

CANOEING

Vol. 9 January 1969 one shilling & ninepence



SPECIAL FEATURES

CADET CLASS
EXE DESCENT
SCOUT CANOEING
CHAMPIONS '68

K.W. KAYAKS

FIRST DEE RACE 1st NORMAN JACKSON (Manchester)
 2nd CHRIS SKELLERN (Worcester)

TEES RACE 1st TONY YOUNG (Leeds)
 2nd NORMAN JACKSON (Manchester)
 3rd CHRIS SKELLERN (Worcester)
 ALL IN K.W. RACERS



CZECHOSLOVAKIAN NATIONAL C2 SLALOM CHAMPIONSHIPS
ZDEDNEK VALENTA/MIROSLAV STACH
(Motorlet Praha) 'K.W. STRIKE'

BRITISH NATIONAL C2 SLALOM CHAMPIONS
(Streamlyte National C2 Challenge Trophy)
RODNEY WITTER/ROBIN WITTER
'K.W. STRIKE'

BRITISH LADIES SLALOM CHAMPION
AUDREY KEERIE
(Sunderland) 'K.W. 7 LOWLINE'

(All results subject to official confirmation)

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CONTENTS

Cadet Class	1
Exe Descent	6
Month Ahead	9
News in Brief	10
Photo of the Month	12
Scout Canoeing	13
Champions '68	14
Where are we going	17
Comment	19
Race Results	20
Small Ads.	24

COVER PHOTO

C1 paddler at the Zaanregatta in Holland.

Photo - Mike Clark.

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editorial

The CADET CLASS is in the news once again and your editor has come under fire from some quarters for the comments put forward in recent months editorials.

However, over-riding all the arguments is the letter from John Dudderidge, O.B.E. President of the British Canoe Union, who reports on the Council Meeting held in December at which the class was vetoed and present development, at least by the B.C.U., has been stopped.

Your editor is not cheered by the apparant loss of the CADET CLASS, for although opposed to an inferior youth kayak for racing up to national level as envisaged in the CADET, I believe there is a strong case for a standard TRAINING/GENERAL PURPOSE kayak through out schools.

So we are back at square one - how to introduce schools into the sprint racing side of canoe sport.

There seems to be a surprising and serious lack of co-ordination between the competitive side of our sport and the Coaching Committee for so much work to have been put into the CADET CLASS only to be wasted upon almost completion. I call for a meeting of the full EXECUTIVE COMMITTEES of the Coaching, Sprint, Long Distance and interested Youth Organisations to hammer out an acceptable policy towards YOUTH AND SPRINT RACING. YOUTH is the future of our sport but without COMPETITION no sport can flourish.....

YOUTH CHAMPIONSHIPS AND THE B.C.U. CADET CANOE

(From John Dudderidge, President of the B.C.U.)

The year 1966 saw entries for the Youth Championships sink to an all time low, and in the autumn the committee made a number of recommendations for consideration by the Paddling Racing Committee which had the overall responsibility. These included a proposal for

CADET CLASS

the establishment of a B. C. U. One Design racing canoe, and these and other recommendations were published in December 1966.

In view of the situation, the Paddling Racing Committee invited the Coaching Committee to take the Youth Championships under its wing, as it had closer links with the schools and youth organisations. The Coaching Committee accepted the invitation and appointed a sub-committee under the Chairmanship of the President, to study the whole problem of the Youth Championships and of how to attract entries, and it suspended the competition problem.

In April 1967 the Coaching Committee ratified the proposal for a One Design canoe to be known as the B. C. U. Cadet, and appointed a small design sub-committee to proceed with the preparation of a design for a craft which could link the teaching of basic canoeing with the field of canoe racing. In September 1968 the B. C. U. publication "Canoeing in Britain" carried an article in which it was stressed that if the One Design was to make its maximum appeal in educational circles it must in addition to giving a satisfying performance in racing, also be suitable for expedition work and basic instruction.

At its meeting in October 1968 the Coaching Committee was presented with a report on the Cadet project and was informed that at a meeting with the manufacturers, considerable support had been forthcoming together with assurances of the cooperation of a number of them in the commercial production of the approved design.

At a meeting of the B. C. U. Council held on November 30th the Coaching Committee made what it regarded as a formal application for a grant of money to finance the production of a mould and of one or two prototypes which could then be thoroughly tested for suitability before any decision was made to go into full prod-

uction. The provision of such a grant for this purpose had been allowed for in the 1968 Budget Estimates. The application was opposed by certain members largely on the grounds that the whole idea of a General Purpose canoe was wrong and that only the recognised K. 1. was suitable for introducing canoe racing. After a long discussion the application for grant was put to the vote and narrowly defeated.

It should be noted that rejection by the Council was of an application for grant aid for the project; however, since further progress by the Coaching Committee would be impracticable without such a grant, the decision became a de facto rejection of the B. C. U. Cadet Project, and we are now back to square one, and the problem of how to inject new life into the Youth Championships and get canoe racing started in the schools and youth organisations.

