

Canoeing

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NOVEMBER 1966



SPECIAL FEATURES

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KAYAKS TO KABUL

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Whose Fault?

The Editorial in the current issue of 'Canoeing in Britain' refers to the recent correspondence in the pages of 'Canoeing' concerning the work of the B.C.U. and its officers. While admitting that some constructive thought has emerged it is claimed that some of the information given has been incomplete and inaccurate, and goes on to suggest that the correspondents instead of writing more letters should offer themselves for election to Council where they would be 'in possession of the full facts'.

We would agree with Editor, Jack Levison, that to stand for Council is one way of influencing the future of British canoeing, but we are horrified to think that the only way to gain possession of the full facts is to be a Council member. We have several times referred to the casual fashion in which the B.C.U. disseminates information and here is a case in point. If these letters were incomplete and inaccurate why did the B.C.U. not write and ask us to make a correction?

The B.C.U. continually expresses its desire to reach that vast number of paddlers who far exceed those within the Union, but it can only do this by making use of those journals which reach non B.C.U. Members. We are sure that magazines such as ourselves, Light Craft, and Canoe Camper, would be delighted to show how active the Union is, but if we do not get the information then whose fault is it that the lone canoeists does not know what's in it for him?

Still More about Lifejackets

In our last issue we promised to reprint as much as possible of the official B.C.U. comments which we understood would be appearing in the September issue of 'Canoeing in Britain'. The two major articles have been reprinted on the following pages and all that has been omitted is a section of comments concerning the misuse of lifejackets by retailers and canoeists.

Towards the end of the articles there is the official B.C.U. summing up, but we feel that the following points are worth emphasising.

1. B.C.U. approval was withdrawn from the 'Lifemaster' jacket some time before the end of June of this year, but this decision was not made public until mid-September. Even now, it is not clear from what date the withdrawal of approval is operative in terms of people who have purchased lifejackets.
2. A B.C.U. approved lifejacket is not recommended for use in other than inland waters unless it also conforms to the B.S.I. standard.
3. The B.C.U. approved lifejacket is not recommended for group use unless it also conforms to the B.S.I. standard.
4. The B.C.U. do not apparently take any steps to ensure that once a jacket has been approved and is in production that the relevant standards are maintained. Action appears to be dependent upon complaints from purchasers.
5. The statement in 'Canoeing in Britain' June 1964 (not June 1965 as stated in the current issue of 'Canoeing in Britain') to which we drew attention in our August issue, namely that B.C.U. approved lifejackets were identical to B.S.I. ones with the exception of certain fittings has now been acknowledged as incorrect. The statement should have read identical in performance.

TO SUM UP

When the B.C.U. approved lifejacket first appeared we applauded those concerned for their efforts to translate the peculiar needs of the canoeist into marketable form. We still think that the B.C.U. were right to insist on certain design features, but, with the wisdom of hindsight, it seems to us that the B.C.U. were wrong to accept lower standards in production than those approved by the B.S.I. Particularly as it seems that the B.C.U. has not the machinery to check on its own standards.

We feel that many school teachers and youth leaders, who we understand from retailers are the major purchasers of the B.C.U. approved life jackets, will be unhappy that the preference for a B.S.I. jacket over the B.C.U. jacket for group use was not stated earlier and advertised more widely.

In conclusion, we would still like to know the exact specification of the B.C.U. approved lifejacket, and the machinery for testing that a lifejacket is initially up to specification. We would also like to see that the B.C.U. as part of its approval require the manufacturer to attach a label to non-B.S.I. lifejackets indicating their limitations where either sea canoeing or group use is involved. Finally, we wonder whether in the light of recent experience the time has not come for the B.C.U. to end its approval scheme, and simply to give it recommendation of those B.S.I. lifejackets which have been shown to offer the least restriction to the involved gyrations of the paddler.

LIFE JACKETS

The full story . . .

In our last issue we published letters concerning the "Lifemaster" B.C.U. approved lifejackets which had become damaged within a week of purchase. Since then we have received a considerable mail on this subject. This is the story as we understand it.

The manufacturer's of the "Lifemaster" Lifejacket acknowledge that a faulty batch of lifejackets, one day's production, was sent out with a reinforcing tape missing from the harness supporting patch. All these jackets were distributed through one chandler (Burkitt and Wigford) in Lincoln. The manufacturers state that they have replaced or repaired these lifejackets free of charge, when requested. One complainant returned eleven jackets, which were repaired and have since withstood "quite rigorous testing".

Vacuum Reflex have offered to examine and test free of charge any lifejackets of their manufacture, should readers feel in any doubt as to their serviceability. If you notice wear at the bottom corners of the buoyancy chamber, Vacuum Reflex will reinforce this, provided you do not wait until holes appear. (They do in fact operate a servicing scheme for lifejackets which they strongly recommend after a jacket has been in use for some time. The charge for this is 7/6d plus the cost of any replacement items). Following complaints, one prominent canoe and equipment firm began to have reservations about the B.C.U. approved "Lifemaster", and no longer retails this jacket, and in fact the British Canoe Union has now temporarily withdrawn its approval of this jacket, pending discussions with the manufacturer regarding modifications to the material used. Other lifejackets which have B.C.U. approval are not affected by this statement.

Concerning material, it was stated in C in B June 1965 that the B.C.U. approved lifejacket was identical with the kite-marked B.S.I. approved lifejacket, except for lifting



Lifemaster Type 9 B.S.I. Approved Lifejacket.

Photo: Vacuum Reflex.

beckett, life-line and whistle. This statement should have read, "identical in performance". The covering in fact is different and we apologise for this incorrect information. However, Vacuum Reflex manufacture a cover for this lifejacket which takes the wear and tear. They recommend that Youth organisations do not purchase the non-kitemarked jacket which they state is more suitable for the owner-wearer, who will look after his own property, but invest instead in the kite-marked "Lifemaster", with cover. In fact, Benmore Lodge in Edinburgh, whose complaint was the first we had heard, had ordered the kite-marked B.S.I.-approved lifejacket, but was supplied in error by Lillywhites with the B.C.U.-approved jacket.

Comments from the Safety Committee . . .

