

# CANOEING IN BRITAIN

MARCH 1969

1/6





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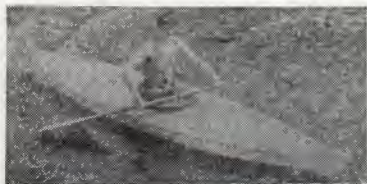
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# CANOEING IN BRITAIN<sup>70</sup>

the news magazine  
of the British Canoe Union

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*Canoeing in Britain* is published in March, June, September and December. Comments, articles, photographs and reports are welcomed and should arrive by the 10th of the month prior to publication.

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

## EDITORIAL

### New Look

A re-organisation of 'Canoeing in Britain' layout puts a section of advertisements at both front and back of the magazine, reflecting the considerable growth in advertisement support of C in B in recent months. You can help us by mentioning the name of your magazine when replying to adverts.—this shows the advertiser that he is getting value for money, and encourages his continuing support.

### The Year's Greatest Non-Events

I had already written criticism on aspects of the B.C.U. Election and Prizegiving ceremony when an article in similar vein was received from Jack Travers, our retiring Youth Officer. Without apology I print them both—I think most people would agree that the points raised reflect badly on the British Canoe Union and its membership. Council must consider in what way it can get across to members the importance of greater participation and co-operation in the working of their organisation.

### Despatch Delay

Delay in receiving replies from the binders, and the temporary withdrawal of the second class mail were two factors contributing to the late despatch of the 1968 bound volumes of 'Canoeing in Britain'. All should now have been received, however, and a few copies remain, price 14/- post free, from the Editorial address.

### Design Pinching

Since Christmas, I have been approached by two members of the Trade, each complaining that one of his designs is being

pirated by another manufacturer. Without discussing the ethics of copying a design not protected by law, does it not seem time that canoe manufacturers got together to agree on a code of practice? If a canoe design is successful, it is only right that its designer should retain control over its manufacture and subsequent licensing.

The trade asked the B.C.U. to help stamp out the unfair practice of amateur glass/resin builders taking moulds from their canoes and using these in competition. Its protests might be rendered more effective if it were seen to be putting its own house in order. Perhaps the B.C.U. could help again?

JACK LEVISON.

### Guild of Canoe Designers & Builders

A roller used in laminating glass reinforced plastics will cost you 32/- if bought from one firm and 8/6 if bought from another. Catalyst 'K' will cost you £1 per lb from one firm and 12/- per lb from another. Some firms will supply you with low grade chopped strand glass mat at 2/6 per lb, and others will supply high grade mat at 5/- per square yard. Which is the better buy? Measuring catalyst into resin mixes is a matter for accuracy to half a millilitre. One firm sells a very useful plastic bottle which stores the catalyst and measures it to tenths of a ml. and dispenses it at a cost of 13/4d.

One method of building a canoe will inevitably waste 2 lb of resin and glass, whilst another method wastes only ½ lb of resin and glass. Enough material to make 24 canoes by the more wasteful method will now be enough for 25 canoes. Paraphrasing Mrs Beaton, "recipe for a canoe, first catch your mould". The Guild knows where the moulds are.

The members of the Guild of Canoe Designers and Builders have the information above, and a great deal more. You may wish to know more about the Guild yourself. The effort and cost of your enquiry could well be repaid, for example, when you order the roller from one firm and not the other. Alan Bye, 27 Bredon Close, Albright, nr. Wolverhampton will reply to your enquiry about the Guild.

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

Names and addresses of the principal officers of the British Canoe Union can be found in the B.C.U. Calendar and Directory, on pages 9-14.

### Corps of Canoe Life Guards

### Notice to Visitors to Devon and Cornwall

Local Life Guard Organisations on surfing beaches appreciate the presence of parties of able canoeists in their areas, and have found them of great help in cases of emergency. They now ask if they may be informed of the presence of such parties, so that they may call on their help when necessary.

Will all people who are organising parties to the surfing beaches please inform the National Coach in the first place (address: 'Rivertrees', Wargrave Road, Henley-on-Thames, Oxon, RG9 3JD) of the dates of their visit, and the area in which they expect to work. He will pass the information on to the local Surf Life Saving Club, The R.N.L.I., The Coastguards and the local Beach Safety Officer.

On arrival in the area the party organiser is asked to report to the local Beach Safety Officer, the Surf Life Saving Club and/or any professional life guard, and to keep them informed of where the party proposes to be, so that members can be got hold of quickly if the necessity arises.

If any incidents do arise, The National Coach will be very grateful if he may have full reports of them.

### ANNOUNCEMENT

#### from the Safety Committee

The British Standards Institution is about to produce a revised standard for Life Saving Jackets.

The B.S.I. have accepted that the inherent stage of the two-stage jacket, with a minimum buoyancy of 20 lb, had some disadvantages. They have consequently agreed to a reduction of this minimum buoyancy to 6 Kgs (approximately 13½ lb), which is the same as that stipulated by the International Canoe Federation.

