



canoeing in Britain

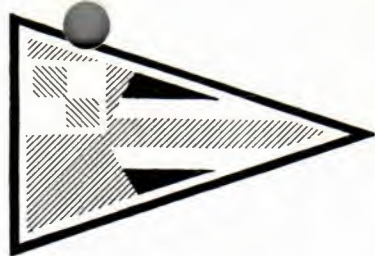
John Hunt (K75) sailing against Ulrich Schumann (W. Germany) during the European Championships in Sweden, 1963.
Photo: Ake Kihlander

- FISHING RIVERS
- ON LIFE-SAVING JACKETS
- PROFILE—Rodney Baker

JUNE 1964
TWO SHILLINGS

51

The news magazine of the British Canoe Union



The price members have to pay to belong to a canoe club depends on many factors—number of members, cost of rent and rates, facilities available, etc. Full members of the lively Royal Leamington Spa C.C. pay 30/- per annum, plus 10/- for canoe storage. Membership of Manchester C.C., which is one of the most active canoe clubs in Britain, costs 15/-, and boat storage £2. Not really a lot to pay in order to belong to a flourishing club, and Manchester, to take one example only, is certainly flourishing, with the names of 165 ordinary members and 85 family members in its fixture card.

It therefore comes as a bit of a surprise to realise that Manchester actually retains little more than half of its subscription income—the rest is intended for B.C.U. membership fees, which are included in the price. R.L.S.C.C. too enrolls all its members in the B.C.U.

Most club secretaries must have considered whether or not to include B.C.U. membership fees automatically in the club subscriptions. Those far-sighted enough to realise that support for the governing body is essential at this time of rapid growth in canoeing, have already seen to it that their members get B.C.U. membership privileges for an all-in fee. But some are still making B.C.U. membership optional, fearing perhaps that an apparent increase in the dues would result in a serious loss of members.

This fear would appear to be without foundation, and these club secretaries are asked to consider again the possibility of making all their canoeists individual members of the B.C.U. Not merely for the privileges which a B.C.U. member can expect, but for the very good reason that the British Canoe Union, in order to shoulder its responsibilities and commitments, must have the practical support of canoeists. It needs their numbers behind it, if it is to realise its full potential in shaping the future of canoeing in this country.

JACK LEVISON.

Where opinions are expressed in this Magazine, they are those of individuals and do not necessarily reflect official B.C.U. policy.

Comments, articles, photographs, and reports are welcomed for inclusion in Canoeing in Britain. Photographs will be returned after use if requested, provided a stamped addressed envelope is enclosed. Send to editorial address below by 10th of the month prior to publication.

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Advertisement Department, C. Hare, 9 Tynebrooke Avenue, West Hartlepool, Co. Durham.

Editorial address: J. Levison, 11 York Road, Peterlee, Co. Durham

Putting canoeing in the News

By Brian Skilling, Editor of "Canoeing"

The news coverage of canoeing at the present time is pretty appalling, and the only people to blame for this are the canoeists themselves. Far too little advance notice is sent to the press before the event, whilst after the event little attempt is made to send in results whilst they may still be classed as news.

It would be nice to think of the press sending reporters to cover our events but, let's be honest, we are not big enough for that yet and so we must go to the press and hope that they use what we send in. If the copy submitted is good human interest material, well presented, and up to date, then the chances are it will be used. For those who think publicity of the right kind is a good thing, and realise that it can only encourage the growth of our sport, here are a few suggested lines of approach.

THE CANOEING PRESS

The most likely place in which you will get your story or results printed is the specialist press devoted to the sport, i.e. *Canoeing in Britain*, *Canoeing*, and *Light Craft*, plus *White Water* and the *Canoe Camper* in their respective fields. These people want your news, and will use it provided it is sent in time. This means sending it in as soon as possible; an editor would far rather hold something over for two months than learn about it after he has gone to press.

THE LOCAL PRESS

Here again, the editor will be pleased to give you space provided he knows about it in time. A phone call beforehand might even bring out a local reporter, but if not you can be sure of a sympathetic hearing.

NATIONAL PRESS

Direct contact with the national press is unlikely to bring very big results unless your story can be regarded as "news" rather than "sport." And, I would suggest, the effort devoted to getting one inch into a national is far better spent on getting one column in a local paper. Further, since most local reporters make extra money by feeding stories to the nationals, if you have thoroughly briefed your local men, they will pass it on if it is at all likely to be printed.

Nothing of what I have said so far is new, but nevertheless organisers and club secretaries still continue to hanker after the big names and neglect those who are only too anxious to help them. May I offer the following rules for 1964 to all who seek publicity:

1. Give as much advance notice as possible of events.
2. Send results in immediately after the event.
3. Submit your story typed in double-spacing using one side of the paper only.
4. Give as much background information as possible—don't assume that the editor will know.

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APPOINTMENT OF A GENERAL SECRETARY for the British Canoe Union

Applications are invited for the post of full-time General Secretary to the Union.

Good administrative experience required, and acquaintance with the sport and the work of the B.C.U. will be an advantage. The successful candidate will be asked to take up the appointment as early as possible and will occupy an office in London.

The starting salary will be not less than £1,000 per annum. Further details and application forms can be obtained from:

The British Canoe Union,
147a Station Road, London E.4.

The closing date for applications is 30th June, 1964.

KNOWLES BOWL 1964 International Sailing Canoes

The first cup race of the season for international canoes was held on Saturday 25th and Sunday, 26th April, on the historic but now very congested waters of Teddington Reach from the clubhouse of the Royal Canoe Club. After recent heavy rains there was a strong stream flowing down the river and a light and fluky southerly wind gave a difficult beat against the tide. In the first race Pampatha (Ralph Thornton), Greensleeves (Peter Wells) and Firebird (Ron Head) made the running in turn until the last round when Firebird found a slant of wind which took her through to win comfortably.

For the second race on Sunday the wind was even lighter and the stream stronger. Jesper Garvin, a stranger to these waters, showed that he had learnt well during the first race and brought Avalon home three minutes ahead of Pampatha.

Ron Head won the traditional deciding match race by 17 seconds.

CANOEING AT ATLANTIC COLLEGE D. B. Sutcliffe

The Atlantic College is an international sixth form college open to boys from all countries between the ages of 16 and 19 who are prepared over a two-year course for entry to universities in this or their own country. In most countries sending boys, national selection committees and scholarship arrangements ensure that boys are chosen on merit alone, and a wide social range within the College is ensured. The College is supported by over 40 Local Education Authorities in Great Britain which offer grants and scholarships. The school opened in September 1962 with 56 students, we have 115 this year from 16 different countries, and further expansion is planned in 1964 on the way to the final target of about 350.

The Atlantic College is situated on the coast between Cardiff and Swansea, and the Bristol Channel literally on our doorstep ensures seamanship a prominent place in our outdoor programme. Our emphasis on canoeing is on sea-canoeing and surfing; safety is provided by the College Rescue Boat Corps, using the fast, inflatable, outboard-engine craft now being introduced into service by the R.N.L.I. The College, which was recently issued with an R.N.L.I. craft and equipment, is being used as an official centre by the R.N.L.I. in the development and testing of rubber boat designs and equipment, and was accepted this March as an auxiliary R.N.L.I. Station, the first time such an honour has been accorded any school or university.

Organisation of canoeing within the College lies (i) with the College Canoe Club, and (ii) with the College Corps of Canoe Life Guards. Both bodies are run by the students, but with the assistance of the "Coach," a member of the teaching staff. The first skill taught is the Eskimo Roll, this being a pre-requisite for safety in the Bristol Channel, a large swimming pool providing an ideal training area. Demonstrations of Eskimo Rolling have been given at

Open Days at the College during the summer and at a swimming gala at Neath in September. Neoprene rubber wet suits, made to measure and cut out by the Headmaster's wife, are glued together by the boys and make it possible to canoe in the sea throughout the winter. Up to date 33 boys have successfully taken the B.C.U. Proficiency Certificate, five the Instructor's Certificate, and four have qualified as B.C.U. Canoe Life Guards. The B.C.U. Proficiency Certificate is a required qualification for the Rescue Boat Corps.

This summer, as last year, the Life Guards will co-operate with the Rescue Boat Corps, the Cliff Rescue and Surf Life Saving units within the College to provide a comprehensive rescue organisation for the ten-mile stretch of coastline from Aberthaw to Ogmore, responsibility for which has been given to the College by H.M. Coast Guards. A second, important activity of the Life Guards is the training of groups outside the College. Experimental weekend courses held last summer will lead, it is hoped, to a more systematic extra-mural training programme in future seasons and to the formation of additional local Canoe Clubs and Life Guard Groups.

Equipment at the College includes Angmasalik kayaks (two sealskin originals in the Club headquarters, brought back from Greenland by Spencer Chapman on Gino Watkins expedition, add appropriate authenticity), a Canadian canoe and "Gino Watkins," a 4-seater wave-riding canoe. The latter, designed by Admiral Hoare and built in the College, represents an attempt to achieve perpetual motion on the large green waves riding up the Bristol Channel after a gale at between 15 and 25 knots. Its launching featured on television on 21st November, as did also its first ceremonial roll. Rolling it is easy—as long as the timing is right! Other projects for this season include the building of a Skayak, a cross between an Eskimo kayak and a surf rescue ski, to be used for rescue purposes off surf beaches; and some filming of wave-riding on the Bristol Channel.