The Coaching Committee is convinced that the proposals it has put forward are sound and well founded, and that they are necessary to a success in bringing schools and youth organisations into the field of canoe racing. It does not, and never has, excluded the development of K. 1. racing in these organisations, and visualises a progression of the older more experienced youngsters into this class. It does claim that an introductory stage is needed to whet the interest, and that the proposed B. C. U. Cadet would provide for this stage. At present the Paddling Racing Committee and the Long Distance Racing Committee reject this view and demand direct introduction of the K. 1. as the only craft suitable for the purpose.

It would seem that we are faced by the old philosophical problem of what happens when an irresistible force (facts of life as seen by the Coaching Committee) confronts an immovable object (standpoint of the P. R. C.) So long as these two struggle and strain, the real interests of

youth and canoe racing development will remain unsatisfied. The only thing now would seem to be for the two sides to get together and attempt to resolve the problem by reason instead of prejudice. It would be a sad commentary on our wisdom if the schools and youth organisations decided to go it alone and set up their own administration for the development of canoe racing.

Perhaps there has been a failure in communication, perhaps, in spite of their known opposition, the P. R. C. should have had the case for the B. C. U. Cadet explained more carefully to them. It is probable that all these factors led to the decision of the Council on November 30th. One thing is clear the decision taken does not remove the problem which remains to be faced by someone. As Chairman of the committee originally appointed to deal with the problem it has been impossible for me to remain outside and aloof. I believe firmly in the need for the B. C. U. Cadet, and no-one can say I do not appreciate the facts of life of canoe racing, and I hope that an agreement can be reached to go forward with the full backing of all parties.

ARE THE BEST INTERESTS OF CANOEING BEING SAFEGUARDED?

Recently much discussion has been aroused by the B. C. U. Coaching Committee's proposal to introduce the Cadet Class. The design is intended to be suitable for training, touring, L. D., and Youth Sprint events up to championship standard. Such a canoe is always welcomed in youth circles where financial support is limited. In these days of austerity this is probably also true of the various authorities.

The first set of problems appear to have arisen due to the introduction of an entirely new class into Sprint and

L. D. racing. Sprint racing classes are well controlled by international standards in the form of the 'K' craft, and much effort is at present being made to introduce more youngsters, 12-14 year olds, to the sport. In this respect the continentals are still years ahead of us. With this in mind it was rather surprising to find the B. C. U. attempting to instigate Youth Championships using an inferior design.

Long Distance racing has over the last few years been making great efforts to rationalize its classes, arriving at basic classes in which the 'K' craft are supreme. The future of the touring classes (3 and 4) is by no means secure; the introduction of a new class at this stage would be almost farcical. It would appear a better policy to strengthen the ranks of Class 3, these canoes are at present widely used for youth events, touring and L. D.

This leads us directly into another controversial point about the new class - the choice of class dimensions. There is little doubt that if the class is to be used for youth events it must have tight design requirements. This is a very good feature, but what does seem incomprehensible is the choice of dimensions at present applied to a white water racing class. Here must surely be one of the most illogical features of the whole project, Class 3 would appear to have been a more logical basis for the design.

Would it not have been more in keeping with existing conditions to have taken the less radical forms of class 3 as the basis for the new canoe. By this means the class would immediately be able to draw support for the event from those who have access to these types. As it now stands support will be inhibited by the presence of these craft, as the owners are not going to feel inclined to dash out and buy new canoes.

Another interesting aspect is the effect the new design will have on the

CADET CLASS

CADET CLASS

canoe manufacturers. It has been stated that manufacturers may be interested in purchasing moulds from the B.C.U. the cart has indeed found its way in front of the horses. Is it fair to expect manufacturers to give up their design leadership, or for that matter the opportunity to experiment with new techniques and materials. If the class is to succeed this should be their best selling line.

It does seem a great shame that the benefits offered by this new concept should be in danger of being minimized by the failure to accept a compromise. The idea of this general purpose canoe is welcomed by most, as would be the introduction of competitive events for youth. Problems have arisen over the radical sections of the proposals, Youth Championships using the Cadet Class, new class dimensions, and B.C.U. design leadership.

A standard general purpose canoe would be welcomed by user and manufacturer alike, and could result in a low price product. Competitive events for youth at district, county and area levels would enable clubs to select the keener competitors for K1 training. The Youth Championships could then be held using 'K1' craft and not be allowed to fall into some second class event. By reaching a compromise on design features a great deal of extra cost could be avoided. Most of those who have been keen enough to purchase Class 3 canoes would then be able to give immediate support to the events.

The question of how we have arrived at this present regrettable state of affairs is even more unfortunate. We have a governing body for the sport, who have been elected to look after the interests of canoeing, and in so doing should have questioned these points. One must feel a little worried when these elected members start setting themselves up as the design authority. No doubt this may well have a bearing on their failure to

grasp the more fundamental problems involved.

