



canoeing in Britain

September
1966 1/6

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canoeing in Britain

is published in March, June, September and December, by the British Canoe Union. Comments, articles, photographs and reports are welcomed for inclusion in *Canoeing in Britain*. Photographs will be returned after use. Send by 10th of the month prior to publication to—

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Opinions expressed in this magazine are those of individuals, and do not necessarily reflect official B.C.U. policy.

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

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Room 315,
26/29 Park Crescent,
London, W.1.
(LANgham 4710)***

Editorial

Staff

T. Place
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Recently there has been quite a correspondence in "Canoeing" magazine on the British Canoe Union and what it and its officers ought to be doing. Some constructive thought has emerged, also some hampered by incomplete, and in some cases, inaccurate information. It would be a pity if people sufficiently concerned about the future of canoeing to compose long and thoughtful letters about its development, became lost to the sport through frustration. Therefore I suggest that, instead of writing more letters, they offer themselves for election to Council next January. In possession of the full facts, they would have the opportunity to influence decisions, make significant contributions to the B.C.U.'s work, and if necessary account for their actions.

Nominations for Council places must reach the Secretary by 30th November (see

Secretary's notes), accompanied by up to 50 words about the candidate. This information will be printed on the Ballot Form, as last year, to assist the voting member.

* * *

A sample check of the reactions of canoeists joining the BCU this year has revealed that 95% of those who sent the old subscription, paid up more or less cheerfully when asked for more. Naturally, some check in our growth rate was to be expected, our membership increase this year will probably be nearer 10% than the expected 25%. 1966 members (this means you!) are urged to renew their membership, and give the BCU the weapon most needed in the fight to free our waterways — numbers. For details of what Council is doing about this, see our article on page 78.

JACK LEVISON.

Coaching News

Examination Successes

Our congratulations go to all the following:

Advanced Tests

Inland Kayak: D. F. Capps, M. Eckersley, G. G. Castle, J. C. Grimshaw, J. Shelston, R. Chaplin, P. W. J. Lee, M. Peart, W. Young, P. Shelton, M. Green, C. E. MacCormack, D. T. Bursnall.

Sea Kayak: C. Woodbridge.

Coaching Awards

Senior Instructors:

T. E. Booth, Talisker, Duffus, Elgin, Morayshire, Scotland.

J. Thorne, Longriggend Field Study & Outdoor Centre, Longriggend, Airdrie, Lanarkshire.

A. B. Allan, 7 Cornwall Terrace, Penzance, Cornwall.

P. W. J. Lee, 11 Shelton Place, Heavitree, Exeter, Devon.

M. Peart, 39 Birchfield Rd., Yeovil, Somerset.

W. Young, 25 Barton Rd., Canterbury, Kent. Coach:

K. Rudram, "The Towers", Capel Curig, Betws-y-Coed, N. Wales.

D. S. Howe, 56 Ripon St., Roker, Sunderland.

K. I. Meldrum, White Hall Centre, Long Hill, Buxton, Derbyshire.

E. A. Allred, 137 Lightwood Rd., Buxton, Derbyshire.

P. F. Dode, 19 Barton Rd., Eastleigh, Hampshire.

Dates to Note

1. Next meeting of National Coaching Committee. Saturday and Sunday, 26th/27th November, 1966. 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.

Information Wanted Please

This year the Coaching and Headquarters Administration in England and Wales Grant Authorities want a full report on the Coaching Scheme, giving particular information about schools and Youth and Adult Groups. Therefore, we should be grateful if every member of the Coaching Scheme could put on a post-card:

(a) The names of schools and groups with whom they work.

(b) How often they help? once a week? once a month? very occasionally.

(c) As nearly as possible, how many children, of what ages, and how many adults are involved?

and please send this, as soon as possible, to Mrs. F. C. Littleddyke, B.C.U. Hon. Coaching Sec., 15 Denewood Close, Watford, Herts.

LIFE JACKETS

The full story . . .

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

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

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

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



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

Photo : Vacuum Reflex.

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

Comments from the Safety Committee . . .

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

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

A letter from O.J.C. . .

The Editor,
"Canoeing in Britain".

Dear Sir,

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

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

The open cell foam inside the jacket has the approval of the B.S.I. They have carried out tests by slashing the outer bag of the jacket heavily with a knife. After thirty-six hours the inherent buoyancy of the foam dropped from 20 to 12 lbs. I therefore query Mr. Byde's admittedly guessed weight of 20 lbs. Have you tried

able lifejacket which so obviously cannot be inflated". Nor do we!

2. A large number of jackets which are returned cannot be deflated because the tab on the cap of the valve has been chewed off. Teeth marks have been found in the most surprising places, but around the neck is the most usual.

3. A chandler returned a jacket as defective when he had had it on display with the price tag affixed by one of those metal staples right through the neck panels. (Presumably he puts pins into his bicycle tubes and returns those as defective).

4. (From another chandler) "The smallest hole in the casing allows all the air to escape from the whole garment because there is only one air chamber". But see our remarks about tyres above.

Perhaps it is as well to remark here that the polyurethane sponge in the lifejacket

to squeeze all the air out of a sponge? If all the air is driven out the sponge will sink. Try! The jacket itself weighs rather less than a pound. Less than a quart of water inside will double the weight of the jacket. One gains the impression—and it is only an impression—that one is picking up a bag of lead, when there still remains 19 lbs. of inherent buoyancy in the jacket. I have found a pint of water inside a single-stage, orally inflated jacket. How, will you please tell me, did it get there?

The remarks made by Messrs. Vacuum Reflex on the B.C.U. approved type of life jacket without the kite mark (June issue) are correct. I support them completely in their preference for the properly qualified jacket. The modified one, without the kite mark, is only of use in enclosed inland waters. Anybody who uses one in open water is asking for trouble. It would be wiser to wear the kite marked jacket even in enclosed waters. Those who read my accident report books agree with this at once. Clubs affiliated to the B.C.U. can obtain the kite marked jacket at a very reasonable price. And I learn that it will not be very long before an Act is passed through Parliament which will prohibit the sale of life jackets unless they do have the kite mark.

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

Finally may I submit that people will not get the best service out of these jackets

is only a spacer, to ensure that there is adequate air inside to allow for the first stage of buoyancy. Any hole, in any air container, makes that container defective, and therefore your jacket must be properly looked after. If the valve is not properly closed—with its cap if it has one—the jacket can inhale water. This has actually happened with a fully inflatable single-stage jacket.

If your jacket does develop a leak, patch it properly, with a patch that overlaps the hole by at least half an inch. Sellotape comes off when soaked in water. And one person actually used stamp edging paper!

The B.C.U. Council has just approved a new duplicated information leaflet on sea-canoeing. Regular readers of the canoeing press will have little difficulty in identifying the author. Available from the General Secretary (S.A.E.).

unless they carry out the makers' instructions. In the particular context of this correspondence, to keep water out of jackets they must be checked at intervals to make sure that no leaks have developed, and the oral inflation valve must be properly closed, with its little cap on if it has one.

I am, Sir, yours faithfully,
O. J. Cock (National Coach).

To sum up:

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

The price of the non-kitemarked "Lifemaster" jacket is £3 16s 9d; it is quite possible that this model may be going out of production. The kitemarked B.S.I. standard "Lifemaster" jacket costs £5 7s 6d, but clubs and organisations which care to accumulate their requirements can obtain various discounts (5% to 25%) from the makers.

Ottersports offer their own B.C.U.-approved lifejacket, which has recently been modified as a result of our comments in June. Buoyancy pads are now sealed in 500 gauge Polythene containers, and the bottom corners of the outer casing have been improved with a view to reducing wear and tear. The price is unchanged.

They hope soon to produce a cover for lifejackets liable to be subjected to abnormally heavy and prolonged usage.

The cost of this jacket is £3 18s 4d, but B.C.U. members and organisations get an immediate discount, even on one jacket. With quantity, the discount increases.

Members of the British Canoe Union get "Canoeing in Britain" posted free to their home address four times a year!

For membership details write to the General Secretary, B.C.U., 26/29 Park Crescent, London, W.1.

Fatal accident

to Mr. R. Barrett on 26th February, 1966

We have completed our inquiry into the accident which led to the death of Mr. R. Barrett at the weir on the River Ribble at Giggleswick on Saturday, the 26th February, this year. The Leeds Canoe Club completed a canoeing accident report form for us, and answered all our subsequent questions most carefully. They also made available to us photographs taken at the time of the accident, and these were most useful.

One of our members visited the site when the river was extremely low. He was able to walk on the bed of the river, and to examine its exact shape at the point of the accident. He also took photographs, which helped to confirm our findings.

On the day in question the river was in high—though not extremely high—spate. A party of the Leeds Canoe Club, proceeding downstream, came to the weir and held a conference as to whether the salmon ladder at the left hand end of the weir was shootable. (From our investigations, we might well have considered shooting the salmon ladder ourselves in similar water conditions). It was decided to make the attempt, and Mr. Barrett offered to go first.

After the first two steps, the ladder proceeds down two more steps on a slight curve, into a pool just big enough to take a slalom canoe (the type being used by the party). The final step back into the river is at right angles to the others, necessitating a sharp, right turn in the pool. The lower steps are each about two feet high.

Mr. Barrett negotiated the straighter run of the ladder successfully but fast, consequently striking the wall in front of him in the bottom pool very hard. Somehow or other the blow forced his foot or feet beyond the footrest, where they jammed. Meanwhile the canoe turned so that it went bow first over the final step. Below the step was a 'stopper' wave which forced the bow down to the rock bottom of the river which was probably, under those conditions, about two feet six inches deep. At this point there is a natural step in the rock bed, about three inches high and facing the weir. We suggest that the bow of the canoe was caught by this natural step which held the canoe at an angle of about 45°, with the stern still up on the ladder step. Despite very valiant efforts by all in the party, Mr. Barrett could not free his feet and no one could free the canoe. After some ten minutes Mr. Barrett could no longer withstand the buffeting of the rough water and collapsed into it.

Conclusions and Recommendations

In this accident no blame can possibly be attached to anyone in the party. However, we are of the opinion that certain points can be made which may be of value in the future.

1. Mr. Barrett was wearing a buoyancy aid of the two-air-bag type commonly in use at present among those running rough waters. It was inflated and underneath his anorak. We understand that a length of hose was thrown to Mr. Barrett, who held on to it with one hand. Had he been wearing a British Standards Institution approved jacket, he might have been able to secure the hose to the lifting becket on the jacket, thus enabling his friends to support him.

2. It must be pointed out that a bowline or similar large loop should if possible be tied on the end of any rope which is thrown to a person in difficulties. This makes the rope easier to hold and the loop can be passed over the shoulders so that it supports the survivor round the chest under the arms.

3. The footrests at present produced by most manufacturers of canoes are poten-

tially dangerous, whether they are of the bar or the swivelling platform type, because the canoeist's feet can get past and be trapped behind them. The feet should rest on a flat platform and this should be so arranged that under no condition whatsoever can the feet be forced past it. It must also be strong enough to withstand a very severe force, should the bow of the canoe when it is travelling at speed, strike an object which brings canoe and canoeist to an abrupt halt.

O. J. Cock.

A. Fraser Davidson.

Arthur Avery

As we go to press, we hear with deep regret of the sudden death of Arthur Avery, Commodore of the Richmond C.C. and Secretary of the Canadian Canoe Association, at the age of 49.

Mr. Avery, who leaves a widow and two young sons, was a respected and popular figure in canoeing circles. Both the C.C.A. and Richmond C.C. are launching funds for memorial trophies.