Two visits since the opening of the school by the National Coach and frequent visits from John Gould, the local B.C.U. Coaching and Youth Officer, have been our main link with the Union. It is not often easy to get to weekend Slalom events from the school, and we are lacking in river experience. This we have to remedy. But our main love will inevitably remain the sea and the "Waves whipped into being by storms half an ocean distant, to break in final plunge on calm beaches . . ."

Bedford L.D. Race		3 May	Royal C.C. L.D. Race		22 March
Held under sunny but windy conditions. River high and fast.					
Class 1		H.M.S.	Class 1		H.M.S.
1. D. Shankland	Llan.	2.06.15	1. P. Lawler	Rich.	1.24.58
2. A. Chapman	Royal	2.07.0	2. T. Shenton	Royal	1.26.53
3. D. Green	Vik.	2.12.24	3. M. Mean	Hat.	1.33.53
Class 2			Class 3a		
1. T. Shenton	Royal	2.13.6	1. S. Smith	Worc.	1.34.32
2. P. Hastings	Cam.U	2.19.45	2. R. Smith	Cleeth.	1.52.2
3. L. Oliver	Lincs.	2.24.27	3. L. Jones	S'hurst	1.53.37
Class 3a			Class 3b		
1. S. Smith	Worc.	2.18.35	1. R. Stevens	Rich.	42.25
2. R. Pumphrey	Cam.U	2.21.45	2. T. Thomas	Hat.	44.45
3. R. Lansfield	Brad.	2.23.15	3. R. Freeman	Lincs.	45.45
Class 4a			Class 4a		
1. M. Parker	Lincs.	2.20.35	1. N. Lilley	Lincs.	1.41.52
2. K. Pereira	Royal	2.25.50	2. K. Pereira	Royal	1.49.22
3. P. Smith	Worc.	2.31.20	Class 4b		
Class 5			1. D. Jordan	C.T.C.	45.20
1. Maycock/Marshall	Vkg.	1.55.45	2. P. Trigg	Lincs.	45.35
2. Hollier/Wade	Hat.	1.56.25	3. A. Miller	Harl.	50.50
3. West/Brown	M'h'd.	2.14.25	Class 4c		
Class 6a			1. M. Tucker	Rich.	38.45
1. Watkins/Evans	Ryl.	2.07.25	2. S. Jackson	Royal	46.30
2. Bennett/Brooks	Vkg.	2.16.16	Class 5		
3. Woolley/Dodd	R.L.S.	2.27.0	1. Machin/Morgan	Gail.	1.21.20
Class 7a			2. Wade/Hollier	Hat.	1.21.25
1. Campbell/Pye	N.Sea	2.17.32	3. Chapman/Pratt	Royal	1.21.45
2. Simmons/Roney	Gns.H	2.22.5	Class 6a		
3. Orchard/Payton	S'p'tn.	2.30.45	1. Parker/Oliver	Lincs.	1.24.15
Class 3b			2. Evans/Watkin	Barts.	1.24.16
1. M. Mean	Hat.	1.06.31	3. Brooks/Bennett	Vik.	1.41.50
2. A. Baldwin	Hat.	1.11.45	Class 7a		
3. T. Thomas	Hat.	1.12.10	1. Still/Young	Royal	1.25.10
Class 4b			2. Cavanagh/Dalton	Rich.	1.32.25
1. A. Miller	Harl.	1.10.45	3. Williams/Davidson	S'hurst	1.43.40
2. D. Jordan	C.T.C.	1.11.4	Class 7b		
3. M. Franklin	Harl.	1.12.50	1. Grant/Oliver	Lincs.	42.20
Class 6b			Bath Slalom		12 April
1. Fraser/Chandler	R.A.S.C.	1.11.10	Div. 4		
2. R. & K. Dammernann	R.L.S.	1.11.42	1. R. Holman, Bristol	165	43%
3. Grantham/Benton	Hwl.G	1.21.50	2. M. Hillyard, Chalfont	196	51%
Class 7b			3. I. Harvey, Llandaff	245	63.8%
1. M. & D. Purchas	R.L.S.	1.08.15	Ladies (Non-ranking—only 2 competitors)		
2. Allsopp/Wood	Hwl.G	1.10.45	P. Squires, Coventry	437	
3. Fraser/Diggle	R.A.S.C.	1.11.50	P. Finch, Kennet Vall.	666	

16th DEVIZES/WESTMETER CANOE RACE

Senior Class		90 crews entered, 41 crews finished		
1. K. Aston & R. Donnison	R.M.C.C., Poole		21h.	46m. 11s.
2. J. Gmach & D. Johnson	B.C.U. & N.Z. K.C.		23	1 3
3. R. Dodds & C. Edmonds	R.M.C.C., Poole		24	35 43
Junior Class		94 crews entered, 51 crews finished		
1. M. Harrison & D. Irving	A.A.S.C.C., Harrogate		19	25 42
2. M. Francis & C. March	R.M., Deal		20	2 9
3. C. Lloyd & D. Williams	J.L.R., R.E., Dover		20	16 10
Presentations will be made after the London River Race from Greenwich on 8th October.				

Dinckley Ferry Slalom 26 April

Height of water 1' 7" (Sat. morning)

Div. 3

1. P. Brownhill, M'ch'r	202	57.7%
2. S. Felstead, T'ham	211	60.3%
3. M. Adams, Carlisle	232	66.3%

Ladies

1. H. Goodman, L'land	193	49.2%
2. J. Battersby, M'ch'r	223	56.9%
3. M. Bellord, Chalfont	270	68.9%

Div. 4

1. J. Halmshaw, M'ch'r	197	52.4%
2. S. Leary, Chester	217	57.7%
3. P. Hughes, Chester	219	58.2%

Team Event

1. Carlisle (B. Cook, M. Adams, D. Morton)	447
2. Manchester C (D. Berry, A. Kennedy, P. Brownhill)	1068
3. Forth (A. Sharples, I. Pendleton, J. Roberts)	1099
Disqualified (no life-jacket)	
Manchester A, Chester, Manchester B.	

Hasler Trophy points up to 3 May

1. Royal C.C.	80
2. Lincoln C.C.	58
3. Hatfield Y.C.	49
4. Richmond C.C.	46
5. Worcester C.C.	36
6. R. Leamington	34

Championships to 3 May

Senior

1. S. Smith, Worcs.	21
2. { T. Shenton, Royal	16
{ K. Pereira, Royal	16

Junior

1. { M. Mean, Hatfield	16
{ D. Jordan, C.T.C.	16
3. R. Stevens, Richmond	12

Senior Doubles

1. Watkins/Evans, Royal	21
2. Still/Young, Royal	20
3. Mackin/Morgan, Gailey	16

Junior Doubles

1. Fraser/Chandler, J.L.R., R.A.S.C.	12
2. Grant/Oliver, Lincoln	10
{ M. & D. Purchas, R.L. Spa	8
{ Jupp/Wickens, J.L.R., R.A.S.C.	8

continued from page 1

5. Give the name, address and telephone number of someone who can be contacted for further information.

Finally, don't give up if everything you send isn't published, or even if nothing is published. The editor must present a balanced publication and one which reflects the interests of his readers. Your job is to show him that a lot of people are interested in your brand of canoeing.

PROFILE

Rodney Baker



It takes a brave man to undertake the job of honorary secretary of a national organisation thus exposing himself to the slings and arrows of its members. In fact Rodney Baker has held similar posts in two national bodies and one local group, apart from being a founder member of a fourth club since 1954. This must just about qualify him for the title of Most Experienced Hon. Sec. and Glutton for Punishment.

Away from paper canoeing Rodney is a dyed-in-the-wool touring type, with a preference for water with salt in it. His ambition now is to build a Canadian to carry him, his wife and three little girls on canoe camping holidays. He has a crazy ambition to circumnavigate Great Britain by canoe. So if you see a Canadian containing five assorted persons and camping gear you'll know who it is.

Rodney caught canoeitis at the age of 10 when he paddled a hired canoe off Cromer in Norfolk. At a later age in 1946 he joined the Canoe Camping Club, taking part in many of its meets and activities. He became secretary of the Canoe Camping Club in 1957, and held the post until 1959 when he took over the job of honorary secretary of the B.C.U.; which post he still holds.

Prior to being secretary of the C.C.C. he was secretary of the Thames Estuary C.C. for two years, and in 1959 he was one of the founder members of the Kayak Touring Club.

Thus the name of Rodney Baker must be known to nearly every canoeist in the country, if not the man himself.

It needs no emphasising that the man who is prepared to take on the onerous task of secretary of any organisation must have a pleasant disposition. This fact has been drawn to my attention by all the people who kindly supplied information. Rodney does not often fall out with people, although he is often in a position to do so, and it should be remembered that as hon. sec. he is unpaid and doesn't have to do the job. He is hard working, but overworked, and always prepared to take on more, which accounts for his being sometimes a day or to late in his commitments. He is probably underrated too. He has very little chance of social contact so that few people realise that many new ideas present in canoeing today originate from him, or that he has a lively wit and a ready grasp of a conversation.

Paperwork must take up a considerable amount of room in his home, but to add to this, Rodney's wife, Joan, runs the B.C.U. Shop from the Baker home, and a quick look at the back cover will show what that involves.

