



MARCH 1968

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canoeing in Britain

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the news magazine of the British Canoe Union

General Secretary

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Enquiries regarding non-receipt of magazine, notification of changes of address and general enquiries should be sent, quoting your membership number, to the General Secretary.

Names and addresses of the principal officers of the British Canoe Union can be found in the B.C.U. Calendar and Directory, on pages 8 - 10.

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

Editorial

STAFF

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Lofty Wright

Eileen Levison

P. R. B. Sanderson

Thought of the Month

This issue of Canoeing in Britain began as a pile of paper $5\frac{1}{4}$ " thick, to be read, digested, subbed or discarded, then typed. Much that was interesting has had to be left out, even though there are eight more pages than in our last March magazine. If membership continues to rise at the present rate, however, it should not be too long before we can afford to tailor the size of the magazine to fit the available copy.

Conference Clang

It was unfortunate to see ticket holders debarred from entering the Crystal Palace while people paying at the door were allowed in, at the opening of the Canoe Conference. The key to open the ticket-holders' door was missing and several minutes elapsed before they could be admitted. This was a blunder on someone's part, and evoked justified criticism.

Later, over 1,000 spectators watched a very convincing display of the effectiveness or otherwise of various lifejackets, organised by Oliver Cock. The lesson was rammed

home by watching the young demonstrators jump into the bath and sham unconsciousness.

The B.S.I.-approved jacket turned its wearer face upwards quickly, a jacket nearly up to B.S.I. standard did the same, though more slowly, others buoyed up their wearers, but face downwards, with only the backs of their heads showing above water. The audience went very, very quiet at this point.

Smashing Time

No room this time for reporting at length on the B.C.U. A.G.M. Suffice it is to say that it was without controversy—the motion was passed, trophies presented (with Awards of Honour to E. J. Owen for his service as Treasurer and Major Bruce (unfortunately unable to be present) for services to Long Distance Racing) and everyone went home rather earlier than had been anticipated, doubtless thinking of ways to ginger things up a bit next year.

JACK LEVISON.

Why can't we canoe on our rivers? OLIVER COCK

This article refers only to the rivers and inland waterways of England and Wales. In all other countries, so far as has been ascertained, these ancient ways can be used of right, so long as the user can gain legal access to them. It is only in England and Wales that they are not rights of way.

The problem is the ownership of the right of way. In the first place this is owned by the riparian owner—the owner of the river bank—who will own the land of the rived bed to the centre line. If there is another riparian owner on the opposite bank, he will own the other half of the river bed.

If you own a piece of land, you also usually own the right of way over it. If you have a garden, you own the right of way in it and can invite your friends in as you will. Others have to ask your permission.

In owning the land, you also own everything that is over it and under it. Thus nobody can burrow under it without asking you first. (There are a few exceptions to this, like coalmining, which now belongs to the State). You could, in theory, have an aeroplane up for flying over your house—if only you could prove that it did fly exactly over your house!

In the case of a river you own the water that is in the river while it is over your property and, while it is there, you may do what you like with it, with the great proviso that you must let out below your property exactly what came in from above. You may add to it but you may not reduce the quantity. This does not apply to fish, which are game. These you, as landowner, may abstract and keep.

This means that any person proceeding on the river through or over your property is a trespasser, and you may summons him as such. In the case of rivers damage does not have to be proved. It is good enough if the trespasser might have done some damage.

In the ordinary course of events an angler rents from the landowner not only the right to fish but also the right to gain access to his site and the right to obstruct the right of way along the river bank caused by his sitting there. His mere presence is an obstruction whether there is anything to obstruct or not. And a right of way is a right of way only. To be facetious one has not even the right to stop and scratch! The angler does NOT usually also rent the right of way; otherwise the landowner could be prevented from walking along and looking after his own land.

There are a number of waterways — not very many — which are ways as of ancient right, so long as one can gain legal access to them. The Herefordshire Wye is an example of this, from Glasbury to the sea. Some of them are looked after by Authorities who can impose licencing arrangements on the users, by Act of Parliament. The Thames and the canal system are examples of these. Thames Conservancy can not have you up for travelling by boat on their rivers; but they can have you up for not having a licence.

Besides these ancient rights of way, all tidal waters are navigable by right, but the land on either side may be private. All land exposed by the outgoing tide, below mean high tide, is a way of right; but the land above high tide may again be private.

It would not be very difficult for a landowner with expensive angling waters to prove damages if he were forced to. It is only necessary for one of his anglers to declare that he does not propose to rent a rod in those waters again, "because of the nuisance of the canoeist" for the landowners to be able to show damage.

To gain a right of way people must have passed freely and "uninterrupted" over that land for the whole of twenty years. By "uninterrupted" is meant that nobody has stopped anybody, or tried to stop anybody

from passing during that time, and that there was no attempt to make the passage deliberately without the landowner's knowledge (by dead of night, for instance). The landowner must have a reasonable opportunity to know that the way was being used, and have had the opportunity to stop the passer if he so wanted. The problem here is to know how often one must pass. The law is singularly obscure on the point.

To close a right of way the landowner has simply to prevent everybody from passing openly over it for a year and a day: not a very "simple" task really!

This does not look a very rosy picture from the canoeist's point of view, and it is the reason why our Council has asked for as much information as possible on all journeys down all rivers, but some in particular, over at least the last twenty-one years. The more evidence of canoeists travelling freely and without permission down rivers over this period, the greater is our chance of being able to prove our right of way.

However, the picture is more rosy than at first might appear. To start with the difficulty of bringing an action for trespass is considerable.

(to be concluded)

P.S.—As promised, the probable dates for Bude 1969 are from the 3rd to the 14th September, with the Championships on the 6th and 7th.

Leven Wild Water Test 1967

In spite of a full white water programme in the canoeing world the past year attracted more entries for the Leven Wild Water Test than ever before, and competitors from 19 clubs from all parts of the country were responsible for 167 timed runs being recorded. The general standard of white water canoeing in Britain seems to have improved although David Mitchell's record run of 5 min. 41 secs. in 1965 remains unbeaten.

The challenge for the Gold Dipper for 1967 remained open until the final minutes of the last Test of the series in November, when with good water Norman Jackson, Stuart Hatton and Chris Hawkesworth emerged ahead of the other competitors. Chris very sportingly offered his new Pryon white water racing canoe for each of these to use on their final runs so the difference between their times is without doubt a measure of their paddling ability in white water conditions.

Leading positions, 1967

N. Jackson, Nov. 5-45, Gold; S. Hatton, June, 6-06, Silver; C. Hawkesworth, Nov, 6-10, Silver.

New Canoeing Guide

Chris McAllister, the Compiler of the new Waterways Guide, has moved from Leeds, and all correspondence should be addressed to him at: 157 Crow Lane East, Newton-le-Willows, Lancashire. Contributions intended for the Scottish section of the Guide should be sent to: Duncan R. Winning, 1 Ashburn Gardens, Gourrock, Renfrewshire, Scotland.

Although progress on the New Guide is steady, there are still a great many inland and coastal waterways about which little or no information is at present available; a list of such waterways may be had by writing to Chris McAllister, who hopes that many clubs and individuals may undertake to explore these waterways during the forthcoming Summer season.

● Who's the oldest roller in the country? Well, that is the sort of pitfall we have been caught with before, but one who must certainly be very nearly qualifying for the title is David Hirschfeld, of Tyne Canoes. 67 years of age and he regularly joins the Isleworth Canoe Club in Brentford Baths with his folding Eskimo Kayak to keep his rolling ability from getting rusty. More strength to his arm.

OPEN FORUM

G.B. v France

The Put-Across

Dear Mr. Levison,

With reference to an article by Oliver Cock in the December issue of 'Canoeing in Britain', I read with interest that Franz Schulhof claims to have invented the 'Schulhof' or Put Across method of Eskimo Roll. I learned this method from a very old 'Hammer' folding canoe catalogue, where the Put Across method was described and illustrated in connection with a Greenland Kayak which this firm produced. The activities of Franz Schulhof are very clear in my mind, as they were discussed in length at meetings of the Federation of Folding Canoe and Boat Manufacturers, who deprecated that the agent for Grazer canoes under the guise of an amateur, managed to join the Royal Canoe Club and to use same to display his ware, besides the genuine Eskimo Kayak.

I trust that Oliver Cock has proof of Schulhof's claims.

Twickenham. F. O. D. HIRSCHFELD.

(*Oliver Cock replies:*

I have had a prompt and hasty reply from Frank Sutton, in answer to David Hirschfeld's letter which you forwarded to me. I apparently caught Frank just before he started from home on a four-weeks tour. He gives me the following translation of an extract from the German book "Fifty Years of the German Canoe Association, 1914-1964".

Page 74 reads:—

"4th and 5th August, 1928. Potsdam:— German Short Distance Championships and I.R.K. Races, with starters from Sweden, Denmark, Austria and Czechoslovakia. The Austrian champion Leo Fruehwirth of Manburg (I am not sure that I have been able to read Frank's handwriting correctly, over that name) demonstrates the Eskimo roll in a normal folding boat; soon followed by Franz von Alber of Berlin, Erich Holein of Muhlheim, C. Keps of Hamburg, and Franz Schulhof with a completely new method, as well as two Mulheimer in a normal folding two-seater"

Mr. Sutton goes on to say that he was never in business as agent for Grazer; otherwise he could not have been a member of the Royal Canoe Club. The Grazer owner was a personal friend of his, and as he used Grazer canoes, he helped his friends to get them if they wanted them.)

