

Canoeing

Price 1s. 3d

VOL 6

NUMBER 6

MAY 1966



SPECIAL FEATURES

**S.H. SEES A TECHNICAL COLOR
- FIBREGLASS REPAIRS**

OBSESSION WHIZZ-BANG

W/R & PADDLE COMPETITION

**FRONTIER GEAR TO THE BASE
CAMP OF THE UNIVERSITY OF
W. ANDREW WEST GREENLAND
EXPLORATION 1965**

1st AT FIRST SLALOM



LUNE SLALOM RESULTS. MARCH 1966.

1st. Division.

1st. Ken Langford	K.W.7.
2nd. John MacLeod	K.W.7.
3rd. Dave Mitchell	K.W.7.

2nd. Division.

1st. Jeff Slater	K.W.7.
2nd. Peter Hazelton	K.W.3.
3rd. Fred Doodey	K.W.3.

Ladies.

1st. Heather Goodman	K.W.7.
2nd. Lesley Calverley	K.W.3.

SERIES OF 4 DEE RACES, WHITE WATER

Winter 1965/66 - Final Results

1st. Ken Langford	K.W.6.
2nd. Chris Skellern	K.W.6.
3rd. John MacLeod	K.W.6.

Subject to Official Confirmation

For further details write or telephone to:

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Money Better Spent

In the current issue of 'Canoeing in Britain', the official news bulletin of the British Canoe Union, it is suggested that the money (in the region of £50) spent on conducting a postal poll of members on basic issues could be better spent. This remark was made with reference to decision concerning increased membership fees carried at the B.C.U. A.G.M.

It is not our intention to discuss this decision further, but we are perturbed at the thinking behind the idea that £50 is too much to ascertain the true wishes of the 3,000 members who did not attend the A.G.M. and left matters to the 200 who did. It is reasonable to suppose that competitive canoeists by their very gregariousness, and by way of their specialist committees, have ample opportunity to make their wishes felt. But, the same cannot be said for the non-competitor, and the individual basis of membership of the B.C.U. means that there is a special problem here. Who can speak authoritatively for these paddlers? Who can say what they want from the Union? Who can say how far the Union is meeting their needs? With the exception of impressions gained by the General Secretary from correspondence and by the National Coach, from personal contacts, there is no-one.

We would suggest that there is no better way of spending £50 or even £250, than in finding out exactly what the members want, and indeed, it might be well worthwhile for the Union to spend some of its increased subscription revenue on conducting a detailed survey of members' needs.

Fibreglass Repairs

Kerrunch! Big Jim zoomed by with seraphic grin, or was it a fixed rictus of fear? My quite new slalom type canoe bored into the umpteenth stopper and swung upstream in the pool at the end of Abbey Bridge rapids. Big Jim is a young policeman, Black Belt Judo, about sixteen stones, and happy. He is not very good at steering canoes in grade three water.

Later at Bede College Durham, in the workshop there, the group canoeing at the Vaux School for Sport examined the damage. At the stern there was a longitudinal crack, each side, each about six inches long. The material had split right through, but this had not caused the canoe to sink. The edges of the split do not bag inwards as canvas would, the springiness of the fibreglass holding the edges in line with each other. Slow seepage follows.

Repair was not possible until the moisture trapped in the torn fibres at the edges of the split had been dried out. The slightest sign of damp makes a lasting resin repair impossible. The finely polished yellow gel coat had shattered, and flaked away from the quarter inch or so each side of the cracks. Moisture was trapped under this flaking material. Access to the inside of the hull was restricted by the inflated polythene "water" bag which my KW 4 sports. Behind where the bag had been I found sand drifts, from the sea, and the salty sand does not dry out as readily as does fresh water grit. The inside of the hull was mopped out with a rag stapled on to the end of a piece of a broken stringer. First water was used, to remove most of the grit and sand, and then another rag was used with acetone on it to rub the inside of the wound.

The outside was ripped free of flakes with my trusty rasp (Of ill repute) and generally the finely polished surface was rasped and roughened. Loose glass threads were rasped away. A wire brush is handy for cleaning the rasp after the teeth have been clogged with debris. I should add this was confined to the area about one and a half inches around the split. After this, it was left for a day thoroughly to dry.

Problem. If patches are applied to the outside, which involves no bother whatever, they would very soon be flaking off into the surrounding waters. Fibreglass flexes, and this causes separation at what may seem to be a good joint. If patches are to be applied internally, how in the heck could I get a long thin boy to wriggle up there? The fumes from the resin might asphyxiate him, and then where would I be?

