

**BRITISH CANOE UNION 1936-1961**

*canoeing*  
**IN BRITAIN**





No. 41 — April 1961

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Photographs : Frontcover : I. Thomson  
Serpentine Regatta : "News of the World"  
Paul Farrant : Eva Barnett  
Plas y Brenin : CCPR



## Greetings from the ICF

It is with very great pleasure that I send you all my good wishes on the happy occasion of the 25th anniversary of the British Canoe Union.

It is not so much the fact that one of the member federations of the ICF is celebrating its Silver Jubilee which counts. This is becoming a rather frequent event among our federations. If it were a question of years we could point to the fact that some of our federations have already celebrated their Golden Jubilee.

What to me, above all, seems to be so important is the remarkable progress which the British Canoe Union has made during this short span of its existence both as regards the number of its members and the high standard which they have achieved in the various fields of our activities.

I remember very well the occasion of the 1948 Olympic Games when I found myself amongst you and I noted the modest organisation with not more than a dozen clubs or so. What a remarkable progress since then—and this with the very modest means at your disposal—to arrive at a membership figure of over 120 affiliated clubs with an ever increasing number of members

I know that this glowing success is largely due to the untiring devotion of a great number of your members, but let us not forget that this success has also resulted in that, despite ever stiffening conditions, the standard of your teams in the great international competitions has been lifted to a very high level indeed. These achievements give great promise for the future of our sport and set an example to follow.

I send you all: officers of the BCU, competitors and, of course, not to forget the cruising people among you my warmest congratulations on your achievements. I wish you that the British Canoe Union may continue with the same drive and enthusiasm as previously on the path of progress towards the Golden Jubilee in 1986.

CHARLES DE COQUERAUMONT,

President of the International Canoe Federation.

Paris,

1st April, 1961.

## Taking Stock

Representatives of four canoe clubs met just over twenty-five years ago to found a national organisation to govern the sport of canoeing in the British Isles. During the first decade, interrupted by over five years of war, little more than caretaker activities were possible. It is only during the last fifteen years that canoeing, through its national body, began to take its rightful place among our popular sport and outdoor activities. Five years ago the handful of clubs with which we started after the war, had grown to 44—today there are 124 clubs affiliated to the Union. 31 joined during the last year alone—and new applications are coming in practically every month. Ours is a growing sport—but much, very much remains to be done.

\* \* \*

Achievements must be measured in relation to possibilities and obstacles, and our progress should be seen against the background of the tremendous upsurge in the popularity of canoeing during the last few years, with youth organisations and schools taking up the sport with fervour and zeal. Against this background of rapid development the figure of 124 clubs in the Union remains modest, and there are large blank patches in the country where the Union is, not yet, truly represented. We can only be satisfied if and when the country is covered by a network of local clubs along our waterways and sea coasts. However—clubs are not easily formed when there are not sufficient people able and capable to act as leaders and when there are just not the facilities such as boathouses etc. around which to build up a club.

\* \* \*

The Union did its best to cope with this development, but for a while it looked as if canoeing, by growing outside the national body, were running away from the Union. The BCU National Youth Organisation, the steps taken to bring the canoeing activities in the schools within the framework of the Union—they all helped, within the limits of our modest resources, to catch up with a development which, for a time, had frightening aspects. Now all these efforts must be co-ordinated if we do not want the growing number of newcomers to the sport to be left without proper instruction and training. And we are happy to note that there is the possibility of putting this instruction and coaching of the young on a proper footing by the appointment of a National Coach—perhaps even this year—though a number of serious difficulties must still be overcome. One of these is the simple fact that 20 per cent. of the cost will have to be borne by the Union. Where do we take the money from?

\* \* \*

It has been said that cruising is the mainspring of our sport. Five years ago our President, in reviewing the tasks ahead, stated that canoeing, still being a sport of small numbers, meant that, though at a disadvantage in international competition, our waterways remained uncrowded. The search for quiet waters and lonely places which brings many into canoeing, remained



an easy task. Though there are, despite the growing numbers,—as Ralph Tyas points out on another page—still many waters left to explore, even cruising could not escape the fact that we are living in a planning age, and restrictions had to be imposed as far as some of the more popular rivers are concerned.

\* \* \*

Also the slalom fraternity, perhaps the most thriving of all our activities, cannot escape the consequences of larger numbers. With our relatively few slalom sites available, and the ever increasing number of competitors taking part in slaloms a tightening up of the slalom organisation, with the insistence on stronger discipline, has become necessary. Details of the new regulations can be found in the last issue of "Canoeing in Britain".

\* \* \*

As far as international class racing is concerned— here, too, we notice a reorganisation of the Paddling Racing Committee with the accent on a tighter internal organisation—but in this case the necessity arose for the opposite reason: it is a fact that though the membership of the Union has been growing from year to year, the number of active racing canoeists has for some time remained, more or less, stable and depressingly low (contrary to Long Distance racing which continues to grow from strength to strength). Here we see the urgent need for branching out, but you can do this only when you have a properly and efficiently working organisation in the centre. This is the reason behind the establishment of the national register of racing canoeists to maintain regular and direct contact with the individual racing canoeist. Sources of potential racing paddlers in youth organisations and schools are to be explored, and to this end a new national Coaching Scheme for Racing is under preparation. The holding of the First Open Youth Championships this year should be regarded as one of the most promising steps taken in this direction.

\* \* \*

Canoe sailing which originated in this country has been flourishing for many years—though in somewhat splendid isolation which carries the danger of developing into inbred staleness. Canoe sailing was concentrated in one club, and internationally speaking, for too long there was no regular contact with other nations apart from a few meets with the United States—and this, though as long as fifteen years ago, the ICF, on the insistence of the Union, had adopted the Anglo-American sailing canoe. Today canoe sailors can be found in many parts of the country, and this year's Canoe Sailing World Championships at Hayling Island are the first proof that the Union's persistent efforts for international recognition are bearing fruit. More nations have come and will continue to come into the fold and take up canoe sailing, and may the time not be far off when Great Britain will have seriously to defend her position as the leading canoe sailing nation in the world.

\* \* \*

There can be no doubt: the sport of canoeing is thriving, vigorous and enterprising despite all difficulties. But of these we have for too many. It should be remembered that the sport and the Union have grown, without any outside help, through the efforts of canoeists organised in the clubs, their efforts co-ordinated by the Union, the only body able to speak for all canoeists everywhere. All has been done without payment: all expenditure incurred in the promotion of the sport outside the clubs and the administration of the sport on a national level has been met from subscription income. The burden of the day-to-day work has been borne by the few who, by giving up so much of their time and money to serve the Union year after year, felt concerned to plough back into the sport some of the enjoyment they had derived from it in younger years. It has been suggested from time to time that the Union should have a Headquarter with an office. True: this would ease the burden of the individuals and make for a more efficient organisation, but, things being as they are, it should be remembered that even an office with only part time staff would swallow the greater part of the Union's annual budget. Even the hardest working officer of the Union, I am sure, would hesitate to indulge in such a scheme if it would mean, as it does for the time being, the curtailing or even the abolishment of the already so very modest services which the Union can provide at the moment. However—one day the Union will and must have a Headquarter, and in the meantime we can only hope that more members will come forward to help us in coping with the demands which are being placed upon us.

\* \* \*

When talking to people about our plans or the things which should be done, a note of frustration and despair tends to creep into the conversation. A little while ago three of the "wise men" of the Union worked out a budget of what it would cost if we were to carry out the absolute minimum of our obligations to develop canoeing as a competitive sport. They arrived at a total figure of £3,000 for the next 2 years to cover such items as a small number of training K.1s and K.2s, to be used for schools and youth clubs, a scheme for the training of racing coaches, a series of instructional courses in racing technique, transport of boats to one or two international competitions per year, preparing a team for European and World Championships and a few more things of this kind. Even if we were able to do this, the demands made on the individual paddler would not be lessened: they still would have to pay their own way by buying boats, (at £70 a time for a single seater kayak), paying course fees and the cost of travel to competitions in this country or abroad. However: we would then have the feeling that we, as the Union, had done our duty in preparing them properly so that they would be able to compete under slightly equal conditions.

\* \* \*

With growing numbers the Union's responsibilities increase at an even faster pace—responsibilities which we cannot absolve without help. When last September the Wolfenden Report on Sport was published, we had bright hopes that, at last, an attempt was to be made to fill a gap in our community—the gap produced by the lack of facilities for using our increasing amount of leisure. However, these hopes are now being blighted by the Government's attitude to the report. There are no signs that it has any intention of putting

the recommendations of the Report into practice. Sport and recreation are not political subjects, but it is as well to remember that in 1959 Labour published the result of a study group on the state's role in the community's leisure, and proposed the setting up of a Sports Council with a grant of £5 million and that a study group of the Conservative Party reached similar conclusions. We know that pressure is building up in both houses of Parliament to persuade the Government that the recommendations of the Wolfenden Report should not be shelved. Public opinion is building up against the government's lethargy. We must not rest before some steps have been taken to implement some or all of the Wolfenden recommendations. Hound your MP, badger your local authority—exert all your pressure that we want action and want it now. The supreme efforts which we have made in order to achieve some modest results, will be wasted if no immediate help is forthcoming to bridge the gap.

H. THELEN.

## Looking Back

### *Glimpses from the Past*

Canoeing did not, of course, start in this country when on Saturday, March 28, 1936, representatives of four canoe clubs (Canoe Section of the Camping Club, Clyde Canoe Club, Manchester Canoe Club and Royal Canoe Club) met at Anderton's Hotel in the Strand in London, to set up a national canoeing organisation of Great Britain. Already as early as in 1887 a British Canoe Association had been formed to cater for the growing interest in canoeing in all parts of the country, but this body became more or less moribund towards the end of last century and was revived only in 1933 after long inactivity. Shortly afterwards the Association agreed to merge with the recently formed Canoe Section of the Camping Club. However, the merger did not prove very satisfactory, since the BCA as a section of a club whose primary interest was not canoeing, had difficulty in securing recognition of its national authority. It is only from 1936, with the formation of the BCU, that we have a national body which can speak with authority for all sections of the sport, and from this year dates the most remarkable progress which any national canoeing organisation had made in such short a period—taking into account that for all practical purposes a new start had to be made after the war in 1946.

Canoeing, like so many other modern sports, was born in England during the 19th century. There are records of pleasure canoes being used on the Thames as far back as 1850. One canoeist from that period writes of a single seater canoe which he built 20 feet long and 20 inches wide and weighing only 30 lbs. The same writer speaks of a two-seater canoe with a length of 22 feet and a 26 inch beam, built in 1861.

However, canoeing as a serious organised activity began when the Scottish sportsman and writer John MacGregor designed and built his first canoe which he named "Rob Roy" and set out to tour the waterways of Europe. On his travels he had seen the kayaks used by the Eskimos of



North America and the dwellers on the coast of Eastern Siberia. His craft was made of wood (hull of oak and deck of cedar) instead of the seal skin used by the Eskimos.

Following the publication of his book "One thousand miles in a Rob Roy canoe", published in 1865, MacGregor was invited to address many societies about his travels. The sportsmen of the day came to his lectures, read his book and took up the new sport with avidity. Many more canoes were built to the design of the Rob Roy, and in 1866, at a meeting held in the Star and Garter Hotel in Richmond, the Canoe Club was formed with the objects: "To improve canoes, promote canoeing and unite canoeists". The members included distinguished sportsmen, athletes, travellers and mountaineers, and the heir to the British Throne, Edward, Prince of Wales, became its Commodore. Soon, branches of the club were formed at the Universities of Oxford and Cambridge as well as in the North and East of England.

MacGregor's exploits made him a national figure of his time, and one newspaper remarked: "MacGregor has gradually become a kind of aquatic centaur, his lower half being a boat and his upper a wandering Englishman".

For decades canoeing remained rather exclusive owing to cost in time and money to do much adventurous canoeing, and the great surge forward had to await the years that followed the ending of the 1914-1918 war when the folding canoe arrived and simplified transport and the mass of population had more leisure and money to spend.

### **Did you know this ?**

*The oldest canoe club in the world is the Royal Canoe Club (in 1873 Queen Victoria gave the Canoe Club the right to the title Royal Canoe Club), founded in 1866—*

*The oldest paddling trophy in the world is the Paddling Challenge Cup of the Royal Canoe Club, instituted in 1874—*

*The oldest canoe sailing trophy in the world is the New York Canoe Club International Cup, instituted in 1884—*

*Kayak Fours were first introduced into the Royal Canoe Club about 1875 and have been used there ever since—*

*Feathered paddles have been used in this country since about 1880—*

*Original Rob Roy canoes, used by MacGregor on the Baltic and on the Jordan, are still in the possession of the Royal Canoe Club—*

*The Royal Canoe Club Regatta has been held every year since 1867—except for a few wartime years when there were insufficient competitors—*

*The oldest canoe guide to foreign rivers is the "Camping Voyages on German Rivers" by MacDonnel, published in 1890—*

*The longest non-stop race in canoes is from Devizes to Westminster. It is 125 miles (200 kms) long with about 77 portages and the record stands at 20 hours 37 min.—*

*BCU President, John W. Dudderidge is the ICF officer with the longest service. He has served as a member of the ICF Board and in other offices since 1938—*

*BCU Presidents since 1936 have been:*

1936—1938: T. S. Douglas.

1938—1950: H. E. Wells.

1950—1960: Dr. M. Gillies.

1960— : J. W. Dudderidge.



## **International development**

The journeys made on European waterways by the pioneer members of The Canoe Club aroused great interest, and a number of sportsmen in other countries joined the club. In 1867 Emperor Napoleon III of France, having read of MacGregor's exploits, invited him to organise a canoe regatta on the Seine in connection with the Exposition Universelle and expressed the view that he "would be glad to encourage a taste for the exploration of solitary streams and lonely currents among the youth of France".

