the B.C.U. members are qualified to instruct, they are failing to get across to their trainees the vital role the B.C.U. has to play in our continued welfare. Finally, to any new canoeist wishing to obtain the basic canoeing literature, the first year's membership is virtually free because of the reduced member's prices for the 'Waterways Guide', etc. Can this be their reason for joining?

What is to be done? As we have said we do not know, but we would repeat that the first thing is to find out, who belongs and why, and who leaves and why. Armed with this information it should be possible to discover the weakness and then set about remedying it.

Book Review

YOUR BOOK OF SURVIVAL SWIMMING AND LIFE SAVING by Margaret Jarvis
(Faber, 12s/6d.)

This is a really practical book for any youngster who is going to go in, on, or underwater and is aimed at instructing in those safety skills which are so essential. It is written in an extremely readable style and profusely illustrated with photographs with the result that it makes enjoyable and informative reading. Because of this we would recommend it in preference to the R.N.L.S. Handbook which, comprehensive and authoritative though it is, makes pretty hard reading unless one is motivated by study for an examination or are responsible for the safety of others. In particular, youngsters who are not likely to fall into either of these two groups will benefit from a study of Margaret Jarvis's book.

Canoeing gets one or two brief mentions, which is fair enough, but we feel that the photographs illustrating the sport could have been more carefully chosen, in particular one of unskilled paddlers in double canoes who are not wearing the B.C.U. approved lifejackets which the authoress recommends in the text.

However, we must not lose sight of the main purpose of the book which is to instruct in survival swimming and life saving and this it does most admirably.

A. B. SEES

We regret that owing to shortage of space, Alan Bye's technical column has had to be held over this month. Readers need not despair, however, he will be back - as provocative as ever - next month.

News Flashes

NEW WHITE WATER

The first issue of the new 'White Water' magazine appeared and is available from C.M.Rothwell, 21 Windsor Road, Clayton Bridge, Manchester, 10., price 2s. 6d. (postage 6d), or better still at 10s. per annum (post free) for four quarterly issues. We hope our readers will support this venture.

CHEAPER 'SEAWATCHES'

We learn from Gordon Staley that a cheaper version of the 'Seawatch' on which we reported in our August 1965 issue is now available. The movement is the same as the more expensive version, and it has the rotating timing bezel, but the case while still waterproof is of a cheaper quality. The price of this version is £6.15s.0d., and is available from Equipment Imports, 4 Madeira Drive, Brighton 1, Sussex.

CANOE CENTRE TO PRINT OWN CATALOGUES

In an effort to combat the rising costs of printing and still produce an informative and comprehensive catalogue, George Reardon, of the Canoe Centre, has just taken delivery of an offset-litho machine. The machine which is capable of producing top-quality four-colour work should result in bigger and better catalogues and at the same time reduce publicity costs. It is worth noting that in recent months, several manufacturers have expressed to us concern at the increasing cost of printing and publicity with which they are faced, and of the fact that unless these can be controlled the increases must be reflected in the price of boats.

NEWS FROM GERMANY

Amongst the letters we received over Christmas was one from Bernard Smith who will be remembered by the competitive paddlers. Amongst the news was that of the birth of a daughter in October. Any friends who have lost touch might like to know that his present address is D2555965, Sgt. B.R.Smith, Sgts. Mess, R.A.F. Gutersloh, B.F.P.O. 47.

NEWS FOR THE COMING YEAR

May we make our annual appeal to club and competition secretaries to send us news of their activities as soon and as often as possible. We cannot promise to use everything sent because of shortage of space, but we will use what we can and even if we cannot use it, information of this kind helps us to obtain a general picture of what is happening. Information for publication should be sent to our Editorial Address.

THE WIGGLE TEST

With this issue we include a free copy of 'The Wiggle Test' a pocket-sized card of this very useful training exercise. This card comes to you with the compliments of Canoeing Publications, but any readers desiring additional copies can obtain them from Julian Shaw, B.C.U. Slalom Committee, 33 Towersey Drive, Thame, Oxon. The price varies with the quantity purchased.

Letters

Dear Sir,

More Expensive Than The Boat Show

A most interesting and stimulating Editorial in this month's issue, which I feel ought to be replied to.

Briefly the British Canoe Union policy on the 1965 Canoe Conference was to attract the maximum number of Schoolteachers, Youth Leaders and Youngsters interested in Canoeing. In order to gain this large potential audience, considerable promotion was done in the Autumn (and we were most grateful to "Canoeing" for their assistance!); entrance tickets were kept down to a low price; and what we considered an exciting action-packed and varied Programme was drawn up. This Policy seems to have had the desired effect in getting a large audience, but we were very sorry to hear that the trade found this Conference unremunerative.

