

Canoeing

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SPECIAL FEATURES

THE CANOE-CAMPING CLUB

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REGIONAL SPORTS COUNCILS

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Improper Canoeing

In this issue we publish an article by John Saunders on the Regional Sports Councils which exemplifies the way in which the canoeists in the North Midlands Region were able to make their voices heard. We find, however, two disturbing features in this article and the attached report: first, only eight out of thirteen clubs bothered to reply, and, second, the statement "there is no 'canoeing' proper outside the clubs".

The first point is a shocking reflection on the complacency of the clubs in this area. It seems incredible that these people do not realise that at the present time we are being presented with an opportunity which may never occur again. If we are to be successful, it is vital that we speak with a united and enthusiastic voice. We hope, therefore, that this is an isolated example in what should be a nation-wide campaign.

The second involves what is another of our 'hobby horses' - the unaffiliated canoeist. The competitor and the enthusiast may look down with scorn on these lesser mortals, but it should not be forgotten that probably 90% of the canoes afloat in this country are owned by unaffiliated canoeists. Failure to acknowledge that these people use the water and must be legislated for just as much as the affiliated canoeist could do irreparable harm to the sport and, not least, make canoe manufacturing a scarcely profitable business.

The Canoe-Camping Club

BY J. H. LEECH (HON. EDITOR, THE CANOE-CAMPER)

The Canoe-Camping Club in 1965 reached its highest ever membership with over 700 members, which makes it the largest canoe club in the U.K.

It is a club within a club, being a canoe club for members of the Camping Club of Gt. Britain and Ireland.

Back in 1933 when the folding canoe was gaining popularity for tourists, a band of enthusiasts in the Camping Club met to form a canoe section. This they did and the canoe section now known as the Canoe-Camping Club has steadily grown during the past 33 years.

It has a constitution similar to that of most sports clubs. Its National Committee is composed of a President and Members who hold office in the club, are representatives of the groups or sections in the club and those who represent the club on other outdoor bodies.

About the group. These have titles approximating to the river basins in which they are situated e.g. Thames group, or as counties e.g. Cheshire or East Yorks. The groups are formed to link large pockets of members in the U.K. and also to embrace the lone paddler who lives in a remote area. London is covered by 4 such groups.

The object of creating groups is to get paddlers together socially and on the water for local day runs and weekend trips throughout the year.

The C.C.C. also has National meets such as the large Easter Cruise on a major river, a Whitsun cruise and usually one or two summer holiday base camps.

At the Camping Club site on the R. Thames at Chertsey, the C.C.C. has two large canoe sheds for the use of members.

A club library with various canoeing books is available for borrowing, and of course being part of the Camping Club, its very large collection of books on camping and touring can be drawn upon as well.

The services of a technical officer are available, who will answer queries on design, stressing, adhesives and materials etc.

A travel secretary's services are available to provide information about waters at home or abroad when planning cruises. Licences for paddling on the Norfolk Broads are available at very reduced rates as a special concession to the C.C.C.

The club has a quarterly magazine the "Canoe-Camper", to which members are invited to contribute articles on their travels and experiences or write letters to air their thoughts. Information on the river access campaign is given.

A fixture list of all the club's runs is in each issue; this magazine is of course free to members.

Being part of the Camping Club brings other free services, the magazine "Camping and Outdoor Life" is published monthly; a comprehensive handbook on camping and an annual sites list giving thousands of camp sites in the U.K.

The Camping Club protects its members rights as campers, provides club sites in many parts of the country, insures camping kit free during the summer and gives free third party insurance including fire damage for the U.K. and most of Europe.

As a canoe-camper members get all this for just 37/6 a year, this includes the C.C. subscription of 7/6 a year. Members' families can also join for 7/6 each including the C.C.C. family subscription of 2/6 per year.

For membership forms and any information write to The Camping Club of Great Britain and Ireland, 11 Lower Grosvenor Place, London, S.W.1. (Phone TATE Gallery 9232).

Dick Barrett



On Saturday, February 26th, Dick Barrett was drowned in a canoeing accident on the Ribble at Settle, Yorkshire. He was leading a party from the Leeds Canoe Club down from Horton-in-Ribblesdale, when his canoe jammed at the bottom of the fish pass at Giggleswick Weir. One of his feet jammed inside the canoe, and all efforts to free him or the canoe were unsuccessful. The coroner's verdict was one of Misadventure.

Dick was a B.C.U. Coach, a First Division Slalomist, and was successful also in Wild Water Racing. His home town was Oxford, where he had been a member of the Riverside Club. When he finished his training at Loughborough he took a teaching post last September at Featherstone, Yorkshire, and threw in his lot with the Leeds Canoe Club who found plenty of scope for this enthusiasm for wild water paddling and for his skill as a Coach. He was particularly successful at teaching rolling, and helped many novices to master their first frantic Pawlata.