Dear Jack,

As organizer of the International Slalom held in October, G.B. v France, I would like to reply to the comments made by Mr. Castle in the last issue.

(1) The slalom committee has a long-standing rule that life jackets must be worn at all Ranking Events but it is widely recognised that this rule is primarily to set a good example to uninformed onlookers and is of only marginal benefit to the competitors themselves. On this particular occasion the standards of both the course and the competitors were such that the life jackets would have been of exhibition value only and I considered this to be less important than allowing our visitors the right to choose.

On the question of crash hats the full slalom committee has just rejected (by a large majority) a proposal that these should be compulsory.

(2) Any preconceived ideas Mr. Castle may have had regarding the times of the events were not derived from the slalom committee. As we had not had sufficient information from the French as to whom was coming we were unable to give any advance programme and it was only on the Friday night that this was finalised. For reasons of economy the French decided that each of their team members would compete both as individuals in the K1 class and be paired off for the C2 event. To ask them to compete eight times in one day would have been grossly unfair and the competition was therefore spread over two days.

(3) The lack of information about our visitors also precluded a printed programme but the duplicating facilities on site provided not only half-time score but also a final results sheet within ten minutes of the last run.

The lack of numbers on the boats was a difficulty we had not anticipated and was caused by boat sharing between the two teams (they did not bring any boats with them). Our normal numbering methods are not very effective on wet surfaces.

While a public address system would have made the event more interesting for the spectators, past experience at weir sites has shown that the local inhabitants do not share the same interests. The short term advantages of such publicity have to be related to the longer term goodwill of the residents.

In conclusion I must admit that the event was organized primarily for the benefit of the competitors but I would submit that the shortcomings mentioned were precipitated by lack of knowledge regarding our guests.

May I take some valuable space to thank Shepperton C.C. and Chalfont Park C.C. for their very considerable help in course erection and maintenance and judging/timing respectively. Many of their members put in a lot of work during the event and in the previous week.

JULIAN SHAW.

Crowthorne.

Price Increase

Dear Sir,

The December 1967 edition of 'Canoeing in Britain' advertised 'Streamlyte Paddles' at £3 10s. 0d. However, when I sent for further information on the paddles, barely one month later, the price was quoted at £4 0s. 0d. plus 7/-d postage.

Even after taking devaluation and rising costs into consideration I fail to see why there should be such a drastic difference between advertised price and quoted price. Can you please supply the answer?

JOAN HETHERINGTON.

Bishop Auckland.

(Streamlyte Mouldings comment:

We would like to apologise to the lady concerned regarding the discrepancy between the price advertised and the price actually quoted by us. This is because when we bought out 'Dee Paddles' and formed the company of 'Paddlemaker' in August 1967 we found that to be able to give our full service and backing to these paddles we would have to increase these to £4. However, we decided to maintain the price of £3 10s 0d up to 1st January 1968, but unfortunately the advert in the December issue of 'Canoeing in Britain' was overlooked.

We deeply regret this price increase but we feel that this paddle is still among the best quality paddles of this price on the market. We would also mention that this price increase was decided before devaluation and the rise of cost on imported timber of 10% and of 15% on veneers which took place on 25th January, 1968.

It is against our policy to make drastic price increases and we would stress that this extra cost of timber will be carried by us and will not mean a further increase in price for at least the next six months under present conditions, and probably for a much longer period.)

● We learn with regret that the magazine "The Paddler" has been unable to continue owing to lack of support north of the border. It had been hoped that the S.C.A. would adopt it as its own occasional publication.

Boat Show Stand

Dear Sir,

I was disgusted at the poor display by the B.C.U. at the Boat Show. The canoe rolling demonstrations by Ray and his colleagues were good (except for the failure to roll using hands only on 3 successive demonstrations) but gave the impression that only experts could achieve this.

The B.C.U. Stand was pitiful. A collection of highly specialised slalom and racing canoes, some good action photographs of white water canoeing, a little pamphlet on canoe sailing and at least one advisor on the stand who did not know any advantages for a club to become affiliated to the B.C.U. or how much it cost.

At a time when more and more people are participating in water sports, it is hardly surprising that the membership of the B.C.U. dropped last year.

Dear Jack,

After reading Slalom Round-up (Dec., 1967) it does not surprise me that the author prefers to remain anonymous. He appears to base his articles on misinformed opinion. No doubt Colne CC will have something to say about the guess the author hazards for the reason Pont Alt-y-Cafn was cancelled.

However, as one of the organizing committee of Lakeland CC Lune Slalom, I take great exception to the statement that 'Maurice Rothwell spent the best part of a week trying to sort out the telephone equipment which had been dumped on him by the organisers of the previous slalom'.

It is accepted practice—and the only method acceptable—for the organisers of a slalom to collect the telephone equipment

Round-up

from the preceding event. We collected from West Tanfield the week-end before our event, with their unprintable comments as to the state of the equipment. However, we managed to sort out a barely adequate supply of wire and headsets in working order and marked those which were doubtful. Pressure of other pre-slalom work was such that to mend the faulty equipment was impossible (Lakeland is a far smaller Club than Manchester!) It was handed over to a Manchester CC member after the Lune event, as previously arranged, in good faith, with the advice that it was essential for it to be given a thorough overhaul, knowing that more wires, etc., would be needed on the longer Serpents Tail course, the following week-end. That the task was left purely to Maurice Rothwell is a reflection on the other members of Manchester CC, not the 'organizers of the previous slalom'.

This illustrates the need for a thorough

What could have been done ? The B.C.U. Stand should have had canoes of ALL types including sailing, and should have been manned by B.C.U. coaches who should be able to provide information about all aspects of canoeing. A display of what the B.C.U. coaching scheme does including details of Proficiency Tests.

Photographs are not sufficient, a continuous showing of some of the B.C.U. films on canoeing could have been given—many private firms did this.

The suppliers of canoeing equipment should have been grouped around the B.C.U. Stand.

Demonstrations in the pool could have consisted of a timed competition between Ray and others around a mini slalom course or a 'wriggle test' competition (easy to suspend gates). Since the pool was not in use for most of the time surely some canoeing

overhaul of the telephone equipment, by someone appointed by the slalom committee, during the early part of August, well before the spate of events in September and October.

Preston.

BRIAN EVANS.

Dear Sir,

"Slalom Round-up" in your latest issue of C in B contained severe criticism of Colne C.C.'s cancellation of the Point Alt-y-Cafn slalom, including some unjustified personal comment.

Your correspondent's "guess" of "lack of manpower" was presumably based on the small number of competitive canoeists in Colne C.C.—hardly a justifiable criterion. Further, the failure to notify some of the entrants of cancellation was due to the inefficiency of the G.P.O.

Rebuked

in our opinion—all cancellation notices were sent out before the Tuesday preceding the event. Any prospective competitors who did not send in entries cannot blame us for inconveniencing them, and we had no means of informing these people of the cancellation.

It is noteworthy that a motion from the slalom executive to the slalom committee meeting in November, that Colne C.C. should not be allowed to run a ranking slalom in '68 was overwhelmingly rejected. Not one club representative (or executive member) present voted for the motion after considerable debate.

May we finally suggest that your correspondent sheds his cloak of anonymity, ensures that he (?) obtains the opinions of all interested parties (not just those with a possible unjustifiable grievance) and publicly retracts his statements.

Ruislip.

S. J. HODGSON,
for the Colne Canoe Club.

instruction could have been carried out with a small group ?

At least we could show that we have a well organised sport which can supply help to all beginners. I hope that the Publicity Committee will try to improve the image of canoeing and not allow it to appear so disorganised again.

G. A. LEE.

Hayling Island.

(Lindsay Williams, who organised the B.C.U. Stand, comments:—

1. Ray's failure to hand roll was dramatically good, showing the difficulty !

2. On the stand we had: Sprint K.1, K.2, Slalom Kayak (Dave's Silver Medal Boat), C.2 (which we want to encourage) an Ang-massalik Eskimo, and two touring singles. A sailing canoe would have been impracticable as well as being of limited interest at a Show with so many other sailing craft.

3. Photographs showing white-water touring, Sprint, L.D., Sailing, Touring and Slalom were all in good number. A back projection film show was seriously considered but was beyond the budget for the venture.

4. Staffing was undertaken largely by volunteers from the Universities. Handouts and briefing stressed the advantages of B.C.U. membership. It must be remembered that we were part of the "Youth Afloat" feature and so a young and active image was important.

5. At the first meeting of the Publicity Committee in May a Boat Show Stand recommendation was passed to Council who, in June, considered the likely cost to be beyond us. In August the 'Express' contacted us offering space. Breaking my holiday, I visited the 'Express' and we were eventually offered stand space at 30% of the normal cost, together with a chance of pool demonstrations. Council approved acceptance subject to financial support being offered by manufacturers. In the event we were supported by Ottersports, Canoe Centre, Streamlyte, Wrockwardine, John Critchley and Kirton (to whom thanks are recorded).

At this late stage in the planning of the show, many of Mr. Lee's suggestions would have been impossible to implement.

A wiggie gate competition, as well as mini-boat water polo were suggested to the 'Express', but were thought too difficult to stage. After the event the Organisers said they considered the canoeing "the most lively part of the show". The only canoeing firm present, Ottersports, had taken their stand long before us.