We are hearing a lot about the defectiveness of some lifejackets just now; but another side of the story comes from makers, who receive back from time to time lifejackets which have obviously received bad treatment at the hands of the user, and yet the sender apparently expects them to be replaced without demur. May we quote some of the examples we have heard about?

1. A jacket with a long slit on the back of the main compartment. This had been appallingly badly stitched up, with two differently coloured threads badly knotted in the middle. Not only this but the owner had such little faith in his own handiwork that he also tied a piece of electrical insulated wire around the jacket, presumably to reinforce the stitches. "I never cease to wonder at the mentality of people who are prepared to entrust their lives to an inflat-

A letter from O.J.C. . .

The Editor,
"Canoeing in Britain".

Dear Sir,

I have read the correspondence and your comments concerning life jackets in the June issue of your journal with considerable interest and not a little concern. I feel in agreement with Messrs. Vacuum Reflex Ltd., that precipitate action has been taken in making public the defect discovered at Benmore Lodge before any investigation has been carried out, let alone the unfortunate manufacturer's. In fact, on carrying out their investigations, Messrs. Vacuum Reflex have admitted full responsibility for a faulty batch of material and have agreed to take back all life jackets of this sort.

As the Union's representative on the responsible committee of the British Standards Institution, I think I may say that I know as much about life-saving jackets to our specification as any other canoeist. Sqn. Cdr. "Sandy" Davidson, R.N., who is on the same committee as a representative of the Institute of Aviation Medicine and is also a very experienced canoeist, is mostly responsible for the design of our jacket, and I made certain suggestion in its development. I am sure that the type of jacket which has our approval and also the B.S.I. kite mark on it is the best yet developed for canoeists' use.

The open cell foam inside the jacket has the approval of the B.S.I. They have carried out tests by slashing the outer bag of the jacket heavily with a knife. After thirty-six hours the inherent buoyancy of the foam dropped from 20 to 12 lbs. I therefore query Mr. Hyde's admittedly guessed weight of 20 lbs. Have you tried to squeeze all the air out of a sponge? If all the air is driven out the sponge will sink. Try! The jacket itself weighs rather less than a pound. Less than a quart of water inside will double the weight of the jacket. One gains the impression—and it is only an impression—that one is picking up a bag of lead, when there still remains 19 lbs. of inherent buoyancy in the jacket. I have found a pint of water inside a single-stage, orally inflated jacket. How, will you please tell me, did it get there?

The remarks made by Messrs. Vacuum Reflex on the B.C.U. approved type of life jacket without the kite mark (June issue) are correct. I support them completely in their preference for the properly qualified jacket. The modified one, without the kite mark, is only of use in enclosed inland waters. Anybody who uses one in open water is asking for trouble. It would be wiser to wear the kite marked jacket even

in enclosed waters. Those who read my accident report books agree with this at once. Clubs affiliated to the B.C.U. can obtain the kite marked jacket at a very reasonable price. And I learn that it will not be very long before an Act is passed through Parliament which will prohibit the sale of life jackets unless they do have the kite mark.

There is a special clause in the British Standard, allowing for a slightly modified jacket to be sold to schools and centres through the National Schools Sailing Association. It is my regret that, despite my many requests, neither Messrs. Vacuum Reflex nor Messrs. Ottersports have got this type of jacket. If they had, then this would be the one which authorities should go for.

Finally may I submit that people will not get the best service out of these jackets unless they carry out the makers' instructions. In the particular context of this correspondence, to keep water out of jackets they must be checked at intervals to make sure that no leaks have developed, and the oral inflation valve must be properly closed, with its little cap on if it has one.

I am, Sir, yours faithfully,

O. J. Cock (National Coach).

To sum up:

- * There was a batch of faulty lifejackets.
- * The manufacturers offer to examine lifejackets free of charge and replace or repair if faulty in manufacture.
- * The address—Vacuum Reflex Ltd., 2c Hanbury Road, Tottenham, London, N.17.
- * Have your lifejacket serviced regularly by the makers.
- * Prevent wear by fitting a cover.
- * The B.S.I. Kitemarked "Lifemaster" jacket is preferred for group use.
- * B.C.U. approval of the cheaper "Lifemaster" jacket has been temporarily withdrawn pending discussions.
- * Any Kite-marked lifejacket (indicating approval by the British Standards Institution) is satisfactory and recommended.

Overland to Australia, II: Kayaks to Kabul

BY JOHN E. S. LAWRENCE

It was difficult to disturb ourselves and leave the warm, friendly coast of the Black Sea. As we wound up into the mountains towards Erzerum, the wilderness seemed to close in. A latent hostility appeared in the terrain. Huge eroded valleys buttressed by snow-capped peaks form the edges of north-east Turkey; sometimes we would see horsemen on the road ahead which were not to be seen anywhere when we arrived at the spot. As the unusual vehicle rattled through the villages, dark-eyed crewcut children would pour into the streets and make obvious sign-language requests for cigarettes: when none were forthcoming, they hurled stones after the retreating strangers. It was best to avoid the indiscriminate giving of gifts, since this leads to an inordinate expectation of quite the wrong kind. A young German we met who was cycling from Hamburg to Tokyo had neither the protection nor the speed of a Land Rover, and was frequently stoned because he simply had no cigarettes. He gave up the unequal struggle and sold his bike in Teheran as soon as he had seen the size of the Persian shepherd dogs.

As from now, water was becoming a scarce commodity. We drank and filled up tanks from Embassy water taps and relied more and more on water-melons. Canoes became redundant and they hardly ever left the racks. Pressing on into Persia from the Turkish border towards Tabriz, the snows of Mount Ararat glistening in the background, we began to experience the discomfort of desert travel. Almost a thousand miles of red sandhill, dust and hot sun lay between us and Teheran; beyond lay Dasht E Kevir, the Great Salt Desert, and then Afghanistan. The little white car full of Englishmen abroad, had started out splitting at the seams with goodwill; now it was dustworn, had developed certain allergies, and the smiles of its crew were often strained by the endless, vacuous stares of local bystanders. The Iranian crossing took its toll. The roofrack and radiator began to shake apart: fine red dust penetrated everything. You noticed it most when you blew your nose. The mark appeared on the handkerchief as a rusty blotch. But still, the extraordinary hospitality of the people astonished us. Within moments of descending upon a strange town, we would be comfortably ensconced in the house of some influential community member. It would be possible, if one was unscrupulous, to rely too much on this hospitality. Indeed it has been known for lone travellers to go for months and miles without spending any money on anything. The Australians have a good word for them: bludgers.