Rodney's touring activities have made him many friends, all of whom are pleased to see him on the water whenever his duties allow. He brings his enthusiasm with him on tours too, and (although I believe this was before he became too involved in committee work) is remembered by at least one person for spending two days digging the biggest latrine hole ever. Surely a sign of the veteran camper. He also managed to get to the C.C.C. Easter meet this year, but there is no record of any further excavations. Perhaps the first one still suffices.

However, respite is in sight for Rodney, as it is the B.C.U.'s intention to appoint a full-time paid secretary soon. This should leave Rodney time to build his Canadian and do some touring. He doesn't intend to retire however. He says he hopes to find some other, perhaps less arduous honorary post when the time comes for him to hang up his pen, and until this time comes we, the members of the B.C.U., must be grateful for his efforts on our behalf. People like Rodney are hard to come by, and deserve our thanks.

FREDA HARE.

TOURING COMMITTEE Planning your tour abroad

The B.C.U. can supply maps and guides to the most popular rivers through the B.C.U. Shop, 147a Station Road, London E.4. We can give you first-hand information on most of the rivers of France, Germany and Austria. We can tell you where to apply for canoeing information which we do not possess ourselves.

We can advise you about a suitable river if you write stating your degree of canoeing experience, the month you are going, and the duration of your holiday.

What we cannot do is supply specialist information obtainable from other sources, e.g. cost of trains, channel ferries, car routes, etc. We cannot recommend firms abroad which hire out canoes, for none are known to us. We do not give advice on camp sites, as these are liable to alter without warning, nor do we recommend hotels or youth hostels—there are plenty of publications with this information.

A few suggestions may be helpful if you have not yet made up your mind on where to go. The rivers below are listed in order of difficulty, beginning with the easiest, but do not go above Grade III.

FRANCE : Seine, Loire, Rhone, Dordogne, Allier, Isere, Ardeche, Tarn, Durance, Verdon.

GERMANY : Main, Lahn, Moselle, Rhine, Loisach, Isar, Lech, Regen, Ammer.

AUSTRIA : Danube, Inn.

Camping is usually easy abroad, but permission should always be asked. There are no private water restrictions on the continent—lucky things !

E. McL.

Fishing Rivers and Access to Waterways

As the popularity of canoeing grows and more individuals and groups become interested in canoe expeditions, white water, slalom, etc., more canoeists than ever are wanting to use the rivers where there is no legal right of navigation and fishing may be a valuable source of income to the riparian owners. Simultaneously there has been an increase of interest in

fishing by all sections of the population and with it a multiplication of fishing syndicates owning or leasing fishing rights. There is a clash of interest, and too often resentment on the part of the fishermen, who are there legally and usually after paying quite heavily for their day's sport, at being disturbed by canoeists who have no permission, have paid nothing, and sometimes do not respect the point of view of the fishermen.

The legal position. Above tidal limits there is no legal right of passage without permission unless a right of navigation has been established by statute (sometimes on payment of tolls) or by long usage. The legal position of a canoeist on a river or lake where there is no right of passage is the same as a person on a private footpath or private land: unless he has permission from the owner of the bank and/or of the fishing rights he is a trespasser and must move off the water if asked. The position is not quite the same in Scotland as in England and Wales, but in either country courtesy and consideration are essential. Even where there is a right of passage there may be no right to land, for instance, for a picnic or to portage an obstacle; and there will certainly be no right to drive vehicles into a field, erect slalom equipment, camp, etc. Complaints have been received during the last few years of canoeists doing all these things, and other things too, e.g. breaking hedges or walls, leaving gates open—so that animals stray—leaving litter, creating a disturbance when on the water, using salmon pools for swimming or a "regatta." The owners have often said that the canoeists are not B.C.U. members, though not always; often they are groups of young people from towns with no understanding of country ways, or of fishing problems, possibly led by people no more knowledgeable than they themselves, and lacking in appreciation that land in the country belongs to someone in the same way as a private garden.

General behaviour. Clearly this kind of behaviour does canoeing no good and is only going to lead to greater difficulties in obtaining access to the interesting rapid rivers that so many wish to canoe. At present on many rivers where the legal position is doubtful canoeists are in practice not challenged. But if challenged, remember you are likely to be in the wrong, and there is no place for indignation, bluster or argument on clearly private water or land. Be prepared to move off if asked, or to give up a trip if permission is refused. Discourtesy can only prejudice the owner against canoeists and cause him to refuse permission later to others. Whether you have the owner's permission or not, if you come upon a fisherman in a narrow river or a pool, it is good manners to ask him whether he is ready for you to pass. Avoid camping without permission.

General advice. On rivers in England and Wales where passage is challenged permission is most likely to be given, and difficulty avoided, if the trip is confined to the close fishing seasons. These vary from river to river; the precise dates are given in angling reference books (often in public libraries). Roughly they are as follows :

On salmon and trout rivers—October to the end of February.

On coarse fishing rivers—March to mid-June.

Both types of fishing occur on some rivers, but their importance varies. Easter and Whitsuntide are best avoided on salmon and trout rivers.

Additions to list of Member Clubs

Army Canoe Union

c/o Capt. D. Braund, Army Apprentices School,
Harrogate, Yorks.

Ashmead Kayak Club

J. Davies, Ashmead School, Northumberland Ave.,
Reading, Berks.

Atlantic College Canoe Club

D. B. Sutcliffe, St. Donat's Castle, Llantwit Major,
Glam.

33F (Battersea) Sqdn. A.T.C. Canoe Section

18 Louvaine Road, London S.W.11.

23rd Birmingham Phoenix Scout Troop

D. F. Peakman, 30 Leonard Street, Birmingham 18.

Birmingham Schools' Canoe Association

R. J. Hunt, Central Grammar School, Gressel Lane,
Tile Cross, Birmingham 33.

Bolton Canoe Club

C. Chester, 11 Timberbottom, Bradshaw, Nr. Bolton,
Lancs.

Borough Road College C.C.

Lecturer in P.E., Borough Rd. College, Isleworth,
Middx.

Brandon Street Boys' Club

B. Davies, 46 Brandon Street, London S.E.17

Bridgwater Y.M.C.A. Canoe Club

The Gen. Sec., Y.M.C.A. Eastover, Bridgwater, Som.

Cambridge University Canoe Club

M. F. Thomas, Almondsbury Vicarage, Nr. Bristol,
Glos.

Canadian Canoe Association of G.B.

The Sec., 160 Exmouth Rd., South Ruislip, Middx.

Charlotte Mason College C.C.

Miss J. Swailes, Ambleside, Westmorland.

Coventry Canoe Club

The Sec., 50 Salisbury Ave., Styvechale, Coventry.

Crompton House School Canoe Club

B. Parkin, 51 Thornham Old Rd., Royton, Lancs.

17th Croydon Scout Group

D. A. Cox, 95 Totton Rd., Thornton Heath, Surrey.

East Suffolk Schools & Young People's Sailing Assn.

P. Evans, "Westwick," Waveney Rd., Beccles,
Suffolk.

Gordonstoun School C.C.

T. E. Booth, Elgin, Morayshire.

Hereford County Canoe Club

Ray Thomas, 19 Lichfield Avenue, Hereford.

H.M.B.I. Citadel C.C.

P.E. Spec. Wiltshire, Western Heights, Dover, Kent.

H.M.B.I. Feltham C.C.

Off. (P.E.I.) H. A. Cottam, Bedfont Rd., Feltham,
Middx.

H.M.B.I. Finnermore Wood C.C.

H. Parr, H.M.B.I. Finnermore Wood, Chrisbridge
Cross, Marlow, Bucks.

H.M.B.I. Gaynes Hall C.C.

Off. (P.E.I.) Roney, H.M.B.I. Gaynes Hall,
Great Staughton, Huntingdon.

H.M.B.I. Hewell Grange C.C.

Off. (P.E.I.) Ferris, H.M.B.I. Hewell Grange,
Nr. Redditch, Worcs.

H.M.B.I. Lowdham Grange C.C.

Off. (P.E.I.) G. R. Hook, H.M.B.I. Lowdham Grange,
Notts.

H.M.B.I. Pollington C.C.

Off. (P.E.I.) P. Towers, H.M.B.I. Pollington, Goole,
Yorks.

H.M.B.I. Rochester C.C.

P.E. Spec. Hayward, H.M.B.I. Rochester, Rochester,
Kent.

H.M.B.I. Swinfen Hall C.C.

Off. (P.E.I.) T. E. Cooper, H.M.B.I. Swinfen Hall,
Lichfield, Staffs.

H.M.B.I. Usk C.C.

Off. (P.E.I.) Griffiths, H.M.B.I. Usk, Monmouth.

H.M. Detention Centre North Sea Camp C.C.

Off. (P.E.I.) J. H. Campbell, Freiston, Nr. Boston,
Lincs.

Hope Valley College Canoe & Sailing Club

The Secretary, Hope, via Sheffield.

Infantry Jnr. Ldrs. Bn.

Off. i/c Canoeing, Park Hall Camp, Oswestry, Salop.

Kimberley County Sec. School C.C.

C. G. R. Farwell, Newdigate Lane, Kimberley, Notts.

Leicester Schools' Sailing Association

J. Sparoll, Heathfield High School, Belle Vue Road,
Earlshilton, Hinckley, Leics.

Llandaff Canoe Club

G. Shankland, 'Malpas,' 152 Pencisely Rd., Cardiff.

London Federation of Boys' Clubs

The Activities Officer, 222 Blackfriars Road,
London S.E.1.

