

Canoeing

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Safety in History

"Mr. Hartley took the children into the churchyard of St. Aldates just opposite Great Tom... 'How true it is', said he, 'that in the midst of life we are in death. We can scarcely ever enter a churchyard without witnessing the records of sudden and accidental death. Yonder is one, pointing to the gravestone of a young man who was drowned just below Folly Bridge by the over-ebbing of a dangerous kind of boat called a canoe much used for pleasure till forbidden by the Governor of the University'".

The above extract is taken from a book entitled 'The young travellers, or a Visit to Oxford, by a Lady author of Victims of pleasure, etc.', published in 1818. And we have reprinted it in order to highlight the element of risk that exists in our sport. In this issue we have devoted a great deal of space to the subject of safety for we believe that it is only by recognising the element of risk that we can begin to reduce its effect. All too often accidents happen because the element of risk was not acknowledged and therefore inadequate precautions were taken.

We hope that this issue of 'Canoeing' will have a sobering effect on our readers - it is intended to do so. And in closing, we would remind readers of the words of John MacGregor written a hundred years ago, "A good horse may carry a bad rider well, but the best boat will not take a bad boatman through a mile of broken water".

Big Swim at Blackrock

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

PLACE

Blackrock Sands are on the Lleyn peninsula in North Wales, about three miles from Portmadoc. The beach is two to three miles long, and faces South by West. At its Western end there is a headland, mostly bare rock, and this is the Black Rock. The beach is straight, and the headland juts out at right angles. Beyond the headland is a steep shingle beach which leads to Criccieth, about miles across the bay from the Rock. The slope of the beach at Blackrock is very gentle, and is good clean sand. At high tide one may stand up in the surf as much as eighty yards from the water's edge. At low tide the beach seems to drop off into deep water about level with the end of the Rock. It seems probable that there is a tidal sweep running easterly across the face of the beach at most times.

WEATHER

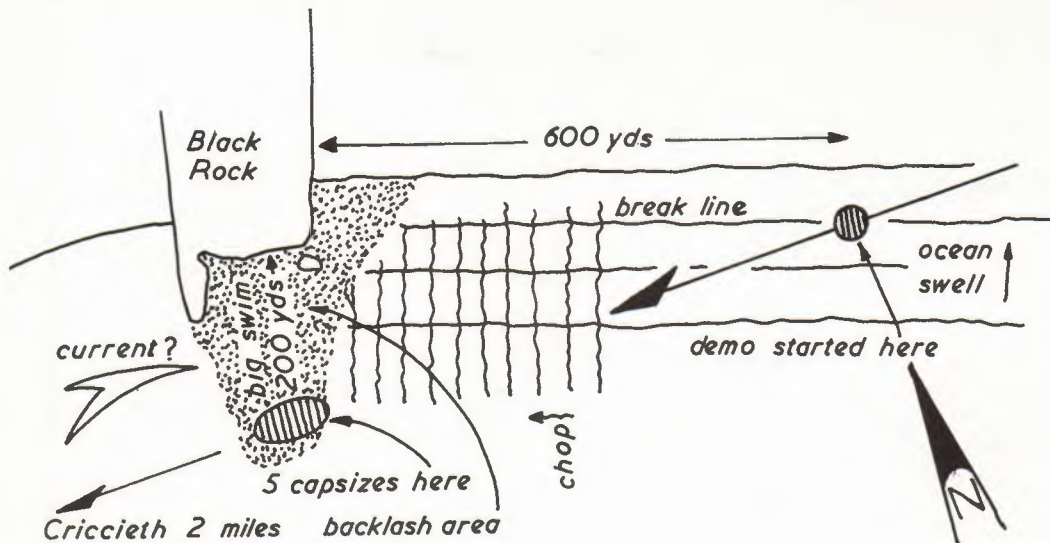
On this day the water was cold. At a guess it was about forty to forty-five degrees Fahrenheit. The wind was almost due East, and consequently it was blowing mostly toward the rock, but with a touch of offshore in it. The angle of attack to the beach of the wind was varying a bit, around twenty to thirty degrees. There was a basic swell running in parallel with the beach, quite small and with little energy. The surf was about two feet high, quite good for beginners. Running across the back of the swell at right angles was a brisk chop generated by the wind. The sky was eight tenths cloud, cumulus, with a bleak sun showing at times through a high level overcast. Air temperature, again guessing, was about low forties. It was a raw cold day, wet suit weather. Snowdon was blanketed in mist and snow. Two people were brought off the mountain that day, one dead, one badly exposed.

PEOPLE

I was in charge of a group of cadets from Durham School, and four men from Cambridge. The party for which I was directly responsible numbered twelve. Near to us on the beach was a group of nine from Plas Y Brenin, the CCPR Mountain Centre in North Wales, Ray Greenall was in charge of the CCPR people, and with me was Ken Rudram, a Senior Instructor taking his coaching award, and Gareth Powley, an Instructor from the School. Ray Greenall had a voluntary Instructor to help him. This is to say clearly, that in a group of twenty or so people, there were five who were skilled canoeists, and of these four who to my knowledge had good practical knowledge of previous rescues and rescue methods. The rest of the groups varied from improvers to complete beginners.

CANOES

Mostly fibreglass, of the slalom variety. Several homemade school canoes had inner tubes in them as buoyancy, but had no deck lines or end loops. The other canoes comprised a KW6, a KW4, KW3, Klepper SL'63, several slalom Mendestas, Klepper SL 5, and these other canoes were fitted with buoyancy and deck loops and lines. They all had slippery smooth shells, being highly polished fibreglass. The insides being unobstructed allowed water to swirl from



one end to the other with ease. The paddles were mostly of the sheathed alloy shafted variety. Buoyancy varied from odd pieces of polystyrene foam, inflated water carriers, inflated inner tubes, ex WD hose floats, etc. Deck lines were all of synthetic fibres of about $\frac{3}{4}$ inch diameter.

SITUATION

In the morning, both groups operated independently, exercising beginners in the surf. Both leaders knew of the dangers of the offshore wind, but discounted the effects of this as being of little importance. Incidentally, the beach is quite exposed, with no fetch to give a false sense of security. Our sense of security was based on small seas and surf, and our undoubted ability in far more Wagnerian conditions. After lunch, Ken was to demonstrate rescue techniques, and after a session on the sand, he put about six of our group afloat, and indicated that he and Powley would demonstrate an Eskimo rescue, bow presentation. We all went out through the break line, and were about 50 to 80 yards off the beach. The Plas Y Brenin group came across to watch. Some, short of canoes, watched from the beach. A sixteen foot Kayel Canadian was also in the group. The rescue failed, as Powley was being extra careful not to ram his canoe bows into Ken's ear'ole. Holding station on the chop was careful work.