He will be remembered by many people for a long time to come as a young man whom everybody liked. Some will remember him for his courage, and those who tried in vain to rescue him will not easily forget the courage with which he died, trapped in the stopper below the fish pass at Settle.

Flat Water Slaloms

BY PETER ROGERS

I ought to make an apology when writing this article, since the idea of a Flat Water Slalom came to us as a means of drawing spectators to the International Sports Festival at Crystal Palace in August. To the true Competitive Slalomist, we had bastardized this form of slalom from the start. Nevertheless conceived in sin, the child seems to be waxing strong apart from initial weening problems.

Apart from the spectator appeal - ever seen 3 canoeists trying to do a team gate in 15 seconds without hitting the end of the bath only 20 feet away? - the idea of a flat water slalom in the winter when the water is sufficiently cold even to make the wet-suit Canoeist think twice, is attractive. Three basic concomitants can be inbuilt into a flat water slalom; - rolling, wiggle and wriggle tests, and gate training. The last two training methods are of tremendous importance in the highly competitive slalom world of today in all Divisions, for they aid the skills of precise timing, extreme manoeuvrability and controlled speed.

Course construction and erection clearly depend on whether the flat-water slalom is for competitive purposes only, or whether it is to be put on as part of an exhibition or fete. Other important factors to be borne in mind include the standard of competitors (leave plenty of room between gates and between the sides of the bath for Novices), the availability of fastening points round the bath, and rules and regulations specifically for the event. It is obvious that a good deal can be built in to a flat water slalom, which would definitely not conform to the Spuhlerized or any other -ized Rules of the I.C.F. Slalom Rules.

Without wishing to appear banal to the Slalom Organiser - which I cannot claim to be - we found that sometimes one judge could judge a competitor right round the course. Furthermore, unless there is plenty of room to space in the Baths, only 2 or at the most 3 competitors should be in the baths at once. A steward ensuring rigid order of competing along the side of the bath eliminates any potentially dangerous situations such as bashing into a stationary canoe when finishing or cracking tiles on the sides. With the system we operated, it was possible for the announcer to give competitors times and penalties whilst the following competitor was still on the course. This made things far more enthralling to the Spectator.

Clearly, only in a near Olympic sized pool such as Crystal Palace can you get 15/17 unduplicated gates, but even in a small pool, the course can be exacting to the more experienced Slalomist.

We look forward to the day when flat-water slaloms are regular fixtures for Winter Training throughout the country. Who's next on the list of Clubs?

Regional Sports Councils

BY JOHN SAUNDERS

I think many canoeists will have heard of the setting up of Regional Sports Councils but they may feel that the plan is just another example of remote officialdom, to the chap with his own canoe.

I write to suggest that this will be so if that is what the canoeist believes. On the other hand, the canoeist should appreciate that the scheme can directly benefit those who take part in sport, if he and his club personally contribute to future plans.

In each region, the B.C.U. has nominated its representative to the standing conference of sports organisations. This standing conference will have elected eleven individuals to be members of the Sports Council itself; of these, three will represent out-door activities; therefore it is quite conceivable that a canoeist will get on the Sports Council, although if he does, he represents a group of out-door activities and not just canoeing. In any case, canoeing will have its representative on the 'lower house' if you like, the standing conference of sports organisations in that region. Therefore it is up to canoeists to know this representative and feed him with information and ideas.

To show the sort of situation which can arise I quote an actual example. I am the B.C.U. representative to the standing conference of sports organisations in the North Midlands Region; I have also as it happens, been elected as one of the three people representing out-door activities on East N.M. Sports Council. I had hardly been put into this position before I had a job to do.

The Nottinghamshire County Council is making long term development plans for water sports in the Trent Valley. Through the prompt action of the C.C.P.R. in this region, the County Council accepted the suggestion that water sports users should be consulted at an early stage. This resulted in representatives of the water sports meeting the C.C.P.R. to decide what information was required and then going home to compile a report, setting out the requirements of each sport. In my case, I set out the six headings under which we had agreed to make our reports and sent these to 13 clubs using waters in the Trent Valley area, Ought I to say that only 8 replied.

I then put together all the ideas and sent it to be combined with the reports from my colleagues from the other sports.

The report must have shortcomings, as there was not much time for the water sports representatives to work. But the point is that here was an exercise in co-operation to plan for the future actually taking place. And not only was it co-operation between canoeists - I was in the same room as a fisherman representative at the first meeting and sat next to him at the second!

Information on Canoeing for Nottinghamshire County Council
Trent Valley Development Scheme

1. General Observations with Regard to the Provision of
Water Recreation Sites

(a) Canoeists are very concerned about being denied access to certain rivers and wish to seek all the help possible in establishing that all rivers are rights of way.