Race Results

CARLISLE SLALOM 19 June

Div III	%
1. R. Lees, Cambridge U.	64.8
2. G. Dawson, Sunderland	65.5
3. R. Anderson	70.9
Div IV	
1. S. Clarke, Carlisle	68.4
2. R. Hull, Sunderland	68.4
3. M. Hind, Carlisle	71.2
Ladies	
1. L. Calverley, Manchester	70.6
2. A. Keerie, Sunderland	72.5
3. C. Gosling, Birmingham	84.7
Novices	
1. J. Kingsley, Cambridge U.	72
2. P. Fleischack, Chester	72
3. P. Peacock, Leeds	81

WEST TANFIELD SLALOM 10 July

Div IV	
1. P. Fleischack, Chester	65.6
2. A. Young, W. Yorks	68.7
3. C. Holdsworth, Leeds	70.9
Ladies	
1. A. Keerie, Sunderland	97.0
2. A. Evans, Lakeland	130.4
Novices	
1. D. Favcett, Manchester	135
2. A. Chilvers, MAP	146
3. J. Sunderland, Riverside	146

WHISTLE BRIG CONFINED SLALOM 26 June

1. B. Palmer, Forth	171
2. P. Brown, Forth	200
3. J. Roberts, Forth	208
Ladies	
1. J. Tupper, Forth	285
2. E. Sharples, Forth	305
Team Trophy	
1. Forth A	280
2. Scottish Hostellers	928

RICHMOND REGATTA 9/10 July

Youth LDR 3/4-500m.	
1. M. Whitby, Richmond	2,16.5
2. N. Jones, Maker v/Rame	2,18.2
3. R. Billen, Richmond	2,40.0
Senior Men K1-1000m.	
1. M. Mean, Hatfield	3,57.8
2. L. Oliver, Lincoln	3,58.0
3. P. Lawler, Richmond	3,59.5
Ladies K1-500m.	
1. M. Tucker, Richmond	2,04.2
2. L. Oliver, Southampton	2,06.2
3. S. Jackson, Royal	2,10.6
Junior Men K2-500m.	
1. Boshier/Kirkby, Royal	1,47.5
2. Baldwin/Kidd, Hatfield	1,49.6
3. Maller/Freeman, Worcester	-
Open LDR 5/4-1000m.	
1. F. Hoyle, Lincoln	5,02.5
2. P. Boyle, Lincoln	5,25.6
Ladies Dashes 200m.	
1. L. Oliver, Southampton	36.7
2. M. Tucker, Richmond	38.2
3. S. Jackson, Royal	39.0
Senior Men K2-1000m.	
1. Edwards/Oliver, Worcs/Linc.	3,44.6
2. Mean/Bolam, Hatfield/RLS	3,44.7
3. Gardner Roberts, Riverside	3,45.4
Canadian Pairs Men-1000m.	
1. Perker/Hubbard, Royal	5,58.0
Novice Men K1-500m.	
1. B. Clarke, Harlow	2,08.5
2. R. Dawson, Richmond	2,08.4
3. M. Whitby, Richmond	2,16.2
Junior Men K1-500m.	
1. A. Miller, Harlow	2,09.4
2. A. Baldwin, Hatfield	2,02.5
3. M. Boshier, Royal	2,05.0
Ladies K2-500m.	
1. Mean/Oliver, Hat/Southamp.	2,05.7
2. Tucker/Huskisson, Rich/Hyl.	2,08.5
3. Jackson/Milligan, Rich/Hyl.	2,25.0
Men's Richmond Dashes-200m.	
1. J. Unsted	45.6
2. (P. Lawler	44.2
(R. Lawler	
Mens Canadian Fours-1000m.	
1. Perker/Hubbard/Boshier/Kirkby	5,57.0
Mixed Pairs 500m.	
1. Mean/Oliver	
2. Tucker/Unsted	
3. Robert/Jackson	

ROYAL L.D. RACE 12 June

Class 1a		
1. C. Evans, Royal	1,47.15	
2. N. Lilley, Lincoln	1,48.30	
3. B. Smith, Riverside	1,51.39	
Class 1b		Times not taken
1. K. Blakeley, Dewsbury		
2. N. Coe, JLRRE		
3. C. Baker, Nottingham		
Class 2a		
1. A. Godwin, Eastbourne	2,10.29	
2. R. Fish, C.T.C.	2,14.28	
3. H. Gledhill, HCTCC	2,19.15	
Class 3a		
1. B. Jordan, Royal	1,55.58	
2. S. Kitson, Dewsbury	1,57.08	
3. C. Gregory, RCT	2,05.11	
Class 3b		
1. J. Lockwood, Nottingham	2,04.55	
2. R. Lawrence, Royal	2,07.36	
3. - Thompson, ?	2,11.41	
Class 3c		
1. S. Jackson, Royal	2,09.34	
2. S. Bockett, Southampton	2,27.52	
3. M. Turner, Southampton	2,39.00	
Class 4a		
1. K. Pereira, Lincoln	2,07.09	
2. B. Pluthero, C.T.C.	2,08.05	
Class 5a		
1. Parker/Oliver, Lincoln	1,36.55	
2. Kirkby/Boshier, Royal	1,37.05	
3. Tullett/Giddings, Royal	1,38.55	
Class 5b		
1. Beskey/Flook, JLRRE	1,45.10	
2. Sherman/Cook, AAS	1,46.00	
3. Freeman/Balfour, Linc/Nom.	1,47.27	
Class 6a		
1. Bennett/Brooks, Viking	1,49.37	
2. Grant/Holmes, Lincoln	1,57.39	
3. Boyce/Francis, Gaynes H.	1,57.07	
Class 6b		
1. Beavis/Rogers, Southampton	1,53.09	
2. Davenport/Poat, RCT	2,13.36	
Class 7a		
1. Ash/Clark, Harlow	1,54.02	
2. Roney/Simmons, Viking	1,54.53	
3. Dawson/Dawson, Richmond	1,58.05	
Class 7b		
1. Crowther/Jones, Maker v/Rame	1,55.47	
2. Rudderham/Caldecott, S'hampt.	1,58.20	
3. Hughes/Stevens, RCT	2,36.06	

POOLE HARBOUR L.D. RACE 10 July

Class 1a	
1. C. Evans, RNKA & Royal	2.02.25
2. S. Mollier, Hatfield	2.16.49
3. D. Lawder, 1st Southbourne	2.19.50
Class 2a	
1. R. White, Royal Marines	2.19.40
2. A. Godwin, Eastbourne	2.27.38
3. B. Davis, Exeter	2.31.09
Class 3a	
1. S. Kitson, Dewsbury	2.14.55
2. D. Boddington, B.C.U.	2.21.06
3. D. Oldenshaw, B.C.U.	2.21.16
Class 4a	
1. B. Pluthero, C.T.C.	2.39.51
Class 5a	
1. Kirkby/Bosher, Royal	1.56.59
2. Harvey/Harvey, Maker w/Rame	2.01.08
3. Gmach/Johnson, Indep.	2.07.24
Class 6a	
1. Bailey/Sampson, Viking	3.00.59
2. Hucker/Cox, Wincsoabe	3.07.25
3. Grinter/Dean, Westlands	3.21.24
Class 7a	
1. Dalrymple/Davies, Southamp.	2.18.22
2. Higham/Wallis, Axbridge	2.30.45
3. Cottle/Hambling, Bradford	2.33.29
Folding Boats, Senior	
1. Tapscott/Venison, AAS Arbor.	2.27.11
2. Astle/Coombes, Royal Har.	2.30.16
Slalom Boats	
1. M. Crossman, Windsor	2.29.17
2. D. Capps, Windsor	2.38.19
3. S. Holtorp, Indep.	2.58.19
Class 1b	
1. G. Mackereth, Warrington	56.10
2. N. Coe, J.L.R.R.E.	56.40
3. H. Baker, Harlow	57.30
Class 2b	
1. C. Leah, Warrington	1.01.41
2. R. Lappage, Nomads	1.02.36
3. K. Jury, Nomads	1.11.18
Class 3c	
1. R. Worth, Exeter	1.10.59
2. J. Richards, Nomads	1.16.20
3. P. Wyatt, Nomads	1.19.11
Class 3b	
1. N. Jones, Maker w/Rame	58.54
2. R. Nicholson, Southampton	1.00.26
3. M. Carpenter, Exeter	1.04.36
Class 3c	
1. S. Bockei, Southampton	1.08.55
2. M. Turner, Southampton	1.23.40
Class 4b	
1. G. O'Neil, AAS Arbor.	1.07.56
2. R. Stubos, Melchet PK.	1.10.09
Class 5b	
1. McLoughlan/Milligan, JLRE	52.50
2. Balfour/Lockwood, Nomads	52.35
3. Bratt/Marshall, Exeter	52.37
Class 6b	
1. Rogers/Bevis, Southampton	54.00
2. Davenport/Tull, JLRC	1.02.10
Class 6c	
1. Spall/Wanforth, RNKA	1.13.31
Class 7b	
1. Caldecott/Rudderham, S'hamp.	57.35
2. Brinkworth/Hobbs, Bradford	57.50
3. Bentley/Allan, JLRC	1.15.35

CHELMECH L.D. RACE 5 June

Class 1a	
1. C. Evans, Royal	1.39.20
2. S. Mollier, Hatfield	1.41.07
3. T. McCool, Viking	1.48.48
Class 1b	
1. P. Grint, Eagle	2.10.37
2. S. Oakenfold, Eagle	2.26.51
Class 2a	
1. -/Muthers, Viking	1.56.25
2. J. Day, Harlow	2.00.52
3. A. Tullett, Royal	2.00.48
Class 3a	
1. S. Kitson, Dewsbury	1.53.04
2. -/Pumphrey, Cambridge U.	1.57.49
3. D. Clarke, Cambridge U.	1.57.59
Class 3b	
1. R. Nicholson, Southampton	2.02.03
2. R. Tyrell, Hatfield	2.02.37
3. J. Last, Eagle	2.03.59
Class 3c	
1. A. Huskisson, Royal	2.06.08
2. M. Turner, Southampton	2.23.24
3. J. Snell, Eagle	2.53.23

Class 4a	
1. K. Pereira, Lincoln	2.14.29
2. A. Laws, Lincoln	2.14.40
3. B. Pluthero, C.T.C.	2.14.46
Class 4b	
1. R. Poole, Harlow	2.14.36
Class 5a	
1. Kirkby/Bosher, Royal	1.59.09
2. Moore/Pearson, Eastbourne	1.45.05
3. Royle/Boyle, Lincoln	1.49.52
Class 5b	
1. Greenaway/Hewett, 33 Batt.	2.01.51
2. Taylor/Milam, 33 Batt. ATC	2.06.08
3. Henrick/Mountford, CLPC	2.11.12
Class 6a	
1. Bennett/Brooks, Viking	1.47.47
2. Deakins/Smith, Lincoln	1.52.40
3. Rogers/Bevis, Southampton	1.55.10
Class 6b	
1. Warne/Trout, Finchley	2.58.05
Class 7a	
1. Ash/Clark, Harlow	1.47.04
2. Dawson/Dawson, Richmond	1.55.44
3. Davies/Dalrymple, Southamp.	1.57.25
Class 7b	
1. Rudderham/Caldecott, S'hamp.	1.55.34
2. Scott/Scott, Finchley	2.16.37
3. Tutty/Hutchings, Finchley	2.30.08
Class 7c	
1. Edean/Budd, Harlow	2.36.44

WORCESTER L.D. RACE 15 May

Class 1a	
1. N. Lilley, Lincoln	2.10.24
2. T. McCool, Viking	2.19.25
3. K. Biddlestone, Wolver.	2.23.10
Class 1b	
1. G. Mackereth, Warrington	1.51.54
2. R. Freeman, Lincoln	1.58.20
Class 2a	
1. A. Acton, Wolverhampton	2.28.50
2. B. Hughes, Nomads	2.52.11
Class 2b	
1. R. Lappage, Nomads	2.17.31
2. E. Sankey, Warrington	2.20.25
3. A. Westerlink, Nomads	2.35.29
Class 2c	
1. P. Wyatt, Nomads	2.52.43
2. C. Norman, Nomads	3.19.45
3. S. Morton, Nomads	3.44.00
Class 3a	
1. S. Kitson, Dewsbury	2.28.03
2. M. Crossman, Windsor	2.42.13
3. A. Humphries, Chisleton	2.42.55
Class 3b	
1. R. Nicholson, Southampton	2.10.07
2. N. Coe, J.L.R.R.E.	2.18.09
3. W. Fraser, Gailey	2.19.43
Class 3c	
1. S. Huskisson, Royal	2.13.15
2. C. Baker, Nottingham	2.23.55
3. S. Duckett, Southampton	2.25.27
Class 4a	
1. K. Pereira, Lincoln	2.36.41
2. P. James, RMA Sandhurst	2.58.16
Class 5a	
1. Parker/Oliver, Lincoln	1.58.17
2. Kirkby/Bosher, Royal	2.01.01
3. Welsh/Gray, Nottingham	2.10.36
Class 5b	
1. Askey/Flook, J.L.R.R.E.	1.55.41
2. Brett/Marshall, Exeter	1.57.15
3. Lockwood/Balfour, Nomads	1.57.21
Class 6a	
1. Bennett/Brooks, Viking	2.13.01
2. Holmes Oliver, Lincoln	2.25.54
3. Gubberley/Fisher, Worcester	2.39.51
Class 6b	
1. Beavis/Rogers, Southampton	1.55.50
2. King/Powell, Hewell G.	2.05.20
3. Birch/Kent, Hewell G.	2.17.38
Class 7a	
1. Clark Ash, Harlow	2.15.26
2. Smith/Davson, Lincoln	2.19.53
3. Davies/Dalrymple, Southamp.	2.23.54
Class 7b	
1. Rudderham/Caldecott, S'hamp.	1.58.32
2. Jones/Crowther, Maker w/Rame	1.59.11
3. Willetts/Mann, Norton	2.11.28