FIRST FAILURE

Ken came out, as he could not hold breath for ever. Happily in a wet suit, he lectured from the water, making a useful lesson from the ruins of the 'rescue'. He and I did a 'T' rescue using the stern of the KW6. Because we had not done it together before, and because of the lack of manoeuvrability of the KW6, (which is a white water racing canoe), and because of the difficult wind, the rescue took about 6 or 8 minutes. Ken was then back in his canoe

rafted up with me. The whole group had drifted under the influence of the wind to a point about 150 to 200 yards from the end of the Black Rock, and the backlash from the rock was starting to affect the water patterns, and to cause some bumpiness. Tony, from Cambridge, a novice, fell out.

SECOND FAILURE

An 'H' rescue was tried on Tony by people not expert in the method, and the canoe became waterlogged. It was abandoned, and left to drift when it eventually fetched up below the castle at Criccieth about 7p.m. that evening. It was collected for us by the Coastguard, and we donated £2 to the Lifeboat fund; we found later that as our epic developed, the lifeboat crew was standing by for instant action. Fortunately they were not needed. Tony was carried back to shore on the bows of Ray Greenall's slalom kayak. Because of the weather-cock effect, he had to paddle directly into wind. This was a long slow slog, and very tiring. Tony, a burly man, had about half an hour to live in that water. He was in for about twenty minutes. His friend, Tim, also from Cambridge, a good Union man, (one out...all out) fell in in sympathy. We were well into the troubled water off the point, and about 200 yards from it. Ken and I completed an 'H' rescue in about five minutes. I could see that Tim was rigid with cold and lack of experience, and it was no surprise when he fell out again a minute later. He is about 6ft.6ins. tall, and his stability factor in that canoe was very small.

THIRD FAILURE

After the abortive rescue, it was obviously impractical to do another rescue. Tim was not able to handle the conditions which were very tumbled, but not ultra rough. I was quite at home in it. I did a bow carry with Tim directly to the Black Rock, about 200 yards. The wind was gusting strongly on my right shoulder, and I did not dare risk the straight slog into the wind to the beach which would have more than doubled the journey to shore. The rocks it had to be. This required continuous and powerful sweep strokes on the right to keep the tail end up into wind. The KW 6 responded quite well, but demanded more pull than my tiring arms could generate. The course became quite zig-zag. It is recommended that the paddler talks to the person in the water to keep them lively. That is boloney. At my limits, I could only gasp the briefest instructions as we came close to the rock face. Tim cast off about 12 feet from the rocks, and did a 'Pincher Martin' on the weedy rock, being alternately swept up about five feet, then slammed against the rock, then sucked back down. Tim, being tall and lean, had little expected endurance in the very cold conditions, and so the difficult rock exit had to be used. After four or five attempts, his numbed fingers held the rock, and his nearly paralysed legs carried him up to safety where he collapsed, and was carried off later to a caravan. My spray deck was loose on the left side, but I could not stop to fix it in the romping back lash from the rock. I turned out to sea to check on the drifting raft which had formed around Tim's canoe when it was abandoned. Ken had Powley with him, and two others whose first time on the sea this was. The raft was guided as it drifted, and fetched up below the Lifeboat house at Criccieth.

Four people took five canoes and three paddles to safety. Work that one out! My arm was aching with fatigue, and water was slopping about my feet. Every now and then a pint or two of water slopped in by the spray deck. Ray Greenall was just off the point, bound on the same errand as myself, and his VI was coming back from the raft to report that it was O.K. In the edge of the backlash area she went over just as we all met. Ray and I tried an 'H' rescue, but this failed. I went over, and joined the lady in the water. The push up off the hull of the slalom Mendesta which was to be lifted was unsuccessful, and my theory that in an 'H' rescue the hull of the upturned canoe provides useful leverage was exploded. It does when you are fit in calm conditions, but in the hairy stuff, no. It was also very slippery, and the rush of contained water caused it to lurch out of my hands.

FOURTH FAILURE

Ray squinted blearily at me. 'You stay there,' said he, 'and I'll take this one to shore'. Another long slog for Ray, and a long swim for me. The Mendesta was sunk at one end, but buoyant at the other. It was like a conical buoy pointing skyward. The deck line was loose, so I tied it to my KW 6 deck loop, knowing that the inflated buoyancy bags in the 6 would hold both canoes on the surface if necessary, but this proved to be no problem. I swam for shore. I was wearing a RAF wading suit cut down for canoeing, and containing a Mae West life-jacket. It gave little protection from the cold. I guessed that I had up to half an hour to live. Two thoughts at this stage. Bill Saunders, ex-marine, told me long ago that survival is in the mind. Those who will, do. Second, I had read Dr. Pugh's article on accidental hypothermia in campers, climbers and walkers, published in the British Medical Journal, 15 Jan 1966, and so I went over in my mind the various stages of the onset of hypothermia. A third, unworthy thought, that Ray should rescue course members first and leave me to the sharks. He was right, of course; a rotten decision to make. What would you do with two course members in the water?

FIFTH FAILURE

This was an error of omission, not commission. With two good canoes, and a knowledge of rescue methods second to none, why did I not use a 'T' or 'X' method to right the two canoes, using each as a lifting fulcrum for the other, and re-enter that way? I could then paddle one, and tow the other. Reasons are, (1) I was weary. (2) I had lost confidence in my ability to wrestle with the situation after four failures on the trot. (3) I had no time to lose. If my self rescue were unsuccessful, I would be weakened still further, and still have a longer swim to make. If my drift carried me beyond the point, that was my lot. (4) The paddle was with the other person in the water, and she was many yards away by now. (5) The water was very bumpy.

LONG SWIM

In November 1962 I did my RLSS Award of Merit. During the training for this, I swam miles using a lifesaver's leg kick only, fully clothed. The rhythm which I then developed returned at once, and my body was then as reliable as a machine. I found a mental detachment which was troubled by doubt as to how long I could exist in the low temperature. I made good progress, and noticed the following sequence of events.

Extreme cold initially, which left me feeling numb very soon. A continuing sense of cold was not much evidence.

A feeling as if tight bands had been tied about my legs just below the knees. This may have been the legs of my wading suit riding up, but I think it was an effect of cold.

Body working automatically, but posture in the water too upright. It was some minutes before I managed to lie back and then make better progress.

Breath very rapid, and shallow. Tightness about the chest. Tried using an arm for extra propulsion, but soon stopped, as I found exhaustion nearly stopped me 'dead'.