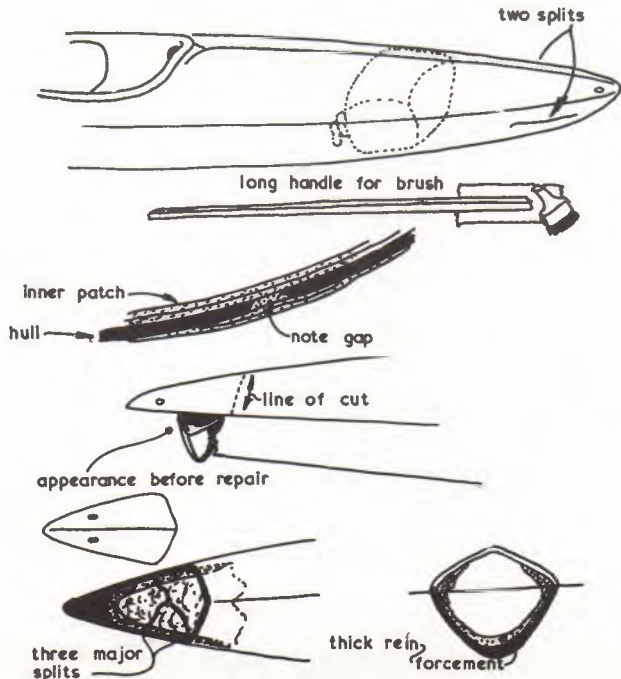
So I took the long piece of stringer, about 4-5 feet long, and with my stapling gun attached a rough piece of 1/2mm ply to it. That took less time to do than to write this. Then I placed an old brush, which I use for resin, on the ply and stapled it to the ply. The handle of the brush was broken long ago, and it is nearly all brush and ferrule. The centre line of the brush was at about

thirty degrees to the centre line of the stick, brush fibres forwards. It was a really rough lash up, but it held long enough for me to do the job.

I then cut rough patches from $1\frac{1}{2}$ oz glass mat, each about 4-6 inches square, or near enough. I used three patches for each split; there were two, matching each other each side. I rubbed out the inside of the hull again with acetone in order to obtain a final cleaning, and then mixed the resin. This was quite rough. I no longer measure for small quantities, finding that no matter how quick I make the mix, there is generally about ten minutes in which to apply it. Contaminated brushes and pots are deadly, sending a fresh mix off immediately. So use clean containers and brushes. Incidentally, quick mixes are obtained by

1. Having warm room.
2. Having dry air.
3. Increasing the accelerator.

When working by rule of thumb, never make big mixes; it could go wrong. Using a small container such as yoghurt comes in, about the size of a breakfast cup, half fill it, and stir in about a capful of the catalyst. That is about a large thimbleful. This is far more than the 1% mixture necessary, but it is certain to be effective. Put in no accelerator if the resin is already laced with accelerator; some is, some is not, there is no way of telling apart from the label. If the job is complicated, put none in. If the job is easy, and time is precious, put as much accelerator as catalyst in. You should still have ten minutes. If the job is



complicated and likely to be slow, make a slow mix, and put it out in the sun afterwards to be warmed and speeded up. (What a sense of humour the man has). For soaking mat glass, thin 'body' resin is better, as it wets out much more quickly than does thixotropic resin. Thixo will do, but is slow to work.

Now, back to the problem of internal repairs to the far end of a KW 4. The hull was placed right way up on a bench, and a piece of scrap 'Formica' was laid out ready, shiny side up. The brush on the stick was ready, and the pieces of mat were laid ready by the working surface. The inside of the hull around the damage was liberally daubed with resin, and this was thoroughly stippled on. A piece of mat was laid on the "Formica", and was wetted out. It was then draped over the end of the brush, and I found it convenient to hold the brush on its stick on the side. Incidentally, it had been tried for fit before. The sloppy piece of mat was manouevered into the far end of the hull, and worked about until it lay somewhere across the damage. Zeroing the mat was not possible, so approximation had to do. It proved possible to work bubbles out fairly easily, provided that the wetted mat had been properly balanced on the end of the brush, and that it had been neatly applied initially. Other layers were worked on, and about two or three fast but small mixes were used. Time about twenty minutes, after due preparation.

After the inside had hardened, at the very least two hours is required for a fast mix, the outside was given two neat patches of mat, one on top of the other, one for each split. This patch can be shaped later for looks. If you have coloured gel coat to match the hull use it at this stage. I left the rough patches on, but careful rasping can produce quite a good finish. After a further ten months of exposure including all the ice and snow we have had, and the hard use that my canoes receive from beginners, the outside patch is showing signs of lifting at the edges. There is no leakage whatever. The inside seems to be unaffected, but I cannot see it clearly. It is a good idea to widen the split about quarter of an inch, so that there can be direct contact between the 'green' or unhardened resin inside and that outside. This gives a strong flattened 'I' beam section. Leaving the crack edges touching may prevent the resin penetrating right through, creating an air gap and consequent weakness.

On another occasion I 'rescued' a KW 3 at Atlantic College, which had an undamaged deck, but a shortened nose to the hull. It had split at the 'seam', and had crumpled the hull on contact with the sand in a forward loop. This required radical surgery, so I cut off the overhanging portion of the deck, and found then that the hull could be pulled out into shape again. The inside was heavily built up with glass and resin in thick 'wedges', overlapping about two inches. The deck was then reattached by being laved with resin and lowered onto the hull, allowing for the width of the hacksaw cut. In place, it was held with sticky tape, and allowed to 'go off'. About two hours later, the deck was reinforced from inside much as before. This time I worked with my head up in the cockpit and the canoe upside down. The joint to be made must be kept so that resin will tend to drain down to it, not away from it. The raggy 'flash' was trimmed when hard.

Operation Whizz - Bang

BY G. H. BLACKFORD (HON. SENIOR COACH B.C.U.)

Calshot Spit, Tuesday, January 25th 1966

1100 - 1130 hours

Wind force 6, gusting 7

Visibility - 4 miles

Barometer - 28.8

Object of Exercise

To carry out trials of Pyrotechnics for Canoeists and Small Boat users

See Tables of Firings and Observations

Trials were carried out in accordance with attached schedules.

