



canoeing
in Britain

59

1'6

June 1966



canoeing in Britain

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Editorial Address

Jack Levison, 11 Martindale Grove, Egglecliffe, Eaglescliffe, Stockton-on-Tees, Co. Durham. (Day only: Peterlee 539)

Advertisement Department

Chris Hare, 9 Tynebrooke Avenue, West Hartlepool, Co. Durham. (Stranton 8239)

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Enquiries regarding non-receipt of magazines, notification of changes of address and general enquiries should be sent, quoting your membership number, to—

The General Secretary

*The British Canoe Union,
Capt. A. R. Kennedy, C.B.E.,
Room 315,
26'29 Park Crescent,
London, W.1.
(LANgham 4710)*

Editorial

The First Hundred

1966 is the centenary year of organised canoeing. On 25th July 1866 John MacGregor founded the Canoe Club, the first in the world, and which, from 1873 was known as the Royal Canoe Club. Now there are 295 B.C.U. affiliated clubs in England alone.

How to Succeed in L.D. without Really Trying?

It is distressing to read in the Chairman's report on the Devizes—Westminster race that 52 infringements of the rules were noted by officials, many of which would have necessitated disqualification if the

crews responsible had not retired. One case is cited where a canoe was transported by road and subsequently relaunched further down the course. Allegations of similar conduct have been made before, and it is to be hoped that the D/W Committee succeeds in stamping out these deliberate attempts to cheat. A beginning might be made if they were to publish the names of any such crews in future, together with the name of their club or Regiment, and the nature of the offence.

The D/W is a race with a formidable reputation, there is no room in it for those who attempt to make up by dishonesty what they lack in skill and fitness.

JACK LEVISON.

Is canoeing a popular sport?

Alan
Byde

I have satisfied myself that it is. Recently I finished my College Course 'Extended Essay', and my subject was 'Outdoor Activities for Secondary Schoolchildren'. This is in four parts, the first a rehash of the views of psychologists on the development of personality, showing the effects of fear, and how no school to anyone's knowledge ever starts a lesson 'What is fear, and how may you children learn to live with it? Stand up the child who has never ever been afraid!', etc. Fascinating results, here.

The next section was a short history of games showing that a common thread is an element of risk if the game is to be enjoyed. In canoeing the element of risk tends to carry with it severe penalties for failure. The next section consisted of an enquiry addressed to about 25 outdoor activity centres, and it asked, as a matter of fact, 'What activities are offered at your centre?' and as a matter for conjecture, 'What activities do you think could reasonably be included under the heading 'Outdoor Activities'? Finally I drew conclusions, and suggested future developments.

A full list of activities would be lengthy. 64 were mentioned, some really another way of thinking about a common subject. . . . You name it, I'll bet someone has done it. Taking each one, and counting the frequency of mention, the top ten were as follows:—

Activities now being offered and frequency of mention.

Canoeing	... 22	Camping	... 11
Walking	... 21	Games	... 8
Field Studies	21	Water Sports	8
Boats & Sailing	16	Social Service,	
Rock Climbing	13	Rescue Units	7
Leadership Trg.	11		

Surprised? The terms included the following:—

Canoeing: Canoeing, Canoe Handling, Canoe Building.

Walking: Mountaineering, Fell Walking, Moorland Trekking, Mountain Activities, Map Reading/Orienteering.

Field Studies: Archaeology, Geology, Botany, Natural History, Mountain Structure and Life, Ornithology, Social Survey, Local History and Survey, Weather Studies, Factory Visits.

Boats and Sailing: Sailing, Seamanship, Navigation and Buoyage, Boat Maintenance.

Rock Climbing: Rock, Snow and Ice Climbing, Rock Climbing.

Leadership Training: Mountain Leaders Course, Youth Leadership, Teacher Training, Duke of Edinburgh Award Scheme, Scouts.

Camping: Camping and Lightweight Camping and camp cooking.

Games: Softball, Tennis, Squash, Rugby,

Fitness and Agility Training, Football Coaching, Cricket.

Water Sports : Skin Diving, Water Skiing, Swimming.

Social Service : Cliff Rescue, First Aid, Beach Rescue, Canoe Life Guards, In-shore Rescue Craft, Life Saving.

This I find most interesting. One must draw one's own conclusions. It is useful to look at this in relation to activities not at present offered, but which it is thought would be a good thing, and reasonable to offer. Here we have other influences at work.

Activities recommended in addition to those already provided with frequency of mention.

Sailing	7	Walking	3
Water Sports...	7	Camping	2
Field Studies...	5	Cycling	2
Art	4	Social Service	2
Riding	4	Canoeing,	
Skiing	4	gliding, leader-	
Caving	3	ship trg.	1 each

This suggests to me that most centres already offer canoeing, and regard it as a standard item for any outdoor activity centre. It is low on the list of suggested items because it is already at the top of actual items. The reason why sailing is not higher on the first list and top of the second is that it is a relatively expensive sport. For the cost of one day boat, at least £300, one can occupy say, four children, and one instructor. For the same cost, at £50 a place, one can occupy six children, or five children and one instructor in first class canoes, or finance the building of double that number, from kits like the Mermaid.

It occurs to me that if someone with determination and with friends on the local Council can convince them that a Canadian rigged for sailing with lee boards, etc., can be just as much fun for children, more in fact, because more are doing more, than sailing in a sailing boat of 'class' design, he could also point out that such a Canadian could be bought and rigged for about £70 for two places, and that is a lot less expensive than £300 for four places; further, when the wind stops, they can be paddled as Canadians.

(A passing thought. A horde of Giles-like creatures scudding about Ullswater, borne on the wings of many winds, with one Instructor in fits. Ah well. The best ideas have snags).

It is my contention in my 'Essay' that the effect that the likely raising of the school leaving age in 1970 will have on the provision of outdoor activity places will be very great. I asked the Heads of various places what they thought would happen. As the Deputy Headmaster of Atlantic College put it 'There will be more children doing more'. Watch out. It's coming.

Insurance Rates Go Up

To those members who have made claims on their canoe insurance during the past 18 months or so, it will not come as a surprise to learn that Underwriters have asked for a general premium increase. I hope those members who have not made claims will agree with the others that the cover given under the scheme is very adequate, and even at the increased rates they will still be getting their money's worth.

The basic premiums have been increased slightly, but the main increase is in the additional premium for the inclusion of whitewater, slalom and surfing risks, under which section the majority of claims have been made.

To refresh your memories, the cover given is briefly as follows :

1. All risks cover on CANOE AND ACCESSORIES, whilst in use or otherwise in UK/Continent of Europe, including transit by road, rail or sea within these areas or between them.
2. In addition, all risks on CAMPING GEAR, CLOTHING, and other EFFECTS, normally in use with the insured or other canoe, including whilst in transit to and from the place of canoeing, and including stops and stays incidental to the trip, cruise, tour, race, slalom or other activity upon which the canoe shall be engaged.
3. Third Party liability up to £5,000 any one accident or occurrence whilst the insured canoe is actually being paddled.

The new premiums are as follows: and take effect on all new business and renewals from the 1st July, 1966 :—

Value in camping gear, etc. :—	
up to £ 50	— £1 10 0d.
£ 51 to £ 75	— £2 0 0d.
£ 76 to £100	— £2 5 0d.
£101 to £125	— £2 10 0d.
£126 to £150	— £2 15 0d.

Additional Premium for slalom and whitewater use — £1 per canoe.

Additional Premium to increase Third Party cover to £10,000 — 10/- per canoe.

I am naturally sorry that the rates have been increased, but I would ask for your continued support to the scheme, which helps not only you and your canoe, but BCU funds as well.

In addition, quotations can be given for any other form of insurance. Club, or Individual, Third Party liability, Personal Accident, Medical Expenses for Continental trips, House and Contents, in fact practically any form of insurance you care to name. Please write giving details, and I will be pleased to obtain quotations for you.

JOAN BAKER,

33 Tittle Close, London, E.4.

Special General Meeting Request Withdrawn

A request for a Special General Meeting of the Union to debate motions on finance and safety was withdrawn in April, after Council had made known additional facts and assured the proposer, Major R. G. Jones, that all of the matters raised were within the competence of Council and could be resolved without the necessity to call an SGM at considerable cost to the Union and individual members.

The first motion sought to give a fixed proportion of subscription income to the Sprint, LD and Slalom Committees. It was pointed out that apportioning money was a function of Council (Rule 40) and not of members in general meeting. Competitive Committees prepare budgets for presentation to Council, and the principle of fixed amounts was not considered sufficiently flexible. In the past, the basic administrative expenses of the Competitive Committees have been borne by BCU funds, but have not been itemised separately, giving a misleadingly small figure in the accounts against these committees.

This year, the Slalom and LD Committees have each been allocated £65 for administrative expenses, plus £10 for any purpose required. Sprint and Sailing receive £40 and £25 respectively, plus £10. Further grants may be made for special items. The committees do, of course, raise a considerable additional income for their own use by means of levies.

The second motion concerned the cost of 'Canoeing in Britain'. The proposer claimed that it could be produced more cheaply yet remain equally attractive, and produced quotations for comparison. It was found, on examination, that the quotation for a similar letterpress publication was in fact £58 more per issue than we are paying at present. The alternative adoption of an inferior method of reproduction was felt to be a step backwards as far as the image of canoeing was concerned, and it was pointed out that any savings would be largely offset by the inevitable reduction in advertisement revenue.

Council felt that this motion was the

result of over-simplification of the accounts, so that members are unaware of what the figures actually represent. The breakdown in 1964-65 was approximately as follows:

	£
Preparation (circulars, correspondence, phone, etc.) ...	86
Gross printing cost (4 issues and calendar)	1,117
Envelopes	33
Despatch	150
	£1,386

Deducting advertisement and sales revenue of £580 gives the nett cost to the BCU of just over £800.

A point perhaps not generally appreciated is that expenditure on publicity and circulation of information, which includes C in B, is taken into account by the Ministry of Education and Science when preparing the BCU's annual grant.

A proposal to set up a BCU shop with premises in either London or the provinces was considered unworkable at present, as the capital required would be greater than we could afford, and the likely returns limited. The proposer has however been invited to carry out a more detailed investigation, with costings.

The final motion requested the immediate formation of a Safety Committee. It was explained that matters of safety were included in the terms of reference of the Coaching Committee. The General Purposes Committee of Council was at present actively considering the problems of canoeing accidents, and in fact has now directed the Coaching Committee to set up a Safety Sub-committee to look into all aspects of canoe safety.

On receipt of Council's detailed observations, the proposer, seconders and several signatories then withdrew. One possible outcome of this episode may be the adoption of a system of clarifying the Union's expenditure along the lines used by Local Authorities, i.e. expressed in pence of each rate.

Coaching Scheme News

Chairman of National Coaching Committee.

At the committee meeting held during the Quorn Coaching week-end John Dudderidge resigned from the Chairmanship but (to the committee's pleasure) remains a member of the committee. Geoff. Sanders became the new Chairman and we're sure that all in the Coaching scheme who have known Geoff as Hon. Secretary will be delighted to support him in his new office.