C.A.C. TOURING CANADIAN RACE July

Putney - Richmond	
1. Avery/Whitty, CCA/Rich.	1.11.30
2. Hubbard/Perkes	1.11.44

CHESTER L.D. RACE 26 June

Class 1a	
1. A. Stoneley, Cambridge U.	1.52.49
2. C. Gregory, R.C. Trans.	1.53.49
3. K. Biddlestone, Wolver.	1.57.38
Class 1b	
1. I. Balfour, Nomads	1.20.26
2. G. Mackereth, Warrington	1.20.37
3. N. Coe, J.L. Dover	1.21.37
Class 2a	
1. K. Yates, Wolverhampton	2.01.36
2. S. Hatton, Warrington	2.10.46
3. H. Gedhill, R.C. Trans.	2.15.40
Class 2b	
1. C. Leah, Warrington	1.27.56
2. G. Maughan, Gailey	1.28.30
3. M. Harkin, AAS Harrogate	1.38.06
Class 2c	
1. P. Wyatt, Nomads	1.50.35
2. J. Smith, Gailey	1.56.59
3. S. Morton, Nomads	1.57.10
Class 3a	
1. J. Woodhouse, Chester	1.36.50
2. S. Kitson, Dewsbury	1.58.18
3. R. Dawson, Richmond	2.00.14
Class 3b	
1. J. Wesley, Nottingham	1.26.07
2. M. Swallow, Chester	1.26.20
3. D. East, J.L. Dover	1.26.41
Class 3c	
1. R. Page, Nottingham	1.39.03
2. M. Baker, Nottingham	1.43.18
3. L. Welsh, Nottingham	1.47.01
Class 5a	
1. Kirkby/Bosher, Royal	1.56.30
2. Jupp/Warren, R.C. Trans.	1.58.43
3. Purchas/Squires, Leamington	1.43.19
Class 5b	
1. Cook/Sherman, AAS Harrogate	1.14.08
2. Milligan/Moroney, J.L. Dover	1.15.00
3. Bonshor/Whitehead, J.L. Dover	1.15.01
Class 6a	
1. Eley/Webb, Nomads	2.07.52
2. Hughes/Salkeld, Chester	2.08.32
3. Fox/Hart, R.C. Trans.	2.32.38
Class 6b	
1. McMahon/Ponter, AAS Harrogate	1.27.46
2. Davenport/Poat, R.C. Trans.	1.37.33
3. Keska/Saunders, Gailey	1.43.06
Class 7a	
1. Parry/Sankey, Warrington	1.23.21
2. Petrie/Jackson, R.C. Trans.	1.24.04
3. Halfpenny/Jenkins, Nomads	1.30.39
Class 7c	
1. Gregg/Swift, R.C. Trans.	1.47.49
2. Evans/Haile, R.C. Trans.	2.14.45
3. Jurd/Heelan, R.C. Trans.	2.34.55
Team Trophy	
1. Nomads C.C.	24
2. Royal Corps Transport	21
3. Warrington	18

ORWELL L.D. RACE 17 July

Class 1	
1. C. Evans, Royal	2.19
Class 2a	
1. Day, Harlow	3.04
2. Lewis, Harlow	3.04
Class 3a	
1. Castleden, Royal	2.47
Class 6a	
1. Brooks/Roney, Viking	2.42
2. Boyce/Francis, Gaynes H.	2.57
3. Read/Bailey, Viking/Bedford	3.05
Class 7a	
1. Hannafin/Wright, Gaynes H.	2.51
2. Duddell/Dennis, Gaynes H.	3.11
Class 4b	
1. Baker, Harlow	2.30
2. Evans, Royal Hosp.	2.01
3. Walters, H.M.S. Ganges	2.53
Class 5	
1. Irvine/Malcolm, H.M.S. Ganges	2.09
Class 6b	
1. Finn/Mulcahy, H.M.S. Ganges	2.02
2. Newman/Davies, Carlton T.S.	2.07
3. McInall/McKay, H.M.S. Ganges	2.08
Class 7b	
1. Smith/Morley, Royal Hosp.	2.49

3 LOCHS RACE 21-22 May

1. MacIntyre/Faterson, Ardrossan	10.46
2. Roberts/Palmer, Forth	11.00
3. Winning/Reid, Scot. Ferry	11.05

BIRMINGHAM REGATTA 14 May

Senior Men K1-500m.

1. A.Edwards, Worcester 2,11.9
 2. L.Oliver, Lincoln 2,12.6
 3. M.Mean, Hatfield 2,16.0

Junior Men K1-500m.

1. N.Lilley, Lincoln 2,15.0
 2. A.Miller, Harlow 2,16.5
 3. A.Moore, Birmingham K. 2,18.5

Novice Men K1-500m.

1. P.Court, Ne.C.C. 2,27.1
 2. F.Hoyle, Lincoln 2,28.5
 3. A.Laws, Lincoln 2,30.0

Youth K1-500m.

1. R.Millar, Worcester 2,27.0
 2. I.Balfour, Nomads 2,33.5
 3. G.Mackereth, Warrington 2,35.5

Open Women K1-500m.

1. L.Oliver, Southampton 2,35.5
 2. M.Tucker, Richmond 2,37.1
 3. K.Emerson, Richmond 2,38.0

Senior Men K2-500m.

1. Edwards/Palmer, Worcester 1,55.0
 2. Lawler/Mean, Rich/Hatfield 1,55.4
 3. Oliver/Parker, Lincoln 1,55.5

Junior Men K2-500m.

1. Lawler/Lilley, Rich/Lincoln 2,01.0
 2. Bryan/Miller, Birm/Harlow 2,06.0
 3. Moore/Hillman, Birm/Worcs. 2,04.0

Novice Men K2-500m.

1. Blakeley/Kiison, Dewsbury 2,11.1
 2. Balfour/Lockwood, Nom/NCKC 2,15.0
 3. Squires/Hacker, RLS/Harlow 2,19.0

Open Women K2-500m.

1. Oliver/Mean, Southampton 2,19.1
 2. Tucker/Huskinson, Rich/Hyl. 2,21.2
 3. Emerson/Jackson, Rich/Hyl. 2,22.5

Senior Men K1-500m.

1. Bolan/Edwards/Oliver/Mean 1,44.2
 2. Lawler/Palmer/Sowman/Hollier 1,52.0

Junior Men K1-500m.

1. Kidd/Miller/Bryan/Miller 1,54.0
 2. Moore/Hillman/Baldwin/Pereira 1,56.0

Open Women K1-500m.

1. Emerson/Jackson/Oliver/Mean 2,15.0

Novice Men LDR 1-500m.

1. J.Squires, RLS 2,39.0
 2. M.Baker, Harlow 2,41.0
 3. A.Laws, Lincoln 2,42.0

Novice Men LDR 2-500m.

1. K.Blakeley/Thompson, Dewsbury 2,32.0
 2. Wright, Fisher, H.C. 3,05.0

MILDENHAW REGATTA 11 June

Junior Men K1

1. N.Lilley, Lincoln 2,13.0
 2. A.Miller, Harlow 2,14.0
 3. A.Baldwin, Harlow -

Senior Men K1

1. C.Evans, Royal 2,09.0
 2. M.Mean, Hatfield 2,10.0
 3. L.Bolan, RLS -

Ladies K1

1. M.Tucker, Richmond 2,28.0
 2. S.Jackson, Royal 2,34.4
 3. M.Mean, Hatfield 2,34.8

Open 1000m Astor Cup

1. A.Sowman, RLS -
 2. L.Bolan, RLS -
 3. P.Gardner, R.A. -

Senior Men K2

1. Lawler/Sowman, Rich/RLS 1,56.0
 2. Bolan/Mean, RLS/Hatfield -
 3. Gardner/Roberts, R.A. -

Junior Men K2

1. Boshier/Kirkby, Royal 2,05.0
 2. Miller/Clark, Harlow 2,01.0
 3. Warren/Jupp, 65 Para -

Ladies K2

1. M.Tucker/Huskinson, Rich/Hyl. 2,20.0
 2. Jackson/Mean, Royal/Hatfield 2,27.0

Youth K1

1. C.Crowther, Maker w/Lane 2,29.5
 2. I.Balfour, Nomads 2,30.4
 3. A.Haakey, JLU 2,31.0

Novice K1

1. T.McCool, Viking 2,23.0
 2. M.Giddings, Royal 2,27.0
 3. A.Haakey, JLU 2,28.0

Open 250m.

1. P.Lawler, Richmond 1,06.8
 2. C.Evans, Royal 1,07.0
 3. L.Oliver, Lincoln 1,08.0

SHEPPINGTON SLALOM 22 May

Div. II

1. A.Taylor, Shepperton 72.00
 2. M.Wigmore, Chalfont 73.46
 3. L.Williams, Cambridge 75.21

Div. III

1. K.Pettit, Wolverhampton 49.20
 2. T.Roundtree, Birmingham 56.60
 3. P.Hewitt, RNKA 57.80

Ladies

1. P.Squires, Coventry 95.80
 2. M.Bellord, Chalfont 117.40
 3. J.Hovase, Chalfont 141.20

WILSH HARP REGATTA 30 May

Junior Men K1-1000m.

1. J.Roberts, Riverside 4,15.02
 2. M.Bosher, Royal 4,15.06
 3. N.Lilley, Lincoln 4,16.05

Senior Men K1-1000m.

1. L.Oliver, Lincoln 3,55.00
 2. M.Mean, Hatfield 3,55.40
 3. A.Wilson, Ayrshire 3,56.20

Senior Men K2-1000m.

1. Gardner/Roberts, Riverside 3,50.00
 2. Lawler/Sowman, Rich/RLS 3,50.06
 3. Mean/Bolan, Hatfield/RLS 3,52.40

Junior Men K2-1000m.

1. Lilley/Oliver, Lincoln 3,54.80
 2. Kirkby/Bosher, Maidenhead 4,03.06
 3. Moore/Hillman, Birm.Worcs. 4,04.08

Ladies H'cap K1-500m.

1. H.Mean, Hatfield Hcap15 2,10.80
 2. A.Huskinson, Royal Hcap15 2,17.80
 3. M.Tucker, Richmond 2,05.04

Novice Men K1-500m.

1. H.Bennett, Viking 2,00.10
 2. T.McCool, Viking 2,03.60
 3. H.Baker, Harlow 2,09.40

Youth LDR 3/4-500m.

1. H.Baker, Harlow 2,37.00
 2. T.Thomas, Hatfield 2,46.00

Men LDR 3/4-1000m.

1. R.Hudderham, Southampton 5,17.80
 2. T.Thomas, Hatfield 5,18.80
 3. H.Hoyle, Lincoln 5,27.00

Junior Men K4-1000m.

1. Bosher/Kirkby/Jordan/Stevens 3,40.80

Senior Men K4-1000m.

1. Mean/Bolan/Edwards/Oliver 5,33.60

Sen/Jun.4 x 500m K1 Relay

1. Royal Leamington Spa (Bolan/Sowman/Kidd/Miller) 8,44.00
 2. Lincoln C.C. 8,45.02
 (Parker/Oliver/Lilley/Oliver)
 3. Richmond C.C. 8,52.08
 (Lawler/Lawler/Unstead/Other)

B.C.U. NATIONAL CHAMPIONSHIPS 21 May

Senior K1-1000m.

1. A.Wilson, Ayrshire 49,10
 2. L.Oliver, Lincoln 49,46
 3. A.Edwards, Worcester 50,19

Junior K1-10,000m.

1. J.Roberts, Riverside 51,16
 2. A.Miller, Harlow 51,36
 3. N.Lilley, Lincoln 51,40

Novice K1-1000m.

1. A.Balfour, Nomads 54,46
 2. R.Freeman, Lincoln 55,04
 3. A.Laws, Lincoln 56,38

Youth K1-1000m.

1. M.Baker, Harlow 56,19
 2. G.Mackereth, Warrington 58,30

Women Open K1-500m.

1. M.Tucker, Richmond 15,15
 2. K.Emerson, Richmond 16,38
 3. B.Mean, Hatfield 16,42

B.C.U. NATIONAL CHAMPIONSHIPS 30-31 July

Novice K2-500m.

1. Gavin/Head, Royal Marines 2,05.0
 2. Jones/Crowther, Maker w/Lane 2,07.6
 3. Grey/Weasley, Lincoln 2,12.2

Senior Men K2-500m.

1. Oliver/Edwards, Line/Worcs. 1,40.0
 2. Kirkby/Bosher, Royal 1,49.4
 3. Gardner/Roberts, Riverside 1,50.4

Senior Men K1-500m.

1. A.Wilson, Ayrshire 1,54.2
 2. M.Mean, Hatfield 1,55.6
 3. P.Lawler, Richmond 2,00.7

Youth K1-500m.