This means that it will now be possible to develop a Life Saving Jacket of the "Flotherchoc" type, to comply with B.S. 3595. Thus we should, at last, have a life jacket with a guarantee behind it, which is comfortable for all types of canoeing.

The General Secretary,  
The British Canoe Union,  
Major G. E. Tomlinson,  
Room 315,  
26/29 Park Crescent,  
London, WIN 4DT.  
Tel: 01-580-4710.



# INTERNATIONAL CANOE SAILING



If you are a newcomer to the class there are many opportunities here for you to come and meet your fellow canoe sailors—don't be shy! There are many beginners this season, and you will be able to find an interesting competition, whatever your standard.

For the first time ever a National Points Competition was held over the 15 races at the seven open meetings during the year. The competition was won by Ken Davis. This successful innovation will be repeated this year.

Construction of a cold mould veneer 10 sq. m. sailing canoe was expected to be under way during February at Birmingham C.C., and a syndicate of three members is proposing construction of a fibreglass boat during March.

A revised price of sailing canoes (home grown) is now approx. £130 complete, and within easy scope of a small syndicate. The cost of new, professionally constructed boats is £436 ex sails—so you could make quite a profit by making your own boat.

In the East Country, Tony Miles is building a cold moulded canoe, and will sail on the Blackwater.

## Canoe Conference shines in spite of Snow

Over 2,250 pre-bookings augured well for the BCU Canoe Conference, but January played its usual trick and on the Friday heavy snow blocked many roads. It was all the more surprising, therefore, to see all the trade stands bar one in full swing by mid-morning, after a rather slow start. Visitors began to pour in, and everyone seemed to be enjoying the show.

It was noticeable that do-it-yourself glass/resin building attracted considerable interest, but whilst this is fine for knockabout boats, d-i-y fans have still a long way to go before they reach the extremely high standard of finish of the professional's boats displayed.

Lectures were well attended. Jack Framp-ton had to give his talk on cold mould

1968 Prizewinners (left to right) Kim Stephens (runner-up for National Championship), Mike Webb (Novice's Cup), John Biddle (National Champion, Sailing Challenge Cup, Quincey Cup, West of England Trophy), Dick Marks (Murphy-Howard Cup). Photo: Dom Wells

There is interest in canoe sailing in the North-west; a new Avalon canoe is going to Tony Marston in Cheshire. He is an ex-505 sailor.

We hear that Ken Davis is building a new canoe, in wood this time.

Ray Shepherd and Brian Jansen at Teddington are building two new canoes, in glass-fibre.

There seem possibilities that one or two other canoes may join Kim Stevens at Falmouth this season.

Enquiries often come in for second-hand IC canoes. If you have a canoe, sails or gear for disposal, place an advert in 'Canoeing in Britain', or inform the Canoe Sailing Committee.

This year, we are preparing to be hosts for the Canoe Sailing World Championships, at Grafham Water, Huntingdon, on 2nd-8th August. More details next issue.

construction twice, and it was standing room only for Chris Hare's 'Greenland Adventure' film and talk in the huge Cricket School. The demonstrations in the pool were watched by appreciative audiences, and the day was rounded off with a pleasant meal in the restaurant.

## B. C. U. INSURANCES

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The Corps of Canoe Lifeguards invites you to the

## Surfing Week & National Canoe Surf Champs.

4-14 Sept

6-7 Sept

# BUDE

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

The Championships have prizes for the best canoe handler in the surf, the fastest canoeist in a straight race, and the most able rescuer. In addition there is the Walter Maddocks Perpetual Cup for the best all-round surf canoeist. The GALA on the same day will also include Malibu Board and Surf Ski events.

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

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

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

Two beaches in Bude, Summerleaze and Crooklets are available to us and are patrolled by beach life guards. Free car parking

facilities are given to us at the latter beach, and cafes are situated on both.

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

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

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

These fees will be collected on the camp site or at Crooklets Beach.

The entry fees for the Championships and Gala will be 5/-d for as many events as you like, or 2/-d for any one event. This fee must be given in with the entry form.

All applications should be made in the first place to Mr O. J. Cock, at 'Rivertrees', Wargrave Road, Henley-on-Thames, Oxon, RG9 3JD, who will send enquirers full particulars of the situation of the camp, and of the Competitions. Entry forms will be sent at the same time, or they may be obtained at Bude.

*Advance notice—"Bude 1970" will be from 10th-19th September 1970, with the championships on the 12th-13th.*

25-year-old John Roberts of Riverside Club, who was well-known in both sprint racing and slalom, was killed on Sunday, 5th January, when he was knocked down by a car while cycling home.

With Pete Gardner he represented Great Britain at Ghent, Zaandam and at the European Games. John was selected to form part of the Olympic training squad but due to a serious operation was unable to be considered in the final selection for Mexico.

He will be greatly missed by all his many friends, both at the Riverside Club and elsewhere. Our deepest sympathy goes out to John's parents and family.

The Avon Sports Fund, introduced last year, has recently given a grant for the cost of a canoe for C. Tannock and R. Witter.

The Treasurer's report for the year ended 31st October, 1968, shows that a surplus of £286 resulted after charging all expenditure.