We hoped we might do some canoeing on the Caspian, but there were some earthquakes and very bad flooding when we got to Teheran, accounting for numbers of Persians and very nearly for a young couple in a Dormobile whom we met after their all-night dash through the edge of the damaged area. The company of others like ourselves who were making the trip for a variety of reasons in a variety of conveyances made memorable occasions out of some strange meetings. Often Embassies were veritable Fleet Streets, where one met up with acquaintances again who'd vanished in some drama for weeks, escaping terrible fate by inches and the stories lost nothing in the telling.

One of these occasions was close to the Afghan border in the holy Muslim city of Meshed, where we met a European who was engaged

in a survey of Afghan roads for the Berlin equivalent of the A.A. He was tense and excitable, having recently survived a very serious accident in Afghanistan in a beautiful Mercedes. We were pumping him about the state of the country, where one could get petrol, water, etc., and Andrew happened to ask the innocent question, "Is there much traffic on the road?" When he had picked himself up from the ground and wiped the tears from his eyes, the expert spluttered, "Yes! Oh yes! There is YOU!" His accounts of the tribal territories and their fierce jurisdictions and the large amounts of absolutely nothing on the map made us a trifle thoughtful. The Land Rover was beginning to fall apart, and the prospect of breaking down somewhere in the middle of a 360° Afghan horizon, unbroken by even the merest camel hump, made us determined to sell the car at the earliest opportunity. It is interesting to note that a wrong turn could be disastrous, in that some legs of the journey were so long between petrol stops that even if one carried maximum spare fuel the margin was minimal.

It is a feature in explanation of this part of the journey that attention is constantly drawn to the shape and colour of our vehicle, surmounted as it was by such a gaudy crest. To the average Westerner, the sight would of course be readily identifiable. To an Afghan, it was highly singular. There was a word which was bandied about amongst the first inhabitants to see it, at the Customs post at the border. We asked an English-speaking official, a rare bird, to translate. He told us that some of them had seen American helicopters and were assuring their friends that this was one of them.

As we entered Afghanistan, two things happened which made us realise we were not perhaps fully in control of the situation. We were closely followed by a wild-looking turbaned character on horseback. Not wanting to take up his road or block him, we accelerated away up to a speed more in keeping with a 1952 Land Rover. Imagine our surprise when he overtook us easily at a sort of idle gallop: one had the impression that he only had to drop into overdrive to vanish altogether over the long road ahead. He stopped, turned, and waited for us to pass him. In a cloud of dust and with many waves, we shot past, by now unable to see much behind us because of the wake of swirling sand. Suddenly Roger shouted, "Look out, here he comes again!" and the familiar figure, in overdrive this time, hurtled dangerously past and continued to gain on us until he stopped and wheeled to grin at us proudly. Shaken, we waved again and lurched over to the side to avoid him. Actually, it didn't really matter whether one drove on the road or off it, since it was only a question of following the tracks made by other vehicles.

The second exciting item was the product of seeing an unusual and unexpected roundabout in the middle of Herat. Previously it had not mattered which side of the road you drove; it was enough only to stay on the road. Perplexed, and steering between assorted bullock carts and camel trains, we had to make a violent stop in order to avoid collision. A horrible rending noise and a bump clearly indicated a surprise attack from the rear. Shouts and delighted looks confirmed this, and we got out to find the police jeep impaled on the Eskimo Kayak. The two police in front had been neatly divided by the sharp blue bow which had pierced straight

through the canvas hood. It was done rather artistically. Apologies were no use; the damage was done. Muttering unintelligible threats, they backed off the bent kayak, and drove away in a manner designed to restore their dignity.



The local bus station -
canoes are in place

The Herat taxi service



It took four days to sell the Land Rover, days of negotiation and barter. On the fifth day, we had the coveted Imprimatur of the Rolled Signet Ring and Squiggle on our passports, which indicated the Customs Clearance for the selling of a vehicle. All that was left was the contents of the car, so we called a taxi. An hour later it arrived, a beat-up elliptical nag and a creaky cart; the lot driven by an equally beat-up creaky toothless Afghan. When he had satisfied himself that there were no devils in the kayaks, he strapped them on his cart with the rest of our gear. If the Land Rover had looked curious, this ensemble looked like a twin-jet Surrey minus the fringe. The taxi driver enthusiastically motioned us to get on top of the crazy pile as well, so that we could go through the town like some sort of victory procession, but a glance at the horses ribs warned us against this. We arrived at the local bus station, unloaded the cart, and began to haggle for space on the truck to Kabul. We booked to Kandahar, a stupid scheme as it turned out, because that is in the middle of one of the world's wilder areas, the missing metropolis, you might say. It also gave the Afghans every chance to charge us more huge rates after fruitless bargaining on the second leg. Once they had realised that we were desperately keen to take these extraordinary long thin hollow contraptions with us, they turned the screw. We paid for the first part there and then from our sugar sack of cash we had got for the sale of the car. Loading the bus was a hazardous business. We tied the canoes precariously down the side of the roof. Many of the fee-paying passengers like ourselves were travelling on the roof, and it was necessary to keep the Afghan posteriors off the kayak anyway. I don't suppose Mr. Klepper had this in mind when he designed the Quirl either.

We started off on the journey sitting huddled at the back, because we thought it might be warmer, until the members up front started spitting. We were never really warm anyway, so we moved up to the forward position, like scouts on a tank. There was less dust there, and the air was unfiltered. The bus would generally stop at sunrise and sunset, for a P and a prayer. The inhabitants would be disgorged - we were perpetually astonished at the number

of people that fitted into an average sized cattle track with a roof and seats, we counted over sixty. As they moved off the road a few yards, with their little kettles in one hand, and their knee mats in the other, we would observe with interest the phenomena of dual purification.