Yours sincerely,
A.G. Tait
ADC. V.S. Caterham

'IF YOU CAN'T BEAT THEM.... AT LEAST GET YOUR FACTS RIGHT' to re-write an old quote. Writing as Chairman of a meeting of a meeting of manufacturers in London which discussed the possible future policy of a CADET CLASS canoe, I wish to put the following FACTS to your readers.

1. A group of amateur designers was asked to give its opinions about a canoe which had to satisfy certain requirements. Four designs were discussed in detail. As a result a further design was offered by the sub-committee to interested people for their comments. These were obtained in writing.

2. A meeting of interested parties was called in London to which a number of people, mainly manufacturers, went. This meeting asked the Chairman to put its views to the National Coaching Committee. This was done.

3. The National Coaching Committee considered the recommendations and decided that they should be put to the next meeting of Council. This is to be and perhaps by date of publication, will have been done. Council must make up its own mind.
sincerely,
Alan Bye.

I write now as a man who is a Senior Coach, became a teacher because his experience in the Employment Exchanges in the North convinced him that the proper enjoyment of leisure time, time not spent in formal work, is a matter of serious concern now, has been for some time, and will continue to be even more serious.

You are asked to consider the term 'time not spent in formal work.'

Man, the genetic term, requires opposition on which to stress his body, his mind, and spirit. Variety of stress is required, and it is a pre-requisite that a feeling of satisfaction should be experienced in the long run; is animal death the ultimate satisfaction?

Stress is found by meeting challenge. If find that the nature of challenge is as follows:

1. Person against person.
2. Person against time.
3. Person against distance.
- (2,3. Both aspects of the same.
4. Person against natural forces.
5. Person against self.

I put the challenges in a rising order with person engaged in the struggle to subdue self as the highest, that is not to say I achieve this order, but I think about it occasionally. The other lesser challenges lead to the ultimate challenge.

Therefore, it is a source of personal sadness and even bitterness that editorials such as disgraced the pages of 'Canoeing Magazine' for November 1968 lead one to think, in emotive and derogative terms, of the earnest effort and sincere desire of thinking people to begin to help young people to start thinking in terms of canoeing in fast canoes rather than manoeuvrable canoes. Let us call the first "A" (fast canoes) and the second "B" (Manoeuvrable canoes).

Most young people are found in schools. Schools have limited incomes. All things they do must generally be a compromise. The ultimate "B" canoe is the coracle. We have the compromise "B", we have the ultimate "A". What is required is the ultimate "B" and the compromise "A". Some believe that the compromise "A" is the CADET.

In any event, we've had the K1 since 1936, and the slalom canoe since about 1960. Why haven't the Sprinters solved their own problem? Because I believe,

the best sprinter is a man or woman who will be first. This must produce the ultimate in self-first attitudes; consideration of the needs of others must lead to lack of success as a sprinter. Therefore the top competitor, engaged in the lowest of the challenges as I understand them, cannot encourage those who would after with positive help, but only by negative opposition, and eventually must suffer the final dis-satisfaction of being beaten.

Perhaps that is the highest challenge and a philosophical attitude to that is a measure of success drawn from failure?

To conclude, I see the greatest dangers in so developing a fiercely competitive spirit in young people - in anyone for that matter - that human understanding is put aside.

For that reason alone I speak against the adoption of a class boat which offers only the lowest of the challenges, the least of mature outlooks, the most selfish of personal motives.

The sprinter must come first.

Over my dead (or beaten) body,
sincerely,
Alan Bye.

Congratulations on your Editorial - and I like the new type face too.

I have had some thoughts on the Cadet class since reading about it for the first time in the June 'C in B'. I agree with you that a compromise for sprint is just not worthwhile. If the Cadet is to be a compromise with a view to getting children into a canoe to race I would question the advisability of a G/F one; while this may well be the best in the long run for schools use, there are the problems of cost or building skill. There is also the question of space - very often at a premium in secondary schools. If the Cadet is to be a compromise why not make it really suitable for schools or groups and

CADET CLASS

produce a plywood design?

The DK designs were produced originally for children to make in school where there was no space for the craft to be left in between building sessions - a by no means uncommon feature of canoe building at school. The answer was to hang the various pieces from the ceiling after each session. A further point is the fact that three DK canoes can be built for the cost of the cheapest G/F canoe currently available. Perhaps none of the present DK designs is suitable but has

the Cadet Class committee considered these problems or even thought of an alternative to G/F? If not why bother about yet another compromise design, why not take one of those already on the market? The same schools or groups who are able to buy these will buy the Cadet and those unable to build or afford G/F will still be out in the cold.

DENNIS DAVIS
D. K. Designs.

CADET CLASS

THE FIRST EXE DESCENT

This year over 50 English canoeists went all the way to Ireland for the excitement of the Liffey Descent, yet hardly any of these bothered to travel to Devon for the Exe Descent on 24th November - they missed a great race.

Inspired by 'The Liffey' our Scottish friends have the 'Tay Descnt' (to be the venue of this coming season's British Open Long Distance Championships). Now we in England have a race of 19 miles, fast water all the way, great weirs, Salmon shoots, rapids setting in under trees, in fact at last an L-D race in this country with 'the lot'.