Loughborough Colleges Kayak Club

D. G. ... Cayley Hall, Ashby Rd., Loughborough.

Makerham Rame Youth Club

F. Harvey, 4 Newport Tce., Millbrook, Nr. Plymouth.

Norton Canoe Club

A. Swift, Norton School, Kineton, Warks.

Orwell Canoe Club

R. J. Payne, 23 Pawling Road, Ipswich, Suffolk.

Pinehurst Canoe Club

J. F. Murray, 154 Goddard Avenue, Swindon.

Poole & Dorset Adventure Centre

D. A. Horn, off Hoyal Rd., Hamworthy, Poole, Dorset.

R.A.F. Cosford Canoe Club

P/O C. T. M. Nelson, Cosford, Nr. Wolverhampton,
Staffs.

R.A.F. Weeton Venture Club

Officer i/c Canoe Club, Preston, Lancs.

47 Regt. R.A. Canoe-Camping Club

Off. i/c Canoeing, B.F.P.O. 20.

Rose Hill Community Assn. Canoe Club

H. A. E. Wilkins, 16 Nuffield Road, Headington,
Oxford.

Royal Masonic School Canoe Club

K. H. Littledeyke, The Avenue, Bushey, Herts.

Shotley Bridge Village Hall Youth Club, Canoe Sec.

M. Miller, 8 Wesley Tce., Castleside, Consett,
Co. Durham.

St. Andrews Home & Club

26 Great Peter Street, Westminster.

10 Sq. Metre Sailing Canoe Association

J. R. G. Hunt, "Four Winds," 28 Wittering Road,
Hayling Island, Hants.

Warblington School Canoe Club

P. A. Martin, South Leigh Road, Havant, Hants.

Westinghouse Sailing & Canoeing Club,

G. W. Bachmann, 103 London Road, Chippenham,
Wilts.

Woking District Youth Committee C.C.

District Youth Officer, 1 Duke Street, Woking.

Wyton Canoe Club

G. H. Gardiner, Monks Cottage, Priory Rd., St. Ives,
Hunts.

B.C.U. Directory

Address Canoe Sailing enquiries to:

Peter Wells, 55 Arnisson Rd., East Molesey, Surrey.

BCU canoeing—Amendments to the 1964 Calendar

Delete :

- October. Bulth Wells Slalom, Div. 1 & 2, Royal Leamington Spa C.C.

Alter :

- 20-21 June. Sea canoeing week-end, Wells-next-the-Sea. Leicestershire Association of Canoeists, D. H. Andrews, 49 Aberdale Rd., Leicester. (Changed from 13—14 June).
6 September. Slalom, Div. 3 & 4. Carlisle S.O.Y.C.C., Entries now to G. M. Adams, 7 Woodrouffe Terrace, Carlisle.

Add :

JUNE

- 19 Evening mystery cruise. Hereford County C.C., K. Mason, 287 Ledbury Road, Hereford.
27 Sunset cruise and barbecue. Hereford County C.C., B. Webb, 2 Admirals Close, Hereford.

JULY

- Summer camp and cruise on Wye. 15th Aberdeen Boy Scouts C.C., R. Barnett, 22 Beechill Gardens, Aberdeen.
5-9 Canoe Camping, Lugg and Wye. R.A.F. Benson C.C., M/E Robson, c/o Sports Section, R.A.F. Benson.
12 Regatta. Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.
12 Cruise, Hole-in-the-Wall—Goodrich Castle. Hereford County C.C., B. Webb, 2 Admirals Close, Hereford.
18-19 Regatta. Richmond C.C., R. Tate, 51 Weydown Close, Princes Way, London S.W.19.
18-19 Sea canoeing, Barmouth. Soar Valley C.C., Mrs. Allen, 20 Conifers, 20 Station Road, Ratby, Leics.
20 Mystery evening cruise. Hereford County C.C., K. Mason, 287 Ledbury Road, Hereford.
24-1 August. Canoe camping expedition on Wye (Over 16's). Clwb Canw Gweryll Glanllyn. E. Huws, Swyddfa'r Urdd, Aberystwyth.
25 All night moonlight cruise, Whitney—Monnington. Hereford County C.C., M. Eley, 125 Quarry Road, Hereford.

AUGUST

- 9 Day Trip to Narborough. Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.
16 Cruise, Ross-on-Wye—Huntsham Bridge. Hereford County C.C., C. Bennett, Cagebrook Mill, Clehonger, Hereford.
16 Trent Lock (practice). Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.
30 Cruise on Monnow, Skenfrith—Monmouth. Hereford County C.C., J. Soulsby, Whiterdine Place, Fownhope.

SEPTEMBER

- 5 North v South Match on Trent (Provisional).
5-6 Sea Canoeing weekend, Wells-next-the-Sea. Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.
11-20 W.R.A.F. trainees canoe camping, Lake District. R.A.F. Benson C.C.
13 Cruise, Glasbury—Whitney. Hereford County C.C., C. Bennett, Cagebrook Mill, Clehonger, Hereford.
19 Regatta at Worcester. Worcester/Royal Leamington Spa C.C.'s, R. A. Sowman, 4 Landor Road, The Cape, Warwick.
19-25 R.A.F. trainees canoe camping, Severn, Shrewsbury—Gloucester. R.A.F. Benson C.C.
20 Day trip on Wreak. Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.
27 Cruise, Monmouth—Brockweir. Hereford County C.C., M. Eley, 125 Quarry Road, Hereford.

OCTOBER

- 11 Cruise, Hereford—Holme Lacey Bridge. Hereford County C.C., B. Webb, 2 Admirals Close, Hereford.
25 Day trip, Boathouse—Quorn. Soar Valley C.C., Mrs. Allen, 20 Conifers, Station Road, Ratby, Leics.

NOVEMBER

- 8 Trip from Narborough. Soar Valley C.C.
22 Afternoon cruise. Soar Valley C.C.

DECEMBER

- 6 Day trip to Wreak. Soar Valley C.C.

Alterations to Club Addresses

- Harlow Canoe Club
M. L. Wilkins, 28 Hawkenbury, Harlow, Essex.
Bristol Canoe Club
C. J. Baddeley, 7 Brookthorpe, Yate, Nr. Bristol.
Exeter Canoe Club
Mrs. A. M. Rowsell, 78 Union Road, Exeter, Devon.
Chelmsford Boating Club
R. A. Nightingale, 68 Patching Hall Lane, Chelmsford, Essex.
Chalfont Park Canoe Club
S. Fraser, 553 Romford Road, London E.7.

Deletions

- Borough of Scunthorpe Education Committee.
National Association of Boys' Clubs.

On LIFE-SAVING Jackets

A life-jacket is a *life saving* jacket. Until the Consumers' Association published its devastating report in *Which*, most people thought that anything would do so long as it kept you afloat. A few people realised that it ought to keep you afloat on your back. Experimentation on the subject was very little indeed.

Almost at the same time that the Consumers' Association began this testing of the then existing life-jackets, the British Standards Institution set up a committee to create a standard for the garments. Both had been stirred on by the enormous increase in amateur activity afloat, and by the efforts of the Royal Society for the Prevention of Accidents (ROSPA) to make the general public water safety conscious. The three found themselves coming together in their researches.

The aim was to produce a garment which would preserve an unconscious body afloat in a rough sea, and give a conscious person opportunity to put himself in the best position to survive should he become unconscious through long immersion.

Experiments by two gentlemen trained in the exacting task of testing survival equipment showed the following requirements essential.

The patient must be put on his back, at an angle of about 45°. There must be a good, protective pad at the back of his neck, to protect the nerves which leave the skull there, and which control the "motor" of the body, i.e. breathing and heart as well as ordinary movement.

In order to accelerate the body from descending from the crest of one wave to rising to the crest of the next, at least 30 lb. of buoyancy must be worn, more if possible.

The patient must be turned to face the waves, so that the greater bulk of buoyancy, which is in front of his face, lifts him over the oncoming wave. If he has his back to the waves, they pass over his head before the lifting process commences.

The main buoyancy chambers, on the patient's chest, must be a single compartment (or lobes). In the old, double-lobe types, such as the old Mae West, the space between the lobes acts as a venturi and squirts the water straight into the patient's face and up his nose.

The B.S.I. goes further than this. It also insists that the life-saving jacket shall have on it a whistle by which the patient can attract attention, a life-line by which he can attach himself to his capsized vessel, and a lifting beckett and harness by which he can be lifted easily out of the water.

These last two items have to withstand a stress of 600 lb., enough to ensure success in lifting a wet patient in his wet clothes and sou'westers. By securing himself by the life-line to his vessel he becomes much more visible to search parties.

There are certain further requirements which are essential to canoeists. The life-jacket shall be comfortable and allow complete freedom of action for the wearer at all times. When he gets hot, the sweat must be able to evaporate and so cool him down again. There shall be no sharp edges to dig into his flesh, giving him sores under his arms or round his neck. The buoyancy must not be so great that he cannot get out of his capsized canoe by diving.