1. M.Whitty, Richmond 2,03.0
 2. N.Jones, Maker w/Lane 2,11.8
 3. H.Dyer, Riverside 2,14.2

Junior Men K2-500m.

1. Kirkby/Bosher, Royal 1,43.6
 2. Rowell/Brockie, Ayrshire 1,44.2
 3. Lilley/Oliver, Lincoln 1,47.0

Senior Men K1-1000m.

1. A.Wilson, Ayrshire 4,08.0
 2. L.Oliver, Lincoln 4,13.8
 3. P.Lawler, Richmond 4,15.0

Ladies K2-500m.

1. Tucker/Jackson, Rich/Royal 1,54.6
 2. Mean/Oliver, Hatfield 1,59.8
 3. Emerson/Sheehan, Rich/H'head 2,19.0

Novice K1-500m.

1. M.Whitty, Richmond 2,06.0
 2. H.Dyer, Riverside 2,10.6
 3. C.Grey, Worcester 2,12.2

Junior Men K1-500m.

1. J.Roberts, Riverside 1,55.2
 2. A.Miller, Harlow 1,56.2
 3. J.Howell, Ayrshire 1,58.2

Senior 4 x 250m Relay

1. Oliver/Lilley/Brockie/Wilson 5,51.0
 2. Lawler/Sowman/Roberts/Bosher 5,55.0
 3. Bolan/Gardner/Holliv/Baldwin 4,07.0

Ladies K4 500m.

1. Tucker/Oliver/Mean/Jackson 1,51.8
 2. Baker/Welsh/Baker/Luge 2,11.0
 3. Emerson/Sheehan/Greenwood/Ellise? 2,20.0

Open LDR 5/4-1000m.

1. R.Dawson, Richmond 5,13.2
 2. J.Weasley, Nottingham 5,24.0
 3. J.Gilmour, Ardrossan 5,30.0

Junior Men K2-1000m.

1. Kirkby/Bosher, Royal 4,02.0
 2. Gregory/Jupp, 65 Para 4,03.6
 3. Lilley/Oliver, Lincoln 4,10.0

Senior Men K4-1000m.

1. Lawler/Sowman/Wilson/Gardner 4,55.0
 2. Edwards/Oliver/Mean/Bolan 4,58.0

Ladies K1-500m.

1. M.Tucker, Richmond 2,10.0
 2. S.Jackson, Royal 2,12.2
 3. L.Oliver, Southampton 2,12.4

Junior Men K1-1000m.

1. J.Howell, Ayrshire 4,36.4
 2. J.Roberts, Riverside 4,37.0
 3. R.Millar, Worcester 4,41.0

Senior Men K2-1000m.

1. Oliver/Edwards, Line/Worcs. 5,59.2
 2. Bosher/Kirkby, Royal 4,00.0
 3. Lawler/Sowman, Richmond/RLS 4,12.6

Junior Men K4-1000m.

1. Jupp/Gregory/Bosher/Kirkby, Btl. 3,48.2
 2. Roberts/Miller/Brockie/Miller, Riverside 3,49.2

ROYAL C.C. REGATTA 23 July

Senior K1

1. C.Evans 1,07.0
 2. P.Lawler 1,07.0
 3. P.Gardner 1,07.0

Senior K2

1. Evans/Pratt 1,07.0
 2. Boshier/Kirkby, Richmond/RLS 1,07.0
 3. Kirkby/Bosher 1,07.0

Junior K1

1. M.Giddings 1,07.0
 2. J.Roberts 1,07.0
 3. A.Miller 1,07.0
 4. A.Kirkby 1,07.0

Junior K2

1. M.Whitty 1,07.0
 2. N.Jones 1,07.0
 3. Tucker/Bosher 1,07.0
 4. A.Lawrence 1,07.0

Open 250m-K1

1. P.Lawler 1,07.0
 2. R.Still 1,07.0
 3. M.Bosher 1,07.0

Open 250m-K2

1. Perkes/Hubbard 1,07.0
 2. Reid/Giddings 1,07.0
 3. Tullett/Jansen 1,07.0

10000m Challenge

1. C.Evans 42,25
 2. P.Lawler 42,31
 3. J.Roberts 42,55

TAY RIVER RACE 24 July

1. B.Brockie, Ayrshire KRC 18,10
 2. D.Patterson, Ardrossan 18,52
 3. L.Bryce, Kyle 18,57

SOUTHAMPTON L.D. RACE		3 July	Class 6b	LINCOLN L.D. RACE	22 May
<u>Class 1a</u>			1. Nation/Dinsdale, AAS Harr. 1.27.20	<u>Class 1a</u>	
1. C. Evans, Royal	1.47		2. Pearson/Chester, Lincoln 1.32.29	1. A. Edwards, Worcester	1.39.10
2. F. Down, Maker w/Name	2.07		3. Povell/Kent, Hewell G 1.35.32	2. P. Gardener, Riverside	1.40.00
3. J. Harris, Westland	2.28		<u>Class 1b</u>		
<u>Class 2a</u>			1. Metcalf/Thompson, Dewsbury 1.26.46	1. G. Mackereth, Warrington	1.13.00
1. A. Godwin, Eastbourne	2.15		2. Willetts/Mann, Norton 1.28.33	2. R. Freeman, Lincoln	1.13.02
2. R. Fish, C.T.C.	2.36		3. Waters/Child, AAS Harrogate 1.30.09	3. K. Emerson, Richmond	1.15.15
<u>Class 3a</u>			WORCESTER REGATTA		
1. T. McCool, Viking	1.59		4 June		
2. D. Clarke, Cambridge U.	2.00		<u>Senior Men K1-1000m</u>		
3. A. Gallup, Chew Valley	2.05		1. L. Oliver, Lincoln	4.08.2	
<u>Class 3b</u>			2. M. Mean, Hatfield	4.11.0	
1. M. Jones, Maker w/Name	2.09		3. M. Soman, R.L.S.	4.11.2	
2. R. Nicholson, Southampton	2.12		<u>Junior Men K1-1000m</u>		
3. J. Thompson, Dewsbury	2.20		1. J. Roberts, ?	?	
<u>Class 3c</u>			2. A. Miller, Harlow	4.18.5	
1. S. Buckett, Southampton	2.35		3. B. Jupp, 63 Para	4.19.7	
2. M. Turner, Southampton	2.41		<u>Novice Men K1-500m</u>		
<u>Class 4a</u>			1. C. Gregory, 63 Para	2.05.5	
1. B. Pluthero, C.T.C.	2.10		2. I. Balfour, Nomads	2.07.1	
2. D. Davies, Southampton	2.13		3. H. Baker, Harlow	2.09.2	
3. D. Dalrymple, Southampton	2.14		<u>Youth Men K1-500m</u>		
<u>Class 5a</u>			1. H. Baker, Harlow	2.14.5	
1. A. Kirkby/Bosher, Royal	1.37		2. N. Coe, JLRE	2.17.2	
2. Gregory/Jupp, 63 Para.	1.39		<u>Women Open K1-500m</u>		
3. Tullett/Giddings, Royal	1.40		1. L. Oliver, Southampton	2.17.3	
<u>Class 5b</u>			2. B. Mean, Hatfield	2.17.5	
1. Brett/Marshall, Exeter	1.54		3. S. Jackson, Royal	2.18.4	
2. Thompson/Port, Norton	2.39		<u>Senior Men LDR 1-1000m</u>		
<u>Class 6a</u>			1. D. Squires, RLS	5.09.3	
1. Bennett/Brooks, Viking	1.53		2. D. East, JLRE	5.12.8	
<u>Class 6b</u>			<u>Senior Men K2-1000m</u>		
1. Beavis/Hogers, Southampton	2.01		1. Edwards/Oliver, Worcs/Linc.	3.44.0	
2. White/Fielding, Norton	2.15		2. Gardener/Roberts, Riverside	3.47.8	
<u>Class 7a</u>			3. Mean/Bolam, Hatfield/RLS	3.48.8	
1. Dawson/Cartwright, Richmond	1.58		<u>Women Open K2-500m</u>		
2. Swift/Cole, Norton	2.03		1. Oliver/Mean, S'hamp/Hatfield	1.59.4	
3. Francis/Duller, Chisleton	2.06		2. Jackson/Emerson, Ryl/Rich.	2.01.1	
<u>Class 7b</u>			<u>Junior Men K2-1000m</u>		
1. Caldecutt/Rudderham, Southamp.	2.01		1. Jupp/Warren, 63 Para	3.58.0	
2. Glass/Longster, Pinehurst	2.03		2. Bosher/Gregory, M'head/63 P.	3.58.9	
3. Mann/Willetts, Norton	2.08		3. Miller/Bryan, Harl/Birm.K.	3.59.4	
<u>TRANT RIVER L.D. RACE</u>		19 June	<u>Senior Men LDR 2-1000m</u>		
<u>Class 1a</u>			1. Brown/Cole, Norton	4.53.0	
1. C. Evans, Royal	1.42.30		<u>Youth Men K2-500m</u>		
2. N. Lilley, Lincoln	1.45.21		1. Balfour/Baker, Nomads	2.01.3	
3. S. Hollier, Hatfield	1.47.00		2. Port/Thompson, Norton	2.25.3	
<u>Class 2a</u>			<u>Novice Men K2-500m</u>		
1. L. Day, Harlow	2.07.05		1. Purchas/Squires, R.L.S.	1.57.9	
2. T. Smith, AAS Harrogate	2.12.24		2. East/McLaughlan, JLRE	1.58.3	
3. H. Gledhill, JL Taunton	2.15.21		3. Balfour/Baker, Nomads/Harlow	1.59.0	
<u>Class 3a</u>			<u>Senior Men K4-1000m</u>		
1. S. Kitson, Dewsbury	1.57.26		1. Olympic Training Squad A	3.28.3	
2. G. Gregory, RTC	1.59.25		(Bolam/Mean/Oliver/Edwards)	3.33.0	
3. B. Gantle, Harlow	2.03.26		<u>Junior Men K4-1000m</u>		
<u>Class 5a</u>			1. Jupp/Warren/Gergory/Bosher	3.40.0	
1. Kirkby/Bosher, Royal	1.38.12		2. Baldwin/Moore/Freeman/Hillman	3.44.5	
2. Jupp/Warren, RTC	1.42.11		<u>BCU NATIONAL CHAMPIONSHIPS</u>		
3. Green/Mathers, Viking	1.50.46		5 June		
<u>Class 6a</u>			<u>Senior Men K2-10000m</u>		
1. Bennett/Drooks, Viking	1.51.04		1. Gardener/Roberts, Riverside	43.38.0	
2. Smith/Watkin, Royal/Lincoln	1.55.31		2. Soman/Edwards, RLS/Worcs.	43.38.4	
3. Boyce/Francis, Gaynes H.	2.01.55		3. Mean/Bolam, Hatfield/RLS	45.38.0	
<u>Class 7a</u>			<u>Junior Men K2-10000m</u>		
1. Honey/McCool, Viking	1.54.30		1. C. Hillman/Moore, Worcs/Birm.	46.36.8	
2. Dawson/Jackson, Richmond	2.00.02		2. Miller/Bryan, Harl/Birm.K.	46.37.0	
3. Hannafin/Wright, Gaynes H.	2.02.33		3. Jupp/Warren, 63 Para	47.45.0	
<u>Class 3c</u>			<u>Novice Men K2-3000m</u>		
1. C. Baker, Nottingham	1.35.57		1. East/McLaughlan, JLRE	16.13.0	
2. R. Page, Nottingham	1.40.02		<u>Women Open K2-3000m</u>		
3. M. Baker, Nottingham	1.40.07		1. Mean/Oliver, Hat/S'hamp.	16.11.0	
<u>Class 1b</u>			2. Emerson/Jackson, Rich/Royal	16.18.0	
1. H. Baker, Harlow	1.24.20		<u>BRITISH OPEN YOUTH CHAMPIONSHIP</u>		
2. K. Blakeley, Dewsbury	1.26.20		17 July		
3. N. Coe, JL Dover	1.28.41		<u>Class A</u>		
<u>Class 2b</u>			1. D. Rogers (Southern)	2.26.5	
1. G. Leah, Warrington	1.30.45		2. N. Coe (London & SE)	2.27.0	
2. G. Maughan, Gailey	1.32.04		3. C. Skellern (West Mids)	2.28.5	
3. E. Sankey, Warrington	1.32.20		<u>Class B</u>		
<u>Class 3b</u>			1. N. Jones (South West)	2.25.0	
1. C. Fielding, AAS Harrogate	1.28.12		2. K. Bryce (Scotland)	2.34.0	
2. - Jackson, Dewsbury	1.30.05		3. P. Doodey (West Mids)	2.35.0	
3. D. East, JL Dover	1.30.55		<u>Class C</u>		
<u>Class 4b</u>			1. M. Baker (North Mids)	2.54.0	
1. R. Harris, Harlow	1.41.55		2. S. Stone (West)	3.06.0	
2. - McMahon, AAS Harrogate	1.42.27		3. M. Turner (Southern)	3.10.0	
3. J. Wolfenden, Gailey	1.46.53		<u>Relay</u>		
<u>Class 5b</u>			1. Southampton (Southern)	10.11.5	
1. Balfour/Lockwood, Nomads/Not.	1.14.40		2. J.L.R. Dover (London & SE)	10.14.0	
2. Haskey/Flook, JL Dover	1.15.35		3. Kyle (Scotland)	10.33.0	
3. Cook/Sherman, AAS Harrogate	1.16.12		<u>DEVIZES-WESTMINSTER RACE</u>		
			8-11 April		
			<u>Bedford Regatta</u>		
			17 July		
			<u>Junior K1-500m</u>		
			1. Miller, Hatfield	2.07	
			2. Baldwin, Hatfield	2.12	
			3. Alexander, Belfast	2.16	
			<u>Junior K2-500m</u>		
			1. Miller/Baker, Hatfield	2.04	
			2. Harvey/Harvey, Maker w/Name	2.07	
			3. Cartwright/Dawson, Richmond	2.16	
			<u>Senior K1-500m</u>		
			1. Miller, Hatfield	2.07	
			2. Baldwin, Hatfield	2.09	
			3. Alexander, Belfast	2.16	
			<u>DEVIZES-WESTMINSTER RACE</u>		
			8-11 April		
			<u>Principal Revisions to Results</u>		
			<u>Senior Class</u>		
			2. Seeger/Spence, Sandhurst	22.29.30	
			<u>D-W Reserve Forces Trophy</u>		
			Grove & Banks, 21 SAS Regt. TA.		
			<u>Tyne Challenge Cup</u>		
			Casey & Broughton, RMA Sandhurst		
			<u>READING TEAM SLALOM</u>		
			1. Reading A	274	
			2. Chalfont A	326	
			3. Brighton A	362	
			<u>C2 Event</u>		
			1. Leeds/Chester	238	
			2. Haberdashers A	257	
			3. Shepperton A	271	

