



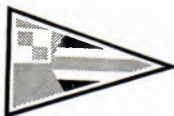
# canoeing in Britain

1'6

June 1967

# 63

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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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# Editorial

## General Secretary leaves B.C.U.

Captain Alec Kennedy has resigned the post of B.C.U. General Secretary. With the growth in complexity of office responsibilities, coupled with three and a half hours travelling time each day, he decided that he could no longer carry on. During his hectic 2½ year term in office, many aspects of Union management have been modified and brought up to date. I would like to thank him for his absolute reliability on priority matters, without which C in B would have been late on several occasions.

## Slalom slip-up

Due to a rather confusing layout of race dates sent to us, the ranking Shepperton slalom (3,4,N,L) on October 15th was inadvertently omitted from the Calendar, and the Trevor Rocks slalom on the same date announced as a joint Cambridge/Shepperton affair. Please note the correct information in the Calendar additions on page 42.

## Sleep in Style!

The B.C.U. has reserved 15 beds at the Crystal Palace, with an option on another 15 if advance notice is given, for the 1968 B.C.U. A.G.M. and Canoe Conference, to be held there on Saturday, 27th January 1968. Top people sleep at the Crystal Palace, the cost is £3 all in. The General

Secretary is taking bookings now. First come, first served.

## Number Nuisance

A footnote to the Canoe Touring Club's Thames L.D. Race results spotlights one of the problems facing race organisers—the difficulty of identifying crews who write their new race numbers over the old. It should not be beyond the ingenuity of organising clubs to overcome slapdash preparation of this kind. Competitors who ensure that equipment important to themselves is in good order, but who cannot be bothered to assist the officials by providing legible numbers, need to be taken to task. One method might be to provide a cleaning solvent for competitor's use, and to instruct the starter to refuse entry to the race of all canoes with unclear numbers, until these are remedied.

A curious state of affairs made C.T.C. officials' jobs much more difficult on this occasion — certain people are alleged to have joined in the race, although they had neither entered nor paid a fee, and refused to take off previous race numbers. They think this very unsporting and I agree. The matter should be brought to the attention of the L.D. committee for further investigation.

Jack Levison.

## Lively Start by new Universities Canoe Committee

This committee has been set up by agreement between university canoe clubs on a suggestion by Mrs. Besford, the General Secretary of the British Universities Federation (B.U.S.F.). Its function is to encourage canoeing in universities and colleges of further education, and so far it has attracted support from 26 such colleges.

It aims to promote inter-university competition by organising championships in the various branches of the sport. A slalom championship is already recognised by B.U.S.F. and it is hoped that a white water race will be given similar approval for next year. An L.D. race has been held for the last two years at the Oxford L.D.R., but support for this is still limited. The committee also hoped to encourage matches between neighbouring universities as well as international events. This latter would be a development of the lead given by

Lindsay Williams, who has persuaded B.U.S.F. to approve a British Universities slalom team to compete at three continental slaloms between 18th June and 2nd July this summer against foreign universities, provided they can be persuaded to produce a team.

Other plans of the committee include a surfing week 7-17th July in Devon, an L.D. training weekend 16-18th June at Bristol and a slalom training weekend in November. There are certainly many universities and colleges which might like to join in these activities, whose addresses I do not have. May I ask them, through your columns to write to the Secretary of the committee: John Cadman, Trinity College, Cambridge, who will be glad to send further details about the committee?

**Robin Lees,**  
Chairman, B.U.C.C.

# Canoeing in Great Britain

a brief history

So many different "Histories" of modern canoeing are appearing from time to time nowadays that I think it may be worth while if I write a short and accurate history for this column. I have made sure that it is correct by sending copies of the draft to four or five of the veterans of the sport so that they can check it. Here is the result. If anybody can spot, and confirm, any errors, please let me know and we will put them right.

The concept of recreational canoeing was started by John MacGregor in 1865, when he designed his first "Rob Roy" canoe and had it built by Searle's in Lambeth. MacGregor started touring in his canoe, and wrote books about his travels. These books are classics and are still very readable.

In 1866 MacGregor got his friends together, who were interested in his recreation, and they formed the Canoe Club. The Prince of Wales joined the new club, and held the office of Commodore from 1867 until his accession to the throne as King Edward VII in 1901. In 1873, by command of Queen Victoria, the Canoe Club became the Royal Canoe Club.

In 1867 they held their first regatta, with fifteen canoes taking part. It was a well organised event, and the present Commodore still has a copy of the original, printed programme. They raced their ordinary Rob Roy canoes, but it was not long before they started to design special racing craft. These early canoes were nicknamed "Single Strakers" because they consisted of a single sheet of veneer on each side of the keel. It is thought they were something like twenty one feet long. In 1874 they instituted the Paddling Challenge Cup which is the oldest paddling trophy in the world. About 1875 they introduced Rob Roy Fours, and fours have been raced in the club ever since. In 1912, when a regatta was held in Copenhagen, they had to send to England for the racing canoes!

But they were also sailing their canoes. At first they used their Rob Roys; but these were not at all satisfactory for serious sailing, and Warrington Baden Powell, the brother of the first Chief Scout, developed them into real sailing canoes. By the early



Jasper Garvin sailing 'Avalon' at Burnham-on-Sea

1870's races were a regular feature of the club's activities. In 1874 the Royal Canoe Club put up the Sailing Challenge Cup, to match the Paddling Challenge Cup mentioned earlier. The idea spread to Canada and the United States, and in 1886 the New York Canoe Club put up a most remarkable jug, to be competed for internationally, by clubs. These three cups are among the oldest trophies of their kind in the world.

At the present time the New York Canoe Club International Cup is held by the Royal Canoe Club for Great Britain. The International Ten Square Metre Sailing Canoe is widely recognised as the finest and fastest single-handed, single hulled sailing craft in the world.

There is now a World Championship in sailing canoes. The first of these was held in Chichester Harbour, from the Hayling Island Sailing Club in 1962. At present Great Britain is the leading nation, with about six other countries making the going hotter every year.

But the very latest development in sailing canoes is still hot on the press. One of the reasons why this side of our sport has not grown in quantity more rapidly is that the canoes themselves are very expensive. Therefore, at the Royal Canoe Club Centenary Regatta in 1966 I suggested that a canoe should be designed that could be made by amateurs. The suggestion has

been taken up enthusiastically, and Jack Frampton has already built a jig and templates. The first three hulls are being fitted out and should be sailing very soon. The design is based on "Quest", a hard chine sailing canoe designed by Jack Holt. I hope that the Royal Canoe Club will make the plans generally available—through the British Canoe Union perhaps?

Because of the traditions of the Royal Canoe Club, competition was divided into two parts, sailing and paddling. The term "Paddle Racing", is now gradually dying out in favour of "Sprint Racing", to differentiate it from the various other, more modern forms of paddling competition.

In 1876 the Clyde Canoe Club was formed. This club too still exists. It canoeed until after the Second World War and is responsible for the creation of the "C" class sailing canoe, a class which has now all but died out. The club has now gone over to sailing dinghies—and, I understand, fishing!

Meanwhile paddle canoeing waxed and waned as a recreation, until the 1914-18 war almost exterminated it.

In the 1920's the Germans invented the folding canoe, and canoeing became extremely popular over there. In these islands nothing very much happened until the early '30's, when various individuals returned home from holidays in Germany, armed with folding canoes. In 1935 Mr. Hirschfeld, a refugee from Hitler's Germany, decided to make folding canoes over here, and I bought the second one he ever made.

There is one important landmark in the '20's. In 1927 H. W. Pawlata, an Austrian, performed the first Eskimo roll done by a European. His roll is still the basic roll, taught first by most people today.

Pawlata learnt to roll by studying papers written about Eskimos, in particular those written by Rasmussen. The first Englishman to learn however, learnt it directly from the Eskimos. This was Gino Watkins, in 1930. Watkins dreamed of the Arctic Air Route, over Greenland, and went there to explore its possibilities. Whereas Pawlata learnt to roll for the fun of it—and what fun he has given us!—Watkins learnt to roll to survive and to obtain food for his expedition party.

In 1932 only Rob Roy Fours and Canadians were being used for racing in Britain, but on the continent they were using singles, pairs and fours, and also single and pair folding canoes. Here, we started racing folding canoes seriously in 1934, and in 1935 the first National Championships were held at Chertsey. In 1936, with the Olympic Games in Berlin, the Germans requested Sprint Races in canoes as one of their Additional Events. Therefore,

later in 1935, with the Olympic Games looming on the horizon, clubs were invited to submit the names of people who were willing to train seriously, and John Dudderidge published a detailed training scheme. Finally G. W. Lawton was chosen as our representative for Folding Singles, and A. R. Brearley and Dudderidge for the Folding Pairs. It is interesting to note that Brearley's time very nearly equalled the World record set up in 1934. He came in eighth out of thirteen starters.

In the Spring of 1937 Dudderidge organised the first course in canoe racing and obtained the services of the leading German coach Gerhard Quandt, and that summer the Royal Canoe Club purchased the first K.1's. and K.2's. (three of each), imported from Austria for the total sum of £80 delivered!

(To be continued)



### New Tyne "Slim-Junior"

This is a slimmer version of the Junior glassfibre canoe, and measures 11' 3" with a 21 inch beam. The cockpit dimensions are 2 ft. 3 ins. by 14 inches. It is claimed to be highly suitable for baths work with young people, and a "natural" for rolling. Prices range from **£26 10 Od.** Also Tyne Canoes report the production of a glass-fibre competition slalom canoe retailing at **£37 10 Od.**

● At a meeting convened at the Calshot Activities Centre by Geoff Blackford, it was decided to form the Hampshire Association of Canoeists and to affiliate to the B.C.U. The aims of the Association are to promote canoeing, particularly high standards of safety and canoeismanship, in the area; to keep members informed of canoeing events, both social and competitive, particularly events in local regattas, by the publication of a regular news sheet; to assist organisers of local regattas, where required, with canoeing events; and to organise an Association Rally during the Summer. Geoff Good was elected secretary (C/O. Calshot Activities Centre, Calshot, Hants.) and membership is open to any individual in the Hampshire area who is an active canoeist or is interested in or connected with canoeing in any way.