The last two requirements in the above paragraph conflict with the B.S.I. requirements, in that the B.S.I. demand protection at the back of the neck, whereas the canoeist finds such protection "stuffy"; and the B.S.I. want a minimum of 30 lb. buoyancy, whereas such an amount might well prevent the canoeist from getting underneath his canoe and so being able to get out. (In many cases, getting away from a capsize sideways is fraught with the possibility of the canoeist's feet catching in the framework of the canoe and so being unable to get clear of it.)

To meet the dual needs, a jacket has been devised which may be called a compromise. It has two stages of buoyancy: the first, "inherent" buoyancy by means of a plastic sponge giving 20 lb. This is sufficiently low to allow the canoeist to get underneath his canoe. The second stage is reached by oral inflation, by a tube and valve easily reaching the mouth even when swimming, yet well out of the way at all other times. The total buoyancy of the jacket is then 37 lb., which is well above the B.S.I. requirements.

To keep the neck and head clear of obstruction, the pad behind the neck is pulled well down by an adjustable strap to the harness, and this pad only rises into position when the jacket is blown up.

This type of jacket has been worn by many canoeists under many conditions. After a little while most have forgotten they've had it on, and this statement in itself indicates that the jacket is satisfactory from our point of view. The B.S.I. insist upon durable material, so that the jacket should have a long life if it is looked after reasonably well. "But," you may say, "I only canoe on inland waterways—rivers, canals and the like. Do I really need whistles, life-lines and lifting becketts?" Well, so long as you do only canoe on rivers, canals and the like, no, you don't. Therefore the B.C.U. has offered its approval of life-jackets which do not have these fittings but which are otherwise identical with those carrying the B.S.I. Kitemark; but it must be remembered that such life-jackets are only suitable for enclosed waters like rivers and canals. If you canoe in open waters such as large lakes, estuaries or the sea, then only the life-saving jacket with the Kitemark is suitable. Naturally they are not cheap. The simpler life-jacket is quite a bit cheaper, which is one reason why we have agreed to give it our approval for use by the inland canoeist.

OLIVER COCK.

B.C.U. RACING COACHES

Following the three courses for Racing Coaches, the following have been registered as Racing Coaches with the Paddling Racing Committee:

D. South, 52 Airedale Road, Balham, London S.W.12.
 Eric Hopper, 20 Aspin Oval, Kanesborough, Yorkshire.
 W. T. Hall, 85 Eglinton Road, Plumstead, London S.W.18.
 J. L. Oliver, Newport Police House, Church Lane, Lincoln.
 Miss S. Buckett, 4 Onibury Road, Midanbury, Southampton.
 D. Mean, 79 Windsor Drive, Hertford, Herts.
 F. S. Goodwin, 15 Windsor Ride, Finchampstead Rd., Wokingham, Berks.
 A. E. Papps, Education Department, A.A.S., Arborfield, Berks.
 A. C. Hannat, 1 South Hill Road, Thorpe, Norwich, Norfolk.
 J. Law, 18 King's Head Hill, Chingford, London E.4.
 B. Orchard, 31 Little Lances Hill, Southampton.
 Alan Toplis, 75 Willows Road, Walsall, Staffs.
 W. J. Cooper, 29 Molden Road, Wednesbury, Staffs.

Sgt. R. J. White, Junr. Ldrs. Unit, Poperinghe Barracks, Arborfield, Berks.
 If the services of Racing Coaches are required, please contact them directly. They should send to the Paddling Racing Committee reports of any coaching they have done. Their appointment will last in the first instance for one year, and they are required to take a refresher course and examination in the beginning of 1965.

Regarding general coaching enquiries please write to the National Racing Coach of the P.R.C., Mr. Bryan Woods, St. Luke's College, Department for Physical Education, Exeter.

6-8 Aug. 12th SERPENTINE REGATTA

Canada—Germany—Gt. Britain—Holland
 —Italy—Sweden—Yugoslavia—Spain

Entries by 20th July

K1, K2, K4, Relay, C8, N.C.K.I. All ½-mile except relay.

Details: H. Thelen, 13 Campden House, Harben Road, London N.W.6.

NATIONAL YOUTH CHAMPIONSHIPS

NYC
 The preliminary arrangements in all fourteen areas appear to be well in hand for which I am most grateful to the respective area organisers and C.C.P.R. Regional Officers. I am in the process of circularising them for firm details before embarking on the second stage national publicity campaign, and have every hope that last year's entry of over 300 youngsters will be exceeded.

All area class winners and winning relay teams will be invited to compete in the national finals at the International Regatta sponsored by the "News of the World" on the Serpentine on 7th and 8th August, and to facilitate the compiling of the complex programme within a tight time schedule, full details of winners names and addresses must be forwarded to me immediately the area events have been completed. Closing date for entries 15th July.

J. Thomas, 8 Days Close, Hatfield, Herts. (Hatfield 3469).



Jim Doxey

Photo: C. McAllister

Any club or group of canoeists whether they be scout group or youth club sooner or later wish to transport boats to water away from base. It is unlikely that any group has sufficient cars to carry all the boats. The inevitable solution is a trailer.

The reasoning that led the Hartlepoons Kayak Club to adapt a dinghy trailer to canoe transport may be of interest to those thinking of embarking on a trailer building programme.

(a) We required a trailer that could be towed at 40 m.p.h. over relatively long distances, say 2,000 miles a year.

(b) A trailer was required which would not snake. It should be right first time.

(c) It should have the highest re-sale value if ever we had to re-capitalize.

(d) We wanted the minimum of work to be put in on building the trailer. Everybody wanting to race not work. To achieve these features we purchased a dinghy trailer for £15 in good condition. On to the basic trailer was bolted, with U-bolts, a cage having three storage layers. Cage sizes, 6 ft. 9 in. long, 5 ft. 3 in. wide, and 3 ft. deep, divided at 1 ft. 6 in. deep.

The material used was an old army lorry canvas sheeting frame of one inch diameter tube. Tube has the inherent advantage of ease of painting, lightness (most important) and lack of damaging corners. Upholstered boards (carpet covered with scrap canvas) were attached to the horizontal tubes of the cage and members were encouraged to provide their own elasticated straps. This reduced loading time to

CANOE TRANSPORT



10 minutes for nine boats, the boats being held down and not underslung.

The upper deck of the trailer, depending on the shape of the towing vehicle, is usually used for doubles. As it was decided to keep the trailer the same width as a saloon car, we can pack three singles on each deck which gives a capacity of nine singles or six singles and two doubles.

We attach particular importance to the lighting as the L.D. fraternity spends a great deal of time travelling by night. Reflectors and tail lights are fitted at the extremities of the corner frames. Reflectors are also attached to the outside boat stems when travelling at night.

The total project cost the club £28 and has proved a great boon. A word of warning to the towing car owner—make sure you have a good towing bracket. We have used a Witter Bracket and found it easy to fit and ideal for the job; whereas a friend of ours manufactured his own, and finished up twisting the vehicle framework so that his doors did not fit properly. Secondly check that your insurance company covers you for trailing. Some companies like notification of your towing activities.

P. LOFTHOUSE.

Wicksteeds of Royston have on the market a very good trailer capable of carrying six canoes up to 18 ft. long and 300 lb. Price £36. 15s. Built around a central stem for easy loading it looks a first class job.

C. P. Witter Ltd., more well known for their towing bracket, also produce a six-canoe trailer. Their latest innovation is a bracket fitting to enable the canoeist to carry his craft on a convertible.

Collingsdown Engineering of Bristol also are worth an enquiry and specialize in making up your ideas.

Briefly . . .

● **CORRECTION.** In the Calendar and the March issue of *C in B*, the address of H. Thelen was wrongly given. Apologies, the correct address is 13 Campden House, Harben Road, London N.W.6.

● From Chris McAllister—Rough water paddlers who doubt whether British rivers ever measure up to continental standards, should try the Bolton Abbey stretch of the Wharfe just after a night's rain, as Leeds C.C. does regularly. From Barden Bridge to just below the Strid is a good grade five in high water. The Strid itself is usually canoeable in these conditions. However permission must be obtained from the Estate Office beforehand. The telephone number is Bolton Abbey 227.

● The Paddle Racing Committee has bought six K1 racing singles and a trailer. These boats are strictly for teaching work and are for the use of any Full Coach or Racing Coach who is running a course in which Racing technique is being taught. Anyone who wishes to make use of them should contact the P.R.C. Youth Training Officer, Jeff Law, "Trafford," 18 King's Head Hill, London E.4. A small charge is made—10/- per boat or £3 for the lot per weekend, the borrower to collect and return the boats. A very small charge to help defray insurance may also be made. This is very reasonable for the use of such craft, and we hope clubs and youth people generally will not hesitate to take advantage of them. It is hoped to base others at various useful points around the country in time to come.

● Many owners on the Usk and some on the Dee refuse to permit canoeing on their water. On the Usk the riparian and fishery owners from Talybont Bridge to Llangynidr Bridge have mutually agreed to permit canoeing on the river between these bridges upon very strict conditions. For details contact the river advisers named in *C in B* No. 50.

● River Ure. The owner of the land on which Hestholme Farm stands has complained of canoeists arriving with boats, vehicles and tents, and expecting to camp and launch on this restricted holding. He particularly asks that permission should be sought before going on to the land, and that no surprise or offence should be felt if it has to be refused.

● Bristol Avon. The bridge at Limpley Stoke is reported to be impassable now owing to old masonry tipped into the river just below. Portage necessary.