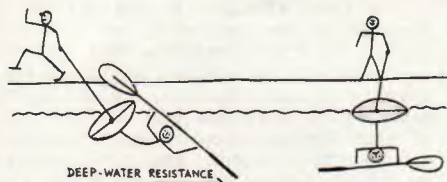
- Members are asked to note that B.C.U. Headquarters is now grossly over-loaded with work and correspondence, and that delays of at least three weeks must be expected for replies. Extra staff are to be engaged as soon as extra office accommodation can be obtained to house them. Those who have visited the B.C.U. office in Park Crescent will realise that it is quite impossible for any extra staff to work in the existing space. Meanwhile the secretary expresses his apologies to members for any inconvenience caused.

### A new Canoeing Film ?

W. D. & H. O. Wills have made a series of sporting films over the past two years with the 'To Win' theme as their basis. These have included such sports as sailing, rowing, water ski-ing, gliding and show jumping. These films are available on free loan to all members of the public and they are considering two more subjects for 1969 — canoeing being one of several possibilities, though nothing definite is decided as yet.

# Soup Sense

Thoughts on  
Rolling in Surf by Dave Penlington



I have been experimenting with various ways of simulating the canoeist's predicament when he finds himself upside down in breaking surf.

There comes a time when even the best are caught unawares and it only takes one heavy knock-down when attempting to roll up on the wrong side to make all but the ice-cool a wee bit uncomfortable. The glib may say "You simply roll up on the opposite side to the knock-down", but the glib are invariably surprised sooner or later.

This problem is more likely to occur when the waves are running close together or when they are big enough to take hold of you and keep you for some time, making a first time roll on the correct side imperative.

There seem to be two possible solutions. Quick thinking just before, or in the middle of, a capsizes will work for most of the time but, as I will suggest later, this can be a dangerous practice. The more satisfactory alternative is to be able to sort things out from underneath—to be able to feel which way the boat is being taken by the surface water and consequently which side to roll up on.

When a canoe is capsized by a breaking wave it is carried along shorewards by the moving surface water. The body, catching the relatively still water beneath the surface, will act as a drogue and tend to drift up on the seaward side. The canoeist, having felt this movement, merely helps it along with the paddle. To enable this drag effect to be felt, it is most important that the canoeist hangs down. If, the moment he felt a capsizes coming, he curled and set himself up for a roll, there would be little drag and the water would allow him to attempt a roll, possibly on the wrong side. For this reason I think that the reverse screw is a very effective rough-water roll, since getting into position involves leaning back and hanging lower in the water.

This 'drag' sensation can be simulated to some degree in swimming pool in the following way:—

A rope is attached to either end of the canoe and held by two people standing one on either side of the pool. The canoeist

capsizes and waits. The two on the side of the pool then tow the boat sideways, one way or the other. The boat moves and the body feels drag, just as it does in natural water. This practice is more relevant to the sea since the boat is being moved ahead of the body but of course on the river the situation is reversed. Here the body, hanging beneath the boat, is taken by the flow of the water while the canoe on the surface offers less resistance and so moves less quickly.

The towing idea can be used to practise avoiding a capsizes either by leaning on the paddle or by using the hips. If the correct technique is not employed the inshore or upstream gunwale is soon caught and a very real capsizes ensues.

Of course, like any other skill learned in a pool, time will have to be put in to practise on progressively more difficult water. The practice, as described above, definitely produces a clear drag sensation and it requires competent, ambidextrous rolling but the 'real thing' will present its own problems, both psychological and physical, and there is but one way to condition oneself to these.

I would also suggest this this practice is not attempted with delicate canoes. The forces applied to each end of a canoe, as in this practice, impose considerable strains, so choose your boat and, as always, use it intelligently.

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The Director of the Sports Council, Walter Winterbottom, stated in November, that "The Sports Council has given consideration to the problems of recreation on gravel pits, of which there are an increasing number throughout the country, 60 per cent of them wet working. With the present demands of the building industry the amount of extraction is likely to double during the next ten years, and existing gravel pits that have been transformed virtually into the appearance of natural lakes suitable for canoeing and other water sports are visible proof of the benefit to community recreation such new facilities provide".

Local Planning Authorities are encouraged to take account of recreational needs in their planning control where wet pits are concerned.

As there is always the possibility that life-jackets and liferafts will be required in an emergency, it is good commonsense to make sure that equipment is in a serviceable condition at all times. Beaufort announce the commencement of a new Winter Servicing Scheme whereby all their lifejackets, liferafts and boats can be serviced between laying-up and fitting-out.

Details of the scheme can be obtained from Beaufort (Air-Sea) Equipment Ltd., Beaufort Road, Birkenhead, Cheshire.



## from Molly Green

The Long Distance Racing A.G.M. at Sheffield saw the election of the new executive of the L.D. Committee. We start the new year with the welcome services of John Woolley as our Chairman, the rest of the executive were elected with the exception of Alan Witham whose resignation we had to regretfully accept. The new members we are pleased to welcome are Robin Lees as National Coach, Nobby Laws and A. D. Duncan.