Conclusions:

1. A maroon is impractical for Canoeists but suitable for Small Boat users. Against it is:
 - a) Weight and bulk
 - b) Explosion not heard up wind
2. The best Distress Signal for the use of a Canoeist was the Hand-flare (Mars), for the following reasons:-
 - 1) Brightest
 - 2) Longest duration
 - 3) Practical size
3. Mini Flare Pack is also recommended, as an additional aid, for the Canoeist for the final stages of a search.
4. It is strongly recommended that the Hand Flare and Mini Flare be adopted for attachment to the Canoeist Lifejacket, which would be the normal stowage position.

Suggestions for conducting a similar trial are attached.

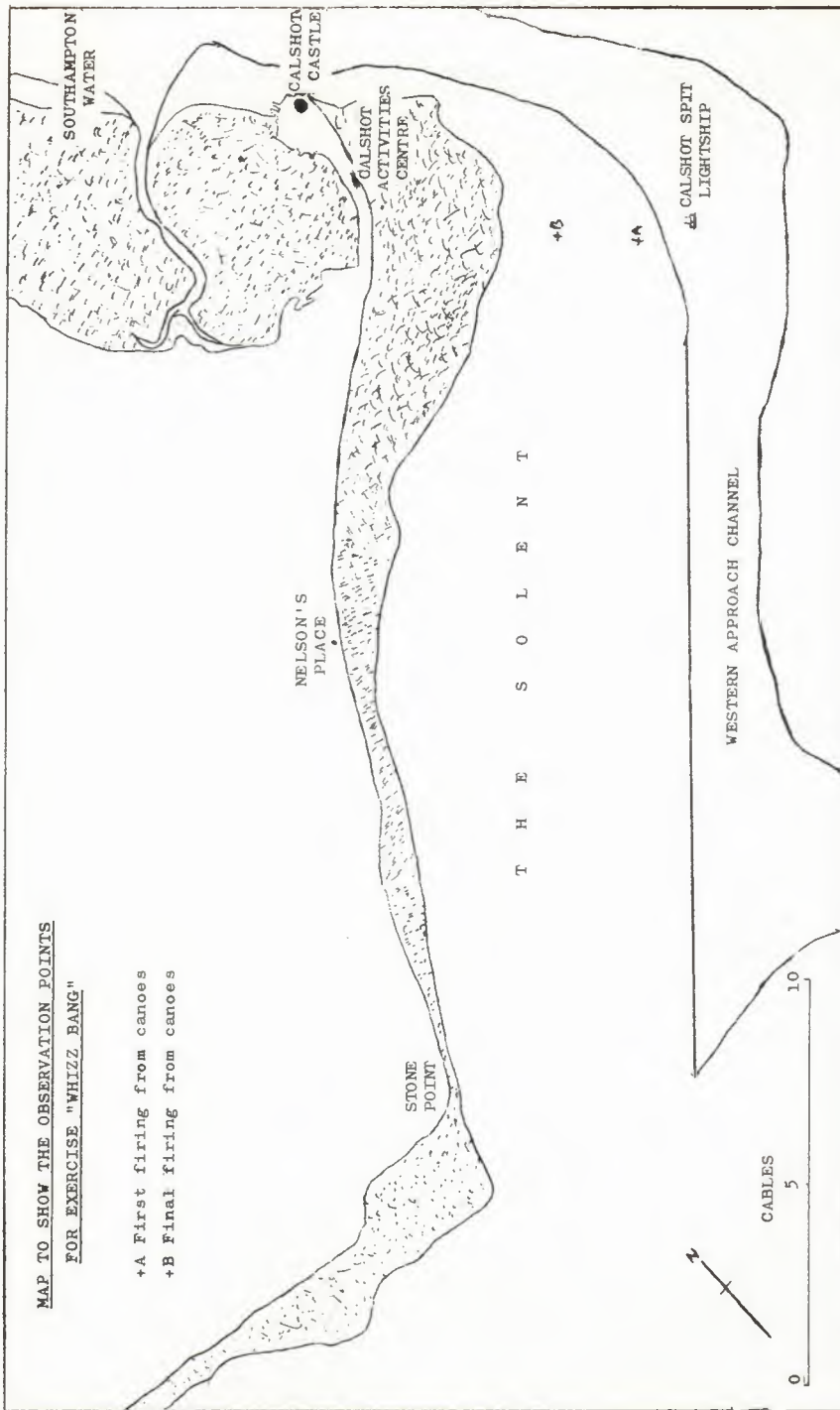
Finally, our thanks are due to the many individuals and authorities who co-operated so willingly in this exercise.

Suggestions for Conducting Pyrotechnic Trials

1. Contact, well in advance, all Authorities, Armed Services and Public Services, who might take action on such a report (on Operation Whizz-Bang we originally notified 18 authorities, but found that 999 calls went to the Hampshire County Police at Winchester, a distance of nearly 30 miles inland from the trials area. We still had time to give reasonable notice to the Hampshire County Police.
2. Arrangements should be made prior to the trial in case of cancellation.
3. Fix a date and time of both "Start" and "finish".
4. Have a Coding of Grading so that all "Observers" reports are relatively accurate. Colour slides might well be used as a standard from which to work.
5. Brief thoroughly all "Observers" as to what to expect remembering that if conditions are realistic the Canoeists may not work accurately to time.
6. Brief "Firers" on ignition methods and how to reach the flares (especially if in plastic bags)
7. A central First Aid Post should be set up.