Examination Successes.

Our congratulations go to all the following:

1. Advanced Tests:

Inland Kayak—S. R. Nash, A. Alldred, T. L. John, R. Flowers.

Inland Canadian—R. E. Grays.

2. Senior Instructor Award:

S. R. Nash, Flat 15, Peppend Road, Emner Green, Reading, Berks.

(continued on p. 54)

LOOKING AHEAD

BCU 5-Year Plan

The Sports Development and Coaching Committee of the Sports Council have considered the Five-year Development Plan which the BCU submitted in January 1966, and have generally approved it in principle. The main points of the plan are given here, it being understood that the plan may be reviewed from time to time in the light of experience.

Administration

As the BCU membership grows, it is evident that more and more work will have to be done by the central headquarters office. With growth at its present rate, almost 25%, it is envisaged that both the coaching and competitive sides will have to be given administrative assistance, probably from the headquarters office, before 1970. This means extra staff will be needed.

Coaching

Because there is a great demand for the services of the national coach, and particularly at weekends, it is planned to engage in 1967-68 a part-time Assistant National Coach, working probably only at weekends. If demand justifies it, the appointment might become full-time. The existing voluntary Coaching Organisation will be extended and strengthened, and more training films and visual aids for use in schools and youth organisations will be produced.

Long Distance Racing

The BCU will give continued support to International L.D. Competitions, and work for their recognition by the I.C.F. It is intended to stage an Annual Open British Race to which international paddlers will be invited. Although eventually the aim is to make this branch self-supporting financially, in order to put the plan into effect, some assistance to the voluntary administrative organisation will be needed. It will be necessary to help with the costs of specialist coaching, some of which will be shared with sprint racing with which the work is closely linked. The development of L.D. Racing provides a broad base to the pyramid which leads up, in some cases, to Olympic representation.

Paddle (Sprint) Racing

The plan aims to increase the number of paddlers by encouraging regional and national Youth Championships, increasing the number of specialist coaches and inaugurating Youth Training Courses. We are to enter three regattas of international status per year, and keep a training squad of 30 paddlers in continuous training, from which

International and eventually Olympic teams will be chosen. Further, three Racing Coaches' and Instructors' Courses will be run each year, and representatives will be sent to International Courses for Coaches. Kayak fours and pairs will be purchased for the International Training Team, together with a coaching launch and technical equipment. This last item will form the basis of a special capital grant application.

Slalom

To maintain our place in world slalom, we must enter more international events. To do this, a minibus and trailer are planned for International touring. We need to provide better facilities for slalom, and to improve timing and technical devices. The purchase of six Canadian Slalom canoes is envisaged, to form a nucleus of this class for use in training and competition. This equipment will, too, be the basis of a special capital grant application.

Sailing

This section is a small but self-supporting group who are at present well to the fore in the international field. It is planned to increase the popularity of canoe sailing by publicity and so maintain this very high standard. There will be a competition with European competitors in England this year, a European Championship in 1967, a competition of international status in 1968 and a World Championship in 1969, probably in Britain. A certain amount of additional equipment will be needed for events in Britain, and will be included in the special capital grant application.

Publicity

It is known that there are thousands of canoeists in Britain who are not members of the BCU, and many of them do not know how to canoe properly and safely. It is planned to increase the distribution of information leaflets and to increase publicity by more advertising, and if possible book stands at important exhibitions.

International Competition Costs

Estimated costs for international events, not shown in the tables below, are given in an appendix to the development plan, and shown an expenditure of £1,750 per annum for attending international regattas. In slalom, it will cost in the region of £400 each year to send a team to the World Championships or an international Slalom and White Water Race. Sailing estimate for this year is £250 for the International contest in England, with £600 thereafter per annum, except in 1969, when it is hoped that the World Championship in Britain may cost no more than £500. As far as L.D. is concerned, it is expected to cost £325 each year to 1970 to send a team to the Sella River Race.

**Examples of Estimated Income
and Expenditure
(condensed from the 5-year plan)**

Income	1965/6 £	1966/7 £	1970/1 £
Subscriptions, Coaching fees, Levies, etc. ...	2,600	3,800	6,700
Expenditure			
Office Staff ...	1,700	1,950	2,550
Rent, post, printing, phone	1,000	1,350	2,050
Canoeing in Britain ...	850	950	1,400
Other expenses...	420	1,220	1,825
Total Gen. Exp.	3,970	5,470	7,825
Coaching Expenditure (Incl. salaries)	2,740	3,150	4,800
Total expenditure	6,710	8,620	12,625
Est. Deficit before Grant ...	4,110	4,820	5,925

CANOE SAILING

Bid for Increase in Numbers

A new publicity leaflet has been issued by the sailing fraternity in an effort to attract more members to this branch of the sport.

It is well illustrated, and informative. Did you know that sailing canoes are available in this country in kit form in various stages from bare shell to complete canoe ready to sail? And that anyone who can handle a modern racing dinghy should be able to master the basic routine of canoe sailing in about 5 hours?

Addresses of who to contact in the North, East, West and South for further information are given. Peter Wells will be pleased to send you a free copy of the leaflet. His address is 55 Arnison Road, E. Molesey, Surrey.



Rodney Baker is seen here portaging Flatford Lock on the River Stour. He, together with members of the Chelmsford, Harlow and Orwell Clubs, was supporting a cruise organised last Autumn by the River Stour

Action Committee of the Inland Waterways Association, as part of their campaign to secure official recognition of the public right of navigation on this attractive river.

Photo: Eric Boesch

Race Results

TEES RIVER RACE

20 March

Class 1a

1. D. Bennett, Viking	2.03.15
2. T. McCool, Viking	2.04.38
3. M. Franklin, Harlow	2.07.27

Class 2a

1. K. Cantle, Harlow	2.11.57
2. H. Gledhill, J.L. Taunton	2.36.18

Class 2b

1. C. Leah, Warrington	1.22.00
2. -Bessey, J.L. Taunton	1.28.28
3. E. Goodvind, Dewsbury	1.41.11

Class 3a

1. S. Ash, Harlow	2.04.57
2. S. Kitson, Dewsbury	2.06.03

Class 3b

1. -Clark, J.L. Taunton	1.21.18
2. H. Baker, Harlow	1.25.05
3. -Metcalfe, Dewsbury	1.26.47

Class 5b

1. Flook/Maskey, J.L. Dover	1.13.04
2. Gurling/Ashley, J.L. Dover	1.24.00
3. Blakeley/Thompson, Dewsbury	1.35.45

Class 7b

1. Sankey/Mackereth, Warr'gton	1.17.22
2. Bailey/Gill, J.L. Taunton	1.25.14
3. Poat/Davenport, J.L. Taunton	1.26.05

LEAMINGTON RIVER RACE

3 April

Class 1a

1. A. Edwards, Worcester	1.29.10
2. T. Soman, Leamington	1.29.13
3. P. Gardener, Riverside	1.30.09

Class 1b

1. I. Balfour, Nomads	1.45.54
2. S. Jackson, Royal	1.49.38
3. S. Lockwood, Nottingham	1.52.25

Class 2a

1. A. Acton, Wolverhampton	1.43.56
2. B. Hughes, Nomads	1.55.20
3. R. McIsachrie, Wolver'p'ton	1.58.01

Class 2b

1. R. Lappage, Nomads	1.54.50
2. C. Lean, Warrington	1.58.09
3. G. Jones, Nomads	2.05.00

Class 2c

1. J. Richards, Nomads	2.15.32
2. P. Wyatt, Nomads	2.28.34
3. P. Norman, Nomads	2.42.32

Class 3a

1. K. Cantle, Harlow	1.43.19
2. S. Kitson, Dewsbury	1.43.43
3. P. Roney, Viking	1.44.32

Class 3b

1. R. Freeman, Lincoln	1.45.24
2. N. Jones, Maker w/Rame	1.46.08
3. R. Nicholson, Southampton	1.49.40

Class 3c

1. M. Tucker, Richmond	1.42.29
2. K. Emmerson, Richmond	1.51.07
3. H. Goodman, Leamington	1.51.17

Class 4a

1. K. Pereira, Lincoln	1.42.17
2. M. Giddings, Royal	1.45.31
3. S. Smith, Worcester	1.46.31

Class 4b

1. R. Lawrence, Royal	1.55.23
2. P. Harris, Harlow	2.10.10

Class 5a

1. Parker/Oliver, Lincoln	1.26.57
2. Bolam/Kidd, Leamington	1.29.45
3. Miller/Bryan, Worcester	1.30.21

Class 5b

1. Flook/Haskey, J.L. Dover	1.28.58
2. Moore/Hillman, Birmingham	
K.R.C. & Worcester	1.32.40
3. Poat/Davenport, R.C.T.	2.00.11

Class 6a

1. Bennett/Brooks, Viking	1.36.17
2. Lancefield/Smith, Ind. & Lincoln	1.39.35
3. Eley/Webb, Nomads	1.47.47

Class 6b

1. Beavia/Rogers, Southampton	1.45.29
2. Mann/Port, Norton	1.47.29
3. King/Powell, Havel Grange	1.50.31

Class 7a

1. Jupp/Gregory, R.C.T.	1.39.35
2. Ash/Clark, Harlow	1.40.32
3. Davies/Dalrymple, S'hampton	1.42.55

Class 7b

1. Sankey/Mackereth, Warr'gton	1.40.37
2. Blakeley/Thompson, Dewsbury	1.41.07
3. Rudderham/Caldecutt, Southampton	1.48.08

DEVIZES-WESTMINSTER RACE

8-11 April

Senior Class

D-W Challenge Cup (Fastest Sen. Crew)

1. G. Hove/B. Strickland, R.M.	21.04.00
2. Seeger/Charman, Sandhurst	22.29.30
3. Eustace/Campion, Kennet	22.49.15

Designer's Trophy (Fastest canoe)

Jenkins & Lancefield

D-W Team Trophy (Fastest 4 crews)

R.M.A. Sandhurst

Fred Bartlett Trophy (Fastest home-built canoe)

Davis & Key, Kennet Valley 27.18.0

D-W Civilian Trophy

Eustace & Champion, Kennet Valley

D-W Services Trophy

Hove & Strickland, Royal Marines

D-W Reserve Forces Trophy (Fastest reserve forces crew)

Price & Perkin, Dorset Regt. F.A.

Tyne Challenge Cup (Fastest folding canoe)

Hamlyn/Osfield, Sandhurst 26.32.15

106 crews entered, 42 finished.

Junior Class

Wiltshire Gazette Shield (Fastest Junior crew)

1. V. Flook/A. Haskey, JLRE	19.18.32
2. Sherman/Cook, AAS Harrogate	20.15.29
3. Waters/Crossland, AAS Harr.	20.49.51

Designer's Medal (Fastest canoe)

J. Samson (Denmark)

Junior Team Trophy (Fastest 4 crews)

Army Apprentice School, Harrogate

William Bird Trophy (Fastest home-built canoe)

Case/Atkinson, Met. Pol. 22.35.09

68 crews entered, 36 finished.