In some cases it might be necessary for launching and disembarking sites to be agreed on and recognised, officially, if need be.

N.B. No difficulty is experienced in this respect on the Trent itself, but is on the Derbyshire tributaries and these are of particular interest to canoeists.

(b) Pollution, especially of the Trent and Soar, is a serious hazard to health as canoeists are bound to fall in the water.

(c) Canoe clubs without their own premises would be glad to use canoe storage facilities, changing rooms, showers and club house, which might be provided at water sports centres.

(d) At main access points to the water, suitable space for cars, trailers and unloading canoes would be helpful, as well as washing and toilet facilities.

These provisions would also be welcome at certain parts of the river (for example Swarkestone) which are particularly interesting to canoeists.

(e) Swimming baths, especially indoor ones for winter use, are facilities much sought after by canoeists.

The present lack of baths means that valuable water safety training work, applicable by the way not just to canoeists, but to all water sports enthusiasts, can hardly be catered for at all.

(f) Canoeists would use areas of 'white' water (that is water moving fast and with various formations of breaking waves) if they existed. It is felt that such sites could be created at weirs if the authorities were willing. With access and parking, changing, toilet and spectator facilities a Midland Slalom Site could be created and would ever serve a national need.

Smaller, local 'practice' sites, would also be well used if it were possible to make them.

2. Optimum Areas bearing in Mind the Need for
Competition at Various Levels

(a) Slalom competition courses are one requirement (mentioned in 1f).

(b) Regatta facilities in general are required with:-

(i) Good embarking space for the efficient organisation of a large number of competitors getting on and off the water.

(ii) Facilities for regatta officials, race timing, changing rooms, showers, canteen, parking and unloading areas and spectator access to the course.

(iii) A regatta course with a 1,000 metre straight.

(iv) An area large enough for a 10,000 metre course (which can involve a 180 degree turn of a specified radius). This would have international value.

- (v) Long distance racing, an important branch of canoe competition, would make use of the facilities provided at better access points, regatta sites, etc., mentioned above.

3. Access and Servicing Facilities

- (a) Access is vital to canoeists and is covered in 1a.
(b) Canoeists enjoy the freedom of their sport and therefore would prefer, apart from the points made above, not to us 'laid-on' services; indeed they hope that the planning authorities will preserve large natural tracts of waterway and even take steps to reinstate areas that have been spoilt.
(c) The cost of British Waterways licences for canoes is considered unfair - compare a bicycle with a motorcar, canoe with a motor boat.

4. Organisation of Water Sports Centres Providing Multi-Purpose Use

Multi purpose centres are not likely to be much used by canoeists if the facilities indicated above are not available.

However, views have been expressed

- (i) That such centres should have permanent organising staff
(ii) Clubs without their own premises (see 1c above) would fit in well.

5. Trends of Development, With Regard to Numbers of Individuals in Clubs and Reference to Distances Travelled

- (a) Five years ago there were only two canoe clubs in the four counties of Derby, Leicester, Lincoln, Nottingham. Now there are 18.
(b) Club membership. The average number of members per club from replies received is 26 active members. All clubs report that membership is rising.

The British Canoe Union, the parent body of canoeing, reports an increase in the number of affiliated clubs and what is also more significant, a 25% increase per year in:-

- (i) Individual membership to the Union.
(ii) Canoeists holding qualifications within the B.C.U. Coaching Scheme.
(iii) Entry for competitions.

Such increases are borne out in this locality.

- (c) Distance travelled. Canoeists appear in the main, not to have to travel more than 10 or 15 miles to their local waters. However, it is one of the habits of canoeists to get around to other water and all the clubs organise outings, events, holidays, etc., in all parts of the British Isles.

6. The Need for Public Facilities for those People who Participate Outside the Jurisdiction of Clubs

About half the clubs replied with no comment, but it is safe to assume that they did so because to them there is no 'canoeing' proper, outside clubs. The other half went as far as to point out that almost all canoeing fatalities occur with persons not members of recognised and established clubs, and that all persons who want to canoe should be encouraged to join a club.

Developing L.D. Racing Canoes

BY JOHN JENKINS (OF JENKINS AND LANCEFIELD)

Discussions are now taking place regarding proposed changes in the Long Distance Racing Rules. Any change in 'class' dimensions is bound to seriously effect all those active or potentially competitive canoeists who already possess L.D. Racing kayaks, and in our opinion no change should be contemplated unless there are VERY GOOD REASONS for so doing. In order to guard against unfair advantage being taken by a few competitors who could afford to buy expensive 'specials' each season, and also to maintain the aims of the L.D.R. Committee (Particularly aim (e) in the Rules), it appears to be vitally necessary to retain some restriction on length and beam dimensions. Although this does not necessarily apply to the K1. and K2. which would perhaps benefit by relaxing restrictive measurements.