6. Teaching canoeing at the Show would be neither feasible or advisable. Further the

selling of the coaching scheme should come later; once interest in canoeing and knowledge of its scope has been built. The high attendance at the Canoe Conference in January can almost certainly be attributed in part to the publicity afforded by the B.C.U. Stand at the Boat Show. Cluttering the stand with anything not having immediate impact was deliberately avoided. This applies equally to Coaching, the branches of competition, etc. Showing their existence was our aim, building interest, but not giving detailed information too early.

7. The B.C.U. membership last year in fact exceeded the anticipated membership by 13%.

Hence: this was our first time at the Show for many years, admittedly our stand was staged in a hurry, but I hope I have persuaded Mr. Lee and others that all advantage was taken of the chance for publicity, and we showed we are an organised sport that can help not only beginners but all canoeists).

Touring

Dear Mr. Levison,

A number of us were interested to see Mr. Watkins' letter registering a plea for the touring canoeists.

Mr. Watkins may know already that the Canoe-Camping Club, which is a national organisation with regional groups throughout the country, caters expressly for touring canoeists, particularly those with camping interests.

If he or anyone else would like further details, the Secretary's name and address is:

Mr. D. M. Hodge, 14 Parkway, Ratton, Eastbourne, Sussex.

DENIS FASTNEDGE,
Chairman, C.C.C.

London.

● B.C.U. Senior Coach, Alan Bye, is organising a "Guild of Canoe Designers and Builders" for amateurs interested in glass reinforced plastic canoe building. He foresees an interchange of information and news via a newsletter and asks any fibre-glass enthusiasts to contact him for details at 27 Bredon Close, Albrighton, nr. Wolverhampton.

● Reminder to Club Secretaries from the Publicity Committee: Now is the time to be informing your local press and television about all your club fixtures for the coming season; to chase your contacts in the Press about special canoeing features, and to make the arrangements for speedy releases of results and news during the season.

FINANCE Hon. Treasurer's report for the year ended 31 Oct. 1967

Income exceeded expenditure during the year by £558 on the Union's General Account. This compares with a deficit in the previous year of £570.

After the previous year's deficit, every effort was made to increase the income of the Union and this met with considerable success. Income on General Account, excluding grant aid, increased by £1,043 to a total of £3,361. The total income of the Union, including Ministry grants and technical committee income, was £11,996 for the year.

The working capital of the Union has now been restored to the level of October, 1965. As the Union's commitments expand there is an ever increasing call on this capital. One example of this was the initial purchase cost of "Guide to Waterways" which exceeded £1,000 during the year ended 31st October, 1967. It will be appreciated that this represents over 50 % of the capital resources of the Union invested in one project alone.

The coaching equipment used by our National Coach depreciates over the years and has to be replaced out of income. In view of the capital position of the Union in October, 1966, all renewals of this equipment were deferred. Now that the capital position has improved an amount of £200 has been transferred to a "Coaching Scheme Equipment Fund" to enable these replacements to be made.

The Council are of the opinion that the film library is in urgent need of modernization. They feel that a modern library is essential to attract new members and to preserve the image of the Union. This project has also been considerably delayed due to lack of funds, but Council feel that a start should now be made. A "Film Library Modernisation Fund" has therefore been established by the transfer of £250 from General Funds.

It is anticipated that a reasonable surplus will be achieved in the year to 31st October, 1968.

E. J. OWEN, F.C.A.,
Hon. Treasurer.

● JUMPING THE GUN: LIFEJACKET SPEC. AMENDMENT DELAY. We reported in Dec. that the British Standards Institute had declared lifelines on lifejackets to be potentially dangerous and therefore no longer required under B.S. 3595.

We have since learned that this course of action has been accepted in principle, but it has not at the time of writing been published, though it was "sent forward for printing" by 11th December, 1967.

MEXICO 68



1968 — and Olympic Year again. This year our preparations are not just starting, but in fact culminating. For the first time we have had a group of paddlers in training for the full four year period, meeting once a month for a complete week-end's training and testing. The training centre has now been moved from Llanberis in Snowdonia to the more central Bisham.

It is also good to see a second large group of paddlers who have organised themselves into a training squad and have been also pushing themselves very hard. Both groups were brought together at Bisham Abbey just before Christmas, and in spite of a foot of snow completed a very arduous training week-end, including cross country running and K4 paddling, not the easiest pastimes in such weather.

The Olympic canoeing events will take place in October at Xochimilco, close to Mexico City and over 7,000 feet above sea level. The photograph shows the site of the Cuemanco Canal as excavation work began. The area was first drained and cleared of all aquatic plants.

The new canal course is 2,200 m. in length, 125 metres wide and 1.8 metres deep, with a return channel and seating for 5,000 spectators.

BOB O'KEEFE.

OLYMPIC GAMES 1968 Selection Policy of the British Canoe Union Sprint Racing Committee

1. In order that the maximum opportunities and encouragement may be provided to all canoeists anxious to prepare themselves for the 1968 Olympic Games, an invitation is extended to every paddler who considers himself or herself, to be of a sufficiently high standard, to submit nominations for the consideration of the Sprint Racing Committee in one or others of the following Sprint Racing Olympic classes—

| | |
|--------------------|--------------------|
| Men — K.1 1,000 m. | Women — K.1 500 m. |
| K.2 1,000 m. | K.2 500 m. |
| K.4 1,000 m. | |

2. Such nominations should reach the Secretary of the Sprint Racing Committee, **R. O'Keefe, 4 Cedar Court, Crown Street, Egham, Surrey, not later than the 25th March 1968**, and in the case of crew events should contain reference to the other members of the crew, and also to the arrangements being made by the applicant(s) for the use of a suitable crew boat.

3. Applications received by the date specified will be considered by the Sprint Racing Committee on the 30th March 1968, and 30 paddlers will be selected as 'Olympic Possibles' in the various classes of events for which they have nominated themselves within the terms of paragraph 1. The decision of the Committee regarding the selection of the 'Olympic Possibles' will be largely dictated by the known performances of applicants over 1,000 m. during the 1967 racing season, and will be published immediately following their meeting on the 30th March 1968.

4. Arrangements will be made for the 'Olympic Possibles' to attend three Trials week-ends during April and May, at which their standards of performance in the various classes of events for which they have nominated themselves will be judged, and reported to the Sprint Racing Committee for their information and consideration. These week-ends, together with their venues, will be as follows:—

- 13th/14th April 1968 (Easter)—
Gloucester, Sharpness Ship Canal.
- 27th/28th April 1968—
Bisham Abbey, Marlow, River Thames.
- 18th/19th May 1968—
Gloucester, Sharpness Ship Canal.

Details of these Trials will be circulated to all 'Olympic Possibles' immediately following their selection.

5. On the 3rd June 1968, the Sprint Racing Committee will nominate the 'Olympic Probables' on the basis of the three fastest individuals or crews, in each of the Sprint Racing Olympic classes specified in paragraph 1, at the following events—

1. The three Trials week-ends referred to in paragraph 4.
2. The International Zaanregatta, Zaan-
dam, Holland, 25th/26th May 1968.
3. The Welsh Harp Regatta, London,
Whit Monday, 3rd June 1968.

6. Entries will be made on behalf of all 'Olympic Possibles', in the name of the British Canoe Union, in the Sprint Racing Olympic classes for which they nominated themselves, in the Zaanregatta and Welsh Harp Regatta. Any paddler or crew, who were not selected by the Sprint Racing Committee for inclusion in the 'Olympic Possibles', and who wish to be considered as 'Olympic Probables', may enter Zaanregatta and the Welsh Harp Regatta in the classes of events referred to, on their own behalf.

7. Following the 3rd June 1968, and before the Final Olympic Trials to be held on the 3rd/4th August, 1968, the Sprint Racing Committee reserve the right to alter the composition of any crew or crews, should their performances as a crew have

not reached a sufficiently high standard during the selection programme until the 3rd June 1968, with the objective of obtaining a faster crew or crews.

8. Having been selected, the 'Olympic Probables' will be required to attend the following events—

- International Regatta, Stockholm—15th/
16th June 1968.
- Training Weekend—22nd/23rd June 1968.
- International Regatta, Vichy, France—
29th/30th June 1968.
- Font Romeu, Altitude Training Camp,
Pyrenees, France—1st/11 July 1968.
- Richmond Regatta—20th July 1968.
- Royal Regatta—27th July 1968.
- Final Olympic Time Trials, River Lea,
Cooks Ferry, London—3rd/4th August
1968.

9. The final selection of the Olympic Team will take place on the 5th August 1968, and will be based upon the performances of individuals and crews during the 1968 Sprint racing season in national and international regattas, and at the final selection trials, in the Sprint Racing Olympic classes referred to, viz.—

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

Crews will be considered as crews, and the selectors will not interfere with the composition thereof, other than under the circumstances referred to in paragraph 7, or in the eventuality that the British Olympic Association should require such action to be taken.

10. The Committee will expect that individual paddlers or crews ultimately selected for entry in the Olympic Games, will be capable of the following standards of performance during the 1968 Olympic season:

Men — K.1 1,000 m. 3m. 58s.
 K.2 1,000 m. 3m. 38s.
 K.4 1,000 m. 3m. 18s.
Women— K.1 500 m. 2m. 14s.
 K.2 500 m. 1m. 57s.

These times shall not be regarded as qualifying times, but merely as target times.

11. Final selection of the British team for the Olympic Games, will not demand that members of the team need necessarily have been either 'Olympic Possibles' or 'Olympic Probables', though the information that will be available to the Selectors regarding 'Possibles' or 'Probables' will obviously be invaluable when considering their final choice.