## From Headquarters

# SECRETARY'S NOTES

### Membership

There has been a considerable tightening up on membership in the last six months. You cannot now be a member of the coaching scheme unless you are an individual B.C.U. member, neither can you enter a slalom, and other branches of the sport are also putting the pressure on.

Members are given preference in dealing with correspondence at headquarters, so **please put your membership number on any correspondence** or at least state that you are a 1967 member.

1967 membership runs up to the 31st October 1967. 1968 renewal forms will be enclosed in the September issue of Canoeing in Britain.

### B.C.U. Supplies

Unfortunately we have run into production difficulties regarding B.C.U. silver wire badges, and the Long Distance Racing handbook. We apologise for these delays and hope that supplies will be available by the time this magazine is issued.

The publication of the new canoe construction pamphlets has been delayed by financial difficulties, but it is hoped to start printing in time for next autumn's building period.

### B.C.U. Council Business

The first meeting of the newly constituted council was held on the 14th February. Its first business was to elect the new standing committees, and generally allocate the work for the year. The following were elected:—

Vice President and Chairman Competitive Committee—J. Spuhler

Chairman G.P. Committee—R. F. Tyas  
Chairman Access Committee—The President

Chairman Publications Committee—Miss E. E. McLellar

Chairman B.C.U./C.C.P.R. 1968 Conference Committee—P. C. A. Rogers

Film Officer—C. M. Rothwell

Youth Officer—J. Travers

Editor of Canoeing in Britain—J. Levison

Public Relations—P. C. A. Rogers  
(Temporary)

After discussing the financial situation the Council agreed on a temporary budget based on the assumption that the Government grant would be no less than given last year, and that there would be a small drop in membership.

After discussing the results of the very successful 1967 combined canoe conference and A.G.M., it was decided to hold the 1968 canoe conference in conjunction with the A.G.M on Saturday 27th January, 1968, if possible at the Crystal Palace. The matter was referred to the General Purposes Committee.

A proposal from the South African Canoe Association that a team of some six canoeists from South Africa should visit the United Kingdom for about six weeks was discussed, and it was agreed that the B.C.U. would help in any way possible. The Royal Canoe Club has kindly offered the hospitality of the club for training purposes. The team will probably be accommodated at Thames Young Mariners, Ham Dock, for most of their stay.

The use of British waterways by canoeists and the high charges involved were discussed and it was decided to obtain a report from areas and send it to the Sports Council.

The Competitive Committee has met since the Council meeting, and agreed on the details of the application for Government grant for international competitions, and also on the application for a new capital grant for competitive purposes. It dealt with the problem of pirating of canoe designs, and agreed to do all that was possible to discourage this practice, and also discussed further details of the visit of the South African team, and Mr. Tullett was nominated as the liaison officer.

There was a lengthy discussion on Youth Championships which it was agreed were not very satisfactory in their present form. A suggestion from the National Coaching Committee that a Committee should be formed to go into the whole of the Rules and procedure for holding Youth Championships was accepted. It was agreed that a Youth Championship should not be held in 1967 and that the racing Committees should co-operate with the Committee which was being set up under the Chairmanship of the President.

In the General Purposes Committee the combined A.G.M and canoe conference 1968 was further discussed, and it was agreed to book the Crystal Palace for Saturday 27th January, 1968 at a cost of £100. Further it was agreed that accommodation for 15 people in single and double rooms should be booked at the Crystal Palace at a cost of £3 per head for the weekend from Friday evening to Sunday lunch time, meals inclusive. It is possible that more rooms might be made available if there was sufficient support for this idea. Any member who would like to book one of these rooms, single or double, please communicate with the General Secretary as soon as possible sending the £3 booking

fee. It is regretted that the Crystal Palace can make no reduction for missed meals or for a shorter period for which the rooms may be used.

The matter of increased publicity for the B.C.U. was discussed and it was decided that publicity should be handled by a publicity committee, which would be able to keep the press better informed about the various activities of the Union. The committee, was selected and directed to organize the 1967 publicity campaign as soon as possible.

Other matters dealt with were the formation of an advisory expedition committee, the Unions relationship with RoSPA and the appointment of a new General Secretary.

The Access Committee has been concerned, in the short term, with agreements regarding the Ribble and the Lune, between fishermen, landowners and canoeists, and there are new proposals regarding the Cheshire and High Peak area. Discussions are also being held with the Country Landowners Association regarding general agreements to avoid canoeists having to apply to each individual landowner over any given stretch of water.

Letters continue to be exchanged with ministers and M.P's regarding the long term object of the Union, which is to obtain freedom of access to all water in the United Kingdom. Legal advice on certain specific points is now awaited. The problem of access and the need for various interests to co-operate in using the available water to the best advantage is now being discussed in nearly all regional Sports Councils.

Members can still help by making sure that M.P's county and borough Councillors are made fully aware of canoeists' problems in this connection.

### Changes at Headquarters

Miss Maureen Mulroy has now taken up the duties of assistant secretary. Captain Kennedy will be leaving early in July, and a new general secretary is being appointed.

### Telephone

Please note the headquarters telephone number is now 01-580 4710. It is most likely that Langham will have been discontinued by the time this is published.

**1968 A.G.M.**  
and  
**CANOE CONFERENCE**  
at  
**Crystal Palace**  
**LONDON**  
**Saturday, 27th January, 1968**  
**Bedrooms available at the**  
**Crystal Palace**  
**(see Secretary's notes.)**



### News from the Scottish Canoe Association

Representatives of the S.C.A. put a draft agreement on coaching to the B.C.U., N.C.C. at Quorn on April 2nd. The N.C.C. made some minor modifications and the agreement has now to be ratified by the S.C.A. Council. Briefly the S.C.A. will now be responsible for all coaching in Scotland and issue Certificates and Awards in its own name. The standard for tests and awards is to be uniform throughout the U.K. All members of the B.C.U. Coaching Scheme residing in Scotland will be invited to join the S.C.A. organisation (Coaching).

Up to now Long Distance Racing in Scotland has been confined to the events organised at Club level (all on the sea) with the exception of the 3—Lochs Event which has its own rules. Now the Long Distance Racing Sub-committee is proposing to run

a Scottish L.D. Championship Race on the River Tay, from Dunkeld to Perth, (24 miles, one weir and several heavy rapids). Sounds good to me!

Now that Marianne Tucker has moved north and has become S.C.A. Paddling Racing Secretary, we are expecting big things. Already, with the assistance of Alister Wilson, she has been organising Sprint Training weekends, and there is a very keen group in Ayrshire.

Slalom is spreading further North, Forth C.C. in co-operation with Gordonstoun School C.C. hopes to run a slalom at Knockando on the Spey. Forth are running a few so called "mini" slaloms to boost Scottish interest.

The Association has had a meeting with the Sports Council for Scotland and looks forward to much co-operation with them.

**D. R. Winning,**  
Secretary.

# TRANSPORT BILL

## I.W.A. to petition M.O.T.

About 80 people were present at the Inland Waterway Association Ltd. Conference on 22nd April at Birmingham, of whom the vast majority were representatives of affiliated canal cruising clubs. The reason for holding the meeting was that this year will be a crisis year for canals with the impending new Transport Bill.

### Two Resolutions

It was passed that the whole of the basic waterway network should be kept open. In this connection the I.W.A. is working closely with the Ministry of Transport, who have accepted that it is cheaper to retain than to abandon a canal. The I.W.A. have pointed out the dangers of replacing locks with weirs thereby converting canals to water and drainage channels. A recent conference in Oxford designed to educate local authorities was a success.

In view of the proposal to review the future of canals every 5 years it was passed also that the meeting requested that security of tenure of at least 25 years be granted. There would be no incentive to commercial interest to develop canals without this incentive.

### Approaches to B.C.U. ?

It is planned to raise a petition as soon as the contents of the new bill are known. As this would give insufficient time for this organisation, preliminary steps will be taken immediately. The I.W.A. will probably be approaching the B.C.U.

A publication entitled "Looking Ahead" containing suggestions for British Transport Waterways is being produced. A member suggested that canals should be governed by a ministry other than transport, but the Council pointed out that there would be a better future in obtaining grants from Sport

and Education towards running uneconomic "amenity" canals. Another meeting will be called when the bill has been published.

### I.W.A. Out of touch ?

The I.W.A. does not appear to appreciate the extent to which canals are used apart from the canal motor cruiser. One member pointed out the large fishing interest, which surprised the meeting. They are now considering enlisting fishing support. Their attitude to the B.C.U. seemed somewhat indifferent: they clearly do not appreciate the pull canoeing has with local education authorities as an outdoor pursuit. It was clearly worthwhile having the voice of the B.C.U. raised at the meeting to underline our existence. It was stated that the B.C.U. at a national level would probably be interested in co-operating with the I.W.A.

—O.O.

## "Canoeing" Reprieved

A couple of months ago, Brian Skilling publicly announced his intention of giving up the editorship of "Canoeing" magazine, founded some six and a half years ago. We now hear that photographer and journalist Mike Clark, whose work has featured recently in C in B, is to take over and form a company called "Canoeing Press". He intends initially to publish "Canoeing" with the volume and issues running on from the present series, and, unless instructions to the contrary are received, all present subscriptions will be transferred to the new company. Mike Clark has been serving on the board of "Canoeing" as art editor.

Canoeing Publications will continue to sell advertised booklets until the end of its financial year in October. The first of the new editor's productions will be on sale in August.