MAP TO SHOW THE OBSERVATION POINTS
FOR EXERCISE "WHIZZ BANG"

- +A First firing from canoes
- +B Final firing from canoes



Calshot Activities Centre

REPORT ON OPERATION WHIZZ BANG

Tuesday, January 25th, 1956

Place	Coves	Stone Point	Nelson's Place 1 mile	Nelson's Place 1 mile	The Centre 45' a.s.l.	The Centre 3/4 mile	Calshot Castle	Calshot Castle 1 mile
Maroon (L)	a, v 10	v	a, v	X	A, v	A, v		A, v
Parachute Flare (L)	X	V	V	V	V.25	V		V
Hand Flare (L)	v	v	v	v	V.55	V		V.D.
Maroon (C)	X	a	a, v	X	A.V.	A.V.		A.V.
Parachute Flare (C)	X	V	V	V	V.30	V		V
Hand Flare (C)	v 15	V	V	V	V.60	V		V
Maroon (L)	a	v	X	X	a, v	A.V.		A.V.
2 star Icarus (L)	X	V	v	v.d	V	V.d		V.d.
2 star Mark IV	X	X	X	v.d	V	V.d		v
Mini Flares (C)	X	v	v	v	V	V		v
Hand Flare (C)	v.30 (with glasses)	V	V	obscured	V	V		V
Day & Night Flare + smoke (C)	X	v no smoke	V, flare v, smoke	v.d, flare no smoke	10 V, flare v, smoke	V, flare V, smoke d		V, flare no smoke
Smoke Signal (L)	X	X	X	v	v.4	X		X, reduced vis.
Maroon (L)	X	X	X	X	a, v	a		A.V.

Key:- X - not audible or visible
 A - good audibility
 V - clearly visible
 D - good duration
 a - short duration
 d - duration in seconds
 55 - duration in seconds
 (L) - fired from launch
 (C) - fired from cence

How Foolish Can You Get?

BY JOHN GRIFFIN

Perhaps fools and canoes go together, or perhaps one's earliest antics afloat are bound to be foolish, and a canoe is the likeliest starting point. Whatever the reason, most canoeists seem able to produce a batch of stories of near-fatal foolishness, though they may prefer others to be the subject of them.

Most of my stories are about Tom, one of an irresponsible crowd with whom I spent some of my student days, living on a houseboat on the River Itchen. Tom and trouble went hand-in-hand, and when there was a canoe paddle in Tom's other hand even the Skipper of the Queen Lizzie had better watch out. So often did I recover my canoe from some remote corner of the Docks after Tom had capsized or holed it, that in the end I issued him with a padlock and chain so that at least he could secure the canoe until I could get to it.

His most bizarre accident was a collision with a University racing eight. Tom, of course, capsized, and surfaced alongside the cox after 65 feet of eight had passed over him. "You should observe the Rules of the Road at Sea," cried the cox "Come forward, are you ready, row!", and disappeared at a steady 32 to the minute, leaving Tom, who had as usual forgotten to wear a lifejacket, and had now lost his glasses, to drown. Fortunately, a member of the local fishing fraternity, to whom Tom was a sort of mascot, was at hand to rescue him.

For foolishness of the cold-sweat variety, the prize must go to Colin, a lad of 15 who was introduced by a Probation Officer to the Sea Scout Group to which I am attached. Colin was supposed to be unruly, and a problem to his parents, but we only found him rather shy and reserved. However, it turned out that there was nothing we could teach him about handling a canoe, which came as rather a surprise, for at that time our canoes were virtually the only ones on the river.

Eventually, I was let into the secret when Colin took me ashore in a ramshackle boatyard, and showed me with great pride a battered and nondescript canoe which he owned. He had bought the canoe for a few shillings, but had told no-one of it, for his mother was something of a tartar, he said, and would never have allowed him to keep it. But she did not seem to mind what he did with his time as long as he kept out of her way, so under the guise of going "hiking", Colin had contrived to spend his week-ends afloat, entirely innocent of such matters as lifejacket or buoyancy.

As he ventured further afield, he had acquired half a paving-stone for an anchor, as well as an ex-army petrol stove, a saucepan that also did duty as a bailing-can, and the inevitable fishing-tackle. Colin had ranged from Hamble to Beaulieu, and had several times crossed to the Isle of Wight. He told me that on occasions when he had been unable to get ashore at low water, he had learned to cook and sleep in the canoe.

Our activities were a poor substitute for adventures of this calibre, and Colin did not stay with us long. Of course, I asked him whether he realised what a flap there would be if he went missing one week-end, but he replied that he didn't really think anyone would care very much, and possibly he was right.

Win a Paddle Competition



Last month your Editor visited Mr. Hirschfeld of Tyne Folding Boats, and found him looking very benign. "I have just dispatched a large number of my glass fibre canoes to Persia," he said. Being incurably curious, I asked "How many?"

At once, his face became inscrutable, and then after a moment's thought he replied "There were equal numbers of our 13'6" single and 16' double glass fibre canoes, and they were dispatched to the docks on two lorries each of which carried the same number of canoes. And to help you here is a picture of one of the lorries fully loaded".