Long Distance and White Water racing have been on converging courses for some time and at the Exe Descent they met! The canoeist who won the slalom class at Appletreewick was heard to say that any paddler who got down the Exe





Fastest double down the Exe Descent - B. Marshall/T. Snell of Exeter CC.

would have no trouble with the Appletree wick venue.....

At the first Exe Descent there was an entry of just 60 paddlers and I venture to suggest the lowest number there will be for this race in the future. A week before the race, the river was quite low. Fortunately, rain for a couple of days before the event brought the level up, although another foot would have made conditions even more exciting.

Most of the K2s came to grief but after a massed start C. Leach/P. Schnepf

of Exeter/Reading CC led for some way until they were forced to retire. The lead was taken up by D. Landers/R. Lees of St. Lukes CC and held until well after half way done the course when at Thorverton Weir (bigger than Palmerston) the pair folded their K2, although managing to gain the finish. The lead changed and was taken by P. Lees of Exeter in a K1. Lee discreetly portaged and stayed in the lead to win the race with a time of 2 hours 42min. 00 sec., probably the first time a K1 has been outright winner of an



L-D event. Even more incredible was the second place taken by another K1, a JUNIOR, J. Phelps of Newham CC. After ripping out his rolling bar and discarding his crash hat, Phelps paddled brilliantly over all the weirs (juniors paddling the same course as seniors) to finish with a time of 2hr. 54min 29sec and surely one of the greatest ever performances in L-D

Third canoe in and the first double was that paddled by B. Marshall/T. Snell of Exeter (yet again) followed by Penzance paddler A. Allan in a white water kayak. First slalom kayak to finish was that of A. Labbett from Crediton Youth Club with juniors from the Bourne Youth Wing, S. Bulley/G. Martin putting up a fine performance to take the first junior K2 place. Mrs C. Allan, of Penzance CC who won the womens class in the well established Exe Estuary race this season was first women in on the Exe Descent with a time of 3hr 54min 0sec.

The finish was in Exeter at the Civil Service Club where survivors were plied with home brewed beer and hot drinks. Certainly this was a very exciting race, well organised and well worth travelling to. This coming season it will be a ranking event and held earlier in the year - make a point of competing this race.

**report and photos
by dave lewis**



THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

	2	9	16	23	30
Mon.	3	10	17	24	31
Tue	4	11	18	25	..
Wed	5	12	19	26	..
Thu	6	13

JANUARY

- 1st/11th INTERNATIONAL BOAT SHOW, Earls Court, London.
- 4th/5th SPRINT TRAINING COURSE, Richmond Canoe Club. R. Lawler, 41, Simplemash Road, Addlestone, Surrey.
- 12th DEE WHITE WATER RACE, (number 2) Details: F. Bennett, 22, Chaucer Avenue, Reddish, Stockport.
- 19th EDEN WHITE WATER RACE. Details: P. Dolan, Underlay Hall, Kirkby Londale, Carnforth.
- 25th BRITISH CANOE UNION, ANNUAL GENERAL MEETING, SHEFFIELD. Details: B.C.U. Headquarters, 26/29, Park Crescent, London. W. 1.

FEBRUARY

- 2nd TEES WHITE WATER RACE, (number 2) Details: J. Slater, 42, Queens Drive, Ossett, Yorks.
- 1st/2nd SPRINT TRAINING COURSE, Richmond Canoe Club. Details: R. Lawler, 41, Simplemarsh Road, Addlestone, Surrey.
- 8th NATIONAL CANOE CONFERENCE AND EXHIBITION, Crystal Palace. Details: C.C.P.R. (L. & S.E.) 160, Great Portland Street, London W. 1.

SCOUT CANOEING

- 8th/9th 1c LEADER - BASIC CANOEING COURSE, LONGRIDGE. Details: Ass. Warden, Longridge Activity Centre, Quarry Wood Road, Marlow Bucks.

CANOE ROLLING

LONDON - SEYMOUR HALL BATHS, Tuesday evenings, 9pm - 10pm (No C2s or Surf Boards).

SEYMOUR HALL BATHS, Canoe Rolling with the Chalfont Park Canoe Club. Friday evenings, 9.30 pm - 10.30 pm. All welcome, 2/6d per session.

DARTFORD - DARTFORD COLLEGE OF EDUCATION, Dartford, Kent. (Six sessions per course) Details: CCPR (L & SE) 160, Great Portland St. London W. 1.

MANCHESTER - NEW ISLINGTON BATHS, Tuesday evenings 8 pm - 9.30 pm.

WOLVERHAMPTON - Canoe Rolling with the Wolverhampton Canoe Club, every Thursday evening, 8.30 - 9.30pm at Heath Town Baths, Heath Town Wolverhampton. New members welcome.

SPRINT TRAINING AT RICHMOND

As mentioned briefly last month a series of weekend training courses are being organised at Richmond Canoe Club with the approval of the Paddling Racing Committee. These courses are for K1 only, open to all paddlers, but particular interest will be given to the junior or novice paddlers - instruction from Rowland Lawler.