The calendar for 1969 is now published and there are 19 races from March to November plus international races in Denmark, Sweden, Spain and Ireland. We are expecting to welcome teams from several international federations to our International Event on the Tay.

Race Organisers are asked to note that a rule change affects then as from now—it is Rule 27, which now reads: "The levy for the L.D.R. Committee on ranking races is £7 per race to be paid prior to the event, to the Race Records Officer. A rebate may be claimed on the basis of 2/- per senior entry and 1/- per junior or lady, if on this basis the sum of £7 is not attained. The onus is on the race organiser to claim the rebate and to substantiate the claim". Also to be noted by the race organisers is the additional recommendation (k) "That the maximum entry fee for juniors and ladies be 5/-".

Much of the A.G.M. meeting was taken up with discussion on two controversial subjects: Divisional systems and the Coaching Committee's Cadet. Firstly, as the committee was not on the whole sure whether a change of system was required and that they were bound to the present system until November 1970, this matter was closed with the acceptance of the sub-committee's report. After much discussion, the committee recommended that the Coaching Committee adopt a stable K.1 design as their Cadet Class Kayak.

## ..and Sue Pluthero...

This report is really a misnomer as I have not been to any LD.s over the winter to report on! However, January saw a number of paddlers taking a look at the boating

---

Rogers/Bevis of Southampton racing down the Liffey.

Photo: D. Lewis

# I.d. scene

world in general at the 1969 Boat Show. I was pleased to see that this year there was a K.1 on the pool and the canoeing demonstration included a short paddle to show what a racing boat looks like, even if it did appear to be paddled a little unsteadily! Obviously, this type of show is too limited in space to do justice to our branch of the sport, but at last the public can see that there are other types of boats besides slalom boats.

The B.C.U. stand, in the "Youth Afloat" section was well presented, with good photographs to illustrate the various aspects of the sport, but I would have liked to have seen captions with the photos giving details of exactly what each one is about. We canoeists know, but what about the potential newcomers to the sport? Perhaps, too, we would not have seen a photograph of the start of last year's Leamington L.D. put under 'Touring'!

As we were about to leave the Show, an incident occurred which I hope does not reflect the attitude of the general public towards canoeing! My husband was stopped by an interviewer doing research on the Show for the 'Daily Express'. The interview went something like this:

Interviewer: "Do you own a boat?"

Mr. Pluthero: "Yes."

Interviewer: "Sail or power?"

Mr. Pluthero: "Neither."

(Nonplussed look from interviewer — no space on her sheet for this!)

Mr. Pluthero: "I own a canoe."

Interviewer: "Oh! Well, we're really only interested in people who own *boats*, you know."

No comment!

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



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

#### CENTYMCA C.C.

Light blue vest with navy red navy bands.



#### GRAPPENHALL ATHLETIC CLUB

Old gold singlet with badge on left chest.

## the care of GLASS' RESIN MOULDS

Bill Saunders

### GENERAL POINTS

The need for meticulous care in the handling of fibreglass moulds is generally appreciated—most people are aware that the provision of a mould is costly in both time and money and that a moment's carelessness can undo hours of careful craftsmanship. Despite what some claim to the contrary, the material is *not indestructible* and continued good results are dependent on the necessary care being taken by *every* user.

### SOURCES AND PREVENTION OF DAMAGE

There are 5 main "danger points":—

1.—**During Transportation and general handling.**—Always insist on careful handling—don't use the mould as a battering ram to open doors. Make sure (particularly with youngsters) that there are sufficient handlers spread evenly round the mould, so that they can manage easily without dropping the mould or allowing it to bump into projections—some recommend 6 with one at each end (the most vulnerable part of the mould) and 2 down each side. Though perhaps too heavy to handle hull and deck moulds together, always try to bolt them together for transportation on lorry, trailer or roof rack and lash down securely—preferably with the deck mould underneath.

2.—**In preparation for laying-up.**—When the mould reaches you, it should be in perfect condition—if not, either send it back for this to be corrected, or spend time on putting it right. Chips or deep scratches should be filled, old resin, etc., carefully removed and other slight blemishes rubbed out with *very fine* carborundum paper used wet. **DO NOT**, by failing to take positive action, make matters worse, by risking chips being enlarged by 'pulls', or old resin blobs building up into hard-to-remove patches.

Thoroughly wash the mould, polish it well, apply P.V.A. solution and be certain that this is absolutely dry before proceeding with the lay-up.

Damage is unlikely during the laying-in of resin and wetting-out of the glass reinforcement.

3.—**During trimming and joining.**—It pays to trim the job whilst it is still green—this is more efficient anyway, and mould damage is less likely. If the gelling is fairly well advanced, not only will it be more difficult

to trim, but also to know whether one is cutting the lay-up or the mould-edge. Use the flange as a guide, and after trimming the job, clean up the whole of the flange immediately.

If joining is to be done with the mouldings still in the moulds, the flange edge must be prepared—thorough cleaning as mentioned above, followed by two applications of polish (P.V.A. is not necessary). This will make easy removal of any resin that bleeds through during the joining process.