In a flash, using his pocket abacus, your Editor had the answer - the wrong one incidentally, but perhaps our readers can do better.

Mr. Hirschfeld offers a prize of an Alumac paddle to the reader who correctly estimates the total number of canoes which were dispatched to Persia. Answers should be sent to The Editor, Canoeing, 1 North Lodge, Ealing Green, London W.5. and should be marked 'Competition' in the top left hand corner of the envelope. The closing date for the competition is the 2nd May, 1966, when the first correct solution opened will be declared the winner.

OPEN LD RACE ARMY CHAMPIONSHIPS 1966

This event will be open to all BCU members. Start and Finish at Child-Beale Trust, Pangbourne. Course: Upstream to Goring Lock, portage over weir and island to left of and below Lock. Downstream to Whitchurch Lock, portage through weir at right of lock. Downstream to turning point at Caversham bridge in Reading portaging at Mapledurham Lock through fields on South of River. Upstream to finish portaging through locks at Mapledurham and Whitchurch Locks.

The start will be on land and will involve approximately 100 yds of portage to water.

Senior course 20 miles: Junior 14 miles.

Start 1200 hrs Sunday 29th May.

As this course is difficult it is suggested that competitors should consider the advisability of using valuable racing craft in mint condition.

Camping site on trust riverside available.

Lifejackets will be carried by all competitors.

Entry fees 7/6 a head: entries to Capt. D. Braund, Army Apprentices School, Harrogate, Yorks., by 20th May.

D-W 66



DEVIZES TO WESTMINSTER CANOE RACE, 1966 PROVISIONAL PLACINGS

SENIOR EVENT:

- | | | | | |
|----|-----|------------------------------|------------------|----------------------|
| 1. | 195 | G.Howe & B.Strickland | R.M.C.C.Poolo | 21hrs.4mins |
| 2. | 163 | R.A.M.Seeger & J.R.Chairman, | R.M.A.Sandhurst | 22hrs.29mins.30secs. |
| 3. | 134 | J.D.Eustace & C.S.Campion, | Kennet Valley CC | 22hrs.49mins.15secs. |

JUNIOR EVENT:

- | | | | | | |
|----|----|------------------------|------------------|-----------|----------------------|
| 1. | 31 | V.Flook & D.Haskey, | Junior Leaders | R.E.Dover | 19hrs.18mins.32secs. |
| 2. | 38 | S.Sherman & C.Cook, | A.A.S. Harrogate | | 20hrs.15mins.29secs. |
| 3. | 36 | N.Water & G.Crossland, | A.A.S. Harrogate | | 20hrs.49mins.31secs. |



Cresta Guide to Painting and Varnishing

It's worth remembering these painting and varnishing tips. "Cresta" WBP bonded, woodworm proof plywoods are made from fine West African timbers bonded together with a powerful adhesive that resists weather and temperature changes almost indefinitely. But even such excellent plywoods as these need care when you paint or varnish them. That way you can be sure of always getting top decorative quality and 100% protection.

Just follow these few basic rules and you'll be proud of the results every time - they apply to "Cresta" M.R. bonded Blockboard too.

KEEP MOISTURE OUT

Moisture under paints and varnishes leads to blisters, peeling, staining and general unsightly failure of the protective layers. Be sure to paint or varnish boards when they are dry and when adjacent plaster and wet work have dried out. It isn't enough just to paint or varnish the exposed face of plywood which is to be used outdoors or in wet situations. There is a risk that water will get to untreated edges and surfaces, it may then be drawn up behind the paint film and lead to breakdown of the coatings. "Cresta" plywood comes from the factory with clean smooth surfaces but check that they are still free of dirt, grease and dust before starting to paint or varnish.

PAINTING. Good Priming is Essential

Paint research proves that priming is the most important part of the painting process. It forms the anchorage for the undercoats. A well-applied, good quality, lead based, hardwood primer is essential for good adhesion between paint and timber. Use a brush to ensure that it penetrates the grain. Primer has better holding power if two thin coats are used rather than one thick one which is more likely to form "bridges" over the cellular structure of the wood.

Don't forget the corners, edges, and back of the board.
A FILLER FOR A SMOOTH SURFACE

A wood filler is advisable if a really smooth surface is required. All nail and screw holes should be stopped to avoid moisture collecting in them, which may lead to moisture absorption by the wood, or stain from iron or ferrous fixings. (The use of corrosion resistant fixings will avoid metallic staining).

BENEFIT FROM THE PAINT MANUFACTURER'S EXPERIENCE

Follow the paint and varnish manufacturer's recommendations very closely - as any skimping on the number of recommended coats or method of application is unwise. Undercoats should only be applied on a clean, undamaged primer which has not set too hard.

Once again don't forget the edges and the back.

SEAL ALL SURFACES

Plywood to be used in wet or steamy conditions must be sealed on all edges and surfaces otherwise its appearance will suffer from staining, colour loss, and lack of adhesion of paint film. If the edge of the plywood is to be hidden in a frame, or butt against masonry, there is a particular danger of water percolating through and being absorbed by the dry plywood edges. Use weather resistant glues to seal joints in outdoor joinery constructions. Screw holes should be sealed too.