Members of The Canoe Club went abroad to study at foreign universities, to do business or to take up posts in government service, and wherever they went they took their canoes. In this way clubs were formed in foreign countries by English "exiles". English students at Breslau University formed a Breslau Canoe Club in 1879, and the same happened in Bonn in 1885. In 1871 the New York Canoe Club was formed, and a canoe builder from the Thames went over to New York to build canoes there. In these closing years of the 19th century canoeing spread from country to country. It is known that the first German Rowing Regatta in 1876 included canoe events. In 1885 Belgian canoeists from Ghent, with a record of 24 victories, were defeated by a Brussels team in an international regatta which included canoeists from Belgium, France and Germany. In 1895 it is on record that canoe races were held in Breslau, Berlin, Leipzig, Ghent, Ostend, Paris and Warsaw.

In 1880 the American Canoe Association was formed, and in 1900 the Canadian Canoe Association. In 1900 the first Swedish canoe club was founded (Foreningen for Kanotidrett)—one of the permanent members of the club committee was Lt. R. C. Anderson from Southampton,—to be followed in 1904 by the Swedish Canoe Association. Today there are 30 national federations from all continents affiliated to the ICF.

Ever since its foundation the BCU has played its rightful part in the international development of our sport. The Union has represented Great Britain in all the European and World Championships events in both racing and slalom and all the Olympic Regattas since 1936. We took part, from 1936, in all the Congresses of the Prewar ICF—the so-called International Representation of Canoeing (IRK) founded in 1924—and the postwar International Canoe Federation (ICF) founded in 1946. The British delegate, J. W. Dudderidge, was elected to the Board of the IRK at the Congress in 1938, became Vice-President of the ICF in 1946, with the responsibility for staging the World Championships and Olympic Regatta in 1948, and has served on the Board ever since as one of the delegates for Europe and for some years also as a member of the ICF Slalom Committee. Other BCU members have served on the Technical Committees of the ICF for various periods.

J. W. DUDDERIDGE.





## Kayak Racing 1936-1961

1936

The year 1936 saw not only the foundation of the British Canoe Union, but also the inclusion of canoeing in the Olympic programme. It could perhaps be said that the latter forced the forming of the national body governing canoeing, just during that year—though it would have come sooner or later anyhow.

In any case; Great Britain was represented in the 1936 Games in Berlin. A small British team trained in whatever boats they could get, and on arrival in Berlin borrowed craft which were quite different from anything they had had in this country. Even so; they took 8th and 9th places and came back a lot wiser than they went so that before the next international event in 1938 racing kayaks had been purchased from abroad and the foundations laid for a progressive development of kayak racing in Britain.

1938

A larger team set out for the World Championships in Stockholm in 1938 with the object of gaining experience in international competition ready for the 1940 Olympic Games which, however, did not take place owing to the intervention of the war which stopped all competitions.

1946-48

The end of the war found Britain with neither racing canoeists nor craft suitable for competition yet faced with the task of organising the 1948 Olympic Regatta. Parallel with this work of organisation ran the task of finding a team for the Games after seven years' suspension of training and racing. Boats were finally found when an English firm built us a small fleet of racing kayaks, some pre-war canoeists were brought out of retirement and a few new ones were found willing to be trained to the required standard. In the end we had six months for training left before the Games in which we were represented in all classes with a team. Nobody expected us to do well, but the aftermath of the Games changed the face of the sport in this country. The kayaks were given as a gift to the Union and distributed among the clubs and the seed for a new post-war interest in racing sown.

1950

By 1950 new blood had entered the sport and a young British team went to the World Championships in Copenhagen. They were still outclassed but they learned a lot and their far-sighted team manager bought up all the second-hand kayaks he could lay his hand on. Interest grew and with the gradual relaxation of wartime controls individuals began to import kayaks from abroad.

1951

In 1951 the Festival of Britain Regatta on the Serpentine provided an opportunity for showing canoeing to a wide public which would normally have had no previous contact with the sport. The regatta brought home to us the large gap between our standards and those of other countries when the only Continental entrant, a Dane who had come fifth in his class in the Danish Championships, was able to walk away effortless from our own top paddlers.

1952

Many of the paddlers who had shown such promise at Copenhagen in 1950, unfortunately dropped out of the sport, and when the time came to select the team to represent us in the Olympic Games in Helsinki, we found ourselves with an almost new vintage, a good vintage, but immature. We did not too badly, but, as in so many other sports, we found that standards had gone up everywhere and that performances which would have given a leading place in the old days gave very little in return.

1953

In 1953 we took part in the first West European Championships in Duisburg in Germany. We gained one second place in one event and did creditably well in others. On the way back the team entered an international regatta at Namur in Belgium and gained first place in the K.4 event as well as a second and a third place in other events. This was the first time that a British crew had won an international canoeing event on the Continent.

In this year, too, we had the first of the annual Sprint Championships Regatta on the Serpentine, sponsored by the "News of the World"—the only event in this country in which we get an opportunity to compete on home ground with crews from abroad. Crews from Sweden, Germany, Saar, Holland, Belgium, Switzerland, Yugoslavia and Austria have visited us regularly ever since. In 1953 the foreign crews walked away with all the international events. So we had still lots to learn.

1954

In 1954 we sent a strong team, some of them with international experience, to compete in the World Championships at Macon in France. Internationally speaking, this year saw the emergence of the nations of Eastern Europe and Western Germany. Their larger numbers meant greater competition for the top places and hence a very much higher standard all round. Even so the margin between our paddlers and the winners was narrowed down, and it was at Macon that we enjoyed the new experience of receiving frank congratulations on our performances. However, soon afterwards we received the blow that our leading pair gave up international competition, and we were back where we started with the need to build up a new crew in a class where we felt that in another two years, in the Olympic Games in Melbourne, we might have a chance of achieving some success.

1955

The principal event of this year was the West European Championships in Zaandam in Holland to which we sent a fairly small team. In the men's short distance events we reached the final in one with an eighth place, but we did slightly better in the long distance where in the K.2 event we made a seventh and in the K.1 event a sixth place. In the women's race we took an honourable fifth place.



1956

All efforts in this year were concentrated on preparation for the Olympic Games in Melbourne, but the cost of sending a team made it necessary to restrict numbers by sending only those competitors who had a chance of reaching the final. We sent two men and one woman, and in the men's pairs event over 10,000m. we came eighth in the final and over 1,000m. third in their heat and ninth in the final whilst in the 500m. women's event we reached the final with a ninth place.

At this time, in an effort to encourage more paddlers to go over to racing, the Paddling Racing Committee introduced the National Chine Kayak (NCK), a craft which is cheap and easy to build and can be used for both racing and touring.

1957

As in most post-Olympic years the number of active racing canoeists dropped to a dangerously low level. In an effort to prevent young canoeists being dispirited through facing too soon the opposition of a few leading racing men and women, the Paddling Racing Committee introduced handicap events and a junior-senior class in kayak racing. It was hoped that merging of the classes would help the seniors to develop the spirited start so vital in foreign competition and the juniors would gain valuable experience by paddling against seniors but with the advantage of a generous handicap. These measures tided us over a bad patch until numbers grew again and allowed them to be discontinued. Although the number of experienced senior paddlers dropped to rock bottom in 1957, the prospects for the future were more promising. Birmingham Canoe Club came into sprint racing and soon made their presence known at regattas. In addition a record number of juniors entered for all regattas and the number of clubs taking up racing grew.

1958

This year saw the emergence of Birmingham Canoe Club as the top racing club in the country. Both at the Serpentine Regatta and the National Championships they gained the majority of trophies. The standard of racing in the junior class continued to improve. A small team of two men went to the World Championships in Prague as a token representation, but failed to qualify for the finals.

1959

In order to give potential Olympic paddlers experience against foreign competitors, the largest team was entered in the 1959 European Championships at Duisburg. A concentrated programme of training and selection was carried out, and a team of 13 men and two women was sent. A car accident on the way to Duisburg incapacitated four men, necessitating a complete reshuffle of the entries which naturally affected the results, but even so a sensation was caused in European canoeing when Ron Rhodes won a bronze medal in the K.1 1,000m. event. In October, 16 men and 3 women were nominated as "possibles" for the 1960 Olympic Games, area coaches were appointed to supervise winter training, an Olympic Training Fund was set up with the object of sending "possibles" to international regattas before the Games.

1960

Training and selection courses were held in various parts of the country. The list of possibles was reduced to eight men and one woman who went to a triangular match against Western Germany and Poland in Duisburg. Against the 24 competitors from each of the two nations our team, entering for practically all events, were sorely overworked, but put up a good showing and learned a lot. After final trials the Olympic team of six men and one woman took part in an international regatta in Berlin. In Rome the performance of the team fully justified the faith of the selectors. Of the four events in which we competed only in one did our entries not reach the semi-final. Our sole entry in the women's event was eliminated in the semi-final. The relay team failed only by  $2\frac{1}{2}$  seconds to qualify for the final. In the K.1 men's event Rhodes not only reached the final—the first time in the Union's history, but by producing his best time ever, secured fifth place and thereby qualifying for an Olympic diploma.

\* \* \*

This report on the development in canoe racing since the foundation of the Union has stressed international competition since it is through such competitions that we are able to mark progress. We can truly say that progress has been made, and this progress is the more remarkable since the handicaps were so great. Our numbers were and are still small: where we count in tens, other federations can count in hundreds and thousands from whom to draw their top paddlers. We struggled along without help from any source: our competitors own their own craft and pay, apart from the Olympic Games, their own expenses when competing abroad. No grants have been made from public funds for training and the purchase of boats as they are made abroad where authorities regard such work as part of the work of physical education of youth.

*Senior K.4s on the Serpentine*



Nevertheless: there is always hope, against all indications to the contrary, that one day the community might wake up to its responsibility towards the youth of this country. I believe the Editor of "Canoeing in Britain" has something to say on this subject on another page. Therefore let us here just sum up. What we would like to have amounts to so little: just a few facilities which would enable us to train the youth of this country for what we regard as one of the finest sports and to prepare our competitors so that they can meet their fellow sportsmen from other countries on a somewhat equal footing.

A. L. TODD.

## First British Open Youth Championships

For a very long time one of the outstanding weaknesses of kayak racing in this country has been the lack of numbers. Instead of having a sort of pyramid with a very wide base of youngsters and juniors from where in due course our top paddlers would emerge, we have had, again figuratively speaking, a kind of cylinder where the base is not very much wider than the top.

It will be one of the foremost tasks of the Paddling Racing Committee in the future to tap the very large reservoirs which have become available recently through the promising development of canoeing in schools and youth organisations of all kinds and to kindle in at least some of them the competitive spirit.

It is for this reason that the Paddling Racing Committee, in co-operation with the CCPR, plans to organise the First British Open Youth Championships which will take place, in conjunction with the National Championships, on July 15—16 at Henley-on-Thames. It is perhaps fitting that in this our Silver Jubilee Year, the venue of our National Championships will be the course of Henley Royal and that in addition youth from all over Britain will be given their chance to compete with each other in the, we hope, only the first of a long series of Youth Championships.

The rules governing the Youth Championships are as follows:

1. The Championships are open to members of youth organisations, like boys' clubs, girls' clubs, sea cadets, sea rangers, boy scouts, schools etc.
2. There will be three classes:
  - (a) Boys class "B": over 14 and not more than 16, *i.e.* boys born between June 1, 1945 and May 31, 1947.
  - (b) Boys class "A": Over 16 and not more than 18, *i.e.* boys born between June 1, 1943 and May 31, 1945.
  - (c) For girls there will be only one class, namely class "A", *i.e.* girls 16—18, born between June 1, 1943 and May 31, 1945.
3. The races will be in craft of the LD class 3—4, namely single seaters of not more than 15 feet length and a minimum beam of 23 inches.



4. There will be the following events:
  - (a) 500m. races for all classes, for girls and boys.
  - (b) 4 x 500m. relay for boys, each team consisting of two from each class (two from class "A" and two from class "B").
5. Entries must be made through the Regional Offices of the Central Council of Physical Recreation, not later than June 1, 1961. The following entries will be accepted:
  - (a) Boys class "A" and "B": minimum of three entries per region per class, with a maximum of total entries of 42 in each class.
  - (b) Girls class "A": one entry per region with a maximum of total entries of 12.
  - (c) Relay for boys: one entry per region.
6. If in any region more than three entries should be received by June 1, eliminating heats will be run in the regions before July 1 to select the final entries. The regions will be notified how many entries can be accepted.
7. Each entry for the Championships must be accompanied by an entry fee of 2/6 for the single events and 5/- for the relay event and a medical certificate of fitness to paddle.
8. There must be a non-competing leader for each team of seven or more competitors. Neighbouring regions may appoint a joint leader if necessary.

The addresses of the Regional Offices of the CCPR are as follows:

### **ENGLISH REGION**

**NORTH-EAST** — *Co. Durham, Northumberland, North Riding of Yorks.*  
40 Saddler Street, Durham City.

**YORKSHIRE** — *East and West Riding.*  
4 Albion Street, Leeds.

**NORTH MIDLANDS** — *Derbys., Leics., Lincs., Northants, Notts, Rutland and Soke-of-Peterboro'.*

Bank Chambers, 125 St. Ann's Well Road, Nottingham.

**EAST** — *Beds., Cambs., Essex, Herts., Hunts., Norfolk, E. and W. Suffolk.*  
Association Buildings, Harpur Street, Bedford.