#### 4.—In Removing mouldings from moulds.

—If a single (i.e. a separate hull or deck) moulding is being dealt with, separation can be started by placing a suitable tool (e.g. chisel) against the top of the moulding and giving it a tap—a hard, sharp tool *MUST NOT* be pushed down between mould and moulding. Alternatively, the flange can be pressed down to commence separation. A wooden slice (with all edges rounded and preferably covered with a soft material) can then be forced right round the mould to release it; alternatively, water can be poured between mould and moulding when the latter will float free.

If a joined moulding is to be separated, after removing all bolts enter a soft wooden wedge between the mould flanges at bow and stern; air will be seen to enter and this should be “chased” right through, by lightly tapping the outer surface of the mould, preferably with a rubber mallet or the heel of the hand. Sometimes, it helps to push the wooden slice all the way round between the two flanges, and tapping the inside of the *moulding*, at the cockpit opening assists the release of what is sometimes a sticking point.

*Do not* push a hard, sharp instrument into the mould or between the flanges *nor* batter away at the mould indiscriminately.

5.—**During Storage.**—Glass-resin laminates, particularly if fairly large and shallow (as in canoe moulds) will “move”. Distortion must be guarded against. When not in use, matching moulds should be bolted together and stored on a true surface or slung securely at sufficient points to prevent sagging or twisting.

### CONCLUSION

Care in handling moulds is repaid with trouble-free lay-ups and good, high quality mouldings. If someone has trusted you sufficiently to lend you a mould, repay this trust by returning it in better condition than it was when you got it.

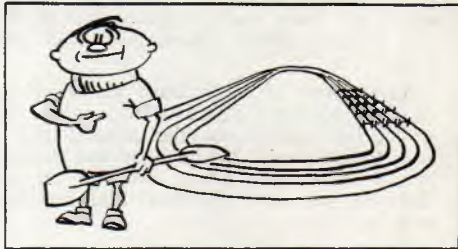
Prepare it properly, use it correctly, clean it up (wash it and polish it as well) after use, note and/or report and make good any damage.

Then, if it's yours, you'll get a lot of good results out of it; if you borrowed it, the owner will, no doubt, be prepared to lend it to you again, knowing you will look after it.

● An important new series of articles  
by Oliver Cock, BCU National Coach

## The Competitor and his Training

After a good many years of going to Fitness for Sport Conferences, Conference of National Coaches, Symposia on Sports Psychology and the like, not to mention the years I spent as Coach to the British Slalom Teams, it may be helpful to others if I record some of the salient features in coaching and training for the international athlete.



*The canoeist an athlete ?*

The canoeist an athlete? Most certainly yes, when it comes to international competition. He has to be just as physically fit as anybody else in the international field. At lower levels the competition for position is not so strong, and therefore the necessity for physical fitness is not so great; but anybody who nowadays aspires to top ranking competition must be prepared to work extremely hard. He must dedicate himself to his task. He must be willing to treat that task as though he were a professional earning his living at it. He must have a professional attitude towards it.

In order to gain a picture of the whole process of this training, it is perhaps easier to split it up into several parts—the coach, the athlete, the type of sport, the method of training and so on—but it must always be remembered that all these different pieces make the whole picture; no one part can be taken out, and yet each such part is a picture in itself. In any great picture the component parts make the whole. As an example, take Constable's picture, 'The Jumping Horse'; there are in it a river, a barge, trees, a fence and the horse itself jumping. Even the position of the limbs of that horse matter. Constable painted a number of sketches, juggling with each and all of these things before he finally obtained what he wanted. So the athlete and his coach must juggle with the training methods until between them, they find the right answer for

that individual athlete and produce his finest effort.

So let us look at all these bits and pieces, these methods. Then I must leave it to you to fit them into the ultimate picture, the one that gives you the maximum benefit, the one that brings out that little bit of something you did not know you had, that makes you the world beater you always hoped to be. We are all of us made differently—thank Heaven. Therefore, all our pictures will be different, all our methods not quite the same. I can only give you the rules.

You, as a world beater, are exceptional. You must find out the exceptions that make your rule; if you are the coach, the way you can get the best out of your athlete;



*We are all of us made differently — thank Heaven*

if you are the athlete, the way you can get the best out of yourself. Lots of people will come along and tell you that you are doing it wrong. Don't be put off. They have all of them got different 'rights'. You may be as right as they; but their 'right' may be the key to even greater achievement, so listen also. Don't turn new ideas down flat. They may be just a passing fashion and pretty useless at that, but they may not. Find out for yourself.

But what about our several parts? Well, here is a list. I put them down as they come into my head. They are all of equal importance, except perhaps the last, which is the most important of the lot. It is also the most difficult to fathom, but then it would be, wouldn't it?!

1. **The performers:** the athlete and the coach.
2. **The performance:** the type of athletics to be performed.
3. **The method:** how to obtain the maximum performance.
4. **The result:** winning (that one is easy!)
5. **Thinking it all out.**

Splitting that lot up once again:

1. (a) **The athlete:** his physical make-up, his psychological make-up.