REPAINTING

Properly applied paint should last five or six years outdoors. When repainting wash down and clean the surface. Sand to give a key. Make sure the surface is dry before adding further undercoats and top coats. Avoid a build-up of thick paint which may flake later.

CLEAR FINISHES

Start with a thin first coat that will sink into the wood. For a really smooth surface use an oil or resin based filler. Choose a colour which matches the wood and use it sparingly to avoid obscuring the grain. To protect the handsome appearance of "Cresta" boards from colour loss and weathering outdoors finish off with at least three or four coats of first quality varnish. Unfortunately not even this will last forever and if your varnish surface is exposed to the weather it will need a refresher coat every twelve months or so to preserve its appearance, whether or not it appears to need it. Wash down, and use a light abrasive before adding further coats. It is far better to add an extra protective coat than to wait until deterioration has set in by which time the remedy is more difficult. Again do not forget to varnish or seal the edges and backs of the boards because no matter how many layers you put on the faces they can still be spoilt by moisture percolating from untreated surfaces.

Other sources of information on painting and varnishing:-
"Painting Woodwork", Building Research Station Digest No. 30 H.M.S.O.

"Maintaining Timber Exposed to the Weather". Timber Research and Development Association, Tylers Green, High Wycombe, Bucks.

Letters

Dear Sir,

Emptying Canoes

It was with interest and great amusement that I read the Technical Column of A.B. in the March "Canoeing" edition. The illustrated technique ("fact"), A.B. considers with justification to be impracticable in the case of a hull which is anything over the 'almost Empty' mark.

From our experiments at college in a swimming bath we found a simple but extremely effective method of emptying the dreaded upturned canoe. The technique is for the unfortunate member to plunge his forearm and opened palm from above the surface down and under the inverted cockpit opening. The result is something of a poor man's Ernie Evans. The effective surface area of the limb acts as an air pump, forcing in the air while the necessary amount of water is consequently dispelled with each stroke.

The canoe empties quite rapidly in fact, and the Byde variation on the "T" method or the Ernie Evans "up and over" style may then be applied. I must admit though, in deep water we

found the "over" easy enough - enough, that is, to flip the canoe over and partially refill it in the process! It is the up which is difficult. Try as we may, we were never able to develop sufficient upward thrust to lift the opening clear ready for the flip over (there was nothing wrong with our swimming powers). We were using a PBK. 59., and possibly the relatively flat deck areas created too much suction on the water surface at the critical time.

I hope that I have kicked the ball about sufficiently - no doubt there is a lot more room for those with imagination.

Yours faithfully,
Noel Loughlin

Dear Sir,

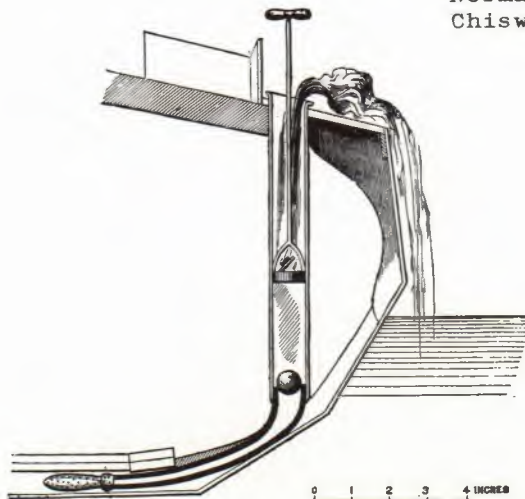
Emptying Canoes

As some of your readers will have gathered by this time, I am a canoeist with roots in a more leisured age and consequently I am filled with admiration at the gyrations of the aquatic youngsters of today. This being so I can scarcely presume to offer them advice on how to get out of difficulties in water that I would not dream of attempting. However, in following the various writings on 'emptying canoes', I wonder if the use of a pump is not worth more detailed examination. Perhaps, one of your technical readers could draw up a specification for such a pump and which the ingenious Mr. Byde could then construct.

It seems to me that if the pump had sufficient capacity then the problem of the waterlogged canoe would be considerably lessened.

As a curiosity, I enclose a sketch of a pump which Warrington Baden-Powell used on his canoe in the 1870's.

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



Dear Sir,

Our April Issue

May I offer you my sincere congratulations on the April issue of your magazine, and the wonderful amount of sense that you have collected in the articles in it.

Peter Rogers writes about Flat Water Slaloms, which have been looked down upon by some of the 'mighty' in the past. I have long been advocating these for beginners, and I do not think that one necessarily needs a swimming bath to run one. So long as there are the wherewithall to sling the gates up, any quiet piece of water will do. The increasingly enthusiastic reception of the "Wiggle-Wriggle" gate is one, clear indication of its value - and I have seen even experts suddenly disappear underwater whilst performing on such courses!

The article on the Regional Sports Councils, by John Saunders, is most important. His, sad report on the lack of support from the established canoe clubs unhappily does not apply to his region only. One club secretary asked me "why the devil should 'they' interfere with his club". Well, there is a jolly good reason why his club should interfere with 'them' - if we want to keep access open and to increase it.

And, again from John Saunders, the bit about writing to one's M.P. Here is clear evidence that it does produce results. Although the B.C.U. wants increased membership, to add weight to its voice, individual voices as well will add even more weight, and the powers that be will jolly well have to heed us.