RIVER WYE RACE

24 April

Class 1a

1. T. McCool, Viking	1.58.47
2. T. Beere, Hatfield	2.03.45

Class 2a

1. B. Hughes, Nomads	2.25.05
2. B. Webb, Nomads	2.26.30
3. M. Foley, Bristol U	2.53.10

Class 3a

1. S. Kitson, Dewsbury	1.58.14
2. R. Orchard, Southampton	2.01.44
3. K. Cantle, Harlow	2.01.51

Class 4a

1. B. Telford, Royal	2.25.54
2. M. Eley, Nomads	2.27.54

Class 5a

1. Lancefield/Wilson, Bradford/Kyle	1.35.05
2. Boshier/Kirby, Royal	1.36.10
3. Jupp/warren, R.C.T.	1.41.16

Class 6a

1. Deakins/Smith, Lincoln	1.50.12
2. Bennett/Brooks, Viking	1.51.39
3. Evans/Norris, Bristol U	2.20.22

Class 7a

1. Watkins/Evans, Royal	1.40.00
2. Davis/Dalrymple, S'hampton	1.52.47
3. Dawson/Dawson, Richmond	2.01.06

Class 1b

1. I. Balfour, Viking	1.13.55
2. J. Lockwood, Notts City	1.29.48
3. R. Nicholson, Southampton	1.56.32

Class 2b

1. R. Lappage, Nomads	1.28.00
2. G. Jones, Nomads	1.29.08
3. N. Walters, Gailey	2.02.35

Class 3b

1. M. Whitby, Richmond	1.25.58
2. -Metcalfe, Dewsbury	1.37.52
3. W. Fraser, Gailey	1.43.40

Class 6b

1. Bevis/Rogers, Southampton	1.13.07
2. Bexton/Halfpenny, Nomads	1.28.13
3. King/Powell, Havel Grange	1.29.10

Class 7b

1. Rudderham/Caldecutt, S'hamptn	1.14.12
2. Crowther/Jones, Maker w/Bme	1.14.33
3. Blakeley/Thomson, Dewsbury	1.18.30

Class 2c

1. Richards, Nomads	2.13.05
2. P. Myatt, Nomads	Retd.
3. J. Smith, Gailey	Retd.

Class 3c

1. M. Tucker, Richmond	1.20.01
2. S. Buckett, Southampton	1.32.47
3. A. Huskisson, Barts	1.35.54

Class 4c

1. M. Turner, Southampton	2.10.45
2. S. Morton, Nomads	Retd.
3. J. Cook, Nomads	Retd.

C.T.C. THAMES LD RACE

17 April

Class 1a

1. P. Gardner, Riverside	42.13
2. T. Roberts, Thames	42.25
3. A. Stoneley, Cambridge	45.10

Class 1b

1. R. Freeman, Lincoln	22.30
2. I. Balfour, Nomads	23.05
3. J. Lockwood, Notts	23.20

Class 2a

1. Mackereth, Warrington	47.40
2. D. South, C.T.C.	49.20
3. P. Down, Maker w/Rame	55.05

Class 3a

1. R. Smith, Lincoln	48.20
2. F. Roney, Viking	48.30
3. T. Bere, Hatfield	50.23

Class 3b

1. N. Jones, Maker w/Rame	24.40
2. J. Crowther, Maker w/Rame	24.50
3. J. Wesley, Notts	25.10

Class 3c

1. M. Tucker, Richmond	21.45
2. L. Oliver, Southampton	24.55
3. R. Page, Notts	29.00

Class 4a

1. K. Pereira, Lincoln	45.55
2. B. Telford, Royal	50.10
3. A. Lwys, Lincoln	51.00

Class 4c

1. R. Lawrence, Royal	23.30
2. J. Barber, C.T.C.	27.10
3. M. Pressgraves, Lincoln	28.45

Class 5a

1. Hollier/Sowman, Hatfield	39.53
2. Parker/Oliver, Lincoln	39.57
3. Bolam/Kidd, Leamington	40.45

Class 6a

1. Bennett/Brooks, Viking	43.40
2. Jordan/Stevens, Royal	43.45
3. Bevis/Rogers, Southampton	43.75

Class 7a

1. Davies/Dalrymple, S'hampton	45.50
2. Lee/Leach, Exeter	45.58
3. Dawson/Dawson, Richmond	47.40

Class 7b

1. Birch/Kent, Havel Grange	22.55
2. Rudderham/Caldecutt, S'hamptn	23.05
3. Leah/Sankey, Warrington	25.20

BEDFORD L.D. RACE		1 May
Seniors		
Class 1a		
1. N. Lilley, Lincoln	2.11.00	
2. A. Stoneley, Camb.U.	2.11.05	
3. S. Hollier, Hatfield	2.15.00	
Class 2a		
1. K. Cantle, Harlow	2.25.30	
2. G. McLachrie, Wolverhampton	2.37.00	
3. K. Yates, Wolverhampton	2.38.00	
Class 3a		
1. K. Pereira, Lincoln	2.17.00	
2. S. Kitson, Dewsbury	2.17.30	
3. R. Lansfield	2.21.00	
Class 5a		
1. Parker/Oliver, Lincoln	1.55.00	
2. Boshier/Kirby, Royal	2.01.00	
3. Jupp/Warren, 63 Para.	2.01.30	
Class 6a		
1. Bennett/Brooks, Viking	2.08.30	
2. Grant/Holmes, Lincoln	2.09.30	
3. Savage/Brown, Maidenhead	2.24.00	
Class 7a		
1. Ash/Clark, Harlow	2.08.30	
2. Dairyman/Perry, S'hampton	2.14.00	
3. Harvey/Harvey, Maker w/Rame	2.15.00	
Juniors		
Class 1b		
1. I. Balfour, Nomads	1.09.00	
2. C. Mackereth, Warrington	1.11.00	
3. -Sutcliffe, Dewsbury	1.14.30	
Class 2b		
1. C. Leah, Warrington	1.15.00	
2. R. Lappage, Nomads	1.14.00	
3. G. Hunt	1.19.00	
Class 3b		
1. R. Freeman, Lincoln	1.07.30	
2. J. Lockwood, Nottingham	1.10.00	
3. P. Crowther, Maker w/Rame	1.11.00	
Class 5c		
1. A. Huskisson, Royal	1.15.00	
2. S. Buckett, Southampton	1.18.00	
3. M. Turner, Southampton	1.25.30	
Class 4b		
1. K. Emmerson, Richmond	1.15.00	
2. P. Harris, Harlow	1.19.30	
3. P. Phillips, Viking	1.21.30	
Class 5b		
1. Grenaway/Hewett, A.T.C.	1.05.00	
2. Wesley/Simms, Nottingham	1.05.00	
3. Metcalf/Jackson, Dewsbury	1.06.00	
Class 6b		
1. Rogers/Bevis, Southampton	1.05.00	
2. King/Powell, Hewell Grange	1.07.30	
3. Cridland/Bell, Fenland	1.25.00	
Class 7b		
1. Rudderham/Caldcutt, Southampton	1.05.00	
2. Thompson/Blakeley, Dewsbury	1.05.30	
3. Willetts/Cole, Norton	1.09.00	
SHEPPERTON SLALOM		
	24 April	
Div I		
1. J. McLeod, Manchester	60.6	
2. D. Mitchell, Chester	62.9	
3. R. Still, Royal	66.5	
Div II		
1. J. Slater, West Yorks	58.6	
2. M. Crossman, Windsor	69.6	
3. B. Kenyon, 16 Para.	73.6	
Ladies		
1. H. Goodman, Lakeland	87.7	
2. L. Calverley, Manchester	111.4	
3. P. Squires, Coventry	113.6	
Team Event		
1. Manchester A		
2. Chester		
3. Shepperton A		
LUNE SLALOM		
	20 March	
Div I		
1. K. Langford, Manchester	76.4	
2. J. McLeod, Manchester	79.8	
3. D. Mitchell, Chester	81.1	
Div II		
1. P. Hazelton, Chester	84.8	
2. F. Dooday, Worcester	87.0	
3. K. White, Manchester	87.6	

Ladies		
1. H. Goodman, Lakeland	86.7	
2. L. Calverley, Manchester	107.3	
3. P. Squires, Coventry	112.7	
Team Event		
1. Mitchell A	356	
2. Chester	345	
3. Manchester	391	
SHEPPERTON SLALOM		
	18 April	
Div II		
1. D. Holmes, Manchester	50.7	
2. W. Woodcock, Chalfont	66.8	
3. M. Ramsey, Chalfont	75.9	
Div III		
1. K. Tufnell, D.C.W.W.	61.4	
2. M. Couch, Cambridge U.	71.4	
3. J. Hamilton, Itchen Valley	75.4	
Ladies		
1. F. Squires, Coventry	85.4	
2. M. Bellord, Chalfont	143.8	
3. J. Rowse, Chalfont	171.4	
CLYDE RIVER RACE		
	13 March	
1. J. Roberts, Forth	17.39	
2. B. Palmer, Forth	17.54	
3. A. Sharples, Forth	18.58	
KYLE REGATTA		
	1 May	
Men's B Singles (James Kean Trophy)		
1. L. Bryce, Kyle		
2. B. Brockie, Ayrshire		
3. D. Paterson, Ardrossan		
Men's Jun. Pairs		
1. Bryce/Bryce, Kyle		
2. Wolshke/Fulton, Newmilns		
Ladies Singles		
1. A. McDougall, Ardrossan		
2. B. Currie, Ardrossan		
Ladies Pairs		
1. Scott/Freer, Kyle		
2. McDougall/Currie, Ardrossan		
Men's A Class		
1. B. Brockie, Ayrshire		
2. L. Bryce, Kyle		
3. J. Gilmour, Ardrossan		
Men's Pairs		
1. Rowell/Brockie, Ayrshire		
2. Shaw/Potts, Ardrossan		
3. Brown/Reichenstein, Newmilns		
Men's NCK (Hobby Jones Trophy)		
1. J. Rowell, Ayrshire		
2. B. Brockie, Ayrshire		
3. L. Bryce, Kyle		
Junior NCK		
1. A. Batchelor, Irvine		
2. W. Bryce, Kyle		
3. A. Wolshke, Newmilns		
Junior B Class		
1. W. Bryce, Kyle		
2. A. Batchelor, Irvine		
Non-SCA Event		
1. Gray,		
2. Long, Renfrew Academy		
3. Duick		
FAIRNILEE SLALOM		
	16/17 April	
Novices		
1. R. Stott, Manchester	158	
2. T. Young, West Yorks	168	
3. P. Fleischhack, Chester	181	
Div IV		
1. M. Grove, Chalfont	57.3	
2. T. Eastwood, Leeds	66.0	
3. D. Penn, Carlisle	68.3	
Div III		
1. S. Baker, Loughborough	87.1	
2. R. Hagger, Manchester	90.8	
3. R. Stacey, Carlisle	91.2	
Ladies		
1. A. Keerie, Sunderland	72.1	
2. A. Evans, Lakeland	84.7	
3. E. Sharples, Forth	145.4	
Team Event		
1. Forth A	302	
2. Manchester A	362	
3. Carlisle	511	