**LONDON AND SOUTH-EAST** — *London, Middlesex, Kent, Surrey, E. and W. Sussex*

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52 Charles Street, Cardiff.

North Wales Office: 16 Chester Street, Wrexham.

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45 Arthur Street, Belfast.

## Long Distance Racing — a British “Speciality”

Organised long distance racing in Britain is a comparatively new activity, in fact, it is only over the last 10 or 12 years that the sport has become at all prominent. The very long marathon—the Devizes-Westminster Race—began as a brain child of the well known enthusiast Mr. Frank Luzmore. This 125 mile race through canal and river has become, from small beginnings, a non-stop test of fitness, skill and stamina, and it not only ranks as one of the longest races but also one of the most arduous in the world. The fact that it is held annually over the Easter Weekend when snow is often on the ground and the nights are bitter cold, has not deterred the competitors—on the contrary, the entry gets larger and larger every year.

In the early sixties other, but shorter events began to make their appearance, each with their own rules and classes until, at the end of 1955, in response to a general demand, a committee known as the Long Distance Racing Committee was set up under terms of reference by the Council of the BCU. This Committee began, under the Chairmanship of Mr. N. M. Manson, M.B.E., to organise this new form of sport, frame rules and regulations and give advice and recommendations to the organisers of these races. During 1957 the first of the Championship trophies were provided. The premier award, the Hasler Trophy, was presented to the BCU by a group of Lloyds Underwriters for perpetual competition amongst clubs. Other Challenge Trophies have followed as awards for the individual champions.

During the last 5 years there has been a growing interest in the sport and more and more competitors have been taking part in LD events which are now held throughout the country. Last year for instance, nearly 600 entries were received for the Championship races from 34 different clubs, and in 1961 it is to be expected that these figures will be substantially increased.

Of the very many questions on which the committee has had to formulate a policy, the most important has probably been that of the class or classes of kayak which are to be used for the Championship races. Up till now there has been general agreement that handicap events should be included amongst the classes. The support for this type of race was probably strongest some years ago, and this was based upon the principle that an attempt should be made to equate the craft in existence so that the owners of widely differing kayaks each had as good a chance of winning as the next. It is not surprising, however, to find that before long, kayaks were being designed and built in order to fit the handicapping rule and some rather extraordinary craft were produced which made the fullest use of the loopholes in what really was only a simple *ad hoc* measurement rule, never intended for any other purpose. In 1960 it was generally realised that the handicapping system had fulfilled the purpose of stimulating LD canoeing interest and it was agreed that the system should be dropped in favour of open class racing which was likely to be more beneficial to the development of craft and to provide fairer competition to the competitor.

Before leaving the subject of classes, mention should be made of the question of the measurement restrictions of the craft within the classes themselves. In order to cater for the maximum number of different types of craft which have been and are still being used in this country, it has been necessary for sponsors of races to provide a large number of classes, and now that handicapping will no longer be used this problem has been accentuated. It has been customary to include 'something for everyone' but it must be realised that if only from an administrative point of view there must be a limit, and already we are beginning to see the exclusion of certain types of kayak from the BCU Championship series by the rules which have been passed by the LDR Committee. For instance there is now no longer a class which will accommodate the very long single kayak. Its passing will no doubt be mourned by some, but the very nature of LD racing tends to encourage the use of a strong, handy craft both in and out of the water, and light enough to be easily portaged on the many races which feature some kind of obstacle in this country. The kayaks of all the classes except one which are in current use for the BCU Championship events are restricted by both length and beam measurements and it is probable that as time goes on LD racing will confine itself more and more to those types of craft which have been proved both popular and suited to the sport until there will come a time, no doubt, when LD racing will be exclusively in one-design kayaks.

Details of the new classes for LD racing have been published in the last issue of "Canoeing in Britain".

H. G. BRUCE.



## Slalom Report

The Austrians, the Swiss and the Germans argue among themselves who "invented" and organised the first canoe slalom. It seems that the credit for this "invention" must be given to two members of the Ista Canoe Club in Vienna who in May, 1934, organised the first canoe slalom at Muehltraisen Trairmauer. In 1935 the Austrians produced the first set of slalom rules and they held the first slalom, as we know it today, at Steyr, site for the second Canoe Slalom World Championships in 1951.

Slalom came to this country from Austria for it was Franz Schulhoff (now Frank Sutton) who, together with Ernest Roylance and members of the Manchester Canoe Club, organised a slalom at Trevor Rocks on the Dee at Whitsun, 1939. There were about a dozen entries from Manchester, the Midlands and London.



The second slalom was held on Good Friday, 1940, after the outbreak of the war, at Ludlow on the Teme in conjunction with the BCU Easter Meet. Because of the war slalom then lapsed, and it was not until 1948 that the third slalom was held at Newbridge on the Dee with 17 entries. This was the first of the many "national" (now ranking) slaloms.

1949 saw the first Canoe Slalom World Championships in Geneva, and after a trial in the spring of that year at Lower Plas Berwyn, the first British National Slalom Team was formed. It was also in 1949 that the first Scottish slalom took place.

In 1951 the first of many Thames slaloms was held at Shepperton Weir. It brought slalom right to the front-door of the London clubs. Ever since a pleasant relaxation became a sport which had to be taken seriously. However, though competition increased, our technique and equipment were still very much of the tourist class.

It was to combat this deficiency that the slalom committee of the time decided to send a team to the international slalom at Lippstadt in 1952. Now common practice, this was the first time that a student team had been sent abroad with the object of learning rather than competing. The team came home with a multitude of drawings, measurements, photographs and plenty of ideas. Next year saw the arrival of the 'specials'; shorter, narrow, banana shaped boats with small oval cockpits. Our paddles were shorter and we used them for rolling our new boats when they capsized, as well as for some unorthodox strokes.

*Paul Farrant (†), World Champion 1959, in training at Hambledon Weir.*



Still thirsting for knowledge the team chosen for the 1953 World Championships at Merano, broke their journey at Munich to receive some coaching from the then World Champion, Eric Seidel. But as we discovered at Merano, we still had much to learn.

The following two years produced more 'specials', more new strokes and flat bladed paddles, our first technical success for on arrival at Tacen the other nations, we saw, had copied our blades. But by far the most satisfying achievement on that very tough course: we were not outclassed by the water.

In 1957 the World Championships were held at Augsburg. By then our boats were as good as any to be found abroad, but our technique, though much improved, was still not perfect. The success of this event was not marked by our position on the result sheet but by a chance remark overheard by a bilingual member of the party: "You know, these funny English are good". An unknown member of another team had paid us our first compliment.

By 1958 we had progressed in both aspects: technical and technique. The J.S. Mk.6, designed by Jack Spuhler, was establishing itself as the ultimate in folding slalom kayaks. But it was the Lippstadt slalom that gave us our first reward: we won the team event. Encouraged by this success our team prepared for the World Championships at Geneva in 1959. Their only appearance prior to the Championships was at the Anseremme slalom in Belgium and to prove that Lippstadt was no fluke, Iain Carmichael won the event with the rest of the team taking 4th, 8th, 12th, 19th and 23rd places. July brought the World Championships: much has been written of this event so that little need be said here of the details, only that Paul Farrant achieved the highest title that any athlete can win: World Champion.

Last year the British team made only one trip abroad, again to Anseremme. Iain Carmichael upheld our prestige by gaining second place in the individual event and our 'B' team of 'promising youngsters', entered for the experience, finished first in the team event. Unfortunately not being the designated team they were not allowed to claim first place.

The future, what does it hold for us? 1961 will see an extension of the divisional system that we started in 1956; we will now have four divisions, the event of the future catering for either 1st & 2nd or 3rd & 4th divisions on the same day to cope with the rapid growth of competitors.

Finally, our boats. Just as the racing canoeist turned from the F.1 to the K.1 so slalom canoeists abroad are looking to the glass fibre R.1 as the F.1's successor. For the British canoeist this is a blow, for no sooner do we possess the perfect canoe, then it is obsolete. Ah well! back to the drawing board!

**DON LUCAS.**



## Wild Water Racing in Britain

Wild Water racing in Britain is beset by many difficulties which have hindered its development. In the first place, although we have many delightful rapid rivers of the rough water type we have none that can be classed as wild water under normal conditions. In times of spate, however, there are wonderful opportunities for those who are ready at the right time and place. This leaves the field open to the individual opportunists but hampers prior organisation of events. Also it is frustrating to find that the best rapid rivers in Britain are usually most jealously preserved by fishermen and landowners. Whilst permission can usually be obtained for a party of canoeists to pass through their water the anglers would not be so amenable to a long strung-out procession of single canoeists starting at two minute intervals who could hold up fishing for an hour or more—depending on the number of entries.

In spite of these and other difficulties some progress has been made. It began in November, 1953, when Lakeland Canoe Club held their first Wild Water Test on the River Leven. On this river there is no fishing on Sundays and permission is given for full use of the river for the whole day, if necessary, on certain Sundays throughout the year. The drawbacks to this course for racing are its shortness (only  $1\frac{1}{4}$  miles unless a portage is made), and its normal water level. In low water it can become uncanoeable; in medium water it is rough water Grade III, and only at the higher levels can it be classed as Wild Water. It does, however, provide an excellent training ground for those who intend to take up Wild Water racing, and by encouraging skill, rather than the sacrifice of everything to speed, it has undoubtedly helped to improve the standard of Wild Water canoeing in this country, and paved the way to further progress.

In 1955 the Slalom Committee of the BCU organised a Wild Water race on the Wye from Builth to Boughrood Bridge, a distance of about 10 miles. This course, also, is normally Rough Water Grade III but like the Leven can be classed as Wild Water at the higher levels, and it has the advantage of greater length. It is probably as good a course as we can hope to find in Britain.

The following year Tay Canoe Club organised a Wild Water Race on the Tay from Kinclaven to Fishponds, about 5 miles. A portage was necessary at Stanley Weir, and since then the start has been made at this point. This reduces the course to about three miles but it is excellent water, and no difficulties have been experienced with fishermen. Canoe Camping Club (Ribble and Dee Group) then held a race down the Bollin in Cheshire, and a year later this was taken over and developed by Manchester Canoe Club



as a 'Mild' Water race, who further extended the idea to the Ribble over a ten mile course. This on one occasion, at least, developed into a genuine Wild Water race when the Ribble happened to be in spate on the date selected. The Teifi, in 1960, provided an excellent venue and a good entry. Other possible courses, still untried, exist on Eden, Tees, Ure, Dee and some of the more inaccessible rivers across the Border, but all have disadvantages in some shape or other.

British competitors have taken part in many International Wild Water races including the Arkansas River Race (25 miles) in 1955; the Ammer Race in 1957, and the Vezere in 1959.

In conclusion it would appear that from these modest beginnings and from the experience gained by the clubs who organised and developed these events, and the rules they have each found it necessary to formulate to suit the particular conditions of each course, there is already a sound basis on which to build the future development of Wild Water Racing in Britain.

E. B. TOTTU.

## Cruising with the BCU



### *At Home*

Cruising is the origin and the main spring of our sport. They were touring in 1866 when Rob Roy MacGregor and his fellow enthusiasts founded the Canoe Club (soon the Royal Canoe Club) and explored the waterways of the British Isles and Europe. They were touring in 1896 when the Cruising Club Manual "The New Oarsman's Guide" was published—a remarkably comprehensive work and concerned at least as much with rivers navigable only by canoes as with those practicable for skiffs and the like. Thereafter less is heard of canoe touring.

The popularity of canoeing as we know it today began in the late twenties with the introduction of the folding boat from the Continent. The British Canoe Association held its first Easter Meet in 1933, and there has been an Easter Meet arranged by the national canoeing organisation each year since, even during the war years.

What were the problems and difficulties then and now? The "New Oarsman's Guide" says in a brief reference to "non-navigable" rivers: "It is therefore wise to make some enquiry beforehand, as to whether it will

be necessary to obtain permission from landowners or fishery conservators. The millers very rarely make objections on their own account." The comparatively mild tone of this is probably because canoeists then were relatively rare visitors to the fishing rivers of Britain. Increase in numbers has multiplied the likelihood of objections, especially on the "sporting" rivers of Wales and the Pennines where salmon or trout fishing is important to the landowner. So we find today that the BCU has to try to restrict club trips on certain "difficult" rivers—a regrettable but necessary task.

Talk of objections and difficulties suggests that canoeists are hemmed in by restrictions everywhere. This is not true. There are still hundreds of miles of river, lake and seaway where canoes can go without real difficulty—either by right or by tolerance. The Wye, the Thames, the Severn, the Ouse, the Tay and Spey and the incomparable west coast of Scotland, the Blackwater and Erne in Ireland alone offer hundreds of miles of fine canoeing in first rate scenery. They are not so big as the rivers of Europe—they do not offer rapids of such magnitude as are found in Europe, but they give a fascinating and "different" impression of the beauties of the British Isles which can proudly stand comparison with scenery everywhere.

Touring is an activity for the club and the individual group of canoeists rather than one to be organised on a vast scale by a federation of clubs as the BCU. This is as it should be. The Union can usefully collect and make available touring advice and try to find a solution for difficulties. But its policy has always been to yield to the club on the arrangement of touring events. Once or twice a year, on the traditional Easter Meet and sometimes at Whitsuntide, when members from all over the country meet, the Union tries to bring the canoeing community together, but for the rest, canoeing is at its best in the small group of friends, cruising with the minimum of organisation, meeting the unexpected as it comes.