Then John Jenkins talks about L.D. racing canoes, and his final paragraph emphasises that such canoes should be capable of running over "true L.D. Courses. By this we mean courses which would be extremely difficult to tackle in unstable and unseaworthy craft . . ." I have heard of some L.D. races being modified simply to satisfy such craft. The L.D. race is our 'cross-country' version of our sport, and this aspect should not be spoilt by pandering to those with unsuitable canoes. It will ruin the concept of the race, and might ultimately destroy it altogether.

Finally may I refer to the "90% of the canoes afloat..... owned by unaffiliated canoeists", which you mention in your editorial? These people should be looked upon, not with scorn but with some pity and not a little misgiving. The very final sentence in Mr. Saunders's article gives the reason for this: "Almost all canoeing fatalities occur with persons not members of recognised and established clubs". My own records, started in 1960, prove this to be only too true. The trouble is that, by all outward appearances, it is easy to put a canoe afloat, get in and push off. They are all too sadly unaware that it is easier to get in and push over.

Therefore there are two reasons why people who want to canoe should join a 'Recognised and established canoe club': (i) to add weight to our voice; (ii) to learn how to handle these delightful but tricky little boats.

Yours faithfully,
O.J. Cock,
National Coach,
B.C.U.

Book Review

CANOEING WATERS
Lutterworth Press, 18s.6d.)

by Percy Blandford

There is no doubt that the publication of this book will come as a shock to many members of the British Canoe Union, for it is in direct competition to the Union's 'Guide to the waterways of the British Isles'. Briefly, it is a series of itineraries to the canoeing waters of England, Scotland and Wales, and many B.C.U. Members will be prompted to ask "Why has it been published?" The simple answer, presumably, is that both the author and publisher think that it will sell in sufficient quantities to show a profit to them both.

As reviewers, it would be pleasant if we could give an outright recommendation to either the B.C.U. Guide or to 'Canoeing Waters', but this we cannot do. As might be expected, both books cover in detail the major and more popular of the canoeing waters, but on the smaller and lesser used ones the amount of detail varies in both books, and it is impossible to say that one book is more comprehensive than the other. For English waters they both score equal marks, for Scottish waters the B.C.U. Guide comes out well in the lead, but for Wales 'Canoeing Waters' would seem more comprehensive, whilst Irish waters are only to be found in the 'B.C.U. Guide'.

In the matter of price 'Canoeing Waters' at 18s.6d. is ahead of the 'B.C.U. Guide' at 25s. (21s. to members), but the choice here may be governed by whether or not you live in Scotland or Ireland when the balance would be obviously redressed.

As a piece of publishing, 'Canoeing Waters' is the more attractive in presentation and in the inclusion of maps and photographs. The former obviously very useful, although the practical value of the latter is rather doubtful. The smaller format of the 'B.C.U. Guide' makes it better suited for use when actually touring, but in our view both books would have been more durable had they made use of a plastic casing which would have been more resistant to the odd paddle splash or raindrop.

Well, there it is, as we said earlier we cannot recommend a 'best buy' (sorry, it should be 'better buoy') to our readers, we can only suggest that you compare them both and decide which is more likely to meet your own needs. Looking down from our ivory tower we can only, perhaps, feel a twinge of regret that the 3rd edition of the 'B.C.U. Guide' which is at present in preparation was not placed in the hand of Percy Blandford and thus we might have had one comprehensive book rather than two competitive ones. Nevertheless, tribute must be paid to Percy Blandford for once again documenting an aspect of our sport and for ensuring its publication in a form which will enable this information to reach the widest possible audience.

News Flashes

NATIONAL OPEN YOUTH CHAMPIONSHIPS

We have been asked by Jeff Law the National Organiser of these championships to remind readers of these events for the under 18's. Area Championships will be held from Mid May to Mid June, with the Finals being held at Bedford on the 17th July. As a point of interest the Bedford Town Council are presenting special silver medals to the winners. For further details, readers should contact their local C.C.P.R. Office or write direct to J. Law, 18 Kings Head Hill, London, E.4.

NEW WHITE WATER

We have just received the second issue of the new quarterly 'White Water' magazine. Although we get our copy free, we think it is well worth the annual subscription of 10s. which other people are charged. Some of the articles we should have been pleased to publish ourselves - can we say more. Subscriptions should be sent to Maurice Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10.

YOUNG CANOE CLUB INVESTS IN L.D. RACE

The Orwell C.C. are organising an L.D. race for the 17th July and are determined to have a trophy for all B.C.U. classes taking part. Already they have obtained the support of H.M.S. Ganges and are hoping to show the local public some top class canoeing.

WE HOPE IT'S NOT TRUE

We learn of a suggestion that the 1967 B.C.U. A.G.M. may form part of a weekend programme in the Manchester area and that this may take the place of the London Canoe Conference. We hope it's not true because the London Canoe Conference attracts a large number of visitors from schools and youth organisations who are simply prospecting the sport. Most of these are from the home counties and we simply cannot see them travelling North to prospect.

TIDE TABLES BY ROSPA

RoSPA has produced a series of local tide charts printed on display card measuring 15 x 10 ins and intended for wall display. At the present time five are available covering the following areas: Cornish and Devon coasts from Bideford to Salcombe, North Devon and Somerset from Bristol Avon to Ilfracombe, South Devon and Dorset from Start Point to Lulworth Cove, and Hampshire, Sussex and Kent from Portsmouth to Ramsgate. RoSPA is asking all coastal local authorities to purchase the charts in bulk for distribution, but in case of difficulty write direct to RoSPA. Terminal House, 52 Grosvenor Gardens, London S.W.1. The price is 2s.6d. each (post free).