## Race Results.

LYONER - TAMAIL L.D. RACE 16 April

### Class 1a

1. H. Balfour, D.C.U.Ind. 1.57.07  
2. M. Basher, Royal 1.57.14  
3. P. Lee, Exeter 1.58.03

### Class 2a

1. Harvey/Down, Maker W Rame 1.51.23  
2. Marshall/Brett, Exeter 1.56.08  
3. Davis/Key, Bradford on Avon 1.58.00

### Class 2b

1. Siddal/Michel, H.M.S.Fisgard 2.06.46  
2. Barnes/Blake, Westland App. 2.13.22  
3. Wood/Mitchell, HMS Fisgard 2.19.41

### Class 2c

1. Basher/Worth, Royal 2.24.31  
2. Hiley/Ball, Ashburton O.D.S 3.09.04

### Class 2a

1. C. Leach, Exeter 2.07.40  
2. B. Taylor, Saltash Wesley 2.19.10  
3. B. Pluthero, C.T.C. 2.24.53

### Class 2b

1. G. Hulland, Westland App. 2.12.59  
2. M. Carpenter, Exeter 2.20.25  
3. D. Long, Westland App. 2.30.50

### Class 2c

1. A. Poore, Exeter 2.48.03

### Class 4a

1. Kirkwood/Wootton, Kennett V. 2.19.15  
2. Taylor/Murchington, Westland App. 2.22.15

3. Gillingham/Cruise, Westland App. 2.25.59

### Class 4b

1. Harris/August, Westland App 2.44.12

NATIONAL 10,000m KAYAK 1 CH'SHIPS  
AT POSSE DYKE, LINCOLN.

### Senior

1. A. Wilson, Ayrshire  
2. L. Oliver, Lincoln  
3. J. Roberts, Oxford

### Junior

1. J. Unstead, Richmond  
2. D. Jordan, Royal, Kingston-on-Thames  
3. M. Gittings, " " "

### Novices

1. G. Mackereth, Warrington  
2. C. Leah, Warrington  
3. D. Squires, Leamington  
Women's Open 5,000m  
1. L. Oliver, Southampton  
2. K. Emerson, Richmond  
3. S. Jackson, Royal, Kingston/Thames  
& B. Mean, Hatfield (dend heat).



FAIRWILEE SLALOM	16 April	%
<b>Div. III</b>		
1. R. Chaplin, Cambridge Univ.		80.6
2. G. Lydon, Leeds		83.8
3. D. Fawcett, Manchester		83.8
<b>Div. IV</b>		
1. M. Carr, Leeds		66.9
2. P. Heywood, Nottingham Univ.		70.4
3. R. Evans, Bristol Univ.		76.2
<b>Ladies</b>		
1. A. Keerie, Sunderland		84.3
2. A. Evans, Lakeland		143.4
3. J. Tupper, Forth		155.5
<b>Novices</b>		
1. M. Thomas, Edge-Hill		204
2. D. Crolla, St. Bede's		216
3. J. Fazey, Manchester		221
<b>C.2 Event</b>		
1. Witter/Witter, Leeds		179
2. Morton/Adams, Carlisle		280
3. Roberts/Brown, Forth		290
<b>Team Event</b>		
1. Manchester A		158
2. Forth A		303
3. Leeds D		324

3 LOGS CRUISING RACE	6-7 May	
1. Winning/Reid, Scot. Host CC		10.24
2. MacLean/Mackie, Scot Host		10.32
3. Roberts/Brown, Forth		10.41

"THE THAMES" L.D. RACE	23 April	
<b>Class 1a</b>		
1. P. Lawler, Rich.		1,40.40
2. S. Kitson, Ind.		1,44.45
3. D. Jordan, Royal		1,45.30
<b>Class 2a</b>		
1. Oliver/Edwards, Linc.		1,35.00
2. Mean/Bolam, Harlow/Leam.		1,35.15
3. Lawler/Unsted, Rich.		1,37.00
<b>Class 3a</b>		
1. D. Clarke, Camb. Univ.		1,54.10
2. C. Leach, Exeter		1,56.35
3. B. Smith, Riverside		1,56.40
<b>Class 4a</b>		
1. Still/Marshall, Royal		1,47.25
2. Lilley/Smith, Linc.		1,50.05
3. Holmes/Grant, "		1,52.35
<b>Class 1b</b>		
1. R. Lawrence, Royal		1,27.45
2. G. Radford, Exeter		1,28.30
3. A. Worth, Exeter		1,35.05
<b>Class 2b &amp; c.</b>		
1. Hillman/Whitby, Richmond		1,15.20
2. Lockwood/Macareth, Notts.		1,16.40
3. Wesley/Summers, Notts.		1,20.25
<b>Class 3b</b>		
1. S. Weaver, Linc.		1,28.15
2. R. Nicholson, Southampton		1,29.29
3. J. Last, Eagle		1,29.55
<b>Class 4b</b>		
1. King/Stubbs, Bradford/Avon		1,26.25
2. Rodd/Tatum, Newham		1,28.00
3. Collinson/Jardine, Havelly Grange		1,38.25
<b>Class 1c</b>		
1. K. Emerson, Richmond		1,26.05
2. B. Mean, Harlow		1,27.43
3. L. Oliver, Southampton		1,29.25
<b>Class 4c</b>		
1. M. Turner, Southampton		1,51.55
2. A. Brotzman, Newham		2,22.40
3. C. Geraghty, Newham		2,34.20

DEVIZES - WESTMINSTER RACE	1967	
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<b>Senior Class</b>		
1. White/Love, Royal Marines		Poole 20.12.30
2. Seeger/Spence, RMA Sandhurst		20.44.00
3. Green/Lee, Royal Marines		Poole 21.14.30
<b>Designer's Trophy - Joergen Samson</b>		
<b>D/W Team Trophy - Royal Marines Poole.</b>		
<b>Second Team Place - R.M.A. Sandhurst</b>		
<b>The Fred Bartlett Trophy (fastest home built boat) Sutton-Pratt/Dearing, Otlands</b>		
<b>Designer of the fastest home-built boat - M. P. Sutton-Pratt</b>		

The D.W. Civilian Trophy - Bradshaw/Daniels, Culham College		
<b>The D/W Services Trophy - White/Love</b>		
Royal Marines, Poole		
<b>The D/W Reserve Forces Trophy - Davis/Seaward, 21st S.A.S. Regt. (T.A.)</b>		
<b>Tyne Challenge Cup - Feyton/Trotter, Royal Marines, Poole</b>		
<b>Junior Class</b>		
1. Harston/Sherwood, Met. Police		Cadet Corps 18.45.57
2. Moncur/Weston, Met. Police		Cadet Corps 18.57.20
3. Swain/Calne, City of London		Police Cadets 19.23.12
<b>Designer's medal - Joergen Samson</b>		
<b>Junior Team Trophy - Metropolitan</b>		
Police Cadet Corps		
<b>William Bird Trophy - McMahon/Punter, A.A.C. Harrogate</b>		
<b>Designer of the fastest home-built boat - E. Hopper, A.A.C. Harrogate</b>		
<b>Royal Marines Trophy - Peacock/Milne</b>		
Met. Police Cadet Corps.		

Presentations after the London River Race on 1st October at 4 p.m. in the Castle Hotel Ballroom, Richmond, by courtesy of the Management.

TRENT RIVER RACE	2 April	
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<b>Class 1a</b>		
1. S. Kitson, Independent		1.46.10
2. R. Lees, Cambridge Univ.		1.46.30
3. S. Hollier, Hatfield Youth Centre		1.49.12
<b>Class 2a</b>		
1. Oliver/Edwards, Lincoln		1.39.20
2. Bolam/Soman, Leamington		1.40.14
3. Day/Lash, Harlow		1.46.34
<b>Class 3a</b>		
1. D. Clark, Cambridge Univ.		1.53.00
2. C. Gray, Nottingham		1.59.31
3. R. Freeman, Lincoln		2.02.08
<b>Class 4a</b>		
1. Grant/Holms, Lincoln		1.58.11
2. Tyler/Burton, Richmond		2.04.02
3. Cottle/Beven, Bradford on Avon		2.06.32
<b>Class 2b</b>		
1. Macneath/Lockwood, Warrington		/Notts. K.C. 1.17.07
2. Summers/Wesley, Notts.		1.18.45
3. Greenaway/Hewett, Hattersea		Air Cadets 1.19.05
<b>Class 1b</b>		
1. M. Whitby, Richmond		1.17.05
<b>Class 1c</b>		
1. C. Baker, Nottingham		1.39.17
2. M. Baker, Nottingham		2.24.04
3. R. Page, Scratched, Notts.		
<b>Class 3b</b>		
1. C. Jackson, Independent		1.27.28
2. C. Shore, Jnr. Leaders Dover		1.30.07
3. S. Weaver, Lincoln		1.34.21
<b>Class 4b</b>		
1. Sadler/Phillips, Mansfield		Sea Cadets 2.14.39
<b>Class 3c</b>		
1. Miss A. Smith, Malchet Park		1.38.06
2. Miss K. Emerson, Richmond		1.38.45

B.U.S.F. UNIV. SLALOM LLANDYSSUL 19 Mar		
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<b>Individual Event</b>		
1. M. Couch, London Univ.		230
2. J. MacLeod, Salford Univ.		235
3. L. Williams, Cambridge Univ.		241
<b>Team Event</b>		
1. Cambridge A		330
2. Cambridge C		488
3. Cambridge B		532
<b>W.W. Race</b>		
1. R. Lees, Cambridge		
2. L. Williams, Cambridge		
<b>C.2 Slalom</b>		
1. M. Gimber/D. Smith Cambridge		
2. R. Lees/L. Williams, Cambridge		
3. R. Witter/Miss P. Slack, Leeds		

