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# canoeing in Britain



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the news magazine of the British Canoe Union

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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

Freda Hare

Lofty Wright

Eileen Levison

Sandy Sanderson

## Here we go again.

I am starting—now, today—to compile the Canoeing Calendar which will go out with the March 1969 issue. If you write and tell me the date of your canoeing event, and the organiser's name and address, you will get a free entry in this unique publication.

On February 10th, 1969, I will stop collecting events, and the calendar will be printed. As I said last year, please don't imagine that someone else is going to send me details of your event!

## Well done, those men.

A contingent of about 30 British Long Distance specialists went to Spain this summer (including the official team). They came back staggering under the weight of about 40 cups etc., probably our most successful ever visit. See our competition results section for the main results.

## And again, well done.

We didn't quite make it in Mexico, but our team performed with determination and showed that our standard, in world terms, is improving. We had hoped to give greater photo coverage of the Olympic canoeing, but Kodak didn't make our deadline.

## Canoe Surfing.

If you know a good spot in the British Isles for surfing, let Chris Hare (address opposite) know now. With details, for publication.

## Joke for People good at Spelling.



From our last issue, quote: "If nominations exceed the number of vacancies, a Postal Ballet will be held."

## AGM in Frozen North.

Southerners who view with some trepidation the thought of journeying to Sheffield in January for the BCU AGM can write to Rodney Baker at Sheffield. He will reassure doubtful travellers that no polar bears or ice floes have been seen in the Sheffield district for a good many years. Just stay on the M.1. to Junction 30 and you're nearly there.

We look forward to meeting old and new friends at what promises to be a splendid social occasion.

JACK LEVISON.

# Around the clubs



At Leicester a new toy, put up by the SOAR VALLEY CANOE CLUB, consisted of a substantial rope hung from about twenty feet up a tree. The end of the rope had a sizeable loop which was in the water by about an eighth of itself. This arrangement was put up with the idea of making people more accurate in putting the bow of the canoe where it should go. The result upon one's successfully getting the bow into the loop was that the end of the canoe went sailing into the air and one went for a somewhat cock-eyed swing! Great fun! Thoughts on variations . . . what happens with a bigger loop, so that the canoe goes in to nearly half way? Can the height of suspension be brought down? Can one achieve

a loop? Results of experiments will be received with interest!

During recent severe flooding in West Sussex members of WORTHING C.C. took part in salvage work. There is a possibility of a combined unit trained for rescue and reconnaissance at a later date.



MANCHESTER C.C.'s tour announced for Southern France fell through but a party of four joined an international cruise on the Grade II-IV river which as the Tornio and other names forms the boundary between Arctic Finland and Sweden.



Chris Hawkesworth of LEEDS C.C. took part in the Arkansas River Race earlier this year. This is 25 miles of slog, capped by a mile or two of the hairy rapids (Grade IV) of Cottonwood Canyon, accompanied by all the ballyhoo

(continued on p. 116)

# 3 MEN IN A CANOE

concluding the  
article by  
I. JOHNSON

We arrived back at Golden Green on the Friday and discovered that the river was now three feet below normal, conditions were just the reverse of when we left.

The river now ran through a wide flat valley with trees coming right down to the waters edge. Unknown to us there was timber felling in progress and we were suddenly startled by the unearthly screech of the power saw. We came to lock No. 6, East Lock, where we met a grumpy man who said that we couldn't go down the lock, then to our delight he ran his cruiser aground because the river was so low. We portaged round the lock and paddled on. The surrounding countryside was still flat, the river still sluggish and very low.

After three-quarters of a mile we came to Lock No. 5, Oak Lock. On the Medway locks must be left empty, so, on seeing a cruiser apparently about to enter the lock, we waited thinking we would go down the easy way when they emptied it. We waited and waited but no movement from the cruiser. We disembarked and on walking along the bank we found a very distraught lady looking vacantly at the cruiser stuck fair and square in the centre of the river. We tried to help by filling the lock up then opening the paddles as wide as they would go, but it still stuck fast. We could hardly tow them off with canoes so we left them with the prospect of a long walk to the nearest telephone to call the hire firm.

We paddled on, going round an island which was very picturesque apart from the gnats and other pests that infest these overgrown backwaters. A watery sun came out as we approached Sluice Weir Lock. We locked through with a cabin cruiser and as we started to go down a strange looking raft bumped into the top lock gate. It consisted of four oil drums held together with an old bedstead. Apparently two boys were floating this contraption downstream and every lock they came to they just dismantled it, the raft I mean not the lock. Sluice Weir Lock is a modernized one in the sense that it has a gaunt looking structure referred to as an automatic sluice. There is also a massive pre-cast concrete footbridge across the weir race. While we were there a fisherman pulled out a 2lb. pike.

We left the lock. The sandy banks were quite steep, and there was a shingle bank

in the middle of the river on which we promptly went aground. We clambered out, pocketed some shingle as a souvenir, pushed off and continued on our way. We met a fellow canoeist who seemed to have dedicated himself to cleaning up the Medway, he was towing behind him what he referred to as "a whale." It was a piece of driftwood about 20 feet long. As well as this his canoe was laden with sundry other rubbish.

We drifted on, letting the current take us, hardly daring to paddle lest we disturb the still water. Through Old Lock, a concrete edifice to a bygone age, now an ideal spot for fishermen, and so past the entrance to the Teise where the River Board men were constructing what looked to be a weir. On to Yalding.

Things were quite lively at Yalding, lots of people and all sorts of river craft. We thought it time to rest sore bodies and quench terrible thirsts, so we all trooped into the cafe, still wearing life jackets, and swimming trunks, with paddles at the ready. After a bottle of coke and a bun each we felt new men. We paddled to the beginning of the Lock cut and from a notice which said DANGER, DEEP WATER, NO BATHING, a gaggle of swimmers were churning up the water like a white water slalom course. Into the still water of the cut, past the Anchor Inn and under the lift bridge where Dave managed to bang his head—very low that bridge. So to Hamstead Lock, the deepest, most slimy horrible lock on the Medway.

As we paddled into the lock we narrowly missed being crushed by some witty person shutting the gates. His face was a picture as the three canoes went hurtling into the chamber between the fast closing gates. We went down with three cruisers all of which made a quick get-a-way leaving us in a flurry of wild water and exhaust smoke. It was horrible. Out of the lock, and once more the quiet river, past expensive looking moorings with the boats, some sad and neglected; most bright and gay riding gently on the water.

We steered clear of some sailing dinghies that were slowly tacking across the river, the banks of which were covered in nettles, fishermen and No Fishing signs. Just after this we saw the cruiser we had left at Golden Green on the Tuesday evening, so we stopped and talked rivertalk. The river apparently had stopped rising soon after we left, still I think perhaps we did the best thing, Mum thought so any way!!! After farewells to the cruiser, on to Watlington, past the boatyard and cafe and under the worn concrete road bridge. The country here is more hilly and the railway is

forced to follow the Medway's many meanderings. Just past Watringbury the tranquility was shattered by a crude machine called by its fans a "speed boat" This idol of the modern world went hurtling past at a fast rate of knots, completely unaware of the 5 m.p.h. speed limit which is mainly imposed for the safety of the clay banks. Having been passed by this madman we decided to go down Teston Lock with him. We paddled just a little faster and arrived just as he was closing the gate. We yelled to him and to give him his due he waited for us. But for all his speed he didn't get very far—still I suppose he thought it was thrilling.

The water level seemed nearer normal as we paddled under Barming Bridge and on to East Farleigh. The first warning you get of this place is the pumping station set on the bank, then the view of the church set high on a hill with the hop fields and oast houses and the old stone bridge making it a typical Kentish country scene.

We portaged round Farleigh Lock and found the reason for the low water farther upstream, the sluice was right open, making it really rough below the weir. Just as we were about to launch, another canoeist came downstream and did the same as us, so we watched as this gent launched his canoe and paddled out right into the weir race and as the current took his bows he shot round and hurtled down stream to a landing stage where he stopped rather abruptly, disembarked and went into his house.

The river was running level with the bank and being a bit choppy our canoes were jumping out of the river onto the bank. After a while we were once again water borne and nearly air borne for a few minutes, but as we got away from the weir the current was slack and we had to do the first real paddling of the journey. The watery sun that had tried to shine through out the trip, now that the day was ending, burst forth into glorious brilliance and promptly went in again as Dave put his sunglasses on. We went on under Tovil Bridge and here the water looks grey from the reflection of the industrial wharves that are scattered down the banks right into Maidstone. Round the last bend and on the right the Archbishop's Palace comes into view, then just before the Bridge, Lock Meadow (now a Market Place). The tattered stalls deserted and empty now, marked the end of our pilgrimage down the Medway.

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

## B.C.U. REGISTER OF CLUB COLOURS

### LEICESTER UNIVERSITY C.C.

White vest with maroon green maroon bands.



### AYLESBURY SEA CADET C.C.

Red singlet with club badge.



### EXETER C.C.

(amendment)  
Red singlet with yellow band.



Before the Olympics, we heard of a remarkable substance called Polyethylene oxide which, when pumped under or painted on to a hull, cuts drag in water by "making the water more slippery". Rowers and sailors have been slipping it out and it was completely banned at Mexico by the Olympic Games authorities. Apparently the effect wears off quite quickly when the substance is painted on the hull, but has any canoeist any information on this topic?

Results of a questionnaire on canoeing activities in Lancashire schools and youth clubs, published in the November issue of "Physical Education" reveals a lack of knowledge of the B.C.U. and what it can offer. Of 2,271 children active in canoeing under the Authority only 24 were B.C.U. Individual members; and only 8 clubs out of 71 had joined the B.C.U. in 1967.

The winning ticket in the B.C.U. Olympic Training Fund Draw was No. 0082, which was held by the Directors of Streamlyte Mouldings (Marine) Ltd., 124 Brighton Rd., Shoreham-by-Sea, Sussex. We understand that they took the cash value of the trip to Mexico.

The Draw made a profit of just over £200 towards the cost of sending our canoeing team to Mexico.

# ANNUAL REPORT OF THE COUNCIL 1968

	<b>Retires</b>
President J. W. Dudderidge, O.B.E.	This year
Hon. Treasurer: E. J. Owen..	Next year

## Elected Members of Council

Retire this year	Retire next year
J. Bright	C. B. Manton
R. Emes	C. M. Rothwell
R. M. O'Keefe	P. C. A. Rogers
A. L. Williams	J. Spuhler
R. W. Baker	R. F. Tyas

## Nominated Members of Council

Coaching Committee: G. Sanders, A. W. Byde.
L. D. R. Committee: J. M. Woolley, Capt. H. Gledhill.
Sailing Committee: P. Wells, A. Emus.
Slalom Committee: Miss M. Bellord, J. Shaw.
Sprint Racing Committee: R. Sowman, Capt. I. R. Jones.
Touring Committee: M. Tapscott, D. C. Fastnedge.
Scottish Division: Mrs. C. Stevenson.
N. Ireland Division: E. J. F. Hodgett.
Co-opted: J. Levison.

**General Secretary:** Major G. E. Tomlinson.

## Council Committees Chairmen

General Purposes: R. Tyas.
Competitive: J. Spuhler.
Access: J. W. Dudderidge, O.B.E.
Coaching: G. Sanders.
Publicity: A. Lindsay Williams.
Finance: J. W. Dudderidge, O.B.E.
Publications: P. C. A. Rogers.
Conference and Exhibition: P. C. A. Rogers.

## Divisional Presidents

Scottish Canoe Association: Mrs. C. Stevenson
Canoe Association of N. Ireland: Captain the Earl of Rodden, R.N.

## Membership

Total Individual Membership showed an increase of 22.14% in accordance with the following figures and it will be noted that the greatest increase took place in the Full membership total:—

Individual	1966	1967	1968	Increase %
Full	2,234	2,245	2,796	24.54
Youth	1,018	871	1,024	17.57
Family	280	326	384	17.80
	3,532	3,442	4,204	22.14

Affiliated Clubs and Associates also showed satisfactory increases as follows:—

	1966	1967	1968	Increase %
Affiliated Clubs	291	300	349	16.33
Associates	24	32	37	15.63

The figures for non-renewals which totalled 1,300 in 1967 were very greatly improved being reduced to 834 or a fraction under 20%. Whilst it is appreciated that there must be a certain wastage due to priority commitments, changes in enthusiasm, and movement out of the country, we would still like to see a greater number of members who having once joined the Union continue their membership. It is understood that 20% is a fair National average, but we want to be better than average.

## Supplies

Publications, badges etc., available from the Supplies Department continued to prove popular and turnover was maintained.

The following new publications were added to the list during the year: —

Canoeing Skills & Canoe Expedition Techniques for Teachers and Leaders by Sqdn. Ldr. P. F. Williams. 25/-.

Camping Sites in Britain and France by Practical Camper. 3/6d.

Canoeing in Yorkshire by Leeds Canoe Club. 2/6d.

Canoeists Guide to the River Wye by Greenhill & Shoemith. 3/-.

By the time this report is read we anticipate being able to supply attractive car badges incorporating the BCU Pennant at 35/- each plus postage and packing.

## Staff

With very mixed feelings we have to report that Miss Maureen Mulroy who has been our Assistant Secretary for nearly two years will be leaving us early in 1969. We are pleased for her sake and wish her every happiness and success in her marriage and proposed new life in South Africa.

For our own sake we regret very much indeed the loss of her services. Her deep interest in BCU affairs will be sadly missed at Headquarters and by all who came in contact with her.

## General

With the increase in membership and the consequent increased demand on all the services which the BCU offers we have to apologise for occasional delays in replying to correspondents. At times the pressure is such that a backlog is inevitable. The time has come for increasing our office accommodation and staff and this we are endeavouring to do as soon as possible. Increase in staff is dependant on increased accommodation and this latter is just not immediately available.

Work has continued during the year on arrangements and organisation of the AGM to be held at Sheffield on January 25th, 1969, and the Conference and Exhibition at the Crystal Palace on February 8th, 1969. We hope, if not all, at least nearly all members will be able to attend both events.

## Insurance

Because of the large excess of claims paid over premiums received during the preceding three years on canoe insurance, the Insurance Company found it necessary to introduce further premium increases in April, particularly with regard to cover for whitewater and slalom use. However, many members obviously feel that the cover given is still worth the premium charged, as business has been very brisk. It is too early yet to see whether these increases have reduced the deficit, but it is to be hoped that the premiums will stay as they are for a while.

Incidental expenses have been slightly higher this year due to printing costs on proposal forms etc., when the new terms were introduced, and latterly on account of increased postage, but we hope that the BCU as opposed to the Insurance Company, has made some profit out of the scheme!

Facilities are available for obtaining quotations for other forms of insurance, and a few policies are in force, but in general the bulk of business relates to canoe insurance.