R. F. TYAS.



### — and Abroad

It was John MacGregor's travelling abroad with his Rob Roy some hundred years ago which started the whole train of events leading to the formation of the first canoe club here and in many places abroad. In summer 1865 he started his voyage which took him to the waters of the rivers Meuse, Main, Rhine, Danube, Marne, Moselle as well as the rivers and lakes of Switzerland. He told the full story of his journey in his book "One Thousand Miles in a Rob Roy Canoe". In 1866 MacGregor embarked on his second great canoe voyage through Norway, Sweden, Denmark, Northern Germany and the Baltic—described in his book "Rob Roy on the Baltic". Two years later he was off again, this time to the Red Sea, the river Jordan, Lake Genesareth and the Suez Canal which then was under construction.

In the meantime the Canoe Club had been formed and its members were also wandering far afield with their canoes. A short list extracted from the journal of the Canoe Club for the period 1869—1873 will give some idea of its activity:

- |                 |                                                                                                                                                                                                                                                      |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. H. REED      | Rhine—Basle to Alt Breisach.<br>Danube—Donaueschingen to Donauwoerth.<br>Moldau—Prague to Melnik.<br>Elbe—Melnik to Dresden.<br>Wittenberg to Hamburg.<br>Rhone—Culoz to Arles.<br>Rhine—Basle to Schoenau (1870)<br>Schoenau to Duesseldorf (1871). |
| A. W. BARRETT   | Lake Constance, Upper and Lower Rhine and Neckar.                                                                                                                                                                                                    |
| J. A. GODWIN    | Moselle—Trier to Coblenz.<br>Lahn—Marburg to Oberlahnstein.<br>Rhine—Mainz to Cologne.                                                                                                                                                               |
| C. T. BLANCHARD | Danube—Ulm to Vienna.<br>Moldau—Budweis to Prague.<br>Elbe—to Magdeburg.                                                                                                                                                                             |
| H. HEAVISIDE    | Rhine—Kehl to Cologne.<br>Lahn.                                                                                                                                                                                                                      |

This tradition has been maintained during the last 25 years since the BCU was formed. During this period most of the canoeable rivers of Europe and elsewhere have been explored by British canoeists from great rivers like the Nile or the Danube down through the Iron Gates to the Black Sea, to little streams like the Sauldre in France, of which even French canoeists have hardly heard.

Many of our clubs arrange a regular yearly trip on a foreign river; nevertheless most canoeists travel in a small group, and to these the BCU can offer valuable aid—advice on where to go, on the difficulty of rivers, their state at various times of the year, places to start and finish, the approximate time which may be spent on each. The ICF has helped to simplify customs procedure for the temporary import of canoes and providing information about conditions on certain rivers where for instance big hydroelectric schemes are in progress.

The most popular countries for canoe cruises remain France, Germany and Austria, in that order, but Italy has recently increased in popularity; the Scandinavian countries offer excellent canoeing, but the length and expenses of the journey preclude their consideration by many people.

The BCU is compiling a booklet summarising the information available for members planning a canoe tour abroad and giving useful hints on rivers, travel and language. This should make a useful addition to our series of canoeing pamphlets.

E. E. McLELLAN.





## Canoe Sailing World Championships 1961 at Hayling Island

The sport of sailing in decked canoes dates back almost a hundred years to the time when cruising members of the Canoe Club fitted masts and sails to their paddling canoes in order to take advantage of favourable winds when on tour. In 1869, one of the leading members of the Canoe Club, Warrington Baden Powell (brother of the founder of the Scout Movement), took his Rob Roy canoe "Nautilus" to Sweden and during the course of a journey of about 400 miles made much use of sails. His experience convinced him that the basic design of the Rob Roy had to be modified if it was to sail well, and he designed "Nautilus II" to permit the use of the paddle and yet respond well under sail. Soon "Nautilus III" followed and became the prototype for subsequent sailing canoes.

From this time paddling canoes and sailing canoes developed on entirely different lines. The paddling canoe evolved into the modern kayak and the sailing canoes continued their evolution towards the modern international sailing canoe of today. In 1882 the deck seat and tiller had arrived, and in 1887 an American designer invented the sliding outrigger seat which allowed the canoeist to slide to windward.

Whilst Great Britain and the USA developed the 10 square metres class, other countries stuck to the  $7\frac{1}{2}$  square metres sailing canoe, and for many years these two classes developed along separate lines.

At Easter 1939 the Board of the IRK, meeting in Warsaw, agreed to allow a demonstration sailing race in the sailing canoes used in Britain and America, as part of the 1940 Championships to be held in Riga, with a view to the possible adoption of this class into the international programme. Out of this meeting arose an arrangement for a Swedish team of canoe sailors, with their canoes, to attend the Royal Canoe Club Sailing Week in August. They came and were soundly defeated, and the stock of the "Anglo-American" sailing canoe went up many points. Unfortunately, the outbreak of hostilities prevented further developments, and only after the war, in 1946, the reconstituted international body, now the International Canoe Federation, adopted the 10 square metres sailing canoe which is now being used by Great Britain, Sweden, Germany and the USA, and signs seem to indicate that other countries might follow.

The first Canoe Sailing World Championships—under the auspices of the IRK, the predecessor of the ICF—were held in 1938 at Vaxholm in Sweden, and four years earlier European Championships took place in Copenhagen, but these were in 7½ square metres sailing canoe only, and Great Britain and the USA did not take part.

In 1933 a team of canoe sailors from the Royal Canoe Club, consisting of Roger de Quincey and Uffa Fox, went to America and challenged successfully for the New York Canoe Club Trophy. This was the first time that this ancient canoe sailing trophy (instituted in 1884) had left the USA, and it was destined to stay in England until 1952 when it was won back for the USA by Lou Whitman. Great Britain captured it again in 1959, and this year the USA will challenge for it when their team will come over for the first post-war Canoe Sailing World Championships which, under the auspices of the ICF, will be held August 26—September 1 at Hayling Island.

The BCU is proud that this great event which will certainly do much to create widespread interest in this most exciting and exacting sport also in countries where there are until now no canoe sailors, will take place in this country in the year of our Silver Jubilee.



## Progress report from Scotland

*Canoeing flourishes mightily. Individuals, old and young, organisations, large and small, they all have evinced a keen interest in our sport. As a result the Scottish Canoe Association, now has 14 member clubs, with several interested parties forming clubs which will affiliate in the near future.*

Canoeing is becoming increasingly popular in Scotland—and rightly so. Without being excessively nationalistic, we are quietly proud that in our West Coast, with its infinite ability to charm, delight and put the fear of death into one, we have the finest touring grounds in Britain. We are doubly fortunate in our rivers which are beautiful, exciting—and accessible. We do not take credit for these features, but we count ourselves extremely fortunate in living so near to them.

The popularity is tied up closely with press and T.V. coverage of the sport. The papers have always given us our due, though sometimes the local bias that sells them causes them to be more enthusiastic than accurate. Recently, however, the T.V. authorities have realised the visual impact of canoeing and they have covered the subject as well as is practicable. Slalom of course holds more immediate appeal, but they have filmed sea-touring as well, racing on Loch Lomond, canoe-courses run there most successfully, and similar sport. Slalom itself is so well liked by the camera-men that we are intrigued by the possibility of it becoming as popular on the screen as show-jumping.

Last season was an intensely active one both in touring and racing. The racing programme was the most hectic we have had yet, and if the present rate of expansion continues, as our current programme would seem to indicate, there must be many changes in the future. Our members, reflecting the general trends of today, are tending to specialise in some aspect of the sport and while we instinctively avoid any form of regimentation we must recognise that a more complex organisation is now unavoidable. One point is certain—we do require more responsible and non-competitive members to act as race-officials.

To counteract the tendency towards specialisation, the Scots have a contest, the winner of which is the 'Canoeist of the Year'. The competitive fixtures fall into three categories, being Slalom (and River races), Sprint and Long-Distance races. Out of the season's fixtures, therefore, two events in each class are chosen, making six in all. Anyone getting a place in one of these events is automatically in the contest. For this purpose, the scoring is on the 3—2—1 basis and for an individual's best four scores are counted. Results have shown that winners have to excel in more than one class. The scheme has proved remarkably successful and the SCA would commend it to anyone.

We can but echo last year's report of close co-operation with kindred interests. The canoe courses at Rowardennan continue to be extremely popular and the quest for competent instructors goes on. The vast majority of last year's volunteers were from the Forth C.C. who deserve thanks for this, and the standard of instruction was reasonably high. The problem still remains, however. These courses are of great value to the Association, both in recruiting more enthusiasts to the sport and in the dissemination of basic principles to the general public. Instructing can be an onerous task, but it is an investment which will benefit the sport. They need more volunteers as instructors so that the loyalty of the stalwarts is not strained, and offers of help, which would be appreciated, could be sent to I. D. Pendleton, 12 Alva Place, Edinburgh.

The Scottish Canoe Association was conceived and born in 1939 and has had a vigorous and healthy growth. Through the years it has grown beyond recognition but still it mirrors the attitudes and achievements of its members. We look now to the future in eager anticipation.

I. D. PENDLETON.

## **Proficiency and Safety**

In 1947 a small number of canoeists had the idea that a set of proficiency tests would help both teachers and pupils in their progress towards canoeing efficiency. The idea was based on the knowledge of a similar system in existence for many years in the skiing world where, by gaining their bronze, silver or gold, skiers' abilities were known to organisers of expeditions who could declare that only holders of such and such an award might join their expedition. It was felt that a similar arrangement might well be of benefit in the canoeing world.



When mooted abroad, the notion was met with some vociferous opposition, a certain amount of phlegm and some enthusiasm. However, the Council of the BCU gave the idea its blessing and a committee was formed to find out what could be done.

It was an interesting committee—consisting of the chief protagonist, the chief antagonist, two tourists with very wide experience (one of whom a woman), a white-water expert, a professional physical training teacher and—a non-swimmer. This committee has remained the same, by and large, to this day, though occasionally they have roped in to help people who have shown a tendency to produce bright ideas or people who have shown great enthusiasm for any particular side of the work to be covered. Thus the latest “addition” is John Dudderidge, a man probably with the greatest experience of teaching canoeing in this country.

It took the committee two years to produce their first test which proved to do what it set out to do rather better than was expected. It has never been found necessary to make any alterations to it, and when a demand was put to the committee to adapt the test to both single and double-bladed paddling, only minor changes were found necessary.

The Proficiency Committee which was then called the Tests Committee, then made an attempt to formulate an Advanced Test, but inspiration did not come and it became quietly dormant for a number of years. During this time, though, the secretary of the committee found himself handling all sorts of odd jobs which fell outside the scope of actual tests, but for which there was no better home within the setup of the Union. He found himself working as the secretary of the Tests Committee, the Proficiency Committee, a Water Safety Committee, with variants, and others.

About 1957 began, inconspicuously enough to begin with, an enormous upsurge of canoeing as a recreation for the young about which more is to be said on another page of this issue of “Canoeing in Britain”. Canoeing was away to a rush. The only trouble was—and it was a serious one—that among the many people who rushed to get afloat there were very few who really knew how to handle the craft. People “picked it up” as best they could.

However, inspiration was on its way when John Dudderidge was asked to produce the syllabus for the Duke of Edinburgh Award's Scheme. This gave the committee the clue for its Advance Test. Very quickly a syllabus was got out which again would cover both single and double-bladed paddling. Soon the committee found itself pressed from all sides for teachers. The newly formed BCU Youth Committee tried to co-ordinate the coaching of young people, but soon found the job beyond its scope owing to the lack of qualified teachers. A new scheme was brought out: John Dudderidge, with the assistance of the Central Council of Physical Recreation, started running his courses all over the country with the ultimate object of obtaining certified teachers throughout the land. A Corps of Canoe Life Guards was formed from the army of youthful canoeists, with the ultimate object of building from them a corps of very fully trained young men and yet more teachers.

All this new organisation is very much in the throes of active creation, and all of it comes very much under the wing of the Proficiency Committee.

The old committee, which for so long hung about in the background, hardly heard of and unsung, has now sprung once more into great activity. There must inevitably be some changes, but you may be sure that your committee will tackle the new tasks with the same far-sightedness which originally brought it into being.

O. J. COCK.

# The BCU and Youth Work

## *The National Setup*

Activities vary in popularity among young people from time to time. The present trend is towards "adventure". Several factors contributed to the tremendous stride made in the popularity of canoeing during the last few years. Both the educational world and the Youth Service organisations discovered that canoeing "did something" to young people. It was "complete" in that one built one's canoe, got it afloat and made exciting trips in it. It was character building in that many young people who felt that they were "inadequate" suddenly found they could really do something—get the feeling of having achieved something—and, perhaps a bit later, they could help their fellows to achieve something as well.

Schools and youth clubs—all sailed in and allowed their young people to build canoes and so forth. The Outward Bound Schools added canoeing to its curriculum. The Duke of Edinburgh's Award introduced it both as an expedition and as a pursuit.

The ideal setup is, of course, where a youngster joins an existing canoe club where he can be taught the elementaries of canoeing, but the network of local canoe clubs is still rather patchy and canoeing as an activity being taken up by so many outside organisations was in danger to develop parallel or outside the scope of the Union. However, the Union as the national governing body of the sport cannot disclaim its responsibility for the development of canoeing in all its aspects and in all spheres, and it was for this reason that the Union a few years ago appointed a National Youth Officer, who, together with the Regional Youth Officers, was given the task to co-ordinate all these youth activities—whether inside or outside the Union.