(b) **the coach:** his psychological make-up.

2. **The type of athletics:** is it (a) 'Open', (b) 'Closed', or (c) 'Somewhere in between'?

(a) An 'Open' skill is one in which the same situation has never been known identically to occur twice, like football, hockey or canoe slalom.

(b) A 'Closed' skill is one that does not suffer from outside interference at all, like weight lifting, throwing the hammer, or sprint canoeing.

(c) Sports which fall **somewhere in between** are things like cross-country running, or Long Distance racing. Some L.D. courses are more 'open' (Sella River Race) than others (Devizes to Westminster Race).

*An "Open Skill" is one in which the same situation has never been known identically to occur twice, like . . . canoe slalom*

Is the event of **long duration**, demanding maximum stamina (D-W Race) or of **moderate duration**, demanding only short spurts of maximum effort (slalom) or **short duration** (500 m. Sprint)? All these types of competition need not only different physical abilities, but different psychological abilities also.

### 3. The Methods:

- (a) performing in the chosen sport
- (b) practising in the chosen sport
- (c) training in the chosen sport
- (d) weight training
- (e) circuit training
- (f) exercising
- (g) diet.

Which is the best for the sport; which suits you the best; to which are you best suited? (Physically and psychologically, of course.)

4. **The result:** well, there is no doubt about that, is there? Except that you might be psychologically unsuited!

(Funny, how often this psychological business is at the end of everything!)

5. **Thinking it all out:** one does nothing physically without having thought about it first. One even does nothing, having thought

about it first; how nice it is to relax occasionally! I have just been given a drink. How nice of my host to have thought of it! I wondered why I accepted? It is a point, isn't it?

So, the athlete's programme is worked out. His day is worked out, by himself with the aid of his coach. He should know what he is aiming for and be continuously thinking out how he can best achieve it. To do something aimlessly is pretty pointless and futile. There is a purpose in life. The athlete's purpose is to win in his chosen event. The coach's purpose is to help him win. All terribly simple, but the achievement of it is far from simple.

(To be continued).

Precisely sixty-two members out of the thousands in the B.C.U. exercised their right to vote in the Council Election by sending their votes on time to the General Secretary, it was reported at the Annual General Meeting in January.

The narrowness of the votes reflects this tiny poll — elected were:

- R. Baker ..... (48 votes)
- R. O'Keefe ... (44 votes)
- L. Williams ... (40 votes)
- J. Bright ..... (39 votes)
- A. C. Tullett (39 votes)

with R. Emes narrowly missing election by 1 (38 votes). A practical suggestion from the floor was that we resume the practice of publishing details of each candidate's canoeing history when ballot forms are distributed.

This procedure was previously organised by arrangement with former Secretary Alec Kennedy, but Major Tomlinson had not been forewarned to request personal details from nominees, and the time factor is extremely critical—nominations may be made up to the last day in November, and ballot forms have to be compiled and printed between the following Council Meeting and

#### L.D. Racing

Teams are expected to come from the U.S.A. and South Africa to take part in British L.D. races this summer. We have been invited to send a team to Sweden on June 15th for competition there.

#### BCU Car Badges

So many people ordered car badges when this idea was announced, that the BCU shop decided to double its order from the manufacturers. Details from the BCU General Secretary, who points out that supplies of badges are not yet available.

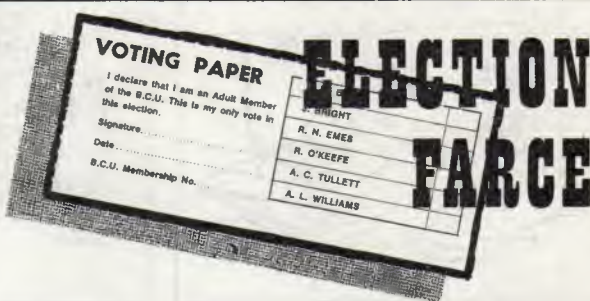
The correct address of the Co-ordinator

## Bookshelf

**Boat World 1969 (Business Dictionaries Ltd., 20/-).** A ready reference of how, what, why, where and when with a section for canoeing. Its thousand and odd pages have something for everybody who is interested in activity afloat. One for the club bookshelf.

Rating ★★★★★

**Instant Weather Forecasting by Alan Watts. (Adlard Coles Ltd., 18/-).** Every few years or so there comes out a technical book which can be read by the uninitiated, and understood and become, by its clarity, a classic of its type. This is such a book. Taking an extremely complicated subject



the 8th December, ready for insertion in the December issue of C in B.

We will try to provide details of candidates for the next ballot; to ensure fairness, all future candidates are asked to ensure that a potted history of themselves reaches the Secretary with their nominations, in case of a postal ballot. To be quite frank, however, it would have been cheaper and more democratic to have accepted votes from the people attending the A.G.M! Perhaps some revision of the present system is due—certainly it can give little encouragement to the elected members to see how indifferent most canoeists are as to who represents their interests on Council.

for Inland Kayak Tests is:—C. E. Quaife, 70, Coopers Road, Handsworth Wood, Birmingham 20, and not as stated in the December issue of C. in B.