## International Affairs

The Union has continued to assist in the work of the International Canoe Federation (I.C.F.) through its members serving on the Board and on the several Standing Committees of that body. Meetings have been attended in Prague, Amsterdam and Paris, and at the World Congress held in Mexico City we were represented by two delegates. In the Congress elections, our President was re-elected as a representative for Europe, and Messrs. Spuhler, Wells and Thelen were re-elected to the Committees for Slalom, Sailing and Propaganda respectively. Mr. Thelen will continue to edit the I.C.F. Bulletin.

Further preparatory work has been carried out in connection with the organisation of the World Canoe Sailing Championships in this country in 1969.

## National Affairs

The Sport of Canoeing in all its many and varied aspects has grown considerably during the year. Local Education Authorities, Schools, Colleges and Youth Organisations are taking a greater and greater interest as the demand for proper coaching and facilities increases.

Area Coaching Organisers, Regional and County Representatives and many others have given their time unstintingly and Council is most appreciative of the excellence of the work done and congratulates all concerned.

Activities during the year increased considerably and as can be seen from the very full Calendar, competitive events in all classes of the sport become more and more numerous. A very wide selection is available to suit all tastes.

The Sports Council through the Department of Education and Science gave very substantial assistance during the year towards the administration of the Union, the Coaching Schemes and the costs of competing in International competitions.

Through its representatives on the committees of the Central Council of Physical Recreation, the British Olympic Association, the Royal Society for the Prevention of Accidents and the Corps of Canoe Life-guards, the Union has continued to make its contribution to the wider promotion of sport and recreation.

## Divisional Reports:

### *Scottish Canoe Association*

The membership of the Association has risen during the year by 25%. At present there are 20 canoe clubs and 5 canoeing sections in affiliation. The Association has 440 members: this may not sound a great deal but when compared on a population basis it is equal to a B.C.U. membership of over 5,000.

Lack of administrators continues to be a very serious problem and it is almost certain that paid secretarial help will be needed in the very near future. The Council of the Association has had a busy year with well attended meetings. A 5-year Development Plan and comprehensive competition rules were considered.

### *Sprint Racing*

For the first time the Association's Championship Regatta was held outside the central belt on Loch Ken in New Galloway. A grant has been obtained from the Scot-

tish Education Department towards the cost of sprint training equipment, in this case a K.1.

There is a particularly active group of sprint paddlers based in Ayrshire who benefit greatly from the coaching and experience of Alistair Wilson and Marianne Tucker.

### *Long Distance Racing*

The Spring long distance events in Scotland were not held because of bad conditions, but the Autumn events were blessed with good weather and had a reasonable entry.

The Scottish Long Distance Racing Championships were widened this year to include paddlers from south of the border and judging from overheard comments, this event on the Tay seems to have been enjoyed by our visitors. Indeed next year's Open British L.D. Racing Championships are to be held on the Tay, organised jointly by the S.C.A. and the B.C.U. L.D.R. Committee.

Once again there was a Scottish team at the Liffey Descent and the Open British L.D. Championships.

### *Coaching*

This aspect of the Association's work will soon be as big as the rest put together if the present rate of expansion is maintained. There are now 54 award holders in the coaching scheme, an increase of about 130% on last year.

Six residential courses in sea canoeing, each of one week's duration, were held at the National Recreation Centre at Largs. The Coaching Agreement with the B.C.U. National Coaching Committee which was made last year was renewed for a further two years.

### *Touring*

Touring, as always, continues to be a major activity with the West coast receiving its usual quota of kayak-borne summer visitors. There appears to be an increase in the amount of touring on inland waters. A careful watch will have to be made to prevent access problems.

No report from the Scottish Canoe Association would be complete without reference to the co-operation and support received from the Scottish Council for Physical Recreation at all levels of contact.

### *Canoe Association of Northern Ireland*

Consolidation has been the watchword during the past year, and a considerable amount of work has been carried out by the Association in trying to follow up and ensure that the enthusiasm and interest in

canoeing is sustained throughout the Province.

The coaching scheme, launched in 1967, has gone forward and expanded very successfully, and is now operated throughout the Province with both practical, theoretical and construction courses, making up the many and varied aspects of the scheme.

A very successful course, held during the winter, has stimulated interest in fibreglass construction throughout the groups involved in canoeing, and more and more fibreglass boats are appearing at competitions. The local firm involved in canoe construction has been most helpful to groups interested in do-it-yourself kits.

In the field of competition, for the first time, the northern monopoly was challenged and a healthy sign this proved to be. The Belfast Canoe Club found themselves, mid-season, in a position where they were lagging in the points race. It was most encouraging to see the upsurge of other clubs in the field of competition and equally the enthusiasm of the established clubs to maintain their position.

Having spent a year consolidating the administration of the Association, we are looking forward in 1969 to following up the 500 people who have taken part in coaching scheme events as we feel that we must now develop the corps of talented individual canoeists, and also publicise the spirit and idea of canoeing so that these many people who make contact with the sport will continue to take an interest in it.

To this end, we hope that canoeists in other parts of the United Kingdom may take an opportunity of using Northern Ireland as a touring area for a combined holiday/canoeing session, and we would welcome the opportunity to assist any groups in planning of this kind.

### **Canoeing in Britain**

The B.C.U. quarterly news magazine "Canoeing in Britain" was published regularly throughout the year. The magazine is despatched free to members on the 10th of March, June, September and December and we must congratulate the Editor and his staff for meeting their deadline so consistently in spite of almost, at times, insuperable difficulties.

The circulation figure is growing steadily and is fast approaching the 6,000 level. Although the increase is mainly due to increased membership there is an increasing call from non-members, particularly overseas, who like to keep in touch with canoeing matters and find the magazine one of the best mediums. We have subscribers in Australia, New Zealand, and America who





A B.C.U. coaching course for instructors on the Tees at Barnard Castle.

Photo: J. Robinson

are prepared to pay twice the cost of the magazine in Air Mail charges in order to get their copies promptly.

The volume of correspondence addressed to the Editor has now reached prodigious proportions which amply reflects the growing popularity of the magazine.

Manufacturers and Agents appreciate, more and more, the value of the magazine as an advertising medium and revenue from this source has increased considerably. For this we are greatly indebted to our tireless and ever enthusiastic Advertisement Manager who combines his work on the magazine with that of Area Coaching Organiser in the North Eastern Area .

### **Publicity Committee**

The year has shown improvement in several aspects of publicity coverage, especially TV news coverage of events, but our sport is still not making the sports pages in the national press, and the number of special features on aspects of canoeing, has dropped. This is unfortunate since many benefits, notably sponsorships, depend greatly on the degree of reporting we command in the press. The wider aspects of touring and coaching would also profit from greater publicity, in particular regarding popular support for our battles for access to waterways. The B.C.U. Stand at the Boat Show and the demonstrations in the Pool were generally well received.

### **Coaching Scheme**

Great progress was made by our coaching organisation during the year, and it is clear that Local Education Authorities are giving an ever increasing recognition of the

### **Proficiency Tests and Coaching Awards.**

Area Coaching Organisers have found the calls on their time greatly exceeding the time available and some have found it necessary to sub-divide their areas. The Coaching Register now contains the names of 1,036 active Award Holders, an increase over the previous year of 298. This increase takes into account 65 Holders who failed to renew their membership and were thus deleted from the Register.

Proficiency Certificates issued during the year were as follows:—

Advanced Inland 36; Advanced Sea 14; Advanced Canadian 4; Inland 812; Sea 215; Canadian 6. Total 1,087 awards.

Log Books were introduced during the year and have proved very popular amongst serious canoeists, 1,000 books having already been issued. These books constitute an invaluable record of the holder's coaching activities and progress.

A new edition of the Coaching Handbook has been published during the year and over 400 copies have been sold.

The National Coaching Committee met twice and the matters discussed ranged over a wide field which included the organisation of the Scheme, the various Tests and Awards, and future development, the latter being of particular interest in view of the rapid progress of the Scheme.

The National Coach visited all parts of the United Kingdom, and with the ever increasing calls upon his services he has found great difficulty in ensuring that his time is used to best advantage. Consideration has been given to increasing the

Coaching service, and recommendations have been made to the Council to this effect. The most interesting developments in the work of the National Coach have been the increase in longer courses, a large increase in examination periods, the sudden surge of development in the Corps of Canoe Life Guards; and increased interest from the Colleges of Education. The latter is particularly encouraging, though it is appreciated that in many cases the colleges are being pushed into activity by their students, many of whom have been introduced to the sport by our own instructors, whilst still at school, an unexpected benefit from the Scheme.

The general interest aroused by RoSPA and others on water safety and a lack of awareness by the public of the services that exist to save life in water, has helped to create the Life Guard Federation, of which our own Corps of Canoe Life Guards is a member. It is being realised more and more that the canoe can play an important part in life guard work.

#### **Safety Committee**

This committee set up to advise the Union on all matters relating to safety in canoes, has undertaken a study of accidents involving canoes, that have occurred during the last two and a half years, and has produced a detailed report. This study has shown that the large majority of fatal accidents have happened to people unconnected with organised canoeing, and that in every fatality, one or more basic principles of water safety have not been followed. This would suggest that we should bend all our efforts into bringing unattached canoeists into the Union for their own sake.

#### **Film Library**

The sale of film loops has almost doubled as compared with last year and our income from the British Film Institute has increased by 20%.

A short new film "A Judge's Lot" has been added to the library during the year. This film illustrates the slalom rules to guitar accompaniment. A full length film of modern canoeing is in course of production.

#### **Touring**

Unlike competitive canoeists, who require organisation, committees and competitive events, touring canoeists tend to remain silent and do not ask to be organised. But the enquiries about touring in the U.K. and abroad that continued to be received during 1968 and the steady sales of the Guide to Waterways of the British Isles show that canoe-touring remains the solid foundation of canoeing as

a recreation even though the smaller numbers engaged in the three competitive aspects of canoeing as a sport seem to get most of the limelight. The Council regards service to the Union's touring members as every bit as important as services to the competitors. It is very anxious to know in what form members would like the Union to provide further services and whether they would welcome—and support—organised touring, and in what places—in the U.K. or abroad.

#### **Access to Waterways**

The past year has been a very busy one for the Access Committee. It has been concerned with the challenge to canoeing on the Ribble, with discussions with the Central Landowners Association, the Association of River Authorities and the National Anglers Council directed at a greater understanding of canoeing needs on disputed waters and of the needs of fishermen and the problems of the landowner, in the hope of eventually finding a mutually acceptable basis for multiple recreational use of waterways. As yet nothing tangible has emerged. The Committee would not regard as satisfactory something that merely "contained" canoeing by limiting it to the very minimum of use of waterways.

There has also been some brisk Parliamentary activity. During 1968 two Acts of Parliament have been passed that could profoundly affect for good or ill the canoeing facilities in England and Wales. The Access Committee has actively followed the two Bills during their consideration by the House of Commons and the House of Lords and on both initiated amendments moved in the House of Commons in the interests of recreational use of waterways by canoes and small boats.

The Countryside Act 1968 gives county councils and county borough councils powers, with Government financial help, to extend recreational facilities on rivers, lakes, reservoirs and other stretches of water, and in particular to make "access agreements" or "access orders" in country areas in relation to rivers, lakes and their banks. Amendments based on the Union's suggestions were made by the Minister for facilitating access across agricultural land from a highway to rivers that are the subject of such access agreements or orders and passage round obstacles such as weirs, but the Minister asked the House of Commons Committee to reject our amendment for enabling "long distance water-routes" to be created, on the analogy of long distance footpaths such as the Pennine Way. It remains to be seen what comes of the new provisions for access agreements and orders.

The second Act is the Transport Act 1968 Part VII of which makes far-reaching changes in the law relating to canals and inland navigations. The discussion of amendments moved on behalf of the Union and the Inland Waterways Association, in the House of Commons was frustrated by the "guillotine" time-table. The provisions in the Part relating to waterways controlled by British Waterways were mainly intended to implement the White Paper proposals for rationalising the arrangements for recreational use of those waterways for "cruising"—chiefly in powered craft—and were fiercely contested in the House of Lords on behalf of the Inland Waterways Association, who did not succeed in getting removed from the Bill the provisions that substitute use of British Waterways canals and navigations by licence (i.e. permission) of the Board for the multifarious rights of navigation conferred by hundreds of local Acts over the past 300 years. The Access Committee concentrated mainly on another provision that makes it easier for the Minister of Transport to close derelict canals and navigations after public notice and, possibly, a public inquiry; particularly it stressed the need to preserve rights of navigation on natural watercourses. Representatives had a discussion at the Ministry of Transport in September, and as a result some amendments were made. These do not do all that we wished, but offer a way by which such use of natural watercourses can be continued if the Minister can be persuaded to draw up the necessary statutory order to provide for it.

There is still some danger that whilst the Minister of Housing and Local Government has been legislating in the Countryside Act to extend water recreation facilities the Ministry of Transport has been legislating in the Transport Act to take away the legal foundation for certain kinds of recreational use by boats, and the Access Committee does not intend to lose sight of this risk.

### **Sprint Racing**

The Sprint Racing Committee and the Olympic Team Manager deserve commendation on the completion of a most successful season in which intensive training and a heavy programme of national and international competitions culminated in the sending to Mexico of a team better prepared than ever before. Our appreciation is extended to all the paddlers who gave up an enormous amount of time and went to a very great expense to prepare themselves for this event. We congratulate them all on their tremendous efforts and considerable achievements. It has been encouraging to note that the Olympic Team was drawn from places as far apart as

Prestwick and Poole, Worcester and the Wash, for this implies that Sprint Racing has widened its appeal and become a nationwide activity.

### **Long Distance Racing**

The Long Distance Racing branch of canoeing has continued to increase in numbers and several new clubs have taken part. There have been L-D races almost every weekend from March to October, all well supported, particularly the ones with difficult courses.

During the year we lost the valuable services of Hugh Gledhill as Chairman, and a new General Secretary was appointed when John Woolley stepped down. The executive has drawn up "Terms of Reference" for its members, dividing the work load between them. This is working well with each member having more time to devote to his specific part of the organisation.

The year has been a good one for the teams representing us in the international events, and in Spain, Ireland and Denmark our paddlers distinguished themselves.

Richmond Canoe Club have this year made great efforts to win the Hasler Trophy, and it is good to see this old Thames club coming back into the running. It gave us great pleasure to welcome teams from Sweden, Denmark and Austria to the National Championship held at Nottingham, and our thanks are due to Alan Witham for his most efficient organisation of the event.

### **Slalom and W.W. Racing**

No report received.