However, it is quite obvious that very much better 'singles' and 'doubles' could be designed for Long Distance Racing. Eventually, some changes in 'class' dimensions is bound to be necessary, but at the moment it is clear that nobody, not even the professional designers and manufacturers, knows exactly what the ideal dimensions for an L.D.R. 'single' or 'double' should be. To try and draw up new rules for length and beam, or even length only, by discussion at a committee meeting is no more than a 'shot in the dark'. To suggest that the problem would be solved by adding six inches here or taking off three inches there is ludicrous.

What is this problem? The answer can only be found if we first know the aims and ideals of the L.D.R. Committee. Surely a very important one is to help make Long Distance Racing into a truly International Sport. We must therefore try and find the ideal Long Distance 'Single' and 'Double' canoes for future International Competitions. This is not a thing that can be done overnight, and requires much trial and experiment. In view of this we would like to make the following suggestions

- (a) That no change is made in the class dimensions of Long Distance Racing Canoes at this stage, or for a period of at least two years. (However, changes in the grouping of classes for racing may be advantageous).
- (b) During this respite period the Long Distance Committee should do everything possible to encourage amateur and professional designers to produce the ideal 'single' and 'double' Long Distance Racing canoes of unrestricted length and beam.
- (c) These experimental 'specials' could be extensively tested by being raced in the K1 and K2 classes, and could compete for points or trophies assuming they fall within the restrictions of these two 'classes'. Alternatively they could be raced along with Class 3 or Class 7 for comparative speed and efficiency testing. Naturally, if they were outside these 'class' dimensions they could not compete for points or trophies, but the co-operation of the race organisers in timing etc. would be invaluable. Obviously there would be

- very few of these 'specials' at any race, and we feel the organisers would be only too pleased to co-operate.
- (d) When the ideal 'singles' and 'doubles' are eventually found, then would be the time for the L.D.R. Committee to make changes in Class Rules relating to dimensions.

We feel that this would be a much more sensible and scientific way of tackling the problem. Such encouragement from the L.D.R. Committee would give a great incentive to improving the designing of L.D. Racing canoes, and added interest to the enthusiastic amateur designers and paddlers who can contribute in a most valuable way. Perhaps, in this way, Great Britain could originate accepted class specifications for future International Long Distance Racing kayaks.

If it is the aim of the L.D.R. Committee to try and maintain 'sensible' designs for Long Distance Racing canoes, we are strongly of the opinion that this could best be achieved, by the Committee approving only those races which are run over true L.D. Courses. By this, we mean, courses which would be extremely difficult to tackle in unstable and unseaworthy craft designed primarily for flat racing.

BOOK REVIEW

KNOW HOW IN THE SURF
(Prentice Hall International, 28s.)

by John Bloomfield

Canoe surfing is an aspect of our sport which is becoming increasingly popular in this country, but so far it has not developed enough to have its own literature and so the budding surf paddler must look outside canoeing literature for his basic information. 'Know how in the surf' is an American book recently published in this country and is well worth the canoeist's study.

This is a well bound and attractively covered book which looks well and is pleasing to handle. The print is clear and easy to read; there are thirty-six black-and-white photographs - all of them interesting. The author is an Australian sports master and a teaching fellow of physical education at the University of Oregon. He has an impressive record of achievement in surfing activities at International level in the early nineteen-fifties.

The introductory chapter is a short history of surfing, and the next on beaches and surf is very useful, having a general application to any beach; the novice can use this book to help him to read a beach and the associated water flows and wave formations. 'Surf knowledge and how to use it' is also most informative, and one might start by body surfing with the guidance given, working up to riding the 'howlers' on a surf ski. It is very noticeable that the single surf ski is very much like the eskimo kayak but with rather barge shaped plan form, and heavy rocker, called 'spring' in this book. Quote. 'The most suitable ski is from 15 to 16½ ft. long, approximately 24 inches wide, and weighs between 50 and 60 lbs. It is constructed of 3/16 in. marine ply'. Advice on two methods of paddling style are given, but I fear have nothing to inform the canoeist who may buy this book. The later chapters deal at first with surf carnivals in considerable and interesting detail, although some of it is repetitive. On the rescue and resuscitation event, the writer mentions his doubt about judging methods which, to quote from the book, allow a judge to 'dock a team a full deduction if he considers that at least two men are standing at ease with their feet say two inches farther apart than the regulation width'. Pender that one, lifeguard teams! The last section is detailed and concerns training methods to be advocated for the devoted surfing competitor. If you want detailed advice on what kinds of food to eat, and a monthly schedule worked out by weeks, allowing for the fact that their December is rather hotter than June over here, then this book will provide it.