After maybe ten minutes, I have no sure knowledge of time, as it seemed irrelevant. I slowed, my body felt unable to go on, and I felt panic. Bill's reminder that survival was in the mind stayed my weakness. I went on. I do not relate this as heroic, but as an indication that sensible words spoken a long time ago may supply the motive to go on against disaster. Nearer to the Rock, the waves were washing over my head, and I breathed froth. This was the effect of the doublers from the backlash. Breathing had consciously to be timed to use the waves to help. It almost seemed too much bother to do this. The Mae West is not effective in bumpy water. I tried to inflate it fully whilst swimming, but failed, and nearly lost what air there was in the thing. It is impossible to blow air whilst panting, and cold fingers cannot screw down a valve really tight.

Close to the rock, some of the boys seemed about to hurl themselves into the water, but sensibly refrained. The water was swilling about five to six feet vertically up the rock, and this makes too much of a swirl for a weakened body to manage.

BRANDY ON THE ROCKS

I was hauled up the rocks by many hands. Some giant, I think it was a boxing blue from Cambridge, John, grabbed my suit by the collar, which spoilt its style, but held long enough to get me away from the water. One boy was submerged in water as an extra big wave swilled up over him. He hung on below the surface. He found it as much as he could do to hang on as the water left him. I was responsible for these boys. The sea and waves, remember, were fairly calm as seen from the shore.

Brandy was pushed between my lips, and my head help up. At once I felt bad, and issued vehement instructions to keep my head low, at which I felt better. Someone lifted my legs high up as well. Brandy was poured over my mouth, but would not go in as I could not open my jaws. It just needed a sprig of holly and a match, and Bingo! Christmas pudding.

A delightful young woman with bright auburn hair supported me up the cliff and over the top to a caravan. The order, 'Brandy on the rocks with just a touch of ginger' will never mean quite the same to me again. Some people living at the caravan had rescued Tim, who was in bed there. By now I had started to shiver violently, and my ability to walk came and went. I actually managed to break into a shambling trot at one point. The lady in the caravan gave me hot coffee at once, and immediately I stopped shivering, only to restart about ten seconds later with redoubled vigour. Hot soup a little later had a longer lasting effect, and within about twenty

minutes I was able to dress. After this recovery I had a residual headache, but that may have been the lingering remnants of the binge the previous night. In addition there was an almost overpowering desire to burst into tears every ten minutes or so which lasted about an hour; most unlike me. For the next day or two I was depressed and lethargic although not stiff.

THANKS

To Fingal, who let us have one successful rescue, and that was a 'T' job. To all the people who took part so generously. To the Lifeboat people who rescued our drifting canoe, and were ready to go if needed.

CONCLUSION

1. When the going is difficult, ability to save one person is not enough. It is necessary to go on saving people time after time.
2. Experience in controlled conditions, whilst necessary to practice the rescue method, is not very much use until the real thing is experienced in cold rough and windy conditions.
3. Having just duplicated some detailed methods of making canoe recoveries, I feel a proper 'nana'; couldn't even save myself! Memo: try it, brother.
4. The 'H' rescue has some inherent lack of fail safe qualities. In heavy weather a smooth hull is very difficult to hold, and if reliance is placed on a push from that, it can fail. A paddle in the hand is the only secure way of stability. Chris Hare has been criticising the 'H' method for some time. I have always maintained that one should practice all methods, and use that which seems best at the time. The 'H' method has just dropped points in my estimation. The 'T' method was the only one to work.
5. Thermal insulation is essential for the man in charge. It is for everyone, but not always practicable.
6. Physical fitness is important. Only the man who is always paddling in rough water can keep on keeping on. I lacked staying power on this occasion; not enough exercise.
7. There should be always a useful alternative site for canoeing; the person in charge of a group going to the sea will be faced with really bad conditions from time to time. If he has no other canoeing place prepared, then he may be tempted to carry on against his better judgement, rather than have his group travel miles for a grumpy session in a sea side cafe.
8. In any case it is better to have land close to the group on the downwind side, so that if anything goes wrong, and forward progress cannot be maintained, then a short drift will bring the group to a shore where it can land without danger.
9. Survival is in the mind. Those who will, can.

Cold Water Survival

BY SURGEON COMMANDER A. F. DAVIDSON, R.N.

The two main factors in Survival are:-

DETERMINATION TO LIVE and ELIMINATION OF FEAR BY KNOWLEDGE.

To remain alive the body requires Oxygen, Water and Food and Protection against Cold. Few people are able to hold their breath for more than three minutes and if one is unable to breathe for a longer period unconsciousness and death follow rapidly. It is possible however in a temperate climate to survive for up to ten days without water and for twenty to thirty days without food. The reaction of the body to cold is less well known.

Man is a tropical animal. His critical nude air temperature is 80.6°F. Below this temperature it is necessary to increase body heat production or to wear clothes.

The physiological means of keeping warm are by reducing the blood flow to the skin and increasing heat production by increased muscle tone and shivering. If the body continues to lose heat faster than it can produce it the deep body temperature falls. Normal deep body temperature is 37°C or 98.4°F. 35.5°C is the minimum deep body temperature for useful activity. 31°C produces unconsciousness, while death occurs when the deep body temperature drops to 25°C.

Effect of Immersion in Water

When immersed in water the loss of heat from the body becomes much more rapid and survival times without suitable clothing in cold water become very short indeed. The following table gives the approximate survival times of human subjects immersed in water at various temperatures.

<u>Water Temperature °F</u>	<u>Exhaustion or Unconsciousness</u>	<u>Survival</u>
32.5	Less than 15 mins	Less than 15-45 mins
32.5-40	15-30 mins	30-90 mins
40-50	30-60 mins	1-3 hours
50-60	1-2 hours	1-6 hours
60-70	2-7 hours	2-40 hours
70-80	3-12 hours	3 hours - indefinite

The greatest change in survival time occurs as the water temperature drops below 60°F and even the summer sea temperatures round Britain do not greatly exceed this figure.

Naturally the amount of subcutaneous fat and the clothing worn will affect the survival time. Channel swimmers invariably have a thick insulating layer of body fat, and must be sufficiently fit to generate as much heat by muscular action as they lose to the water, in order to maintain thermal balance.

In cold water swimming increases the flow of water past the body and pumps it in and out of clothing so in spite of increased heat production the body cools more rapidly. When there is no prospect of getting out of the water quickly the survival time will be longer if the subject does not swim but can rely on his life-jacket to hold him up.

To survive for a long period it is essential to get out of cold water.

Effect of Alcohol

Alcohol usually increases blood flow to the skin but its action is not sufficiently powerful to overcome the constriction of the blood vessels due to cold. If the survivor drinks alcohol it will reduce his discomfort but at the same time it reduces his capacity for intelligent action. Although not harmful in situations in which the survivor is unable to do anything to improve his condition, it may reduce his ability to help himself and so increase the effects of exposure with serious or fatal results.