The first very successful weekend was held 7th/8th December and future weekends are arranged for 4th/5th Jan-

THOSE 'STONEY BAND ACCOUNTS'

Apologies to John Griffin for a printers error in last months edition. The last line of Mr. Griffin's interesting letter should of course have read 'The only stoney thing he'll find in this Group is the bank account!' and not BAND account!

'LIFFEY' FOOTNOTE

Percy Blandford informs me of a interesting little story I missed while dashing down this years course:

'At one of the weirs, in the excite-

NEWS-NEWS-NEWS-IN BRIEF

uary, 1st/2nd February, and 1st/2nd March.

Courses start 10 am. on the Saturday and finish 2.30 pm. on the Sunday. At 2.30 pm. after each course an open K1 10,000m event will be held, open to all paddlers to include those not on the course. The 10,000m event is to now be general policy with all P.R.C. training weekends.

At Richmond, over-night accomodation will be found for paddlers or the Richmond Canoe Club will be available. During each course light refreshments will be on sale at the club but for main meals students will have to use the local restaurants. Details and application to R. Lawler, 41 Simplemarsh Road, Addlestone, Surrey.

OLYMPIC CANOE REPORT

I regret the absence of the Olympic Canoe Report last month, which did not appear from our correspondent.

The canoe calendar gets bigger each year and the problem of covering every event is difficult. For many events I rely on copy sent in from the organisers but even then it is not possible to use all - our magazine, would have to be twice its present size!

ment of shooting no-one on the bank or river noticed a large dog in the water being swept towards the weir. A pair of Scout competitors came along and chased it. As it was too heavy to get on to their canoe, one boy took off his lifejacket and put it on the dog. They towed it ashore, then recovered their lifejacket and carried on.'

Well done those Scouts - their good deed for the day!

CANADIAN CANOE ASSOCIATION OF GREAT BRITAIN

The Richmond & (Thames) Branch, races of the Canadian Canoe Association will be held on April 26th/27th and May 3rd/4th.

The London River Races will be held on May 3rd/4th. Details for above from Frank Luzmore, 31, Petersham Road Richmond on Thames, Surrey.

Frank also informs me that the 1969 Devizes to Westminster presentations and those for the above races will take place in May and not October.

RESTORATION OF NORTHERN LENGTH OF THE MONMOUTHSHIRE & BRECON CANAL

An agreement has been completed between the British Waterways Board

and the Monmouthshire and Breconshire County Councils to restore and develop for pleasure cruising and general amenity the Northern length of the Monmouthshire & Brecon Canal between Brecon and Jockey Bridge, near Pontypool. This picturesque section of canal lies within the area of the Brecon Beacons National Park.

Improvement of the waterway to pleasure cruising standard (at present it is only at "water channel" standard) will be undertaken by the Board, the cost being borne by the two County Councils.

NEWS-NEWS-NEWS-IN BRIEF

Subsequent annual maintenance costs will be shared, half by the Board and half by the Councils.

This canal is at present excluded from the network of cruising waterways as defined in the Transport Act 1968. It is the first canal whose status the Government will be asked to reconsider.

RACE THE SEVERN BORE

Just in is news that the Worcester Canoe Club plan to organise an experimental event on the River Severn to race up with the bore.

This race is for a limited number of experienced canoeists in any class of boat and will be held on 4th May over approximately 10 miles of the river. Details from: J.R. Powell, 3, Aconbury Close, Worcester.

CZECHOSLOVAKIAN NATIONAL C.2. SLALOM CHAMPIONS USED BRITISH CANOE.

Zdenek Valenta and Miroslav Stach, the world C.2. Slalom Champions, have again won the Czechoslovakian National C.2. Slalom Championships in 1968. For this achievement, they used the K.W. Strike C.2. built for them at the Streamlyte Works, when Zdenek Valenta visited this country earlier in the year.

DEVIZES TO WESTMINSTER 1969.

Entry forms, Rule Books, Route Plans and Lock Portaging Diagrams for the 1969 Devizes to Westminster Canoe Race are now available from Mrs A. Shaw, 20 Heath Court, Park Road, Uxbridge. Closing date for entries is Friday, 14th March, 1969.

IRISH CANOE UNION

At the Annual General Meeting of the Irish Canoe Union the following persons were elected to the council for the

coming year of 1969: President: Mr. George Glasgow, Chairman: Mr. Niall Alexander, Racing Officer: Mr. Ernest Lawrence, Youth Officer: Mr. Derek Martin, Slalom/White Water Officer: Mr. Frank Pilkington. Hon. Treasurer: J. McIntyre and the Hon. Secretary to whom Irish Canoe Union correspondence should now be sent: Miss Gabrielle Nally, 58, Wynberg Park, Blackrock, Co. Dublin.

CANOEING MAGAZINE

During November, December and January, many of you subscribers have to renew your subscriptions. Our circulation has been rising quite steeply for some months and we have sold out of a number of this years issues. To ensure you get a continuous supply of the magazine please renew as soon as possible after your last copy otherwise it may not be possible to supply you with back numbers. Within seven weeks of publication the October issue had completely sold out. DON'T MISS-OUT WITH 'CANOEING MAGAZINE' - FILL THAT SUBSCRIPTION FORM IN NOW!