SUCCESS on the Isere

Julian Shaw

In the year between two world slalom championships, it has become customary to attend a slalom on the site of the following championships and treat this as a dress rehearsal. In 1967 this site will be in Czechoslovakia, but in readiness for this a weir is now being re-built, thus we looked elsewhere.

With a number of top events to choose from, we decided to enter a British team for the International slalom and river race on the Isere in the French Alps. Apart from providing a good competition, this site is also good for continuous training. Our team consisted of six men and three ladies. Ian Pendleton was in charge of the ladies, and I looked after the men's training programme. It was a fortunate choice as the top flight slalomists from almost every country other than East Germany also attended.

In a slalom which approached World Class by virtue of its course standard and entry, we were only beaten by Germans and Kurt Preslmeyer (world champion) in the men's K1, ladies K1 and men's team event. The strength of the Germany entry can be deduced from the fact that there was a contingent of 40 competitors from Dusseldorf C.C. alone.

In the men's K1, Dave Mitchell and Rodego, the winner, were the only ones to return a perfectly clear run. Not quite up to form, Dave still managed to come 8th out of 59 starters. Close behind him was John Woodhouse in 10th position, with two very consistent runs. Ken Langford, the other member of our top trio, made the mistake of changing to an apparently identical boat from the same manufacturer two days before the event. The marginally different seating position reduced Ken to 29th, which is about 28 places lower than he was hoping for!

Our second trio, Raymond Cubberley, Brian Palmer and Norman Jackson were all newcomers to competitions of this standard, but were all delighted by getting results which our top team was striving for not so long ago. Raymond was 16th, Brian 25th and Norman 38th.

The highlight however must be our performance in the team event. Here we took third place behind two teams from Germany. This is very significant in that although an individual can have a lucky run once in a while, team events in this water can only represent the finesse of three well co-ordinated competitors.

Our ladies also rose to the occasion and Heather Goodman overcame her fear of rough water for the day of the competition, to come in 4th. For Pauline Squires, the event introduced her to conditions she had never met before, and her attempts in water still on the limit of her ability are considerable tribute to her and Ian Pendleton. Our third lady was Lesley Calverley, for whom the combined efforts of underwater rocks and the local hospital proved too much, and she was unable to compete.



Dave Mitchell—a clear run.

Photo: J. Bright.

Only our top three men competed in the river race, a course of 8 miles duration, including a 2 km. stretch of Grade 5. Despite the lack of any such water in the U.K., we again proved that we are a force to be reckoned with. In the combined river race and slalom results, Dave Mitchell came second. The man who beat him; Preslmeyer!

Slalom Round-up

An unpleasant practice which has followed the widespread introduction of glassfibre canoes, and which appears to be becoming increasingly prevalent, is the taking of a mould off a popular slalom model for the purpose of making any number of copies of it. The slalom boat, rather than any other type, is more prone to this, presumably, as it can be used both for competition and as an all-purpose boat. It should be noted that to do this is illegal, all glassfibre slalom canoes manufactured in this country are registered designs, and the manufacturers, who are becoming increasingly aware of this pirating of their designs, are entitled to prosecute anyone so doing for infringement of copyright. At least one make carries a notice to this effect.

The copying of other people's designs is ethically indefensible, and manufacturers are not going to spend considerable sums of money designing and developing new models, if they know they are going to be copied in this way. The Slalom Committee,

realising this, and the long term effect it could have on the general development of slalom in this country, is now considering imposing severe penalties on those people under their jurisdiction who persist in infringing these copyrights. It is to be hoped the B.C.U. Council will adopt a similar attitude.

The manufacturers themselves know that in the majority of cases it is schools and youth clubs which are taking these moulds. They do not wish to discourage young people, who probably cannot afford to buy a new model anyway. For this reason they have said that they are willing to consider allowing their boats to be copied in certain circumstances: provided the boat is not a current model, and that a Royalty (their due) is paid to them. However, an agreement must be reached with the manufacturer concerned, before commencing to copy a boat. In no case is it right to do so without approaching him first.

* * *

At last C.2. canoeing has started in this country, if only in a small way. The first ever event for double Canadians was held in conjunction with the team slalom at Marsh Lock in July. Although there were only two boats, seven pairs competed in turn. The standard was not high, though this was somewhat expected as few pairs had had much practice together before. Remembering that the selectors have announced their intention of including a C.2 in the 1969 World Championship team, it is to be hoped some will have been sufficiently encouraged by this try out to seriously consider taking up this form of slalom canoeing. Now is the time for teams to start practising together if they want to reach a good enough standard.

The K.1 team event itself was very well attended, with 26 teams entered. This is an event which deserves to be well supported, as it engenders a sporting inter-club rivalry, and as all the teams have to compete on the same fairly tough course, it gives novices an experience of rougher water than they are normally accustomed to, and a chance to compete with members of the upper divisions. Maybe there could be more?

The slalom committee will soon be holding its annual meeting to consider next year's programme. All clubs interested in slalom canoeing are entitled to send two representatives to this very important meeting. Perhaps this year more clubs will come forward and offer to run slaloms, and also consider the possibility of including events for double Canadians. Motions for discussion and requests for information should be sent to the slalom secretary, J. D. Shaw, 4 Greenside, Edgumbe Park, Crowthorne, Berks.

International News

The latest news which we have received from Mexico is that the Olympic Organising Committee has now accepted all the recommendations regarding the width of the courses etc. (see our June issue).

A new proposition is being submitted to spread the canoeing events over four days (22-25 October) instead of three, with all races to be held in the morning.

* * *

At the May meeting of the ICF Paddling Racing Committee in Berlin-Grünau, the Canoe Association of the German Democratic Republic (DKSV) demonstrated a prototype of a CX—designed and constructed to the specifications of the new ICF Racing Rules. The measurements of the CX had been fixed, but nothing was said about the size of the crew. The committee has now decided to fix the number of paddlers at six plus one steersman for both junior and senior races.

A demonstration race in the craft was planned in conjunction with the Berlin-Grünau World Championships in August.

Grant for B.C.U.

The Dept. of Education and Science has made us a grant of £3450 as a contribution towards expenditure on Coaching and Headquarters administration in England and Wales. They have also made us a grant of up to £475 towards capital expenditure on the purchase of equipment required for sprint, slalom and white water racing activities. This represents a little under half of the planned expenditure on these items. With regard to the support of B.C.U. teams proceeding abroad, the Dept. of Education and Science has made a total contribution of £460 towards the cost of teams in 1966.

Sea Canoeing One Day Conference

This conference is being arranged in London on Sunday 4th Dec., 1966 by the Central Council of Physical Recreation and the British Canoe Union—an opportunity for B.C.U. Coaches and Instructors, Youth Leaders, Teachers and anyone responsible for organising Canoeing to meet and discuss the scope, joys and hazards of Sea Canoeing.

The programme will include talks on "Sea Canoeing Essentials and Training", Study Groups on Sea Canoeing areas within reach of London—the Thames Estuary, Medway, Kent and Sussex coasts, The Hamble, Chichester and Poole Harbours, "The Scope of Sea Canoeing Holidays in Britain and Abroad" and Films on Techniques and Surfing. Further details are available from the C.C.P.R., 26 Park Cres., London, W.1.

My Column — Oliver Cock

In my last Column I spoke of the Fitness for Sport Conference and the enormous amount of very valuable information to be learnt there. Naturally, it deals almost exclusively with competitive sport rather than recreation, though tips from the former can prove themselves of value in the latter.

However, since I spent nine years coaching one of our own international teams, and had before that spent a good many years of my life training to sprint — not very successfully, I admit — under Guy Butler, who held the quarter-mile record for a very long time, I still have a large corner of my heart towards this kind of work. Hence I find the Fitness for Sport Conference a most absorbing meeting.

Three years ago—almost at my first conference—somebody raised a question with regard to psychology in training, and the last two conferences have both had quite a bit of time taken up on this subject. I began to take a deep interest in psychiatry during the war, when I met and had conversations with psychiatrists stationed with paratroop regiments. They were there because of the high nervous pressure at which the men lived.

As a result, I have come to the conclusion that the baffling thing about it is its extreme commonsense, which is, as you know, a commodity nobody else ever has. The trainer has also to have enormous powers of discernibility—observation—call it what you will; but he ought to be one ahead of his athlete, knowing what he is thinking almost before the man does himself.

Given this power, a trainer will know pretty quickly whether someone who has asked to be trained will come up to the required standard or not.

No two of us are exactly alike — for which thank heaven—and the exact method of working will be different, one athlete from another. We read tables of training, of so many hours of this or that; but it may well suit some of us better if we work the table another way. Besides, what is our skill? Do we sprint, or go in for long distance racing or slalom? Each is very different from the others, so will need different training. The first is a closed skill; *i.e.* one suffering little or no outside interference with the job of getting the canoe to go. The others are open skills; *i.e.* ones where there is continual change in the immediate circumstance, wanting an alert eye to see the changes almost before they occur. Obviously the methods of training in each are going to differ.

But there are some common rules. These were given at the last conference by W. L. Steel, a man trained in psychology and now a senior lecturer in the Department of Physical Education at the Manchester University. Let us have a look at some of them :

1.—It is expected that the Africans will be very high in the running world shortly because "The Africans bloody well run!" But "it is no good taking a narrow beam, because it can become dull and monotonous, and this will break the enthusiasm of the athlete". (The fun about rules is the frequency with which they are broken !).

2.—"The individual only learns physical skills by doing them, not by watching them or doing something else".

3.—In each step in the training there must be some reward. In this context, therefore, isometric training as normally practised is futile because there is no end product. Interval training is a good thing, because it provides variety and this is good psychologically. Monotony is bad.

4.—In closed skills, mental rehearsal is valuable because it creates confidence.

5.—Don't aim at the top, with nothing below to climb up by. Give your athlete steps to his aspirations.

6.—Generally it is probably better to be an extrovert rather than an introvert in relation to one's activities; to get things going rather than to wonder why they don't go.

7.—Psychological tests can not yet be relied upon. It is better that you should get to know your athlete really well, as also his likes and dislikes, his desires and hates, his inhibitions and urges.

I have given these paragraphs numbers for convenience only. They have no order; nor is any one less important than any other. If you have a very concise mind, these things will not come easily. I watched Mr. Steel's listeners while he was talking. It was interesting to note those who had difficulty in absorbing what he had to say. They wanted precise information—and could not get it. They knew how to make a muscle stronger. They were worried that they could not tie the mind down similarly, when they knew that the latter had great effects upon the former. Staleness is almost entirely mental, and anxiety can completely wreck a man's performance, however well trained he is physically. A difficult subject, and an engrossing one; one which I hope our competitive committees will take much more seriously in the not too distant future.