12. Following their selection, the Olympic Team programme will be as follows—

- National Sprint Championships, Pang-
bourne, Reading—10th/11th Aug. 1968.

International Regatta, Duisburg, Germany
—24th/25th August 1968.

Depart for Mexico City—Sunday, 15th
September 1968.

Olympic Canoeing Events:—

Heats—Tuesday, 22nd Oct.

Repechages—Wednesday, 23rd Oct.

Semi-Finals—Thursday, 24th Oct.

Finals—Friday, 25th Oct.

13. All arrangements for 'Time Trials',
Training Week-ends, and International Reg-
attas will be made on behalf of the Sprint
Racing Committee by the Team Manager.

14. Financial assistance from Govern-
mental and British Olympic Association
sources, will be provided for Olympic 'Pos-
sibles' and 'Probables' during 1968 as
follows—

Time Trials and Training Week-ends—
13/14.4.68; 27/28.4.68; 18/19.5.68;
22/23.6.68: 50% of travelling expenses
plus £1 per day accommodation ex-
penses.

Font Romeu, Altitude Training Camp,
France—1/11.7.68: 90% of travelling
expenses plus further grant for travel
and accommodation.

International Regattas — Stockholm, 15/
16.6.68; Vichy 29/30.6.68; Duisburg,
24/25.8.68: Grant from Government
and British Olympic Association, pre-
cise amount not yet known.

It is also anticipated that in addition to
the direct financial aid referred to, the
British Canoe Union Olympic Training Fund
should be sufficiently solvent to meet the
balance of the expenses that will be in-
curred by the Olympic 'Possibles' and
'Probables' in taking part in the full
Olympic year's activities.

R. A. Sowman, Chairman, S.R.C.

R. O'Keefe, Secretary, S.R.C.

R. Jones, Treasurer, S.R.C.

P. Begent, S.R.C. Executive.

I. Jones, S.R.C. Executive.

R. Lawler, S.R.C. Executive.

R. Lowery, S.R.C. Executive.

N. Lilley, S.R.C. Executive.

H. Thelen, S.R.C. Executive.

R. W. Emes, Team Manager.

International Selectors:

J. Dudderidge, O.B.E.

R. A. Sowman.

H. Thelen.

R. Lowery.

R. Lawler.

British Olympic Association Appeal & International Fund

To all B.C.U. Canoeists :

Ladies and Gentlemen,

With much pleasure and in anticipation
of your generous support, I have accepted
the task of organising and co-ordinating
British Canoe Union fund-raising activities
in connection with the British Olympic
Association Appeal and our International
Regatta and Training Fund.

The Olympic Games are to be held in
Mexico City from October 22nd to 25th.
Your Council, through the member canoe-
ists, has been asked to raise £250 by the
B.O.A. as our share of the cost of sending
the canoeing team. To prepare for the
Olympic Games it is necessary to compete
in International Regattas in Europe and to
attend special training camps so that
standards and performances can be com-
pared in order that we may select the best
possible team.

Obviously it will take a great deal of
money to finance our programme. The
Government has announced that the Dept.
of Education and Science will make 50%
grants for the Mexico Games, Training and
International preparation regattas. Includ-
ing the £250 which we have been asked
to raise by the B.O.A. and taking into
account the amount of grant aid promised,
I estimate that a sum of £1,000 will be
required.

We are to organise an Olympic Training
Fund Raffle shortly and I hope, with your
assistance in this project, that we can
raise £500. I also invite B.C.U. clubs to
organise special fund raising activities
such as dances, whist drives, barbecues,
etc., and from these functions I hope a
further substantial sum may be raised.

To set the ball rolling may I first of all
appeal to all of you, young and old, to
make your own personal donation. I am
sure you will agree that this very worthy
cause is worth supporting.

R. A. SOWMAN,

Chairman, Sprint Racing Committee.

Dear Mr. Sowman,

I want to see the British Team win an Olympic medal. I am
prepared to back them. Enclosed is my contribution to the
Olympic Association & International Fund.

(Please make cheques, etc., payable to the British Canoe
Union, and attach your name and address if you require
acknowledgement.

POST TO :

R. A. Sowman,

4 Landor Road,

The Cape,

Warwick.



Peter Wells, Commodore of Royal C.C. racing his International Canoe "Greensleeves" at Burnham on Sea.

Photo: Biscoe.

The Corps of Canoe Lifeguards

Not many holiday resorts announce or advertise any dangers which may exist off their beaches, obviously they do not wish to scare visitors away. Some do indeed appreciate their responsibility towards the holiday maker who wants to bathe, and fly danger flags and put up notice boards (hardly effective for children). Many local authorities now provide beach patrols of the Life Guard Corps of the Royal Life Saving Society and the Surf Life Saving Association. Indeed the least known and employed of the rescue service is our own Corps of Canoe Life Guards.

Why is this? Basically the Corps is small in numbers, possibly because the qualifications required of members are high. At a recent R.L.S.S. Life Guard Corps Com-

mittee meeting members were very enthusiastic that canoeists should co-operate with their beach patrols to provide an efficient rescue service on as many beaches as possible. The Committee indeed stressed that a canoeist properly trained can do much which their patrols cannot, particularly as regards the speed with which a good canoeist can get out through the surf.

The schools, youth organisations and canoe clubs should surely each, if they put their minds to it, find no difficulty in selecting say six volunteers who would be willing to undergo the training required to reach the high standard demanded of the Corps of Canoe Life Guards.

Details of the Corps and the qualifications may be obtained from:— Myles Eckersley, Embley Heathcote, Embley Park, ROMSEY, Hants.

FILMS

In addition to those in the B.C.U./B.F.I. library a 24 minute 16 mm. colour film titled "White Water" is available either for sale (£35) or for hire from the Booking Officer, R.A.F. Cinematographical Society, Africa House, London, W.C.2.

One of our members who has seen this film considers it a good introduction for beginners but that its title "White Water" belies its subject matter, which is on the Lower Wye below Builth.

A very good film is the "Look at Life"

White Water Craft probably available later this year from the Rank Film Library.

COMPETITION RESULT

USK WHITE WATER RACES 28/29 Oct.

K.1 Event

| | secs. |
|---------------------------------|-------|
| 1. D. Mitchell, Chester | 19.89 |
| 2. N. Jackson, Manchester | 20.30 |
| 3. C. Skellern, Worcester..... | 20.39 |

C.2 Event

| | |
|-----------------------------------|-------|
| 1. Court/Goodwin, N. Staffs Poly. | 35.20 |
| 2. Hillyard/Ramsay, Chalfont ... | 35.56 |
| 3. Lloyd/Sibley, Windsor | 38.10 |

Around the clubs

Things have been rather quiet on the Club front recently—canoeists have taken a responsible attitude to the foot and mouth crisis, and dry meets have taken the place of rock dodging.



WINDSOR CANOE CLUB staged its own Mini L.D. race from Cookham to Windsor on January 21st. Fortunately the weather was kind so there were no frozen fingers, but plenty of people were very out of breath, out of condition, and hardly able to work the following day! The Thames was just dropping below flood level and so running very fast indeed.

John Lloyd wrote, "Each competitor nominated the boat he would use, so that Chris Hazell who ran the event was able to work out a handicapping system which took into consideration boat design, experience, and the power of the paddler. This was so successful that our first Div. slalomists had to work like stink and still couldn't win! Des Capps, our Club Chairman, got home in the fastest time of 1 hour 7 minutes paddling a K.W.4. This was an average speed of over 9 m.p.h. (ground speed, that is). The event was won on handicap by Stephen Godfrey, one of our youngest members who has been with the Club less than a year. Stephen was paddling an SL.7 and finished the course in 1 hour 15 minutes. The Club has been given a small shield by Marcus Clarke, our oldest Associate member, as a prize for this race. We hope to run this event annually and call it the Cookham Trophy.

It has been surprising how much enthusiasm, interest and fierce conjecture this race aroused. There were hot arguments beforehand on who would steam past who, and how unfair the handicaps were. "But he's got a Spider!" wailed somebody. "Well, of course, I might just as well give up right now, if you're going to put him 4 minutes in front of me!" shrieked someone else. The one person who remained silent was Mike Crossman of 1st Div., who had to start 25 minutes behind the first person off and overtake all the other 11 competitors to win. He needed to save his breath!

This sort of race makes a pleasant change from a minislalom on slack water. No doubt plenty of other clubs have tried something similar, but have you?"

Now that the local Council have made the lake in Tilgate Forest available to water users, there has been a rapid expansion in

interest in canoeing in the town. As a result a separate **CRAWLEY CANOE CLUB** has been formed, and in order to avoid any conflict in loyalties, or in the organisation of events, the Crawley Mariners have closed down their canoe section.

The Mariners will still present the cups for the annual race on the Avon and maintain their close contacts with the canoeists, but all correspondence should now be directed to the Crawley Canoe Club.



WALSALL YOUTH CANOE CLUB has obtained permission to build a canoe store (with changing and equipment storage facilities) on the side of their local park lake. The cost, about £150, will be raised by various activities including a Whit. Draw. "One of our most memorable trips during 1967 was a trip through the Dudley Canal Tunnel (nearly 2 miles long). Although the canal is closed our trip was made possible by the Canal Preservation Society. The trip was so popular it will be run again this year, and other canoeists are invited to join us," writes Alan Toplis.

The **SCUNTHORPE YOUTH SERVICE** ran its first ever "Canoeing with Safety" week-end at the John Leggott Grammar School indoor swimming pool in December 1967, and was attended by thirty-nine men and ten women. Instruction was provided by Constance Poole and David Ogilvie.