● Alan Toplis is trying to compile data on weight training methods used by canoeists. He asks readers to send full details of their schedules to him at 75 Willows Road, Walsall, Staffs. He will be sending the results of his researches to the B.C.U.

● Brian Skilling, editor of *Canoeing*, is preparing a Bibliography of canoeing literature. Any reader who possesses or knows of any material not included in the lists compiled by Blandford, Bodin or McNaught should contact him at 1 North Lodge, Ealing Green, London W.5. He is prepared to buy or exchange suitable manuscripts and books.

● The first leg of the Olympic trial was held on 23rd and 24th May, over a 1,000 m. course on the River Other dates set aside for trials are 13th and 14th June, 27th and 28th June, and 18th and 19th July.

● We have received recently a copy of *The Double-Enders*, this being the bulletin of the Royal Naval Kayak Association. It is a splendid publication—big pages, and quarter of an inch thick. The contents are a glorious miscellany of canoeing information, covering racing, rolling, proficiency tests, wiggle tests, life-jackets, profiles, books and equipment. This is the ready-reference canoeing handbook which every club secretary would love to have, to replace all those bits of paper.

● WEST HIGHLAND SCHOOL OF ADVENTURE

Because of rising demand for the Outward Bound type of course the Dockland Settlements' governing body have decided to set up this "school" in Applecross, Rosshire, about 15 miles north of the Kyle of Lochalsh. The school will be run on naval lines with the pupils taking part in rock climbing, small boat sailing, canoeing, expeditions, etc., as well as cultural work such as pottery and sketching. The students must be male and in the 16-20 age group. The cost for the 26-day course runs out at £40 and, if the scenery is anything to go by, well worth it. Further details can be had from London Liaison Officer, West Highland School of Adventure, 2b Water Lane, Stratford, London E.15.



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HOWIE'S GUIDE TO LIGHT WEIGHT CANOE CAMPING



"We took the double along to carry our gear." This is a statement that nowadays is very often heard when a group of canoeists set off for a weekend tour. Worse again, they have someone carting their gear from point to point by van. It must be a reflection on modern youth that they seem unable to go anywhere without the sophisticated and totally unnecessary aids to modern living. The mind boggles at the thought of these "outward bound" pantechnic paddlers attempting to roll their loaded canoe, never mind the sheer feat of physical endurance involved in paddling the boat.

Let us consider your equipment for a weekend tour with a view to cutting out the unnecessary items. Accepting that your boat is pointed at both ends and you have a paddle and waterproof bags, the list of unnecessary items runs something like this:

Tent. Leave it behind. Make yourself a waterproof cover from balloon fabric with an insert of waterproofed nylon to allow it to breathe. With this it is very easy to get cover for your head. A shelter is very easily made out of bracken and branches propped against your upturned boat. Hedges if you get under a thick hawthorn or rhododendron, will keep off the heaviest rain. Haystacks are very good, and you won't need the sleeping bag. They have one disadvantage called sheep ticks, which burrow under your skin. If all else fails, try a chat with the local farmer, who will usually let you sleep in his barns, and with a bit of luck will sling in supper to boot.

Air bed. Leave it behind. A good layer of heather, hay or bracken will be far more comfortable. You usually roll off air beds.

Stove. Leave it behind, whether it be gas, petrol, paraffin or solid fuel. It is just as quick on a wood fire, and this gives a good deal more pleasure. Best woods are pine, holly, rhododendron, and dry cow dung is also effective. In wet weather you will always find dry twigs under thick bushes, and the bottom branches of conifers are usually dead and extremely combustible. One point—keep out of the smoke or "your reek will be as a lum." Be careful that the stones round your fire are not from

continued on page 18

Bookshelf

SURVIVAL SWIMMING—J. A. Holmyard (Educational Productions Ltd. 4/-)

Produced by the Amateur Swimming Association, this is a well-designed booklet, clearly written and amusingly illustrated. It describes the basic skills for personal survival showing, amongst other things, how in an emergency one can use trousers, skirts, hats and gumboots as buoyancy. The requirements for the A.S.A.'s awards are given, and training for these should make a popular adjunct to rolling sessions in the baths. For every club library.

Rating ★★★

ADVENTURING THROUGH FRANCE—Gabriel Seal (Macmillan 16/-)

Two boys build a canoe and paddle it, with various adventures, from Le Havre to the Cote d'Azur, via Paris and Lyon. One cannot help feeling that in this children's book of adventure, Gabriel Seal's love of France and his interest in describing her waterways takes precedence over the actual story, which occasionally fails to convince.

On the Mediterranean, the boys capsize, and escape drowning by good fortune only. It is rather disturbing that a book which might well encourage children to embark on a similar adventure afloat should nowhere mention the advisability, or even possibility, of wearing a life-jacket at sea.

Rating ★

MODERN CANOEING—Charles Sutherland (Faber & Faber 25/-)

This is an eminently *readable* book. Assuming no previous knowledge of canoeing on the part of the reader, Charles Sutherland deals with all aspects of the sport, from its early history when the first savage accidentally floated down the river on a tree trunk, to repairing glassfibre hulls. The author has tried to be as specific as possible, preferring to quote figures rather than generalise, reasoning that he who writes an instructional work should stick his neck out and be positive, even if sometimes wrong. Mr. Sutherland has a witty style of writing and knows his canoeing. A nice, thick book for beginner and expert alike with many illustrations, well worth the price.

Rating ★★★★★

ADVENTURES IN CANOEING—Nigel Hunt (Pelham 15/-)

This is part of a series by the publishers under the group title "Adventures." The author attempts the difficult task of combining text book with descriptive narrative and for most of the time this comes off.

The text is strongly biased to slalom and white water touring and while on these lines is quite good and I found the book enjoyable to read and the chapter on touring excellent.

Generally speaking the descriptions of the various strokes are rather hard to follow especially as the book is intended for the tyro as well as the more experienced canoeist.

The illustrations for the most part are good, even though the first group boob badly in as much as they show the novice in action without a life-jacket! For your bookcase.

Rating ★★★

Spain 1964

Long Distance Racing

This year in Spain something like £6,000 will be spent on canoeing events. Over and above this figure a 15-man Spanish team will receive about eight weeks off work to train for competition in Spain and Tokio. You may be sure that they will not suffer financially for their efforts. They will stay in good hotels, have the best possible equipment to train with and be watched over by a full-time administrative body. The final true figure that is donated by the public and given by the government could be as high as £25,000. One of these days the time and money that is poured into canoeing in Spain is sure to pay off, as it does today in Russia. What do we the poor canoeists of this country hope to receive in 1964? Possibly a government grant of £3,000 which has to be spent in a manner prescribed. So much on a national coach, and so much on a full-time secretary, with a little over for administration. How much is there to come directly to canoeists and canoe clubs? Nothing! When will authority learn that actual canoe clubs and their members are the life-blood of the sport in this country. On a level with clubs and members there comes competition, slalom, sprint racing and long distance racing to provide the glitter that attracts and holds the canoeist. So let us present our demands and state plainly the needs of our sport.

Nominations are required from canoeists who would like to be considered for the L.D.R. team to compete in Spain this year. The first team will consist of two singles, K1's and a K2 pair. The sum of £40 will be payable from the L.D.R. fund to this team. About nine days free hotel accommodation, free entry to events, and a proportion of the train fare or its equivalent from Calais, is offered by the Spanish Canoe Federation. The team must race in the Sella Descent and have the option of racing at Pobra de Segur, Lerida. This Festival starts on the 26th July, and finishes on the 29th July. The Sella Race is on the 8th August and the team should arrive by the 5th August. On the 9th August there is a regatta at Ribadsella and an International Regatta at Aviles on the 11th August. If time permitted, the team could go on to the exciting "Crossing of the Santana River" at Limpias, Santander, on the 14th, and then to the International Descent of the Ason at Ampuero, Santander, on the 16th August. All these races are exciting and well supported, expenses are paid for all events.

We would like to send a team to compete at the Guadalquivir River Race, Sevilla, on the 25th and 26th September. This race is in two stages, a 28-mile race on the first day and 22 miles on the second. The team would be offered five days hotel accommodation and second class return fares from the Spanish frontier.

There is an invitation for the team to a bull-fight at the Plaza de la Real Maestranza de Sevilla. Finally, there is an invitation to race a team at Zaragoza on the 11th October, 1964.

continued in next column

All letters sent to the editor will be considered for publication.



Seventeen members made a 50-mile journey (each way) to Llangollen to see the Manchester C.C. Slalom, only to find it wasn't on (as advertised in the B.C.U. programme) on 3rd May. When is it, and shouldn't some accuracy be attached to the programme? M.H.S.

The date was correct when the calendar was published—six days later Manchester C.C. announced that the event, which had been moved already to avoid clashing with the Monschau International Slalom in Germany, still clashed, as Monschau also had moved. Confirmation that the Llangollen Slalom date had been moved to 31st May was printed in their newsletter, received by *C. in B.* on 11th April. Being a quarterly, there is no way in which we can notify members of changes at short notice. We suggest that a letter or phone call prior to setting off on a long journey might in future prevent such unfortunate occurrences.

* * *

Although I read several magazines, I prefer your *Canoeing in Britain* magazine best, as it is my only source of obtaining canoeing news. Here in Gibraltar canoeing is not at all popular, but it promises to be in a few years time. Recently two other keen canoeists and myself were interviewed on G.B.C. TV.