Our present (1965) policy was partially formulated from a questionnaire sent round to the Trade and certain Officials, after the 1964, main criticism was lack of promotion. This, however, is expensive, hence the charge of £10 to the trade this year.

I do not feel it would be useful to discuss the "cost effectiveness" of the Conference in terms of various Trade Promotion Schemes during the year, but undoubtedly a 600 'captive' audience from the South and Midlands is worth more than a 3,000 readership in a press medium with comparable costings. Comparisons with the Boat Show could also be made. More important, however, than quibbling over the actual effectiveness of this Advertising Medium, is what can be done to get a good audience of use to the Trade and the B.C.U., whilst covering all aspects of Canoeing at the Conference? This year we were well aware that Canoe Construction was not adequately covered - although we wished to promote this aspect!

In the B.C.U. it is hoped that a Committee will deal with the 1966 and subsequent Conferences. Undoubtedly a Member of the Committee for the Trade would be highly desirable. Might I be so bold as to suggest a Trade Association of Canoe Manufacturers, so that we at the B.C.U. could better anticipate their wishes? With a rapidly growing sport as Canoeing, there is a total lack of Market Research statistics available on the Canoeing Market. We need these figures so as to anticipate more clearly prevailing trends, and to tap the ever-growing volume of Canoeists in Great Britain.

May I therefore make an appeal to the Trade - with whom we have always enjoyed excellent relationships and who have been most co-operative individually - to get together and let us have their collective views on the 1966 Conference. That will be a start, from there joint Promotion Schemes could blossom all over the country. A sustained growth rate of canoeists can only be good to the British Canoe Union and to Trade Manufacturers.

Finally may I take this opportunity to thank the Trade for their support over the last few years, and we look forward to 1966 and perhaps a Canoe Conference Weekend

Yours faithfully,
P.C.A. Rogers,
B.C.U.
Hon. Publicity Officer

Dear Sir,

Greenland Kayak Skeg

Congratulations to Alan Byde for his excellent article on the Greenland Hunting Kayak.

Taking up Alan's final paragraph I thought he might be interested in the following. I have noticed that most people think the skeg fitted to some Greenland Kayaks is to improve directional stability on long journeys or when running in quartering seas. However, I would like to suggest that this is not the case. When Ken Taylor returned from Igolorssuit, West Greenland, in 1959 he described the use of the skeg thus. It is part of the hunting equipment of the kayak and is a comparatively recent innovation having been in use for about a century while the basic kayak goes back many centuries. Often when stalking a seal the hunter does not have time to slip his paddle under the deck thongs to give him stability. He would be heading straight for the seal and would finish his paddling with a stroke on the right-hand side then in one smooth motion pick up his harpoon in his right hand while taking his paddle out of the way with his left hand. While doing this the kayak is turning left under the influence of the last paddle stroke thus giving a better line of throw, slightly to the right of the bow BUT if the hunter hesitates the kayak will swing too much and when he throws he is in danger of capsizing because he will be throwing almost broadside. This is where the skeg comes in, the final paddle stroke on the right turns the kayak the right amount for a good throw and the skeg keeps the kayak running in this line thus minimising the chance of a capsize.

I have paddled a genuine sealskin Greenland Kayak and have found no need at all for a skeg during normal paddling and the method used to attach the skeg to the kayak would not withstand the force of heavy following seas. Therefore the above description seems very sound to me.

No doubt Alan will be able to check this during his Greenland trip. I would like to wish him and his friend Good Luck in their venture. Also I look forward to the very interesting articles we all hope Alan will be writing about their experiences in Greenland.

Yours faithfully,
Duncan R. Winning
Scottish Hostellers C.C.
& Cloch C.C.

MANCHESTER CANOE CLUB

Dee Race I 21st November 1965

Team Event.

1. WORCESTER A	Skellern, Powell, Parker	15 35
2. LEEDS	Barrett, Witter, Swift	15 39
3. WORCESTER B	Cubberley, Wonfor, Williamson	16 29

Dee Race II 12th December 1965

1. John MacLeod	Manchester	KW 6	9 16 =	556	92.7
2. Ken Langford	Manchester	KW 6	9 23	563	93.8
3= Ian Harvey	Cambridge Univ.	Klepper Mick	9 31	571	95.2
Roger Marsden	Lakeland	KW 6	9 31	571	95.2

Team Event.