For exciting pictures of surfing, 'This Surfing Life' by Midget Farrelly is better. For greater detail of surf and beaches and how to build Malibou boards, 'Surf and Sea' by John M. Kelly is good. I liked the first part of this book, but the latter part seemed not to be what I am looking for, but until we have a book exclusively on 'Canoe surfing', the canoeist should study any book on surfing he may come across.

Alan Hyde

Of Winter Training

Winter is almost over and already the first signs that spring is not far away are to be seen in every hedge-row and garden. The off-season of canoeing seems to have past very quickly - maybe because that during the winter there has been so much to do with many training weekends and other activities for canoeists. Members of the Royal Canoe Club - who celebrate the clubs centenary this year - have been very busy in the last few months rebuilding and decorating the interior of their clubhouse, as well as contending with heavy flooding just before Christmas. Combined with paddlers from Richmond C.C. there have been tug-of-war and ball games on many weekends to add interest to serious winter training, while Chalfont Park C.C. have been holding regular weekend meets at Hambleden for slalom canoeists and heavy water on the Thames has provided some splendid sport. In the North there also seems to have been plenty of activity with winter cruises and wild water trips. Rolling classes have been a predominate pass-time, with clubs throughout the country holding them at local baths - so the overall picture looks very healthy for competitive canoeing in the coming season.

Along the Kennet and Avon Canal or on the Thames, D-W paddlers have been out in ever increasing numbers, some well before Christmas - which incidentally is far too early to start water training for this race. In the last months the D-W Committee has been making new rules regarding portaging and drinking water, so competitors are well advised to obtain a copy of the new rule book. Since the close of last season many of our top sprint paddlers have been meeting once a month at Llanberis for training under the guidance of Ron Emes. These 20 - 30 paddlers form the Olympic Training Squad, the basis of a National Sprint Team who hope to gain medals at Internationals and their objective - Mexico 1968. The Slalom Committee has also started a similar squad of canoeists to train for the World Slalom Championships next year, and they held their first weekend of training at Llangolen in January.

At the British Canoe Union A.G.M. in January, most of the seasons regatta dates were made known. This year there must be a record number of events, with well over 70 competitive meets crammed into eight months. I don't think any side of the sport can complain of a short season this year!

In February I was invited by Gallaher Ltd. to a showing of their film "water safety". This film deals with safety on or in the water, and considers a number of sports including canoeing, sailing, rowing, sub-aqua, skiing and power boating. Technical adviser for the film was Mr. Owen Pursey, warden of the Thames Young Mariners Base at Ham, where much of the film was shot. The film is not packed with "do's" and "don'ts", but sets out, by illustrating a number of situations where people are in difficulties, to make aware the dangers that await the young, inexperienced or foolish even on the most placid of water. The film is ideal for youth clubs or schools where more than one water sport is taught. The 16 mm film is presented in colour with a sound commentary and runs for 28 minutes, details of hire can be obtained from Town & Country Productions Ltd., 21, Cheyne Row, Chelsea, London, S.W.3.



top:- Two D-W crews from Royal C.C. out training on the Thames.

Centre:- Slalom training at Hambleden Weir.

Bottom:- Olympic Training Squad paddlers prepare for some canoeing on Llyn Padarn.

A.B. Sees a Technical Column

BY ALAN BYDE
HON. B.C.U. SENIOR COACH

Canoe Building

What is a canoe? It is

A small boat.

Man carrying, carried by man.

And if the latter is true, then the following may all be regarded as canoes. The Indian birch bark canoe; The Eskimo skin kayak; Grass bundles for Africans to float on; Hollowed out logs, such as the Polynesians and Maoris use; A circular boat with a buffalo skin cover, like a coracle, the Indians of the Central Plains used them; Coracles, 2,000 years of use in Britain; The Irish curragh...did that become the coble? The Viking Long-Boat.

We have now, and since about 1860 had, The Rob Roy canoe, by McGregor, the Scotsman; a sectional cork canoe, weighing 30 lbs and unsinkable, (reported by McGregor in '1,000 Miles in a Rob Roy Canoe', 10s/6d., magazine 'Canoeing'); folding and rigid frame stringer and skin canoes; resin/glass laminated canoes; ply strakes stitched together like the Viking boats; cold moulded veneer hulls, hot moulded veneer hulls.

What Next?