BEDFORD ST - NEOTS RACE	30 April	
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<b>Class 1a</b>		
1. R. Lees, Cambridge Univ.		2.05.30
2. L. Oliver, Lincoln		2.06.00
3. S. Hollier, Leamington		2.07.30
<b>Class 2a</b>		
1. A. Soman/Bowlam, Leamington		1.56.00
2. Gregory/Jupp, 63rd Para Sqdn.		2.01.00
3. Giddings/Rullett, Royal		2.04.00
<b>Class 3a</b>		
1. D. Clarke, Cambridge Univ.		2.15.00
2. R. Frueman, Lincoln		2.20.00
3. B. Clark, Harlow		2.20.00
<b>Class 4a</b>		
1. Holmes/Grant, Lincoln		2.15.15
2. Luncefield/Brinkworth, Bradford on Avon		2.21.00
3. Cottle/Beven, Bradford/Avon		2.22.00
<b>Class 1b</b>		
1. G.J. Mackereth, Warrington		1.06.45
2. J. Lockwood, Nottingham City		1.07.00
3. N. Osborne, "		1.28.15
<b>Class 1c</b>		
1. C. Baker, Nottingham City		1.19.00
2. R. Page, "		1.22.00
3. M. Baker, "		1.25.00
<b>Class 2b</b>		
1. Greenaway/Hewitt, 33F Sqdn.		Air Cadets 1.02.00
2. Wesley/Summers, Nottingham C		1.04.00
3. Port/MacLaughlan, Norton School		1.04.10
<b>Class 3b</b>		
1. G. Jackson, B.C.U. Ind.		1.10.00
2. S. Weaver, Lincoln		1.11.00
3. J. Willetts, Norton School		1.11.50
<b>Class 4b</b>		
1. Rubone/Powers, Norton Sch.		1.08.45
2. Tarnham/Taylor, 33F Sqdn A.C.		1.12.00
3. Dad/Quinney, Norton School		1.13.00
<b>DEE RAPID RIVER RACE IV</b>		
	12 Feb	%
1. D. Mitchell, Chester		84.9
2. C. Skellern, Worcester		87.2
3. N. Jackson, Manchester		88.4
<b>Class 2</b>		
1. R. & R. Witter, Leeds & Birm U		996
2. I. Neighbour/R. Chnplin Leeds		1034
3. D. Gays/C. Gray, Leics.		1329
<b>Class 1</b>		
D. Gays, Leicestershire		1155
<b>Teams</b>		
1. Worcester		908
2. Riverside A		918
3. Manchester		946
<b>SERIES OF 4 DEE RACES Winter 1966/7</b>		
1. D. Mitchell, Chester		70.4
2. C. Skellern, Worcester		72.9
3. K. Langford, Manchester		73.3

GRANDTULLY SLALOM	Easter 1967	%
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<b>Div I</b>		
1. D. Mitchell, Chester		66.1
2. J. MacLeod, Manchester		72.1
3. C. Skellern, Worcester		74.6
<b>Ladies</b>		
1. H. Goodman, Lakeland		122.0
2. A. Keerie, Sunderland		151.2
3. P. Squires, Coventry		190.1
<b>Div II</b>		
1. K. Jenkinson, Leeds		65.8
2. G. Dawson, Sunderland		66.7
3. C. Hawkesworth, Leeds		69.7
<b>Team Event</b>		
1. Manchester		288
2. Forth		514
3. Chester		517
<b>Canadian Doubles</b>		
1. R. & R. Witter, Leeds & Birm U.P.O.		

IRVINE RIVER RACE		
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1. A. Batchelor, Irvine		1.26.42
2. J. Gilmour, Ardrossan		1.30.29
3. R. Law, Kyle		1.37.22

## Coaching News

The National Coaching Committee met at Quorn after the successful coaching weekend on April 2nd. The principle that members of the coaching scheme must be B.C.U. members was confirmed, and your secretary was instructed to make sure that all members of the scheme who were not 1967 B.C.U. individual members were aware of this, and after a reasonable interval to remove from the list all those who had not taken out 1967 B.C.U. individual membership. This he is now doing. They also discussed the problems of canoe leadership certificates, divisional coaching organization and youth championships.

### A Sad Misunderstanding

The action taken to acquaint members of the coaching scheme that they must all be individual B.C.U. members has been only too successful. Many members have filled in the Renewal of Award form provided for 1968 use, and they have sent it in now. These were sent out with the May News Letter because B.C.U. membership forms are sent out in the September Canoeing in Britain which is far too early for the November News Letter. Sorry, we will still want a report of your 1967 activities, in order that we may send in a report to the men from the Ministry in December regarding our 1967 coaching record.

**PLEASE SEND IN YOUR REPORT ATTACHED TO YOUR RENEWAL FORM FOR 1968 MEMBERSHIP.**

### Youth Championships

A committee under the Chairmanship of the President of the B.C.U. has been set up to study the whole problem of youth championships, and how to attract schools and youth clubs to enter these events. Incidentally there will be no 1967 youth championships.

### Examination Successes (10.5.67)

Our congratulations go to the following:

*Advanced Tests: Inland Kayak*—S. R. Evans, A. Bye, R. W. Crane. *Canadian*—A. Bye. *Sea Kayak*—A. Bye, G. Good. *Gold Badge*—A. Bye.

### Coaching Awards (10.5.67)

**Instructor:** Thirty four names have now been added to the coaching register, all are instructors. Several higher awards are pending.

### Test Fees

To remind you:—

Novice Test: 1/-

B.C.U. Proficiency: 3/- member  
6/- non-member

Instructor: 5/-

Senior Instructor & Coach 10/-

Please remember the Novice Test fee, many a mickle makes a muckle.

## Dates to Note

- (i) Coaches Sea Source. Calshot Activities Centre, Hants. 15th/16th July, 1967.
- (ii) National Coaching Committee Meeting. Hothorpe Hall, Theddington, Near Rugby. 18th/19th November 1967.

## N.C.C. Agenda

Proposals to alter any of the Coaching Scheme rules or details of its tests or awards must be circulated to all members of the N.C.C. not later than eight weeks before any N.C.C. meeting. If you wish to make any representations to your A.C.O. which might result in an alteration to the above, please make sure that he receives it in time to send it to us at least nine weeks before the date of the meeting, i.e. in this case before the 16th September.

## Coaching Newsletter

The May issue of the Coaching Newsletter should now have been received by all members of the Coaching Scheme and the National Coaching Committee. Please contact the Coaching Secretary if you have not received your copy.

## C.C.P.R. Regional Canoeing Courses

During the period 1st April 1966 to 30th September 1966 the following courses were run by regional C.C.P.R. officers in conjunction with the B.C.U.:—

- (a) Training courses for instructors and above, number of courses 25, number attending 350.
- (b) Proficiency courses, number of courses run 24, number who attended 355.

These figures show the enormous amount of work which is done by regional C.C.P.R. officers, and it is suggested that whenever enquiries are made for courses they should be referred to the regional C.C.P.R. office for advice on what courses are planned.

● A cri-de-coeur comes from Arthur Cornford in the latest issue of "The Canadian Canoeist"—would kit manufacturers please not assume that everyone has a wealth of experience to draw upon, and give more guidance in their instructions. He had far from satisfying results from a kit which he considered had inadequate instructions, bits which did not fit, and which included a rather soft exterior grade ply when mahogany to B.S.S. 1088 standard ought really to have been specified.

The question of whether it is worthwhile lavishing many man-hours on constructing a boat incorporating materials of lower specification than the accepted standard is easily answered, and we query the advisability of purchasing any kit which does not specify top-grade components.

## PUBCOM MEETS

The need to co-ordinate the publicity of the various competitive and recreational sections of the sport has led to the formation of a Publicity Committee. The aims of the committee are to present a fuller image to the public, the press, television and to educational bodies with regard to the nature, the value and the safety of the sport.

### Local effort gets results.

Much is to be done on the national level, but several clubs have already shown how much local effort can achieve in building interest in the sport. The committee cannot, nor wishes to, handle local publicity matters which are the concern of the local clubs, but would like to point out to clubs the need for this exposure on regional T.V., in the local and regional press and within local sports organisations.

### Increased bargaining power.

A circular advising on the means available for local publicity and development is being prepared and will be sent to all clubs. The gain in numbers likely with better publicity will mean not only more and bigger clubs, but will strengthen our national and local bargaining power, particularly on matters of finance and access.

It must be stressed, however, that the committee is co-ordinating rather than controlling and hence needs the support of individuals in every club and every branch of the sport if it is to achieve full success.

### Suggestions invited.

Most of all it wants suggestions of what the clubs want and can offer to do. If you have ideas which may be of value to the committee, please let the chairman know. He is Lindsay Williams, Loaning Head, Garrigill, Alston, Cumberland.



Trouble ahead! Two crews about to collide on the Bedford to St. Neots L. D. Race. The rear crew of Tullett/Giddings carried on to finish the course, but Lawler/Unstead in front retired.

Photo: Aqua-photo.

## Long Distance Racing

Spring Report

First let me thank the Editor for the kind words written on my premature retirement. I felt I ought to, and fully intended to do so, but in a thoughtful moment it seemed an inappropriate time to go. The response from the Committee has now eased the situation considerably. Martin Bosher has taken on the job of Assistant Secretary, Allan Witham now deals with the organisation and administration of the sport and Dr. Bernard Watkins is Foreign Secretary. This has left me the task of organising the Open Championship and various sundry items.

The season started well with a record entry at Oxford and the Devizes to Westminster Race. Once more we are on the move forward, there appears to be a great deal of new interest in Long Distance Racing and several new clubs have arrived! May I welcome them and hope they derive much enjoyment.

Already we are making preparations for the International races in Spain. Prospective paddlers should note that they must be prepared to paddle in the K.1. and K.2 classes if they wish to be considered for selection. The provisional team will be expected to compete at the following events: Royal, Bradford, Dee and Poole, the final team will be announced after the Poole Race.

let  
**Canoeing in Britain  
 SELL**  
 ●●●●●●●●●● **for you!**  
**use our advertisement pages-  
 watch your sales rise!**

There are two alterations in the 1967 Fixtures. Hartlepoons Race has been cancelled and the tentative arrangements for the Berwick race came to nothing. The Committee hope that both races will come back on the calendar one day. It is also hoped that as many B.C.U. members as possible will support the Orwell Race on the 9th July 1967. This is a fairly new event and if it is to succeed and become an annual race it will need a good entry.