EDITORIAL ADDRESS

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Croydon. CRO 9AE



PHOTO OF THE MONTH



SCOUT CANOEING



PROGRESSIVE CHANGE

Canoe talk from the National Scout Boating Centre at Marlow.

Scouting has had a new look and is designed to progress. Likewise one of its very popular activities, CANOEING, is being given a new look to progress in to the '70s.

In the past we in the Scout movement have had the attitude of 'making do' or the excuse of expense for lack of forward thinking. But the main problem is the Scout has not gone outside the movement to achieve perfection in the activity.

Now what I would like to encourage is that we chose just two types of craft for our canoe sport. Many of the older brigade will cringe at the thought but bear in mind that we have a Centre where we can be taught the art of canoeing and with a modern age we should be using modern ideas, craft and equipment. Our ideal in craft should be the SLALOM KAYAK for the group who have the type of waters suitable - white water or sea, and the 'K' kayak as used in class racing. Already the slalom kayak is in wide use but the 'K' boat is unknown to many group. The main reason for this is that there are very few instructors who can teach the art of this kayak. Throughout the coming year we have at Longridge and wide range of leader courses that should help both sides of canoe sport.

With the modern Scout everything is a challenge, mountains have to be climbed, new systems in the caving world have to be discovered, while in canoeing new rivers have to be paddled, weirs and rapids to be shot, and our speed Scouts will want to go faster over the water.

What I have said will upset some people but let us consider the following. The right time to teach any Scout is at twelve years. He has not any fear of the water provided he is a reasonable swimmer. Between 12 and 14 years old he can learn to handle slalom and the ultimate racing craft in a matter of hours. When

they get older it may take weeks or months.

The first thought that comes to mind is expense or the cheapest way of obtaining a kayak.

If you already have a craft and you feel you want to 'get with it', use your old kayak to raise money. With sponsored canoe trips, one patrol can, if it puts its mind to it, raise £40-£50 in a short time. I know, it has already been done by one patrol of Scouts.

All that is required is a stretch of water, any distance, even a lake or pond where a course can be set up will do. If it is a circular course then you could have sponsored laps. If it is miles you will be sponsored by miles. Just one instance is 14 Scouts and Venture Scouts (7 crews), who decided to see how many miles they could clock up in 24 hours. They started 3pm on Saturday afternoon and finished on the Sunday afternoon. During that time a total of 584 miles was covered on a three mile stretch of river, using only 2K2s! The youngest taking part was just 13 years, the oldest 19 years.

With adequate finance now consider:
1. What job you want the kayak to do.
2. Type of material and amount of maintenance.

The type of kayak depends on what water is available but for both slalom or racing there are three materials: P.V.C. over wooden frame, all marine ply or glass fibre.

I feel the latter is the best for Scout use considering its easy repair, almost no maintenance and light construction. Hulls can be purchased in both types of kayak and it is just a case of fitting a deck which can be of canvas or ply.

Paddles: remember there are two types, the racing paddle and white water paddles. Both of these can be constructed from kits or the more expensive professional finished paddle constructed of glass fibre blades with wooden shaft can be purchased.

CHAMPIONS'68

CHAMPIONS '68. THIS MONTH WE GIVE A PHOTO FEATURE TO THE CHAMPIONS IN BRITISH LONG DISTANCE, SPRINT, SLALOM AND DOWN RIVER RACING.

NATIONAL LONG DISTANCE CHAMPIONSHIPS



OPEN SINGLES
P. LAWLER - Richmond CC



OPEN DOUBLES
L. OLIVER/A. EDWARDS -
Lincoln/Worcester CC



WOMENS OPEN SINGLES
Miss P. SQUIRES -
Leamington CC



WOMENS OPEN DOUBLES
Miss J. McCREA/
Mrs. A. LAWRENCE - Ireland



K2 500m
M. MEAN/A
Harlow/Ayr



K1 10,000m
P. LAWLER

NATIONAL SPRINT CHAMPIONSHIPS



K2 10,000m
P. LAWLER/M. WHITBY -
Richmond CC



K2 1000m
L. OLIVER/A. EDWARDS -
Lincoln/Worcester CC



. WILSON -
shire CC



WOMENS K2 5000m/500m
Miss L. OLIVER/Miss B. MEAN -
Southampton/Harlow CC.



R - Richmond CC



K1 1000m/K1 500m
L. OLIVER - Lincoln CC



WOMENS K1 500m
Miss L. OLIVER -
Southampton CC

champions'68

SLALOM NATIONAL CHAMPIONSHIPS



MENS K1
K. Langford - Manchester CC



WOMENS K1
Miss A. KEERIE - Sunderland CC



MENS C1
G. DINSDALE - Chalfont Park CC



MENS C2
R. WITTER/R. WITTER -
Chester CC

NATIONAL WHITE WATER RACING CHAMPIONSHIPS



MENS K1
D. MITCHELL - Chester CC



WOMENS K1
Miss P. SQUIRES - Leamington CC



MENS C2
J. GOODWIN/J. COURT - North Staffs

champions'68

WHERE ARE WE GOING?