BRADFORD-ON-AVON LD RACE		8 May
Class 1a		
1. N. Lilley, Lincoln	2.05.15	
2. W. McCool, Viking	2.25.18	
3. I. Spence, Sandhurst	2.32.57	
Class 1b		
1. I. Balfour, Nomads	2.16.59	
2. H. Baker, Harlow	3.07.27	
3. G. Longaker, Pinehurst	3.13.33	
Class 2a		
1. M. East, Exeter	2.46.23	
2. A. Godwin, Eastbourne	3.00.09	
3. H. Gledhill, R.C.T.	3.04.13	
Class 2b		
1. G. Hunt, Harlow	3.10.30	
2. B. Heal, Exeter	Retd.	
Class 3a		
1. C. Gregory, R.C.T.	2.15.39	
2. R. Lancefield, Bradford	2.18.25	
3. D. Francis	2.24.20	
Class 5b		
1. N. Jones, Maker w/Rame	2.21.54	
2. R. Nicholson, Southampton	2.42.42	
3. R. Freeman, Lincoln	2.48.21	
Class 7c		
1. M. Turner, Southampton	3.42.55	
Class 4a		
1. K. Pereira, Lincoln	-	
2. A. Laws, Lincoln	2.41.52	
3. R. Kane, Pinehurst	2.50.28	
Class 4b		
1. R. Lawrence, Royal	2.40.51	
2. P. Harris, Harlow	3.08.26	
Class 4c		
1. A. Kelly, Poole	3.12.34	
Class 5a		
1. Parker/Oliver, Lincoln	1.47.21	
2. Jupp/Warren, R.C.T.	1.48.53	
3. Kirby/Boshier, Royal	1.49.00	
Class 5b		
1. Brett/Marshall, Exeter	2.19.35	
Class 6a		
1. Watkins/Smith, Richmond	2.02.57	
2. Bennett/Brooks, Viking	2.04.28	
3. Holmes/Grant, Lincoln	2.30.47	
Class 6b		
1. Rogers/Bevis, Southampton	2.34.43	
2. King/Powell	Retd.	
Class 7a		
1. Ash/Clark, Harlow	2.13.53	
2. Lee/Leach, Exeter	2.15.53	
3. Harvey/Harvey, Maker w/Rame	2.17.45	
Class 7b		
1. Rudderham/Caldicot, S'hampton	2.20.05	
2. Port/Mann, Norton	2.39.08	
3. Willetts/Holbrook, Norton	2.52.30	
SHEPPERTON SLALOM		
	8 May	
Div IV		
1. A. Blount, Loughborough	276	
2. D. Green, Reading	292	
3. J. Albert, Haberdashers	293	
Ladies		
1. M. Bellord, Chalfont	566	
2. J. Rowse, Chalfont	628	
Novices		
1. A. Young, West Yorks	112	
2. J. Kingsley, Cambridge U	156	
3. R. Iwinski, Brighton	167	
GRANDTULLY SLALOM		
	10 April	
Div I		
1. D. Mitchell, Chester	65.8	
2. J. Woodhouse, Chester	69.5	
3. J. McLeod, Manchester	72.2	
Div II		
1. D. Swift, Leeds	65.9	
2. J. Freeman, Chalfont	78.6	
3. R. Prince, Manchester	79.4	
Ladies		
1. H. Goodman, Lakeland	80.0	
2. L. Calverley, Manchester	128.7	
3. P. Squires, Coventry	149.5	
Team Event		
1. Manchester	401	
2. Chester	411	
3. Forth	660	



Oliver Cock

It was my good fortune last year to be able to attend two weekend competitions, The National Sprint Championships at Pangbourne and a Division III, IV and Novices Slalom at Marsh Lock. I say 'my good fortune' because it is all too rarely that I can get to any weekend competitions. This is the time when people who are keen to begin to canoe, or to teach canoeing are free too, and my weekends get swallowed up months ahead on running courses for them. I was therefore extremely pleased when I found I could get to these two.

However, I was not impressed by the standard of basic canoemanship shown by some of the participants. Nay, I was appalled by it. This lack of knowledge was not so evident in the National Sprint Championships. Lower mortals had been sieved out on the way up. But it was too evident at the Slalom. I know it is fun to have a bash; but I would have thought it was obvious to anyone who watched for a few minutes that one has got to know the rudiments of Capsize Drill. By this I mean that buoyancy is required in the canoe, a bit at both ends, to keep it floating on a moderately even keel; that there should be a painter at both ends of the canoe which one holds on to whilst swimming, or in the case of a glass fibre canoe at least a loop through the little hole at each end—otherwise there is nothing to hold on by; that when swimming one goes to one end, holds it, and starts swimming towards the rescue team.

But no. Many people tried to clamber aboard amidships, thereby rolling the canoe over, filling it with water and making the rescuers' job ten times more difficult. Some climbed over the end, thereby achieving the

same result. Some did not have buoyancy at both ends, with the result that the rescuers were faced with the task of rescuing a miniature Cleopatra's Needle. One, the biggest nut of the lot, had a glass fibre canoe, no buoyancy and no painters, with the result that we (I was one of the rescuers) found ourselves struggling with about two inches of slippery hull sticking out of the troubled waters. It was not until one of us had run away and collected a thin bit of hairy string to thread through that little hole that we could stop it even from going round and round in the whirlpool. And when I remonstrated he looked at me as though I was a complete fool. Well, you know what I think about him.

* * * *

Why do we find it so difficult to accept reasonable ideas when they are new? A lot of us say that it is cissy to wear a life jacket. Is it? May I suggest that non-wearers are cissies, because they are frightened of being laughed at by other fools who know no better? What is the good of a life jacket below decks or sat on? Have you ever tried putting one on when you find yourself in a muddle in the water? If you are one of the cissies, this might convince you that it is worth wearing all the time. Besides, it gives quite a comfortable feeling, to be laughed at when all you need do is to pity him who jeers. Our life jackets are perfectly comfortable when one has learnt how to put them on properly. I have never yet met anyone who has done this, and disagreed.

And again, why are we such fierce individualists that we appear to think we know all about everything? (This is badly put, but it will come out in the wash). I attended the Fitness for Sport Conference at Bisham Abbey in January, a gathering at which all the finest brains at training athletics in the country are brought together. From the canoeing world there was a coach and an instructor. Another coach had booked to attend but was most unfortunately unable to. I asked the Central Council of Physical Recreation to send invitations to all our competitive committees; but did anyone attend from them? Not one! Later on this year the C.C.P.R. are arranging another conference at the Crystal Palace, and then there will be the next Fitness for Sport Conference, at which further very important matters of training are lectured upon and discussed. I wonder if our team coaches will attend. I will be there.

Some say it takes ten years to get a new idea accepted. The hitch is that the Top Nation, in anything, is the one which accepts new ideas most quickly—and comes out on top as a result. The others merely follow on.

Devizes to Westminster 1965

What does it feel like to have raced such a race,

To have covered it all at such a great pace?
To those that ask, I reply only this—
'At the end of it all it's absolute bliss'.

Forever you know you're one up on most
Who choose to do nothing, who through
life just coast,

Who may be the type that mock you
instead—

Fishermen swear, throw things at your head.

Only to him who suffers the trials,
Who trains for hours, canoes for miles,
Will be awarded that 'absolute bliss'
And utter contentment that comes with it.

But there is more than physical pain—
There's the mental battle, again and again:
Why do I do this? What is the aim?
I feel so useless! And, it's only a game.

You've got to keep going right to the end.
It's not life or death but you can pretend.
You can succeed if you fight from the heart
Let mediocrity know—you stand apart.

Pain and discouragement were part of the
test,

To survive it all I gave of my best.
Still, to the ones who ask it of me
I say it was bliss, absolutely.

Independent entrant.

Calling Canadian Canoeists !!

If for any reason you do not receive by June 20 details of the Canadian Thames Races on July 17 and 24 and September 10 and 11 apply to:

**Frank Luzmore,
31, Petersham Road,
Richmond on Thames.**

This applies also to the London River Races on August 13 and 14.

If you have a liking for the Canadian Canoe support the Association for its advancement. The fees are infinitesimal !!

SECRETARY'S NOTES

Affiliated Club Lists

Hundreds of these lists have been sent out to enquirers all over the country. I hope Clubs have obtained many new members. It is hoped to circulate corrections in July together with approved B.C.U. County and Regional Association representatives.

B.C.U. County and Regional Sports Association Representatives

Lists of official B.C.U. County and Regional Sports Association lists are nearly complete. The scheme will only work if Clubs keep in touch with their County Sports B.C.U. representative and keep him informed of local problems. They in turn keep the B.C.U. Regional Sports Association Representative informed so that canoeing matters can be raised in Regional Sports Councils if necessary.

Leisure in the Countryside (Command 2928)

This is a Government White Paper available in any Public Library. If you want to press your local authority over access to reservoirs, gravel pits or water generally, read paras. 28-40. There may be useful material to quote. The Council is, of course, pressing for matters to be taken further.

Summer Holidays

From early August to mid-September the office facilities will be restricted. B.C.U. Supplies will close during the first two weeks in September.

Individual Membership—Bankers' Orders

New Bankers' Orders will be sent out with September *Canoeing in Britain*. Members with 7/6d (full) or 3/6d (youth) Bankers' Orders in force will have to use the new forms.

Foreign Touring

A new leaflet on Foreign Touring has been prepared by the Touring Adviser (Abroad). It is available on request.

Change of Office

Please note that the B.C.U. Office on the third floor at 26/29 Park Crescent, has moved across the corridor to Room 315.

Distress Signals for Canoeists

In January, Geoff Blackford, B.C.U. Senior Coach, carried out a series of trials on various pyrotechnic signals to find one suitable for the canoeist. The results showed the best to be the Mars hand flare. This had the longest duration and the brightest light together with practical size. The Mini Flare Pack is also recommended for use in the final stages of a search. Geoff does add that the two items should be attached to the user's life jacket.

THE L.D. SCENE

**John
Woolley**

The season started with a well supported race at Oxford on March 6th, plenty of old faces and some new ones and the usual cold day. The weather has been against canoeing generally, too much rain, rivers flooded and plenty of cold training evenings, at least that is my opinion.

One of the more noticeable features of races so far is the progress of the Junior canoeists. In the Junior K2 class Flook and Haskey of the R.E. Junior Leaders Regiment Dover are showing extremely well. At Leamington they put up the second fastest time of the day and set up a new Junior course record. Lincoln C.C.'s Freeman is a most promising young canoeist, and another to be watched is Balfour of Hereford. Ian has a new K1 and seems to be leading the field in this Junior class. Maker with Rame, Southampton, Royal Corps of Transport Junior Leaders, Hewell Grange Club and Norton School Club juniors all seem to have made progress with their winter training.