Our sustenance was largely chy, light coloured tea brewed in charcoal urns, which was drunk from shallow saucers. We slept on top of the bus among the assorted bundles, listening to the haunting chants of the Muezzin. Occasionally we would hear an extraordinary sound in a village around about dusk, reminiscent of farm dogs howling in the villages at home. We were informed that it was only the inhabitants of the local prisons, wailing their penances.

The high speed trip across the centre of Afghanistan took four days, and ended in Kabul. The pace never slackened, riverbeds, mountain passes and rocky flats were all swallowed up without trace. Nothing went wrong with the old motor that could not be cured either by the huge Manchester spanner which was tied on the back, or by dousing it with pitchers of water from the river.

We knew when we were approaching Kabul because the thanksgiving songs of the passengers reached a climax; it seemed as though they were all as surprised to have survived the journey as we were. Now we found our match in the Customs. At their mercy because they took all passports, we found ourselves virtual prisoners at our hotel as soon as they discovered that we had sold our car. They denied all knowledge of the Squiggle beneath the Imprimatur, and implied, through an interpreter, that we had stolen the Ring, and applied our own brand of signature. Since communications between one end of Afghanistan and the other are neanderthal, it looked like being a long stay. Through a providential slip-up in their administration, Roger got his passport back. He immediately left through the Khyber to Pakistan with most of our loot, to wait for us at a prearranged address. That left us, with canoes and little money, with half the English-speaking population of Kabul on our side.

At length, we were again summoned to the office of the Chief Customs official. He sheepishly assured us that he had received confirmation of our account, and that on the payment of a certain sum, we were free to leave the country. The fee was ridiculous and seemed purely extortionate, so we went and got the most vociferous of our American friends to change his mind. Shrugging, he nodded to the German interpreter, the interview was over, he had only been bluffing. He spoke a few words as we left, and the interpreter laughed dryly. The translation was, 'Well, you cannot expect from a Government official the behaviour of a priest.'

It was not until later that we found out that the canoes were the cause of most of the trouble. The problems and cost of taking them to Karachi and thence by sea to Australia were enormous, and at that time, to us insurmountable, and the Customs office had been trying to charge us for leaving them in the country. However, to this day they reside in a house in Kabul. Tucked down the front of the Eskimo kayak is a short leather stick which conceals a stainless steel sword, a relic from Royal Marine days. It was one of our only physical insurance policies. We had not needed it anyway.

The Liffey Descent

The Seventh International Liffey Descent, sponsored by the Coca-Cola Bottling Company (Dublin) Ltd., was held in Ireland on 10th September. This race is the most spectacular canoe event in Ireland and undoubtedly one of the finest L-D events anywhere. The course of 16½ miles on the River Liffey has almost every conceivable hazard to face the canoeist - fierce rapids, treacherous weirs and sluices, fish passes, difficult portages, plus numerous bridges and other obstacles. After last year's flood conditions for the race I thought returning to Ireland could be something of an anti-climax, but the Irish Canoe Union have gained the co-operation of local water authorities and two hours before the start Leixlip Dam open their sluices putting twelve inches of extra water on the Liffey so providing once more spectacular conditions at Lucan Weir and the three big "V" weirs of Anna Liffey, Wren's Nest and Palmerston.

Over 60 crews were entered - an increase of 1/3 over last year - with a large number of British paddlers competing who did very well taking first places in three of the five major events. In the International Doubles B.Jupp/C.Gregory of 63rd Para raced into the lead from the very start and stormed down the course to gain first place with a record time of 1hr 44min 20sec. - our paddlers took 1st, 2nd and 3rd place in this class truly thrashing our Irish friends! However in the International Singles, N.Alexander of Belfast CC. up-held the flag for Ireland by taking first place in a time of 1hr 52min, improving on his winning time of last year by 13min. This class was extremely interesting, being closely fought between a number of paddlers. S.Warren of 63rd Para was first through the Celbridge Rapids, but lost the lead further on, Kitson of Dewsbury Adventure Club was well up and gained 4th place at the finish, while pushing all the time for first place was A.Miller of Harlow - but for a capsized at the last big weir he might well have taken it. One of our top sprint paddlers, Alan Edwards of Worcester C.C., was unfortunate to lose his rudder early in the race for he has all the qualifications to win this event, speed, stamina, and white water experience. (Alan is a 2nd div slalomist and only sprint training has gained him demotion from 1st div.) In the Slalom and Wild Water classes another two paddlers from Worcester C.C. gained first places, J.Parker winning the Slalom, and C.Skellern the Wild Water Kayak class. Skellern clipped 15min off the record time for his class, covering the 16½ miles in 1hr 58min 45sec.! Three of the four ladies competing were able to finish the course, Miss V.O'Connell of Kilcullen C.C. taking first place with 2hr 33min 40sec. closely followed by Miss A.Graham of Wild Water Kayak Club. The only British girl racing was Miss L.Sheenan who retired at the Leixlip Dam.

The Liffey Descent is certainly a superb race that taxes the canoeist and his craft to the full - stamina, endurance, courage and skill are all demanded to make The Descent. International long distance canoe racing is growing fast and when this side of canoe sport is recognised by the I.C.F., The Liffey Descent, Coca-Cola, and Ireland may well be hosts to the first World Long Distance Canoe Race Championships.

THE LIFFEY DESCENT





Key to photos.

1. C.Skellern of Worcester C.C. racing down Palmerston Weir. 2. Trouble in the Celbridge Rapids. 3. Irish paddler Leixlip Weir. 4. Doubles Winners, B.Jupp/C.Gregory racing through Celbridge Rapids. 5. A capsized for a British competitor at Palmerston Weir. 6. E.Lawrence of Wild Water Kayak Club racing through rough water at Palmerston. 7. G.Fallon of Salmon Leap C.C. shooting Leixlip Weir. 8. Miss A.Graham of Wild Water Kayak Club racing through the Celbridge Rapids.

Bude Again

BY OLIVER COCK

Man, it was wonderful!

I said this last year; but this year not only did we get our wonderful surf, but also a complete surfing gala thrown in for our entertainment.

Besides the fact that over 100 people joined us during the week - a great many more than we have ever had before - we also had the first ever competitions in handling canoes in surf.

And, man, were they exciting!