### **Sailing**

Canoe sailing has continued to develop at a steady if unspectacular pace. An indication of the progress made is that this year it has been possible to organise a points competition over the season on a national basis. Overall, there have been 81 starters in 15 races held at 7 different venues. Most of the new sailing canoes have been built from scratch by their owners or amateur finished from a professional shell, often with the aid of a professionally produced kit. The use of glass reinforced plastics is increasing and an economically priced foam filled g.r.p. hull is an exciting possibility.

The national championship week was held at Falmouth, Cornwall and attracted 18 entries, despite the long journey for most of the competitors. A high standard of performance among the newcomers to the sport and keen racing all the way down the fleet were worthy of note, as was the infectious enthusiasm of all those taking

part including those tireless officials of the Restronguet Sailing Club who undertook the organisation.

Exhibits of sailing canoes were organised at the National Canoeing Conference and the London Dinghy Exhibition, both held at the Crystal Palace Sports Centre under the auspices of the C.C.P.R. and attracted considerable interest among the general public as well as new recruits to the sport.

Organisation of the 1969 World Championship in Canoe Sailing which will be held at Grafham Water, Huntingdonshire is well in hand. Advance publicity leaflets and posters have already been distributed to the 34 National Federations of the International Canoe Federation.

A meeting of the International Canoe Federation Sailing Committee was held in Amsterdam and provided a useful interchange of ideas.

### The Corps of Canoe Life Guards

This past year has been one of modest but important growth. The real break through has been in showing that the Canoe is an excellent aid to Life Saving on the beach or in the river.

With the Royal Life Saving Society, and the Surf Life Saving Association of Great Britain the Corps has become a member of the Life Saving Federation, a body set up this year to bring all Life Saving organisations together. Whilst the Corps cannot match the numbers of the other two organisations, the fact that there is recognition for the canoe shows its importance for the future.

The Weymouth Youth Activity Centre,

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### Around the Clubs (continued)

normally associated with a Presidential Election. Chris finished fourth, an excellent achievement as he was the first Briton to compete, officially at any rate, in the best known wildwater event in the Americas.

**WATERSIDE YOUTH CENTRE**, Berkshire, is again running a series of 4 Winter L.D. races early in 1969. "Our series appeared to meet a need", commented Warden K. C. Treacher. Eighty-nine crews competed for the first time last year, under fairly tough conditions, but with a high standard of sportsmanship. Full details—see classified ads.

**LAKELAND C.C.** has been having a little trouble whilst touring on the Lune. On the run from Stangerthwaite to Kirkby, they were rounded upon by a local water bailiff, who remarked that they had no business to be canoeing—as permission had only been obtained for the week-end July

has provided regular and successful patrolling of the beach, and has accompanied Cross Channel swimmers, and sub-aqua divers.

The Corps is sponsoring the production of a special "Shark mark III" for use with units on the beaches. A new venture is the affiliation of the Medway Life Saving Club to the Corps. This is the first Club to affiliate from the Royal Life Saving Society Corps of Life Guards.

### Acknowledgements

The help and encouragement of the Central Council of Physical Recreation has once again been invaluable, and in particular we would like to thank the Warden of Bisham Abbey for his support and assistance to our Olympic Training Squad during their preparations for the Games.

We are also greatly indebted to the C.C.P.R. for arranging courses, Coaching and Proficiency Tests and Examinations, and for assistance with the programme of the National Coach.

The Sports Council and the Department of Education and Science have continued to take a great interest in our sport, and the Council wishes to express its appreciation for the grants made to it for Coaching and Administration and also for support of our international teams.

The Council is also grateful to Messrs. John Player and Sons for their sponsorship of the Open British Long Distance Championships at Nottingham.

J. W. Dudderidge,  
President.

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7th. They were a bit stumped for something to say—since it was the week-end July 7th! It seems you can't win.

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### B.C.U. COACHING AWARDS

When the B.C.U. introduced the scheme of awards, there were three grades . . . . Instructor, Coach and Senior Coach. After a few years of operation it was felt that the gap between Instructor and Coach was too great, and so a new award, that of Senior Instructor, was introduced. Since then the National Coaching Committee has felt increasingly that this latest award should be regarded as the "basic" one of our scheme, rather as the Proficiency Test is regarded as the "basic" test.

It has now become National Coaching Committee policy to state that the award which should be held by teachers and youth leaders who organise canoeing activities is that of Senior Instructor.

# OPEN FORUM

## The Medway

Dear Mr. Levison,

Re article in September's Canoeing in Britain, "3 Men in a Canoe".

Mr. Johnson appears to have been lucky with his expedition down the River Medway from Balls Green. I have in the last two years undertaken this trip on four occasions with our school canoe club and on the last two occasions met with severe difficulties with both landowers and fishermen.

The B.C.U. guide suggests that the river Medway may be canoed from Balls Green, Nr. Groombridge. This is so, fishermen and landowers willing.

On Sunday, 4th February, 1968, an expedition of 6 boys and myself encountered a large fishing competition about one mile from Balls Green. Here the Medway is only 10/14 ft. wide and we had no alternative but to conclude our expedition. A very lengthy and difficult portage resulted and further canoeing proved impossible. I reported the incident to the touring adviser and he assured me that this was the first occasion he had heard about access problems on the River Medway—perhaps it may have been the only one reported to him!

I was glad to hear of Mr. Johnson's successful trip and hope that my future expedition along the upper reaches of the Medway will be successful also. I trust that the River Medway will not become yet another access problem because the upper reaches of the Medway and its tributary, the River Eden, (responsible for so much of the flooding in Kent on September 15th) are ideal for day trips and Duke of Edinburgh expeditions by canoe. These two rivers are within easy access for London and the S.E. of England, an area not well blessed with good, long and interesting canoeing rivers.

R. N. CASTLE,  
(Head of P.E. Dept).

Penge

## The Olympic Appeal

Dear Sir,

May I first of all thank all the clubs and members who kindly made contributions to the Olympic Appeal. All the clubs and members who gave donations have received individual letters of thanks.

The Appeal was launched in March and the target was £1,000, to finance our Olympic programme which included sending the Olympic Team to International

Regattas in Stockholm and Bremen, and to High Altitude Training at Font Romue and to make a contribution of £150 from the B.C.U. to the British Olympic Association Appeal Fund.

The Olympic Appeal Fund reached a total of £134 16s. 0d., including donations made to the B.C.U. Olympic Training Fund. The Olympic Raffle raised £252 8s. 5d. and the grand total therefore was £387 4s. 5d.

All B.C.U. clubs were requested to return the numbered Olympic donation lists whether making a contribution or not as these have to be returned to the British Olympic Association. Some 300 clubs have failed to reply and it is hoped that this letter will serve to remind them to return the donation lists.

R. A. SOWMAN,  
Chairman,  
Sprint Racing Committee.

Quorn House,  
56 Warwick Place,  
Leamington Spa.

## Unfair Sex?

Dear Sir,

Can the slalom committee justify this year's ladies promotion system? To quote the B.C.U. Slalom diary, "Ladies' promotion occurs whenever they achieve a score within 10% of the winners of the men's event".

Not only has no lady managed to achieve this, but at both Swarkestone (May) and West Tanfield (September) slaloms 3rd division men were promoted without their achieving a score within 10% of the winners. To back this with figures:—

**Swarkestone**—3 promoted. Winner's score 149. 10% winner's score 15.

Maximum score for lady to be promoted 164.

3rd man's score—201.

**West Tanfield**—3 promoted. Winner's score 183. 10% winner's score 18.

Maximum score for lady to be promoted 201.

3rd man's score—205.

I understand that this is only a provisional system. but such a little foresight and homework would have been necessary to foresee this result, that I am led to the conclusion that (the committee are of the opinion that a lady must be not just as good but better than the men to be allowed to compete upon the same water.

Manchester. ROBERT CHAPLIN



A traffic jam at the start of the Sella River Race 1968.

Photo: D. Lewis.

## L.D. REPORT

### Molly Green

The last ranking race of the season was held at Cambridge on 27th October and on the Saturday prior to this event a full meeting of the L.D.R. committee was held at Cambridge.

The meeting was advised of the retirement of our chairman Hugh Gledhill who unfortunately finds himself unable to devote the time necessary for the job. John Woolley took the chair for the meeting and will act as chairman until the next full meeting at the A.G.M. in Sheffield. John is prepared to offer his services for the coming year but he would also like to see other nominations for consideration.

### National L.D. Championships for 1969

A proposal was accepted from the S.C.A. representative to run the event on the river Tay. It was generally agreed that this exciting course would well compensate for the distance to be travelled by English competitors and it was hoped the event would give spur to L.D. racing in the North. The British Open Championships will take place on Sunday, 31st August and full details will be issued at a later date.

There has been speculation in canoeing circles of late concerning the feasibility of changing the present L.D. class system in favour of a Divisional system. This was included on the agenda to sound opinion. The matter was debated for a long time, most people being of the opinion that ideologically a Divisional system was correct but opinion differed considerably as to how practical it would be to operate such a scheme. Finally a sub Committee was formed to discuss the merits of the various systems put forward. This Committee is to report back to the full committee in time for the meeting in Sheffield.

### READING CIRCUIT L.D. RACE 3 NOV.

A very high proportion of the competi-

tors failed to complete the tough course. It consisted of three 6-mile laps with one weir shoot and three portages per lap. Many of the paddlers were beaten by the cold rather than the distance. Bradford-on-Avon had at least two firsts. Ted Tandy of D.-W. renowned won senior K1. from Pete Lee of Exeter and Brian Webb of Nomads. (Is it significant that over such a course, under such conditions "veteran" paddlers should do so well?). Purchas/Keys won class 4A from Lander/Lees of St. Lukes after a closely fought first lap.

Phil Schnepf/Colin Gray of the Reading University Club won the senior K2. easily, when their early opposition dropped out after the first lap.

Although this is not the only race to repeat part of the course it is the first to attempt something new in L.-D. The characteristic feature of a circuit race is that it is localised, with good vantage points and good commentator—spectator communications.

David Lauder.

### EXE ESTUARY RACE

Canoeists had to battle through heavy surf at the start of the national Exe Estuary Race at Dawlish Warren and no records were broken in the rough and windy conditions. The performance of Mrs. Allen of Penzance was worthy of note, however—she won the combined 3B/3C class by nearly five minutes from the next competitor. What a pity Mrs. Allen lives so far away from most other L.D. events—this is the sort of paddling we should like to see more of.

### LEE & STORT RACE

The Lee and Stort race was unfortunately a poorly supported event and the organisers, Harlow Canoe Club, are understandably worried by the lack of numbers, to

the extent of suggesting that they may not hold this race again next year. Personally I think that they were unlucky in their choice of date—a number of top paddlers who would probably have been there were away in Mexico or at an L.D. event in Denmark; there was a Scout L.D. race on the same day and it was only a matter of days since the disastrous flooding of so many southern areas from which many of our paddlers come. On the race course evidence of recent flooding was noticeable in torn banks and several sunken and stranded cruisers. The water was back to normal level, but the last part of the race was a hard drag, owing to the strong current and slippery, muddy, portages. I, for one, was not sorry to see Ware Priory!

**Sue Pluthero.**

### **CAMBRIDGE L.D.**

**27th OCTOBER**

The Cam is not the most exciting of rivers to race on, and one feels that C.U.C.C. must have been totally deaf to previous comments on the race, to have lengthened it by 2 miles. The race was boring enough at its original length, the uppermost section of the paddle being enlivened only by narrowly avoiding collisions with oncoming boats on the narrow, twisting river. Possibly, the increase could have been justified if it brought in a new hazard instead of only dead water.

The senior K2. class got off to a fast start with Green/Stonely fighting out the lead with Blackmore/Greenaway and Bennet/Brooks. The Richmond crew finally pulled away to win by 5 secs. In senior K1. there was a great tussle for first place between Avery, Jackson, and Kitson who were all in a bunch to the top turn where Jackson steadily pulled away to win.

In junior K1., Richmond had another win when Billen avenged his defeat of the previous weekend to win easily.

**David Lauder.**

### **New Record Time for "Gold Dipper"**

The fifteenth year of the Leven Wild Water Test produced a crop of new records. The number of timed runs at 258 far exceeded the figure for any previous year, and 31 Clubs provided competitors. On 27th October, when the water level was only 8 feet 7.2 inches, the lowest level at any of this year's series of tests, Tony Young established a new record of 5 min. 32 sec., corrected time, lopping 9 secs. off the existing record of 5 min. 41 secs. set up in 1965 by David Mitchell.

### **Change of Address**

R. A. Sowman (Chairman, Sprint Racing Committee), Quorn House, 56 Warwick Place, Leamington Spa. (Tel. 25032).

## **SECRETARY'S NOTES**

The first page of the last issue of 'Canoeing in Britain' was a detachable Renewal of Membership form. These are now being returned in a very satisfactory manner and our thanks go out to those who have renewed their membership.

To those who have yet to complete and return the form please do so as soon as possible and before it gets mislaid or lost.

Final individual membership for the year showed a very satisfactory increase of 22.14%. It is hoped that 1969 will be even better and all members are requested to encourage their canoeist friends who are not already members to join the Union. The more members we have the stronger our cause in negotiating in matters of access to rivers and waterways and with Local Authorities and Government in providing canoeing facilities.

Full details of membership will be found in the Annual Report which is printed elsewhere in this issue.

We must apologise for a delay which occurred during October/November in the despatch of 1969 membership cards due to the installation of a new membership recording machine. When fully installed with the transfer of the information from the old machine to the new completed, the processing of membership will be greatly improved.

The Annual General Meeting and the 1969 Conference and exhibition have been separated. The A.G.M. will be held in Sheffield and Rodney Baker has been working hard at the organisation and arrangements for the past six months. Full details will be found elsewhere in this issue and from all accounts a very good time should be had by all who attend. Mark Saturday the 25th January 1969 in your diary as it is a day not to miss.

The Conference and Exhibition will again be held at the Crystal Palace on Saturday, 8th February 1969 and an excellent and exciting programme has been arranged. Again full details will be found included with this issue together with reservation forms. Book early so as not to be disappointed as a record crowd is expected.

Limited accommodation is available at the Crystal Palace Hostel at £3 10s. 0d. per head which includes dinner on Friday with full board up to lunch on Sunday. If you wish to spend the week-end, firm bookings with a full remittance should be forwarded to me at 26 Park Crescent, immediately.

## LIFE JACKETS

## Standard Minimum Buoyancy

There is reason to believe that the minimum buoyancy permitted by the British Standards Institute under their kite mark number 3595 is proving too high to allow for swimming downwards in an emergency.

The B.C.U. Safety Committee would, therefore, be very grateful if anyone who has been held in a "stopper" wave, and has been unable to get out until he has removed his life jacket, or has had great difficulty in getting out in spite of its not being in any way inflated, or anyone who has found himself in a position of having to swim downwards and been unable to do so, would let the Safety Committee have a full and detailed account of the incident. It may be that some people have watched such an incident, and can tell us about it. Please write to the honorary secretary of the Safety Committee, Mr. J. E. Saunders, 5, Hall Drive, Burton-on-the-Wolds, Loughborough, Leics.