LT.-COL. I. F. G. HALL

## *Work in a Region*

*The major part of the Union's youth activities are being carried out in the regions. They do not just supplement the work on a national level—they are the most essential part of it. In the following G. Sanders reports on the work in the Midlands where a "pilot scheme" was initiated to co-ordinate the work already done by some clubs and to enlarge on it where possible.*

At a meeting of officials from most of the canoe clubs in the Midlands area, held early 1960, a scheme was formulated and representatives agreed that the clubs should be asked to appoint youth officers who would then draw up lists of members willing and able to act as lecturers or instructors. Nearly a hundred local authorities and youth organisations were then sent information relating to this scheme: namely that there would be available, through the regional BCU Youth Officer:—

1. Advice and information to Local Education Authorities and youth organisations relating to canoeing.
2. With the help of established canoe clubs in the area, the possible provision of lecturers and instructors in canoe building and canoeing techniques and adjudicators for the canoeing sections of the Duke of Edinburgh and similar awards.
3. Arranging of special canoeing events for youth from time to time.
4. The importance of safety and a sensible approach to the sport, including sound training methods, to be emphasised and publicised whenever possible.

The scheme is as yet in its infancy, but already many queries have been answered from groups and individuals anxious to take up the sport and such requests are a good opportunity to recommend sound designs and literature and stress the importance of good standards of performance and safety.

Requests for help in the form of lectures or demonstrations are usually best handled by the clubs in the area concerned (good relations with local authorities can often be helpful to club interests!) but it has been possible on a number of occasions to provide help for districts where there are no established canoe clubs. One hopes that such assistance could lead occasionally to the formation of new canoe clubs.

A number of youth organisations and L.E.A.s in the Midlands have applied for membership as Associates of the BCU and it is anticipated that we will be able to provide them with help on canoeing matters. Representation at conferences, such as those organised by the CCPR for all interested in outdoor activities for the young will doubtless enable us to forward the name of canoeing and the BCU.

G. SANDERS.

The names and address of the BCU Youth Officers are as follows:

**NATIONAL YOUTH OFFICER:** Lt.-Col. I. F. G. HALL, 54 New Street,  
Chelmsford, Essex.

**REGIONAL YOUTH OFFICERS:**

*Lancs. and Cheshire:* Mr. ALLAN SHARPLES, 34 Wilton Drive,  
Wilmslow, Cheshire

*East Anglia:* Mr. R. E. HARPER, 62 Beaumont Road, Cambridge.

*Yorkshire:* Mr. DERYCK DAVIE, Bewerley Park School, Pateley Bridge,  
Yorkshire.

*North Midlands and Lincolnshire:* Mr. BRIAN FORSEY, "Whitewater",  
Ingham Road, Bawtry, Doncaster.

*South Wales:* Mr. JOHN GOULD, South Lodge, Fairwater Road,  
Llandaff, Cardiff.

*Midlands:* Mr. G. SANDERS, 33 Orchard Avenue, Solihull, Warwickshire.

*Wilts:* Mr. R. W. AUDRITT, 10 Davis Street, Swindon, Wilts.

*Cornwall:* Mr. A. R. BEALE, 16 Highfield Estate, Pensila, Liskeard.

*Lancs:* Mr. D. W. BLACKBURN, Ravenskerne, Pine Ave., Hooke, Preston.

*Durham:* Mr. J. ROBSON, 31 Pollard Street, South Shields, County Durham.

*Essex:* Mr. J. BAILEY, 3 Lingfield Drive, Rochford, Essex.



## The Work of the CCPR

*"So that all who wish may enjoy active leisure, we are doing all we can to see that —  
young people are given the chance to be 'doers'—  
school-leavers know the opportunities open to them—  
beginners are introduced to new activities—  
coaches and leaders are trained."*

Nothing could more aptly describe the work which the Central Council of Physical Recreation has done—and is doing for—the development of canoeing than the above quotation from the preface to its Annual Report 1959-1960. Canoeing would not today take its rightful place as an outdoor activity and a sport without the active assistance which the Union and the clubs have received throughout the years from the Central Council and its Regional Offices. Through courses, conferences and lectures canoeing has been introduced to local authorities and youth organisations, and many clubs were started after the CCPR through one of its Regional Offices had taken the initiative. It is heartening to know that only quite recently the Central

*CCPR Canoeing Course at Plas y Brenin.*



Council impressed on the governing bodies of sport that—despite of what already is being done—they are most anxious that more and better use is being made on a local level of the facilities available through their Regional Offices—no matter what the problem is: technical, administrative, secretarial assistance, publicity for the sport—they will be always there to help.

As in all previous years a great many canoeing courses will be held in the CCPR Regions during 1961, but in addition there will be eight coaching holiday courses at Bisham Abbey, the delightful House of the Knights Templar on the Thames near Marlow, and the National Recreation Centre, Plas y Brenin at Pael Curig in North Wales.

At Bisham, there will be three coaching holidays in canoeing, each of one week's duration. These begin on the Saturdays of July 22nd, August 19th and September 2nd, and are for young people between the ages of 15 and 18. Those who reach the required standard may, if they wish, take the BCU Proficiency Test. Applicants must be able to swim 50 yards.

At Plas y Brenin, the instruction includes camping and is in general for more advanced students. There are one week courses for men and women of 17 years and over beginning on the Saturdays of May 6th, 20th, June 24th and September 23rd. These last one week and include a general introduction to canoeing on lakes, wild water and the sea. Applicants must be competent swimmers.

There is, in addition, a special Advance Course for people of 17 years and over who already have experience of canoeing and are competent swimmers. This is being held from 19th August to 226th. In the week following, there is another special course for young people of 15 years and over who are competent swimmers.

For full details apply to: CCPR, 6, Bedford Square, London, W.C.1.

## Canal Tunnels

Following discussions with representatives of the BCU Touring Committee about their decision last year to prohibit the passage of canoes through canal tunnels British Waterways have notified to us two lists of tunnels:

1. which can be used by canoeists (all these have footpaths)—

Trent and Mersey:	Armitage.
Shropshire Union:	Cowley, Ellesmere, Whitehouses, Chirk.
Peak Forest:	Woodley.
Worcester & Birmingham:	Edgbaston.
Staff & Worcs.:	Cookley.
Kennet & Avon:	Bath.
Oxford:	Newbold.
Birmingham:	Coseley, Curdworth.

2. "which can only be used by canoeists if permission is given by the Divisional Manager who will take into consideration whether an application is from a properly organised and equipped party". Most of these have no towpath and some are very long. There are 28 of these and comprise, in effect, all other tunnels than those listed above.

In the discussion the representatives of British Waterways were sympathetic, but concerned at the risks that are involved (some of them possibly unforeseen) in passing through tunnels, e.g. darkness, inability to see the walls, inability to locate the boat in case of capsize or to re-enter it where there is no towpath, crushing or dangerous washes from canal boats inside the tunnel.

In the course of the discussions we said we recognised the reality of these risks and suggested a number of precautions which British Waterways might care to consider as conditions for permitting canoeists through longer tunnels. We pointed out that two canoes can right a capsized canoe if it has positive buoyancy and then steady it while the canoeist re-enters it by straddling the stern and working his way forward to the cockpit.

The precautions we suggested were:—

1. Not less than 3 and not more than 5 in a group, to keep together.
2. Only swimmers, wearing lifejackets, in canoes with buoyancy bags.
3. A good broad-beamed light to be fixed to the boat or strapped to the forehead, in order to light up the walls. Also a waterproof torch or emergency light slung round the neck or attached to clothing to help in location in case of capsize.
4. One whistle in every group.
5. Special directions about particular tunnels to be observed.

British Waterways have not said that these have been accepted or will be insisted on; but they may well have transmitted them to their Divisional Managers, who may ask for them to be observed. In any case, they are only common sense, if you pause for a minute and imagine a capsize halfway through a long dark tunnel.

## Fishing Rivers

Advice about possible difficulties and objections to canoeing should in future be sought from:—

Dee, Eden, Lune, Ribble, Wharfe,  
Ure, Derbyshire Wye and Derwent  
and other rivers in this area.

Upper Wye (above Glasbury), Usk,  
Teme, Monnow  
and other rivers in Wales and the  
Severn basin.

Southern and Eastern England.

D. S. Berry,  
23 Windsor Rd., Clayton Bridge,  
Manchester 10.  
who will be assisted by  
C. McAllister of West Yorks CC.

C. B. Manton, 13 Fosse Estate,  
Stretton on Dunsmore,  
nr. Rugby, Warwickshire.  
who is working with  
B. J. Harrison, adviser for the  
last few years.

Miss E. McLellan,  
9 Downsway, Sanderstead, Surrey.

At their January meeting the Touring Committee fixed up for several joint club meets on these rivers, and would be willing to put individual canoeists in touch with them if they wish to join in the trips.



The Touring Committee makes the following requests to clubs and individuals canoeing on "difficult rivers":

1. Please report immediately your trip is over about any difficulties and objections. (This is the only way the three advisers above can keep up to date). A report form will be sent on request, showing the details required.
2. Any member giving talks on canoeing to Youth Clubs, unaffiliated canoeists etc. is asked to explain that many rivers are private and that permission must be sought beforehand and courtesy observed at all times if canoeing is to be tolerated.

## **Our Films**

In the late 1930's there was in the Royal Canoe Club a very keen canoeist and amateur cinephotographer, Franz Schulhoff. He made three films which showed canoeing at its most sporting. They were "Wild Water Canoeing in the French Alps", "Kayaking on the South Coast" and "Sailing Canoe Racing". Mr. Schulhoff generously lent these films to those who wanted to lecture, or just to give a film show.

In 1946 another keen cinephotographer hove into the canoeing world, starting by making a film of a tour in Scotland and going on to making three instructional films, generally known as the Clarence Films. With this little lot of seven films the British Canoe Union set up its film library. It was given something of a shove when a patron in Scotland hired the lot for a month, and a nice little

nest-egg of capital promptly came in.

With this small beginning the library immediately became popular. The demand grew. An 8mm section was set up. Film loops on technique, and a film strip on canoe building (for sale only, because of the high wear and tear) were added. New films were discovered, and bought as and when funds would allow. Eventually the library outgrew the ability of an organiser who could only handle it in his spare time, and the whole thing, with the exception of the loops and the strip, was handed over to the British Film Institute, on terms very acceptable to the BCU.

Nowadays the BFI report that it is one of the most successful sections of its vast library. New films are introduced every year, both by the BFI and the BCU, and the future has every promise of being bright.

## **This Bulletin**

25 years ago the BCU was founded and, by sheer coincidence, ten years ago the first issue of "Canoeing in Britain" was published—in the beginning with a few hundred copies, whilst today circulation is rapidly approaching the 4,000 mark—a figure which truly reflects the growth of the Union. "Canoeing in Britain" goes out four times per annum to all members of the Union, but it is also in

heavy demand from outside organisations in this country and overseas who wish to be kept up to date on developments in British canoeing.

"Canoeing in Britain" was never meant to be a magazine, but only a news sheet, a means of communication between the Union and its members and an outlet for news from the clubs.

Things have not always been easy: it is obvious that "Canoeing in Britain" can fulfill its function only if and when the various organs of the Union and the clubs send in their reports—and send them in time. This has not always been the case—despite the stream of circulars and chasers which the Editor is sending out at regular intervals. On many occasions the Editor trying to write up his copy for the next issue sat in front of his typewriter, scratching his head and wondering what this or that committee and this or that club had been up to during the last quarter. (*All copy*

*should reach him not later than 1st March, 1st June, 1st September and 1st December*).

The fact that "Canoeing in Britain" is not more than a news letter, has not prevented it from commenting, from time to time, on particular aspects of the development of the sport. These comments reflected, generally speaking, the policy of the Union—or what the Editor understood this policy to be.

Editor of "Canoeing in Britain" since its foundation has been H. Thelen who also edits and publishes the Bulletin of the ICF.



## From the Clubs

There have not been many reports from clubs this time, but we have no reason to assume that there have not been various activities in practically all of them.

*Birmingham CC* reports that the racing fraternity has left the club and set up a separate organisation which is to be known as the Birmingham Kayak Racing Club (which so far has not affiliated to the Union). Birmingham CC will continue its touring programme with in future greater stress to be laid on white water touring—a tendency which started developing already last summer when they did the Teifi, Derbyshire Wye, Dove, Lugg and Teme amongst others.

*Manchester CC* increased its membership by 35 to 188 since the exhibition held at the City Hall last November. Three races followed down by cruises have been held on the Bollin during the winter and one on the Ribble. For the December event on

the Bollin the river was running very high covering some of the footbridges. The event belied its name of a "mild water" race, there being heavy waves at some of the rapids and quite a few capsizes resulted.

*Llandaff CC* writes that they have now a growing ladies' section which is setting "the lads" quite an example by being first in the water—no matter what the weather.

*Chelmsford Boating Club* is making progress in the construction of their new temporary headquarters at Waterhouse Lane which they hope to open in mid spring.

There are now two clubs attached to *British Forces* units stationed at the moment in Germany. We have been informed by the German Canoe Association that these units are developing great activities, and in one case some members, owing to the absence of suitable craft, have joined a German club where they are receiv-

ing proper training in kayak racing. One of the clubs is arranging exchange visits with clubs in Austria and Denmark in June and September.

Canoe building in the *Coventry CC* did not prove so very popular last winter—probably due to the threat of losing their workshop. Finally they had to give up their premises in March. Last year, in September, they organised the Coventry School Boys' Canoe Race for which the Coventry Canal Society had provided a cup for the most successful school team. It is hoped to make this an annual event.

The two university clubs, *Oxford* and *Cambridge*, spent three days on the Dee in January where they did some exciting wild water canoeing, including the Serpent's Tail. The meet was concluded with a 4½ miles wild water race from below Llangollen past Trevor Rocks to Newbridge. Each club team consisted of four boats, and the race was won by Oxford with 33 points against Cambridge's 19. Oxford took 1st, 2nd, 3rd and 5th places. The fastest time was 28 min. 40 secs. established by A. Maclehouse. *Cambridge* are now firmly on their feet with a new boathouse and a slalom section training three

times a week in the local weir. They intend to meet Oxford again on more equal terms in a slalom match on June 4. Their most important event this year is the Wild Water Course held at Llandyssul on the Teifi on April 9-12, followed by a wild water race and an open slalom.