What should it do, the hull? It keeps the paddler in and the water out. Thrust at the paddle blade is developed by causing an equal and opposite force in the hull. The body exerts its power by levering against the seat and hip grips and knee grips and footrests and back rests. These are fixed to the canoe. They in turn receive their resistance to thrusts applied by thrusting against the hull; the hull thrusts against the water. The weight is supported by the seat, and heels. These are supported by the hull; the hull is supported by the water. The hull derives its buoyancy from the fact that it interposes a separating shell between the water and the contents of the canoe. How that separating shell is maintained does not matter. The hovercraft uses a shell of high pressure air, but that's a bit messy. Consider the refrigerator. It arrives in a cocoon of polystyrene foam blocks, insulated from shocks and heat and cold, and probably buoyant. Why not mould a foam block around the nether portions of the canoeist, and mould that into a hull shape, and that is a suitably packed canoeist? All it is required to do is to take the reactions from his paddling efforts, and transmit them to the water efficiently. Of course, a hull in surfing may find itself under six feet of water. The average pressure from surface to the lowest part is about $1\frac{1}{2}$ lbs psi. That could be about half a ton collapsing pressure on the hull. Canvas hulls won't stand it. Some f/g wont either.

What Next?

Beach Rescue

WHY?

There are many good reasons why. Summarised, they may be

Safety
Sanity
Service
Sport

Safety, because one may reduce the chances of loss of life on or nearby beaches. Children are sent by their mums to play 'near the man in the canoe' People do congregate between the flags. The methods by which this may be achieved are

Intelligence or Observation
Flags
Patrol
Swimmers
Liaison.

which, re-arranged reads 'FLIPS'

Sanity. The pressures on places to play are increasing. Inland waters are less accessible to those who do not pay for them, and the reason why canoeists annoy fishermen is not because they disturb fish, but because they disturb the reasons for a fisherman's willingness to pay cash for his sport. Knowledge reduces fear and superstition. We may teach people how to be unafraid of being afraid.

Service. Service of youth is worthwhile. Such a service may take its 'cadets' from secondary schools, and supply a continuing link after school. Preparation may begin early, providing numbers of fit youngsters ready for the big challenge.

Sport. It is, handled in the right spirit. Surf, fresh air, fun, a sense of belonging. The broad shoulders and fitness of the swimmer, the experience of roaring waters of the canoeist. By the time your boy has gained his RLSS Award of Merit, his RLSS or SLSA Lifeguard award, is an advanced sea canoeist by BCU test, and can handle a malibou board on surf...He is a man. He'll also have had an extraordinarily good time learning.

THE SHANNON BOOK, 1966
THE THAMES BOOK, 1966

THE BROADS BOOK, 1966
THE CANALS BOOK, 1966
THE FENS BOOK, 1966

(Geoffrey Dibb, 5s. each)

This series of annuals is now well-established as one of the best guides to the various waterways. New this year are the 'Shannon Book' and the 'Canals Book', and both, we are pleased to say, contain articles on canoeing.

Each book in the series is well illustrated with photographs and sketch maps, and there is a vast quantity of practical information on facilities available. Although intended mainly for the owners of larger craft, the canoeist will find much in these books of value, and provided you are not a white-water fanatic there are plenty of ideas for canoe tours. At five shillings each, it would be difficult to think of a better buy in the field which they cover.

Letters

Dear Sir,

Canoe Camping Club Membership

We are grateful to you for mentioning The Canoe-Camping Club and its 700 odd membership. May I however correct the impression that we might cash in on the B.C.U.'s unfortunate doubling of its membership fee? The two organisations are not rivals. The Canoe-Camping Club is affiliated to the B.C.U., but its members are, or must become, members of our parent body, The Camping Club of Great Britain and Ireland. Our interest is in good canoeing combined with good camping, and we are happy to be part of the 100,000 strong Camping Club which is doing so much to save and improve camping in this country and encourage it abroad. We ARE hoping soon to have 1,000 members - all those who love to travel and explore with canoe and tent.

Yours faithfully,
Kathleen Tootill,
Treasurer,
Canoe Camping Club.

(It was not our intention to suggest that the Canoe Camping Club would 'Cash in' on the doubling of the B.C.U.'s subscription. What we had in mind was that the individual canoeist, for whom B.C.U. membership was not compulsory, might well consider whether his 15s. could be better spent elsewhere and that some paddlers might well decide that C.C.C. membership was a better buy. In this issue readers will find an article on the C.C.C. which will make it clear that it is in no sense a rival to the B.C.U. Ed.)

Dear Sir,

Westminster

Some time ago I wrote to my M.P. and was subsequently invited to meet her, to ask if anything could be done to reduce the canoe licence charges of the British Waterways Board. I was inspired to do this after receiving a letter from the B.W.B. in which I was asked to 'appreciate that it costs just as much to issue a licence to a canoe as it does to a motor boat'!!!

Obviously something has now happened as I have just had a letter from the Board referring to my contacting my M.P.

If everyone who reads this letter were to contact an M.P., cheered on by the fact that mine has taken up the paddle what an impact we could make on two subjects that are red rags to us;

- (i) River access
- (ii) British Waterways Board charges.

Yours faithfully,
John Saunders,
Loughborough.