"The success and popularity of the course can be measured by the number of requests which have since been received for a further course of instruction before the summer of 1968" writes C. P. Elliott, the Borough Youth Organiser.

The Borough Youth Service now owns a fleet of seven assorted canoes and these are loaned out at no charge to members of the town's youth organisations. A number of youth clubs are also building their own canoes from kits during the winter.



BIRMINGHAM CANOE CLUB's Treasurer reports that donations for canoeing demonstrations are proving an increasingly important part of their income and have, this year, amounted to nearly £19.

A stand at Birmingham Boat Show was a new expense, but fully justified in view of increased membership.

Quotation from their newsletter concerning the BCU Stand at the International Boat Show: "Apparently Ted Heath, that well-known buddy of Our Harold, has been very interested in the stand and had gone so far as to buy the current copy of 'Canoeing in Britain'. What is more, he paid 2/-d for it and said 'Keep the change'—a bit of subtle canvassing, perhaps".

ACCESS DISCUSSIONS and the COUNTRYSIDE BILL

The last three months have been busy ones for the Access Committee. There have been two meetings with the Country Landowners Association; at the second the C.L.A. chaired a discussion between representatives of the B.C.U., the National Anglers' Council, and the Association of River Authorities about the contents of a circular of advice that the C.L.A. hopes to send to all its members about ways in which local agreements for limited canoeing use of rivers on which there is no public right of navigation might be tackled. It is too early to say what the ultimate outcome will be.

An opinion by Counsel has been received about the Ribble, and as a result evidence of use by canoes over the years and other material facts are being assembled. A meeting in Preston is to take place in March to discuss the matter further with the Lancs. Fisheries Protection Society.

Perhaps the most interesting event was the introduction by the Government at the end of November in the House of Commons of the Countryside Bill, to give effect to the Government's White Paper on Leisure in the Countryside. This includes a number of provisions for ultimately increasing the availability of waterways of various kinds for recreational use—not only boating, but also sailing, swimming and other water sports. It contains a provision permitting "access agreements" and "access orders" to be made for public access to rivers and woodlands outside the type of rough moorland and pasture now within the ambit of such agreements and orders under the National Parks and Access to the Countryside Act 1949. Other provisions are for facilitating the use of reservoirs for water sports, and for modifying in various ways the existing provisions in the 1949 Act relating to the use of Waterways for recreation in National Parks. It is clear that the Ministry of Housing and Local Government is sympathetic to the need to improve the facilities for water sports, and to foster multiple use of water facilities where practicable.

The "access agreement" provision is the most encouraging, but nobody should feel optimistic that it will lead to the ending of river-access difficulties. On "access orders" it invokes a most complicated procedure in the 1949 Act designed to give all the existing interests full opportunity for objecting to "access orders" made by the local planning authority in a way analogous

to objections to compulsory purchase orders for acquisition of land. "Access agreements" can of course be made voluntarily with the landowners and fishery owners concerned, but the Bill provides in both cases for payment of compensation in respect of the diminution in value of the property rights concerned, which however may rank for grant aid from the Ministry.

The Access Committee considered that the Union should take the view that this proposal should be welcomed, notwithstanding its inherent opportunities for obstruction and inertia, and approached five Members of Parliament with a request to move amendments in Committee aimed at making the Bill more able to cope with some of the particular problems that arise on waterways. Amendments have in fact been moved on the following points:— (1) lakes as well as rivers to be includable in access agreements and orders; (2) the ban in the 1949 Act on the inclusion of agricultural and other types of "excepted land" in access agreements, etc., to be modified to enable access with boats from a highway to the water, and round obstacles such as weirs; (3) better notice to be given of new byelaws regulating boating; such byelaws not to over-ride a statutory or prescriptive right of navigation; the mere passage of a boat along a waterway within an access agreement, etc., not to be construed as interference with a property right (e.g. fishing rights); and (4) a new provision for establishing "long distance water routes" on the analogy of "long distance paths" such as the Pennine Way.

None of these have actually been accepted by the Government, but on some they have expressed sympathy and promised to consider whether the point could be met, possibly by a differently worded amendment, later. We shall have to wait until the subsequent stages of the Bill to see the outcome. The most disappointing feature has been that though the Minister seemed to accept the analogy of the long distance water route (down a river on which rights of way exist only in part) and that fundamental rights of navigation in this country are much less extensive than in some others, the Government was against the amendment because of the tremendous problems involved in creating such a long distance route. The Minister took the line that for the present anyway canoeists should be satisfied with the "access agreement/order" proposal, and promised "to see what further impetus we can give, administratively, under Schedule I of the Act of 1949 and under Clause 12 and other provisions of the Bill, to ensure that as much as possible is done to meet the reasonable requests of the canoeing interests".

This degree of sympathy and support is encouraging, and to be welcomed, but of course it does not go very far. The Access Committee intends to see whether something more positive can be achieved, for it thinks that the Government has recognised the existence of the problem of long trips on rivers, but is at present somewhat appalled at the legal complexities and effort required to overcome it. On other amendments designed to protect fishing rights and to regulate recreational boating it opposed provisions that would have eroded existing rights of navigation.

Canoe Insurance

Many members will be aware, from personal experience, that a large number of claims have been made for new canoes under the insurance scheme. Premiums were increased slightly nearly two years ago, but these increases have not covered the many claims which Underwriters have since paid. In fact, over the past four years, the period during which the insurance scheme has been under my management, the total amount of claims paid, exceeds the actual premiums received by the Underwriters, by over £1,000. This state of affairs cannot continue.

Unfortunately, although the vast majority of claims have been genuine, there have been several 'dubious' ones, which have been investigated as fully as possible. However, these few dishonest members are making things worse for the honest majority.

From the 1st April 1968, the whole system of rating, etc., is being altered, and a new proposal form will be required for all existing insurances which fall due for renewal on and after that date. These forms will be sent out roughly one month before renewal is due, with a covering letter.

Briefly, the new scheme will be as follows:—

(a) BASIC premium, *per canoe* and its equipment:

| INSURED VALUE | ANNUAL PREMIUM |
|---------------|----------------|
| Under £30 | £1 10 0 |
| £31 — £50 | £1 15 0 |
| £51 — £75 | £2 0 0 |
| £76 — £100 | £2 5 0 |
| £101 — £125 | £2 10 0 |
| £126 — £150 | £2 15 0 |

(b) These BASIC premiums will be for use in the United Kingdom only, and will exclude whitewater use above Grade I.

(c) WHITEWATER (Grade II and above) SLALOM and SURFING use can be included, subject to the basic premium being doubled.

(d) Use outside the U.K. can be covered on payment of an additional 15/- per canoe per annum or part thereof.

(e) The Third Party liability included in the insurance is increased to £10,000 without additional premium.

(f) Members or clubs insuring three or more canoes in their own names will be allowed a discount of 10% off the total premium.

(g) CLAIMS: The existing clause stating that claims will only be payable if amounting to 50/- or more any one accident is still applicable.

However, many members in the past have expressed surprise that the full replacement value of a canoe is paid where a 3 or 4 year old canoe is damaged beyond repair, or lost altogether. In fact, this practice has apparently led some people to feel " . . . why bother to recover a damaged canoe from the river, when I can get a new one out of my insurance". Because of this, a new warranty will be included as follows:—

"Warranted that Underwriters' liability in respect of payments following TOTAL LOSS of an insured canoe shall be based on the sum insured less 10% for each year of age of the canoe. Each year will be calculated on the basis of 12 months as from date of purchase, on the assumption that if an owner buys and insures a second-hand canoe the original sum insured will represent the market value and/or purchase price at the time the craft is acquired".

For example, in the case of total loss or damage beyond repair, of a 2-year-old canoe, insured for £45, being the replacement value, the amount payable under the insurance would be £36. This is felt to be a very fair "second-hand" value for a 2-year-old canoe.

I trust that despite the increased premiums you will all continue to support the scheme. After all, from the number of "satisfied customers" who have had claims paid, it appears that there is a big need for this type of insurance.

JOAN BAKER

● Norvall (Small Craft) Ltd. have sold out their business to Fenton Hill Marine Ltd., who intend to continue to market oars, paddles and glass fibre boats from the same factory.

● At the Canoe Conference, Bob Vardy of Avoncraft was displaying a collapsible canoe which he manufactures for the Forces. Costing over £80, the canoe can be packed up into itself in 10 sections. Last year, an early model came 1st in its class in the Devizes-Westminster race by 3 hours, and 20th overall.

The L. D. Scene

David Green

I will call this my fitting out number!

With winter, the barbell and the running shoes tend to take the place of the Kayak as the racing canoeist builds up his strength and stamina for another season. Too often the boat is stored on its rack, only to see the water at week-ends and to be hastily put away with frozen fingers after a wintry outing. Now it rests on the boat rack ready for another season. Ready? I wonder!

Does the woodwork need varnishing? Are those rudder lines intact? Make absolutely certain there is no rust or weakening where the lines pass through the deck.

Is that seat firmly attached to the bottom board? Will it fall out at the first portage?

Have you looked at the tee bar and the footbar fixtures? Are they strong enough to withstand another season without failing? Are there any cracks in that fibreglass hull? Stick a light inside and have a good look around.

The overstern rudder is very vulnerable to damage, to the accidental knocks on the portage and the not always accidental knocks from other boats in the race. Take a good look at this essential item, give some thought to it—was it strong enough last year—does it need remaking?