*asks
percy blandford.*

Is it wrong for a canoe to be stable? One gets that impression when hearing enthusiasts talk. Is the most important thing in canoeing the ability to roll in a warm swimming bath? Hearing some people, that appears to be the peak of attainment. Should your aim in life be to motor from one end of the country to the other to spend 10 minutes on a slalom course? So some dedicated people seem to think. Is canoeing from A to B as quickly as possible the only important thing? I could go on.

In the middle of the last century 'Rob Roy' McGregor launched the canoeing movement and large numbers took to canoeing, mainly for touring. Towards the beginning of this century canoes had become sailing machines - highly successful ones too. However they were for

the few enthusiasts only. Canoeing just about died. It was not until the late 1920s that canoeing as we know it, got going. This was where I came in, I attended the Coming of Age Scout Jamboree at Birkhead as a Kings Scout. The Hungarian contingent gave an impressive display with canvas canoes. Canoes in this quantity and of such simple construction had not been seen in Britain before.

As a result of that a teacher named Morris produced for the Scout Movement a design allegedly based on these Hungarian craft, but being a handicraft teacher he did as so many have since done to my designs; increased sizes of material to make it strong enough! This was the British Scout Kayak. I built one and thousands of others did. It was a barge that would qualify for all the rude remarks that John Lloyd (November issue) could heap on it.

At the same time folding canoes were becoming popular. Nearly all canoeing was touring. Nearly all canoes were big enough to carry camp kit and stable enough not to need much thought or technique to stay upright. Canoeing boomed. It boomed even more after the war. These were the big days of lath and canvas canoes – the economical way of getting afloat.

I am tempted to claim that touring is still the most popular aspect of canoeing, judging by the sale of my plans and the types chosen. However, competitive canoeists have so much to say – and they do talk and write – that the touring canoeist is in danger of acquiring an inferiority complex. Does the competitive canoeist stay in the game many seasons? Does the racer or competitor who does not reach the top continue to canoe? Are some of us getting too narrow in our outlook? Are we getting too much like the definition of a specialist who knows more and more about less and less until he knows everything about nothing? Is canoeing interest being channelled into too narrow sections, so that eventually the general canoeist will be squeezed out by lack of interest or encouragement?

The British Canoe Union and organised canoeing, such as it is today, came about because of the hard work of

John Dudderidge, Oliver Cock, Maurice Rothwell and many others, who spent much of their canoeing time touring. If when they had been introduced to canoeing the policy had been to channel everyone into competitive work and deride touring, would they have stuck? In fact, would there have been canoeing at all today? Scout canoeing accounts for perhaps half of the canoeing fleet of the country and most scout canoeing is touring, in canoes which are meant for touring. It is fashionable to get in the odd rude remark about scout canoes – some of it justified. By all means encourage the use of the right sort of canoe for the purpose in mind and I am all for getting scouts into sporty canoes – it is the young we depend on for the future of canoeing – but please ease up on the belittling of touring canoes.

The enthusiastic competition canoeist is naturally keen on his own branch of canoeing, but is probably the only branch he knows and his outlook tends to be narrow. In a couple of years he may have abandoned it in favour of skiing or something else. If he wants to stay in canoeing, let him try touring, and let him ask the advice of tourists rather than condemn them and their craft because they do not happen to suit his brand of competition.

Unless something like this happens I feel we could be moving towards another turn of the century period, when canoeing slumps because the diminishing number of enthusiasts get more and more specialised.



COMMENT *Letters to the Editor*

LIFEJACKETS AND THE CANOEIST

It was disturbing to observe the number of Canoeing fatalities which occurred when the canoeist was either not wearing a life-jacket, or was wearing a faulty one.

However, to substantiate the claim for the wisdom of educating people to use a proper life-jacket, it would be interesting to consider those incidents where the life-jacket has played a vital part in the survival of the individual.

One point in particular that I should like to draw attention to, is the tremendous psychological advantage, I believe the individual gains, when he finds himself in difficulties, but knows, through education, that he is protected by his life-jacket. It is without doubt that many drownings result from panic induced by fear, but I suggest that by wearing a life-jacket, these factors are substantially reduced. In remaining calmer he is more able to assist his own rescue, he will tire less easily and is less likely to lose body heat by foolish swimming.

One further point to which I feel greater attention should be given, is the need to practise inflating by mouth, life-jackets whilst the wearer is treading water. If possible these practises should be undertaken when supervised in conditions as severe as he is likely to find himself in.

I make this suggestion since I discovered to my own disadvantage that being able to inflate a life-jacket in still water or on the river bank, is of little use when one is required to do this in heavy sea conditions.

Yours sincerely,
A. Collins.