1. CAMBRIDGE UNIV.	Couch, Reeve, Harvey	9 55
2. MANCHESTER	Langford, MacLeod, Kenyon	10.08
3. PEGASUS	Wonfor, Hyland, Williamson	10 47

RIVER YEO RACE RESULTS 1965

4th/5th December.

Doubles Open

1	47	Harvey Harvey	Maker with Rame	Invader K2	1hr 27	3hr 18	4hr 45
2	49	Bannister Fiffe	Junior Para.Comp.	Tyne	1 " 47	4 " 28	6 " 15
3	48	Taylor Minchington	Westland App. CC.	PBK 20	2 " 09	6 " 50	8 " 39

SINGLES OPEN.

1	38	Walker	H.M.S.Fisgard	Invader	1 " 48	3 " 44	5 " 32
2	32	Mitchell	Axbridge Youth Club	Moonraker	1 " 40	4 " 0	5 " 40

FOR SALE:

Avoncraft Invader K1. Good condition £28. Lesley Oliver, 33 Exford Avenue, Harefield, Southampton, Hampshire.

FOR SALE:

K.W.3 - £27. Sea Rapier (new paddles) - £15. Barrett, 7 Kelso Gardens, Leeds.

FOR SALE:

Invader K2. Excellent condition - £50, or nearest, D.Bennett, 18 Howbury Street, Bedford, Beds.

FOR SALE:

SPORT DIPPER Spraycover, Footrest, Good Condition - £20. P.Gimber, 24, Hill Crescent, Bexley, Kent.

WANTED:

K.2. Glass Fibre or Veneer in good condition. 33F Sqdn. Canoe Club A.T.C., 18 Louvaine Road, St. Johns Hill, London, S.W.11.

BITTERNE SMALL CRAFT (Southampton) LTD

SOLENT CANOE CENTRE

George Collis Building
Terminus Terrace,
Southampton.

Please note new address

The most popular fast touring canoes in the country are the "CYGNET" and "SWAN". Supplied to H.M. Forces, Educational Authorities, L.C.C., Schools, Holiday Camps, Clubs etc.



Cygnet



Swan

The "CYGNET" has a glass-fibre hull & decking in contrasting colour. Price £30 includes, seat, floorboard, fore and aft buoyancy. Supplied with ply wrapover decking for the same price. Hull only £15.

The "SWAN" has a glass-fibre hull & ply decking. Fast and safe, even in the sea. Price £38. Supplied in kit form. Discount for quantities.

Heavy duty models for rough use at no extra cost.

Plans, PBK & Kayel kits, paddles, spraycovers etc.

London Borough of Newham

Education Department
Canoe Building Centre

A MAN to be in charge of this newly set-up Canoe Building Centre, to teach canoeing and canoe building to Youth Club members and pupils from Secondary.

Salary: Burnham Scale with Grade II special allowance (£200) plus London Allowance.

Application forms and further details from the undersigned.

Required 1st January, 1966 or Easter, 1966:-

R. OPENSHAW,
Chief Education Officer.

Education Department,
Broadway,
Stratford, E.15.

THINKING OF A NEW FIBREGLASS CANOE?

THEN WHY NOT MAKE AN APPOINTMENT TO TRY
THE WORLD FAMOUS

Mendesta

SLALOM 401

This canoe is expertly designed and built and is manufactured with a skill and precision in keeping with the top quality materials used.



Full details from:

J. Critchley,
7, Constance Road,
Whitton,
Twickenham,
Middx.

Telephone: PO PEsgrave 6925

Also available SPOON-BLADE PADDLES,
GILLCO CRASH HATS and LIFEJACKETS
conforming to B.C.U. specifications.

Canoeing
why not
take out a
SUBSCRIPTION
NOW!
18/- per year postal subscription
available from:
CIRCULATION MANAGER
6, THE MALL,
BRENTFORD, MIDDLESEX.

Norvall

C A N O E S

Nocturne

14 ft. double canoe 43 gns.

Newt

12 ft. single canoe 32 gns.

(complete with paddles)

Beamy, stable, slalom type
canoes.

Glass fibre construction.

Built-in polystyrene buoyancy.

Blue deck and white hull
for two-tone finish.

Strong protective, rubber
rimmed all round flange.

Prompt delivery & nation-
wide sales and service.

Available from all marine dealers and sports shops.

Norvall's (Small Craft) Ltd.

TOWERFIELD ROAD, SHOEBURYNNESS, ESSEX

Also Norvall 'Blackwater' Double-ended Paddles.