The British Open Championship, sponsored by John Player & Sons, is to be held at Bedford on the 2nd September. Details of this important International event will be circulated to all clubs and we hope that you will make a firm date in your diary to attend, preferably as a competitor, but otherwise as a supporter. Following the British Championship it is hoped that the International competitors will arrange to race at the Liffey Descent on the 9th September in Dublin.

Finally, condensed 1967 Fixture lists are available to any-one considering racing, we will always be pleased to send them on request and you can be sure of a good day's sport at a Long Distance Race.

**J. M. Woolley,**  
Hon. Secretary.

● Mrs. Barbara Castle, Minister of Transport, made a three and a half hour trip by boat along the Oxford Canal on 12th May. During the morning the Minister visited Brent Reservoir (known as the Welsh Harp) to see how a reservoir has been put to amenity use, and the canal running through Uxbridge to see pleasure craft.

## Touring Notes

### Kennet and Avon Canal

Detailed information obtainable from the officers of the Kennet and Avon Canal Trust, as follows (not c/o the Inland Waterways Association as stated in the Guide to Waterways):—

**Reading end**—Mr. D. D. Hutchings, The Coppice, Elm Lane, Lower Earley, Reading, Berks. (Hon. Sec. of the Trust).

**Bath end**—Mr. R. W. Shopland, 1 Ryde Road, Knowle, Bristol 4. (Hon. Publicity Officer, Bath/Bristol Branch of the Trust).

Please enclose 4d stamp. Licences obtainable from British Waterways, Watford.

**Thames** Canoe licences are now 24/- for any year up to 31st December, £3 for three years, in both cases **including use of locks**. This is much more advantageous than the previous £1 plus 9d. for each lock.

**Wye** The owner of the land along the Wye

## ORWELL RIVER RACE

*Sunday, July 9th, 1967*

The new Ranking L. D. Race  
organised by Orwell Canoe Club  
and H. M. S. Ganges.

*Closing Date July 3rd.*

Details from:

ORWELL RIVER RACE COMMITTEE,  
c/o 17 BRIDPORT AVENUE,  
IPSWICH.  
SUFFOLK.

# canoeing in Britain

■ Photos, reports, articles, news

■ Next issue copy date Aug. 10th.

at Glasbury, including the "common" at the bridge from which canoeists usually start, has paid a visit to B.C.U. headquarters. He is very well disposed towards canoeists, so long as they behave, and has given the Union some useful information about the local situation, and how to maintain good relationships.

**Camping:** It is with his knowledge and approval that the tenants of the two fields at Glasbury give permission for camping.

**Launching:** From Glas-y-Bont Common at the bridge. (1) Vehicles are not allowed, except for getting gravel. (2) If canoeists after launching appear to be bothering the local fishermen he asks the canoeists to move downstream. (3) He does not allow camping on the common because it would be dangerous, and apt to interfere too much with other amenities.

He thinks that if there were a big expansion in canoeing some scheme for controlling time of starting would be desirable.

# ACCESS -

the  
latest  
moves

We have asked for Counsel's opinion on access problems, with particular reference to the desirability of entering into agreements with landowners, fishing associations etc. for limited use, when there may be a right of way from 20 years' use.

Maurice Rothwell and Kathleen Tootill attended a meeting on April 19th about the Ribble, called by the Clitheroe Council. The Lancashire Rivers Authority, the Lancashire Fisheries Panel, and local riparian owners, other angling associations, the Lancs. Education Committee, local Boy Scouts, N.W. Sports Council and B.C.U. were represented. It did not get very far, as the Fisheries Panel want a legal agreement and we are awaiting Counsel's opinion.

On April 6th Alan Alldridge (of Buxton), Kathleen Tootill, Rodney Baker (as "River Adviser") and others attended a conference organised by the East Midlands Sports Council and attended by representatives of the Peak Park Planning Board, C.C.P.R., the Country Landowners Assn., Trent & District Anglers Assn., Derbyshire County Council, Trent River Authority and B.C.U., with a Waterworks Engineer in the Chair, to discuss the possibility and problems of access to rivers and other waters in the Peak National Park for recreational purposes. This was harmonious, and a working party has been set up to study the matter and report back in July. Alan Alldridge is the canoeing member of the Working Party.

## Sea Canoeing Coaches Weekend

Calshot

14-16 July

This course is intended for canoeists with experience who intend to instruct or take groups "Sea Canoeing".

There will be lectures and discussions on control and organisation of the fleet of canoes when afloat, equipment, safety, types of canoes suitable for sea canoeing, planning of sea trips, weather lore and forecasting, Corps of Canoe Life Guards, lifejackets, survival.

Practical canoeing will be carried out in Southampton Water, plus, weather permitting, a trip across the Solent to the Isle of Wight. This will require a fair amount of stamina. You are asked to bring your own canoe, spray cover, paddle and buoyancy. (A limited number of canoes will be available, by prior arrangement.)

Full details from The Warden, Calshot Activities Centre, Calshot, Southampton.

Robin Stiles of Bristol C.C. drew our attention to the item below which appeared in "The Western Morning News" on 27th April, 1967 headed "Recreation plan for Inland Waterways".

He comments: "I trust it is not the Union's intention to support the innuendo that the price mad fishermen are prepared to pay is the prime consideration!"

## waterways

DEVON River Authority is planning to pay special attention to controlling and extending the use of rivers and reservoirs for recreational pursuits such as canoeing and sailing.

Col. J. E. Palmer, chairman of the authority, said at a meeting in Exeter yesterday, that there was a great demand for water recreation and provision must be made for it.

The authority agreed to consider extending the scope of the Fisheries and Pollution Committee to include water recreation.

Maj. George Gawthorn, vice-chairman, said canoeing was taking place on many rivers without authority and until it was brought under control it would cause serious problems.

After the meeting, Maj. Gawthorn said he thought Devon was the first county in the country to pay special attention to the amenities of inland waterways in this way. The authority wanted to help pastimes like canoeing and sailing without prejudicing other interests, such as fishing.

### WITHOUT PERMISSION

There would be controlled use of rivers and reservoirs, but sympathetic consideration would be given to sports.

At present canoeists were going on rivers without permission, trespassing by camping on banks, and causing damage. Maj. Gawthorn said: "This is happening on stretches of river which change hands for £10,000. One man drove all the way from Kent to Devon to go to his private water to fish and found it was completely overrun by canoeists. The Canoe Union agree this is wrong."

It was the itinerant canoeist who took the view that he could go on any water he liked, he added.

Members of the river authority would be meeting representatives of the Country Landowners' Association, the Canoe Union, the Salmon and Trout Association and other interested bodies to discuss how water recreations could best be controlled and extended.

### SEA RAGE SCHEMES

The Sports Council has also

**Calendar - Additions & Amendments****June**

- 30-2 July Instructors' Course, Ripon, CCPR, 4 Albion St., Leeds 1.

**July**

- 1-7 Tour in Finland, Kyyjärvi--Jyväskylä (190 km), T. Ikonen, Kangasniemi, Finland.  
 8-15 Tour in Finland, Mikkeli--Lahti (200 km), T. Ikonen, Kangasniemi, Finland.  
 14-16 Leaders' Course, Ripon CCPR, 4 Albion St., Leeds, 1  
 22-5 Aug. Rapid tour in Lapland (248 km), T. Ikonen, Kangasniemi, Finland.

**August**

- 6 Cruise on R. Teme, Leics. C.C. D. Andrews, 49 Aberdale Rd. Leicester  
 ★ 20 Marsh Lock Slalom (3,4,N,C, L) Chalfont Park C.C.  
 20 T. L. Woodcock, 284 Glastonbury Road, Morden, Surrey.  
 20 Regatta--Leics. C.C., D. Andrews, 49 Aberdale Rd. Leics.

**September**

- 9 Isleworth Regatta, A. G. Boden, 43 Devon Way, Heston, Middlesex.  
 9-16 Surfing, Leics. C.C., S. Benn, 17a, Fennel St., Loughborough.  
 30-1 Oct Exam. weekend for Proficiency tests and coaching awards Ripon, CCPR, 4 Albion St., Leeds, 1.

**October**

- 8 Day trip on R. Derwent, Leics. C.C., D. Andrews, 49 Aberdale Rd. Leics.  
 ★ 15 Trevor Rocks Slalom 4,N,L,C, Cambridge U. (correction)  
 ★ 15 Shepperton Slalom 3,4,N,L, Shepperton C.C., C. Horwood, 41 Maryland Way, Sunbury, Middlesex.  
 29 Usk River Race, Chalfont Park C.C., T. L. Woodcock, 284, Glastonbury Road, Morden, Surrey.

**November**

- 5 Trip on R. Soar, Leics. C.C., R. Goosey, c/o 49 Aberdale Road, Leicester.

**December**

- 3 Day trip on R. Nene or Avon, Leics. C.C., D. Andrews, 49 Aberdale Road, Leicester.

**Amendment to address list.**

Cambridge Univ. C.C., J. A. Cadman, Trinity College, Cambridge.

**Bookshelf**

**New Essential First Aid—A. Gardner, M.D. D.I.H. and P. Roylance, M.B., Ch.B. (Pan, 3/6)**

This paperback offers a new approach to First Aid. Formidable technicalities and over-elaboration are replaced by clear instructions in basic modern first aid techniques. The text is interesting and generously endowed with helpful and often witty drawings. There are full instructions on mouth to mouth artificial respiration. To the non-first-aider it will be interesting, instructive—and memorable. It would be surprising if even the expert cannot find something new in this.

**Rating \*\*\*\*\***

**The Paddler—(Scottish Hostellers C.C., 5/-)**

A new half yearly magazine, edited by Hamish Gow, which may subsequently be adopted as the official publication of the Scottish Canoe Association. For anybody who is keen on sea canoeing this is crammed with first class articles on the subject, as well as some interesting sidelights on other aspects of Scottish canoeing! Very readable and we wish the editor and his staff every success and hope they can keep up the high standard. Cost, with typical Scots "cannyness" is 5s. this edition and 2s. 6d. next. Details from Hamish Gow, 33 Douglas Street, Milngavie, Scotland. We do not use our star ratings for periodicals.