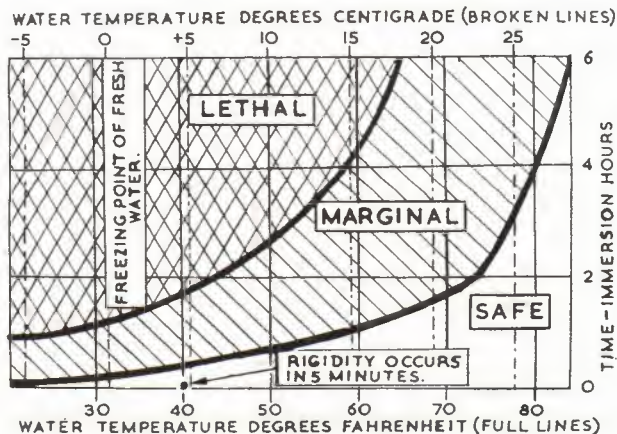
Prevention of Exposure

Protective Clothing

In summer most canoeists wear little more than swimming trunks, shirt and a life-jacket, and if the weather is bad, an anorak. While this is adequate as long as the canoeist remains in his canoe, it is not sufficient to protect him if he lands in cold water. When wearing light clothing of this type the only action that will help the survivor is to get out of the water. In a river this is usually fairly easy, but when at sea one must be able to right the canoe and get back on board. The deep water rescue drills require in most cases two canoes to empty the third one after a capsize, therefore for sea canoeing a minimum of three canoes are required.

If one is canoeing in surf or other conditions in which capsize is likely it is advisable to wear special clothing. The foam neoprene or "wet" suit is the most commonly used garment. It gives good protection both while in the canoe and in the water, but it also has disadvantages. In warm weather it is hot and sticky and the shoulders almost invariably restrict the shoulder movements and tire the paddler. I have found the best compromise to be the trousers of a "wet" suit and a thin rubber dry suit top. This can

SURVIVAL IN WATER AT VARIOUS TEMPERATURES



be worn over a shirt or sweater according to the temperature and the seal at the waist is obtained by using the elastic of the spray cover to hold the top and the trousers together.

I feel that the complete dry suit is less satisfactory than the combination as the trousers are rather thin and therefore liable to snag easily. Naturally any tear will allow water to get in and destroy the insulation provided by the garment.

As cold not only reduces the ability but also the desire, to undertake any positive action to increase one's chances of survival it is particularly important that the person in charge of the expedition or group remains warm. This was well illustrated by the recent experience of Alan Byde at Blackrock Sands in North Wales.

The most difficult situation to deal with is probably Sea Touring because the canoeist expects to paddle long distances and although the sea may be cold, he would become uncomfortably hot if he wore much clothing while paddling. He is also likely to be tired and in the event of a capsize may be unable to roll up again. Having got out of his canoe, his equally tired companions would have to empty his canoe (a touring boat loaded with camping gear) and assist him to get in.

The time taken for a rescue in this situation will be much longer than during a practice in good conditions with fit fresh bodies. I feel that the best solution, at least with hard skinned canoes is to fit a bulkhead immediately behind the rear cockpit. This must be waterproof but can have a sealed hatch in it through which to load camping gear, etc. The advantage of such a bulkhead is that following a capsize, a single canoeist can lift the bows of the canoe and empty out all the water while the stern floats. This makes rescue far easier and the canoeist in the water does not have time to get really cold before he is able to get back into his canoe.

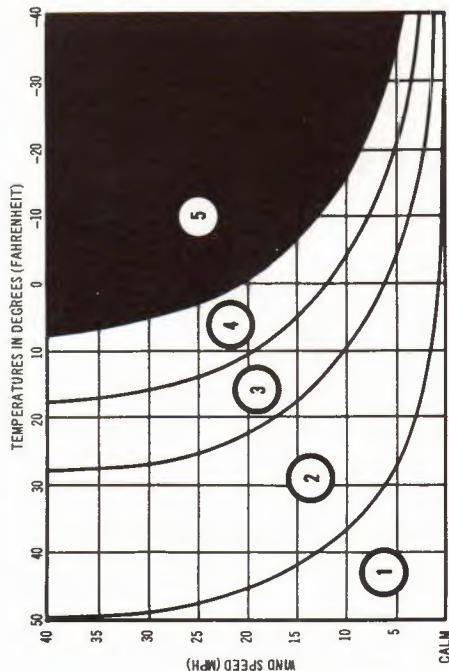
The life-jacket should be worn outside the anorak if possible and while canoeing in a river or canal this is easy to do because there is no difficulty in landing if one wants to put the anorak on or take it off, at sea however things are different. The canoeist can't expect to wear his anorak all the time, but on a long trip the weather can change. It seems unreasonable to expect him to remove his life-jacket, put on his anorak and put the life-jacket on again, but this is the only answer at present. It means that while the anorak is half on he has no personal buoyancy and this is the most unstable phase of the operation. For sea canoeing therefore I would recommend an anorak which is large enough to put on over a fully inflated 40 lb. life-jacket, and with a hole to enable the oral inflation tube to be brought to the outside of the anorak. The life-jacket would be worn uninflated but with the 20 lb. of inherent buoyancy. This means that the jacket could be inflated if necessary. The anorak must be made of yellow or orange material as it covers the life-jacket and prevents it being seen. If the anorak is made of dark material, it is much more difficult for the rescuer to find the survivor.

Safety Drills

In sea canoeing the party should consist of not less than three canoeists and they should all be proficient in deep water rescue drill. The Eskimo rescue technique and the ability to roll are

CHILL INDEX

The meaning of the chill factor, a combination of temperature and wind speed, should be thoroughly understood by all personnel. There are five gradations in the wind chill index; the higher the index number, the more severe the weather and the greater the possibility of exposure injury.



- 1 COMFORTABLE WITH NORMAL PRECAUTION
- 2 VERY COLD, TRAVEL BECOMES UNCOMFORTABLE ON OVERCAST DAYS
- 3 BITTERLY COLD, TRAVEL BECOMES UNCOMFORTABLE EVEN ON CLEAR SUNNY DAYS
- 4 FREEZING OF HUMAN FLESH BEGINS, DEPENDING UPON DEGREE OF ACTIVITY
- 5 SURVIVAL EFFORTS ARE REQUIRED

particularly valuable if one capsizes in cold water as these reduce the immersed time to a minimum and keep the lower half of the body dry.

Stay with the canoe if you do capsize and, if you have to leave the cockpit, don't try to right the canoe yourself as you will lose the trapped air inside it.