## competition

## OLYMPIC CANOEING RESULTS, 1968

British best performances in Mexico shown in each case.

K.1, Men 1,000 m.	
1. N. Alex (Hungary)	4:02.63
2. A. Shaparenko (Russia)	4:03.58
3. E. Hansen (Denmark)	4:04.39
(5. G. Davlin (GB) reached 5th in Semi-final. Best time 4:14.53)	
K.2, Men 1,000m.	
1. Shaparenko/Horovov (Russia)	3:37.54
2. Piffner/Bossanyi (Hungary)	3:38.44
3. Sebald/Pfaff (Austria)	3:40.71
(Lawler/Whitty (GB) reached 5th in Semi-final. Best time 3:55.05)	
K.1, Men 1,000 m.	
1. Norway	3:14.38
2. Rumania	3:14.81
3. Hungary	3:15.10
(Wilson/Eldwards/Meen/Oliver (GB) reached 5th in semi-final. Best time 3:25.48)	
K.1, Women 500 m.	
1. E. Vinarska (Russia)	2:11.09
2. R. Bremer (W. Germany)	2:12.72
3. V. Dumitru (Rumania)	2:13.22
(S. Jackson (GB) reached 5th in semi-final. Best time 2:13.06)	
K.2, Women 500 m.	
1. Zimmerman/Eiser (W. Germany)	1:56.44
2. Piffner/Bossanyi (Hungary)	1:58.60
3. Pinaev/Serdinia (Russia)	1:58.61
(Oliver/Meen (GB) reached 8th in Final. Best time 2:05.70)	
K.1, Men.	
1. T. Tatal (Hungary)	4:36.14
2. D. Lewe (W. Germany)	4:38.31
3. V. Galkov (Russia)	4:40.42
K.2, Men.	
1. Patsalichin/Cavalchio (Rumania)	4:07.18
2. Videmann/Petrikovics (Hungary)	4:08.77
3. Prokuptev/Znatonov (Russia)	4:11.30

## ARON DESCENT

1st Aug  
 Led by R.1 and fastest canoe overall N. Jackson

## 7TH BRIBGIO DESCENT

15 Aug  
 K.1,  
 1. G. Mackenzie (1st Junior)

K.2,  
 1. V. Beavis/D. Rogers (2nd Junior K.2)

First team - Great Britain

CROSSING OF THE LIMPIAS

12 Aug  
 K.1,  
 1. S. Hollier

K.2,  
 1. S. Jackson

K.3,  
 1. S. Hollier

K.4,  
 1. S. Jackson

K.5,  
 1. V. Beavis/D. Rogers (1st Juniors)

K.6,  
 1. S. Hollier

K.7,  
 1. S. Jackson

K.8,  
 1. V. Beavis/D. Rogers (1st Juniors)

K.9,  
 1. S. Hollier

K.10,  
 1. S. Jackson

K.11,  
 1. V. Beavis/D. Rogers (1st Juniors)

K.12,  
 1. S. Hollier

## 32ND BELLA DESCENT

Spain, 4 Aug

(32 competitors from 19 nations)

1. S. Ash/J. Day

2. W. Beavis/D. Rogers (3rd Junior K.2)

10. G. Evans (1st K.1.)

20. G. Mackereth (1st Junior K.1.)

First team - Great Britain

4TH NALON ASCENT

7 Aug

K.2,  
 1. C. Baker/M. Giddings

5. D. Blackmore/H. Leach

6. W. Beavis/D. Rogers (1st Juniors)

K.1,  
 1. C. Evans

2. N. Jackson

3. S. Hollier

First team - Great Britain

FAY RIVER RACE

11 Aug

Silom Kayaks,  
 1. R. W. Crane, HMS Caledonia 52.05

2. G. K. Corring, Goodlyburn 57.25

3. K. Ratliff, Aberdeen U. 58.00

Mixed Singles,  
 1. J. Wood, HMS Caledonia 55.32

2. S. Sharp " " 55.54

3. K. Bryce, Kyle 55.53

GOUDOCK L.D. RACE

1 Oct

Singles,  
 1. J. Young, Forth 1:27.40

2. A. Montau, Glasgow U. 1:23.33

3. D. W. Golightly, Forth 1:32.20

Doubles,  
 1. Bryce/Bryce, Kyle 1:09.12

2. Cubbill/Riddell, Forth 1:20.59

3. Anderson/Bryce, Scottish Hostellers, Kyle 1:27.46

L&E & STORT L.D. RACE

22 Sept

Senior K.1,  
 1. C. Baker, Royal 1:42.40

2. B. Leach, Richmans 1:44.50

3. G. Chester, Boston 1:50.20

Junior K.1,  
 1. W. Baker, Harlow 1:21.25

2. H. Billen, Richmond 1:23.30

3. J. Vesley, Nottingham 1:24.00

Ladies K.1,  
 1. W. Baumeister, Richmond 1:32.20

2. D. Lawler, Richmond 1:39.30

Senior K.2,  
 1. Greer/Stansley, Cambridge 1:36.08

2. Blackmore/Lawler, Richmond 1:36.30

3. Mackereth/Leah, Harlow 1:36.50

Junior K.2,  
 1. Taylor/Parham, Richmond 1:19.00

2. Kearns/Perry, J.L., R.E. 1:26.15

3. Catchpole/Jeans, " " 1:31.35

Ladies K.2,  
 1. Taylor/Parham, Nottingham 1:44.30

Senior Class 3,  
 1. S. Hatton, Harlow 1:51.00

2. W. Barton, Richmond 1:53.15

3. D. Alexander, 2 Div Signals 1:54.00

Junior Class 3,  
 1. P. Williams, Harlow 1:29.20

2. J. Edmondson, R.C.F. 1:30.00

3. D. Harlow, Bennet Valley 1:34.10

Ladies Class 3,  
 1. S. Pluthera, C.T.C. 1:48.50

Senior Class 2,  
 1. Sidney/Sidney, Eagle 1:47.25

2. Beers/Foulger, Harlow 1:51.20

3. Pereira/Shepherd, Richmond 1:52.00

104 M. REGATTA, HAYLING

18 Aug

1. J. Biddle

2. A. Oms

3. G. Biddle

SERPENT'S TAIL SLALOM DIV I.

3 Nov

Men's K.1,  
 1. R. Langford, Manchester 184

2. H. Dyer, Riverside 186

3. J. Vasilov, Manchester 188

Ladies K.1,  
 1. P. Spurge, Lamington 257

2. H. Goodman, Lelkeland 383

3. A. Keezie, Sunderland 397

C.1,  
 1. Witter/Witter, Chester 309

2. Gnoddy/Coart, N. Staffs. 341

3. Brown/ Woods 319

C.1,  
 1. G. Dinadale, Chalfont Park 303

2. A. Hiley, Windsor 485

3. D. Patrick, Midland 500

Team Event,  
 1. Worcester 449

2. Manchester A 507

3. Chester 517

BOE ESTUARY RACE

1 Sept

K.1, Senior,  
 1. S. Hollier, Royal 1:28.00

2. P. Lawler, Richmond 1:29.00

3. A. Chapman, Royal 1:31.15

K.1, Junior,  
 1. M. Whitty, Richmond 1:36.05

2. P. Hopkins, Royal 1:45.18

3. N. Ward, Exeter 1:49.05

K.1, Ladies,  
 1. G. Oliver, Southampton 2:06.05

K.2, Senior,  
 1. Day/Abb, Harlow 1:25.15

2. Moore/Parsons, K.C.C. 1:30.00

3. Tandy/Parsons, Reading/Avon 1:30.50

K.2, Junior,  
 1. N. Taylor/Blinn, Richmond 1:37.25

2. Halford/Carperter, Exeter 1:39.00

3. Bailey/Martin, E.Y.W. 1:41.35

Class 3a,  
 1. W. Greenaway, Richmond 1:51.05

2. A. Allan, P.C.C. 1:53.20

3. G. Eary, H.V.S. 2:12.00

Class 3c and 3d,  
 1. G. Allan, P.C.C. 1:58.40

2. P. Roberts, H.V.S. 2:03.30

3. B. Coles, P.C.C. 2:15.00

Class 4a,  
 1. K. Pereira/Lawler, Richmond 1:46.00

2. Richardson/Sneath, C.T.C. 2:01.22

3. Moore/Foster, Chipmagna 2:06.08

Class 4b,  
 1. S. Harris/Penke, H.V.S. 1:47.15

2. Iratchard/Lawrence, G.C.C. 2:07.60

3. Hughes/Wills, W.A.A. 2:21.55

BRITISH OPEN L.D. CHAMPIONSHIP 7 Sept

Open Senior Singles,  
 1. G. Leach, Harlow 2:04.20

2. A. Wilson, Scotland 2:06.36

3. P. Anderson, Denmark 2:10.20

Open Senior Doubles,  
 1. Oliver/Lockwood, Winc. 1:59.57

2. Sera/Jung, Sweden 2:01.04

3. Mahrle/Holtschauer, Austria 2:20.20

Open Junior Singles,  
 1. M. Whitty, Richmond 1:26.00

2. H. Baker, Harlow 1:31.40

3. H. Watkins, Ireland 1:31.41

Open Junior Doubles,  
 1. Sumners/Lockwood, Notts. 1:27.40

2. Martin/Bulley, Bourne Y.V. 1:26.00

3. Read/Billen, Richmond 1:29.16

Open Ladies Singles,  
 1. P. Spurr/Edn. Royal Lamington 1:37.35

2. A. Hunkinson, Royal 1:43.00

3. G. O'Connor, Dublin 1:48.30

Open Ladies Doubles,  
 1. McGree/Lawrence, Ireland 1:39.45

2. Baumeister/Lawler, Richmond 1:45.15

3. Gray/Baker, Nottingham 1:58.25

PLAYER'S 500 M OPEN INTERNATIONAL

SPRINT REGATTA 8 Sept

Senior K.1,  
 1. F. Tesch, Sweden 2:11.05

2. L. Oliver, Lincoln 2:12.00

3. A. Wilson, Scotland 2:12.08

Senior K.2,  
 1. Lawler/Whitty, Richmond 2:01.04

2. Tesch/Bergstrom, Sweden 2:01.07

3. Magana/Sanderhof, Denmark 2:05.07

Junior K.1,  
 1. Lawler/Whitty/Avery/Dyer 1:54.07

2. Hupf/Simpson/Habrie, Holchester 1:57.06

Senior K.1, Relay,  
 1. Lawler/Whitty/Avery/Tesch 9:49.04

2. Wilson/Oliver/Edwards/Meen 9:52.00

3. Basher/Hollier/Jordan/Dvornak 10:01.08

Junior K.1, Final,  
 1. G. Mackereth, Harlow 2:20.09

2. H. Dyer, Riverside 2:21.00

3. K. Kison, Harlow 2:21.04

Junior K.2,  
 1. Dyer/Greenaway/Riverside/ 2:07.05

2. Greenaway/Lawler, Richmond 2:08.04

3. Simpson/Varren, 63rd Para. Sqn. R.C.F. 2:08.04

Junior K.4,  
 1. Leach/Blackmore/Greenaway/Dwson 2:05.02

2. Hatchler/Concock/Gilmour/Peterson 2:04.06

Junior K.1, Relay,  
 1. Leach/Mackereth/Jackson/Kison 10:23.08

2. Leach/Blackmore/Greenaway/Dwson 10:33.01

3. Royle/Royle/Kennedy/Chester 10:59.08

Ladies K.1,  
 1. S. Jackson, Royal 2:29.02

2. L. Oliver, Southampton 2:29.05

3. R. Meen, Harlow 2:36.05

1. Oliver/Meen, S'ton Harlow 2:06.05

2. Dawson/Jackson, Richmond/ 2:31.05

3. Baumeister/Lawler, Richmond 2:55.04

Ladies K.1,  
 1. Spurre/Dawson/Jackson/Gray 3:18.03

2. Oliver/Hunkinson/Baker/ 2:24.09

3. Meen/Baumeister/Lawler/Purser 2:25.09

Youth K.1,  
 1. M. Whitty, Richmond 2:28.03

2. H. Baker, Harlow 2:28.06

3. G. Martin, Bourne Y.V. 2:34.00

Youth K.2,  
 1. Willey/Martin, Bourne Y.V. 2:20.04

2. Miley/Read, Richmond 2:20.07

3. Sumners/Lockwood, Notts. 2:25.06

Class 2a,  
 1. G. Leach, Harlow 2:25.00

2. - Alexander, 2nd Div. Signals 2:35.00

3. - Bingham, " " 2:41.03

Class 2b,  
 1. Wilkinson/Bull, 2nd Div. Signals Regt. 2:35.00

2. Alexander/Bingham, " " 2:41.03

3. Wink/Pawley, " " 2:49.02

Class 3 Youth Singles,  
 G. Offiter, Stanton Hill Sch Paddle Over.

Class 4 Youth Doubles,  
 Keane/Hayden, J.L. R.E. Paddle Over.