In a few weeks time the Executive will choose 10 paddlers for the British Team to race in Spain on August 6th. Each member will receive £20 towards expenses plus a small sum in Spanish currency and four days free hotel accommodation at Rabadasella. Dr. Bernard Watkins has been appointed Team Captain. Bernard is well known to most L.D. paddlers and knows the Sella Course like the back of his hand, as well as speaking some Spanish, so the team's interests should be well looked after.

Selection will be on merit and we will only send 10 paddlers providing they are of a high enough standard. Somehow I think there will be little trouble on this score! Apart from the official team, I am sure there are many British paddlers who would like to make the trip. In 1965 I arranged entries for 20 canoeists who all enjoyed themselves in the race and had one of the best holidays ever. If you would like to go this year, please let me have your name and address, type of canoe and date of travel. I suggest you arrange to arrive at Rabadasella about August 3rd, and stay for about 10 days. Canoe races and regattas are held over a two week period and you would have plenty of opportunity to compete in canoe events, or watch if you prefer.

I look forward to seeing all our old faithfuls and many new faces at the remaining dozen or so races.

Rule Changes

As you may be aware the Long Distance

Racing Committee are in the process of changing the Class rules for competition, these changes will come into effect in November, 1966.

First, it was thought that 7 classes of racing canoes were too many. Race organisers had to provide up to 21 trophies and administration of entries was a problem in some cases.

Second, many members and paddlers felt that some classes at some races were poorly supported and therefore there was insufficient competition.

We have therefore agreed that Classes 2, 3 and 4 be amalgamated into a Touring Singles Class. Existing canoes of the NCK 1, soft skinned singles and hard skinned singles design would continue to race together for a period of 3 years, after which period the NCK 1 design must conform to the measurements of the class, i.e. maximum L.O.A. 15 ft and minimum beam of 23 ins.

We next considered Class 6 and 7, soft and hard skinned doubles. It was agreed to amalgamate these two classes into a Touring Doubles Class. It was then suggested that the present design features of these doubles was tending to a very specialised racing canoe. Some members felt that these canoes lack certain design qualities, i.e. stability and seaworthiness. Others, including the manufacturers, would not agree with this point.

The Executive have now arrived at the following:—

In general agreement with the trade, to allow Touring Doubles of 18 ft in length.

In disagreement with most of the trade, to restrict the design by imposing a waterline beam measurement of 21 ins, this measurement to be taken at 4 ins above the base line of the canoe and also to impose a gunwale beam measurement of 24 ins (these are minimum figures). The measurements to be taken within 1 ft 6 ins of the centre. To restrict the distance between cockpits to a distance of 5 ft 6 ins measured from the back of one to the back of the other. To not allow concave.

The Executive has taken various expert advice on all matters regarding these changes. Some has been accepted and some rejected. Your Executive think that these changes are for the betterment of our sport. I would now like your views, if you are 'for' or 'against', please let us know. The changes will not come into effect for some time and so alterations could be made if this is desirable.

As from November, 1966, the new classes will be:—

Class

- 1a. Open. International K1's.
- 1b. Juniors. do.
- 1c. Ladies. do.
- 2a. Open. International K2's.
- 2b. Juniors. do.
- 2c. Ladies. do.
- 3a. Seniors. Touring Singles — single kayaks with a maximum L.O.A. of 15 ft and a minimum beam of 23 ins.
- 3b. Juniors. Touring Singles — double kayaks with a maximum L.O.A. of 15 ft and a minimum beam of 23 ins.
- 3c. Ladies. L.O.A. of 15 ft and a minimum beam of 23 ins.
- 4a. Seniors. Touring Doubles — double kayaks with a maximum L.O.A. of 18 ft and a minimum waterline beam of 21 ins taken at 4 ins above the base line and a gunwale measurement of 24 ins. This measurement to be taken 1 ft 6 ins either side of the centre of the canoe. Distance between cockpits to measure not more than 5 ft 6 ins from the back of one to the back of the other. Concave not allowed.

Continued →

Bookshelf**CANOEING WATERS Percy W. Blandford (Lutterworth Press, 18'6d.)**

This is an extremely attractive book presentation-wise, but I was surprised to find in it an omission of any information of river advisers and, in cases where permission is required few or no addresses are given. Where the author is obviously familiar with the river the itineraries are very good, but in other cases they are very sketchy. I note in particular my own area, North East England, has a number of generalisations which lead to inaccuracies. However, the book's redeeming feature, layout, makes it attractive reading, but as a serious challenge to the Guide to the Waterways, it is just not in the picture.

Rating: ★★★

N.B.—Existing Class 2, 3 and 4 canoes may race in the respective new class 3 for a period of 3 years, i.e. 1970.

Existing Class 6 and 7 canoes may race in their respective new class 4 for a period of 3 years, i.e. 1970.

PADDLE RACING**PRC Development plans**

The BCU Council has approved the setting up of a fund to be known as the British Canoe Union Olympic Training Fund. Established racing clubs have been invited to organise fund-raising events in aid of this fund, which is concerned with providing 50% of the cost of training facilities and equipment necessary to ensure preparation of the Squad, and steady recruitment of young paddlers in the future. A revised estimate has been submitted for equipment, and the total sum involved is £1,045. Comments PRC Secretary Abdul Sowman, "We will have to raise at least half this sum ourselves, and a big fund-raising venture will be launched at the end of the year to all BCU Clubs".

On this topic, a new K4 has been purchased out of the proceeds from the Christmas Draw organised on behalf of the Olympic Training Fund, and this is the first big step forward in the campaign.

Racing notes

The K4 10,000 m Championships will now be held on the Thames at Royal or Richmond C.C., and not at Pangbourne as previously stated. No date available. Organiser: R. O'Keefe, 4 Cedar Court, Crown Street, Egham, Surrey.

The North v South Match will be held at Worcester on 10th/11th September. Organiser: R. J. Jones.

The International Selectors for 1966 are R. A. Sowman, J. Thomas and R. O'Keefe. Time trials will be held at Lincoln on 18/19 June for Zaandam Regatta (2/3 July), on 16/17 July for the World Championships in Berlin in August, and Ghent in September. Candidates available for selection are requested to attend the Trial and also the status regattas listed in the Calendar.

Racing members are informed that second string paddlers will be selected for Zaandam providing they are up to international standard, and those not actually selected for Ghent will be permitted to compete out of their own resources, but the PRC will provide the organisation and administration.

The PRC has been informed that the Sports Council has approved a grant of £100 for the Berlin World Championships. The PRC hopes to raise sufficient money to finance the Zaandam and Ghent Regattas as these two events do not qualify for grant aid.

Correction

David Green is National Racing Coach for Sprint and LDR, and not Ted Cronk as reported in the March *C in B*.

British Geological and Kayaking Expedition to Ubekendt Eiland, West Greenland, 1966

Dr. H. I. Drever, B.Sc. (Edinburgh), Ph.D. (Cambridge), F.R.S.E., F.G.S., *Leader Geology and Kayak.*

R. Varne, B.Sc. (Manchester), Ph.D. (Leeds), *Deputy Leader Geology.*

Chris Hare, *Kayak and Photography.*

R. N. Thompson, B.A., D.Phil. (Oxford), *Geology.*

J. G. Macdonald, B.Sc., Ph.D. (Glasgow), *Geology.*

J. Thom cand. B.Sc. (St. Andrews), *Geology.*

D. J. Patrick cand. B.Sc. (Manchester), *Geology.*

"Dear Chris, There is an expedition going to Greenland in 1966, organised by a Dr. Drever of St. Andrews University. I know you will not be able to go but would you like to come and help choose a team of three?" So wrote Alan Bye on June 1st, 1965. By the time I left that meeting I was not one of the choosers but one of the chosen, along with Ernie Evans and Alan. So began what my wife fondly calls the year of the Eskimo, and now all the main equipment has left Newcastle quay bound for Greenland it all seems a little unreal.

The kayak side's share of the expedition expenses was £1,000. I had heard that expeditions have a struggle to get funds, but until you are actually involved you can only guess what it is like. Your life begins to revolve around the replies to the 1,001 letters to foundations and trusts applying for grant aid. From that June until the December we got one polite refusal after another until the breakthrough came at the London Canoe Conference when the canoe manufacturers rallied round and helped with equipment. John Critchley with a Coursier, George Reardon with a Klepper Eskimo, Mr. Faulkner of Ottersports with life jackets, Cleveland Diving and Marine with wet suits. Life took on a rosy hue again. The B.C.U. had granted £110 and the Gino Watkins Fund £50, so all we now needed was £850 to get us off the ground. By February the situation took on a desperate look, and by April 1st it became evident that there was only just enough for one kayak man to go and this is me.

Despite the disadvantages of working alone we still aim to carry out the original plans and objectives of the expedition. The geology side is obvious, but on the kayak side I hope to: One, join with the Igdlorssuit (the only village on the island) kayak seal hunters and document as much as possible of their traditional seal hunting tech-

niques, rolling methods (16 at last count), general paddling technique, and navigational methods. Also I hope to make a 16 mm film of a seal hunt as well as a still photographic record of canoe building, etc. Two, to assist Bent Jensen, an anthropologist working in the area with his project; and, Three, to set up (when I return) British seal hunting groups working around the coasts of Britain using the knowledge and technique gathered in Igdlorssuit. So if any reader fancies a crack at seal hunting or any other kind of kayak hunting off the West Coast of Scotland in 1967, I would be pleased to hear from him when I return in mid-September.

Chris Hare.

Coaches Exchange Notes

Fifty-four trainers and coaches, representing 17 national federations, attended the Second International Conference of Racing Coaches which, conducted by H. Thelen and W. Boehle, was held in January 1965 in Duisburg, W. Germany. The subjects discussed are mentioned in the latest issue of the I.C.F. Bulletin. An interesting lecture was given by Dr. Popescu of Rumania who has developed a method, used in that country, for the selection of youngsters for either rowing or canoeing, using a mathematical formula, expressing various body measurements, to find out the suitability for the one or the other sport.

R. Silaev, coach of the USSR national team, explained two 'tricks' which they have up their sleeves; in order to increase strength in training on the water, they let their boats drag a board through the water, which works as a brake. The braking effect can be controlled by adjusting the depth at which the board is towed. And in an attempt to increase the striking rate, the boats are being towed by a motor launch whose speed is adjusted in accordance with the rate which one wants to achieve.

There will be no conference this year. The next one should be held in the beginning of 1967 — just in time for the national associations to start their final preparations for the 1968 Olympic Games. Any suggestions and proposals for the next conference should be sent to H. Thelen, 13 Campden House, Harben Road, London, N.W.6.

canoeing
in
Britain

1965

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Order from
Editorial Address

Dear Jack,

Could you put a little paragraph in the next News to thank our various friends all over the country who have enquired after Ron, my husband, who was seriously injured last August in a road accident. He is now getting on very well and started work this month—and perhaps more important—has also started canoeing again. He has to go back in hospital in July for a further operation on his thigh, which was fractured,

but his surgeon hopes he will be quite back to normal by the end of the year. So many friends have enquired, I have found it impossible to write individually to thank them all. Many thanks.