If you ever have to throw a rope to someone in trouble make sure that it has a bowline, preferably large enough to slip over his shoulders easily, on the end of it. It is impossible to hang on to a rope with cold hands and it is very difficult to pass it round the waist and tie a knot, especially if only one hand is free.

After Landing

In low temperatures survival in the open is hazardous. Even at low wind speeds the chill factor is greatly increased (see the graph).

Dry clothing and a towel should be carried in a waterproof bag to keep them dry and should be put on after reaching shelter. The clothing should be windproof, warm and comfortable but not too bulky. It should also be rainproof hard-wearing and light. If clothing is wet its effectiveness is greatly reduced but it is still better than none. It should be dried as soon as possible.

Symptoms of Exposure

Few accurate descriptions are available of the symptoms of exposure in canoeists, but Dr. Pugh in his paper in the British Medical Journal in January this year provided an excellent review of the effects of Accidental Hypothermia in Walkers, Climbers and Campers. From this one can deduce the likely course of events in

the case of canoeists. Exhaustion is a major factor and reduces the resistance to cold. Abnormal behaviour, slowing of reactions, weakness caused by muscle cooling, lack of co-ordination, and collapse followed by unconsciousness and finally death is the probable sequence of events. Cramp, loss of sensation, paralysis and convulsions may also occur in some cases.

In canoeing, as in any aquatic sport, of course there is also the question of drowning. A buoyancy aid may be sufficient for a competent swimmer who is conscious, but gives little if any protection to him when through cold, he becomes unable to help himself. It is therefore important to obtain and wear a life-jacket which at least reaches the Buoyancy Specification of the BSI life jackets (BS 3595).

It is unfortunate that the effects of cold make it more difficult to remove one's self from the cold environment. The mental effects will be similar to those observed in states of extreme fatigue. The subjects show a lack of concern for their own safety and may be unwilling to try to help themselves.

It is not necessary to capsize to suffer from exposure. Inadequate clothing, and wind combined with rain or spray provides all that is required, although the onset will be slower than when the body is immersed. It must be appreciated by the leader of the group if one or more of the canoeists with him is becoming excessively cold, and shelter should be found at this stage. Do not wait until someone is in trouble. If in doubt the safest course of action is to land and pitch camp. (This is difficult if you are in mid-Channel).

Treatment

Even unconscious or nearly unconscious patients will usually revive spontaneously when further cooling has been prevented. It is safer to camp and allow the patient to warm up slowly in a sleeping bag, than to carry him a long distance. It is dangerous to carry the patient in a head up position.

After rescue complete immersion in a hot bath is the best treatment for conscious patients. In camp this is not possible but rapid re-warming can be obtained by immersing both the patient's hands in hot water. The water should be as hot as you can put your hand into without pain. This method may be safer for the unconscious patient than the hot bath method.

Location

It is most important in the preparation of any form of expedition to inform some responsible person of the route and the expected departure and arrival times. He should again be informed of safe completion at the end of the expedition.

The party should keep to the planned route if at all possible as this will reduce the work of a search and rescue operation if one is necessary.

Carrying of signalling devices is worthwhile and the most suitable type will vary with the conditions and terrain.

Flares or rockets, whistle, heliograph and a torch are all useful. If fuel is available of course a fire will make detection much less difficult.

If it is necessary to travel by a different route from that which was originally planned, and assistance is required, leave an indication of the route you have taken or intend to take. This again may aid search parties.

Accidents Will Happen

BY OLIVER COCK (B.C.U. NATIONAL COACH)

Will they? Alan Byde's frightening story of Fingalitis (and if you don't know what they means it is time you joined the B.C.U!) might make one think that they will; but as a matter of fact they are always caused, and in the particular context of canoeing they are nearly always caused by ignorance or a misjudgement, possibly through ignorance.

In Alan's case the basic cause of the accident - or series of accidents if you like - appears to have been a misjudgement of the strength of the off-shore wind, and an ignorance of its consequences upon the ground swell that was coming in at approximate right-angles to it. Winds are peculiarly deceptive things. Whilst they are over land, down on the ground they are slowed up by obstacles such as hills, trees, houses and so forth. Once they are in the open, high up over the trees or over open water, they can blow at their own speed. They may appear to be blowing harder but they are not.

Alan omits to give the strength of the wind. It has been stated that with winds of force 3 or greater one must expect interference with the control of a canoe by that wind, let alone the waves created by it. Force 3 is only a gentle breeze, of 8 to 12 miles per hour, but already white horses are beginning to appear. These might not be easily visible when viewed from a shore onto which a surf is running.

The other misjudgement was the capability of the canoeists. Most of them were inexperienced, some were beginners. One has to base one's judgement of the ability of a group by its lowest denominator - and beginners can fall out on mill ponds!

I have been told that I am "honest if tactless". I am sure Alan will not mind my tactlessness in this case; but in assessing any accident complete honesty is essential if one wants to get to the truth. There were four experienced instructors in this story, three of whom I regard as personal friends of mine, whose assessment of a situation I would trust. Yet they all thought the weather conditions reasonably favourable - so it is fairly easy to make mistakes.

As a matter of fact I made one myself not so very long back: I forgot part of the drill necessary before going on a sea voyage; I forgot to ring up the local weather station. The result, of course, was that the weather went sour on us, and it was only by the Grace of God that we got back to the main land safely. I had remembered to tell the local coastguards; but they lost track of us and I have since learnt were spending an equally anxious time trying to locate us again.

Just recently there have been a whole lot of serious accidents with canoes. I think it is fair to say that nearly all these have been caused by ignorance; inexperienced canoeists setting forth without really realising what they are letting themselves in for. Ignorance is sometimes said to be inexcusable; but is it? You

can hardly be expected to ask questions if you do not know what to ask, can you? Therefore I am always sorry for ignorant people and do my best to help them - not that they always like it, and this is the saddest part about ignorance: people so often think they know when they don't. It does make life difficult, doesn't it?

Let us look at some of the basic causes of some of the accidents of which I have records. But, please, do not regard these as in any way denigrating the sufferers. They were ignorant and, poor souls, they paid the price of their ignorance. Let us rather take note of their mistakes and learn not to make the same errors.

Two young men who borrowed a double and went out into a fast-flowing estuary - on the ebb tide. No life-jackets, and one was unable to swim.

Two boys, in a twelve-foot canoe bought for £2., go out into a tide rip which they do not know about. The water comes in over the sides (no spray cover) and, despite efforts to bail with a tin can, it sank. One had a cork (!) lifejacket. He supported the other until they were rescued an hour later.

A party, who had done a lot of sea canoeing and were well used to rough waters, came onto a flooded river and found that their skill in waves was of no use in currents.

A reasonable swimmer tries his luck in a single-seater in March. He has no life-jacket, and panics so badly that he nearly drowns a rescuer as well as himself. He almost certainly had not been in really cold water before.