Owing to suspicions (which are not agreed by the Organiser) that the times recorded for the morning runs of Dee I (November 24th, 1968) are each 3 minutes too short which would weigh the percentages of all better than 100% in favour of that race as compared with other races, the BCU Slalom Executive Committee has declared that race non-ranking and that Dee III (February 16th, 1969) is to be a ranking event.



such as weather forecasting, it breaks it down by colour illustration into what can be expected, and when. This is a must for any sea canoeist and essential reading for the proficiency test.

Rating ★★★★★

**Around the World with Lively Lady**, by Sir Alec Rose (Geoffrey Chapman, 10/6). If you have a family or immediate relation in the 10 year old group this record of Sir Alec Rose's voyage is for them. Written in the modest manner of the author it perhaps lacks the flamboyance which appeals to younger children. Profusely illustrated and easily followed.

Rating ★★★★★

**A Lazy Man's Guide to Holidays Afloat 1969** (Boat Enquiries Ltd., 2/6). Not quite as comprehensive perhaps as the authors claim, it is, however, a very good guide to holidays afloat on canal, lake and chartering at sea around the shores of Britain. There are also fascinating sections on overseas charters. Handy to have around the house and at this price you can't go wrong.

Rating ★★★★★

**Catalogue of Admiralty Charts and Hydrographic Publications, 1969 Home Edition** (Hydrographer of the Navy, 1/-). Not a review, this, just calling your attention to a standard book of reference which is a must for the sea canoeist. It is a guide to scale and size of charts available for any given area of the British Isles.

Jack Travers asks

## **was it APATHY, DISINTEREST, or just plain LAZINESS?**

one wonders, which kept anything approaching a representative body of B.C.U. members from attending the A.G.M. at Sheffield? On paper the individual membership is something between four thousand and five thousand, with additionally nearly four hundred affiliated clubs. Yet a count of heads, including those on the platform, showed an attendance of 133. This was later slightly increased to, but never in excess of, 150. However, it was reckoned that approximately 180 sat down to lunch. This as we all know was free; so in future years Council in their wisdom might arrange to have tea and cakes served during the A.G.M. as an inducement to attend!

The strength of the attendance must have been rather disappointing for the members of Sheffield Canoe Club who produced such a polished and well organised programme. Disappointing indeed, but not perhaps so embarrassing as for Pauline Squires who had to be informed that both the trophies she had won last year had not been returned by the previous holder. Canoeists are recognised as being individualists, but does this mean that they have to have such bad manners or lack of consideration for other people that they fail to hand over trophies which are no longer theirs? Conversely, is it just bad manners or conceit which makes a champion feel that he is entitled not to turn up personally, or even arrange for someone else, to receive awards on his behalf? Certainly there was more warmth in the applause for those who took the trouble to attend than for those who were not-really-distinguished by their absence.

The dearth of members may in part be attributed to the complete lack of fire which at one time was a feature of the A.G.M. Membership and subscriptions have in the

past been subjects which produced some healthy and heated bouts of argument from the floor. However, Council having put a stop to unexpected motions, after the increased subscription scare of two years ago, there was little hope of the Editor's comment on last year's A.G.M. being realised when he wrote, "... and everyone went home rather earlier than had been anticipated, doubtless thinking of ways to ginger things up a bit next year." Sorry, Mr Editor, gone are the days of John Mayhead and Major Jones. Only Julian Shaw seems to have the energy to get on his feet these days.

One cannot imagine what the bedlam would have been like five years ago if the President had then, as he did on this occasion, throw the meeting open to anyone for half an hour. But no one seized the opportunity. Was it apathy, disinterest or just plain laziness?

A final thought. Does holding a paddle create such cramp in our members' hands that they are incapable of making a cross on a ballot paper? (Sorry, that should read five crosses). Which is perhaps asking a bit much of all except the sixty who made the effort. A further dozen or so were so exhausted by the time they had managed all five crosses that they hadn't the strength to reach the post box in time! Come to think of it, was it exhaustion? Perhaps it was apathy, disinterest or just plain laziness.

Canoeists wishing to tour the Swale between Grinton and Catterick must avoid the following dates if co-operation with the Anglers is to continue since competitions will be in progress:

27th April; 25th May; 13th June; 27th July; 2nd and 17th August; 7th and 21st September; 26th October.

# SHEFFIELD SHOWS THE WAY

## Civic Hospitality staggers Canoeists

We want to come back to Sheffield! That is what canoeists were saying as they left the Annual General Meeting in this swinging Northern City. If you didn't go, you missed a real treat.

## Civic Luncheon

The Lord Mayor found herself unable to open the A.G.M. proceedings in the evening, so instead presided over a Civic Luncheon to which everyone who had booked a free lunch in the College canteen was invited. This was preceded by sherry all round whilst the Lord Mayor chatted to guests. The meal was of excellent quality and accompanied by a constantly replenished supply of pleasant wine. A witty speech by the Lord Mayor followed, during which she revealed that she had been offered canoeing lessons by our National Coach!