LENS SALOM DIV. II 14/13 Sept 4
1. - Leeming, Worcester 76.1
2. - Woolf, Lakeland 77.8
3. - Moore, Oxford Ind. 80.3
Ladies
1. J. Hall, Manchester 97.4
2. L. Calverley, Leeds 108.1
3. J. Tupper, Forth 181.1
C.G.
1. Brown/Woods, Midland 279
2. Yates/Edge, Nelson 292
3. White/Tecton, Midland 512
C.L.
1. J. Patrick, Midland 321
2. - Kennedy, Manchester 379
Team Event
1. Midland 253
2. Birmingham 345
3. Reading A 186
Open Team
1. Lakeland B 277
2. Leeds G 293
3. Leeds B 376
Judges Event
1. K. Langford, Manchester 143
2. R. Calverley, 152
3. M. Swallow, Chester 149
ILANGOLEN TOWN SALOM
Div. I
1. K. Wickham, Sunderland 2
2. K. Langford, Manchester 3
3. R. Calverley, " 4
Ladies
1. A. Keerie, Sunderland 1
2. H. Goodman, Lakeland 2
3. P. Squires, Lenington 3
C.L.
1. G. Dinahle, Chalfont 2
2. D. Patrick, Midland 2
3. J. Court, N. Staffs. 3
C.G.
1. Court/Goodwin, N. Staffs. 2
2. Hastings/Hope, Lenington 3
3. Witter/Woodhouse, Chester 3
Team
1. Manchester 2
2. Chester 3
3. Ladies 3
Senior Men K.L. 500 m. 1968
1. L. Oliver, Lincoln 2:17.00
2. A. Wilson, Ayrshire 2:17.02
3. P. Lawler, Richmond 2:21.08
Junior Men K.L. 4 x 500 m.
1. Lawler/Perrett/Kidd/Billen, Richmond 9:30.00
2. Ayrshire, 9:34.06
3. Boyle/Chester/Kennedy/Boyle, Boston 10:12.20
Senior Men K.L. 1000 m.
1. L. Oliver, Lincoln 4:27.03
2. Wilson, Ayrshire 4:27.06
3. H. Mean, Harlow 4:28.04
Junior Men K.L. 1000 m.
1. J. Kidd, Richmond 4:37.00
2. Perrett, Richmond 4:41.01
3. G. Chester, Boston 4:45.01
Senior Men K.2, 500 m.
1. Mean/Wilson/Harlow/Boyl 1:56.01
2. Boyle/Whitty, Richmond 1:59.09
3. Edwards/Oliver/Vorces/Lincoln/05.08
Novice Men K.2, 500 m.
1. Farnock/Gilmore, Ayrshire 2:25.04
2. Kennedy/Willson, Richmond 2:27.08
3. Roberts/France, Reading 4:45.01
Senior Men K.2, 500 m.
1. Mean/Oliver, S/Lon/Harlow 2:25.04
2. Wilson/Boonham, Richmond 2:27.08
Junior Men K.L. 500 m.
1. J. Kidd, Richmond 2:21.06
2. M. Batchelor, Ayrshire 2:22.02
3. H. Brockie, Ayrshire 2:27.04
Senior Men K.4, 1000 m.
1. Lawler/Avery/Whiteby/Glavin, Richmond 4:45.00
2. Wilson/Edwards/Meen/Oliver, Richmond 4:47.06
3. Juy/Coff/Warren/Stimpson 4:51.08
Junior Men K.2, 500 m.
1. Lawler/Gilw, Richmond/Army 2:19.00
2. Dyer/Hillson, Riverside 2:16.00
3. Boyle/Batchelor, Ayrshire 2:16.04
Youth Men K.L. 200 y.
1. H. Billen, Richmond 1:38.09
2. C. Tannek, Ayrshire 1:39.06
3. Kennedy, Boston 1:40.09
Novice Men K.L. 500 m.
1. G. Tannek, Ayrshire 2:43.06
2. N. Kennedy, Boston 2:43.08
3. Martin, Southampton 2:46.06
Junior Men K.2 1000 m.
1. Perrett/A N Osher, Richmond 4:35.02
2. Cloy/Lawler Army/Richmond 4:45.00
3. Boyle/Chester, Boston 4:47.01
Senior Men K.2 1000 m.
1. Edwards/Oliver, Vorces/ 4:18.02
2. Glavin/Lawler, Richmond 4:20.00
3. Mean/Wilson, Harlow/Ayrshire 4:21.00
Women K.L. 500 m.
1. L. Oliver, Southampton 2:43.03
2. H. Mean, Harlow 2:49.05
3. P. Squires, Royal 2:52.06
Youth Men K.2, 500 m.
1. Dyer/Hillson, Richmond 2:35.07
2. Smith/Farthing, Richmond 2:38.05
3. Kennedy/Leed, Boston

Senior Men K.V. 4 x 500 m.
1. Lawler/Avery/Whiteby/Glavin, Richmond
2. Wilson/Edwards/Meen/Oliver, Richmond
3. - Greenaway, Richmond
Junior Men K.L. 1000 m.
1. Army Game Union 4:07.05
2. Richmond A. 4:18.04
3. Ayrshire 4:22.01
2ND NELLA DECHONT, SPAIN 4 w/c
(527 competitors from 12 nations)
Heavis/Bogers, 3rd Junior K.2.
C. Wynn, 1st K.L.
G. Mackereth, 1st Junior K.L.
First Team - Great Britain

TRINITY HEMEL HURCE
Class 1a.
1. - Nilson, Harlow 2:35.23
2. - Holliver, Hatfield 2:37.20
3. - Greenaway, Richmond 2:37.25
Class 2a.
1. Leach/Blackmore, Richmond 2:23.30
2. Schenno/Gray, Easingw/Botts. 2:25.33
3. Beers/Poulter, Harlow 2:48.30
Class 3a.
1. - White, N.C.K.C. 2:50.00
2. - Bekins, Lincoln 3:00.19
3. - Lintern, Bradford 3:01.25
Class 4a.
1. Dawson/Portera, Richmond 2:25.30
2. Luncefield/Cottle, Bradford 3:36.46
3. Holroyd/Shepherd, Lincoln 3:08.30
Class 5a.
1. Lawler/Baumister, Richmond 1:16.25
2. Gray/Baker, N.C.K.C. 1:28.31
Class 1b.
1. H. Billen, Richmond 1:09.37
2. - Wesley, N.C.K.C. 1:13.00
3. G. Tatum, Newham 1:17.37
Class 2b.
1. Baker/Phelps, Harlow/Newham 1:09.30
2. Lockwood/Sumner, N.C.K.C 1:11.15
3. Taylor/Parnham, Richmond 1:14.00
Class 3b.
1. J. Farthing, Richmond 1:16.32
2. - Smith, Richmond 1:18.55
3. - Audley, Leicester 1:19.00
Class 4b.
1. Millburn/Thomas, Norton 1:19.15
2. Poles/Royal, Richmond 1:21.26
3. Higgins/Good, Norton 1:21.40
DUNSTON HEMETTA 28 Sept
Junior K.L.
1. S. Kitson, Harlow 1:45.02
2. G. Mackereth, Harlow 1:45.09
3. G. Chester, Boston 1:47.04
Novice K.L.
1. - Pawlow, Royal Signals 1:50.04
2. G. Mackereth, Harlow 1:52.02
3. J. Phelps, Newham 1:53.05
Senior K.L.
1. S. Kitson, Harlow 1:42.04
2. G. Mackereth, Harlow 1:42.05
3. H. Avery, Richmond 1:42.06
K.2 Junior
1. Mackereth/Hoare, Harlow 1:55.01
2. Nilson/Lawler, Harlow 1:57.02
3. Chester/Baker, Richmond/Loyal 1:38.03
K.2 Senior
1. Mackereth/Avery, Richmond 1:55.05
2. Lilly/Lawler, Lincoln/Richmond 1:36.03
3. Kitson/Hoare, Harlow 1:41.08
K.2 500 m.
1. Pawlow/Zink, Royal Signals 1:43.08
2. Taylor/Parnham, Richmond 1:45.00
3. Nay/Kennedy, Boston 1:45.09
Youth
1. H. Avery, Richmond 1:42.05
2. D. Hoare, Birmingham 1:42.06
3. G. Chester, Boston.
Novice K.L.
1. Bowen G. 1:55.09
2. Cambridge University A. 1:56.01
Boston Juniors
1. J. Farthing, Richmond 1:27.04
2. D. Johns 2:21.03
3. C. Jay-Kiln 2:22.04
Sen Seniors
1. T. Brown 2:15.05
2. - Purn 2:34.05
3. - Taylor 2:41.00

LONDON HURVE RACE 1968
D.L. J.M. P.R.K. Trophy
1. J. Farthing, Richmond 38.17
2. G. Kolar, Richmond 39.07
3. H. Priest, Richmond 39.31
K.2 J. J. Prista Trophy
1. Kolar/Priest, Richmond 45.23
2. Bryan/Dunne, London Pol. Cent. 46.57
3. Harvey/White, Caterham 48.18
K.L. J. J. Stuntants Cup
1. H. Billen, Richmond 22.02
2. M. Taylor, Richmond 22.03
3. H. J. Stuntants Medal
1. Parnham/Taylor, Richmond 17.03
2. Billen/Farthing, Richmond 17.10
3. Harris/Roberts, Hyde Venture 17.25
K.2 J. J. Stuntants Cup
1. S. Holtzer, IHC Ind. 2:55.30
2. D. Capps, IHC Ind. 2:56.00
K.2 N. C. K. C. Trophy
1. H. Hooper/Shepherd, Lincoln 2:56.00
2. Grainger/Tait, Caterham 3:06.00
3. G. L. Smith, Canadian C.A. 3:21.00

K.L. SM. Les Bird Trophy 2:38.32
1. G. Richardson, RMU Ind.
2. D. Keates, Canoe Touring 3:09.00
K.2 SM. London Shield
1. Blackmore/Dawson, Richmond 2:16.00
2. Avery/Hillson, Richmond 2:16.30
3. Parnham/Taylor, Richmond 2:25.00
TILVOR ROCKS SALOM \$
Div. III
1. R. Baker, Slough 73.2
2. H. Evans, Slough 75.0
3. D. Green, Llandovery 75.6
Ladies
1. J. Barber, Chalfont 115.2
2. J. Martin, Midland 115.1
3. W. Horne, Leeds 125.8
C.G.
1. Peilden/Edwards, Cambridge U 250
2. Barber/Barber, Chalfont 304
3. Icton/White, Midland 365
C.L.
1. C. Jefferies, Leeds U. 293
2. G. Hill, Chalfont 305
Team Event
1. Itchen Valley 709
2. Scratch A 779
3. British Nylon Spinners 814
Novices
1. J. Davies, Chester 189
2. A. Madcliffe, Halifax 203
3. C. Jefferies, Leeds 212

CAMBRIDGE UNIVERSITY L.D. RACE
Class 1a.
1. N. Jackson, Harlow 1:56.10
2. G. Avery, Richmond 1:57.17
3. G. Mackereth, Harlow 1:57.22
Class 1b.
1. R. Billen, Richmond 1:11.51
2. G. Tatum, Newham 1:15.15
3. G. Tatum, Newham 1:16.35
Class 1c.
1. L. Boster, Royal 1:39.07
Class 2a.
1. Greenaway/Blackmore, Richmond/1.55.17
2. Stonely/Green, CUOC 1:51.25
3. Bennett/Brooks, Viking 1:59.01
Class 2b.
1. Baker/Phelps, Harlow 1:09.08
2. Parnham/Taylor, Richmond 1:11.10
3. Anderson/Taylor, Hyde 1:14.02
Class 2c.
1. Lawler/Harson, Richmond 1:17.21
2. Baker/Pettit, Nottingham 1:34.04
3. G. Yeobaker, 1:36.08
Class 3a.
1. J. Gray, Leicester U. 2:13.11
2. H. Hoakins, Bradford 2:19.28
3. H. James, Harlow 2:21.09
Class 3b.
1. J. Hammond, Finchurst 1:21.34
2. J. Farthing, Richmond 1:23.45
3. D. Williams, Harlow 1:25.21
Class 3c.
1. M. Wilburn, CTC 2:13.16
2. R. Lubosova, Richmond 2:14.00
3. W. Muir, Richmond 2:15.10
Class 4a.
1. G. Colley/Vare, Bradford 2:08.45
2. Vurcha/Davis, Bradford 2:09.23
3. Sneli/Marshall, Exeter 2:15.47
Class 4b.
1. Roberts/Venke, Hyde 1:18.23
2. Hayden/Jones, J. H. 1:19.01
3. Anderson/Kocher, Hyde 1:20.19

BOLTON OLES SALOM 13 Oct
Div II.
1. S. Oatley, Chester 64.0
2. P. Lampitt, Worcester 64.5
3. G. Swanson, Reading 68.4
Ladies
1. J. Hall 91.6
2. J. Howe, Chalfont 129.3
C.L.
1. D. Sibley 105.1
2. J. Albert, Chalfont 133.2
C.G.
1. Doncaster/Lampitt, Worcester 94.9
2. Wood/Rowe, Midland 105.3
3. Thomas/Sutton, Manchester 120.2
Team.
1. Reading A 719
2. Leeds 778
3. Soar Valley 786

3 LADS CHIDISHING SALOM 21/22 Sept
1. Harbour/Paterson 10.33
2. Goldberg/Aygs 10.53
3. Duncan/Dryce 13.54
Ladies
1. J. Hall 91.6
2. J. Howe, Chalfont 129.3
C.L.
1. D. Sibley 105.1
2. J. Albert, Chalfont 133.2
C.G.
1. Doncaster/Lampitt, Worcester 94.9
2. Wood/Rowe, Midland 105.3
3. Thomas/Sutton, Manchester 120.2
Team.
1. Reading A 719
2. Leeds 778
3. Soar Valley 786

DUNSTON L.D. RACE 29 Sept
Senior K.L.
1. W. Mean, Harlow 2:03.20
2. S. Kitson, Harlow 2:10.05
3. G. Mackereth, Harlow 2:15.15
Senior K.2.
1. Hollier/Ray, Harlow 1:58.05
2. Stonely/Green, Cambridge 2:05.20
3. Leach/Blackmore, Richmond 2:05.24
Senior 3a.
1. H. Greenaway, Richmond 2:29.39
2. - Alexander, Royal Signals 2:29.41
3. - Ningsham, Royal Signals 2:39.09
Senior 3b.
1. Perrett/Lawler, Richmond 2:19.25
2. Wilkenson/Hill, Royal Signals 2:20.13
3. Sidney/Sidney, Snyls 2:20.54

Junior K.L.
1. H. Baker, Harlow 1:20.42
2. R. Billen, Richmond 1:22.56
3. J. Phelps, Newham 1:24.10
Junior K.2.
1. Taylor/Parnham, Richmond 1:17.34
2. May/Kennedy, Boston 1:18.40
3. Dean/Stansley, Havelly Grange 1:26.40
Junior 2b.
1. Smith, Richmond 1:35.24
2. D. Bell, Boston 1:40.22
3. - Halshead, Eagle 1:42.09
Ladies
1. W. Baumister, Richmond 1:33.05
2. D. Lawler, Richmond 1:40.51
3. W. Muir, Richmond 2:13.00
Nov.
1. Cox/Newman, Nottingham 1:35.55

HURHAM - PINCHALE ARMY 21 Sept
RIVER RACE
1. P. Coxon, Wingate 38.35
2. J. Hodgson, Wingate 42.05
3. Clegg/Bradley, Wingate 42.43
KYLE CANOE CLUB REGATTA 12 May
Senior K.L.
1. W. Reichenstein, Newmils YC.
2. B. Roberts, Ayrshire
3. D. Batchelor, Irvine
Touring
1. K. Bryce, Kyle
2. C. Tannek, Newmils YC
3. - Shurrp, RMS Caledonia
Slalom
1. Batchelor, Irvine
2. - Dyer, A'Chruach
3. J. Gilmore, Ardrossan
Hazel K.2.
1. H. Brierley, Kyle
Junior K.2.
1. Bryce/Bryce, Kyle
Junior K.L.
1. Brockie/Gilmore, Ayrshire