The Bude Surf Life Saving Club organised the gala. Of course they had malibu board riding and surf ski races, but they also threw in a canoe handling contest, a canoe race and a canoe-to-swimmer rescue race.

The canoe handling contest was judged in much the same way as malibu board riding. We had lessons the day before, from Mr. Allen Kennedy of the Australian Surf Life Saving Association, on how this was done, and it worked out very well indeed with the canoes. The surf was good. A slight off-shore breeze held up the waves and permitted some very long runs on big, green waves, finishing with the occasional loop-and-twist-out as they broke. We had eighteen entries, and the winner was Mark Hoare, and Atlantic College Canoe Life Guard, who ran away with the St. Austell Breweries Trophy as the Best Canoeist.

The canoe-to-swimmer rescue race involved the canoeists' going out through the surf to their "patients", who had previously been taken out by the R.N.L.I. inshore rescue boat. The patients leapt overboard, held on to their rescuers' canoes somehow and got taken ashore again. Given that the patient was fully co-operative (there seemed less likelihood of cheating this way, rather than pretending he was unconscious) the quickest way home was with the patient lying on the after-deck with his head close to the canoeists' back. With 24 entries, Baker and Hurt of Loughborough College C.C. were the winners.

The canoe race started as a slalom, with 28 entries; but the heavy surf dislodged all but the marker buoy and one inshore buoy, so the event dissolved into a straight race, round the marker buoy and home again. There were two heats and a final. You should see fourteen people all trying to start away together in a limited space on the edge of the surf! It makes a grand shambles! Mark Hoare won this one, too, which went to prove the point that he was the Best Canoeist.

I am no expert at malibu board riding or the surf ski, so I will not try to describe these events. Suffice it to say that the board riding is a very beautiful sport when it is done by top line people, and surf skis are not to be sneezed at either. Although we enjoyed the day very much and thank the Bude Surf Life Saving Club for organising it. We look forward keenly to next year's gala. May the surf be as perfect.

The rest of the week went with gusto as usual. A strong on-shore wind kept the seas high, but did not lead to tidy surf. It was uncomfortably rough on one or two days but Summerlease Beach is more sheltered than Crooklets at high tide and we took cover in there.

There was an emergency call-out one day, when a poor young man swam out down a rip about two miles along the coast, and could not get back again. Although prompt action was taken when the message was received, and canoeists, inshore rescue boat and helicopter all arrived together a few minutes after the beltman had swum out, we none of us were in time and the young man was lost. Which really rubbed it in that one has to be careful on this coast. It is not for the unwary; but with care and a knowledge of the sea and its ways one learns how to behave. The week was well spent. I am sure we all hope to go again next year.



A forward loop - Bude



Mike Ramsay at Bude



Surfing at Bude

Photographs by courtesy of Stewart Fraser.

Direct Postal Subscriptions Only

When we started 'Canoeing' it was intended that the magazine should be supplied by direct postal subscription, but over the years we have received a number of subscriptions from newsagents who have been asked to supply the magazine by their customers. In the past we have supplied these although the giving of trade discount to the newsagent has made such subscriptions uneconomic.

However, the increasing numbers of subscribers combined with the additional work entailed in servicing these subscriptions now force use to withdraw this facility. In future 'Canoeing' will be no longer supplied on a newsagents order, and readers are asked to send their subscriptions direct to us. All existing contracts with newsagents will, of course, be allowed to run out their year.

Bound Volumes of Canoeing

We are having some copies of Volume Number 6, which closes with this issue, bound up. The format will be the same as previously, i.e. title on the spine, stiff illustrated boards covered with a transparent laminate, and in the style known to the trade as 'perfect' binding. Due to price increases since last year, the cost of these will be 25s. per volume (post free). Orders are being taken now.

As in the past, we are prepared to bind up readers' own copies of volume 6 at the same time as our stock copies are being bound. The charge for this will be eleven shillings per volume, and it is stressed that all individual copies must be in perfect condition otherwise success cannot be assured. Copies for binding, plus eleven shillings, must be at the Editorial Office by 5th November 1966. It is anticipated that orders will be completed before the end of the year.

At the time of writing, our stock of earlier bound volumes is confined to volume 5 which is available price 25/- per volume (post free). We particularly recommend them to Clubs and Libraries. We regret that bound copies of Volumes 1, 2, 3 & 4 are no longer available and we should be pleased to hear from any readers with bound volumes to dispose of.

Y.H.A.

WEEKEND COURSES FOR TEACHERS 1967

- A. THE POSSIBILITY OF THE WYE VALLEY FOR C.S.E. FIELD STUDIES
FEB 3-5 Course Leader: F.Sheen, Senior Geography Master,
St. Bedes R.C. Secondary School, Ormskirk.
- B. OFFA'S DYKE NATIONAL FOOTPATH
FEB 10-12 Course Leader: F.Noble, W.E.A.Tutor for Hereford-
shire & South Shropshire; Leader of Y.H.A. parties
along the National Footpath.
- C. CANOE CRUISING ON THE WYE
FEB 17-19 Course Leaders: T.Hewitt, B.C.U. Instructor
I.R. Hall, P.E. Master, Adeyfield Secondary
School, Hemel Hempstead.

The aim of these three weekends is to present to teachers the possibilities of using Youth Hostels when leading School Parties. The three subjects chosen as topics for the weekends are ones which have been practised at and around Staunton-on-Wye, and are subjects in which the course leaders are experts.

Emphasis is being placed on the practical background, and the Saturday afternoon will be spent out, demonstrating the possibilities of the area for the chosen subject. Staunton-on-Wye is a medium sized hostel in the middle reaches of the Wye Valley. It is half a mile from the River Wye, midway between the Welsh border and Offa's Dyke and in a largely unspoilt area of Rural England.

Normal Y.H.A. Hostel Rules will be relaxed to some extent for the weekend to enable participants to arrive by car. The Hostel will be open during the day, as necessary, and all meals will be provided there. Y.H.A. dormitory type accomodation will be provided and members of the course will be expected to give some help with the running of the Hostel in normal Y.H.A. tradition, to keep the costs as low as possible.

Each course will start about 8.30 p.m. on the Friday evening and continue till lunch on Sunday.