COMPETITION AND THE COACHING SCHEME

Being in the happy position of having qualifications as Hon. Coach and Racing Coach I would like to add my own comments to those already expressed by

David Cook and members of the coaching scheme.

I am quite sure that the General Secretary would not even want to deny that some coach's cannot sit a K1 but so what? LEA'S are more interested rightly, in preventing accidents to their charges than in gaining gold medals and thus it is right and proper that these LEA'S should be put in the picture as regards coaching awards.

To draw an analogy from the world of athletics does not appear to be valid since potential athletes can already run, jump and throw before a coach takes over. Potential competitive canoeists have to be taught from scratch and it is in this area where the coaching awards are relevant.

Not so many years ago a K class paddler finding himself in the wrong position on the start line would either stay put or paddle in a large ellipse to take up a new position. Now watch the K class boys sculling sideways to reposition themselves - influence of fold with irrelevant awards?

David, please don't knock the General Secretary for doing his job, he isn't the B. C. U. anyway. If you must tilt at someone or something then have a go at the technical committees responsible for racing, better still propose an examination structure on the lines of that proposed by the executive of the Slalom Committee.

Canoeing is to be enjoyed to the full and the wider ones qualifications as a teacher of canoeing the more effectively can this transmission of enjoyment be effected. Perhaps this explains why I paddle my SL8 with a high sprint style and dare I say it, roll my Pointer K1!

Yes, of course specialist coach's are necessary but they must have a sound practical background and in my opinion the present coaching scheme does at least give proof of this.

Sincerely,
Eric Hopper.

RESULT ROUND-UP



DEE WHITE WATER RACE (number 1), 24th November, 1968.

MENS K1. 1. N. Jackson, Manchester, 617sec. /2. C. Skellern, Worcester, 643. /3. C. Hawkesworth, Leeds, 667. /4. J. Leggott, Halifax, 680 /5. J. MacLeod, Manchester, 695 /6. D. Allan, Sheffield 697. /7. R. Marsden, Lakeland, 700. /8. S. Hatton, Manchester, 703. /9. M. Grove, Oxford Univ. 710. /10. Mike Thomas, Manchester/l. Harvey, Cambridge Univ. 722.

WOMENS K1. 1. Pauline Squires, Leamington, 757. /2. Heather Goodman, Lakeland, 863.

CANADIAN SINGLES. 1. G. Goldsmith, Brighton, 915. /2. G. Snell, Windsor, 956. /3. J. Court, North Staffs. 1040.

CANADIAN DOUBLES. 1. Robin Witter/J. Woodhouse, Chester, 830. /2. J. Goodwin/J. Court, North Staffs. 866.

EXE DOWN RIVER RACE, 24th November, 1968

SENIOR K1 and TOURING SINGLES. 1. P. Lee, Exeter, 2. 42.29. /2. N. Doherty Reading Univ. 3. 34.05.

SENIOR K2 and TOURING DOUBLES. 1. B. Marshall/T. Snell, Exeter, 2.56.24. /2. D. Lander/R. Lees, St. Lukes, 3.31.13. /3. J. Harding/T. Tiffany, St. Lukes 4.16.45.

JUNIOR K1 and TOURING SINGLES. 1. J. Phelps, Newham, 2.54.29. /2. C. Tatam Newham, 3.21.3. /3. R. Harrison, Boston, 3.42.21.

JUNIOR K2 and TOURING DOUBLES. 1. G. Martin/S. Bulley, Bourne Youth 3.5.44

WHITE WATER KAYAKS. 1. A. Allan, Penzance, 3.0.54. /2. F. Royale, Boston 3.14.52.

SLALOM KAYAKS. 1. A. Labbett, Crediton, 3.5.30. /2. F. Godbert, Sherborne, 3.6.32. /3. M. Sutton-Pratt, Oatlands, 3.8.50.

WOMENS K1 and TOURING SINGLES. 1. Mrs. C. Allan, Penzance, 3.30.35. /2. E. Stadden, Crediton, 4.0.1.



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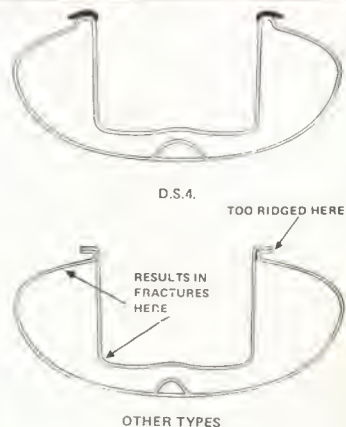
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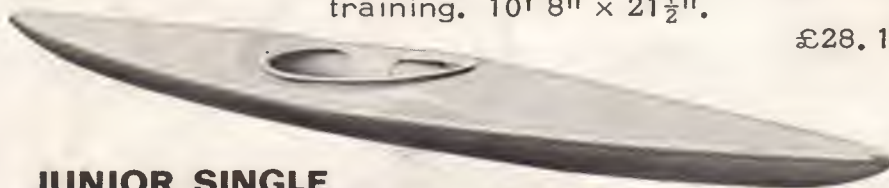
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