**The Pan Book of Sailing—Group Captain F. H. Searl (Pan 5s.)**

Sailing? I'm a canoeist. Yes very true, but this little book has some first class chapters that will interest the sea canoeist particularly on navigation, buoyage and weather lore. Very well written and easy to read, it is well worth 5s. Incidentally this is the official handbook for the ABC TV series Plain Sailing starting May 28th and each Sunday at 12-15 p.m. Can anybody tell me why TV planners put outdoor activity programmes on when all the people who would be interested are out of doors anyway?

**Rating \*\*\*\***

**P.G.L. Appeal succeeds**

The Minister of Housing and Local Government has given permission for P.G.L. Voyages Ltd. to use land at Hereford and Ross-on-Wye as temporary staging camps, until September 1968.

P.G.L. had appealed to the Minister against enforcement notices prohibiting use of the land, issued by Herefordshire County Council. The sites may not be used between October 1967 and April 1968, and the accommodation is to be limited to 50 people at any time.

# Around the clubs

The last twelve months has seen a marked increase in the interest in Canoeing amongst clubs in Liverpool and this year the **Liver-Boys' Association** Annual Canoeing Championships commenced. Support was forthcoming from the I.W.A. and many local dignitaries. Later on this year, boys from Bootle and Liverpool will be taking part in a "D" Day Cross Channel Canoe Crossing being organised by the National Association of Boys' Clubs.

CHALFONT PARK C.C. send the following notice:

“Over the past few months it has been noticed that a number of unauthorised canoeists have been arriving at Hambleton Mill, parking, and canoeing in the weir. It must be respectfully pointed out that the mill and surrounding area are private property and that there is no common right of entry for vehicles. Chalfont Park Canoe Club pays a considerable sum for the parking of its members' cars at the Mill and the use of the boathouse there. It is, therefore, not appreciated when non-members take advantage of these facilities without invitation. Security at Hambleton is being tightened and the Mill Manager has asked B. D. Sawyer to inform all who might be concerned, that cars will not in future be allowed into the Mill grounds without a permit.”

CHELMSFORD BOATING CLUB members are now hard at work on their new permanent headquarters at Kings Head Meadow, Chelmsford, intent on ending many years of existing in a series of temporary buildings. The site is close to the town centre with an attractive and wide stretch of water, and easy access to the Chelmer & Blackwater Canal—the main canoeing grounds. Initially the new headquarters will have storage for 40 canoes but this is expected to expand rapidly. Any persons who would like to help in assisting the Chelmsford Club to become a new force in the canoeing world are invited to come along and help first of all to build the headquarters.

Membership of the BIRMINGHAM C.C. is up 55% on this time last year. “This is mainly due to our exhibiting at the Birmingham Boat and Holiday Show at the end of February” writes Carel Quaife. “We had a 400 sq. ft. stand which



Dave Daniels and Ted Bradshaw (Culham College C.C.), winners of the D-W Civilian Trophy 1967 in 21 hrs 21 min 15 secs.

had the dual aim of introducing our Club to the public and emphasising basic safety rules, especially for the inexperienced lone canoeist who will never join a club” Rolling demonstrations were given twice nightly in a pool at mains temperature; this had gone up two or three degrees by the end of the fortnight, but by then it was difficult to find room to launch the canoe owing to the floating toffee apple cores, cigarette packets and other debris! B.C.C. have plans for a Channel crossing early next year, organised by Val Leeson.



Congratulations to Ted Bradshaw and Dave Daniels of **Culham College C.C.** who have entered the Devises—Westminster Canoe Race every year whilst at college and have secured a fine win this year, taking the Civilian trophy in the great time of 21 hours 21 minutes 15 seconds. This breaks the existing record by approximately 1½ hours.



The end of the day. C. Heath & F. Walker of R.A.M.C. Apprentices' College, Aldershot, empty their canoes during a stay in Austria. In the background towers the Schafberg.

The Nuffield Trust has presented the R.A.M.C. Apprentices' College, Aldershot, with a trailer and some slalom machines. The apprentices have been busy on their own behalf over the past 18 months, building new wood and fibreglass kayaks to replace their old canvas barges.



CAMBRIDGE UNIV. C.C. has made a good start to the season, thanks to intensive training during the mild winter. In the inter-university events, Cambridge shows that it is still unchallenged.

One set back occurred when the club's new C.2. came off at speed on a motorway, complete with roof-rack. It came to rest on the opposite carriage-way and has been declared a 'write-off', though fortunately it did not damage anyone else. It is hoped that a replacement will be bought and that the club can acquire a K.4; this would be primarily for training but it could also be used to show rowing 'eights' just what canoeing is all about.



The LEEDS C.C. followed up a very successful series of cruises on the Dales rivers during early Spring with an even more successful start to the slalom season: notching several first places at ranking competitions during March and April.

When the evenings get longer, members go paddling on the Wharfe most weekdays; some have taken a few evenings off canoeing to stay at home and make themselves one of those did-it-themselves wild water lifejackets, which are being seen around in increasing numbers. Orange nylon waist-coats are buoyed with almost 200 plastic sachets filled with air. The materials cost about £3; several hours at a sewing machine and the job is done



At the time of writing Flotherchoc lifejackets are more or less unobtainable. Harry Calverley of Manchester C.C. has found a manufacturer who will provide the sachets (full of nothing but air). From another source he can get orange nylon fabric. Total cost of sachets and material £5 5 0. Making up would be done by the canoeists themselves

If you are interested see Harry Calverley or write to him at 22 Schools Road, Abbey Hey, Manchester 18.



Although unable to win the "Hasler Trophy"—by a very small margin—the 1966 racing season was successful for the Nomads C.C.

During the year, a well equipped boathouse was made available which made training easier and these extra facilities encouraged more newcomers. Outstanding was the performance of Ian Balfour who was the Open British Junior Singles Champion, won the "Moonraker Trophy" on the Liffey Descent and was in Spain with the winning British Team at Sella. An indication of the interest in canoeing now shown in Hereford is the fact that Ian was voted the "Junior Sports Personality of Herefordshire" for 1966.

In the "Hasler Trophy", 13 points separated the Club from Lincoln C.C. who are to be congratulated on the triple success. With the new L/D classes and great emphasis on sprint, the Club is hoping 1967 will be used as a training period for the younger members.

#### BRISTOL CANOE CLUB'S



Grand Gothic Battlemented Club-house has survived its first winter after being rescued from vandalised decrepitude, and is proving its worth for W.W. practice and introducing novices to moving water on its adjacent stream. This stream has, in flood, produced torrents sufficient to quell even their Henllan shooting, ton-up tigers. The Club house is strategically positioned near the Severn Bridge, which has revolutionised local canoeing, the Welsh rivers and Coast now being within easy day-trip distance.

● For the 3rd European Championships in Duisburg in August, a special canoeing postmark will be used to cancel the 220,000 letters a day which pass through the city. There will be a mobile post-office on the regatta course.





Caroline Kennedy (above) daughter of the late President Kennedy, manned the paddles in a short family outing with her uncle U.S. Senator Robert F. Kennedy on May 6th. The family camped at North Creek N.Y., on the shores of the Hudson River, and Senator Kennedy, pictured below, tackled the bitterly cold rapids in a slalom kayak, capsizing three times. "Wonderful!" he said. On the following day with veteran canoeist Bill Bickham, he entered the Annual Whitewater Derby canoe race. Their C.2 did the 7½ mile course in 1.11.30. His wife, Ethel, despite several capsizes, also completed the course, winning the admiration of the 7,500 spectators.

Photos: Associated Press

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## THE CANOEING KENNEDYS

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# SLALOM ROUND-UP

A team of eight men and two women in the K.1 class and 1 C.2 pair represented Great Britain at the international slalom at Zwickau, East Germany, in early May. The water was not particularly rough, and certainly we have had rougher first division slaloms in this country, but the course of 31 gates was cleverly laid out so that speed and stamina became of paramount importance.

Though Great Britain appeared on the rostrum only once, the overall results were encouraging both for this year's world championships and for the future. Several younger members had been included in the squad, to compete against the best in the world (excepting West Germany). Mitchell, Langford and Woodhouse, as the first team, were placed third, beaten only by two East German teams. Calverley, Palmer and Skellern were 8th out of 20 entries

In the individual event Dave Mitchell, despite a clear round, was placed 10th, some 30 seconds behind the winner, and Ray Calverley and Ken Langford were 19th and 20th, some 13 seconds behind Dave. Our girls tried hard, but the Continental women are of a very high standard and most had had the additional advantage of two extra practice runs down the course during the team event, in which we were not represented.

Our very first international C.2 entry was not disgraced and at least the Witter brothers looked competent on the water; though it was obvious that we still have much to learn about the Canadian style of paddling. It is interesting to note that World champions, Merkel & Merkel had two clear runs and a time faster than Mitchell's..... Who says a C.2 can't do anything a K.1 can!

## Results: Team K.1 (20 entries)

	Time.
1. E. Germany 1.	281.4
2. E. Germany 2.	305.4
3. Great Britain 1.	328.1
8. Great Britain 1.	396.1

## Individual K.1 Men (60 starters)

	Time.
1. J. Bremer, E. Germany	241.0
2. J. Sulc, Czechoslovakia	243.7
3. F. Lange, E. Germany	244.1
10. D. Mitchell, Great Britain	273.5
19. R. Calverley, " "	286.1
20. K. Langford " "	286.2
28. B. Palmer " "	309.3
37. C. Skellern " "	333.8
49. N. Jackson " "	369.6
50. K. Wickham " "	373.0
54. J. Woodhouse " "	397.7

**Ladies K.1 (15 starters)**

	<b>Time.</b>
1. H. Luber, E. Germany	330.7
9. H. Goodman, Great Britain	416.8
13. P. Squires, " "	496.6

**C.2. Men (20 starters)**

1. Merkel & Merkel, E. Germany 271.1.  
16. Witter & Witter, Great Britain 590.9

After this slalom at Zwickau, and taking into account the results from the first division slaloms at Grandtully, Lune and Shepperton, the selectors have announced the team to represent Great Britain at the World slalom championships at Lipno, Czechoslovakia on 1/2 July.