The Fund for our new Club house is growing—we would be very grateful for any donations from old members and friends!

Beryl Fish,
Canoe Touring Club.

LETTERS LETTERS LETTERS LETTERS

Dear Mr. Levison,

Thank you for your letter. Regarding the last paragraph, I would have been happy to keep you informed of N. Ireland canoeing, but here in the North West of the province there is really no organised canoeing, and I have no contact with the clubs in and around Belfast, which is 75 miles from here. The absence of a club was the main reason for my joining the BCU, whose booklets I have found very useful (but why don't they put a date of publication on them!)

There is plenty of scope for canoeing in this area. The River Foyle, which is very wide, is canoeable for at least 20 miles with some white water in its upper reaches. There are also numerous lakes within easy distance, and across the border with the Republic in Co. Donegal there are literally hundreds of lakes and loughs in the midst of some of the wildest and most beautiful scenery in Ireland, and where boating of any kind is almost unknown. Not very far away is the River Bann, which flows through Lough Neagh northwards to the sea, and which is navigable throughout its length of about 35 miles. Very few boats use this river at present, although efforts are now being made to advertise its potential especially from the point of view of tourism.

Within the last few years there has been much interest aroused in water sports of all kinds, and in many places slipways and launching facilities are being built, so you see why I am confident that canoeing will become popular here, although one minor snag is that heavy carriage charges make ready-built canoes very expensive to buy.

Maurice C. Evans,
Londonderry, N.I.

Dear Jack Levison,

I was a member of the Canoe Course for Army Officers which you mentioned in *'Canoeing in Britain'*—December, 1965.

This course was under the excellent instruction of Mr. Alan Byde, and we all had great 'sport' in his Canadian Canoe. I rather liked the idea of handling a Canadian and was really enjoying myself when Mr. Byde thought it would be a great idea if I tried to propel the canoe without using a paddle, i.e. by jerking the canoe forward in a standing position. This I duly did, much to my amazement, but the thing which Alan Byde omitted to tell me was how to steer the thing in this position. I soon found myself heading straight for a motor-launch. Quickly realising the position I leaned over to my left in what was rather like a skiturn and seemed to reach the point of 'no return'. Somehow I managed to right myself from this seemingly impossible angle. I turned to my fellow-officers; who needless to say were all cheering and somewhat disappointed that I hadn't ended up under the launch, smartly saluted with my two fingers, shouting "Fooled You!" Then I fell in—or out, whichever way you prefer. Fingal was certainly around on this occasion—in fact he was never absent from this particular course.

Norman Morris-Davies,
Junior Leaders' Regt., Bramcote.

c/o Editor, *C in B*.

Dear Oliver Cock,

Suggest motto for Fingal's Club: 'CAVE'.
(a) Where else would the creature originate; and (b) in Latin means 'Beware', 'Mind' or 'Look Out'!

Richard Laver,
Oxford.

Cleveland Diving & Marine state that they are experiencing teething troubles with the wet suit canoeing sleeve, because of the technical problems involved in obtaining the exact tailor measurements required, and regret any delays which may ensue.

A tip from the Coaching Newsletter—Knee Pads used by Floor layers are excellent for Canadian Canoeing, and can be obtained from Messrs. Smith Bros., Asbestos Co. Ltd., 27 Cank Street, Leicester. They cost 17/6d a pair.

Slalom Round - up

The slalom season seems to have only just started, and already, for 1st Division it is half over, after only three events. Perhaps more clubs could consider the possibility of running a slalom (and looking for the sites) for the higher Divisions.

Last year's monopoly of the first three places by Dave Mitchell, Ken Langford and John Woodhouse, appears, at least for the moment, to have been broken with John McLeod of Manchester winning his first Div. I slalom at Shepperton, with newcomer to the Division Bob Still (Royal) third. The fruits, one gathers, of a hard winter's training.

Midland C.C.'s slalom on the Lune in March was well attended, but unfortunately the water was very low and it was hardly a fair test of rough water canoeing for 1st and 2nd Divisions. Grandtully, in Perthshire, over Easter, was as usual bitterly cold, but at least a comparatively large number of 1st Div. members made the long journey north. A long and difficult course of 24 gates was set out on probably the best slalom site in Britain, and the standard of canoeing was very high. A further commendable feature at this slalom was the giving of a fixed starting time to each competitor, which was adhered to, so obviating unnecessary waiting around at the start. An idea which might usefully be copied by other clubs.

Chalfont's slalom at Marsh Lock had to be moved to Shepperton, the water being impossibly high at Henley. The huge stopper at the bottom of the weir, although not used for the slalom, made excellent rough water practice for those with more resilient nerves and boats, who proceeded to delight the spectators with loops and dives.

Worcester and Leamington's Div. 3, 4 and Novices Event at Bevere had to be moved to Bransford the following week for the same reason. This was a pity as this site on the Teme has hardly enough rough water for a Third or Fourth Div. event, though it appeared adequate for the novices, as there were several capsizes. An entry of nearly 70 novices augurs well for the future.

The fourth Inter-University Canoe Slalom was held at Appletreewick on the Wharfe in March, and was this year recognised for the first time by the Universities Athletic Union as a championship event. This is a timely recognition, for the Universities ought to become a useful recruiting ground for competitive canoeing—as they are for most other sports—a fact already borne out by Cambridge University C.C., one of the most successful clubs this year. As expected, they won the overall team cham-

pionship and took the first three places in the individual event. Ten universities were represented—a significant increase on the previous year.

Club Addresses Alterations :

Cambridge University C.C., S. M. Schaefer,
Queens College, Cambridge.

Lune Slalom 1966. Photo W. J. Richmond



Designed especially for yachtsmen, but useful for canoeists, is a new Varaflame gas lighter from Ronson, the Fastnet. Feature of the Fastnet, which should never be lost overboard, is its two-foot lanyard by which it can be securely attached to its owner. Ronson claim that it will light even in a gale. Price 70/-.

The Canoe-Camping Club regrets that its L.D. Race on April 17 was run over a very short course, but the Thames was in flood, and the Police and Thames Conservancy wanted them to cancel the event completely. Rather than do this, they finally made a compromise with the authorities, so as not to disappoint Clubs which had travelled many miles to take part.



Letter to the Editor

Durham City.

The Editor, *C. in B.*,
Dear Sir,

Recently, I was at Benmore Lodge, Edinburgh Education Authority Outdoor Activity Centre. I was shown one of the three 'Lifemaster' lifejackets, BCU approved, made by Vacuum Reflex, which had been in use for one week, and in each of which the sleeve which contains the waist strap had 'ripped' through, allowing the front buoyancy chamber to ride up, away from the body, allowing it to drop into the vertical position in the water, and embarrassing the wearer by covering his nose and mouth.

Later that weekend, I was with a group practising rescue techniques in deep water, and one member of the party handed me his lifejacket, another new 'Lifemaster', as he took it off. At a guess it weighed between 15 and 20 lbs. There was a small right-angled rip in the back of the main buoyancy chamber, about 1½ inches each way, and water had entered through this rip. The internal fixed 'buoyancy' pad was soaked with water, and retaining this made it quite heavy. The lower part of the bag was baggy with water.

A date was stamped on part of the bag. This was 20-2-66. The material is a sandy coloured cloth finish. The bag was supplied by 'Lillywhites'.

I do hope that you will publish this, as in matters which affect life I cannot see that honest reporting can harm anyone. There may be other similarly unsatisfactory 'Lifemaster' lifejackets about. I am at present in correspondence with the firm. A copy of this letter has been sent to them.

Yours sincerely,

Alan W. Bye,
Senior Coach, BCU.

Annual General Meeting and Canoe Conference

The A.G.M. will be held in Manchester Area on Saturday, 28th January, 1967. A Canoe Conference will be held at the same place on Saturday, 28th and a.m. Sunday, 29th January.

SOUTHAMPTON CANOE CLUB

Invite you to attend their

RANKING L.D. RACE

on July 3rd

Start and Finish at
Marchwood on lovely
Southampton Water

A good course
Trophies for most classes
A warm welcome to all

Details from the Secretary

Reply from Vacuum Reflex

Tottenham.

Mr. A. W. Bye,
Dear Sir,

We are in receipt of your letter of the 29th April, and are very disturbed to learn that products of our manufacture are giving cause for concern.

Your letter, together with the copy letter addressed to the Canoeing Journals, was the first we had heard of this trouble. We would, in consequence, have welcomed the opportunity of examining these lifejackets before any hasty action was precipitated throughout the canoeing community.

So far, we have had no contact or complaint from Benmore Lodge, its Warden or indeed the Edinburgh Education Authority, but we are writing to them asking if as a matter of urgency, they will send the jackets back to this factory where a full examination will be made, and any necessary action immediately instigated.

Whilst writing, we feel that it is only fair to point out that it was on the recommendation of the British Canoe Union that we produced a cheaper version of our B.S.I. approved and more expensive, hence stronger, canoeist Type 9 lifejacket.

Originally, we agreed to produce this jacket subject to two conditions. The first was that it should carry a label proclaiming the B.C.U.'s approval to its use, and the second was that after one or at the most two seasons we would cease production on the premise that by then, canoeists would be accustomed to wearing lifejackets as opposed to the sundry inexpensive aids to buoyancy formerly employed.

Now, three seasons later, we are still con-

DAMAGED

LIFE

Editorial Note

We publish the above correspondence because we believe that it is on a matter of great importance. The substance is still being investigated, but whatever the result, certain questions arise which we think ought to be considered.

First, though the BCU was undoubtedly right to take positive action and give its public approval to the simpler, less expensive lifejacket two years ago, should not the situation now be reviewed in the light of experience? It may be thought that the lifejacket in good repair still gives adequate protection, but that a covering of higher specification ought to be substituted.

Second, we understand that there are

tinually pressed to increase production, for we are told that although large sums of money can be spent on the provision of boats, the extra few shillings needed to provide the lifejackets to British Standard 3595:1963 cannot be found.

Finally, when you state that lifejackets made from weak and unsuitable material should not be offered for sale, we agree. Nevertheless, in our opinion, the material used in the manufacture of the B.C.U. life-jacket is adequately strong for normal reasonable use. With regard to the tear which you report in one of the lifejackets we would suggest that the strength of this fabric has very little bearing on this type of accidental damage. One does not normally condemn the manufacturer of a car tyre if it becomes damaged by running over a nail.

We would point out that we have several times suggested the use of an additional protective cover over the lifejacket used by canoeists, to reduce both wear and accidental damage. This has proved extremely satisfactory in the case of similar lifejackets in use by the Royal National Lifeboat Institution whose conditions of use are obviously very much worse than those experienced by canoeists. Once again, however, it is maintained that the additional cost involved cannot be met.

However, that does change the present situation. We will make a complete investigation immediately upon receipt of the life-jackets, and will inform all parties of our findings, whatsoever they may be.