Consider also your other equipment. Your paddles—examine them carefully for cracks. A glueing job now could save a broken paddle later in the season. In any case strip off all that sticky black tape, rub them down and give them a lick of varnish.

When revarnishing, I always carefully mask off the loom where my hands grip—this way I avoid a series of blisters when I first use the paddles after varnishing.

Some people have difficulty in repeating and maintaining the correct hand position on their paddles. An easy check for this can be made by putting a band of plastic tape around the loom at the edge of the hand position. It is good practice in any case to put a band of tape around the loom on the control side, close up to the blade, this will enable you to pick the paddles up the correct way round in the haste of a portage.

Is your spray deck satisfactory? Consider it carefully! Is the material old and leaky? Does it fit properly? Is the elastic perished? Will it fall off when the first wave hits it? Will it come off when you capsize? All of these points should be considered now, to consider the matter as you sink gracefully off Brownsea Island in the Poole Harbour Race, is too late.

Your buoyancy, too, requires a check over and if it is to be of any value in the

time of need, fix it securely in the boat. Check your lifejacket also, make sure the straps have not rotted and that the rubberised canvas is not perished. You may need it one day—make sure it is up to it.

It's worth a day checking through the things I have mentioned. With good equipment, racing in 1968 will be all the more enjoyable.

1967 saw the British defeated in the Team Prize of the International Sella River Race for the first time in four years—the all-conquering South Africans pushing us into second place.

1968 will see all Europe out to rub our noses further into the mud. The strongest possible team must be raised from amongst those who regularly compete in our ranking races.

The BCU sponsored team will consist of (a) Two K.1 Paddlers; (b) Three pairs of K.2 Paddlers; and (c) One pair of Junior K.2 Paddlers (under 18 on 1st Jan., '68).

Juniors or ladies desirous of gaining one of the places in (a) or (b) would be expected to prove themselves against senior opposition in ranking races before the selection date.

Team selection will take place on the evening of July 7th. **By this time paddlers must have competed in FIVE 1968 ranking races if they wish to be considered for a place in the team.**

National Canoe

It has become increasingly obvious that Canoe Conferences are growing out of a local or parochial chit-chat affair into a national Conference portraying all aspects of the sport. The transitional periods of Garrett Green in '66 and Bury in '67 laid the foundation for the large scale Conference this year at Crystal Palace. Attendances over the three years have risen from 600 in '66 to 850 in the North and a mammoth 2,323 this year. Over 1,800 tickets were sold in advance. Whilst there are still a few members of the trade reluctant to be subjected to this audience penetration, the total number of stands has risen from about twelve to this year's total of 24, 12 of which were trade.

Having the Canoe Conference and the Annual General Meeting together posed certain problems for various Committees and, as the President mentioned in his AGM remarks, led to certain divided loyalties. However, this step has meant an increased ability to draw upon the very considerable expertise to be found within the British Canoe Union. For the panel on Opportunities for Canoeing in the South, we were able to collect a group of real experts from as far afield as Exeter and Norwich. And when Ralph Tyas had to drop out at the

SPRINT RACING NEWS

The Sprint Racing Committee held its A.G.M. at the Bonnington Hotel following the B.C.U. A.G.M. and Conference. General criticism was levelled at the administration of last year's affairs. The meeting called for sprint paddlers to make a point of attending sprint regattas as many sprint events have now been dropped from the calendar due to lack of support. It was good to see sprint racing's old friend Hein Thelen at the meeting, and very gratifying to know he will be serving on the executive for the next year.

Regatta dates were discussed and a new regatta added to the programme, being organised by the Boston C.C. in conjunction with their L.D. event. Boston have access to one of the best regatta courses available to us, having been used as the venue for the National Championships for several years. Grafham Water was also discussed, and approaches have also been made for the use of King George V Reservoir at Edmon-ton, which appears to be very promising.

With such venues now becoming available, and enthusiasm as was shown at the meeting, all we now look for are results.

All bound copies of "Canoeing in Britain 1967" have now been sold. Single issues are still available from the Editor.

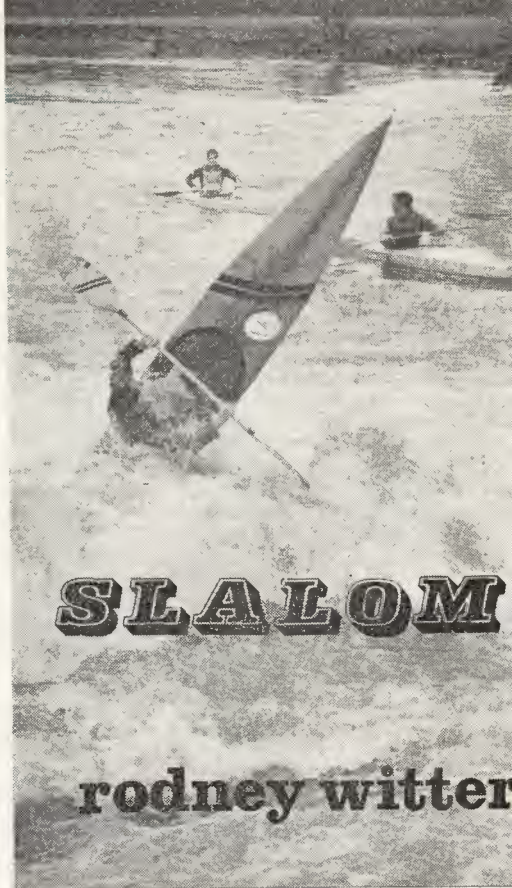
Conference 1968

last moment, we were fortunate to be able to draw upon David Hodge, one of the Canoe Camping Club's senior officials. In the baths the 2,000 audience was subjected to the rare experience of seeing the British National Slalom Team, including last year's K1 Silver Medallist, members of the Corps of Canoe Life Guards and one of the Czech C2 Gold medallists, all paddling in one co-ordinated programme.

Perhaps the greatest compliment paid to the Conference, was the opening by Walter Winterbottom, Director of the Sports Council, thus putting the seal of approval on a truly national Conference. Amongst others at the opening ceremony was Ernest Clynes, who in his official capacity as Hon. Liaison Officer represented the Duke of Edinburgh's award scheme. Also present was Air Vice Marshal R. B. Thomson, Secretary of the Greater London and South East Sports Council.

At the final dinner some 110 sat down with a sigh of relief for their weary feet, to debate, discuss and generally talk canoeing the way canoeists talk canoeing. Thanks to my Committee, to the CCPR and to the many individual and club helpers, the Conference has come of age.

PETER ROGERS.



SLALOM

rodney witter

John Woodhouse at Hambleden

Photo: J. Albert

The foot and mouth epidemic has provided a welcome excuse for slalomists to sit back and debauch themselves over the last few months. Indeed we are lucky the disease struck at the time that it did — things would be disastrous if slalom had to be curtailed just before a World Championship season. Most of our top competitors are now in such poor shape that the training group will really have to do some hard work to give a good account of itself at the first international this year, which will probably be at Zwickau again.

The winter has seen the two main slalom committee meetings, in November and in January, at the Crystal Palace A.G.M. The main business has been the reduction in the number of divisions from 4 to 3 (plus novices) so that in future all competitions will cater for only one men's kayak division but must also run events for Ladies, C.1, C.2 and team.

There appears to be something of a shortage of events for 1968, which can only be due to clubs not being bold enough to come forward and organise them. This state

of affairs is not good enough and will only improve when people are prepared to put something back into the sport from which they have obtained so much, and perhaps spend a week-end organising a slalom instead of competing in one.

The exhibition and conference at the Crystal Palace was very well attended and all the slalom manufacturers were there to make it a very good show for the rough water enthusiast. Orders for ancillaries such as paddles and crash helmets went very well, and the 8 mm. hire film of last year's World Championships was in great demand — Chris Jephson says he is still accepting bookings at: 107 Harborne Road, Edgbaston, Birmingham, 15.

The A.G.M. and presentation of trophies was held in the evening and once again slalom was seen to be the poor relation of kayak racing from the point of view of trophies: Dave Mitchell's cup for the National Championships is now so insignificant that he was embarrassed to receive it alongside the beautiful trophy donated by Streamlytes for the C.2 Championships (won by Ramsay and Hillyard) and the W.W. racing trophy presented by the friends of Dick Barrett. The executive have recognised this problem and a fund has been started, with a generous donation of £80 from White Water magazine, to provide a new trophy. Donations will be gratefully received by Maurice Rothwell at: 21 Windsor Road, Clayton Bridge, Manchester, 10.

We look forward to the new season with interest to see how the re-arranged slalom classes will get on. It's up to all of us to make the diminished number of slaloms a success and to back the newly introduced C.1 class.

● This year Streamlyte Mouldings have included in their range of competitive kayaks and canoes a miniature kayak, the KW "IMP".

With the ever increasing interest of Education Authorities in canoeing, the "Imp" is intended for the age group who would find the authentic slalom kayak a bit much to handle. It is hoped to promote interest in canoeing at a lower age before youthful enthusiasm is diverted into other sporting channels.

Small and sturdily built, the "Imp" does not take up much room in the swimming pool or storeroom, and will not require a great deal of capital to build up a fleet.

Specifications: Length 9' 10", beam 21½".

Also new from Streamlyte is the KW "Dart". Its debut at the A.G.M. aroused a great deal of interest. The "Dart" is a specialist racing kayak designed for sheer speed on wild water and built to ICF racing specification.