DINCKLEY FERRY SLALOM

Change of date of the 4th Div. Novices and Ladies Slalom. Permission to hold this event on the date given in the year book has been refused, but it is hoped to arrange for it to be held on Sunday, 3rd July.

1966 OXFORD LD RACE, MARCH 6 1966

Class	1st Run	2nd Run	TOT'L	PER.	TOT'L	BEST
Class 1A	1. P. Gardener		250	30	260	227
	2. J. Roberts		240	20	260	237
Class 2A	1. B. Strickland		241	241	234	241
	2. D. Hughes		248	40	288	243
Class 3	1. M. Cough		271	160	431	261
	2. R. Pumphrey		264	20	264	260
Class 4A	1. A. Lows		278	20	298	275
	2. M. Ely		256	20	276	257
Class 5	1. Cook & Stimpson		257	20	277	248
	2. F. & E. Harvey		270	10	280	258
Class 6A	1. Bennett & Brooks		287	20	267	251
	2. Watking & Lilley		264	10	274	255
Class 7A	1. Moore & Pearson		264	20	284	256
	2. Jupp & Gregory		268	20	288	266
Class 1B	1. I. Balfour		268	20	288	271
	2. K. Tull		267	20	267	251
Class 2B	1. C. Leah		298	40	338	321
	2. M. Blake		325	30	355	335
Class 2C	1. Miss J. Richards		292	190	442	289
	2. Miss P. Wyatt		350	50	440	352
Class 3B	1. N. Jones		373	230	603	539
	2. H. Dyer		287	20	287	251
Class 4B	1. R. Lawrence		264	20	264	256
	2. H. Baker		268	20	288	266
Class 5B	1. Huskey & Flook		270	10	280	258
	2. Garling & Ashley		287	20	287	251
Class 6B	1. Beavis & Rogers		264	20	264	256
	2. Davenport & Poat		268	20	288	266
Class 7B	1. Rudderham & Caldecutt		264	20	264	256
	2. Sankey & McHereth		268	20	288	266

MIDLAND CANOE CLUB SLALOM RESULTS
RIVER LUVE MARCH 20 1966

1st. Run	2nd. Run	TOT'L	PER.	TOT'L	BEST
Men. C.C.		250	30	260	227
Men. C.C.		240	20	260	237
Chester C.C.		241	241	234	241
Chester C.C.		248	40	288	243
Men. C.C.		271	160	431	261
Men. C.C.		264	20	264	260
Worce. C.C.		278	20	298	275
Men. C.C.		256	20	276	257
Men. C.C.		257	20	277	248
R.L.S.C.C.		270	10	280	258

SECOND DIVISION

1. Peter Hazelton		287	20	267	251	20	271	267
2. Fred Doody		264	10	274	255	40	295	274
3. Keith White		264	20	284	256	20	275	276
4. Derek Holmes		268	20	288	266	60	326	288
5. Mike Hillyard		268	20	288	271	60	331	288

LADIES EVENT

1st. Run	2nd Run	TOT'L	PER.	TOT'L	BEST			
Lakeland C.C.		253	10	273	261	30	291	273
Men. C.C.		298	40	338	321	30	351	338
Coventry C.C.		325	30	355	335	50	365	355
Sunderland C.C.		292	190	442	289	100	389	385
C.P.C.C.		350	50	440	352	140	492	440
		373	230	603	539	150	489	489

Please Note

During checking of the results for the 2nd Division a discrepancy on one persons penalties was found between the judges slip and the card which the "Wuti" operator filled in. This has been corrected in line with the judges slip.

Unfortunately this mistake occurred on the Provisional Winner, Jeff Slater who now moves down to 7th position. Please note though that this mistake will be put before the Slalom Executive Committee and if their decision differs from mine this will be amended and corrected results will be distributed.

Apologies to all concerned, especially to Jeff Slater.

FOR SALE:

N.C.K.I. 2 months, excellent condition. Tyne R.A.K. slalom/touring, spraycover, paddles, buoyancy. Both £19. Mackereth, 6 Belvoir Road, Walton, Warrington.

WANTED:

Two-seater folding canoe wanted by mid-June. Smith, 60 Springfield Road, Whitton, Middlesex. (TWI: 3960)

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Invader K.1 with over-stern rudder. Little used. Bargain at £25. Another £28. Bob. Orchard, C/o Solent Canoe Centre.

FOR SALE:

Mahogany veneered Hustler (9 races, 9 firsts). Front steering fine condition. Modified for rough water. £30. Bob. Orchard, C/o Solent Canoe Centre.

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1966 N.C.K.I. Excellent condition, well built, light. Unsuitable for present owner. Adjustable fibreglass seat, adjustable footrest, rudder. Accept £17 or nearest offer. Apply Box No. 254.

FOR SALE:

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FOR SALE:

Bound copies of Vol. 5. of 'Canoeing' complete with index, price 25s. (Post free), also 'Slalom and White Water Course' price 3s.6d. (Post free). Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

WANTED:

Lightweight double folding canoe. Please state weight. Bishop, 6 Court Mead, Cosham, Portsmouth.

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