Two boys, one a local youth swimming champion, the other a known panicker, spent about an hour holding on to opposite ends of the same, upturned canoe before being rescued. The champion swimmer had to receive treatment for shock while the known panicker could not have been better thank you! Incidentally, the basic error, here, was a lack of a spray cover in the open sea.

Out of all my reports comes one salient feature: a very high percentage indeed have never had a proper lesson in canoeing in their lives. They may have been taught by someone who thinks he knows but is almost as ignorant as his pupils; but certainly no B.C.U. instructor or coach has ever done the teaching. The principle lesson is obvious; join a club and/or get properly taught by someone who has been taught in his turn how to teach. Then, when you do have an accident, you will at least know the best way to get out of it.

Dear Sir,

Letters

Keeping Your Hands Warm

Whilst canoeing on the Upper Wye this Spring our canoe club found that when the slightest wind blows on wet hands they soon lose all feeling. In these circumstances it would have been impossible to remove a spray cover when capsized and it was difficult to grip the paddle shaft. We were faced with the problem of how to keep our hands warm enough to maintain feeling without restricting our movements. Non-waterproof gloves inevitably get wet and only add to the discomfort and danger. However, all the fully waterproof gloves I have seen on the market are too bulky

to have the required feeling in the fingers. An answer suggested to me was to have a pair of washing-up gloves with a pair of thin woollen gloves underneath for warmth but again there is not enough feeling in them to remove a spraycover in the event of a capsize. Also rubber and plastic when wet become too slippery to firmly grip a paddle.

Surely nowadays when white water canoeing is increasingly becoming a winter and spring activity someone has invented a satisfactory method for keeping such an essential part of the canoeist's "equipment" in working order?

Yours faithfully,
Nigel J. Walesby,
Leighton Park Canoe Club.

Dear Sir,

The Future of the B.C.U.

As a result of my somewhat old-fashioned views, I have been called many things in the correspondence columns of your excellent magazine, but never yet have I been called 'beggar'. But, if I read Major Jones' article right, this is precisely what he would have canoeists become by depending upon charity for our sport.

It would also seem that just as my sense of values is old-fashioned so is my arithmetic - by the standards of Major Jones. For example, total B.C.U. membership - 2,640, total competitive canoeists = 1,295 which by my reckoning is not a majority of competitive members even without considering dual participation in more than one aspect of competitive canoeing. Further, if as Major Jones states each competitive committee gets £10 per year to spend then on his own figures this represents 2/- per paddler (out of a 7/6 subscription), but it is not the sprint paddler who should complain but the slalomist who receives only 6d. per head and the L.D. man who receives 3½d.

It is a popular view nowadays, and one which it seems that Major Jones subscribes to, that money obtained from the government or industry comes from some vast natural source. This is not so, it comes from the pockets of you and I everytime we make a purchase, pay our income tax, or settle a rate demand. When we beg a grant from industry we are simply taking the money indirectly from the pockets of our friends and neighbours. It may be, of course, that our need to go paddling is greater than theirs to play marbles, or indulge in some other past-time. But who is to judge the relative merits of each case? And, what are the criteria of judgement to be? Was the old way so very bad in which you lived and played according to your income and did not depend upon your ability to con your fellow man?

Yours faithfully,
Norman Tilley,
Chiswick W.4.

EVERYBODY HAS A SUMMER HOLIDAY

As most of our readers know, 'Canoeing' is produced by a small group of amateurs in their spare time and this being so holiday time brings special problems. May we, therefore, apologise in advance for any delays in publication or in the answering of correspondence which occur in the next two months. This does not mean that we want readers to stop writing to us, but rather that they should not be too impatient if there is a delay in receiving a reply.

CANOEING FOR SCHOOLS AND YOUTH GROUPS

This is the title of a new booklet by Geoff. Sanders which we are publishing at the end of August. We are sure that it will prove a 'must' for everyone connected with canoeing and youth, especially in view of the author's long experience in this field. Next month we will be giving details of a special pre-publication offer which we are making to the subscribers of 'Canoeing'.

SAFETY'S ALL AT SEA

"Safety's all at sea" is the title of an article on life-jackets which appears in the Consumer Council's magazine 'Focus', June issue. The article examines the whole question of safe life-jackets and although it contains nothing new for those who have been following the whole sorry story through 'Which' and the B.S.I., it does provide a most useful and up-to-date survey of the present position. The magazine costs 2s.6d., from your newsagent, and if any reader has the slightest doubt about what a life-jacket should do, and what many of them do not, then we suggest that this is essential reading.

ISLEWORTH REGATTA

Details of this Thames Regatta to be held on the 30th July, may be obtained from Mr. J. Clark, 6 St. Johns Court, St. Johns Road, Isleworth, Middlesex.

RICHARD BARRET TROPHY FUND

This memorial fund was opened by the Leeds Canoe Club just before Easter and any canoeists who wish to be associated in the establishing of a memorial trophy to this popular canoeist are invited to send their contributions to David K. Wilson, 7 Clifton Villas, Manningham, Bradford 8.

CANOEISTS AROUND SHEFFIELD

Canoeists in and around Sheffield are invited to contact M.R. Hollinshead with a view to forming a Club, group or just for a natter. Address: 9, Mauerghay, Norton, Sheffield 8.

R E S U L T S

LINCOLN CAPOE CLUB - FOSSE RACE - 22nd. May, 1966.

Seniors 12 miles, Juniors & Ladies 8 miles.

Class 1A.

1. A. Edwards Worcester C.C.
2. P. Gardner Riverside Act.
3. N. Lilley Lincoln C.C.
4. J. Roberts Viking K.C.
5. J. McCoil Richmond C.C.
6. P. Unstead Richmond C.C.
7. P. Oliver Lincoln C.C.
8. F. Royce Lincoln C.C.
9. R. Lovler Richmond C.C.
10. R. Davier Wavney Valley C.C.
11. M. Drake Richmond C.C.
- D. Cook Hollowford

Class 1B.

1. G. Mackereth W.S.S.C.C.
2. R. Freeman Lincoln C.C.
3. Miss K. Emerson Richmond A.C.
4. Metcalfe J.L. Dover
5. C. Baker Nottingham K.C.
6. C. Gallagher R.L.S.C.C.
7. C. Gallagher Royal C.C.
8. Miss S. Jackson R.C.T. C.C.
9. K. Tall R.C.T. C.C.
10. P. Davey R.C.T. C.C.

Class 2A.

1. A. Godwin Ekebourne C.C.
2. P. Lewis Harlow C.C.
3. H. Godhill R. C. T. C.C.

Class 2B.