Yours faithfully, for and on
behalf of Vacuum Reflex Ltd.,

H. J. Ferrer, *Director.*

JACKETS

technical difficulties to the waterproofing of internal buoyancy pads, but as these supply the first (inherent) stage of buoyancy, and become worse than useless if the outer covering is torn, should we not press for an early solution to this problem? And if it costs a little more, should we quibble over this?

Third, is the specification of the BCU-approved jacket sufficiently high for the hard, continuous and inexperienced use it can expect to get in an Outdoor Activity Centre?

We will report on Vacuum Reflex's findings when they become available, meantime we recommend that you examine your life jacket — of whatever make — carefully, immediately, to check its condition.

Additions to the Calendar

At Home

JULY

- 30—Isleworth Regatta, J. Clark, 6 St. Johns Court, St. John Road, Isleworth.
30—6 Aug. Canoe Course, Windermere. C.C.P.R., Ralli Building, Stanley St., Salford.

AUGUST

- 27—3 Sept. Canoe Course, Windermere. Address as above.

Abroad

JUNE

- 19—Wild Water Race, Arkansas, USA.

JULY

- 2-3—Slalom, Pienini, Czechoslovakia.
2-3—International Junior Regatta, Tata, Hungary.
16-17—International Regatta, Snagov, Rumania.

AUGUST

- 7—International Regatta, Ribadasella, Spain.
13-14—Slalom, Lipno, Czechoslovakia.
21-22—Slalom, Nowy-Sacz, Poland.
27-28—Poland-DDR-Jugoslavia Racing Meet, Walcz, Poland.

SEPTEMBER

- 3-4—International Regatta, Trier, DDR.
3-4—Slalom, Szczaownicza, Poland.
9-11—International Regatta, Khmel'nitsky, USSR.
24-25—International Regatta, Castel Gandolfo, Italy.
24-25—International Regatta, Walcz-Olzytn, Poland.
25—International Relay Race, Moselle, Luxembourg.

NEW FILM :

"Canoeing 1. The Basic Skills"

A new film will shortly become available from our library in the British Film Institute. Recently made by the National Coach, it starts off with a very brief look at what is available to you if you take up canoeing. It shows experts canoeing at ease and practising, and then goes on to explain the very first principles of canoeing, things which everyone should learn, and know well, right from the very beginning.

The film shows you how to carry your canoe, how to get in and out, and how to deal with a capsizing. Next it explains in detail the basic methods of handling the canoe on the water, and lastly it shows the expert, doing just these things after practice, and how he can adapt their use to coping with a minor emergency.

The film is 16 mm., sound, colour, 2 reels, 20 minutes. Hire charge is 7/6d per reel. Copies may also be ordered for purchase.

COACHING WEEKEND 1966

Geoff. Sanders,

Chairman, National Coaching Committee

The clerk of the weather decided that the Coaching Scheme's Coaching Week-end should not be allowed to bask in sunshine for two consecutive years. Although, on the Saturday afternoon, our practical session was timed to go on until 5 p.m., it was noticeable that most groups were creeping off the water by 4 p.m. . . . as John Dudderidge remarked, one of the few occasions when he had known canoeists come ashore before they needed to do so!

How was the time spent? On the Saturday morning we travelled to Loughborough to use the college baths. Demonstrations were given of deep water rescue methods, wiggle/wriggle tests, rolling techniques, drown-proofing and effectiveness of life-jackets. After experimentation it was shown that a swimmer in deep water can right a capsized canoe, with the canoeist still in his seat. In the afternoon we experienced our canoeing in the snow. Course members opted to join one group for instruction — activities offered related to racing techniques, Canadian canoeing and slalom and white water skills.

When we did venture on the River Soar again on the Sunday morning, the snow had ceased, although it was still very cold. A number of brave souls from local schools and clubs had volunteered to be tested for the Kayak Inland Proficiency Test. Six 'official' examiners supervised the testing whilst the rest of us observed. The session proved useful for clarifying ideas on the expected standards of proficiency and the problems relating to test examining.

I would heartily recommend the Coaching Weekends to all who are concerned with the coaching or leading of canoeing groups, whether they be primarily introducing beginners to the sport or training canoeists for competition. May we hope to see you next year? The weekend will again be held at Quorn and will be over the weekend of 1st and 2nd April, 1967 — the weekend after Easter. Book the date — it's our turn for the better weather again this time!

We hear of an invitation from Yugoslavia for British canoeists to join the 6th International Kayak and Rafting Regatta on the Drina River, from 4th to 8th August. Slalom competitions will be held en route, luggage goes by raft. Anyone interested contact Betty McLellan, 9 Downsway, Sanderstead, Surrey.

Struer Rob Roy

Length 16' 8"

Beam 24½"

Weight 35½ lbs.



tested by David Green

This summer I had the opportunity to paddle a Rob Roy touring kayak, designed by Jorgen Samson and built by Kirk and Storgaard to the specification of Alex Moulton. The kayak is of veneer mono-coque construction and has the high standard of craftsmanship and finish we have grown to expect from the Struer boatyards.

The specification was laid down after much deliberation to produce a fine touring kayak, a modern interpretation and logical development of the canoes used by MacGregor at the end of the 19th century. It can truly be said to be in the spirit of the MacGregor requirements.

As a racing paddler I am critical of the performance of most touring boats I have paddled, finding them cumbersome and unwieldy, but this could not be said of the Rob Roy, which was a delight to handle.

I tried the canoe out on the South Devon coast and found it to be very stable, easy to paddle and remarkably free from the tendency to yaw in a beam sea. The fine lines and good freeboard of this boat made it easy to move at a good speed, it being at all times buoyant and free from the tendency to dig into the waves. It could well be faster than the racing boat under really rough conditions.

At first sight I feared the tiny rudder would be inadequate although in practice I found it at all times to be sufficient to steer and control the boat. The pedal steering was, however, not to my liking and I would have preferred a foot bar and tiller arrangement even at the expense of making stowage of gear more difficult. The long cockpit and spacious area below decks allowed easy stowage for an ample supply of camping gear, with plenty of leg room so essential to comfort on the long trip.

One new-found experience for me was the ability to sit back, paddles rested across the cockpit, and leisurely survey the coast-

line. A point I feel which should commend this boat to the sea touring enthusiast. This is unquestionably a connoisseur's kayak, being pleasing to the eye and a pleasure to handle in the sea, a boat which I hope one day to add to my own collection.

Open Youth Championships

Although some of the National Youth Championships Area Events have been run already, those given below are not held until later this month:

WALES—June (Roath Park Lake).

SOUTHERN—18 June (Cobden Meadows, Southampton).

LONDON & S.E.—18 June (Welsh Harp Youth Sailing Base).

NORTH MIDLANDS—18 June (Lincoln).

YORKSHIRE—25 June (Horbury, Nr. Wakefield).

N. IRELAND—25 June (Regatta Base, Belfast).

The National Finals will be held at Bedford on 17th July. The person to contact for any details is the National Organiser, J. Law, 18 Kings Head Hill, London, E.4.

ORWELL RIVER RACE

Sunday, July 17th

Organised by Orwell Canoe Club
and H.M.S. Ganges

Closing Date, June 25th

Entry forms from:

ORWELL CANOE CLUB
17 BRIDPORT AVENUE
IPSWICH
SUFFOLK

Around the clubs



Ninety members and their guests assembled at the Winning Post, Whitton, on Friday, May 6th to celebrate the opening of the ROYAL CANOE CLUB's Centenary Season. The traditional toast—The Royal Canoe Club, may it flourish for ever! was proposed by Frank Sutton, M.C., a notable canoeist himself who introduced the sport of canoe slalom and white water canoeing to this country in 1936. The guests were welcomed by the Commodore, Peter Wells.

The President of the BCU, replying on behalf of the guests, recalled being taught to roll, not in a clean swimming bath, but in the muddy waters of the Thames at the Club's Headquarters. He went on to make a plea for the preservation of the early records of the sport of canoeing, and suggested that a national collection might be established at the BCU's London office, which would be open for study to all persons doing serious research.



LEEDS C.C. has supplied every member with a 22-page screed called (for want of a better name) the 1966 Bulletin. This is a remarkable compendium of everything everything about the people and places which make up their Club and our sport. Members' addresses, addresses of the trade and other concerns, regional and river maps, tide tables, fixture lists, advice and equipment—it's all there. The Editor of *C in B* has a copy, which he will be using for reference, but anyone else will have to join the club to get one. The river maps and guides can, however, be purchased separately.




John Lloyd writes on behalf of WINDSOR & DIST. C.C., "The wettest and coldest Easter in our canoeing memory made Windsor members rejoice in their cosy home-made wet-suit jackets. The Manchester mob, whom we joined on the Swale and the Tees, went one better, putting their full wet-suits on under the hot showers!

The 'Tree!' marked on Leeds' Swale map claimed a victim from the E. Midland C.C., whose red fibreglass canoe broke up against it, leaving two eyes (painted on the bows) gazing up pathetically! Its crew popped up below the tree and hitched back to camp in a passing patrol car."



The newly affiliated KENNET VALLEY C.C. started well this Easter. Out of five crews entered in the Devizes-Westminster, three arrived, Chris Campion and John Eustace were placed third and won the Civilian Cup, and Tim Davis and Derrick Key won the Home Built Cup and Designer's Medal. Earlier in the year, the club had a very enjoyable dinner at the Bear, Hungerford. Their next big "do" will be the Newbury Boat Fair where they are organising races and demonstrating slalom.


Twenty canoeists from RAF CREDENHILL with an officer and two NCO's were battered by a force 9 gale this Spring when they went on an expedition down the Teifi from Llan-dyssul to Cardigan Bay. After travelling 17 miles down river, the party camped at Cenarth, using Andre Moreau two-man tents, which they have found from experience to be ideal for canoe-camping. During the night, two tents were blown away, and on the following day as the party came into the estuary, the canoes were being lifted and their occupants spilled into the water. They decided to finish the expedition at this point, from a safety point of view.



The CANOE-CAMPING CLUB Scottish Canoe Cruise starting from Loch Shiel on the 2nd July is one for the get-away-from-it-all people, from Glenfinnan at the head of Loch Shiel down to Loch Moidart, up the coast via Arisaig, Mallaig and Kyle of Lochalsh to Portree on Skye. Details from D. Hodge, Parkway, Ratton, Eastbourne, Sussex.

On river access, the Ribble is still the heart of the matter, and what happens there may determine the future of river canoeing. Clitheroe Council have now withdrawn their permission for organised groups to launch unless permission has first been got from the riparian owners below. Ribble Group C.C.C. have been virtually annihilated for the past 1½ years on this river on which for many years before monthly runs were held throughout the year, unimpeded.

The new boathouse at Chertsey is ready. It is a splendid building containing even a changing room for visiting canoeists, all built by voluntary labour to professional standards by Ken Gidders and his valiant troops.