The Gibraltar Tourist Office has included canoe racing in its "Sea Festival," the race has been set for Saturday, 19th September, at 4.30 p.m. This is a great opportunity to encourage the local rowing clubs, to which we belong, to form a canoeing section. Hoping this letter has been of interest to you.
G.J.V.

Canoeing is growing everywhere, it seems. We would like to hear from our readers in Spain, Canada, Poland, New Zealand and Czechoslovakia when they have any news.

Nominations for the Sella and related events close on the 18th June, for the Guadalquivir River on the 15th August, and for the Zaragoza on the 5th September. Anyone wishing to apply should send full details of their request to me, J. M. Woolley, at 101 Rugby Road, Cublington, Leamington Spa, Warwickshire, in good time.

We sincerely hope that this year we may improve our position in international racing, and I know that you will join with the committee in sending their best wishes with the team when they are chosen.

J. M. WOOLLEY.

LONG DISTANCE TRAINING April 11—12

The course was held at Aislea, a little village upstream of Yarm on the River Tees. Paddlers from Hartlepool K.C. and from Catterick army camp assembled around mid-day for instruction on the general subject of long distance racing.

We started the afternoon with manoeuvrability trials and followed this up with an eight-mile paddle. After a brief stop for tea, we discussed Paddling technique, training methods, race tactics and general principles of boat design.

Most people camped on the village green and so we were able to start early on Sunday morning. We began with a short warm-up run, and then got down to a weight training session on the village green, much to the surprise of local inhabitants. This was followed by a discussion of weight training methods and general revision on the whole course. We concluded the weekend's activities with a four-mile paddle, this time downstream.

DAVID GREEN, L.D.R. Coach.

COACHING NEWS

from GEOFF. SANDERS (B.C.U. Hon. Coaching Secretary)

Change of Address

All enquiries relating to tests, awards and the coaching scheme should NOT be made to 33 Orchard Avenue but to my new address:

4 BARSTON LANE, SOLIHULL, WARWICKS.

My new telephone number is SOLihull 2391.

Coaching Award Successes

The following have recently been awarded the Instructor's Certificate:

- 194 D. W. Miller, 8 Dallinghoo Road, Wickham Market, Woodbridge, Suffolk.
 195 S. Sgt. J. L. Rennie, 3 S.P.D., R.A.S.C., B.F.P.O. 1 (Hong Kong).
 196 G. Wainwright, 18 Melrose Place, Clifton, Bristol 8.
 197 J. C. Andrews, 254 Great West Road, Hounslow, Middx.
 198 J. A. Jackson, Plas y Brenin, Capel Curig, N. Wales.
 199 R. Brookstein, 88 Westridge Road, Birmingham 14.
 200 C. W. Grimshaw, 86 Westridge Road, Birmingham 14.
 201 K. A. Stubbs, 11 Ravensdale Road, Birmingham 10.

Notable Test Successes

G. H. Blackford is to be congratulated on being the first person to gain the Canadian canoe Advanced Proficiency Test. He already has the Advanced Kayak Inland Test to his credit and thus we hope that he may be able to qualify for the first "Gold" badge by passing the Advanced Sea Test as well.

D. T. Roscoe has also gained his Advanced Inland Test (Kayak).

GLU NEWS

HATFIELD YOUTH CENTRE CANOE SECTION. This small section of enthusiastic canoeists are all out to improve on their sixth place in the Hasler Trophy for L.D. Ranking Races in 1963. Although operating with only six active paddlers at the moment they have already achieved creditable placings in the L.D. Races this season, reaching a peak in the Bedford to St. Neots Race gaining 1st, 2nd and 3rd in Class 3B and 2nd in Class 5. They are now gaining experience in K1 and K2 craft, and intend to make the transition to international class racing in the foreseeable future.



11th April, and the Yorkshire Canoe Association Conference and Demonstration in Huddersfield was in full swing. The WEST YORKSHIRE C.C. was responsible for arranging the demonstrations. "We were very glad to meet again our friends Alan Bye and Bill Saunders from up near the Border, as we knew that their talks to the Conference would be both humorous and instructive," wrote P. B. Walton, their hon. sec. "Is there, we ask in all innocence, a feeling that twixt the lions of the South and the crocodiles of the North we of the East Midlands are the poor relations of canoeing? Something had to be done to show that we do know what a drip-ring is for, so we really did try to put on a good demonstration. In the morning we dealt with basic canoeing and also how definitely NOT to canoe in a double. This latter was completely unrehearsed and caused the commentator to lose what little hair he had left. The afternoon was given to a demonstration of rolling technique. Geoff Harrap brought the house down with a series of screw rolls halfway down the baths. We finished up by rolling the P.B.K. 20, modestly of course."



Very heavy rain throughout was the lot of the entrants in the SEA CADET CORPS L.D. Race in March. The winners, Leading Seaman M. A. Carter and Leading Seaman G. F. Cannon, of Tooting and Balham Unit, beat nine other entries, completing the 60 miles from Theale to Raven's Ait, Surbiton (with a compulsory overnight camp) in 11 hours 56 minutes.



"The use of fibreglass canoes is increasing," writes J. S. Brown, secretary of BIRMINGHAM C.C. "Could I appeal to any owners experiencing faults in workmanship to let me know. We have had certain disappointments in performance which may not apply to other makes of boats."

The NOMADS C.C. was formed in February to cater for canoeists who wished to race (mainly in L.D. waters) but who were not receiving encouragement from any other source. Although the club is based on Hereford, it has members in other parts of the country—which really accounts for the name. They have no regular meetings, but assemble for training and racing. One of their primary aims is to help juniors and ladies, who, they say, often seem neglected in the racing sphere. If you want further details about this club, Brian Webb is the man to write to at 2 Admirals Close, Hereford.



The ROYAL C.C. held its annual L.D. Race on the Thames on 22nd March from the boathouse at Trowlock Island, Teddington. Owing to the heavy rain and snow, the river was very swollen by flood water, and on the Tuesday previous to the race it was touch and go whether or not the race would have to be cancelled. On the day before the race, the flood water was in the clubhouse, and boatsheds, so in the interest of safety the course was reduced. This proved to be a wise decision as there were no casualties, and all the starters finished without mishap. Out of 70 entries there were 63 starters. The method of timekeeping was a great success, and the time, name and position were on the results board before the competitor concerned had stepped ashore. If you want to know how it's done, H. Carlow could probably pass on some advice.



Leading Seamen M. A. Carter and G. F. Cannon (Tooting and Balham Unit of the Sea Cadet Corps) with the Navy League of Canada Trophy awarded to the winners of the 60-mile Sea Cadet race.

On 3rd May, the launching of the R.C.8 was held at the club house of RICHMOND C.C. The boat was completed by the boys of Horsesham Secondary School, who incidentally make up a fair proportion of the Youth Section of R.C.C. The Chairman of Ealing Education Committee, Alderman Mrs. Stephens, performed the ceremony. Richmond's Commodore has pointed out that their Open Status Regatta will be held on 18th July, with the 10,000 m. race on Sunday the 19th at 10.30 a.m.



Warning to shipping: Last seen doing a steady eight knots down the River Exe—one landing stage belonging to the EXETER C.C. The Club has an active junior section, but is in great need of senior members. If there are any seniors living around Exeter who read *Canoeing in Britain*, the club would like to hear from you. These youngsters, by the way, have been appointed as assistants to all the officers, in training for the day when the present officers are ready for the Chiltern Hundreds.



CHELMSFORD BOATING CLUB have run a fortnightly film and slide show throughout the winter. These have been well attended, and a varied selection of subjects, mainly connected with the water have been covered. "Unfortunately, we have now worked our way completely through the known sources of 8 mm. film," writes J. E. Marriage. However, the club is hoping to conclude arrangements whereby a 16 mm. sound projector can be lent to the club next winter. This will open up a vast new reservoir of films, which will last for more than one winter season. There may be many people who find themselves responsible for producing a series of film shows, and who would be very interested in any new sources of 8 mm. material. I know of one person who has some 8 mm. amateur films about canoeing, which he would be willing to lend out for club film shows on an exchange basis. If there are others who have films to lend or exchange, or who would like to borrow some, write to the editor, who will pass the word along.



Do you want to make £106? This is the magnificent sum raised by a recent Jumble Sale held by the 15th ABERDEEN BOY SCOUT TROOP, exploding once and for all the myth that Scots folk have powerful purse strings. Their Rover Crew made a raft, Kon-Tiki style, as a stunt for the Aberdeen Gang Show, and anchored it on the River Dee.

H.M.B.I. DOVER spent four days in late March canoe camping on Hythe Military Canal, from Seabrook to Appledore. The weather was atrocious—rain, hail and wind-whipped water. Conditions were so bad that the lads were worn out trying to reach each day's destination. Every weekend when weather permits, canoe courses are run in Dover Harbour. Conditions must be reasonably safe, and all wear B.C.U. approved life-jackets.



As a direct result of the meeting of the CANADIAN CANOE ASSOCIATION members at the B.C.U. A.G.M., Ken Littledyke has now completed the design of a National Chine Canadian. Known as the Kayel Voyageur, it is 17 ft. 6 in. long, with a beam of 27 in. The weight is something under 40 lb. Made of 3 mm. ply with a layer of glass cloth, it should cost about £13 to build. Plans will be available later at a nominal price for amateur builders.