1. G. Mackey W.S.S.C.C.
2. G. Hat Harlow C.C.
3. D. Bell Lincoln C.C.

Class 3A.

1. S. Kiteon Dewsbury C.C.
2. K. Cuntle Harlow C.C.
3. D. Squires R.L.S.C.C.
4. M. Purchas R.L.S.C.C.
5. P. Curdy Hatfield A.C.
6. P. Roney Viking K.C.
7. P. Deakins Lincoln C.C.
8. F. Royce Lincoln C.C.

Class 3B.

1. G. Miller Worcester C.C.
2. K. Blackey Dewsbury C.C.
3. C. Johnson Dewsbury C.C.
4. S. Dow Wavney Valley C.C.
5. G. Helanghlan J.L. Dover
6. P. Deasy R.C.T. C.C.
7. D. Carr R.C.T. C.C.
- Oldroy Dewsbury C.C.

Class 4A.

1. R. Hildisson Royal C.C.
2. H. Baker Nottingham K.C.
3. L. Sheehan Maidenhead C.C.C.

Class 4B.

1. K. Porelra Lincoln C.C.
2. A. Lewis Lincoln C.C.
3. E. Patman Lincoln C.C.

Class 5A.

1. R. Lawrence Royal C.C.
2. P. Hartman Harlow C.C.
3. C. Grimland Lincoln C.C.
- M. Prograves Lincoln C.C.

Class 5B.

A. Kelly Poole Harbour C.C.

Class 5C.

1. Parker/Oliver Lincoln C.C.
2. Hollier/Sowman Hat. C.C./R.L.S.C.C.
3. Jupp/Warren R.C.T. C.C.
4. Kirby/Bosher Ekebourne K.C.
5. Moorey/Pearson Royal C.C.
6. Dadds/Wicklett R.A.F. Cranwell
7. C. Bates/Campion Berks-on-lane
8. Brown/Royle R.A.F. Cranwell
9. Brown/Royle R.A.F. Cranwell
10. Meary/Kelly R.A.F. Cranwell
- Key/Davis Kennet Valley C.C.

Class 5D.

1. Moore/Hillman B.K.R.C./Ware C.C.
2. Halfour/Lockwood Nunsay/Notm K.C.
3. Flook/Haskoy J.L. Dover K.C.
4. Simms/Wesley Nottingham K.C.
5. Greenwood/Bowett Nottingham K.C.
6. Milne/Hughes J.L. Dover
7. Garling/Ashley J.L. Dover

Class 6A.

1. Bennett/Brooks Viking K.C.
2. Watkins/Evans Royal C.C.
3. Stevenson/Repton Lincoln C.C.
4. Boyce/Francis Gaynes Hall
5. Heron/Symour Gaynes Hall
6. Lucas/Symons Gaynes Hall
- Grant/Holmes Lincoln C.C.

Class 6B.

1. Davenport/Peat R.C.T. C.C.
2. Chester/Pearson Lincoln C.C.

Class 7A.

1. Clark/Ash Harlow C.C.
2. Lancelfield/Smith Ind./Lincoln C.C.
3. Dawson/Dawson Richmond C.C.
4. Harman/Wright Gaynes Hall
5. Gull/Edmonds Gaynes Hall
6. Beckett/Chalton Lincoln C.C.
- Hooper/Bonney-James R.A.F. Cranwell

Class 7B.

1. Bromsby/Jackson Dewsbury A.C.
2. Gidrew/Poolc Harlow C.C.
3. Gili/Moseley R.C.T. C.C.
4. McLintock/Petrie R.C.T. C.C.
5. Allen/Bontley R.C.T. C.C.
6. Webb/Ward R.C.T. C.C.

Class 7C.

Goodwin/ Watson Dewsbury A.C.

2.07. 0.
1.06. 13.
Retired.

1.24.45.
1.33. 2.
1.48. 5.
Scratched

Scratched

1.36.15.
1.37.45.
1.40. 0.
1.40.30.
1.42.30.
1.47.10.
1.56. 0.
1.58.15.
2.04.15.
2.18. 0.
Scratched

1.06. 0.
1.09. 0.
1.09. 0.
1.12. 0.
1.15.05.
1.37.30.
Retired

1.47.50.
1.47.51.
2.06.20.
2.09.20.
2.47. 0.
Retired

1.19.30.
1.23.30.

1.47.21.
1.53.50.
2.08. 5.
2.10. 5.
2.40. 0.
Retired

1.16.15.
1.18. 0.
1.23. 0.
1.29.30.
1.37. 0.
1.49.10.

Scratched

SPEEDS AND SLALOM

BREITENEN SLALOM MAY 22nd 1966 - RECORD

4th Division

2nd Division

MAY 8th, 1966

Boat No.	Competitors Names	Canoe Design	Est. Speed	Scratch Time	Handicap	SATURDAY		SUNDAY		Total Corrected Time	Total Time	Place	
						Start	Finish	Start	Finish				
19	J. MacIntyre D. Paterson	Lendal	5.80	457.75	478.25	20.5	2.00	8.17	6.17	11.40	3.48.5	10.25.5	1st
20	J.D. Roberts S. Palmer	Mod.Lendal	5.85	453.75	478.25	24.5	1.00	7.42.5	6.42.5	11.42	3.35	10.35.5	2nd
10	D.R. Winning J. Reid	Gantock	6.125	433.5	478.25	44.75	1.40	7.40.5	6.0.5	11.02	3.22	10.20.5	3rd

Pen Time	Tot	Pen	Time	Tot	Btr	%	Position	Name	Club	FIRST RUN		SECOND RUN		TOTAL SCORE	%		
										Time	Pen	Time	Pen				
37	111	141	112	112	112	112	1	ALAN TAYLOR	SHERSTON	256	100	266	10	247	247	72.00	
120	125	245	37	126	156	156	2	NECK HIGGINS	CHALFONT	202	250	452	202	50	252	252	72.46
30	137	167	17	214	364	167	3	LINDSEY WILLIAMS	CHALFONT	185	300	285	188	70	231	258	75.21
220	182	492	50	172	222	222	4	CHRIS STEWART	WINDSOR	226	150	376	243	30	273	273	70.58
150	179	279	70	183	223	223	5	M. HILLIARD	CHALFONT	189	160	349	399	90	289	289	84.20
210	163	233	100	169	269	233	6	A. COLUSTRY	BREITENEN	184	110	294	205	100	305	294	85.70
180	129	189	100	177	267	247	7	KALUDIN GROVE	CHALFONT	201	100	301	222	90	312	301	87.80
110	167	277	277	277	277	277	8	RICHARD PRINCE	MARCHESTER	183	130	313	216	180	396	313	91.24
120	160	240	400	163	563	280	9	JEFF HURRY	GREYSTON	291	300	591	176	140	316	316	82.12
460	165	625	160	171	331	331	10	JILL SIMLEY	WINDSOR	233	230	463	177	150	347	347	95.33
200	158	358	250	175	425	358	1	PAULINE SQUIRES	COVENTRY	229	280	509	215	110	305	305	95.40
320	227	547	180	187	367	367	2	MARGARET BELLORD	CHALFONT	208	150	358	228	270	498	350	117.4
460	165	625	160	171	331	331	3	JANE ROUSE	CHALFONT	231	260	491	219	260	479	479	101.2
200	158	358	250	175	425	358	4	BOB BUCKETT	SOUTHAMPTON	255	240	495	218	200	498	495	106.0
320	227	547	180	187	367	367	5	CAROLYN COULING	BIRMINGHAM	214	390	604	314	390	704	704	107.6

NOVICES.