RAM TO BRADFORD ON AVON 26 May
L.D. RACE
Class 1a.
1. S. Clarke, Cambridge 2:00.05
2. M. Giddings, Royal 2:07.30
3. S. P. Kitson, Harlow 2:10.10
Class 1b.
1. J. Phelps, Newham 1:54.50
2. J. Radford, Exeter 1:59.30
3. C. Tatum, Newham 2:00.00
Class 2a.
1. Stonely/Green, Cambridge 1:59.50
2. Blackmore/Kidd, Richmond 2:00.00
3. Ash/Hillon, Harlow 2:02.45
Class 2b.
1. Wortley/Carpentar, Exeter 1:41.46
2. Gov/Tarrant, Waterside 1:43.55
3. Roberts/Fraser, Hyde V.C. 1:50.50
Class 3a.
1. Basher/Phenkinson, Hoyal 1:54.30
2. Baker/Baker, Nistic C.K.C. 2:13.15
Class 3b.
1. J. G. Grey, Nistic C.K.C. 2:24.50
2. P. Schmitt, Exeter 2:25.25
3. R. Lanefield, Bradford/Avon 2:35.05
Class 3c.
1. Hammond, Finchurst 1:32.55
2. B. Golder, Wolverhampton 2:00.30
3. D. Gunniff, Bradford/Avon 2:20.20
Class 4a.
1. Parnham/Davies, Bradford/A 2:18.45
2. Vary/Dutton, Bradford/Avon 2:20.30
3. Yates/Acton, Wolverhampton 2:27.55
Class 4b.
1. Parkin/Hawkins, RAF Halton 2:01.50
2. Bony/Grenkley, Havelly Gr 2:03.45
3. Cowley/Leed, Norton 2:11.55
Class 4c.
1. Tandy/Whester, Bradford/A 2:30.10
2. Bryant/Coombes, 2:37.30
3. Taylor/Wharry, Clevedon 2:05.10

GRANDTUNLEY DIV. I SALOM 1 Sept
Men's K.L.
1. K. Wickham, Sunderland 78
2. K. Langford, Manchester 78.5
3. J. Macleod, Manchester 78.9
Ladies
1. A. Keerie, Sunderland 101.7
2. H. Goodman, Lakeland 122.4
3. P. Squires, Coventry 117.5
C.G.
1. Miller/Gittler, Chester 99.0
2. Court/Goodwin, Lakeland 122.4
3. Hastings/Hope, Lenington 145.2
Team Event
1. Manchester A 208
2. Chester 213
3. Leeds A 220

CHILMERTON YOUTH RACE 6 Oct
Youth Double (16-19)
1. Chadwick/Smith, Leaden P.C. 1:21.04
2. Hayward/Pattin, " 1:25.02
3. Bayley/Hamilton, " 1:48.36
Youth Single (15-16)
1. L. Stevens, Rillie School 1:31.26
2. M. Tarry, " 1:31.45
3. A. Aronov, Essex Howe School 33.04
C.L.
1. W. Mean, Harlow 2:03.20
2. H. B. Renshaw, Newham 1:54.15
3. N. Jones, Newham 2:28.40

# THE AGM GOES TO SHEFFIELD

The Sheffield Canoe Club hopes that however onerous your canoeing discussions prove to be, AGM Day 1969 will long be remembered for the hospitality offered to all who attend.

## Free Lunch

Lunch is being provided in the College Canteen FREE, thanks to the generosity of the Lord Mayor and Corporation of the City of Sheffield. But you must book in advance! The menu reads—Soup or Fruit Juice, Roast Lamb and Vegetables, Fruit Pie and Custard and Coffee.

From 4 p.m. until 5.40 p.m. the SCC will be running a snack bar in the canteen; profits to the club.

The Lord Mayor will formally open the proceedings of the AGM at 6 p.m.; members are requested to be in their seats by 5.55 p.m.

## Folk Group

Following the AGM comes an innovation. At 9 p.m. we move to "Atkinson's" for an informal buffet supper where a vast selection of good food can be had in very comfortable surroundings. There will be a 'well-stocked' bar including a selection of draught beers. To emphasize the informality of the occasion, towards the end of the evening the S.C.C. will present a folk song session led by the STEEL CITY PADDLERS—our own Folk Group. The cost of this function is 17/6d. per head, plus what you spend at the Bar.

If a buffet supper does not sound much, here is the menu—roastnorfolk turkeyroast beefroastlegofEnglishporkEnglishgammonox tongueroastchickenlegsgilledlambcutletsassortedsalads&picklesassortedsandwichescrabsmokedsalmonbeeffurkeygammonhamchipolata sausagescheestravwsausagerollssardineson toastfreshpastriesfruitsaladandcreamsherry trifle.

Please book now to avoid missing the 'do'. We regret that no tickets other than any 'returns' will be available on the day.

## Air Bed Accommodation

Thanks to the City Youth Officer and the Club Warden there will be ample overnight sleeping-bag and air-bed accommodation at the Park Youth Club. This is a purpose built centre situated within the structure of the world-famous Hyde Park Flats. Built less than two years ago the club is really lush with every convenience including hot and cold showers for both sexes. We believe that here we can bed down nearly two hundred members. You will not have to book in advance for this accommodation, but don't forget your sleeping-bag and air-bed. A 2s. charge will be made which will go to the P.Y.C. funds. The Club can provide breakfast at 3/6d., per head. You must book in advance for breakfast. If too few do so, we shall cancel this meal and your money will be returned on A.G.M. day, when you will be advised of alternatives.

Please complete booking form supplied with the 'C in B' immediately and send it off today to the Secretary.

## Access & the Transport Act 1968

The access provisions in the Countryside Bill about which we wrote in the June 1968 issue of 'Canoeing in Britain' were unchanged when the Bill became an Act. But the Access Committee was also very concerned about the far-reaching changes made by Part VII of the Transport Bill in the law relating to canals and navigations under the control of British Waterways Board, and a new procedure for closing other dis-used canals and navigations by an Order of the Minister of Transport.

As regards the former, the Minister's main aim has been to implement the White Paper on the use of British Waterways canals, etc., for "cruising". They are divided into three categories: "commercial", "cruising" and the rest. The Board has to keep the first two categories in an appropriate condition, but the "rest" are to be dealt with

as seems most appropriate—put on a "care and maintenance" basis, using as water-channels, filled in, disposed of, and so on. The obligation to maintain inland waterways controlled by British Waterways Board for "navigation" under numerous local Acts passed during the last 200 years or so is removed, but use for recreational boating would be possible by licence of the Board.

In the House of Commons discussion of these provisions was largely frustrated by the "guillotine" time-table made necessary by the political controversy about the rest of this long Bill, and amendments put down at the suggestion of the Union in order to safeguard the position of non-powered boats on natural watercourses were not fully discussed. In the House of Lords the British Waterways provisions were fiercely contested on behalf of the Inland Waterways Association and others interested in canals and navigations for recreational use, but they

### Bed and Breakfast

David Cook, the Deputy Warden of Hol-lowford Conference Centre at Castleton, some 16 miles northwest of Sheffield has offered to put up members for bed and breakfast at a cost of 12/6d. per person. If you wish to take advantage of David's offer, please make your own arrangements with him in advance.

Come to the BCU AGM and bring your canoeing friends.

### Guides

SCC Guides will be available to lead you from Granville College to Atkinson's and

from there to the Park Youth Club.

Sheffield is a very progressive City and its rebuilding programme is very well advanced; it is well worth a visit for its own sake. Sheffield is only 15 minutes drive from the Peak District. For those not involved in the several Committee meetings the shopping area will prove a delight to see even if you cannot buy. In the College foyer you will find 'information' and 'accommodation' bureaux. Bring your 'C in B' agenda with its map.

See you in Sheffield January 25th.

RODNEY BAKER.

## BCU AGM DAY PROGRAMME

11.00 hrs.		Publicity Sub-Committee & British
Noon		Universities Canoeing Assn. Meetings
13.00 hrs.	Lunch served by College Staff.	
14.00		
15.00		Touring, Long Distance, Slalom and
16.00		Sprint Committee Meetings
17.00	Snack Bar (Sheffield C.C. Ladies).	Coaching get-together
18.00		Lord Mayor received, followed by
19.00		<b>ANNUAL GENERAL MEETING</b>
20.00		
21.00		Sheffield C.C. guides guests to 'do'
22.00	Buffet Supper at Atkinson's.	
23.00		
Midnight		Sheffield C.C. guides guests to bed

did not succeed in getting the provision abolishing the local Act obligations removed. Consequently the Access Committee decided to concentrate on the other clause relating to canals, etc., *not* controlled by British Waterways.

In September representatives went to the Ministry of Transport to discuss the effect of Part VII on the availability of waterways for non-powered small boats, and particularly emphasized the crippling effect of legal changes that might put a waterway now used without question for recreational boating into a position where it could be argued to have become "private property".

We also pointed to the apparent contradiction between the Ministry of Housing and Local Government's policy of expanding recreational facilities on water in the Countryside Act and the contraction that the Ministry of Transport seemed to be produc-

ing under the Transport Bill. The Ministry officials said that they were only removing outdated obligations relating to commercial use, and as regards river-navigation the new provisions would not affect common law rights of navigation or prescriptive rights. We stressed the unreasonableness of expecting individuals and school and youth parties to prove ancient rights of this kind if challenged on a river that had been used for many years for recreational boating.

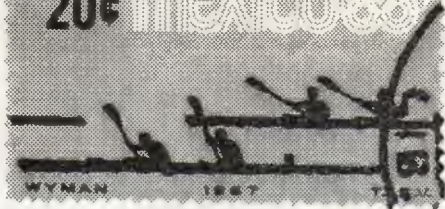
Partly as a result of this discussion, and partly because of other criticism, the Act in its final form includes provisions stating clearly that the abrogation of the local Act right does not affect rights of navigation not conferred by the local Act in question or merely confirmed by it. It has also been made possible for the Minister when making an Order about a canal, etc., to remove the legal obligation to maintain, without remov-

*continued on page 129*

CORREDS  
20c

MEXICO 68

Photos: J. L. Oliver



## Mexico City Olympic Games 1968

Altitude, Sex Tests, Diet, Student Riots, Montezuma's Revenge, Psychological, Climatic and Environmental adjustments, these were but a few of the difficulties that Olympic Athletes contended with during their six weeks' preparation for, and competition in, the recent Mexico Olympic Games. To reach the starting line in peak condition, did, at one time, appear to the British Canoeing Team to be a major achievement in itself, that everyone eventually made it, and performed in their events so magnificently, is worthy of praise indeed.



The British K4 team, Mexico 1968.

No medals were won, but the Team as a whole acquitted itself with great honour, and reached an overall standard of performance never before considered possible. Five events entered, they went through to five semi-finals and one final, and two finals missed by the narrowest of margins—the Men's K.4 by 2 seconds and the Women's K.1 by 3 seconds. What might have happened had the venue for the Olympic Games been at sea level, in a temperate climate, will be the subject of controversy for many years to come, but perhaps there will be an opportunity to confirm the outstanding potential shown by the Olympic Canoeing Team in 1969.



The training canal at Xochimilco.

If an award existed for the best Olympic Canoeing results then it would undoubtedly have been won by the Hungarians. In recent years they have to some extent been eclipsed by the Russians and Rumanians, but they have emerged in 1968 as the best of the world's canoeists. From seven events they won two gold, three silver, and one bronze medal, and they were assured of at least a fourth silver medal in the Women's K.1 event, from Anne Pfeffer, until she capsized some 100 metres from the finishing line. It is of some interest to note, that of the 21 medals awarded in the Canoeing events at the Olympic Games, six were won by the Hungarians, six by the Russians, 3 by the Rumanians, 3 by the West Germans, and 1 each by the Norwegians, Danes and Austrians. With a record number of nations participating in Mexico, the three Eastern European countries won 75% of all the medals.



Shaparenko/Morozov, Russian K2 winners.

Probably the most popular victory of the whole Regatta, and certainly for the British Team, was the Gold Medal won by the Norwegians in the K.4 1,000 m. This was a superb win by a small canoeing nation that should give hope to those remaining, truly amateur, racing canoeists, left in the world today. It certainly was the best tonic, other than a medal, that the British K.4 could have received, for it had been a mere eight weeks before that they had beaten the Norwegian K.4 at an International Regatta



British team rubbing down in Mexico.



Bernt Lindelof (Sweden) collapses after the C2, 1,000 m. race at Xochimilco.

Photo: Associated Press.

in Bremen, a result which confirmed beyond all doubt the enormous promise that exists in British Canoeing at the present time.

In the Women's K.2 500 m., Zimmerman and Esser of West Germany, repeated their Tokyo Gold Medal win of 1964, with the Hungarians second, and the Russians one hundredth of a second behind, third. In eighth place, only five seconds away from a silver medal (a mere three lengths) were Lesley Oliver and Barbara Mean, the 1967 Junior European Bronze Medallists, a magnificent performance internationally, and quite unbelievable nationally, in that until 1966 a Women's K.2 had never been entered in an international championships event.

In the Men's K.1 1,000 m., John Glavin, the reserve, was nominated to paddle in order that Laurence Oliver should not be burdened with the double responsibility of K.1 and K.4, and though he did not perform at his maximum potential, considering his relative inexperience it was a very creditable achievement that he should obtain a

place in the semi-finals at his first attempt.

It is some indication of the difficulties that exist in breaking through to international finals, to note that of the nine Men's K.1 1,000 m. finalists, seven were in the Tokyo Olympic finals, and three in the Rome finals. Sylvia Jackson, in the Women's K.1 500 m., missed a place in the final by three seconds, and the Russian Pinaeva, inevitably won the Gold medal in this event, to continue the traditional dominance introduced in 1956 at Melbourne, of the Russian women in the K.1 event.

Our Men's K.2 of Pete Lawler and Mark Whitby, were the only British Crew to go straight to the semi-finals, by-passing the Repechages, but again, in the semi-finals they were unable to reproduce their form in the heats and were eliminated.

What then of the overall performance of the British Team? In terms of what might have been, disappointing—in terms of what has been—magnificent. Gone for ever are the days when British crews trailed the field, our paddlers were right there with the best

the world can produce, but we must be patient for a little longer, I believe our star is in the ascendancy at long last, another year, maybe two, with the encouragement and support of the canoeing public, our paddlers will be standing on the rostrum at international championships, receiving the rewards they have worked so hard for, and which they so richly deserve.

Finally, may I in concluding this informal comment on the Olympic Canoeing events, convey the thanks of myself and the British Team, to those members of the B.C.U. who rallied round so magnificently during 1968, to provide the encouragement and practical assistance, so vital to the successful conclusion of an Olympic programme.

RON EMES, Team Manager.

So the Games are over, and our sprint canoeists have returned, without medals, but far from outclassed. Consistent effort for four years has developed a great deal of know-how, and we now start preparations for the 1972 Munich Games, in a spirit of great optimism and preparedness.