OTTERSPOrts LIFEJACKET BRITISH CANOE UNION APPROVED

At last we can offer the Ottersports Canoeists' Lifejacket: A Lifejacket in the fullest sense of the term, it has been evolved after long and intensive experiment, and in addition to giving the best possible protection is comfortable to wear and does not impede any action required by the canoeist. Uninflated, it has a buoyancy of 22 lbs. and inflated 45 lbs. These figures are considerably greater than the 20 lbs. and 30 lbs. recommended by the British Standards Institute.

It turns the wearer into the correct survival position automatically, whether he is conscious or not. In less than five seconds and maintains him in that posture.

PRICE £3 18 4

New



OTTERSPOrts LIMITED

8-10, BROAD STREET, NORTHAMPTON

GMACH'S *Wessex Canoes*

IN BEAUTIFUL *tough* FIBREGLASS

HIGH CLASS CRAFT - IDEAL FOR
RACING - TOURING - POTTERING

CONSISTENT WINNERS AND RECORD
HOLDERS OF THE DEVIZES
WESTMINSTER RACE

Also supplied to H.M. Forces

Illustrated:- The dry-land portability
of the WESSEX SEA RAPIER
FREE LITERATURE ONLY FROM:-

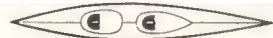


MODELS FROM

£33/15/-



21 1/2" GF ACCORD £55-10-0



16 1/2" WESSEX Mk III £44-17-0
WESSEX Mk II £39-17-6



16 1/4" SEA RAPIER £34-15-0



15 9" SPORTS RAPIER £33-15-0

J. L. GMACH
& Co. Ltd
Fordingbridge Hants · TEL 2422

TYNE CANOES

offer you
THE LARGEST SELECTION
THE BEST OF DESIGN



- RIGID
- FOLDING
- FIBREGLASS
- CANADIAN

CANOES

WINTER CLEARANCE SALE

Write for list



TYNE FOLDING BOATS LTD.,
(Dept C) 206 Amyand Park
Rd., St. Margaret's, Twicken-
ham, Middlesex.
Tel.: POsgrave 4033

PIONEERS FOR 30 YEARS

BETTER ONE THAT WOULD AND CAN'T -
THAN ONE WHO CAN AND WON'T.

We would build a first class canoe at a low price, but we can't.

We could build a low class canoe at an even lower price - but we won't.

Our canoes are as good as any and better than most. Our prices are as low as good quality allows. We do Folding canoes, Non Folding and also build yourself kits and plans.

What we really mean is that prices of Granta canoes are the lowest in the world, quality for quality.

WHY? Well we are sentimental old fuddy duddies who have been in this business for 34 years.

Also - we have modern and up-to-date equipment and a team of British craftsmen who do an honest days work. We don't import, we produce British made goods, everything is British.

So remember that he who hesitates is lost but you must look before you leap, in fact, do inspect them at all good sports shops or come and look at them here in Cottenham. A car will meet you at Cambridge Station if you ask.

Whisper - we are open all day Saturday and Sunday, and illustrated catalogues are free

Illustrated catalogues are free.

GRANTA CANOES. COTTENHAM. CAMBRIDGE.

We specialise in . . .

PBK RIGID CANOES AND KAYEL KAYAKS KITS AND FINISHED CRAFT

PLANS, ALL MATERIALS & ACCESSORIES,
CANVAS & PVC COVERING MATERIALS

THE "TARKA" CANOE

finest value in Two-Seater canoes £26.6.0

SAVE MONEY PADDLE KITS

Make your paddles from our kits
S.A.E for details and samples

H. W. PALSER

BOAT BUILDERS

LONDON LANE · UPTON-ON-SEVERN
WORCS.

Telephone: UPTON 324

SUPPLIERS TO:

H.M. FORCES, EDUCATIONAL AUTHORITIES, Etc.

SPORT-KITS-SPORT-KITS SLALOM! RACING! TOURING!



SPORT-DIPPER



SPORT-GANNET



SPORT-MALLARD

A UNIQUE RANGE OF KITS FOR THE HOME CONSTRUCTOR

14 Sport-kit models are available, each one specially designed to provide the complete beginner as well as the experienced canoeist with a highly efficient craft which is at the same time really simple to build, economical and yet absolutely complete.

The complete Canoe Centre range for 1965 includes a further 24 ready-made canoes bringing the total choice available to no less than 38 different models to suit every pocket and taste - prices range from £15 to £200. Full range of materials and accessories

COMPLETE SPORT-KITS RANGE

**DIPPER
KESTREL
MERMAID
CURLEW
GANNET I
GANNET II
WREN
SWIFT
MALLARD**



THE CANOE CENTRE

PORTABLE BOATS LTD

Tel POPesgrove 8979

18, BEAUCHAMP RD., TWICKENHAM, MIDDX.