COACHING NEWS

Proficiency and Coaching Award Tests

Arising from the lengthy and constructive discussions which took place at the National Coaching Committee Meeting held at Hothorpe Hall during the week-end 18th/19th November, 1967, a number of alterations have been made to the standards required from candidates taking these tests. Revised leaflets are now available and can be obtained on application to the General Secretary at 26 Park Crescent, London W.1. A stamped addressed envelope will assist in obtaining a speedy reply.

Coaching Handbook

Issue of the Handbook was commenced in January and it is hoped that all outstanding orders will have been executed by the time this is read. Assembly took rather longer than was anticipated.

The cost of the Handbook is 6/- including postage.

Log Books

Log Books are expected to be available at the end of February or early March and will cost 3/6d. each plus 6d. postage.

Examination Successes

Our congratulations to Messrs. P. J. Roney and J. P. Grant who have passed their Advanced Inland Kayak Test since the last issue of Canoeing in Britain.

Coaching Awards

Since the 10th November, 1967 four Senior Instructors, namely Mrs. A. Collins and Messrs. J. A. Coll, J. A. W. Palmer and D. H. Harper and 57 Instructors have been added to the Coaching Register.

Those already on the Coaching Register who have not renewed their appointments please do so as early as possible. We will be issuing a new list of appointments within a few days of your reading these notes and you will not be included if you have not renewed. We wish to reduce amendments to the list, once it is issued, as far as possible.

● Oliver Cock reports that the Conference of National Coaches held at the Crystal Palace from 11th-15th December was a most interesting, instructive and inspiring conference. The conference is open to any national coaches nominated by the governing bodies.

The first day of the conference was devoted to the development of coaching schemes in general, with afternoon demonstrations of coaching methods, and the second day entirely to the psychological aspect of coaching. A study of the Lea Valley Project in East London completed the conference.

Secretary's Notes

Membership

New members continue to enrol in a steady stream but unfortunately there are still over 1,000 of the 1967 members who have not yet renewed their membership for 1968. By the time they read these notes they will have received, at great expense, their second reminder of the year that their membership subscription is overdue. We know that a large number of these members have every intention of continuing their interest in the Union, but have not just got around to it. If you have lost, mislaid or destroyed both of the renewal forms sent to you just write your name and address and the word 'Renewal' on a piece of paper and send it to Headquarters with the appropriate remittance and we will do the rest.

We want to make this a record year and top 5,000 individual members. If old members remain loyal to the Union we will do it.

The Union's Financial Year is from the 1st November to the 31st October. **Rule 19** states that annual subscriptions are due on election and thereafter on or before 31st January in each year.

Rule 20 reads as follows: 'A member shall be deemed to have withdrawn from the Union if after due notice he/she has not paid by the 31st March the annual subscription which became due on the 31st January of that year'.

We have to stand by the Rules which means that amongst other benefits which will be withdrawn this will be the last issue of 'Canoeing in Britain' which you will receive until your membership is renewed.

Don't forget to enrol those Family members—it only costs 2/6d. and numbers do assist and strengthen our case in negotiations with the Government, landowners, owners of water access rights, etc.

B.C.U. Supplies

The new Canoe Building booklets published by the Union are now available, at 3/- post free to members and 3/6d plus 5d postage to non-members, as follows:—

Canoeing No. 7A, Soft Skin and Moulded Veneer Canoes.

Canoeing No. 7B, Glass Fibre.

For those interested in building your own canoes these booklets are invaluable.

A new supplies list has been issued and unfortunately a number of increases have had to be made. These mainly concern foreign publications and are of course due to devaluation. Although of no interest to members as all items are sent post free, a

past increase in the postage rates has now been incorporated in the price to non-members.

Unfortunately at the time of writing a few rather essential items such as blazer badges, ties and brooch lapel badges are out of stock and we are awaiting supplies. Ties and lapel badges were particularly popular at the National Conference at the Crystal Palace and our available stocks were sold out.

International Boat Show

The B.C.U. stand at the Boat Show was well received and our thanks must go to Lindsay Williams as the organiser and to Ken Pereira and his able assistants who performed the arduous task of manning the stand. Over 100 new members and three clubs were recruited as a direct result of our participation at Earls Court.

1968 A.G.M. and Conference

On other pages of this issue will be found a report of this highlight of the B.C.U. year which took place at the Crystal Palace on the 27th January. From all reports everybody who attended, and there were about 2,500 of them, enjoyed themselves and newcomers to the canoeing world were most impressed.

Books, badges, ties and in fact all items on the Supplies list were in great demand and our sincere thanks are due to those ladies who so manfully—or should it be womanfully?—withstood the onslaught of the vast crowd which surrounded them throughout the day frequently six, seven and eight deep.

We understand that they were showing signs of recovery by Monday.

Christmas Caption Competition

A number of people sent us captions and even more mentioned them at the A.G.M., many thanks to you all. The best were these:

4th (Capt. Brian E. Brown): "Looping for a bucket, Albrighton Beach 1967".

3rd (John Leggatt of Shrewsbury): "A bide with me fast falls the even tide."

2nd (John K. Entwistle of Bolton le Sands): "Get off me you brute!"

1st (and the winner of the prize of a collection of Byde's Books) from Les Guest of Codsall: "Rolling Home."



Photo: S. Fraser

Wrockwardine Canoeing provided an irresistible challenge at the Canoe Conference—a 4 lb. hammer and a canoe marked "Give it a bash!" From 10.30 a.m. until late in the afternoon would-be canoe wreckers thumped away at the vacuum-formed hull of the W14 with remarkably little success. The tough ABS sheet had only three small holes in it when the conference ended, the first one being made by a gentleman reputed to work on a forge!

The canoe is formed round a solid wood core, and the rounded shape of the ends is at present dictated by the moulding process. The hull has corrugations which give added strength. It is possible that these could be dispensed with in future models. This might be a selling point as the concave sections at present exclude this boat from B.C.U. competition.

The W14 claims to be a good multi-purpose canoe. We hope to report on a production model later this year. These will incorporate some modifications to the prototypes on show at the Canoe Conference including access aft for storage.

In the unlikely event of damage to one of these £43 canoes, a repair kit is available. Flat paddles in ABS will soon be marketed by the same firm. The W14 is not a pretty canoe, but, like the Volkswagen, its apparent indestructibility could make it an attractive purchase.

Corps of Canoe Life Guards

SURFING WEEK, BUDE 4-15 Sept. **& LIFEGUARD CHAMPS. 7-8 Sept.**

The week is arranged so that people who already have some experience of canoeing in surf can improve their techniques in the most difficult conditions that can be found on the beaches of this island.

The Championships have prizes for the **best canoe handler** in the surf, the **fastest canoeist** in a straight race, and the **most able rescuer**. In addition there is a perpetual cup for the best all-round surf canoeist. The **GALA** on the same days will also include **Malibu Board Riding** and **Surf Ski Races**.

ELIGIBILITY. All taking part **MUST** be good swimmers, and should bring their own canoes and equipment. Conditions of acceptance are that all members **MUST** be able to roll and should have had some previous experience in surf. Canoes **MUST** be of a white water type and should be packed to capacity with buoyancy.

It is an absolute necessity that everybody will be insured against third party risks whilst they are on or in the water.

ACCOMMODATION. The camp site will again be at Bude Caravans Ltd., who made our lives so very comfortable last year. Local hotel or caravan accommodation is available for those who prefer it, but such people are asked to make their own arrangements.

Two beaches in Bude, Summerleaze and Crooklets are available to us and are patrolled by beach life guards. Free car parking facilities are given to us at the latter beach, and cafes are situated on both.

FEES. The charges for the week are given in the table below:

| | B.C.U. | Non-members |
|-----------------------------------|--------|-------------|
| Adult canoeists | | |
| (per 24 hrs.) | 3/- | 3/6d |
| Junior Canoeists (under 19 years) | | |
| (per 24 hrs.) | 2/- | 2/6d |
| All canoeists not camping | | |
| (per day) | 2/- | 2/0d |
| 'Camp followers' (per 24 hrs.) | 2/- | 2/0d |
| (not small children under 7). | | |

Note: B.C.U. membership number **MUST** be given.

These fees will be collected on the camp site.

(cont. at foot of p. 21)

Canoeing in Great Britain

a brief history

by Oliver Cock

(Continued from the December 1967 issue
of "Canoeing in Britain")

In 1948 Frank Luzmore dreamed up the Devizes to Westminster Race. The first voyage was, in fact, not a race. In that year some gentlemen of Devizes offered £20 to any Scout of that town who could complete the journey in under 100 hours, and a party of two double kayaks did it in 89 hours, 50 minutes. Frank saw the potential of it as a way of improving ordinary touring canoes, and the first organised race was run at Easter, 1950. If you know the sophisticated race it is today, it is hard to imagine these very scratch beginnings. Nevertheless, other people were inspired also, and Long Distance Racing came into being. The Sprint (Paddle) Racing Committee took charge of this new form of competition, and set up a sub-committee to administer it. Later, when L.D. had developed further, this sub-committee became an independent technical committee of the B.C.U. For years it remained a very English competition, the cross-country version of our sport; but it is now beginning to spread abroad, with races in Scotland and Ireland, as well as Europe and many other parts of the world; the child is now grown up and the future looks bright.

But perhaps "L.D." is older than this. In a recent letter to me, Frank Sutton talks of the early struggles to roll canoes, and mentions Leo Fruehwirth as the Austrian L.D. champion in 1928. Certainly there have been various other long distance races in the world; but the first that seems to have appeared as a seriously organised event in Great Britain was Luzmore's race in 1950.