*Upper Wortley School CC* are acquiring two NCK2s. It would be of interest to hear how many of these canoes are now available in the clubs. So far it has been impossible to put on races for NCK2s, but if there is now a sufficient number available, regatta organisers would be delighted to include NCK2 races in their programme.

*Lakeland CC* rounded off a very successful 1960 season with a hot pot lunch and AGM at the new club house at Fell Foot. Fell walks were organised during the winter months, and the next season's events, apart from cruises, include a race across Morecambe Bay, the Annual Windermere LD Race (which took place already on March 19), and the Annual Dinner on November 18 to which all Lakeland and Dipper Club members are invited.

## Paul Farrant Memorial Trophy

The appeal for donations for the Farrant Memorial Trophy Fund has brought, after a slow start, some promising results—though the final target is not yet reached. The Trophy which will be handed to the ICF for challenge in the F.1 class in the Slalom World Championships, is being made by Miss Jean Gibson, one of our foremost designers. We publish here a list of the donors so far:

Mr. & Mrs. K. White.  
Mr. & Mrs. G. H. White.  
Mr. & Mrs. Shaw.  
Mr. & Mrs. Rohleder.  
Miss Joyce Critchley.  
Mr. Norman Dyer.  
Mr. Roger Hobson.  
Sgt. M. Tapscott, R.E.M.E.  
Rr. Adml. D. J. Hoare, R.N.

Major H. G. Bruce.  
Christopher Little.  
Mr. P. Guilfoyle.  
Chalfont Park CC.  
Mr. Neville B. Manson.  
Royal Marine Forces Volunteer Reserve, White City.  
Mr. F. O. D. Hirschfeld.  
Oxford Union CC.



Mr. John Leech.  
 Mr. R. W. Audritt.  
 The English Table Tennis Assoc.  
 The London Federation of Boys'  
 Clubs.  
 "Light Craft".  
 The Outward Bound School, Eskdale.  
 The British Amateur Weight Lifters.  
 The Amateur Rowing Association.  
 E. S. Allcock Esq., the Senior Field  
 Officer, the National Association  
 of Mixed Clubs and Girls' Clubs.  
 The Outward Bound School,  
 Aberdovey.  
 The British Olympic Assoc.  
 Mr. Christopher Brasher.  
 Haberdashers' Askes CC.  
 Royal Marines CC.  
 Mrs. Clark.  
 Royal Leamington Spa CC.  
 Mr. J. Bright.

Dr. M. Gillies.  
 Manchester CC.  
 Mr. John Gould.  
 Mr. B. D. Tucker.  
 Richmond CC.  
 Cash ex A.G.M.  
 Mr. Basil Kohler.  
 Llandaff CC.  
 The Brothers Boyson.  
 Mr. Cyril Cooper.  
 Mr. & Mrs. Howard.  
 Worcester CC.  
 Mr. Chris Sutton.  
 Mr. & Mrs. Reardon.  
 Mr. O. J. Cock.  
 Canoe-Camping Club.  
 Birmingham CC.  
 Lakeland CC.  
 Reading Kayak Club.  
 Mr. D. S. Berry.



## From Headquarters and Committees

### REGISTER OF RACING CANOEISTS

In order to enable the Paddling Racing Committee to maintain closer contact with the racing fraternity, a register of racing paddlers is to be established. All racing paddlers are requested to forward their names, addresses, the type of boat which they own, and the name of the club to which they belong, to the Secretary of the PRC, Mr. A. L. Todd, 47 Knightwood Crescent, New Malden, Surrey. Paddlers on the register will then receive a Racing Newsletter which the Committee intends to publish, together with any other information on racing matters such as entries for regattas etc. Please do this now so that the scheme can be started before the beginning of the racing season.

### INTERNATIONAL CRUISE ON STRATFORD AVON, WYE AND THAMES

To mark the 25th anniversary of the founding of the Union an international cruise on Stratford Avon, Wye and Thames is planned for the time August 13-26. All European federations are being invited to participate, but the success of the venture depends on whether or not members of the Union will support the cruise in sufficient numbers. The party will start from London on August 13 for the Avon, continue by bus to Hereford on the Wye and return, again by bus, from Tintern to Oxford on the Thames where the cruise will end on August 26, the day before the International LD Race on the Thames.

Please write immediately to Mr. R. F. Tyas, 19 Pine Hill, Epsom, Surrey, that you can come—even if for one week only.

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#### INTERNATIONAL LD RACE ON THAMES

The BCU Jubilee LD Race will take place on Sunday, August 27, on the Thames. The start will be at the Festival Hall, South Bank site at 2 p.m. and the course will be over 15 miles ending at the Thames Young Mariners Base at Ham Lock. Further details from Major H. G. Bruce, "Glencorrie", Forest Road, Pyrford, Surrey.

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#### PRICE INCREASE FOR FILM LOOPS & STRIPS

It is with regret that we have to announce that, owing to increased costs of reproduction, we are forced to raise the prices of all loops and film strips. In future all 16mm film loops will cost 2/6 each, and all 35 mm film strips will cost 15/- each. Loops can now be supplied also in 8mm size, and these cost 1/6 each.

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#### DUKE OF EDINBURGH'S AWARD

In order that the Union records may be put in order and kept properly up to date., any member who has tested any candidate at any level of the Duke of Edinburgh's Award, should notify O. J. Cock, at "River-trees", Wargrave Road, Henley-on-Thames, Oxon. The names, and if possible the addresses, of all success-

ful candidates are required, together with the date on which they took the test.

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#### BCU PUBLICATIONS

We are happy to announce that all BCU Pamphlets which had been out of stock for a considerable time, have now been reprinted—and in a more attractive form. Also the "Guide to the Waterways" is now again available—completely revised and brought up to date. See our advertisement "BCU Supplies".

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#### TYPISTS WANTED

The Union is launching a scheme—details of which will have to be announced later—for which we would be glad to receive offers from experienced typists in the London area who have a typewriter available and who would be prepared to assist us by typing some of the many individual letters which will have to be written. Anyone who could spare one or two hours per week, should write to H. Thelen, 13 Campden House, Harben Road, London, N.W.6.

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#### FOR SALE

Klepper T65 and Slalom 55. Both in good condition and complete with paddles, spray decks, buoyancy and carrying bags. T. L. Beecham, Gate-side, Cartmell Fall, Grange over Sands, Lancs. Telephone: Newby Bridge 477.

# Canoeing Calendar 1961

*The following list of canoeing events are the only ones for which we have received details from the organisers. We have also left out all the events which were held earlier in the season.*

*All events are open to all members of the BCU. If you are interested in a particular event, write to the organiser (whose name and address, where available, are given in brackets) or to the secretary of the club or committee in question.*

*Information in respect of touring at home can be obtained from R. F. Tyas, 19 Pine Hill, Epsom, Surrey. Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey, supplies you with information on cruising abroad. Information about wild water runs and slaloms, both at home and abroad, will be given by D. Lucas, 5 Harts Leap, Sandhurst, Berks. A. L. Todd, 47 Knightwood Crescent, New Malden, Surrey, secretary of the BCU Paddling Racing Committee, is the man to write to in respect of racing and regattas. Regarding Long Distance Racing write to J. M. Woolley, Highlands, Rugby Road, Cubington, Leamington Spa.*

## I. EVENTS AT HOME.

April 15-16—Cruise Maldon-Bradwell Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).

April 15-16—CCPR Novice Training Course. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).

April 15-16—Cruise on Upper Severn. Birmingham CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Road, Birmingham 23).

April 16—Cruise on Chelmer. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).

April 16—Lune Slalom (1st & 2nd Division). (C. D. Patrick, 202 Long Lane, Attenborough, Notts.).

April 16—White Water Time Trial and Slalom Practice — Tay CC. (Mrs. J. McLean, 26 Ainslie Gardens, Perth).

April 22-23—Cruise on Basingstoke Canal. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames, Surrey).

April 23—Cruise Bretford to Bubenhall. Royal Leamington Spa CC. (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, Nr. Rugby, Warwickshire).

April 23—3rd & 4th Division Slalom at Dinckley Ferry on Ribble. Manchester CC. (J. Critchley, Mere Edge, Showley Lane, Clayton-le-Dale, Lancs.).

April 23—Bedford LD Race. (P. H. C. Banks, 23 St. Peters Street, Bedford).

April 29—Cruise on Medway. CCC Mole & Medway Group (Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey).

April 29-30—Cruise on Dane. Manchester CC (C. Webb, 5 Beaconsfield, Derby Road, Manchester 14).

April 29-30—Cruise on Lune. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).



- April 30—CTC LD Race. Canoe Touring Club (Mrs. B. Fish, 5 Park Hill, Richmond, Surrey).
- April 30—Cruise on Derwent. Coventry CC (A. Shackleton, 249 Browns Lane, Allertey, Coventry).
- April 30—Cruise on Colne. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- May 6-7—Cruise Rochford-Burnham-Battlesbridge. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- May 6-7—Cruise on Derbyshire Derwent. CCC, Warwickshire Group (F. Ralph, 45 Omar Road, Stoke, Coventry).
- May 7—1st & 2nd Division Slalom at Serpents Tail on Dee. Manchester CC (C. M. Rothwell 21 Windsor Road, Clayton Bridge, Manchester 10).
- May 7—Midland CC LD Race. Midland CC (M. F. Turney, 22 Ella Road, West Bridgeford, Notts.).
- May 7—3rd & 4th Division Slalom. Tay CC (Mrs. J. McLean, 26 Ainslie Gardens, Perth).
- May 7—White Water Time Trial and Slalom Practice on Tay. Tay CC. (Mrs. J. McLean, 26 Ainslie Gardens, Perth).
- May 12-14—Cruise on Wharfe. Upper Wortley School CC (Ashley Road, Leeds 12).
- May 13-14—Cruise Bridgenorth-Arley Ferry-Worcester. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, nr. Rugby, Warwicks.).
- May 13-14—Cruise on Upper Teme. Birmingham CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Lane, Birmingham 23).
- May 14—Cruise on Went. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- May 14—Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).
- May 14—Worcester LD Race. Worcester CC (B. Cubberley, 24 Bolston Road, Worcester).
- May 14—White Water Time Trial and Slalom Practice on Tay. Tay CC (Mrs. J. McLean, 26 Ainslie Gardens, Perth).
- May 20—Sea canoeing at Beadnell, Northumberland. Durham CC (A. W. Byde, 4 Allergate Terrace, Durham City).
- May 20-22—Cruise on Stour. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- May 20-22—Cruise on Lake Coniston or Windemere. CCC Dee & Mersey Group (F. Evans, 20 Carlton Avenue, Wilmslow, Cheshire).
- May 20-22—Cruise Brightlingsea-Bradwell-Maldon. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- May 20-22—Cruise on Usk. Coventry CC (A. Shackleton, 249 Browns Lane, Allertey, Coventry).
- May 20-23—Cruise on Thames. Oxford-Maidenhead. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames, Surrey).
- May 20-23—Cruise on Tees. Birmingham CC & Royal Leamington Spa CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Road, Birmingham 23).

### **P.B.K.**

Designs for all kinds of canoes  
30 years experience

Many thousands built by amateurs

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Stratford-on-Avon

- May 20-23—Cruise on Avon. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, nr. Rugby, Warwicks.).
- May 21—Scottish Open Slalom (1st & 2nd Division). Tay CC (Mrs. J. McLean, 26 Ainslie Gardens, Perth)
- May 22—Welsh Harp Regatta.
- May 25-28—Cruise on Upper Wye. Manchester CC (E. Whewell, 507 Manchester Road, Bury, Lancs.).
- May 28—Newark Slalom (3rd & 4th Division). Soar Valley CC (J. W. Allen, 5 Iliffe Avenue, Oadby, Leicester).
- May 28—North Gay Race. Hartlepool Kayak Club (G. Hughes, 7 Raby Road, West Hartlepool, Co. Durham).
- May 28—Chester LD Race. Chester CC (B. Pollard, 4 Eaton Road, Chester).
- June 3-4—Sea Surfing at Port Ceirid, Abersoch. Manchester CC (C. M. Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10).
- June 4—Cruise on Stort. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- June 4—Shepperton Slalom (3rd & 4th Division). Twickenham CC (G. E. Dinsdale, 609a London Road, North Cheam, Surrey).
- June 4—Round Harbour Race. Northumbrian Kayak Club (M. Ward, 17 Wakefield Avenue, South Shields, Co. Durham).
- June 4—Cruise on Wey. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames, Surrey).
- June 4—Cruise on Upper Wharfe. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- June 4—North v. South Regatta at Bedford.
- June 4—Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).
- June 4—Cruise on Thames. CCA (F. Luzmore, 31 Petersham Road, Richmond, Surrey).
- June 4—Rowardennan Racing Weekend on Loch Lomond, Scotland.
- June 9-11—Middleton in Teesdale Canoe Camping Weekend with Eskimo Roll demonstrations and white water race High Force—Middleton. Durham CC (A. W. Byde, 4 Allergate Terrace, Durham City).
- June 10—Instructional cruise on Bollin. Manchester CC (N. Dyer, 33 Patchcroft Road, Manchester 22).
- June 11—White Water Time Trial and Slalom Practice. Tay CC (Mrs. J. McLean, 26c Ainslie Gardens, Perth).
- June 11—Morecambe Bay Race. Lakeland CC (A. L. Thwaites, West Garth, Rushley Mount, Hest Bank, Lancaster).
- June 11—Chelmer LD Race. Chelmsford Boating Club (Mrs. M. Marriage, Well Cottage, Stock, Ingatestone, Essex).
- June 17—Midsummer sea cruise on Welsh Coast. CCC Dee & Mersey Group (J. Edwards, "Hillcroft", Llanaber Road, Barmouth).
- June 17-18—Cruise on Clun. Birmingham CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Road, Birmingham 23).