For the past three years, TWICKENHAM C.C. has been helping to keep up international friendships by taking part in an exchange with Berlin Canoe Club. Last year about 15 members of Twickenham C.C. went to Berlin to live with the families of their canoe club members for a week. This year it is their turn to act as hosts, sometime in August. Warning—Twickenham is making a deter-

mined effort to get a really good C.8 crew together to race on the Serpentine this year.

The LEICESTERSHIRE ASSOCIATION OF CANOEISTS was formed last November by a group of ten experienced canoeists. The purpose of the Association is to canoe, together with any canoeists who care to share their adventures. It is an organisation for the novice, to give him or her the chance to tackle the small hazards that present themselves on trips, but always with advice and assistance available. The Association aims to provide opportunities and leadership so that any youth group, scout troop, family or solo canoeist can confidently and safely join expeditions in many interesting places.

Five people in singles, loaded with their camping gear, did an exploratory tour of the camping sites from Bideford-on-Avon down to Tewkesbury in March. Members of NORTON SCHOOL C.C., they suffered heavy continuous rain, with moderate frosts thrown in for good measure. The river was several feet above normal, very fast with sluices open at Pershore and Tewkesbury. No other traffic was moving on the river, which was several fields across in places. Good sites were found, and permission

for future use obtained. They portaged only at Pershore (lock under repair) where prudence and baggage said "No" to a tempting weir. Negotiations are in hand to open a seasonal camp in Wales, where some climbing as well as canoeing can be done.

One of the few lady secretaries, Valerie Bacon, writes to let us know that the BLUE WATERS C.C. now has its boathouse in a dumb barge (steel canal type) moored at Bugsby's Hole, near Blackwall Point Causeway on the Thames.



The ROYAL LEAMINGTON SPA C.C., ten years old this year, held its A.G.M. on 21st March. The annual report shows a busy and successful year with particular emphasis on the revival of interest in touring and camping trips under the leadership of Peter Reeve. Percy Blandford, the club technical adviser, has designed and built several new racing kayaks, including a new venerable Class 3 single and an N.C.K. single. Both of these have been approved by the B.C.U. Four of the new boats have been placed at the disposal of the club, and will be raced during the season by its members.

Four male instructors from the OUTWARD BOUND GIRLS' SCHOOL at Towny set off on 19th March for a day trip across Cardigan Bay to Abersoch, 25 miles as the crow flies. They followed the coast to Barmouth, then headed straight across the Bay. The coastguards were most co-operative in providing weather information and organising look-outs. The trip took ten hours.

Using Mk.II Wessex canoes, four airmen from R.A.F. BENSON C.C. travelled 103½ miles down the Severn from Welshpool to Bewdley in the last week of March. The river was in full flood, and several fast white water stretches were encountered on the upper reaches. Frosty nights made sleeping uncomfortable. On 15th April, the R.A.F. Benson Inter-Squadron Canoe Championship, held over a two mile course, was won by the Queen's Flight. A combined canoe-camping-sub aqua expedition will take place on 14th—26th July. Canoeing will be on the Rhone, from Lyon to Arles, with sub aqua based on Marseille. The expedition leader is Sergeant B. Bertola.



The first race of the season was an overwhelming success for LINCOLN C.C. The results being three firsts, one second, one third and two fourths. The race was the Royal C.C. event. Conditions were very bad, but a hard winter's training paid off for the club. They gained the most points for the Hasler Trophy in this event. The next event was the Leamington Spa C.C. race. In this they were not quite so fortunate, the results being one first, two seconds and one third. "It looks as if this year could be our best yet if everybody in the team keeps training hard," predicts racing manager, M. Parker.



"We missed seeing the Cambridge University C.C. slalom at Grandtully because a wheel fell off our new canoe trailer at 4.30 a.m. on Easter Sunday." This sad tale comes from the pen of the DENSTONE COLLEGE WHITE WATER C.C. secretary, C. C. B. Wightwick. "When, ten miles, eight hours and £18 later it fell off again, we abandoned Scotland and canoed in Yorkshire!" During March, a group of the best boys were coached by Oliver Cock on the Instructor's Badge.

syllabus for the

The JUNIOR TRADESMAN'S REGATTA. C.C. entered a team in the French Army Canoe Championships, Calons-sur-Marne on 27th—28th April. The competition was a 56-mile L.D. Race in Grade I-II water, and a slalom on the following day. Any boat could be used, but the same boat for both events. Captain R. J. Kenyon, A.C.C., tells the story. "Our team of four in an entry of 40 was myself, Chris Richardson, Colin Gregory and Chalky Wright. After the L.D. race I was lying 2nd, Richardson 12th and Gregory further down the field. Times were 8 hours 2 mins., 11 hours and 18 hours respectively. We all used single kayaks—mine was a Limfjorden K1, the others Klepper 63's. In the slalom I dropped to 6th place in the combined placings, and 9th in the slalom. Richardson was 4th in the slalom and 10th overall. Gregory, in an attempt to win the slalom was 30 secs. faster than anyone else, but got a very unlucky touch with the resulting 10 penalties to put him in 3rd place. (Penalties only were counted, and times used only to decide ties). He was 21st overall. Wright finished the L.D. course by helicopter, and spent the weekend in hospital!" They are now preparing for the 1st British Army Championships L.D. and slalom in June or July.



Chris McAllister, LEEDS C.C. chronicler relates: "The 1964 canoeing season began as usual as the result of a suggestion thrown out on a Friday night in the pub at Kirkstall Road. It was of course mid-February and it had been blowing a bitterly cold force five north easterly for weeks, but nonetheless the advance party had arrived at Thornwick Bay, Flamborough, by 11 o'clock on Sunday morning.

Then a large chunk of the Bradford Sub-Aqua Club arrived—the chief culprits—and began donning wet-suits. They threw themselves into the breakers only to be cast back, most of them, upon the beach minus various valuable items of diving gear such as flippers, face-masks, or snorkels. Robert tried to launch his canoe without much success at first. Round one to the North Sea.

Robert (brave young man) at last succeeded in getting out through the breakers, only to catch a single huge sea in the break which engulfed him in foam as he tried to plane down the face, carrying him shorewards with only the tip of his paddle showing as he braced onto the back of the wave. Miraculously, or else by a marvellous piece of canoe seamanship, he was still upright—round two to Robert—but the hull of the Supreme was making knots broadside towards the wall of chalk cliffs ahead. What sort of a noise does breaking fibreglass make? But the wave had the base of the cliff to reckon with yet—the recoil from the scars stopped it dead in its tracks, all its energy dissipating itself in a final explosion of foam, leaving Robert only a few feet short of disaster. He paddled for the beach. The next wave capsized him but he rolled up losing his crash hat. Round three to the sea.

continued in next column



OLYMPIC PREVIEW

By the time this issue of *Canoeing in Britain* gets into the hands of its readers, the first of the series of time trials for the selection of an Olympic team will have been held. To these trials every racing paddler with Olympic ambitions was invited—subsequently an invitation will go out to a number of selected paddlers to prepare and hold themselves available for time trials, national and international regattas. Obviously, the team which we will be able to send to Tokyo in October will be a small one, and the events for which we will enter will depend on the standard of the paddlers. Being the best K.1 paddler or the best K.2 or K.4 team in the country will not necessarily ensure selection. Acceptable standard will have to be related to international standards. For this reason we cannot do without international competition. We have only one international event in this country—the Serpentine Regatta—but the distance of $\frac{1}{2}$ mile makes an exact comparison of standards slightly difficult.

A token British entry is being made for the canoe races "Stockholm Rundt" in Sweden on 13th—14th June and full sized teams will compete in the international regattas in Berlin 11th—12th July and Essen 1st—2nd August. It is hoped that the proposed racing meet Denmark—Great Britain in September will also materialise.

Preparing a national racing team is a task which is beyond the means of the racing fraternity: this must be a national effort.

May we repeat our appeal to give generously by sending a donation to The British Olympic Appeal Fund or the Ronald Rhodes Memorial Fund, c/o H. Thelen, 13 Campden House, Harben Road, London N.W.6.

The Olympic Canoeing Regatta will be held 20th—22nd October on Lake Sagami near Tokyo. The team will leave in the beginning of October. Events open to us are:

K.1 Men 1,000 m.	K.1 Women 500 m.
K.2 Men 1,000 m.	K.2 Women 500 m.
K.4 Men 1,000 m.	

Easter Monday, and St. Abb's near Berwick. Geoff and Robert got some surfing done in huge breakers. Geoff capsized and rolled, to find yet another wall of foam bearing down on top of him. He parted company with his boat only to find it being carried by the sea towards the rocks where it wrote itself off. Robert capsized and rolled, but his spray cover collapsed and his boat sank under him. His boat also wrecked itself on the fibreglass-hungry rocks. Moral: Don't surf off a rocky beach. However, Streamlyte Mouldings are sending two new Supremes up this week. Moral: Insure your boat. For a proposal form write to the B.C.U. Insurances, 147a Station Road, London E.4."

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the river. These are often full of small holes and explode with the heat. A tragedy if you are waiting for your tea.

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(to be concluded)

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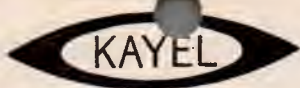
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