INSURANCE

I would like to point out that the third party cover given free under the canoe insurance scheme covers damage caused by the canoe *only whilst it is being paddled*. The Insurance Certificate clearly states this. It does *not* cover damage done to persons or property by the canoe whilst it is on a roofrack, or falling off a roofrack, to be more to the point ! !

Several canoes have been damaged this year, having been blown from the roof of cars. Fortunately only the canoes have been damaged, and in most cases the cost repair has been borne by the Insurance Company. However, had the falling canoe caused damage to other people or other cars, or maybe caused a horrible crash, the third party cover under the *canoe* insurance would not have been in force. Instead, the claim would have to be made on the Third Party insurance on the *Motor vehicle* carrying the canoe.

The same kind of query arises in connection with towing canoe trailers. Make sure that your particular motor insurance covers you for third party risks whilst towing a trailer, and if in any doubt, check that you may carry canoes on top of the car.

Joan Baker, BCU Insurances.

Those in Belgium on 2nd October will be able to watch British entries in the 27th Marathon de la Riviere. It will particularly interest those who like rough water racing, the river is up to Grade 3 and the 6 dams are all practicable. The race will be a full International event.

* * *

In his July news-sheet, Percy Blandford announces a new canvas white water canoe design (PBK.62), "Spray". It is 13 ft. 6 in. long with a 24 in. beam, well-rockered, and with an oval cockpit.

THE L.D. SCENE

John
Woolley

That magnificent canoeist Charles Evans has done it again ! On Saturday, 6th August, before a crowd of 175,000 he won the International Sella River Race for the second year running. I feel this achievement is really excellent, that a person who is studying to be a Doctor, working hard for exams, can bring himself to the peak of fitness required to defeat the best paddlers from twelve countries, is a most terrific feat. He has brought much honour and glory to Great Britain and to the British Canoe Union. I am sure you will

A.G.M. at Bury - Details

This year's AGM is being combined with the Canoe Conference & Exhibition and will be held on Saturday, January 28th at the Bury Technical College, which is reputed to have a car park of almost infinite dimensions.

Bury is only a short distance from Manchester and offers superior accommodation to venues considered there. Although a few miles further north, directions to the College will be easier to explain and signpost, resulting in a nett saving of time to motorists coming from the south, and those coming by rail will find the College near the station.

The Bury Y.M.C.A. is offering sleeping space for B.C.U. members bringing their air-beds and the town has quite reasonable restaurant facilities. Those who want a wider selection can reach Manchester quickly.

The Conference (28/29th Jan.) will open at 10 a.m. on the Saturday, and like that held formerly in London will consist of an exhibition, lectures and demonstrations in the swimming baths. At 5 p.m. there will be a Film Show aimed both at Conference visitors and B.C.U. members, and the B.C.U. A.G.M. will commence at 6.30 p.m.

The Exhibition will remain open between 10 a.m. and 1 p.m. on the Sunday morning, and during this period the various technical committees of the B.C.U. will hold their meetings.

Fuller details will be given in the December C. in B., and in the poster leaflets to be distributed by the C.C.P.R. Admission to the Conference will be 3/- for Adults, half price for those under 19.

It is hoped that B.C.U. members living outside the Manchester area will find the programme sufficiently interesting to want to stay for the weekend.

join me in offering him sincere congratulations.

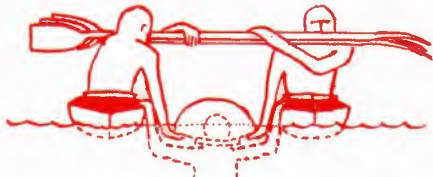
The British Team also deserves a hearty vote of thanks. Their combined positions won Great Britain the Nations Team Prize again for the second year running. No team could have worked together better and each and every member deserves our thanks for a fine effort.

In particular Dr. Bernard Watkins, the Team Captain, can expect a big welcome home. Before they went to Spain Doc Watkins said that Charles Evans could, and would win the 1966 Sella. He also said they would bring back the Nations Prize. There is nothing like a confident Captain and I am sure Bernard inspired our paddlers to a great victory.



Placing of paddles

The YY Method of Rescue



Under-cockpit assistance from rescued

I, like Chris Hare, have never been convinced that the "H" method of rescue is suitable in rough conditions. This doubt was largely based on the fact that I, and my kayak, were thrown bodily on to the fore deck of the starters double at an S.C.A. championship on Loch Lomond. The lesson I learned from this was, "never get one boat at right angles to another in rough conditions".

I had several ideas thought out before reading "Big swim at Blackrock", and the opportunity for experimenting, with rescue methods, came at Inverclyde Recreation Centre, where I acted as instructor on a canoe course. The "Young" method has been demonstrated before the public with great success and everyone who has seen or used it has declared it to be better than the "H" method.

I shall be delighted to hear of criticisms or developments from the basic method.

The "Young" method or if we must stick to alphabetical symbols, "YY".

- (1) The upturned canoeist should hold on to the stern of his own canoe and his paddle.
- (2) The two rescue craft should come along either side preferably facing in different directions.
- (3) The subject of the rescue should pass his paddle to one of the rescuers, then hold on to one rescuer's bow with arm and legs and the stern of his own canoe with one hand.
- (4) The rescuers place all three paddles across their outside shoulders and lean on them with one arm.
- (5) The rescuers grip the upturned cockpit and lift.

(6) The subject can help by lifting and lowering the stern of his own canoe. If there is a considerable amount of water it may be necessary for him to keep the stern up while the others lift.

(7) The rescuers turn over the canoe by one raising and one lowering his hand.

(8) The rescue is completed by the subject climbing into his canoe by vaulting in with one hand on the bottom of his own canoe and one on the deck of the adjoining canoe. He then receives his paddle from the shoulders of his rescuers.

Advantages

- (1) At no time is there ever a sense of insecurity since the canoes are closely knit into a raft.
- (2) The canoes are not likely to drift away from the capsized canoeist, since he need not at any time take his hand off his own canoe.
- (3) The person in the water acts as a sea-anchor and keeps the canoes end on into the wind or tide.
- (4) It is possible for the rescuers to take a rest by resting the upturned canoe on their decks.
- (5) The person in the water only requires to move half the length of his own canoe.
- (6) The time taken (this is most important) is less than 3 minutes.
- (7) It is possible for the rescued person to aid the lifting by putting his head inside his own cockpit and his hands on the decks of the other canoes. This might be necessary if the canoe was heavy and/or the rescuers weak.

Note.—It is not necessary for the rescuers to face each other, nor for the rescued to hold his stern, but this, to my mind, is the ideal situation.

JOHN S. YOUNG.

At Stevenston High School in Ayrshire, adventure training is accepted as part of the curriculum and comprises camping, canoeing, map and compass tests, First Aid and hostelling. This occupies three consecutive afternoon periods which allows for better concentration than the three single periods usually allocated in the time table. These activities take the place of formal gymnastic exercises which, it is claimed, have no great carry-over value for the boys.

Alteration to Calendar

September 17th. Royal C.C. Centenary L.D. Race (from 25th).



Mike Clark Canoe Racing

July was certainly a busy month for our sprint paddlers with Zaanregatta, Richmond regatta, Royal regatta, and the National Championships all in the four weeks. In Britain paddlers now only have the North v South match to contend, but during August twelve canoeists attended the World Championships in East Berlin and over the Bank Holiday a number had arranged to compete at the Ghent regatta in Belgium.

At the beginning of July, a large team was sent to Zaanregatta in Holland, and although the seniors were unable to gain a place in the finals, our junior and aspirant paddlers gave a very fine account of themselves — 7 first, 3 second and 8 third places gained in the finals! Our young ladies did exceptionally well, in the K1-2,000 m they took all three 'places' — 1st Miss L. Oliver (Southampton), 2nd Miss B. Mean (Hatfield), 3rd Miss S. Jackson (Royal). In the

Senior K2 1,000m. start at Zaanregatta, Holland, on 2nd/3rd July.

Senior ladies K2 race, Miss Oliver/Miss Mean did well in taking fourth place with a time over 4 sec. clear of the junior ladies! Miss Oliver and Miss Jackson both gained a first in the junior ladies K1 500 m. (at Zaanregatta there are no heats in junior and aspirant events, all races taken as finals) but in the senior ladies K1 it was disappointing to see Marianne Tucker gain only fourth place. Zaanregatta has over 90 events in the two days, events that our canoeists can do well in, and although it does not attract the top European paddlers it is far superior to anything in Britain. After this first success I hope that our paddlers will continue to support this event.

Royal Canoe Club held their Centenary Sprint Regatta on 24th/25th July at Teddington. Support for this meet was a little lacking but the weather was kind and racing between paddlers, who came mainly from the Thames clubs, was close and interesting. By far the most outstanding paddler here was C. Evans (who incidentally has been



Aqua-photo.

chalking up numerous victories in L-D (this season) of the Royal Canoe Club, for he won the senior K1 1,000m., with B. Pratt went on to win the senior K2 1,000 m., and in a very exciting race for the Paddling Challenge Cup over 10,000 m., he fought for the whole course with P. Lawler for the lead, crossing the finish just six seconds clear of Lawler to win his third "pot" of the week-end.

The National Sprint Championships were raced at Pangbourne on 30th/31st July, but here conditions were not too good and many of the events were contended in drenching rain and strong winds. Times were hence very erratic but also it must be noted that the 500 m. course was certainly short—Wilson returned a time of 1 m. 54.2 s. for the 500 and 4 m. 8 s. for the 1,000 m.—it's hardly the thing to hold National Championships over a short course! However, both Marianne Tucker and Alistair Wilson successfully defended their titles, Marianne winning the ladies K1-500 m. for the seventh



News from the Scottish Canoe Association

From the 2nd to the 9th July the S.C.A. ran a course for instructors at the S.C.P.R. Inverclyde National Recreation Centre at Largs. The seven participants underwent a concentrated programme of both practical work and theory to bring them up to the necessary standard for the S.C.A. Instructor's Award. During the course a new method of deep water rescue was developed which appears to be much better than the 'H' method recommended in the Coaching handbook. There is still some evaluation work to be done on the new method, but a description has been submitted to C in B so that everyone can have a chew at it. (p. 75).

At the conclusion of the course a team of four examiners put the group through their paces. The theory was tested at Inverclyde itself, while the practical test was taken on the spot where the Vikings landed in 1263 to suffer a final defeat at the hands of the Scots.

The Scottish Confined Slalom at Thistle Brig (26th June) was run at the highest water level ever seen on the Tay. The rapid was completely different but the organising club, Forth C.C., erected an excellent course and many people were very surprised to get round it without mishap.

At the moment the S.C.A. has 15 affiliated clubs and one affiliated canoeing section.

A junior pair who seem to be going as well in sprint as L-D are A. Kirkby/M. Boshier of the Royal Canoe Club. At the Nationals they won the junior K2-500 m. with a time of 1 m. 45.6 s. and in the senior K2-500 m. gained second place to Edwards/Oliver in a time of 1 m. 49.4 s.

A strong team was again sent to the International Sella River Race in Spain on 6th August, and I am pleased to report that C. Evans won the senior K1 event for the second year and that Kirkby/Boshier took 11th place in the senior K2 race. Also our L-D paddlers gained the Nations Team Prize for the second year. Very well done, lads!

There have been requests for the B.C.U. Calendar to be published earlier and distributed with the December 'Canoeing in Britain' instead of in March. We think this idea has both possibilities and snags, and would be grateful if members would send their comments to the Editor.

Despite allegations which are continually being made to the contrary, the British Canoe Union Council feels very deeply about the contraction of waterways available for canoeing and the difficulty of access to them. So that members may have a better understanding of the problem and what is being done about it a brief outline of the activities of the Council is given below.

Action on Access

Present Legal Position

The B.C.U. Council has taken legal advice and is advised that the public has no legal right to pass over any water without permission of the owner unless such water is either tidal or is a recognised navigation, unless a public right of way can be presumed from long user — one way of doing which is to prove 20 years of uninterrupted use by the public as of right. Despite opinions to the contrary which from time to time appear, no lawyer has yet given advice contrary to this.

Long Term Action

The legal position rests on the common law of property as interpreted over the last few hundred years in the courts. Water is regarded as something which, like air, happens to lie or pass over privately owned ground. By contrast, in Sweden, the traditional view was that every person had a common law right to travel, camp, swim and rest on another person's property. This law has now been given a statutory basis in the Riparian Law of 1952 because of the importance attached in Sweden to recreational pursuits. The Council feels that the obstacles provided by the traditional legal view in England to the development of outdoor recreational pursuits are so great that a fundamental change in the legal position is required. This can only be done by legislation. The Council has made representations about this to the Minister of Land and Natural Resources, the Minister for Sport, the Sports Council, and the C.C.P.R. It must be realised that the time factor for any practical result from these representations must be measured in years and not in months.