Dear Sir,

Emptying Canoes

I was most interested in Mr. Byde's article on emptying boats. A trap door such as he suggests was fitted on the Cam 3 and a spring loaded version is fitted on the K1 manufactured by Messrs. Jenkins and Lancefield. It proved very useful with the Cam 3 which is possibly the worlds least stable boat. We have not tried it in rescuing from a second canoe but, particularly with delicate boats, it is a great help when trying to get a water-logged boat onto the right side of the surface if one is standing either on the bottom or on the bank. The trap door cannot be fitted right at one end, particularly of racing boats, and some device must be employed to eliminate being left with about half a bucketful of water in the end. One such method is to use "polyurethane liquid foam" as buoyancy, filling the end completely with the foam. This requires some caution, the pressure generated in expansion succeeded in splitting the very narrow end of the Cam 3.

There is always some spray wetting the ends of any canoe and if one wants the inside of the boat to remain really dry as opposed to merely remaining afloat it is really necessary to tape round the edges of the trap door. If the end of the tape is turned over to make a tab there should be no problem in removing it with cold fingers. It will not re-stick until it has dried.

I have tried blowing air into an upturned kayak but noticed that it had depressingly little effect. As Mr. Byde suggests, a water logged canoe can contain about half a ton of water. This is of the order of a thousand pounds, equivalent to of the order of twenty cubic feet, which is of the order of a hundred and twenty gallons, which is of the order of an awful lot of puff. It has to be a very long swim or very warm water before it is worth it. I have not tried flinging upturned kayaks over my head but there is a very effective method of righting kayaks which is certainly worth doing if you have practised it before hand so that you can do it without waterlogging the boat and provided that you have capsized cleanly(!) so that there is little water inside anyway. Almost but not quite effective recovery strokes let an awful lot of water in, which is not to say that I am in favour of flinging myself into the water at the earliest opportunity. The procedure is to swim round to one end of the boat, suddenly hoist yourself up onto it, thus forcing the end under. The boat cocks up with the cockpit well clear of the water and the boat can be flipped over before you slide off.

All this is of course unnecessary if you have knee grips and can roll, which brings me to the subject of knee grips in K1s. Do not deride. If it were not for the very real restrictions they impose on power and style I would use them. It would be foolish to say that capsizes do not occur in races and one capsize can put one a long way behind.

Yours faithfully,
A. Stoneley,
Cambridge.

Dear Sir,

Decided unanimously

This club wishes to further subscribe to "Canoeing" for another year when our current subscription expires. The decision was unanimous which is not common in the club.

Enclosed is Commonwealth of Australia Money Order No. 000005. for eighteen shillings sterling to cover the subscription.

Yours faithfully,
P.A. Dear, Secretary,
YMCA Kayak Canoe Club,
Perth, Australia.

Dear Sir,

B.C.U. Membership

Regarding your report on the B.C.U. A.G.M. in the March edition of Canoeing, I think that President John Dudderidge's hopes of not losing the less dedicated members, due to the doubling of subscription rates, will not be substantiated.

I am a comparative newcomer to the sport, with no club membership. Being of middle-age, my activities are confined to pottering, mostly in the harbours and the Solent. So actually, the B.C.U. is really of very little use to me. I took out an 'impulse' membership last year, feeling that my 7s/6d. would be of some use in the fight to gain access to waterways. But to pay out 15s/0d. in order to help competition - never!

Yours faithfully,
Mr. A. Valentine
Gosport.

Dear Sir,

Authorship of B.C.U. Publications

Reference the March issue of "Canoeing", and your "hobby horse" about the lack of authorship in the B.C.U. pamphlets, it is very difficult to name the authors when the pamphlets are compiled by a committee. I quite agree that the date of publication should be printed, and I will suggest this when more come up for revision.

Yours faithfully,
Oliver Cock,
B.C.U. National Coach.

(Even where a publication is issued by a committee, the main bulk of the text is normally the work of one or two individuals and there seems no obvious reason why they should not be given credit with suitable reference to the committee. This procedure is fairly common in other bodies. Not all publications of the B.C.U., however, are the work of committees, e.g. 'Long Distance Racing' which while identifying the author by rank did not give his name. The 'B.C.U. Guide' is another instance where the compiler deserved mention, for this is a monumental work which must have occupied many hours of leisure time. Ed.)

News Flashes

B.C.U. HOLIDAYS, 1966

The B.C.U. are organising two Summer cruises this year, and these are as follows: The Best of Ireland from 30th July to 13th August, and the Ardache - Rhone - Mediterranean from the 20th August to 4th September. The cost of each trip will be approximately £22 per person, and further details may be obtained from J.R. Mayhead, 12 Holland Road, Ampthill, Bedford.