**Chelmsford Boating Club's  
CHELMEYR CANOE RACE**

Chelmsford to  
Heybridge Basin

Sunday, June 11th, 1961

★

Details from  
Mrs. M. A. Marriage  
Well Cottage, Stock,  
Ingatestone, Essex

- June 17-18—Cruise in Chichester Harbour. CCC Mole & Medway Group (Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey).
- June 18—Poole Harbour Circuit Race. Royal Marines CC (J.S.A.W. C., Poole, Dorset).
- June 18—Durham CC Sprint Regatta and LD Race. Durham CC (A. W. Byde, 4 Allergate Terrace, Durham City).
- June 18—3rd & 4th Division Slalom at Dinckley Ferry on Ribble. Manchester CC (J. Critchley, Mere Edge, Showley Lane, Clayton-le-Dale, Lancs).
- June 22-23—Cruise Coggeshall-Maldon. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- June 23-25—Cruise on Wharfe. Upper Wortley School CC. (Ashley Road, Leeds 12).
- June 24—Richmond CC Regatta.
- June 24—CCPR Novice Training Course, Burn, Selby. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- June 24-25—Cruise on Vrynwy. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, Nr. Rugby, Warwicks.).
- June 24-25—Coventry Boys Regatta. Coventry CC (A. Shackleton, 249 Browns Lane, Allerley, Coventry).
- June 24-25—Cruise on Wey and Thames. Twickenham CC (E. H. Hulbert, 25 Sutherland Gardens, East Sheen, Surrey).
- June 25—Cruise on Crouch. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- June 25—Tees Bay LD Race. Hartlepool Kayak Club (C. H. Hare, 9 Tyne Brooke Avenue, West Hartlepool).
- June 25—Lakeland Rag Regatta. Lakeland CC (A. L. Thwaites, West Garth, Rushley Mount, Hest Bank, Lancaster).
- July 1—Birmingham Regatta.
- July 1—Chelmsford Carnival Regatta. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- July 1-2—Cruise on Nidd. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- July 1-2—Cruise on Dove. Manchester CC (C. J. G. Sutton, 24 Bower Road, Hale, Altrincham, Cheshire).
- July 2—SCA Confined Slalom and Tay River Race. Tay CC (Mrs. J. McLean, 26c Ainslie Gardens, Perth).
- July 2—Birmingham LD Race. Birmingham CC (R. W. Emes, 264 Marsh Hill., Erdington, Birmingham 23).
- July 2—Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).
- July 8-9—Cruise on Ouse. CCC Mole & Medway Group (Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey).
- July 8-9—Bradford Regatta & LD Race. Bath to Bradford. Bradford-on-Avon CC (M. H. Walden, "The Kiln", Ladydown).
- July 8-9—Cruise on Upper Wye. Birmingham CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Road, Birmingham 23).
- July 9—Cruise on Liverpool Canal. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- July 9—Severn-Vrynwy Slalom (3rd & 4th Division). (R. Thaiker, 14 Coniston Road, Leamington Spa).
- July 15—Kingston Regatta.



- July 15-16—National Championships Regatta and Open Youth Championships at Henley (E. A. Flint, 69 Burlington Avenue, London, W.4).
- July 16—Marsh Lock Slalom (3rd & 4th Division). K. G. Tillen, 27 Mill Lane, Reading, Berks.).
- July 16—Cruise on Thames Estuary. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- July 22-August 4—Canoe cruise in Southern Ireland. Upper Wortley School CC (Ashley Road, Leeds 12)
- July 22—Royal CC Regatta.
- July 22-23—Sea cruising at Bridlington. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's Wakefield).
- July 22-30—Cruise on Usk. Coventry CC (A. Shackleton, 249 Browns Lane, Allerley, Coventry).
- July 28-August 12—Holiday cruise in Scilly Isles. Royal Leamington Spa CC (R. A. Sowman, 4 Landor Road, The Cape, Warwick).
- July 29—Hampton Court & Dittons Regatta.
- July 29-30—Cruise on Dee. Birmingham CC (J. W. Greenfield, Wyrley Birch Schools, Perry Common Rd., Birmingham 23).
- July 30—Cruise on Lee. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- July 30- August 7—Sea coast cruise. Manchester CC (A. Sharples, 34 Welton Drive, Wilmslow).
- August 5-7—Cruise Christchurch Harbour. Kayak Touring Club. (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- August 5-7—Cruise in Blackwater Estuary. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- August 6—3rd & 4th Division Slalom and White Water Time Trial and Slalom Practice. Tay CC (Mrs. J. McLean, 26c Ainslie Gardens, Perth).
- August 6-20—SCA Scottish West Coast Cruise. SCA (J. Cuthill, 2 Merchistan Bank Avenue, Edinburgh).
- August 7-14—Atlantic Surfing Week. (O. Cock, "Rivertrees", Wargrave Road, Henley-on-Thames, Oxon.).
- August 10-12—9th Serpentine Regatta (H. Thelen, 13 Campden House, Harben Road, London, N.W.6).
- August 12-13—CCC Rag Regatta at Chertsey.
- August 12-26—Cruise on South Coast CCA (F. Luzmore, 31 Petersham Road, Richmond, Surrey).
- August 12-27—Holiday tour on Scotihs Rivers. Manchester CC (C. M. Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10).
- August 13—RCC Paddling Challenge Cup Race.
- August 13—Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).

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- August 13-27—BCU Silver Jubilee Cruise on Stratford Avon, Wye and Thames. BCU Cruising Committee.
- August 17-19—New York International Challenge Cup Canoe Sailing Race—Great Britain v. United States—at Hayling Island.
- August 19-20—Cruise Battlesbridge-Burnham-Shoeburyness. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- August 20—Cumbraes LD Race. Clyde CC (D. Q. A. Bates, 64 Queen Street, Glasgow).
- August 20—Cruise on Mole. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames, Surrey).
- August 20—Marsh Lock Slalom (1st & 2nd Division). Chalfont Park CC (R. V. Crockett, 36 Wynne Road, London, S.W.9).
- August 20—Instructional cruise on Bollin. Manchester CC (N. Dyer, 33 Patchcroft Road, Manchester 22).
- August 20-25 — British National Championships and RCC Sailing Week at Hayling Island.
- August 26—CCPR Regatta at Pontefract. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- August 26—Marymass Regatta. Irvine CC (R. Gordon, 18 Abbots Avenue, Kilwinning, Scotland).
- August 26-September 1—Canoe Sailing World Championships at Hayling Island.
- August 27—Newark Slalom (3rd & 4th Division) Soar Valley CC (J. W. Allen, 5 Iliffe Avenue, Oadby, Leicester).
- August 27—BCU Silver Jubilee LD Race on Thames. LD Racing Committee (Major H. G. Bruce, Glen-corrie, Forest Road, Pyrford, Surrey).
- August 27—Lappock LD Race. Clyde CC (D. Q. A. Bates, 64 Queen Street, Glasgow).
- August 27—Windermere Race. Lakeland CC (T. Redfern, 93 Newbrook Road, Over Hulton, Nr. Bolton).
- September 2-3—Cruise round Canvey Island. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- September 3—Kyle Regatta. Ayr ATC CC (A. Miller, 61 Dalmilleny Crescent, Ayr, Scotland).
- September 3—Cruise on Avon. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, Nr. Rugby, Warwicks.).
- September 3—Cruise on Medway. CCA (F. Luzmore, 31 Petersham Road, Richmond, Surrey).
- September 3—Lakeland 3rd & 4th Division Slalom and Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).
- September 3—Soar Valley LD Race. Soar Valley CC (J. W. Allen, 5 Iliffe Avenue, Oadby, Leics.).
- September 3—Cruise on Cam. Chelmsford Boating Club. (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- September 9—Cruise in Thames and Medway Estuary. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames, Surrey).

#### WHITE WATER

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and canoe slalom.  
Quarterly.

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- September 9-10—Cruise on Tees I. Manchester CC (J. Shaw, Newton Hall, Chester).
- September 9-10—Cruise on Cuckmere. CCC Mole & Medway Group (Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey).
- September 9-10—Weekend camp on Eden. West Yorkshire CC (P. B. Walton, 36 Blenheim Road, St. John's, Wakefield).
- September 10—Marsh Lock Slalom (3rd & 4th Division) (Warren Light Craft, Reading Berks.).
- September 10—Queensferry LD Race Forth CC (I. D. Pendleton, 12 Alva Place, Edinburgh).
- September 15-17—Canoe Camp on Wharfe. Upper Wortley School CC (Ashley Road, Leeds 12).
- September 16-17—1st & 2nd Division Slalom at Builth Wells. Royal Leamington Spa CC (D. Olorenshaw, 10 Telford Avenue, Lillington, Leamington Spa).
- September 17—White Water Time Trial and Slalom Practice. Tay CC (Mrs. J. McLean, 26c Ainslie Gardens, Perth).
- September 17—Junior Handicap Race. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- September 17—Exe Estuary Race. Exeter CC (P. Lee, 19 Abbeville Close, Topsham Road, Exeter, Devon).
- September 23-24—Cruise to Southend. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- September 23-24—Cruise on Tees II. Manchester CC (J. Shaw, Newton Hall, Chester).
- September 23-24—Anglesey sea cruise Trearddwy Bay. CCC Dee & Mersey Group (F. Evans, 20 Carlton Avenue, Wilmslow, Cheshire).
- September 24—SCA Regatta, Rowardennan, Loch Lomond.
- September 24—Cruise in Blackwater Estuary. Chelmsford Boating Club. (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- September 30-October 1—Cruise on Teme. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, Nr. Rugby, Warwick.).
- October 1—Leven Wild Water Test. Lakeland CC (E. B. Totty, Hoff Bank, Appleby, Westmorland).
- October 1—Annual Tideway Run, Putney-Wapping and return. CCC Thames Group (F. R. Stevenson, 28 Annett Road, Walton-on-Thames).
- October 7-8—Cruise on Tees III. Manchester CC (J. Shaw, Newton Hall, Chester).
- October 8—Cruise on Upper Chelmer Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).
- October 8—London River Race.
- October 14-15—Burnham weekend. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).
- October 15—Swarkestone Slalom (3rd & 4th Division) (D. Patrick, 202 Long Lane, Attenborough, Notts.).
- October 15—Cruise on Eamont, Cumberland. Lakeland CC (A. L. Thwaites, West Garth, Rushley Mount, Hest Bank, Lancaster).
- October 21-22—Cruise on Tees IV. Manchester CC (J. Shaw, Newton Hall, Chester).
- October 22—Cruise on Upper Blackwater. Chelmsford Boating Club (E. Boesch, Chelmsford Boating Club, Waterhouse Lane, Chelmsford).



November 4-5—Cruise on Eden. Manchester CC (J. Shaw, Newton Hall, Chester).

November 12—Cruise London Bridge-Richmond. Kayak Touring Club (J. Bailey, 3 Lingfield Drive, Rochford, Essex).

November 12—Cruise on Leam. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-

on-Dunsmore, Nr. Rugby, Warwicks.).

December 3—Cruise and river race on Bollin. Manchester CC (D. S. Berry, 23 Windsor Road, Clayton Bridge, Manchester 10).

December 27—Cruise on Avon. Royal Leamington Spa CC (C. B. Manton, 13 Fosse Estate, Stretton-on-Dunsmore, Nr. Rugby, Warwicks.)



## II. EVENTS ABROAD.

*The following list contains only the principal canoeing events which will take place this summer abroad. There are in addition a great number of cruises, slaloms and regattas of which details can be obtained from the secretaries of the various BCU Technical Committees.*

April 30—International slalom at Zwickau, Eastern Germany.

June 11—International slalom at Goumois, France.

June 18—International Regatta at Bagsvaerd Lake near Copenhagen.

June 24-25—International Regatta at Sandvika near Oslo, Norway.

June 24-25—International regatta at Zaandam, Holland.

June 25—International slalom at Anseremme, Belgium.

July 22-23—Canoe Slalom World Championships on Rote Weisseritz, Eastern Germany.

July 22-30—International cruise on Drawa, Czaplunek-Krzyz, Poland.

July 22-August 14—International cruise on Elbe (Bad Schandau-Meissen), Eastern Germany, with visit to Slalom and Wild Water World Championships followed by either cruise on Baltic or in Mecklenbourg Lake District.

July 23—International Regatta on Lake Bagsvaerd, Denmark.

July 26—Wild Water World Championships on Rote Weisseritz, Eastern Germany.

July 29-August 24—International Cruise on Danube (Passau-Vienna-Budapest. Belgrade-Turn Severin). Cruise can be joined or left at intermediate stages.

August 1-14 and August 12-25—International cruise in Lake District of Mecklenbourg, Eastern Germany. Both cruises start and finish at Rostock.

August 5—25th Sella River Race, Spain.

August 6-13—Wild Water Week at Grossreifling, Austria.

August 10-20—International cruise Kruszwica-Poznan, Poland. In conjunction with European Championships.

August 13-15—Wild water regatta and slalom on Zeem and Ziller, Austria.

August 18-20—European Championships on Lake Malta, Poznan, Poland.

## Addresses to be noted

The principal officers of the Union are named below and all correspondence intended for them should be addressed to their private addresses. Where letters are sent by members of the Union, the writer should give his club and/or membership number.