We know that our Olympic canoeists this year are good—they have beaten in practice this year every winning time achieved in Mexico, with the exception of that set by the formidable Ladies K.2 pair Zimmerman/ Esser of West Germany. With some knowledge and experience to back our team in 1972, plus the devotion shown by Ron Emes and the training squad over the past years, Munich can be the place where Britain's sprint canoeists get among the medals. And since slalom is expected to be one of the Olympic sports in Germany, there is no doubt that our white water experts, too, will have to undertake serious preparation for this important date.

How did our competitors in Mexico view the situation about which so much speculation took place? Sylvia Jackson voiced the opinion of most of our competitors that Mexico had made a splendid job of running the Games, in spite of being a relatively

poor country. The facilities at the Course were excellent, though the finishing touches at the Olympic village were felt to be lacking. Barbara Mean writes—“The living quarters were not as good as I expected. Our own flat was very often without water. Hot water was a big luxury. We had a very cold cement floor, after quite a few arguments we managed to get a couple of mats”. Food was often lukewarm in the 12 dining halls, but Mark Whitby ate hugely, objecting mainly to the huge pills they were required to swallow before breakfast!

Our team felt that many competitors had spent longer at altitude than themselves, and that this had conferred a marginal advantage. More people suffered from the psychological effects than anything else, but the altitude could not be ignored, and for the rowing events, the hospital staff were working flat out. Canoeists did not seem to suffer to the same extent, pins and needles and breathlessness were common symptoms, but Barbara Mean—the youngest competitor—did collapse after the final from oxygen debt, and was taken to hospital. It was noticeable that many of the competitors were older, and more experienced than our team—in their 30's and 40's.

Concerning the K.4 race, Alan Edwards comments—“We of the K.4 crew are still trying to figure out the reason for our failure to reach the final in that event”. Their form up to the event was on a par with that of everyone else. In the repechage, they surged away from W. Germany and Denmark to win by two lengths. This was the result of a change of tactics—instead of trying to cover the course at an even pace, the K.4 crew simply went flat out all the way!

Mick Mean summed up everyone's feelings by saying that taking part in the Games was “a great experience”. It is good that it is so, for the expenditure in terms of hard work and money (Lawrence Oliver spent £600 on canoes and canoeing in 1968) is indeed high.

The Norwegian K4 crew (Amundsen/Soby/Berger/Johansen) scoring their narrow victory over the Rumanians in the Final at Mexico City. Photo: Associated Press.



## NATIONAL COACHING COMMITTEE

Hothorpe Hall, October 26/27

Yes, there was hot talk in Hothorpe that night when the National Coaching Committee had their annual talk-in. With 1,000 members of the Coaching Scheme registered with the B.C.U. it is not really surprising that the talk was lengthy and weighty, and after two days of chat, important points were:

**Tests:** As you are well aware the tests and awards are frozen until January 1st., 1971 but to enable changes (if any) to be thoroughly explored beforehand, sub-committees have been set up to review tests and report back. Under particular scrutiny is the Canadian Proficiency test, the committee appreciating its inadequacies. Co-ordinators of the sub-committees are: Canadian tests—Oliver Cock, Rivertrees, Wargrave Road, Henley on Thames; Inland Kayak tests—C. E. Quaife, 70 Coopers Road, Handsworth Wood, Birmingham 10; Sea Kayak tests—Chris Hare, 9 Tynebrooke Avenue, Hartlepool, County Durham. If you have any suggestions for improving the tests please write to the co-ordinators. Awards are to be reviewed 1969-70.

On the subject of a new National Coach, the general lines of the decisions taken were that a Director of Coaching be appointed, who will be in charge of the Coaching Scheme under the National Coaching Committee. He would be responsible for the administration of the scheme and would also share coaching with the National Coach. A full time secretary would also be appointed. The New National Coach should have a canoeing background with personal knowledge of a competitive sport and a knowledge of coaching and training methods. This recommendation has now been sent to the Council.

Specialist coaches in the various competitive branches of the sport have been in the doldrums for a long time but the Slalom Committee have come up with a scheme for a Slalom Coach award, which it is hoped will be ratified at the next Slalom Committee meeting. Further details can be had from Lindsay Williams, 399 Canklow Road, Rotherham. The Sprint Racing Committee also has plans to train specialist coaches, and in 1969 they plan to run four courses for paddle racing at which two Sprint Racing Coaches will be trained.

**Fees:** There has now been a standard minimum list of fees drawn up for members of the Coaching Scheme and details of these are available from the General Secretary.

New Area Coaching Organisers appointed are Alan Toplis, 97 Reindeer Road,

Deer Park Estate, Fazeley, Tamworth, (N.W. Midlands, A.C.O.) and John Richard (Gloucester and Somerset A.C.O.), Buckstone Lodge, Staunton, nr Colford, Gloucs. Ken Rudram the A.C.O. for North Wales has been appointed Senior Coach.

Finally there will be a coaching get together at the A.G.M. in Sheffield, and Geoff Sanders looks forward to seeing you all there.

### Examination Successes

Our congratulations to the following members who have obtained the awards designated since the last report:—

### Coaches

Messrs. C. R. Midgley, G. A. Lee, A. B. Allan, J. Shelston, I. Matthews.

### Senior Instructors

Messrs. L. T. Guest, B. Coles, G. M. Connolly, C. D. Wells, J. Fisk, I. Howes, R. W. Crane, F. Williams, R. Courchee, R. V. Spence, R. Deardon, A. W. Manwell, D. Raspin, P. Dyer, M. A. Brett, J. D. Perrins.

### Advanced Sea Kayak

Messrs. M. White, A. B. Allan, P. Doncaster, B. S. Harrison, T. Kaye, G. C. Wright, N. S. Midgley, P. Mooney, Miss S. F. Butler.

### Advanced Inland Kayak

Messrs. D. E. Tremaine, R. Biscell, M. S. Wright, C. Mortlock, J. B. Richards, C. E. Quaife, J. E. Choat, D. C. Hutchinson, L. P. Halborg, A. Toplis, T. Nicholls, V. M. C. Probert, V. McBride, D. Raspin, M. A. Brett.

### Advanced Canadian

Messrs. R. L. Miller, J. E. Choat.  
In addition 94 members received the Instructor Award.

*continued from page 123*

ing the right to navigate conferred by the local Act. Organisations concerned with persons regularly using a waterway are given a right to object to an Order. Further, the Minister can nominate a person or authority who can authorise navigation of a kind abrogated by the Order.

All this is highly technical, but it could be very important on disused navigations that are used for canoeing. However, it cannot be too strongly emphasized that the Act leaves the Minister with a complete discretion as to what he decides to do following objections or a public enquiry (if there is one).

It is therefore necessary to be on the watch for advertisements of proposed orders relating to disused canals and navigations. There has to be at least one notice "near" the waterway and at least one public notice in a local newspaper. Such things are easily missed. If you see one locally, **TELL THE UNION IMMEDIATELY.**

# ICF *International Canoe Federation Congress*

Medical Centre, Mexico City, 26th. Oct., 1968

The Congress was attended by delegates from 28 national federations of the I.C.F. and was held in a new Congress Hall fitted with all facilities for simultaneous translation into English, French, German, Spanish and Russian.

After a welcome from Mr. Pablo Stock, the President of the Mexican Canoe Federation and a formal opening by the I.C.F. President, the congress settled down to almost 12 hours solid discussion!

The very comprehensive Report of the Board of Management, covering the two year period 1966-68, previously circulated, was presented by the President, and in due course adopted unanimously.

The Accounts for 1966-68 were studied and the Secretary-Treasurer indicated that subscription income had been insufficient to cover running expenses, solvency being dependent on income from T.V. payments received through the I.O.C. The Accounts were approved.

The Budget prepared for 1968-70 was agreed with its recommendation that the subscription be raised from 200 to 300 S.Kr. Even so, the budget foresees a substantial deficit for the next two years.

## Motions

A proposal from the U.S.S.R. that it be made obligatory at official competitions of the I.C.F. to play the national anthem of the winner and hoist the national flags of the first three competitors, was rejected in favour of the status quo under which it is optional.

Another proposal from the U.S.S.R. that Russian be made an "official" language of the I.C.F. was defeated.

Proposals from the Touring Committee introducing rules governing the award of an International Touring Badge and the conduct of International Tours, were approved. (Details of the requirements will be issued in due course and will be available from the B.C.U. Office).

All motions put forward by the Board were approved, and included the following:

## Amateur Status—(New text)

An amateur canoeist is one who devotes himself to sport for pleasure and for moral and physical well-being, without deriving therefrom directly or indirectly, any material gain. He is not permitted:

- a. to engage as a professional in any sport or to receive compensation for loss of earnings;
- b. to participate in competitions in which money prizes are given.
- c. to use championship titles for the purpose of financial or material gain

which does not represent payment for actual work done—for instance payment for use of championship titles in the publicity of a commercial firm.

He may, however, receive travelling and subsistence payment corresponding to his actual outlay during a competition and for a limited period of training and he may receive clothing and equipment as required for practising the sport, **but only from his sport organisation.**

## Organising Vice Presidents:

This title has been abandoned. In future the federations given responsibility for organising World or Continental Championships will not be entitled to nominate an "Organising Vice President" with a seat on the Board of Management.

## Chairmen of Standing Committees of the I.C.F.

Such Chairmen will in future have a seat on the Board.

## Representatives of Continents

In future Europe will be granted four seats on the Board and the Americas will have three seats. No change for other continents.

**Slalom Rules:** Correction of mis-interpretation in Art. 5 paragraph 4. Replace 1st sentence with "All cross sections of the hull of all boats must be convex".

Delete last paragraph beginning: "The K1. boats ....."

## Anti-doping regulations: (Addition to rules)

"Doping is strictly forbidden. If this rule is broken or in case of doubt, the chief physician of the regatta called by the Jury must carry out the necessary controls, sending a report directly to the Jury. A paddler who is found to be doped will be disqualified and the I.C.F. Board will take all necessary sanctions against those responsible (coaches, sport doctors, clubs and federations).

**Elections:** (Election of President and 2nd. Vice President not due until 1970).

**1st. Vice President:** Otto Vorberg re-elected. (W. Germany).

**Secretary-Treasurer:** Olov Verner re-elected. (Sweden).

## Four Members for Europe:

V. Lukatin (U.S.S.R.), H. G. Calleja (Spain), J. W. Dudderidge (G.B.), P. Maassen (W. Germany).

## Slalom/White Water Committee:

Chairman: R. Landgraf (E. Germany).  
Members: K. Rath (W. Germany), J. Spuhler (G.B.), E. Engel (Lux.), W. Zimmerman (Swiss), F. Popovchich (Aust.), O. Czech (Czecho.), P. Leskovar (Jugosl.), J. Besson (Fr.).

## Sailing Committee:

Chairman: A. Neveling (Swed.).



Members: P. Wells (G.B.), G. Waschek (U.S.A.), F. Schmidt (W. Germany).

#### Propaganda and Information Committee:

Chairman: H. Thelen (G.B.).

Members: H. Vesper (W. Germany), L. Grappelli (Italy), Beute (U.S.A.), Kirroshito (Japan), Veljec (Jugos.), Barbin (Czech.).

#### Establishment of Continental and World Championships

Decided that World Championships shall be held every year.

#### Racing:

1969 Junior European—Russia or Poland—August.

1969 Senior European or World—Moscow—August 15-17.

1970 World Champ.—Bagsvaerd, Denmark—August 7-9.

1971 World Champ.—Jaice, Yugoslavia—August.

1971 Junior European—Snagov, Rumania

#### Slalom:

1969 World Champ.—Bourg St. Maurice—July/Aug.

1971 World Champ.—Merano, Italy.

#### Sailing:

1969 World Champ.—Grafham, England—Aug. 2-8.

Delegates from British Canoe Union: Messrs. J. W. Dudderidge and H. Thelen.

#### OLYMPIC PROBLEMS IN MUNICH

In recent issues of the I.C.F. Bulletin it has been reported that difficulties have arisen over the site of the canoeing and rowing course for the Olympic Games in Munich in 1972. The I.C.F. has formally protested against the change of the venue from Munich to one of the Bavarian lakes.

Sid Orchard of the former Solent Canoe Centre, reports that his son, Robert, has joined his brother Mike at their canoe centre in Melbourne, Australia. Mike now has a racing team, and at the last Inter-State Games came back with a gold medal.

#### What's New?

The Canadian world will have a new look shortly when GAYBO bring out their new White Water racing C1 and STREAM-LYTE MOULDINGS market their new White Water racing C2 Warrior. AVON-CRAFT report new models of their K2 and K1 in fibreglass and wood in the new year.

## Costa del Bude 1968

Freda Hare

For the greater part of the 10 days of the B.C.U. Surfing Holiday the sun shone with almost tropical intensity and bodies rapidly turned brown or red, as the case may be, and the purveyors of sun creams experienced a boom in sales. Menacing clouds formed up over the cliffs at Wide-mouth about 4 miles away but blew inland leaving a blue hole in the sky over the "righteous" frying on the beach. Even the ardent canoeists preferred to sizzle on the sands and bide their time until the tide rose and the surf was at its best, rather than exhaust themselves in inferior stuff. At times the only moving objects on the beach were the children oblivious of the heat.

However once the tide was right and the surf pounding in, brown bodies became black wet-suited ones, and canoes in their droves appeared on the sea. Even the less energetic roused themselves and took to the water on surfboards.

Come the weekend, this spell of inactivity was rudely interrupted by THE GALA. The big guns from Atlantic College arrived bursting with energy and out for trophies, hotly pursued by a contingent from the Army Canoe Union determined to dispute their supremacy. A Committee of non-participants and impressed "volunteers" went to ground in Oliver's Dormobile and worked out a scoring system, then later perched like a flock of gannets on the rocks to assess the performance of the canoeists in the surf.

Heats for the canoe surf riding championships were held on Saturday afternoon as there was a considerable number of entries. On Sunday at 2.30 the Gala proper started. The events included canoe surf riding during which the competitors performed with ballet-like precision on the waves, drawing gasps of approval from the large crowd of spectators on the beach whenever a loop or a flick was accomplished. There were competitions for surf skis (large ski shaped boards upon which the riders sit using canoe paddles to get themselves out to sea;) single and double; a canoe passenger race where the canoeists raced to the water edge dragging or carrying their canoes, paddled through the surf to pick up a "passenger" from the Inshore Rescue Boat stationed out at sea, returning to the shore with the passenger holding the stern. There was great excitement when passengers lost their hold on the canoes in the surf, and a mad scramble ensued before the winner emerged triumphant. The Life Guards had a reel and line race in which

one team ran out of line and had to follow their swimmer out to sea with the reel until a new one was found. The canoes and surf skis raced each other, the canoes proving much more seaworthy as many skiers fell off in the surf and had to retire. However the skis that did get out through the surf gave the canoes a good race on the return run, before a canoe emerged the winner. There were also performances by the Malibu Board experts standing on their boards in true Bondi Beach style. Altogether a most enjoyable afternoon was had by competitors and spectators alike and an impressive array of trophies were presented.