Short Term Action

In the short term the Council feels that a most pressing need is for representation of recreational users of water on River Authorities Boards so at least the needs of the canoeist on water under their control can be put forward at their meetings. This view is continually being pressed on the author-

ities above. Landowners and fishery interests are strongly represented on the river authorities, and in most cases the only persons through whom recreational needs can be voiced are the members appointed by the local councils. The Council is also prepared to help in fighting any case where there is a reasonable chance of proving "a right of passage through 20 years use as of right". The essential point is evidence (which means people, witnesses, historical references, not canoe trips of which the landowner may claim to have been ignorant, and might be called infrequent as well).

This is not always easy as has been found with the case of the River Ribble which is now being conducted. However, any case which has a reasonable chance of success will have instant backing from the Council.

Present Policy

The Council is fully aware that unfortunately the amount of water available for the evergrowing number of canoeists is getting less and less. Whilst maintaining the principle that there should be a right of passage over all water that will float a boat, the Council feels that the best interests of the members are served by trying to get the confidence and co-operation of local authorities, land owners and fishermen with whom we are forced to negotiate. To this end River Advisers have been appointed wherever possible, who can give advice on the problems of access in their own areas. These advisers give much of their spare time to obtaining the best possible freedom of water for canoeists. Their work is often seriously interfered with by canoeists, not usually members of the Union, who barge through private waters without permission and spoil the agreements which have been reached after months of patient work.

Competitive Canoeing

There have been criticisms that permission can be obtained for competitive canoeing and not for touring. It must be remembered that competitive canoeing requires permission for a specific length of water for a specific day or days, for a specific number of people and for a specific purpose. The land or fishing owner knows exactly what is required and is more ready to agree to something which he can allow for.

Water Sports Code

The B.C.U. Council believes in freedom of all waterways for the use of canoeists. But this carries with it the implication that all suitable waterways should be free for the use of all water sports including sailing, motor boating, swimming and even fishing and water ski-ing. The Council has therefore co-operated with the C.C.P.R. in producing an agreed water sports code designed to make the multiple use of waterways



Continuing the campaign to secure official recognition of the public right of navigation on the Stour, canoeists from Harlow, Orwell and Chelmsford C.C.'s paddle on the mill

pond at Flatford Mill. The event was organised by the Inland Waterways Association River Stour Action Committee.

Photo: E. Boesch.

easier and pleasanter for all, and planned for distribution with this copy of Canoeing in Britain.

Even in the short term the Council hope that the existence of this Code will tend to make the land owners and local authorities more ready to allow the multiple use of waterways under their control.

What can the Individual Member of the B.C.U. do?

Firstly, talk calmly and reasonably with river authorities, riparian owners, fishermen, etc.

Secondly, numbers talk with authorities. The more of your canoeing friends you can persuade to join the B.C.U. the better our chance of making an impression on them.

Thirdly, everyone has an M.P. and a local Councillor. If they hold a political meeting in your area, go along and ask what the member or the candidate thinks about these problems. Do this with all candidates, irrespective of party. Plug multiple recreational use of waterways all you can. Remember two voices are better than one, and ten much better than two. Numbers count in politics. Also if you have a particular local case of access or use of water, particularly that under control of a local authority, write to one or both of them and ask them to do something about it.

Fourthly, talks, however informal, with members of local Councils, local Authorities, local Education Authorities and the like can do nothing but good. Let them at

least understand the position of the canoeist and his needs. And don't forget the councillors on the river authorities.

Fifthly, if after reading the paragraph on the legal position you feel that you have a case, try and amass all the information you can and let the General Secretary know. He will try to give you any advice and help and will inform the Access Committee at its next meeting.

Lastly, keep your B.C.U. Regional Sports Association Representative informed of what is going on, preferably through your club. They cannot help you if they do not know what the situation is.

Canoeists Charter

Just over a year ago the Council drew up a 'Canoeists Charter' for use as background information in correspondence with Authorities and any other persons regarding access.

Extracts from the Charter are reproduced below . . .

WATERWAYS—THE RIGHT OF ACCESS AND PASSAGE

"But more of the natural assets of our countryside should be accessible to those who will want to find healthy recreation there There are miles of river and canal which could be made usable and available for canoeers and those who like just messing about in boats; the authorities who control reservoirs could, under proper safeguards, allow more yachting and sailing clubs to sail on waters at present forbidden

to them; the local authorities could do more to lift restrictions and to provide sites for lightweight camping What is wanted is not only more imagination, the desire to go further afield, on the part of those who enjoy outdoor activities, but more understanding of their widening needs by the authorities who control access to much of the terrain itself."

(Report of the Wolfenden Committee on Sport, 1960, para. 66).

Introduction

Canoeists are divided broadly into two main categories. The first, the competitive canoeist, who either desires to demonstrate his skill or endurance in sprint or long distance racing, slalom, wild-water racing, or canoe sailing. All categories take part in International and World events.

The second, and by far the larger category, is that of the touring canoeists, who, travelling as individuals, families or groups, wish to be able to go wherever there is sufficient water to take their light craft. They often camp by the waterside when on a long tour, moving on from day to day anything up to 20 miles or more. The individual tourist asks for nothing more than to be able to paddle his own canoe, quietly enjoying the beauties of our waterways.

The Problem

The great majority of rivers and most rapid rivers flow over private land and except where a legal right of navigation has been established over the years, canoeists are regarded as trespassers unless they have obtained permission from the riparian owner. Thirty years ago there were probably little more than 500 canoeists in Great Britain; their occasional passage along waterways passed almost unnoticed, and most riparians did not seek to prevent access.

But the law relating to waterways, appears inappropriate to the recreational needs of modern canoeing and threatens to turn the canoeist who wishes to pass down many rivers, into a law-breaker. Each half of the river bed is deemed to belong to the riparian owner. There is multiple riparian ownership and many owners have sold the fishing rights to others. Consequently the canoeist, who may easily cover 50-60 miles in a weekend is faced, if he wants to be assured of immunity from challenge, with the task of tracing all the owners both of land and fishing rights, approaching each in turn and awaiting replies; a very few refusals, whether with good reason or without, may frustrate the trip.

The fisherman, who wants to fish a short stretch only need approach one riparian owner or owner of the fishing rights.

The right to navigate depends on statutory rights usually resting on a few 17th or 18th

century Acts of Parliament designed to meet the commercial requirements of the day, or on establishing public use from time immemorial or 20 years' uninterrupted use as of right. And there is no right to land except at a public highway.

Much the same considerations apply to footpaths and bridle ways: there are thousands and thousands of these, but relatively few rivers.

Today there are over 3,000 members of the British Canoe Union and as many again loosely connected through their canoe clubs. In addition there are thousands more who do not belong to any club and just want to roam where the mood takes them.

It is perhaps understandable that land-owners and owners of fishing rights are less tolerant of the growing number of canoeists, and either withhold or deny access. The plain fact is that it is becoming more and more difficult for canoeists, both individual and in groups, to paddle freely on the waterways where previously no difficulty was experienced. Some instructors are beginning to question whether they are justified in encouraging our youth to take up this excellent form of recreation.

The British Canoe Union

The Union recognises that there are other water users with equally good claims to its use and only asks that canoeists should not be barred access to the waterways of this country. The Union is anxious to promote goodwill. The multiple use of waterways must necessarily mean that all water users should observe a code of behaviour towards each other, and the Union has such a code which it expects its members to observe.

In particular it asks that fishing interests should not claim to monopolise the rivers of this country.

The Solution

1. **Long Term.** The British Canoe Union feels strongly that Legislation is essential amending the Access to Countryside Act or otherwise to establish :—

- (a) The right of continuous passage down or through any river or lake subject, if necessary, to reasonable regulation of all water users. Such regulations should be drawn up to achieve fair multiple use of all water for recreational purposes, not to the advantage of one recreational use to the detriment of others.
- (b) The securing of a reasonable number of points of launching and landing.
- (c) Where locks on old navigations are now disused or other obstructions have arisen, the right to portage round obstacles such as weirs or sluices.
- (d) The provision of facilities for competitive events on fast rivers and below weirs.

(cont. on p.81)

Bookshelf

COASTWISE NAVIGATION (Notes for Yachtsmen) G. G. Watkins. (Kandy Publications, 5/-).

Is there a sea canoeist in the family? There is? Do two things with him: (a) refer him to your local psychiatrist, (b) buy him this book.

After glancing through charts and almanacs, the novice returns hot foot babbling about lee shores, springs, rips, can buoys and leading marks, etcetera. The sea has a language of its own, and this know-how is not gained in less than a life-time.

However, the basic rules, explanations of terms, key to reading Admiralty charts, systems of buoyage (a knowledge of which can save a life in a mist-shrouded estuary) and so on are contained in this book. It is well produced, clearly printed, and has coloured illustrations.

How it's done for five bob, I don't know. Buy yourself a piece of knowledge now.

—A.W.B.

Rating: ★★★★★

CANADIAN CANOEING (B.C.U. Publications, 3/- to members).

This is the second edition of this booklet, first published in 1962, revised to bring it up to date. A note on the National C8 has been added, as has been the Author's name (this should gladden the critics). A valuable book for all interested in this branch of our sport.

Rating: ★★★★★

CANOEING COMPLETE, Brian Skilling. (N. Kaye, 25/-).

This is a canoeing text-book, giving an introduction to the various aspects of the sport. The 16 pages on canoe design by Jorgen Samson will be of immense value to anyone wishing to design a 'special' on scientific lines, but as a first chapter may be a bit off-putting to the novice. This is followed by good chapters on basic technique, and touring inland and coastal. The description of how to take a bearing from a chart is incomplete and confusing, however, unless one already knows how to do it.

Rolling, slalom, racing, building and safety matters are covered by accepted experts, who give detailed advice and do not waffle. The advantage of this book, as the editors point out, is that canoeing nowadays is such a large subject that no one person can claim to be an authority on all aspects. This book is particularly valuable to the beginner who wants to know what the sport can offer.

Rating: ★★★★★

GATEWAY TO THE AVON (Lower Avon Navigation Trust, 2/6d).

This sixth edition contains a wealth of information about the facilities and attrac-

tions for boating enthusiasts on the 26 miles of Avon between Evesham and Tewkesbury. The appearance is confusing, with advertisements and text in a glorious jumble throughout, but the content, if you are patient, is good. If you are trying this river, get this booklet first.

Rating: ★★☆☆

METHODS OF CANOE RECOVERY, Alan Bye (The Author, 2/-).

Bye has done it again, another gem in his usual easy-to-read, understand and well-illustrated style. He covers the Eskimo, T and H methods completely, and in his opening paragraph puts forward some good points for general interest. I found it an interesting buy from the point of view of the instructor; certainly a must for all canoeists.

Rating: ★★★★★

CANOEING FOR SCHOOLS AND YOUTH GROUPS, G. Sanders (Canoeing Publications 6/-).

I have not been so enthusiastic about a booklet for a long time! This is strongly recommended for every youth leader and teacher, whether or not engaged in canoeing. Every detail of club organisation is covered—many expensive mistakes can be avoided by taking time off to read this fact-filled little book. It is written with infective enthusiasm, and worth the money for A. J. Appleby's witty illustrations alone.

Rating: ★★★★★

Action on Access (cont. from p.80)

(e) Provision for the construction of suitable artificial straight courses for training and national competitive races. Such courses could well have multiple use.

2. **Short Term.** The British Canoe Union considers that the composition of River Authorities should be amended to provide for the inclusion of at least one member on their Board with practical knowledge of the requirements of the recreational water user in their area, other than fishing. The Union would be glad to co-operate with any authority in promulgating any necessary regulations designed to facilitate the multiple use of their water and any agreed code of behaviour designed to prevent conflict between the various interests.

STOP PRESS

Partly as a result of continuous representations by the B.C.U., the Sports Council has asked Regional Sports Councils to set up Sub-Committees representative of all the important interests, including planning authorities, Water undertakings, River Authorities and bodies organising Water Sports to assess the demands for water recreation and recommend how best to share the facilities available.



Wind & Wave

"If you think I am going out in that you're off your rocker." The long rollers, aftermath of a North Easterly gale were running across Hartlepool Bay and my hairy friend was laying the law down as to its canoeable condition. Actually to me it just looked like a series of hills to be paddled up and down. This is the basic difference between the sea and other types of water. At first it seems as if there are 101 varieties of wave, but there are really only three basic types. Bow, stern, and beam, and once you have accepted this you are half-way to being at home on the sea. The secret is to RELAX. As most K1 paddlers are only too well aware, it is nervous tension that pops you in, so RELAX and enjoy yourself.