K.1 Men—D. Mitchell (Chester), K. Langford (Manchester), J. Macleod (Manchester), R. Calverley (Manchester).

Reserves—B. Palmer, (Manchester) and C. Skellern (Worcester).

K.1 Ladies—P. Squires (Coventry).

On the following weekend, the World rapid river racing championships will take place at Spinderluy-Mlyn, for which the team is

K.1 Men—D. Mitchell (Chester), K. Langford (Manchester), C. Skellern (Worcester), J. Woodhouse (Chester).

Reserves — J. MacLeod (Manchester), R. Calverley (Manchester).

K.1 Ladies—P. Squires (Coventry).

The first three named in each event will also compete in the team event. No C.2 crew was thought fit to compete at this year's World Championships, a somewhat shortsighted view; but with the aim of entering C.2's in 1969 with a really strong team, crews with promise will be encouraged to enter internationals both this year and next.

The slalom and White Water racing year book for 1967 are now at last printed. These contain all the venues, dates and addresses for entry for slaloms, the 1966 ranking lists, and the slalom rules—in short all relevant information about slalom canoeing. Anyone ranked last year should receive a copy free but newcomers to the sport can obtain a copy for 2/6d. from J. D. Shaw, 6 Greenside, Edgecumbe Park, Crowthorne, Berks.

During last season the slalom committee inaugurated a protest committee, to be in attendance at all slaloms, and whose duties should be to inspect the course, to check that there were not blatantly unfair gates and that it was of a suitable standard for competing divisions, and to hear any protest arising from the competition. Any competitor with a grievance about anything relating to a particular slalom should get in touch with a member of this committee, whose names should be prominently dis-

played at the site. It should be noted, however, that where penalties at a gate awarded by a judge are involved, a judge's decision can only be reversed where there is a case of misinterpretation of the rules, and NOT just when a competitor thinks he has been harshly judged.

Despite the very commendable judging examination organised by the staff of White Water over the Winter, there have still been many cases of bad judging this season. Judges are hard to come by at any slalom, and good judges even harder, but the standard of judging is what leaves the impression when it is all over. Maybe White Water will repeat the judging examination each winter to keep people on their toes, and thoroughly conversant with the rules.

Robin Witter informs us that he has resigned from the Selection Committee.

## **Tom Pell of Leicestershire tells what can and has been done** *after school*

The school at which I teach is in the Leicestershire plan of education. It is one of three High schools (pupils 11-14 yrs.) which feed the Upper School (pupils 14-18+) and all these schools are situated within one mile of each other. My own school is most fortunate in that the Grand Union Canal runs immediately behind the school, and canoeing can be part of the games programme during school time. A school canoe club meets after school and on some weekends. The other three schools also do canoeing as an activity and either come down to use our facilities, (we have built up our own fleet of boats and boat-store) or use the Education Department Canoe Centre at Quorn.

With four schools teaching canoeing, a large number of children are being introduced to the sport but far too many of them were being lost to canoeing when they left school—there being no adult club locally. With this loss to canoeing in mind, I decided to form an adult club to cater mainly for school leavers, though the club was an open one.

The first surprise I had was the enthusiasm for my idea from the Headmaster and the Chairman of the Board of Governors of my school who thought that the club would be a real asset, not only to school leavers but the community as a whole. I was given the use of an annexe classroom as a club-room where we could meet socially or could make canoes. I was also allowed to start a night school class in this room on one evening a week for canoe construction.

From a very modest start with nine school leavers, the membership has risen in twelve months to between 30 and 40. A

good proportion of members joining the club are boys and girls who left school some years ago. This is most encouraging. Other members have been recruited from adults coming to night school and wanting to make canoes for their children at school.

Two great benefits were soon apparent. Members of the senior club were soon assisting with the school club (establishing a very good contact with the school children), taking small groups for practical sessions on the canal or helping and advising the school-children with their canoe construction; this was a great saving of time and effort for me. It was also excellent practice for the seniors in preparation for future B.C.U. Coaching Awards. I also had ready-made and willing senior leaders on school trips who could assist not only with the canoeing but also with camping techniques.

One point I would make—the senior club is not controlled by the Education Authority in any way. It is a normal, self-supporting canoe club and any help given to the school is purely voluntary. Knowing that there is a canoe club in the area that they can join when they leave school, has encouraged more children at school to make a canoe before leaving.

Negotiations are now well in hand for the Education Authority to lease to the adult club a piece of land on the school playing fields on which to build our own club house and boat store. I doubt if the lease would have been made were it not for our close liaison with the school. The formation of this club has been a most worth-while and rewarding venture, despite the great amount of time involved in the early months. There were certainly minor problems in the early days of the club, such as lack of funds and equipment, but if as in my case, the school permits the use of its canoes to senior members until the club had built some canoes, then these problems are easily solved.

The secret seems to be for the adult club to be completely separate from school authority and administration, but for both the senior and school clubs to work together as closely as possible, each ready to give help to the other when needed and both working for the general good of the sport of canoeing.

*(Reproduced from the B.C.U. Coaching Newsletter)*

● The Swiss Canoe Association has just announced details of a Youth Canoe Test. Candidates must perform within 2 minutes, certain set manoeuvres through slalom poles, pass a swimming test, paddle 1,000 m. in 10 minutes, and get 80% in a theoretical exam.



## YOUR LETTERS

Dear Sir,

I was hoping that an idea I had was going to boost the C in B budget, I looked back on some old editions of C in B, hoping to find old union membership and C in B distribution figures to compare with this years. Unfortunately, I could not find figures that could be useful for my first idea, instead I would like to offer, apart from cutting out features even though "everyone has a pet hate" with any magazine, that either a small increase of the cost of C in B to readers but preferably the possibility of selling C in B magazine to non union members through the various schools and Canoe clubs.

With schools and clubs that are affiliated to the union, there are bound to be canoeists who would like to take our "wonderful little magazine", but are not able to do so. Unfortunately I cannot quote any numbers about people who are interested in my idea, as I no longer belong to the local canoe club, even though I still regularly rejoin the B.C.U.

On the subject of Seal hunting I personally think the few seals killed by Mr. Chris Hare, will do far more good than harm as from what I have seen on T.V. there are more than enough of seals around. The reason is, that if people kill off vermin in their own time even if they do make a profit by it and enjoy themselves at the same time, all well and good, it saves the Nature Conservancy Board and other organisations **paying hunters** to go and kill, in this case, seals.

G. K. Westcott.

Dear Sir,

As the letter from Mr. P. A. Williams concerning weld failures on a six-canoe trailer he was using does not mention the name or supplier of this canoe trailer, may I confirm that this is certainly not one of the special twelve/eighteen canoe trailers which we have regularly advertised in your journal (in addition to our towing brackets) for several years. These trailers although relatively light have been specially designed to give great strength **and** rigidity and as the first was put into regular service nearly 15 years ago and the design and construction virtually unchanged since then the time is approaching when we can prove our claim that they will "last a life time".

C. P. Witter

## HOME-MADE GLASS/RESIN CANOES

Bill Saunders

For some time now, many people have been aware of rumblings of discontent from commercial firms about infringements of canoe copyrights by amateur builders. The "hard lads" have proceeded unperturbed, those with consciences have continued to stipple surreptitiously with wary backward glances, but now has come the "crunch". The B.C.U. has come up with, "any competitor who competes in a canoe which is an obvious copy of a manufacturer's design, will be liable to disqualification at a slalom or white water event. Canoes at the events will be scrutinised and obvious copies will be referred to the Protest Committee". Moreover, action against miscreants is threatened by those in the trade.

Before belting off in high dudgeon at the commercial boys, let us have a closer look at what is involved. Apart from the legal aspect, important moral issues are involved. To use someone else's expertise, hard work and investment, without permission, is neither responsible nor fair. What is a sport or pastime to the canoeist, is to the professional a livelihood, and though he may be (and in most cases, fortunately is) vitally and sincerely interested in canoeing, his attitude cannot be quite the same, with so much more at stake. One has only to tackle the building of a canoe mould from scratch—the calculations, the design, the pattern making and the taking of the mould—to realise the cost in time and money that is involved. One can then also appreciate why the finished product is sometimes jealously guarded, and in so doing, accept the restrictions that the owner demands.

What then, can the enthusiast do if he or his group, wishes to get weaving on a glass/resin canoe-building programme?

Firstly, he should stop copying unless he has permission from the designer. If he would like to copy a design, he should ask if this is possible, perhaps by paying a nominal "royalty". Professional suppliers have been very helpful—some more than could reasonably be expected—and particularly, with older designs, often waive their copyright; such designs are usually suitable

for most groups, particularly those requiring craft for introductory or beginner competition purposes.

Secondly, he can start from scratch—design his own canoe, make a pattern, and take a mould from this. Sometimes it might be possible to "short circuit", one or other of these steps. Suitable plans may be available (e.g. the Porpoise or B.S. Trier). A mould may be on loan or a canoe supplied along with permission to copy. In the north-east, we have a transportable pattern in fibreglass mounted on a chipboard base board, from which moulds can be taken and we hope that this will enable groups who are not yet ready for the more specialised commercial craft to build their own. We feel that, with the present boom in the sport, there is lots of room for amateur and professional alike and that the two ought to be complementary and not in competition one with the other.