#### **Canoe Riding:**

Equal 1st. R. Reilly, C. Woodbridge; 3rd. D. Thelland.

#### **Canoe Race:**

1st. C. Woodbridge; 2nd R. Smith; 3rd B. Sawyer.

#### **"Patients" Race:**

1st. M. Crooks & J. Van de Graaf; 2nd. J. Welch & M. Duinker; 3rd. C. Woodbridge & B. Reiss.

#### **Walter Maddocks Cup (Best Canoeist):**

1st. C. Woodbridge, 18pts; 2nd. M. Crooks, 9pts; 3rd. R. Reilly and J. Van de Graaf, both 8pts.

After the Gala the pace of life slowed again to sunbathing and surfing on the high tide with occasional visits to the swimming pool for rolling practice and demonstrations. One very amusing incident occurred when one well-known expert while demonstrating the Steyr roll observed a girl rolling with no paddles. He dropped his paddle like a hot brick and did two swift rolls on his hands. "Can't allow that", was his comment!

Towards the end of the holiday when thoughts were turning reluctantly to the journey home, and people were making the most of the sunshine and consolidating their tans, a call came over the loudspeakers on the Lifeguards Control Tower situated on the cliffs above the beach. "Will any canoeists please report to the Life Guard". Interest quickened as canoeists unwound themselves from their recumbent positions and went to see what was happening. A small boy was missing and at that time the tide was low and dangerous for sea bathing. Fears mounted as the rescue operation got under way. The maroons were fired for the Inshore Rescue Boat and about 20 canoes put to sea. The situation looked grim as the Guard in the Control Tower spotted an object in the sea to the North of the bay and called to the searchers to investigate. The rescue helicopter arrived and joined in the search and the police cleared the centre of the beach in case the helicopter

wanted to land. Anxiety increased as time passed by and the search continued. Then suddenly it was all over. The boy was found watching the whole operation entranced from the rocks at the water's edge, not realising it was he they were looking for. The tension died away as he was reunited with his distraught parents and the search party dispersed.

As a demonstration of the speed a rescue can be mounted when the need arises, and the usefulness of the canoe in such circumstances, the incident was most impressive, but all concerned felt great relief that it was only a false alarm this time.

Too soon it was time for farewells to be made with promises to return next year for more fun, thrills and good company. So if you get the chance—Get with it, Get to Bude in '69.

#### **Editorial Note:**

Mr. Dymond, the Harbour Master at Bude, told us that earlier in the year two other canoeists, from London, had helped in what could have been a very serious accident. We do not know their names. If they read this we shall be very glad to hear from them. We shall also be glad to hear from any other canoeists who have carried out or helped in rescues. They may seem trivial at the time, but such rescues probably prevent major disasters. Let us know. Write to the editorial office or to the honorary secretary of the Corps of Canoe Life Guards. The more evidence we can get hold of, the more we can impress upon others the worthwhileness of our cause. If you have a story, **WRITE NOW.**

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#### **Collected Comments**

Two Scottish Canoeists have had problems with the infamous British "man in the street."

Standing on the bridge at the Easter Grandtully slalom two years ago. A competitor capsized by the island but rolled almost instantly. Comment by a non canoeing spectator. "Good Lord! Self righting canoes!"

*R. M. Hulley, Edinburgh*

My friend's canoeing experience was limited to pottering about in small surf and swimming about in glorious sunshine last summer. I wanted to introduce him to river canoeing so one Sunday in November, I took him to a swollen burn that I knew. I wore my wet suit, so when we arrived I began untying the canoe from the car while he changed—and did he change! When he reappeared, he said that he was ready. Ready for what, I do not know. He was wearing a shirt, two jumpers, jeans, gloves, a woolly hat and a huge blue denim boiler suit!!

*David Birkenshaw, Campbeltown*



Ken Langford at Shepperton.

Photo: J. Albert.

The two senior slaloms at Llangollen at the end of the season did much to improve the rather poor impression many people have formed of slalom this season. Little activity on the international scene and a dearth of events at home have put the sport rather in the doldrums, but now the corner seems to have been turned and things should be better next year.

Chester's slalom at Llangollen town, sponsored by Player's No. 6, was generally accredited a great success and was run very smoothly, despite the fact that Chester only appear to have four members these days! —all thanks to judges and helpers from other clubs who put such an effort into the event. Chester had the bright idea of getting Player's to put on a supper on the Saturday night for the River Board, Council, Fishing Association and other worthies, so that canoe slalom could be 'sold' to them. The upshot of this, and the successful competition, was that the executive committee have now decided that a full international should be run in the town next year (18th-19th October), and an application for this has gone to the I.C.F. Player's have indicated that they will be willing to sponsor this international slalom.

The Serpent's Tail slalom, a fortnight later, was the deciding event for the 1968 championships and was efficiently and smoothly run by Manchester as usual. The river was in high flood on the Saturday, but dropped about 2 ft. overnight, to the course designer's dismay, and much re-arranging of the gates was necessary. Ken Langford had a very good win and this clinched for him the K.1 Championship for 1968, a well deserved reward, having been beaten by Dave Mitchell for so many preceding years. Pauline Squires won the Ladies' event so it will be a close thing, when the times are worked out, whether she or Audrey Keerie has the Ladies' Championship. The C.2 event was won by the Witter brothers

paddling their last slalom together. Winning the National Championship should give them a good basis on which each can train with a new partner for better things next year. Geoff Dinsdale had a superb run to win the C.1 event. Although he hasn't been to all the ranking slaloms this season, Geoff's performance here and at Llangollen town must surely have gained him the Championship.

The International Fund Raffle held during the year was quite well supported especially by the many manufacturers who so generously donated prizes, and the very useful sum of £150 has been raised to help send competitors to next year's World Championships at Bourg St. Maurice. The prize winners were as follows:

1. K.W.7 donated by Streamlyte—Miss A. Ball.
2. S.L.7, The Canoe Centre—Gerard Rivers.
3. Cobra, John Critchley—Teddington C.S.C.C.
4. T.S.4, Kirton Kayaks—B. S. Harrison.
5. Bat Baths Boat, P. & H. Products—I. Archibald.
6. Paddles & Crash Helmet, Lightwood Canoes—R. Letts.
7. Harrichoc Lifejacket, Harry Calverley—Les. Goodwin.
8. Flotherchoc Lifejacket, Canoeing Press—Mrs. A. Keerie.
9. Pair Paddles, White Water Magazine—I. Moore.
10. Bracket, C. P. Witter Ltd.—Shepperton C.C.
11. Prijon Paddles, Northern Wild Water Centre—Sean McCarthy.

Any winners who haven't yet received their prizes should get in touch direct with the donor of the prize.

The match against France at the beginning of October, was a very successful affair, which Great Britain just managed to win by 60 points to 59. The course was on the Marne just by Paris, in order to cut down on the travelling necessary for the British team, at a weir very similar to Shepperton, only about four times as wide. The river was unfortunately nearly in flood so the upstream paddling was well-nigh impossible for the Canadian paddlers, however, it gave all the team some further experience of continental competition, if not of the continental water conditions.

I should like to end up by congratulating our sprint racing team which performed so creditably at Mexico. It was a very fine effort and praise must go not only to the paddlers but also to the team managers and officials who worked for so many months unrecognised, before the press descended

like a horde to know why they had failed ! It appears that slalom is almost certain to be included at Munich in 1972, so we hope to join you there and have a really strong B.C.U. team.

RODNEY WITTER.

### 1968 Umanak-Igdlorsuit race

August 4.—8 competitors took part. The event was won by Jens Mathiessen Qaersut. Time: 12 hours. Race postponed because of bad weather.

**Note the date:** 5th National Coaching Weekend. March 1st and 2nd, 1969, Betws-y-Coed, N. Wales. For details of the wide range of optional courses, write to Ken Rudram, Bodlondeb, Betws-y-Coed, Caerns.

The Canoeing Christmas Cards advertised in our September issue were quickly sold out, and we regret that no more are available at present.

## Bookshelf

**The Sunday Times Road Atlas (Nelson, £3 3s. 0d).** Good, up-to-date maps, driving hints, routes and town plans, with London given VIP treatment—great for provincials. Canoeists get a mention as tourist attractions (see Cenarth, Polzeath, Llangollen, Burnsall etc.) in witty, informative gazetteer—well done, someone! Disappointing to see that no part of Scotland or Ireland is identified as an "Area of outstanding beauty". Nevertheless, a good book to own and use.

Rating ★★★★★

**"Basic River Canoeing" (Buck Ridge Ski Club, U.S.A. \$1.25).** This admirable little paper-back describes itself as a primer on rapid river running in Canadian canoes. It assumes that the reader is already familiar with the American Red Cross book "Canoeing", and it goes on to describe how best to learn the more advanced work necessary in rapids. These are chapters on equipment and clothing (It is interesting to note that Americans are apparently not yet as enthusiastic for wet suits as our own white-water boys are over here), paddle strokes, understanding fast water, and tactics on it. It contains some very interesting and original thinking.

For instance, the very first thing you should learn in the handling of your paddle is how to go backwards. Why? Well, get the little book and you will find out a very good reason for this suggestion.

Rating ★★★★★

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**Canoeing Complete—B. Skilling/D. Sutcliffe (Kaye Ward 25/-).** This book, first published in 1966, written by a variety of experts, contains authoritative excursions into the various specialised canoeing activities. Touring, racing, building, design, all are surveyed briefly, and though a few text additions have been made, a measure of the information given is now out of date. Surely all ephemera, e.g. the address for administration of the Coaching Scheme (taken over by BCU Headquarters at the beginning of 1967), the L.D. Classes, and biographical notes could have been checked and up-dated?

Rating ★★★

**Rushton and His times in American Canoeing—Atwood Manley, assisted by Paul F. Jamieson (Syracuse University Press, 14 dollars).** Ever thought there was nothing new under the sun? Well there isn't! This chap was building 18lb. canoes in 1881, for touring! This book is a first class record of the ups and downs of early American canoeing through the records and activities of one of its foremost canoe builders. Its Appendices are particularly interesting with details and sketches of canoe building and methods. A worthwhile addition to the library of any student of the sport.

Rating ★★★★★

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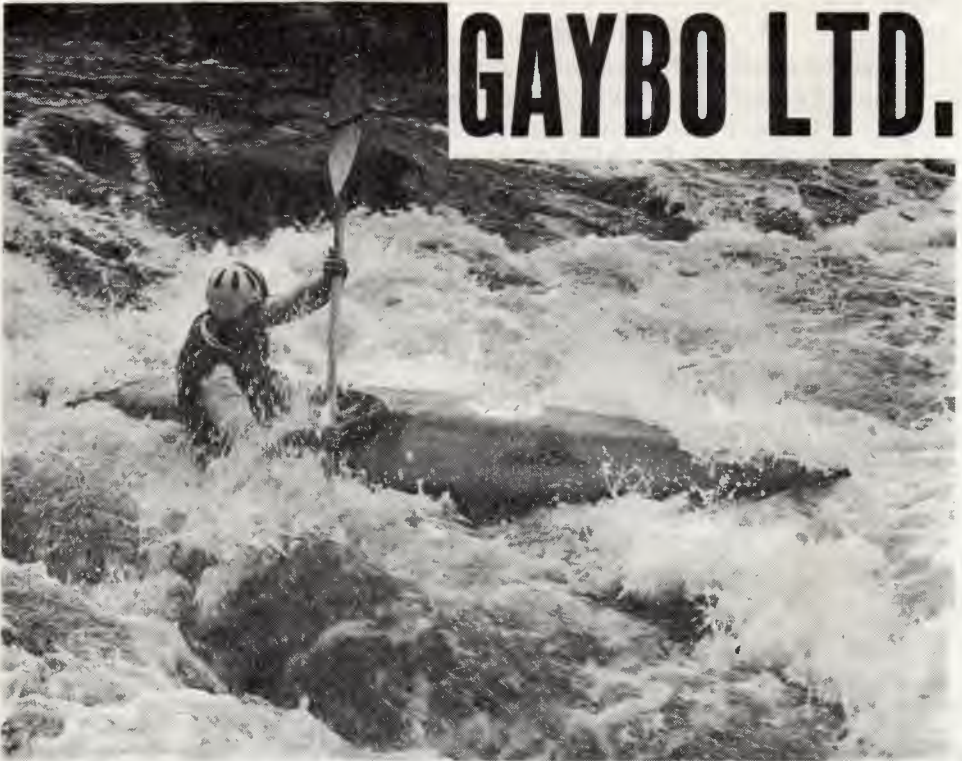
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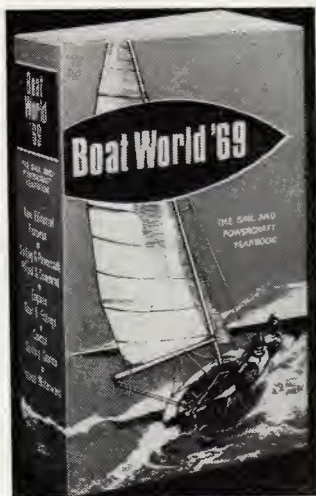
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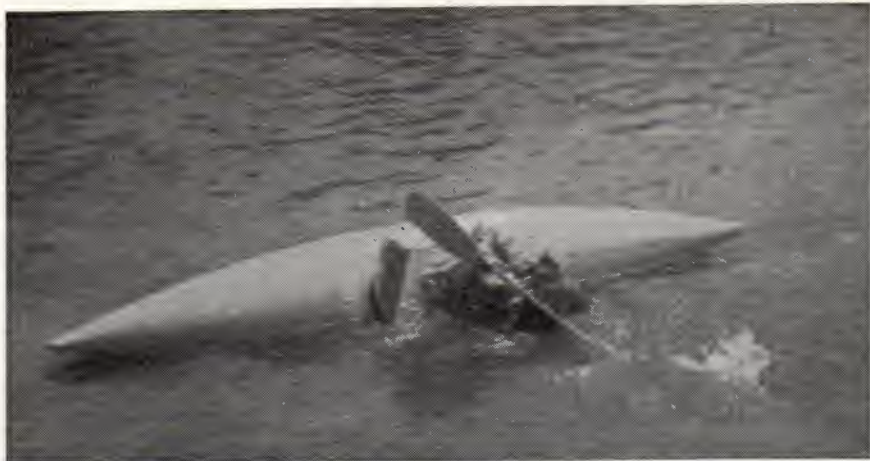
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