The fully inclusive fee for each weekend will be £3 per head, covering all hostel charges, local transport, course fees, etc,etc.

A full programme for each of the three weekends is available from the Warden (R.Shoesmith) at the Youth Hostel, Staunton-on-Wye, Hereford. All enquiries and bookings should also be sent to him.

Dear Sir,

Rudder Design

I have read with some interest the article by Mr. Byde in the September edition. Having experimented with various types of rudders on kayaks over a period of some twenty years may I comment on the article?

Firstly the turning motion of a kayak or for that matter any small boat is a lot more complicated than Mr. Byde imagines. The analogy between the effect of a rudder and the effect of a steering propellor on a ship is weak to say the least. One can study the steering propellor effect simply by watching outboard motor boats starting to move with the engine at a high steering angle, the stern is invariably pushed round before the bows start to move. The effect of a rudder, no matter where it is mounted, is quite different, bearing in mind that the boat must be moving before the rudder has any effect at all. The steering propellor works best when the vessel has little or no forward motion. Briefly, without quoting various authorities on hydro-dynamics, there is a point somewhere along the centre line of any boat about which the boat turns, as the bows swing to one side the stern swings to the other the neutral point about which they swing does not move in either direction. This point is for all practical purposes, the lateral centre of immersed area, that is the centre of the underwater area of the boat viewed from abeam. Certain other considerations affect this but not to any great extent in the average kayak.

However to return to Mr. Byde's article, the idea of having a long narrow rudder blade of streamlined section is one which I have been preaching for many years, for the same reasons as Mr. Byde, all round efficiency.

The figure of length/width ratio of the blade of five to one is probably the most effective for practical reasons, although an even narrower blade would be more efficient if one could make it strong enough. I fancy it would need to be machined out of steel or some similar material. Since the rudder is exerting a force at right angles to the centre line of the kayak the further the rudder is mounted from the neutral point the greater the torque or turning moment will be, in other words the rudder should be mounted as far aft or as far forward as possible.

Before Mr. Byde attempts any major surgery on his kayak may I suggest a simple test rig which will enable him to carry out comparative tests with rudders of various designs and in various positions along the hull. Basically it consists of a wooden bar mounted across the deck at any position, with a rudder mounted on either end. By making rudders of various shapes, (the areas should of course be the same), it is possible by setting the angle of attack before the test to try one out against the other, both being set to turn the kayak in opposite directions. Similarly by using two of these test rigs one aft and one forward, with a rudder of the same design mounted on opposite ends of each, it is possible to test the optimum position of the rudder relative to the length of the kayak.

The problem of making a rudder which will swing out of the way when struck from forward or aft was solved many years ago. The rudder was mounted on a boom or outrigger projecting from the stern, and the blade was free to move either back or forward on its

swivel but was held in a vertical position by a heavy rubber band stretched over the rudder head, this would probably work as well when mounted forward of the bows.

On the theoretical side of rudder design, a much greater turning force for the same amount of drag can be developed by using a rudder of aerofoil section as opposed to streamlined section, this requires an assembly of two rudders one for turning to port and one for turning to starboard. They would however be very tiny rudders and since they would only require to operate a very small angles of attack probably less than 5 degrees they would have considerably less drag than the present rudders one sees in use. I have in mind rudders made precisely to a simple aerofoil section such as Clark Y or R A F 32 section and mounted on the sides of the kayak just forward of the stern or just aft of the bows.

Considering Mr. Bydes proposed rudder under the hull in its drum mounting, I don't think the rudder itself would have a great effect on the water flow under the hull, but the lower edge of the drum when rotated would either present to the water flow, a step or a hard edge both of which would have a serious effect on the flow. The rudder blade pivoting on its centre line, would not stream, that is it would have no tendency to return to its neutral position and the kayak would not settle on her course, it would be rather like a car which oversteers. This difficulty could easily be obviated by making the blade a little narrower than the slot in the drum and allowing the blade to drag to the downstream end of the slot pivoted on its holding down band.

Carry on Mr. Byde give us more of these articles!

Yours faithfully,
Adam Hay,
Ayrshire.

News Flashes

APOLOGIES TO DAVE LEWIS

Our apologies to Dave Lewis for the omission of his name from our centre page spread in last month's issue on the Sella River Race. Dave was also responsible for our last cover picture. The slip up was due to internal difficulties at our printers due to the holiday period.

SLALOM TROPHY FOR CANADIANS

Messrs. Streamlyte Mouldings have offered a trophy to the B.C.U. for competition in C.2 boats. The offer coincides with the introduction of a new slalom C.2 which Streamlyte have just put into production. Single-bladed paddling is beginning to prove popular with the slalomists and we predict that we may well be on the verge a Canadian revival.

MANY HAPPY RETURNS

The new WHITE WATER has just published its fourth issue and so completes its first year under new management. Plans are afoot for it to be linked with the B.C.U. Slalom Committee and so ensure continuity of publication. Its regular publication and high

standard of content over the past year have proved it to be worthy of support, and we recommend it to all our readers. The subscription is 10s. per annum (post free) and the address is C/o Maurice Rothwell, 21 Windsor Road, Clayton Bridge, Manchester, 10.

CANOE CONFERENCE AND EXHIBITION AT BURY

To coincide with the B.C.U. A.G.M. a combined canoe conference and exhibition will be held at Bury Technical College on Saturday and Sunday, 29th/29th January, 1967. Fuller details will be available later in the year from either the B.C.U. or C.C.P.R.

RAPID RIVER RACES ON THE DEE

There will be a series of four of these races starting from the road bridge a short distance upstream of the Chain Bridge and finishing just above the weir a short distance upstream of Llangollen Bridge (a distance of 2 miles) on Sundays, 13th November 1966, 4th December 1966, 15th January 1967, and 12th February 1967. Further details from C.M.Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10.

CANOEING FOR SCHOOLS AND YOUTH GROUPS

Even if you cannot afford a five star hotel you can afford a five star book which is the rating that Canoeing in Britain has given to 'Canoeing for schools and youth groups' by Geoff. Sanders, and published by ourselves. Copies are available price 6s. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

ROLLING CLASSES

Rolling instruction and practice will again take place every Tuesday from and including October 18th, 1966 to Easter 1967 at Seymour Hall Baths, Seymour Place, Marylebone, London, W.1. The session will be from 9-10 p.m. and the charge a nominal 2s.6d.