The last of the CHALFONT PARK C.C. slalom training weekends at Hambleton went very well with an abundance of canoeists, including a dozen lads from Stowe Club for Boys. The club's Div. I & II slalom had to be transferred to Shepperton because there was too much water at Marsh. Nevertheless, the well-designed course

brought out some fine watermanship in both Divisions. One young lady fell off the weir in the excitement, but gallant president Bill Horsman was first to jump in to lead the rescue. Members may be interested to hear that the item about Sophia Loren in Chalfont's news (March *C in B*) was mentioned in the latest issue of the Czechoslovakian sport magazine "Vodni Sporty".



In April, John Brears and Dick Gays of the LEICS. ASSN. OF CANOEISTS entered for the Leven Test. John gained the first bronze Dipper badge for the L.A.O.C. with a corrected time of 8 m 25 s. Dick's runs of 10 m and 9 m 57 s corrected time were more consistent, and earned him a provisional Bronze dipper in spite of being 1½ minutes outside the time limit. This was because Dick was the first man ever to attempt the Test in a Canadian canoe. Canadian singles are notoriously slow, so a 10 minute qualifying time was provisionally decided on for this class.



The ROYAL LEAMINGTON SPA C.C. has decided that it can no longer afford to pay the BCU subscription for members out of the 30/- fees they collect. The social committee are making plans for the barbecue in aid of the Olympic Training Fund, for which they anticipate raising £25.

Leamington River Race was again very successful, although entries were down on last year's all-time record. Times in most classes were much slower than usual, this being due to the very strong head wind which faced competitors on the second half of the course. However, Marianne Tucker racing in class 3c beat the previous best time by over 3 minutes, and two young members of the Junior Leaders R.E. Dover knocked over two minutes off the previous Class 5b record. The weekly tote, held in conjunction with the coffee and hot dogs after the baths sessions will continue throughout the year, the profits from this, they say, are more than equal to recruiting one new member each week.



Spring '66 will be remembered for the floods and high winds which turned the BIRMINGHAM C.C. beginners' meets into epics. Chris Powells does not, after all, have a mink buoyancy bag—he had unwittingly brought the family cat out in his canoe! Twenty members competed in a private slalom over Easter, and there was keen competition for the prizes—painted flower pots!

Birmingham, too, have come to the decision that they can no longer make Individual Membership of the BCU a condition of membership of the club. The committee will however continue to encourage BCU membership.



Whatever the pundits say, Winter is not the time for God's chillun' to be on the water, or in it for that matter, except in heated swimming pools. So reads CAMBRIDGE

UNIV. C.C. club report from A. Stoneley. He continues, "Acknowledging the superiority of the elements, we arranged a series of dry meetings throughout the Lent term. David Green and Alan Bye each gave us a fascinating evening, and coffee parties toured the town, but the least and best remembered event was the Club Dinner. Unfortunately, in a fit of enthusiasm we had arranged a long distance trials race for the following afternoon, and it was a very queasy-looking bunch which set off round a much pruned course that day.

The most spectacular event of the summer term was the inter-college 'coppers'.

Nine teams completed the event, which consisted of a 1 km. race and a simple slalom. Considering the number of entrants who had never been in a canoe before, we feel that this was some sort of success, although the range of scores is somewhat alarming at first sight. Two of our slalomists were just beginning to think what a long way the $\frac{1}{2}$ km. to the turn was when they came across a punt towing the turning buoy upstream."

As regards external competition, they have won a most magnificent silver cup, presented by the Daily Telegraph for the Inter-Universities L.D.R. They also won the Rapid River Race and retained the Bovril Cup for the slalom, which is now to be recognised by the British Universities Sports Federation and the Universities Athletic Union.



Last season, off-beat lilo races provided amusement at one or two slaloms. This was taken at Fairmile. Will this season see

the first lilo descent of Grandtully or the Serpent's Tail?

Photo: R. B. Evans

Some details on Mexico

Last summer, Hein Thelen, as chairman of the ICF Committee for Propaganda and Information, visited Mexico to ascertain what progress is being made towards the formation of a Mexican Canoe Federation, to examine the arrangements being planned for the 1968 Olympic Games—with particular reference to the canoeing events—and to discover to what extent the ICF can help the organisers in these matters.

The present organisation for canoeing in Mexico has applied for affiliation to the ICF, and it is hoped that a small Mexican team will attend the World Championships in Berlin-Gruenau in August.

The rowing and canoeing events of the 1968 Games will be staged on the Cuemenco Canal at Xochimilco, only five minutes drive from the proposed site of the Olympic village. The existing course is only some 1,000 metres long and between 60 and 70 metres wide. The plans envisage the lengthening of the course to 2,000 metres—the extension would be earmarked for the canoeing events—and to widen the course to 100 metres with an even depth of water of 3 metres. Two separate canals running parallel to the course are planned, for bringing boats and launches from the finish and boat enclosure respectively to the start.

Strong objections have been raised against the proposed width of the course: with nine lanes of 9 metres, this leaves only 9½ metres between the outer lanes and the sloping banks. This cannot be regarded as sufficient. Also, if the course in future is to be used for 10,000 metre races—in which the turning points require a radius of 50 metres—the proposed width would not conform to international specifications.

The programme of events will be:

K1 Men 1,000 m C2 Men 1,000 m.
 K1 Women 500 m. K2 Women 500 m.
 C1 Men 1,000 m. K4 Men 1,000 m.
 K2 Men 1,000 m.

volunteer assistance

needed by Canoeing in Britain

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Illustration shows the T-method of rescue

Chris Hare

SEA SENSE

No other water fascinates quite as much as that which is salty; as a result more and more canoeists are taking to it for the excitement and adventure which other waters lack. In this series of articles I hope to help the newcomer to sea canoeing, and bring a few wrinkles to the notice of the expert. If you have a favourite piece of expertise, send it to me and I will fit it in. Conversely, anybody's problems will be answered as best I can.

“What happens in a capsizé with no convenient river bank close at hand?”

There is a school of thought which says, “My boat and my skill are such that I will never capsizé,” and in all fairness they very rarely do. But being the type of person who prefers to have an ace up my sleeve, if possible, I think the best of both worlds can be achieved by developing your skill, using the right boat for the job, and practising capsizé and recovery technique.

Let us at the outset make sure about buoyancy. Have as much in the boat as you can get. The more the better, but keep away from those watertight bulkheads—they always leak at the wrong moment, and there you go, disappearing backwards under the waves just like the Titanic!

The ultimate and natural method of rescue is, of course, the Eskimo Roll. I try to roll by the Steyr method, because if you capsizé in surf you invariably get plastered back-over. As the details are given in the B.C.U. Handbook “Eskimo Roll” I will not bore you with them here.

For them as can't roll, and let's face it, even the best sometimes have to bale out, there are various methods of rescue. What follow are those methods which I have tried and found practicable. There are others, but because they are impracticable when all the paddlers capsizé or potentially dangerous, I and my many sea canoeing friends ignore them.



T-METHOD. This is a two-man method, which is in itself an advantage, for it is rare in a club that three people paddle out together. Two's company, they say. The capsized must in the first instance be careful how he leaves the boat, and avoid getting too much water into it by holding the cockpit rim under the water and coming out in a somersault motion. He then swims to the rescuer, towing his upturned craft, positioning himself immediately forward of his rescuer's cockpit. While the rescuer holds his boat the swimmer dives under (or swims round) to the other side of the rescue craft, reaches over and pulls his foundered canoe over the deck of the other boat. When the cockpit reaches the deck he presses down and out comes the water. A quick flip turns the boat upright, raft up, and while the rescuer holds the boat the rescued positions himself between the canoes, places one hand on the floor of the emptied boat and the other on the cockpit of the rescuer, a quick straightening of the arms and a wriggle, swing your behind on to the cockpit and you are home and dry (?). For this method both boats must have a reinforced deck, but it is quick and efficient once you get the knack. One tip—wait for the trough of the waves before you push down. This can also be done if both paddlers capsize, using one upturned boat as the rescuing craft.

CHARE-METHOD. This is the three-man method where the rescuing craft put their bows, already facing into the waves, up to the bow and stern of the capsized craft respectively. The swimmer then goes to one end of the capsized boat, puts his hands under it and pulls the rescuing craft's bow under his boat. Then he goes to the other end and does the same, pushing the boat up the deck to the cockpits of his rescuers. This empties his boat, he flicks it upright, then rafts up and gets back in as previously described. This works more easily on boats with skin decks as the friction is greater than with, say, fibreglass. With

fibreglass boats tie cross ropes to your safety lines making a ladder effect. This will effect the necessary grip. The method's advantage is that the rescuers have their paddles and keep their bows into the waves, which is most essential in any method of rescue. Again this method can be used if more than one boat capsizes.

Another method of recovery is done by flicking the boat over, having first been very careful to come out properly. This should be done by allowing yourself to sink under the capsized craft, taking a grip on either side of the upturned cockpit and with a scissor kick of the legs flicking the boat up into the air and upright. With practice (and a lightweight boat!) this can be quite effective and you get little water in. To get back, either raft up with your companions or climb in from the side of the cockpit. It is advisable not to attempt to climb up the after deck as the sea is always moving and as you climb on to the stern up go the bows and off you pop into the "oggin".

Swim alongside the cockpit of your righted canoe. Put your right hand on the far side of the cockpit and your left hand on the near side of the cockpit point. Push down with your hands, straightening the arms; at the same time kick the legs and this will project you over the cockpit so that you are lying across it. Straighten your arms and pivot the body round dropping the behind across the cockpit at the same time flexing the left arm to steady the boat. At this stage collect your paddle which you have kept alongside with your right hand and scull for support while tucking your legs in. This is not an easy method of returning to the boat but it can be effective if you practice. The biggest snag I find is the point where you turn yourself from lying across the cockpit, and getting your behind into the seat. The exponents of this method have taken up to three months to conquer it but once it is learnt leap in and out with impunity.

With all the methods, the secret is PRACTICE. Just because you can do it in a swimming bath does not mean you can do it in a choppy sea. Fear is the major contributory factor in drowning, but you can overcome this fear by practising the methods above and become so confident in the water that you can, like a friend of mine, paddle out to sea, jump overboard and go for a swim, then drop happily back in and paddle home. The secret is to have confidence in your ability and this only comes with PRACTICE.

Next issue — Wind and Waves.

Coaching News (cont. from p. 33)

F. R. Goodman, 72 Whittingham Road, Mapperley, Nottingham.

T. Pell, 15 Bramcote Road, Wigston Fields, Leics.

D. W. Riley, 7 The Ridgeway, Caversham, Reading, Berks.

Dates to Note.

1. **Next meeting of National Coaching Committee.** Saturday and Sunday, 26th/27th November. Venue yet to be arranged.

2. **Coaching Week-end 1967.** Soar House, Quorn, nr. Loughborough, Leics. 1st/2nd April, 1967.

3. **Coaches' Sea Course.** Calshot Activities Centre, Hants. 15th/16th July, 1967.

F. C. LITLEDYKE,
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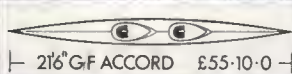
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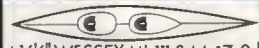
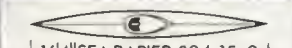
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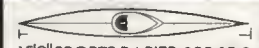
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