There are beginners who have the wherewithal to go to the commercial firm for the first as well as subsequent boats. There are many "fringe" customers who cannot or won't afford to start with a commercial craft, but who, once properly introduced to the sport, become potential future customers—their increased wage-earning capacity combined with their desire to spend all available spare time in handling rather than in making their craft, turn them naturally to the dependable professional supplier. The amateur builder needs to be careful of his motives, to see that he does not encroach, to seek appropriate permission when necessary and not to expect material gain, especially if his project is dependent on an initiator who has put sport before self.

In this short article I have attempted here to provide some information which I hope will be of use and also to appeal to all canoeists to help clear up the issue under discussion. In all sports, and more particularly in one like ours, with so much development taking place so quickly, there is no room for areas of suspicion, mistrust or non-co-operation.

● The April, 1967 issue of White Water gave the answers to the Slalom Judging Examination which was tackled by 115 intrepid enthusiasts. Nobody managed to score 100% — even some of the official answers were discovered to be wrong, which proves how worthwhile the whole exercise was. The same issue contains a most interesting article on running the Severn Bore, by F. R. Goodman, strongly recommended to anyone thinking of trying this for himself.

● Eighteen teachers gathered in a Middlesbrough school earlier this year, to learn the mysteries of the art of glass fibre canoe making, under C.C.P.R. expert Bill Saunders. The course ran over two weekends, the object being to produce deck, hull and seat moulds, which would belong to the education authority and be available to the town's schools.

# SEA SENSE

## Ernie Evans

As a member of the R.L.S.S., I had always felt the urgency of doing something about making the beaches of Northumberland safer for the people who use them at week-ends and holiday times in the summer. There were many keen young men and women in our Youth Associations and other voluntary organisations, who, I felt, given the training, would perform Life Guard duties on these beaches.

It was with these thoughts in mind, and the fact that one day in the summer of 1964, I was able to demonstrate in a particular way the speed at which a canoe could negotiate surf to go to a swimmer in difficulty, that the formation and operating procedure of a Canoe Beach Rescue Unit came to mind, the canoe being a vessel by which a Life Guard could get himself quickly to the point at which he was needed to perform his work in the water.

Late in 1964 a committee was formed from representatives of the L.E.A., the R.L.S.S. and the B.C.U. From this committee, the policy was thus formed:—That each unit, when trained, would operate as a Life Guard Club in the Life Guard Corps of the R.L.S.S. and that the basic qualifica-

*Ernie Evans, a member of the N.E. Coaching Panel and keen sea canoeist has recently been awarded a Certificate of Thanks from the Commonwealth Council of the Royal Life Saving Society for his work on the Northumberland Beach Rescue Unit. We have asked him to write this quarter's Sea Sense on the unit's work. This group are not B.C.U. Lifeguards but R.L.S.S. Lifeguards working from canoes.*

tions of the individual member would be that he would be a proficient Life Guard of the R.L.S.S. and that he would hold the B.C.U. Proficiency Certificate, although he would be trained to advanced standard. Having obtained these basic qualifications, he would then be trained in the procedure of effecting rescues by canoe using the availability of the lifeboat and a helicopter.

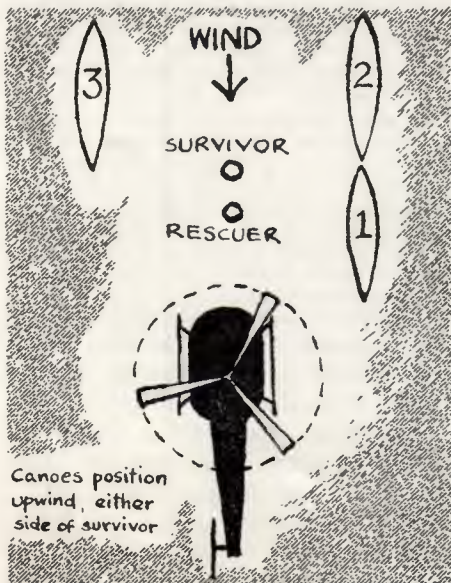
In our training, 202 Squadron of the R.A.F., the Coast Guard Service and the R.N.L.I. co-operated willingly. Hence, in November 1965, No. 1 Unit put on a demonstration for members of the Urban and Rural Councils and all other interested bodies. In this demonstration we showed Belt and Line Rescues, Individual Rescues, Inshore and Offshore Rescues using canoes and following a pattern for a helicopter pick-up, which had been agreed upon by the C.O. of 202 Squadron.

No. 1 Unit went on to patrol Newbiggin beach during last summer and had a successful season with a letter of commendation from the Commodore of Newbiggin Sailing Club for its work whilst in attendance at a Yachting accident. I should like to say here that we look upon our role as being mainly preventative and we endeavour to anticipate rather than wait for the rescue.

The manner in which we operate is this. The patrol consists of a six-man team, one of whom is the Captain and look-out and three canoes are available. A safe section of the beach is marked out for the bathers, by flags, and this section is patrolled. The Captain launches his canoe patrol to police the seaward side of the swimming area, whilst his other members act as Beach-men. The canoe patrol and look-out communicate (about swimmers potentially in danger, etc.) by signalling.

The three men in the canoe patrol each have a definite role. No. 1 is rescue man; No. 2 is raft man; No. 3 is recovery man, with No. 2 also acting as leader and signaller. Each, however, is inter-changeable.

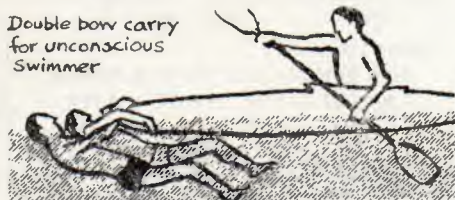
When a canoe rescue is needed, the patrol is directed by shore lookout to the position. They paddle to the survivor, raft up, No. 1 quickly leaving his canoe to go to the aid of the survivor. No. 2 shackles No. 1's canoe to his own and makes the signal that a rescue is being effected. Meanwhile, No. 3 paddles his canoe to No. 1 and the survivor in the water and offers



his bow for a double bow carry and proceeds to paddle No. 1 and his survivor inshore. The Beach-men, having been alerted, will come through the surf and take charge of the survivor whilst the canoe patrol reforms.

If the rescue is offshore and paddling the survivor inshore would only be second best, then No. 2 puts up a red flare which is acted upon by the Coast Guard who will send further assistance, usually a heli-

Double bow carry  
for unconscious  
swimmer



copter. Meanwhile, if needed, the survivor is being given expired-air resuscitation in the water and by this time he has had a buoyancy aid strapped to him. When we are faced with the survivors of a capsized or sunk boat, then we have before us our basic principles: that we get quickly to the scene of the accident and keep all survivors afloat whilst assistance is called.

It is felt by some people, that we wish to work in isolation and without the authority of a National body but, in fact, we are tied in closely with the Life Guard Corps of the R.L.S.S. and I can see nothing to be gained at the moment by changing this situation. Many people come along with "ifs," "buts" and "whys" but we see our job clearly as a Life Guard's, proficient to advise people on beach conditions and efficient at rescue procedures, and these done without frills or gimmicks.

## Amenity Waterways Problem

### I.W.A. calls for Guarantees

Capt. Lionel Munk A.R.I.N.A. Chairman of the Inland Waterways Association Ltd., spoke on the Amenity Value of Inland Waterways at a meeting of the Royal Society of Arts on 8th March this year. He spoke of the recent increase in the number of pleasure boats using canals and of the annual deficit of £940,000 to be incurred by British Waterways if all navigations were to be kept open. Even if the cheapest course were taken in regard to each waterway, there would be an inescapable annual deficit of about £600,000.

### Security of Tenure.

One of the features of the White Paper published in July, 1966 was the proposed review of the amenity canal network after five years and thereafter at regular intervals, and the intention of the Government to possess the right to close waterways by Statutory Order; this despite the fact that the British Waterways Board's Report **The Facts about the Waterways** said very clearly in paragraph 46:

"Security of maintenance for a reasonable period is essential. If investment is to proceed; if firms are to put their businesses by the water and to welcome carrying on water; if new craft are to be developed and purchased not only by the Board but also by the independent carriers who play so vital a role, if business is to be retained and expanded—then there must be security. The lack of security of tenure in the past has been responsible for a significant part of the commercial traffic decline of many miles of waterway."

It is essential, asserted Captain Munk,

that the amenity waterways are guaranteed to be kept navigable and in good condition for at least twenty-five years.

### Anglers.

While on occasion there has unfortunately been some hostility between fishermen and boatmen, in general their interests equally require the retention and development of the waterway system and its maintenance in good order. Ever since the last war, undoubtedly the greater part of the campaigning, of the physical voluntary work and the money raised for the canals has accrued from boating interests, but anglers have carried out much voluntary work in connection with fishing and especially work in combating pollution.

### Water Channel Fallacy.

In many cases, purely from the financial point of view, it might be thought best to convert a waterway into a water channel, with the locks replaced by weirs and it is said by the Ministry that this would be perfectly acceptable to anglers and canoeists. But countless examples can be shown of cases where, when navigation has ceased, the waterway silts up quickly and becomes full of mud and weeds and in this condition is unsuitable for fishing. "Serious canoeists certainly will not accept a waterway in such a state," declared Capt. Munk. "The British Canoe Union state that in their opinion, unless regular through traffic by power boats is maintained by the retention of locks, the intervening pounds will silt and weed up and become unusable. They quote as examples that the Montgomeryshire Canal and the Great Ouse between Shardington and Roxton are already useless for canoeing, and the Kennet and Avon Canal will soon go the same way if something is not done."

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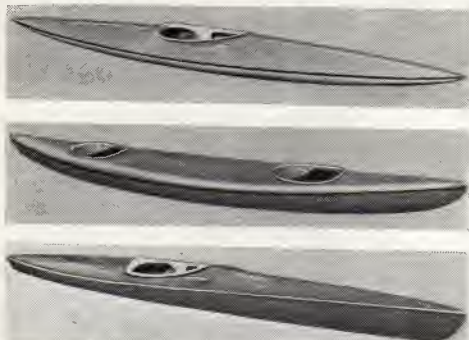
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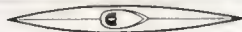
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