C.C.P.R. HOLIDAYS

We have had a steady stream of brochures on the various C.C.P.R. courses being organised for this summer. These holidays are always good value from both the recreational and instructional point of view. Further details may be obtained from your local area representative or from C.C.P.R. Headquarters, 23/26 Park Crescent, London, W.1.

WROCKWARDINE CANOEING ORGANISATION

A recent development in canoeing instruction outside the B.C.U. Coaching Scheme is the Wrockwardine Canoeing Organisation. This organisation provides instruction at novice, intermediate, and advanced level, and will provide canoes and transport if required. Courses can be tailored to meet the needs of individual groups (normally six to ten people) and may be for a single day or longer if required. Further details may be obtained from Paul Taylor, The Wrockwardine Canoeing Organisation, Quarry Lane, Kelsall, Chester.

SLALOM DIARY

The 1966 Slalom Diary is now available from Julian Shaw, B.C.U. Slalom Committee, 33 Towersey Drive, Thame, Oxon. This is a most useful diary listing, amongst other things, all the major events of the year. The price is 2s. 6d. post free. Julian Shaw also stocks copies of the Wiggle Test.

INFORMATION WANTED

Your Editor has been trying to locate copies of the following books: 'Cruise in a cockleshell', 'Cockleshell in Ireland', 'Jottings from Germany' all by A.H. Reed, 'A six weeks cruise in central Europe' by F.E. Prothero, and 'A cruise on Danish waters' by F. Good. If any reader possesses copies of these or has ever read them would you please drop the Editor a line.

IRISH CANOEING MAP

If you are canoeing in Ireland, with or without the B.C.U., you will need the 'Canoeist's map of Ireland', available price 3s.0d. (post free) from the Circulation Manager, Canoeing Publications, 6, The Mall, Brentford, Middlesex.

MANCHESTER CANOE CLUB
Dee Race IV - 13th February 1966

<u>Name</u>	<u>Club</u>	<u>Boat</u>	<u>Min.</u>	<u>Sec.</u>	<u>%</u>
1. Ken Langford	Manchester	Streamlyte KW 6	10	26 = 626	90.2
2. Chris Skellern	Worcester	Streamlyte KW 6	10	46 646	93.1
3. John MacLeod	Manchester	Streamlyte KW 6	10	48 648	93.4
4. Richard Barrett	Leeds	Streamlyte KW 6	10	56 656	94.5
5. Ian Harvey	Cambridge Univ.	Klepper Mick	11	03 663	95.5
6. Norman Jackson	Manchester	Streamlyte KW 3	11	05 665	95.8
7. Colin Gray	Leicester AoC	Dickswood Mk I	11	08 668	96.3
8. Robin Powell	Worcester	Mendesta 401	11	12 672	96.8
9. Robin Marsden	Lakeland	Streamlyte KW 6	11	14 674	97.1
10. Peter Reeve	Leamington & Camb.	Streamlyte KW 3	11	18 678	97.7
11. Jon Goodwin	Newcastle, Staffs.	Streamlyte KW 6	11	20 680	98.0
12. Stuart Hodgson	Colne	Dipper	11	27 687	99.0

Team Event

1. MANCHESTER	Langford, MacLeod, Marsden	12 02
2. CAMBRIDGE UNIV.	Harvey, Reeve, Couch	12 21
3. LEICESTER AoC	Gays, Gray, Palmer	cap.

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FOR SALE:

Complete set Bound Volumes of "Canoeing". Nos. 1, 2, 3, 4 & 5. As new condition, £4.10s.0d. Box No. 123, Canoeing, 1 North Lodge, Ealing Green.

WANTED:

K.W.3 or Mendesta 401, good condition - £20 approximately, urgent. J.J. Shuttlewaith, Royal Grammar School, Worcester. (Worcester Canoe Club).

WANTED:

Single collapsible in good condition. Peter Hirel, Killaloe, County Clare, Ireland.

CANOEING WATERS

PERCY W. BLANDFORD

This guide to "Canoeing Waters" is by an expert canoeist who has in the last thirty-five years explored the rivers, lakes, and canals of Britain. Mr. Blandford includes chapters on the Severn, Trent, Thames and Wye, North-West England, North-East England, waters in the South and West of England and in Scotland. His detailed descriptions and maps make this the best handbook for holiday makers in canoes. By the same author — *Canoes and Canoeing, Small Boats and Sailing, and Holidays Afloat*. Many drawings and photographs. *Ready March*. 18/6.

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PRICE : (including inflatable buoyancy, spray cover, etc.) £44 10s. 0d.
Length 13 ft. 2 ins. : Beam 24½ ins.
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PRICE : (including inflatable buoyancy, spray cover, etc.) £47 17s. 6d.
Length 14 ft. 2 ins. : Beam 26½ ins.
Weight from 36 lbs.

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