Bow Waves are tackled in relation to their size. Small, just paddle through and ignore. This is what sorts out the sea canoes. If the wave runs up the deck, hits the cockpit and then plonk in the eye, you know the deck is too flat and the bow too shallow. In the steeper type of wave, and this is particularly important in 15 ft. boats, paddle into the wave putting the blade into the oncoming wave just below the top. Over you go using the back of the blade in a manner similar to a ski stick, sliding down the back of the wave. This gives a support to the paddler when his boat bounces down and when you crash through a big one you feel as if the drop is tremendous. The bigger the wave the more determination is needed.

Stern Waves. As you are paddling the boat will sink into the trough and you will then

be eased forward by the following wave. The problem is keeping your craft in a straight line, and this is what makes all slalom boats useless for serious sea canoeing. They continually turn backwards on to the wave and you tire yourself out keeping a straight course. The 15 ft. craft will run reasonably straight (best, of course, is 17 ft.) and keep on the true course, correct with a stern rudder stroke. Preferably fit a rudder and then you can paddle straight on. It is important to keep the boat at right angles to the oncoming wave, no foot in this world will hold a rudder once the boat has started to run off. After a while cultivate the habit of easing on your paddles in the trough as here you get the greatest drag on the boat, and you do not go any faster by straining at the paddles. It is extremely rare in deep water for the boat to be pooped by a stern wave. (Waves swilling over the stern and down the back of your spray cover. Ugh!) In shallow water this often does happen, but does not adversely affect the stability of your craft. In fact it increases it.

Beam Waves depend a great deal on their "hairyness" as to how they are tackled. The roller, or rounded type can best be negotiated by paddling along the trough parallel to the wave top. As it overtakes you sweep stroke the bows round so that the boat is now angled at 45 degrees into the wave top. As the wave overtakes you it will turn you round and over you go taking up the bow wave position. With a rudder this works extremely effectively indeed, the only difference being that you do not need the original sweep stroke. When the wave is breaking and you have got the full length of your boat beam on to it, paddle brace. This is done by sticking the paddle into the wave just under the frothy bit and pulling down on the paddle. The brace will then turn into a high telemark as the boat turns into the wave and then you go over the top, skid down the back using the paddle as a support.

Haystack: The combination of any two of these waves gives you the haystack. This is caused by the wave hitting an obstruction such as a pier or under water rocks, rebounding and hitting the following wave. I have been caught by accident or design on a number of these waves and the result is always the same. Up you go and invariably come down in the bow wave position with your paddle supporting. However, this is not the sort of thing to go looking for, and that is why it is important to find out where the various snags are both underwater and above before you set off. What you need for this is an Admiralty chart, not as some of our more inexperienced canoeists use, an Ordnance Survey map.

Wind

The controlling factor as far as the wave is concerned is the wind. "The harder it blows the less you go." No wind, no waves. But remember, just because the wind drops do not expect the sea to drop immediately with it. If you get a Force 8 the rollers keep coming for some little time after it.

Generally speaking, however, offshore winds keep the sea down, but watch it—you could get blown away. Inshore winds bring surf. If the water is shallow as in estuaries, even a moderate wind can cause

extremely rough seas. The deeper the water, the more regular the wave formation. Get into the habit of always checking the weather forecast before setting out, and preferably the shipping forecast. See the current Radio Times for this. The attached chart should help with gale warnings. You can get an up to minute forecast from your local meteorological office. The telephone number of this is your local directory and they are always extremely helpful. The final source is the coastguard station, at the same time TELL THEM WHERE YOU ARE GOING!

Canoeing Safety Notes

1.—If you ever have to throw a rope to anyone in difficulties, remember to tie a bowline on the end of it. This should be large enough to pass easily over the shoulders so that it supports the survivor round the chest under his arms. It is very difficult to hold on to a rope, particularly with cold hands. There have been many cases of people losing their lives simply because they were unable to hold on to a rope.

2.—When caught in a strong current it is important to swim at right angles to the current and not against it. Remember that although a ferry glide works in a canoe it will not help you unless you can swim faster than the current. The object must be to get out of the current as quickly as possible. If you do not swim at right angles to it you only increase the time taken to get out of it and therefore the distance that it will sweep you down stream. At sea the same principle applies. If you struggle against the current you will quickly become exhausted while if you swim across it you will probably reach water which is either still or even flowing in the opposite direction. It is better to land in the next bay than to become exhausted trying to get back to the beach which you have just left.

3.—Most canoeists know of the dangers of weirs and stoppers, but not all know how to deal with them when in trouble following a capsized. It is obvious that one should keep clear of the top of a weir particularly when broadside to the current. If you do find yourself in a stopper below a weir or in a large rapid, you may be unable to swim out of it on the surface, and indeed it may be impossible to keep your head above water even when wearing a lifejacket. In this situation the only solution is to dive for the bottom of the river and swim out under water. It is not as difficult as it sounds and it is quite possible to do this while wearing a lifejacket. It is necessary to swim quite a long way down stream

to escape the backlash of the stopper and the lifejacket is a great help as one is usually quite short of breath on reaching the surface.

4.—There has been considerable correspondence on the various methods of deep water rescue drill in the canoeing magazines. A watertight bulkhead at the after end of the cockpit is a very useful aid. This enables one rescuer to empty his companion's canoe without difficulty by lifting the bow. It is easy to fit to any fibreglass or wooden canoe although it is impossible with soft skinned and folding craft. Its main benefit is the speed with which it is possible to get the capsized canoeist out of the water and back into his canoe.

LETTERS

Dear Mr. Levison,

I have recently returned from a holiday at Vallon Pont D'Arc on the river Ardeche in France and whilst there I made contact with the Director of the local canoe club. He is very keen to make contact with a British canoe club with the idea of "twinning" so that exchanges can be made between the two clubs — Ardeche one year and Britain the next. The club is based at the French National Centre of Sport and the Open Air, (similar to the C.C.P.R. centre at Capel Curig) and the club is very well equipped with both kayaks and Canadian canoes, entirely in fibreglass. Camping facilities are readily available and the reception is very friendly.

I wonder if you could bring this to the attention of B.C.U. members and clubs through the pages of "C in B"? Enquiries should be addressed to:

M. Francois LeClerc,

Club Canoe-kayak Vallon Plein-Air
Centre National des Sports de Plein Air
07 Vallon Pont D'Arc (Ardeche)
France.

Yours sincerely,
Noel U. Starr.

Around the clubs



"Two of the WINDSOR & DIST. C.C.'s officers have just spent a peaceful fortnight canoeing down 76 miles of the River Spey with full kit in the boats, in the old BCU style! Although in the old days we doubt if stools, lilo pumps and mountain boots were carried! The Guide to Waterways (known in some circles as the Joke Book) is surprisingly accurate when you paddle a heavily loaded canoe; a broken stringer, skin damage, and deep gouges on a folder and a fibreglass prove it right—come on, some of you lightweight slalomists, try touring with all your kit—if you're tough enough!

Two of our 1st and 2nd Div. members shot Henllan falls at Whitsun, after half an hour's deliberations and tests with logs. They had to really, there was such a large audience! No wonder the insurance rates are going up. (I still think the Joke Book's right)," comments John Lloyd.



MANCHESTER C.C. sends copies of its frequent circulars to C in B, and there is a tremendous amount of activity going on in this area. Maurice Rothwell only just found time to send details of the next BCU AGM arrangements in between returning from the club's tours on French Alpine rivers (Durance, Ubaye, Var and Ain) and dashing off to Bonnie Scotland for the Club holiday there! Join Manchester and see the world.



The Chelmer Canoe Race, organised by the CHELMSFORD B.C. on 5th June attracted a record number of entries. This year the race was started in a new position, on a stretch of water recently widened as part of a flood prevention scheme, eliminating the need for a grid start. There was a very high standard of paddling, and many close and exciting finishes. The race was filmed by the BBC, and later shown on "Town and Around".



CHESTER C.C.'s 6th annual L.D. Race produced a large number of entries from all over the country. The event ended with the cutting of a cake (specially made for the occasion and decorated with a canoeist) by the Admiral of the Dee, the Mayor of Chester.



Scunthorpe Land Rangers with the Sports Dipper they are constructing for loan to youth organisations in the town.

Photo: H. Caine.



LEEDS C.C. have been turning up in vast numbers at slaloms, and making an impression on results sheets as well as on camp sites. A trip to the Farne islands in July proved to be very worthwhile, despite the rough seas, and dive-bombing by hordes of Arctic Terns, which must henceforth be considered another canoeing hazard to add to the already long list. One of the club's most promising young paddlers—Chris Hawkesworth—has several grade five Austrian rivers to his credit, including the Leiser and Upper Isel where he rolled in a giant stopper and then rescued a club-mate who had come to grief and was being subjected to a long and punishing swim.

The LLANDUDNO CANOEING & MOUNTAINEERING CLUB commenced its activities on Good Friday, since when there have been over 400 individual outings on the sea. The club has now built 75 canoes in nine years, and is set for more. Their film, "Reach for Adventure" is now completed, lasts for 18 minutes and covers all canoeing activities and an expedition to Snowdonia. It will be available for hire during the winter months.

SOUTHAMPTON CANOE CLUB paddlers have given a good account of themselves this year. In L.D. Races, two junior crews have been first in their class in every race entered and as their times compare so favourably with the seniors, they will consider moving up next year in order to get more competition.

"For the second year we have a National Champion and our relay team also came first in the Junior Championships. We miss our 'fastest lady' at L.D. events but she is doing well at sprints and has two firsts from Ghent and two from Zaandam" writes their secretary.

PADDLE RACING

"Our own L.D. was blessed with ideal conditions for the third year running. This is on the sea and as a result of some remarks last year we arranged a portage at the half-way mark; up the beach, along a planked walk and then a four foot drop to the shingle and away. This did not suit everyone but que voulez vous?"

For the third successive year, members of GLASGOW UNIV. C.C. have been canoeing in France. They intended to start on the Isere, but could not resist attempting the Arly, one of its smaller tributaries, which was then in spate. Although the main channel had the highly dangerous habit of disappearing under trees, this supposedly uncanoeable river provided excellent sport.

Previously, incidents at regattas were extremely rare, the season 1966 has been a notable exception and the normally calm and placid regatta scene has been clouded over by protests at alleged unfair tactics during racing, bad temper, bad manners, violence of the tongue—coined from Jimmy Hill—and physical violence. These incidents are disgusting and will be thoroughly deplored by all fair-minded people.

The Five-Year Plan submitted at the beginning of the year has now been considered by the Ministry of Sport and a grant of £425 has been made for Sprint Racing, we asked for £522 10s. 0d. which is 50% of the total of the Five-Year Estimates. The full £425 will only be paid if we spend the whole of the £1045 which the Five-Year Capital Equipment Plan will cost. Having been given a good incentive it is now up to us to raise the balance of the sum required. We will be launching a major fund raising project in due course and we hope that canoeists everywhere will assist us to reach our formidable target.



SECRETARY'S NOTES

Subscriptions

Once again subscriptions are due on 1st November. Renewal forms are enclosed, why not use them now? Last year we spent over £20 in postage in chasing overdue subscriptions. 1967 cards are: Full — blue; Youth — chamoix (yellow) and Family — salmon (pink). These are the only cards which will be valid after 1st February, 1967.

Bankers' Orders

I am afraid that members who have made out Bankers' Orders at the old subscriptions rates must make out new ones. The Bankers' Order Form at the bottom of the new renewal form allows for this. It will help the administration if you would send the Bankers' Order direct to your bank and post the renewal slip to Headquarters. I am sorry about this but the alteration in subscription makes a change in Bankers' Orders necessary, next year it will be automatic.

Clubs

This year we are asking for rather more information. We need this to prepare more realistic figures regarding canoeing for the Sports Council. Will Secretaries please fill in the forms as best they can. We accept the fact that the situation is constantly changing but what we want is your best estimate of your normal membership.

We often get appeals for help from parents with children under the age of 14.

It is therefore important to us to know if you are willing to accept children of 14 and under without their parents being members. This implies some sort of obligation to give them coaching.

Remember

- (a) **Motions.** Notice of motions signed by two full members must reach the General Secretary on or before 30th November (Rule 62).
- (b) **Nominations for 5 Council places.** Nominations signed by two full members must reach the General Secretary on or before 30th November (Rule 42).

If you do not like what the Council are doing, why not put up a member who will do what you want?

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The new revised B.C.U. Guide to Waterways will be ready about the middle of September. Because of a very generous offer of financial help from certain members, the Council has been able to print a large run of this edition. The price can therefore be reduced back to 16/- for members and 21/- for non-members.

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