Another 'baby' of Frank Luzmore's is the Canadian Canoe Association of Great Britain, which he founded with others in 1955. It is affiliated in the ordinary way to the British Canoe Union, and its aims are

to do all it can to further Canadian Canoeing, and to assist the B.C.U. in this aim. Canadian canoeing is now very much on the increase again, and we can thank Frank for his hard work and enthusiasm that this is so.

Among other films that he made, Franz Schulhof produced a very exciting one of surfing at Cuckmere Haven on the Sussex coast. This fired four of us to go to Polzeath on the North Cornish coast in 1952. This coast was my choice, because the very first time I tried my very first canoe was in the surf at St. Columb near Newquay—not what I would recommend to beginners today! Surfing in canoes grew as a recreation until in 1965 Chris Hare and Jack Levison produced the first map of surfing beaches round our coasts. In 1966 the first Canoe Surfing Gala was held at Bude, and I venture to suggest that it will not be too long before this, also, becomes a national event and then a World Championship. Say, fifteen years?

Now I must go back a bit again, if we are to have the whole history laid out before us.

In 1946 I made my first instructional film. This was called "Canoeing for Beginners—Clarence learns to canoe". By modern standards it does not teach one very much, except, perhaps, why not to act the clown in a canoe. It certainly makes people laugh and for that reason alone may get the lesson home. Years before that I had done some skiing, where they used a system of proficiency awards; bronze, silver and gold. I was convinced that a similar scheme would be a good thing in the canoeing world and in 1947 I bullied (but literally! Nobody else believed in my scheme!) the B.C.U. into letting me set up a little committee to create these tests. It was an interesting little committee, consisting of one lady tourist of great experience, one gent ditto, one non-swimmer, one P.E. organiser, a white water (river) tourist, one chap who was dead against the idea, and me who was dead for it. It took us two years, meeting monthly, to produce a proficiency test, another ten to produce the advanced test and another three to split 'em into kayak at sea and inland, and Canadian. The Coaching Committee—a much more learned group—now looks after them; but

(continued on P. 26)

The entry fee for the Championships and Gala will be 2/6d per head for canoeists, and 2/6d per head for surf-boarders or skiers. It will be collected with the entry form. Any number of events under the above headings may be entered.

All applications should be made in the first place to Mr. Oliver J. Cock, at 'River-trees', Wargrave Road, Henley on Thames, Oxon., who will send enquirers full particulars of the situation of the camp. Entry forms for the competitions will be obtainable at Bude.

A Challenge!

We challenge all interested persons to either or both of the following races in the L.D.R./Endurance field to be held, preferably, during August, 1968:—

1. The Great Glen Paddle—Fort William to Inverness (56 miles).
2. The North West Challenge Route—Ullapool/Summer Isles/Ullapool (30 miles).

Both races are likely to be technically difficult; quite testing on personal skill, equipment, and, of course, fitness. (Nep-

tune's Staircase in the Great Glen will illustrate this latter point; the seas off Coigach will illustrate the former!)

Our Trophy will be presented to the winning individual with highest, or highest aggregate points and the winning doubles canoeists (if they can beat us!) All arrangements for transport, accommodation and race organisation will be made by us. It is hoped to arrange press and television coverage should entries warrant this.

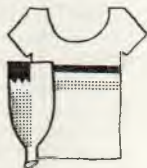
Here then, is the gauntlet—any takers? For further information write to: North West Exploration Group, Ullapool, Wester Ross.

Additions to the club colours register should be sent to the B.C.U. Secretary. Please avoid duplicating an existing design.



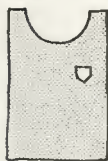
BIRMINGHAM C.C.

White T-shirt with bands of black, yellow, red. Paddle blade black, yellow zig-zag, red on half blade.



279th BIRMINGHAM SCOUT GROUP

Emerald green vest with crest on left breast.



BRADFORD-ON-AVON R.C.

White shirt with two 2" scarlet bands.



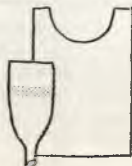
BRIGHTON C.C.

Sky blue shirt with badge on left breast.



CAMBRIDGE UNIV. C.C.

White vest, inscribed "C.U.C.C." on back. Paddle blade with pale blue stripe at right angle to shaft.



CANOE TOURING CLUB

Gold vest with 3" scarlet band.



CARLTON SCHOOL C.C.

White vest with 3" red band. Paddle inscribed "C.T.S.".



CHESTER C.C.

Pale blue vest with white cat's head on left breast.



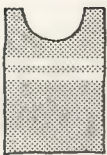
CULHAM COLLEGE C.C.

White vest with bands of green, white, blue.



EAGLE C.C., NORWICH

Gold vest with neck and arm openings trimmed black.



EXETER C.C.

Red vest with two yellow bands.

GROUP ONE C.C.

White vest with bands of red, gold, red.

**LIVERPOOL BOYS' ASSN.**

White vest with two $\frac{1}{2}$ " royal blue bands, inscribed "Liverpool" in red between bands.

HARTLEPOOLS K.C.

Royal blue vest with diagonal white stripe. Paddle blade royal blue with diagonal white stripe.

**LLANDAFF C.C.**

Black vest with white band. Paddle blade with chevrons in black, white, black.

HATFIELD Y.C.

Amber vest with 2" bands of brown, white, brown. Paddle blade striped amber, brown, white, brown, amber.

**MAIDSTONE C.C.**

White shirt with "M" outlined in blue. Badge on left breast with blue paddle beneath. Paddle blade white.

H.M.S. FISGARD C.C.

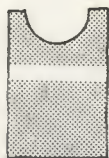
White vest, central badge Neck and arm openings trimmed blue.

**MANCHESTER C.C.**

White singlet with 2 $\frac{1}{2}$ " bands of red, black, red. Neck and arm opening trimmed red.

H.M.S. GANGES C.C.

Light green vest inscribed "Ganges" on back.

**MIDLAND C.C.**

Emerald green vest with white band.

HULL B.B. K.C.

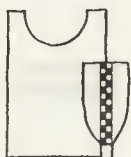
Royal blue vest with 1" white band, central crest. Paddle blade white with blue tip and centre line.

**NOMADS C.C.**

Amber vest with centre badge.

KENNET VALLEY C.C.

Yellow vest inscribed "K.V.C.C." in black on back.

**NORTON C.C.**

White vest. Paddle blade with black and white chequer centre line.

LINCOLN C.C.

Royal blue singlet.

**NOTTINGHAM CITY K.C.**

White T-shirt with 2" bands of brown, white, old gold.

NUNEATON C.C.

Yellow vest with 6" sided black triangle apex down, back and front.

**SOUTHAMPTON C.C.**

White vest with bands of red, white, green.

OXFORD UNIV. C. & K.C.

Navy blue vest inscribed "O.U.C.K.C." on front.

**ST BEDES C.C., BRADFORD**

White vest with gold and green diagonal stripes. Paddle blade gold and green diagonal stripes.

READING K.C.

White vest with two black bands.

**TWICKENHAM C.C.**

Yellow vest with blue band.

RICHMOND C.C.

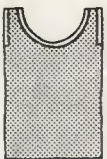
White vest with red band.

**WATERSIDE Y.D.**

Royal blue vest with diagonal stripes in yellow, red, yellow.

R.M.A. SANDHURST C.C.

Red singlet, neck and arm openings trimmed red, yellow, blue.

**WAVENEY VALLEY C.C.**

Gold vest with 4" black band.

ROYAL C.C.

Royal blue vest with centre badge. Neck and arm openings trimmed white.

**WESTLAND APPRENTICES ASSN. C.C.**

Light blue vest with 4" maroon band.

SAMUEL MONTAGU BOYS' CLUB, S.E.3.

White vest with 2" stripes of green, gold, green.

**WINDSOR & DIST. C.C.**

Black vest with two 2" gold bands. Paddle blade with diagonal stripes of black, gold, black.

SOAR VALLEY C.C.

Green shirt, neck and arm openings trimmed yellow.

**WORCESTER C.C.**

White vest with green band.

This page has been supplied for your notes by:

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The suppliers of the W14, the toughest canoe available. Please send for details, and read article in this edition.

A Brief History of Canoeing (cont. from P. 21)

the proficiency test remains basically as we originally set it out.

In 1952 a very important event occurred, upon which the whole subsequent history of kayak canoeing hangs. Canadian canoeing has remained technically static for a very long time, though the standard of skill has steadily gone up. Rolling is about the only technique which had been added of recent years. Increased skill has been much assisted by new methods of manufacturing the canoe; but otherwise the skills remain much as they were many years ago.

But in 1952 one Milo Duffek made his way out of Czechoslovakia and into Switzerland. He also transferred his affections from the Canadian to the kayak, and brought the skills of the former to the latter. Milo Duffek was not only a canoeist of international ability; he was a fine showman. His magnificent demonstrations of the 'new' skills, and their obvious advantage over the old methods soon convinced the slalomists at least that they had got to learn them, too.

So far as we were concerned, the British Slalom team, on its way to Merano in Italy in 1953, went via Munich to take lessons from the German champion Erik Seidel. Here began our Basic Strokes. In a little book which I wrote in 1955, in the chapter on paddling technique, I started by saying ". . . it is a sad thing that only now is the art of paddling being studied . . .", and went on to suggest that we used the names of the Canadian strokes from which these strokes had sprung. The strokes then were not exactly what we have now, but they were jolly near.

(to be concluded)

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