*President*: J. W. Dudderidge, 3 The Drive, Radlett, Herts.

*General Secretary*: R. W. Baker, 147a, Station Road, Chingford, London, E.4.

*Membership Secretary*: C. F. Muteau, 48 Park West, London, W.2.

*BCU Youth Officer*: Lt.-Col. I. F. G. Hall, 54 New Street, Chelmsford, Essex.

*Home Touring*: R. F. Tyas, 19 Pine Hill, Epsom, Surrey.

*Foreign Touring*: Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey.

*Paddling Racing*: A. L. Todd, 47 Knightwood Crescent, New Malden, Surrey.

*Serpentine Regatta*: H. Thelen, 13 Campden House, Harben Road, London, N.W.6.

*National Championships (Racing)*: E. A. Flint, 69 Burlington Avenue, London, W.4.

*Slalom*: D. Lucas, 5 Harts Leap Road, Sandhurst, Berks.

*Long Distance Racing*: J. M. Woolley, Highlands, Rugby Road, Cublington, Leamington Spa.

*"Canoeing in Britain"*: H. Thelen (as above).

*Proficiency Test*: O. J. Cock, "Rivertrees", Wargrave Road, Henley-on-Thames, Oxon.

*Film Officer*: O. J. Cock (as above).

*Publications and Sales*: Mrs. J. Baker, 147a, Station Road, Chingford, London, E.4.

### LIST OF AFFILIATED CLUBS AS AT MARCH 31, 1961.

1. Adams Grammar School Canoe Club.  
F. Ferguson, Roddam House, High Street, Newport, Shropshire.
2. Amersham Canoe Trekkers.  
R. T. Heffer, 58 High Street, Amersham, Bucks.
3. 26th Armoured Engineer Sqn. Canoe Club.  
A/Sgt. J. P. Durkan, BFPO 30.
4. Army Apprentices School Canoe Club.  
Capt. H. Firth, R.A.E.C., Chepstow, Mon.
5. Balmoral School Canoe Club.  
The Secretary, Balmoral School, Morecambe, Lancs.
6. Berkshire Association of Youth Clubs, Canoe Section.  
Watlington House, Reading, Berks.
7. Birmingham Canoe Club.  
L. D. Willey, 35 Englesteade Close, Handsworth Wood, Birmingham 20.
8. Bishops Stortford College Canoe Club.  
E. C. Tait, Alliot House, The College, Bishops Stortford, Herts.
9. Blue Water Canoe Club.  
M. MacDougall, 10 Arabin Road, London, S.E.4.

10. Bradford-on-Avon Rowing Club, Canoe Section.  
M. H. Walden, The Kiln, Ladydown, Trowbridge, Wilts.
11. Bristol Aces Canoe Club.  
G. Tarling, 67 Sefton Park Road, St. Andrews, Bristol 7.
12. Broxbourne Canoe Club.  
Miss Madeline Hepburn, 43 Edmunds Tower, Wedhey, Harlow, Essex.
13. Bryanston School Canoe Club.  
J. D. Cox, Bryanston School, Blandford Forum, Dorset.
14. Bungay Rover Canoe Club.  
D. Last, Free Lane, Ditchingham, nr. Bungay, Suffolk.
15. Cambridge University Canoe Club.  
J. L. Fleming, Fitzwilliam House, Cambridge.
16. Canadian Canoe Association of GB.  
F. Luzmore, 31 Petersham Road, Richmond, Surrey.
17. Canoe Camping Club.  
John Mayhead, 18 Ashdale Avenue, Kempston, Bedford.

CCC Group Secretaries:

Bedfordshire: B. A. Sideway, "Cherry Hinton", 21 Park Road North, Bedford.

Dee & Mersey: F. Evans, 20 Charlton Avenue, Wilmslow, Cheshire.

Hertfordshire: G. Albury, 69, Hazzelwood Drive, St. Albans, Herts.

Mole and Medway, Miss E. E. McLellan, 9 Downsway, Sanderstead, Surrey.

Ouse and Fens: R. E. Harper, 62 Beaumont Road, Cambridge.

Ribble: A. Shaw, 44 St. Silas Road, Blackburn, Lancs.

South Yorkshire: J. Fouldes, 14 Greenwood Road, Sheffield 9.

Solent: S. G. Wheeler, 40 West Quay Road, Bognor Regis, Sussex.

Thames: J. Doubell, 76 Windborough Road, Carshalton, Surrey.

Warwickshire: J. Ralph, 45 Omar Road, Stoke, Coventry.

Wye: J. P. F. Soulsby, Whiterdine Place, Fownhope, Herefordshire.

18. Canoe Fellowship.  
P. Millward, 27 Chalcot Square, London, N.W.1.
19. Canoe Touring Club.  
Mrs. B. Fish, 5 Park Hill, Richmond, Surrey.
20. Chaddesden Youth Centre, Canoe Section.  
C. R. Smith, 43 Autumn Grove, Chaddesden, Derby.
21. Chalfont Park Canoe Club.  
J. Short, 98 Hundred Acres Lane, Amersham, Bucks.
22. Chapman Sands Sailing Club, Canoe Section.  
P. A. May, 17 Cromer Road, Chadwell Heath, Romford, Essex.
23. Chelmsford Boating Club, Canoe Section.  
E. Boesch, Waterhouse Lane, Chelmsford, Essex.
24. Chester Canoe Club.  
B. Pollard, 4 Eaton Road, Chester, Cheshire.
25. 2nd Chesterfield Senior Scout Group.  
R. E. Young, M.A., 14 Spencer Street, Chesterfield, Derbyshire.
26. The Citadel Canoe Club.  
HMB The Citadel, Western Heights, Dover (Closed membership).



27. Colne Canoe Club.  
S. J. Hodgson, 70 Dartmouth Road, Ruislip, Middx.
28. Coventry Canoe Club.  
A. Shackleton, 249 Browns Lane, Allesley, Coventry.
29. Denstone College White Water Canoe Club.  
C. J. G. Sutton, Denstone College, Uttoxeter, Staffs.
30. Derby YMCA Canoe Club.  
R. Cholerton, 41 Otter Street, Derby.
31. Durham Canoe Club.  
A. W. Bye, 4 Allergate Terrace, Durham City.
32. Eastbourne College Combined Cadet Force (RM Section).  
Major R. A. Henderson, M.C., T.D., O.C. Eastbourne College,  
Eastbourne.
33. Ellesmere Port Boys Club, Canoe Section.  
J. F. Leech, Cromwell Road, Ellesmere Port, Wirral, Cheshire.
34. Exeter Canoe Club.  
M. H. Peart, 38 Prospect Park, Exeter.
35. Federation Afloat, L.F.B.C.  
J. J. Thorley, 222 Blackfriars Road, London, S.E.1.
36. Felsted School Canoe Club.  
M. W. Mann, The Chantry, Stebbing, nr. Dunmow, Essex.
37. 293 Field Sqn. RE (TA) Canoe Club.  
J. W. J. Mitchell, The Drill Hall, Newport Road, Stafford.
38. HMS Fisgard Canoe Club.  
Lt. D. Vaughan, R.N., HMS Fisgard, Torpoint, Cornwall.
39. Gleed Boys' School Canoe Club.  
N. Russell, 20 West Parade, Spalding, Lincs.
40. 47 Guided Weapon Regt. (Field) RA Canoe Camping Club.  
Lt. S. D. Gray, RA, BFPO 20.
41. Haberdashers School Canoe Club.  
J. W. Dudderidge, Westbere Road, London, N.W.2.
42. Halton Society Canoe Club.  
Flg. Off. D. Bird, RAF, Apprentice Schools, No. 1 School of Technical Training, Halton, Aylesbury, Bucks.
43. Hamelsham Canoe Club.  
The Secretary, County Sec. School, Battle Road, Hailsham, Sussex.
44. Harlow Canoe Club.  
R. G. Boutell, 59 Arkwrights, Harlow, Essex.
45. Hartlepoons Kayak Club.  
G. Hughes, 7 Raby Road, West Hartlepool, Co. Durham.
46. Hewell Grange Canoe Club.  
HMB Hewell Grange, Redditch, Worcs. (Closed membership).
47. Hexham Boat Club.  
29 Grange Villa, New Ridley Road, Stocksfield, Northumberland.
48. Hollesley Bay Colony Canoe Club.  
HMB Hollesley, Woodbridge, Suffolk (Closed membership).
49. Hillside School Canoe Club.  
D. S. George, Hillside School, Hillside Ave., Borehamwood, Herts.
50. RA Junior Leaders School Canoe Club.  
Gamecock Barracks, Bramcote, Nuneaton.

51. All Arms Junior Leaders Regiment Canoe Club.  
Lt. R. J. R. MacDonnell, Tonfanau Camp, Towyn, Merionethshire,  
North Wales.
52. Junior Leaders Unit REME Canoe Club.  
Poperinghe Barracks, Arborfield, Berks.
53. Junior Leaders' BN RASC Canoe Club.  
W.O.II Nicholson, RAEC, St. Lucia Barracks, Bordon, Hants.
54. Junior Leaders' Regt. Royal Engineers Canoe Club.  
Lt. K. E. Giles, RAEC, Old Park Barracks, Dover, Kent.
55. Kayak Touring Club.  
J. A. Quinn, 7 Roma Road, Walthamstow, London, E.17.
56. King Edwards Camp Hill School Canoe Club.  
G. Sanders, 33 Orchard Avenue, Solihull, Warwickshire.
57. Lakeland Canoe Club.  
Miss Anne R. Braithwaite, High Laverock, Healbank, nr. Kendal,  
Westmorland.
58. Lancing College Canoe Club.  
L. W. Brown, Lancing College, Shoreham-by-Sea, Sussex.
59. Leaside Canoe Club.  
A. H. Symms, LCC Divisional Office, Upton House, Urswick Road,  
London, E.9.
60. Langland Bay Canoe Club.  
J. Davies, 13 Lon Dan-y-Coed, Sketty, Swansea, Glam.
61. Leeds Canoe Club.  
T. Rawlinson, 20 Fearnville Terrace, Leeds, 8.
62. Llandaff Canoe Club.  
G. Shankland, 152 Pencisely Road, Cardiff, Glam.
63. Llandudno Youth Centre, Canoe Club.  
Humphrey Smith, Wyndroft Farm, Llanrhos, Llandudno, Caernar-  
vonshire.
64. Lowdham Grange Canoe Club.  
HMB Lowdham Grange, Nottingham (Closed membership).
65. Maidstone Technical School Canoe Club  
N. Jarvis, 4 Sandling Court, Sandling Lane, Maidstone, Kent.
66. Manchester Canoe Club.  
C. M. Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10.
67. The Marlborough School Canoe Club.  
A. W. Dutteridge, "Novi Dom", Southmoor, Abingdon, Berks.
68. Middlesborough Schools Canoeing Association.  
R. Ramsdale, Langbaugh Sec. Mod. Boys' School, Ormesby Road,  
Middlesborough, Yorks.
69. Midland Canoe Club.  
G. E. Chester, 57 Greenland Crescent, Chilwell, Notts.
70. North Sea Camp Canoe Club.  
J. Campbell, HMB North Sea Camp, Boston, Lincs. (Closed mem-  
bership).
71. Northumbrian Kayak Club.  
J. Robson, 31 Pollard Street, South Shields, Co. Durham.
72. Osprey Canoe Fellowship.  
Dr. E. Ballard, 61B High Street, Sidcup, Kent.

73. Oundle School Canoe Club.  
G. I. Milton, 13B Market Place, Oundle, Peterborough.
74. Oxford University Canoe and Kayak Club.  
M. A. Spence, Exeter College, Oxford.
75. Passmore's Sports Club, Canoe Section.  
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Ft. Cdt. D. J. Curry, Senior Mess, RAF College, Cranwell, nr. Sleaford, Lincs.
82. RAF Valley Canoe Club.  
Cpl. W. D. Davies 351665, The Gymnasium, 4, F.T.S., RAF Valley, Anglesey.
83. HMS "Raleigh" Canoe Club.  
Lt. Cdr. S. R. Sharrock RM, HMS "Raleigh", Torpoint, East Cornwall.
84. Reading Kayak Club.  
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85. Richmond Canoe Club.  
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86. Rochester Canoe Club.  
HMB Rochester, Rochester, Kent (Closed membership).
87. Royal Canoe Club.  
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88. Royal Leamington Spa Canoe Club.  
R. Sowman, 4 Landor Road, The Cape, Warwick.
89. Royal Marines Canoe Club.  
Capt. H. B. Musto, RM, Joint Services Amphibious Warfare Centre, Poole, Dorset.
90. Royal Masonic School Canoe Club.  
K. Littleddyke, Royal Masonic School, The Avenue, Bushey, Herts.
91. 10 Sq.M. Sailing Canoe Association.  
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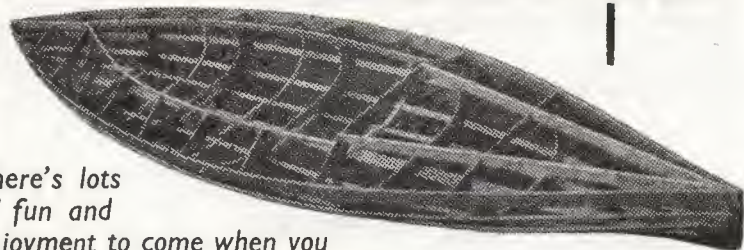
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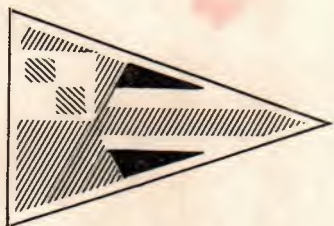
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