All are welcome and any enquiry should be made to Stan Holtorp, North Lodge, Almner Priory, Lyne, Nr. Chertsey, Surrey. Tel: Chertsey 4635.

OPEN BRITISH CHAMPIONSHIP CANOE RACE SATURDAY, 3RD SEPTEMBER, 1966

LLANRWST TO CONWAY

1. OPEN LADIES SINGLES

1.	Miss M. TUCKER	RICHMOND C.C.	1.34.00
2.	Miss L. OLIVER	SOUTHAMPTON C.C.	1.37.20
3.	Miss K. EMERSON	RICHMOND C.C.	1.37.45

2. OPEN JUNIOR SINGLES

1.	J. BAIFOUR	NOMADS C.C.	1.33.12
2.	R. FREEMAN	LINCOLN C.C.	1.33.50
3.	J. LOCKWOOD	NOTTINGHAM CITY K.C.	1.34.10

3. OPEN JUNIOR DOUBLES

1.	P. J. BRETT - B. M. MARSHALL	EXETER C.C.	1.29.50
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MANCHESTER CANOE CLUB. LIANGOLLEN SLALOM Events held on Saturday 24th Sept. 1966

TEAMS		Time	Pen.	Total
1. Manchester A	Calverley, MacLeod, Langford	284	20	304
2. Chester A	Fleischhack, Mitchell, Woodhouse	316	40	356
3. Forth	Palmer, Roberts, Sharples	325	100	425
4. Manchester C	Morley, Pendleton, White	312	140	452

SHEPPERTON CANOE CLUB.

Result sheet of Slalom held at Shemperton Weir

Sunday Sept. 11th 1966

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4th Division.		Average 309	Modified Average 277						
Name	Club	1st Run		2nd Run.					
		Pen	Time	Tot	Pen	Time	Tot.	Best	%
1. Derek Farley	Windsor	50	117	167	20	104	124	124	44.8
2. Roger Hardy	Windsor	70	102	172	20	104	124	124	44.8
3. Richard Liddiard	Colne	50	133	183	20	116	136	136	49.1
4. Roger Featherstone	Brighton	60	119	179	30	112	142	142	51.3
5. Michael Powell	Worcester	190	143	333	30	129	159	159	57.4
6. Jim Sunderland	Riverside	80	105	185	190	107	297	185	66.8
7. Michael Whitlock	Itchen V.	200	162	362	80	105	185	185	66.8
8. James Hill	Stowe	80	118	198	130	129	259	198	71.5
9. David Glanville	Riverside	130	115	245	80	123	203	203	73.3
10. Andy Stoen	New Ham	*	Scratched	100	115	215	215	215	77.6

Novices Results.

Name	Club	1st Run			2nd Run			Best
		Pen	Time	Tot	Pen	Time	Tot	
1. Richard Beavis	Southampton	30	93	123	Nil	90	90	90
2. Hugh Chapman	R.N.K.A.	20	116	136	10	97	107	107
3. Michael Twitchin	Brighton	70	134	204	Nil	114	114	114
4. Rodd Hill	New Ham	70	119	189	30	88	118	118
5. Peter Downing	Colne	180	101	281	10	108	118	118
6. Paul Macaree	New Ham	240	134	374	40	87	127	127
7. Derek Jordan	Royal	70	101	171	20	108	128	128
8. Robert Clarke	Windsor	20	115	135	20	113	133	133
9. Peter Kimber	Eltham	90	132	222	30	137	167	167
10. David Proctor	Eltham	40	170	210	30	140	170	170

COLNE CANOE CLUB

PONT ALLT Y CAPAN SLALOM 17th/18th SEPT. 1966

DIVISION 3

	Club	1st run			2nd run			Btr.	%
		Time	Pen.	Total	Time	Pen.	Total		
1. Howard Dyer	Riverside	132	10	142	137	20	157	142	60
2. Bob Moore	Shepperton	165	40	205	148	10	158	158	72.9
3. Ross Hagger	Manchester	166	30	196	157	10	167	167	72.9
4. Richard Williamson	Worcester	153	140	293	151	30	181	181	76.7
5. James Parker	Worcester	151	50	201	154	30	184	184	78.0
6. John Hall	Manchester	171	40	211	160	30	190	190	80.5
7. Melvin Swallow	Chester	164	30	194	166	30	196	194	82.2
8. Phillip Peacock	Leeds	174	20	194	166	280	446	194	82.2
9. Philip Macauliffe	Reading	165	30	195	168	50	218	195	82.5
10. Peter Hewitt	R.N.K.A.	166	130	296	167	30	197	197	82.5

DIVISION 4

11. Colin Green	Leeds	134	70	204	101	30	131	131	72.2
2. Graham Lydon	Leeds	103	40	143	107	60	167	143	72.2
3. Kevin Jenkinson	Leeds	106	50	156	120	70	190	156	73.7
4. Robert Gibson	Museston	108	50	158	112	50	162	158	73.7
5. Michael Powell	Worcester	135	100	235	116	50	166	166	73.7
7. John Millingham	Worcester	132	220	352	132	60	192	192	80.1
8. David Fawcett	Manchester	119	100	219	112	90	202	202	82.7
9. Richard Liddiard	Colne	109	130	239	132	80	212	212	90.6
10. Robert Briggs	Leeds	108	220	328	115	100	215	215	91.9

4. OPEN SENIOR SINGLES

1.	C. EVANS	ROYAL C.C.	1.23.00
2.	A. EDWARDS	WORCESTER C.C.	1.24.20
3.	A. WILSON	KYLE C.C.	1.24.37

5. OPEN SENIOR DOUBLES

1.	M. BOSHER - A. KIRKBY	ROYAL C.C.	1.22.13
2.	M. GIDDINGS - A. TULLETT	ROYAL C.C.	1.23.35
3.	B. JUPP - GREGORY C.	63 PARA. COY R.C.T.	1.23.35

CORRECTION TO JUNIOR DOUBLES:

2.	FLOOK - A. HAMKEY	JUNIOR LEADERS REGT. R.E.	1.30.30
3.	GIRLING - ASHLEY	JUNIOR LEADERS REGT. R.E.	1.31.36

GANTOCK AND SKUA EVENT

<u>Place</u>	<u>Name</u>	<u>Club</u>	<u>Finishing Time</u>
1	A. Green	Irvine C.C.	1 hr. 35 mins 40.5 secs
2	D. Winning	Scottish Hostellers C.C.	1 hr. 42 mins 48 secs.
3	J. Reid	Scottish Hostellers C.C.	1 hr. 43 mins 34.5 secs

RESULTS OF CLOCH LONG DISTANCE RACE

4TH SEPTEMBER 1966

HANDICAP EVENT

<u>Place</u>	<u>Name</u>	<u>Club</u>	<u>Handicap</u>	<u>Finishing Time</u>		
				<u>Hr.</u>	<u>Mins.</u>	<u>Secs</u>
1	J. Rowell	Ayrshire Kayak H.C.	14 mins 30 secs.	1	39	35.8
2	J. Young	Kyle C.C.	1 min.	1	39	39
3	B. Beeley	Irvine C.C.	Scratch	1	45	30
4	W. Reichenstein	Newmilns Y.C.	10 mins.	1	54	3
5	J. Shaw	Newmilns Y.C.	10 mins	1	56	1

In order to work out the points for the Ayrshire Long Distance Racing Trophy all the results were corrected to the Handicap and the following placings calculated.

1.	J. Rowell	K.R.C.
2	J. Young	Kyle C.C.
3	A. Green	Irvine C.C.

MANCHESTER CANOE CLUB

LLANGOLLEN SLALOM - 25th September 1966

FIRST DIVISION (Martin Rohleder Trophy)

		<u>1st run</u>			<u>2nd run</u>			<u>Btr.</u>	<u>%</u>
		<u>Time</u>	<u>Pen.</u>	<u>Total</u>	<u>Time</u>	<u>Pen.</u>	<u>Total</u>		
1	David Mitchell	Chester	233	0	233	223	0	223	72.4
2	Ken Langford	Manchester	237	0	237	229	10	239	76.9
3	Brian Palmer	Forth	238	0	238	239	10	249	77.3
4	John MacLeod	Manchester	252	0	252	241	0	241	78.2
5	Raymond Calverley	Manchester	255	50	305	242	0	242	78.6
6	John Woodhouse	Chester	247	0	247	241	50	291	80.2
7	Keith Wickham	Sunderland	249	0	249	249	0	249	80.8
8	Norman Jackson	Manchester	264	0	264	254	10	264	85.7
9	Mike Couch	Cambridge Univ.	281	0	281	265	0	265	86.0
10	Malcolm Thompson	Worcester	291	0	291	259	10	269	87.3

MANCHESTER CANOE CLUB.

LLANGOLLEN SLALOM

25th September 1966

SECOND DIVISION

		<u>1st run</u>			<u>2nd run</u>			<u>Btr.</u>	<u>%</u>	
		<u>Time</u>	<u>Pen.</u>	<u>Total</u>	<u>Time</u>	<u>Pen.</u>	<u>Total</u>			
1.	Robin Lees	Cambridge University	253	0	253	248	60	308	253	74.4
2.	Richard Prince	Manchester	240	20	260	250	10	260	260	76.5
3.	Stuart Hatton	Manchester	260	0	260	257	10	267	260	76.5
4.	Paul Mayhew	Chalfont Park	264	20	284	260	10	270	270	79.4
5.	Malcolm Grov	Chalfont Park	263	10	273	277	30	307	273	80.3
6.	Tony Smith	Leamington	272	120	392	278	0	278	278	81.8
7.	Keith White	Manchester	260	30	290	262	20	282	282	82.9
8.	Howard Dyer	Riverside	281	50	331	272	10	282	282	82.9
9.	Alan Edwards	Worcester	276	30	306	274	10	284	284	83.5
10.	Jim Sibley	Windsor	282	50	332	267	20	287	287	84.4

Average = 345. Modified average = 340.

SECOND DIVISION AND LADIES OMITTED GATE 10.

LADIES

1.	Jean Battersby	Manchester	318	110	428	290	0	290	290	82.5
2.	Heather Goodman	Lakeland	283	70	353	274	40	314	314	92.4
3.	Margaret Bellord	Chalfont Park	395	60	455	402	100	502	455	133.8
4.	Jane Rowse	Chalfont Park	385	110	495	427	180	607	495	145.6

ROYAL CANOE CLUB - CENTENARY CANOE RACE

Saturday, 17th September 1966

Team Prize. A. Kirkby:M.Bosher)
M. Giddings:A. Tullett) Royal Canoe Club.
B. Watkin:R. Still)

All sixty seven starters completed the course.

<u>Position</u>	<u>Crew</u>	<u>Boat</u>	<u>Time</u>	<u>Club</u>
1.	Gardener : Roberts	SK2	4.38.0.	Riverside. Oxford.
2.	Kirkby : Bosher	SK2	4.47.0	Royal.
3.	Giddings : Tullett	SK2	4.51.0	Royal.

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FOR SALE:

18 foot double folding Granta. Excellent condition. Carrying bags, paddles, spray cover, buoyancy bags, rudder. £45. Apply D.Rosie, Dounans School Camp, Aberfoyle, Perthshire.

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K2 double 18ft. fibre glass racing canoe. Three years old, little used and in first class condition. Complete with paddles and spray covers. Offers to PRI, 4th Bn. The Wiltshire Regiment, Le Marchant Bks, Devizes, Wilts.

FOR SALE:

Used canoe camping equipment available at very competitive prices. Write for list, P.G.L. Holidays, Ross-on-Wye.

WANTED:

Fibreglass slalom single for Edge Hill College Canoe Club. Thomas, 12 Bankfield Lane, Southport.

WANTED:

Experienced canoeists required as leaders/instructors. All periods April - September 1967. Young ladies also required as cooks on canoe camping holidays. Details from P.G.L. Holidays, Ross-on-Wye.

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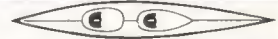
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