Pen Time	Tot	Pen	Time	Tot	Btr	%	Canoe Design	Clubs	Ardrossan	Forth	Scottish Hostellers	Modified Average - 446
37	111	141	112	112	112	112	Test Yorks					
120	125	245	37	126	156	156	Comb. Univ					
30	137	167	17	214	364	167	Brighton					
220	182	492	50	172	222	222	Southampton					
150	179	279	70	183	223	223	Camford Univ.					
210	163	233	100	169	269	233	Manchester					
180	129	189	100	177	267	247	New Inn					
110	167	277	277	277	277	277	Colne					
120	160	320	150	159	279	279	New Inn					
120	160	240	400	163	563	280	Piccadilly					
190	106	296	296	296	296	296	P.F.C.C.					
460	165	625	160	171	331	331	Stowe					
200	158	358	250	175	425	358	Jerry Hill					
320	227	547	180	187	367	367	Habergheraeth					
57	316	366	147	261	401	366	401	366	82.1			
497	267	75	31	318	628	147	31	318	628	147	68	
320	227	547	180	187	367	367	367	367	367	367	367	

2-LOCHS CRUISING RACE
21st & 22nd May 1966

WORCESTER CANOE CLUB LONG DISTANCE RACE

HELD ON SUNDAY 15th MAY 1966.

OFFICIAL RESULTS

Position	Name	Club	Time	Points
<u>CLASS 1A</u> (K.I. Senior)				
1	N. Lally	Lincoln, C.C.	2-10-24	5
2	T. MacCool	Viking Kayak Club	2-19-25	3
3	K.R. Biddlestone	Wolverhampton C.C.	2-23-10	2
4	I.M. Spence	R.N.A. Sandhurst	2-24-53	1
	G. West	Maidenhead C.C.	Scratched	
<u>CLASS 1B</u> (K.I. Junior)				
1	G. Meckereth	Warrington Sea Scouts	1-51-54	5
2	R. Freeman	Lincoln C.C.	1-58-20	3
	G. Lesh	Warrington Sea Scouts	Retired	
<u>CLASS 2A</u> (N.C.K.I. Senior)				
1	A. Acton	Wolverhampton C.C.	2-28-30	
2	B. Hughes	Nomads C.C.	2-52-11	
<u>CLASS 2B</u> (N.C.K.I. Junior)				
1	R. Leppage	Nomads C.C.	2-17-31	5
2	E. Sankey	Warrington Sea Scouts	2-20-25	3
3	A. Westerlink	Nomads C.C.	2-35-29	2
4	G. Jones	Nomads C.C.	2-50-55	0
5	G. Wyatt	Nomads C.C.	3-13-16	0
<u>CLASS 2C</u> (N.C.K.I. Ladies)				
1	Miss P. Wyatt	Nomads C.C.	2-52-43	5
2	Miss C. Norman	Nomads C.C.	3-19-45	3
3	Miss S. Morton	Nomads C.C.	3-44-00	1

Position	Name	Club	Time	Points
<u>CLASS 5A</u> (Senior K2)				
1	M. Parker	Lincoln C.C.	1-58-17	5
	L. Oliver			
2	A. Kirby	Royal C.C.	2-01-01	3
	M. Basher			
3	Welsh	Nottingham C.K.C.	2-10-36	2
<u>CLASS 5B</u> (Junior K.2)				
1	A.H. Askey	J.L.R.R.E. Gance Club	1-53-41	5
	V. Flock			
2	P. Brett	Exeter C.C.	1-57-15	3
	B. Marshall			
3	D. Lockwood	Nomads C.C.	1-57-21	2
	I. Balfour			
<u>CLASS 7B</u> (Junior Hard Skin Doubles)				
1	R. Rudderham	Southampton C.C.	1-58-32	5
	R. Caldecutt			
2	N. Jones	Makersvram C.C.	1-59-11	3
	P. Crowther			
3	J. Willetts	Norton C.C.	2-11-28	2
<u>CLASS 7A</u> (Senior Hariskin Doubles)				
1	B. Clark	Harlow C.C.	2-15-26	5
	S. Ash			
2	P. Smith	Lincoln C.C.	2-19-53	3
	R.D. Dawson			
3	D. Davies	Southampton C.C.	2-23-54	2
	D. Dalrymple			
4	J. Rushen	Chisleton C.C.	2-32-59	1

FOR SALE:

Klepper T.65. Excellent condition, with paddles, carrying bags and spraycover - £25 o.n.o. W. Roos, 76 Moorcroft Road, Moseley, Birmingham, 13.

FOR SALE:

Rapide 3B, Liminate Unsymmetrical, Paddle, Spraycover, Buoyancy, Rudder, etc. 1 season only - £25. Leeder, Queens Road, Wilbarston, M.K.T. Harborough, Leics.

FOR SALE:

Quirl, with Spray Cover, £12; 2-seater Trout Canadian Canoe, £25. Sutcliffe, Atlantic College, Llantwit Major, Glam.

FOR SALE:

Struer Pointer "65" Veneer K.1, condition as new, used only few times last season, never raced - £70 o.n.o. Hustler Mk.3, class 7 double, 12 months old, raced one season, 9 wins, very good condition - £26 o.n.o. Machin, 2 Croft Lane, Gailey, Nr. Stafford, Staffs.

FOR SALE:

Moonraker Class 3, Paddle, Spray Cover, as new, complete with Rudder - £25. Phone Crowthorne 2651.

WANTED:

Second-hand K.W.3 - most conditions acceptable. M. Grove, Christ Church, Oxford.

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Jaycee
C2

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This C2, moulded in glassfibre, is based on a Swiss design - fast on the turns it handles well in white water. Manufactured in Britain, there is choice of colours, price complete with knee-straps and foot rests is £67.17s.6d. Spray decks extra at £2.5s.0d. each.

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