## Born in Sheffield

B.C.U. President, John Dudderidge, O.B.E. replying, revealed that he was born in Sheffield, though it had developed considerably since then. Access to water was good in the district, though canoeing was relatively new. The B.C.U. appreciated what Sheffield was doing for canoeing.

Mr. Dudderidge then expressed our thanks to the Lord Mayor and to Mr. Croft, the Head of the College, for their kindness, after which most guests disappeared off to the various Committee Meetings.

## Auction

Teas were served at about 4.0 p.m., and three C.2's were auctioned—you could have had a Vivak for £23, a K.W. for £22, or a somewhat worn blue missile for £16 10s.!

## Tame

The meeting itself was somewhat tame — with no motions to discuss, the principal excitement being a quibble or two over the P.R.C.'s over-expenditure of £548 due to the failure of the Olympic appeal. The Treasurer stated that budgeting needed to be tightened up.

## President

John Dudderidge was re-elected President, and Mr. Dancer, Honorary Auditor. The results of the Council Elections, reported elsewhere, were announced, after

which Awards of Honour were presented to John Woolley (services to Long Distance Racing), Rodney Baker (services to canoeing) and Ron Emes (services to the Olympic squad). Major Bruce was presented with his Award, conferred last year, but which he had been unable to collect until now.

## Absent Friends

The presentation of trophies has been for some years a sad and unsatisfactory affair and it is about time something was done to relieve the audience of the chore of applauding a non-existent recipient, and frequently an absent trophy.

Only six trophies were collected by their winners in person, and a representative of Richmond C.C. was present to carry off the awards for that Club. Pauline Squires was entitled to two trophies—neither of which had been returned for her to receive from the President. It is to her credit that she accepted this with good humour, when she had every right to be thoroughly annoyed. The formal meeting then closed, and an opportunity was given for the hearing of any matters which anyone wished to raise. Rodney Witter made a plea for canoeists to write to their favourite paper or TV channel demanding more coverage for our sport and then it was time to descend on Atkinson's for the final session of the day.

## Folk Singing

After the very substantial buffet the ninety or so guests joining in singing with the Steel City Paddlers—a group of Sheffield C.C. folk singers, including two extremely decorative young ladies, Ann Marshall and Ann Burley. The finale was the celebrated rendering of 'Alouette' by Keith Maslen.

## The Morning After

On Sunday morning, visitors who did not have to dash home straight away could choose between a cruise on the Derwent or a visit to the partially restored Abbeydale works, where water wheels power tilt hammers and other machinery. This latter was a fascinating tour, specially laid on for the B.C.U., and over thirty people took advantage of it.

Now then, London—what will you lay on for us next year?



LUNCHEON  
Given by  
THE LORD MAYOR  
(Alderman Mrs. Patience Sheard, BA, JP)  
on the occasion of the Conference of  
THE BRITISH CANOE UNION  
.....  
Saturday, 25th January, 1969  
.....

### MENU

|                 |   |
|-----------------|---|
| Cloberg Reising | Fruit Juice or<br>Minestrone  |
| or              | ..  |
| Hacon Rouge     | Roast Beef<br>Yorkshire Pudding<br>Brussell Sprouts<br>Roast and Creamed<br>Potatoes<br>Horseradish Sauce |
|                 | ..  |
|                 | Apple Pie and Cream or<br>Cheese and Biscuits   |
|                 | ..  |
|                 | Coffee  |

# OPEN FORUM

## Safety Afloat

Dear Sir,

The contribution by Jack Travers, National Youth Officer in the September issue of this magazine on Safety Afloat gives one some concern due to the increase in the number of deaths caused through drowning in the South-West. The total to September is 51.

While this is a record, I do not know of an instance in which a canoeist was involved which reflects on the high standard of instruction and the strong implementation of rules exercised by clubs in this area, and who are well aware of the dangers met with here.

I was, however, surprised to see, when introducing a youth to his first trip in a canoe, a party of six 'canoeists' in the River Fowey, in Cornwall, who were not wearing lifejackets or buoyancy aids, although the water was choppy due to a high wind. These people were not members of a recognised club and it is a matter of conjecture what might have happened if one had capsized.

It is also a matter of sincere regret that some members who enter L.D. races see fit to please themselves and omit to wear lifejackets in spite of directives to do so. I hope that such clubs will take very strong measures against these offenders who not only place themselves in danger but also others who have to go to their aid. Plainly they are not worth it if they do not take common sense precautions. We in the South-West do like you to visit us on our rivers and sea coast, but please do wear a lifejacket and come again.

DERRICK NAHUM,  
Exeter C.C.

Yeovil.

Dear Sir,

Although I appreciate that the wearing or not wearing of lifejackets or buoyancy aids is a purely personal thing, it is my opinion that when representing a National body, individuals should put aside personal preferences. I was therefore surprised and annoyed on arriving at the International Boat Show in January, to see that the canoe demonstration which immediately followed a water safety demonstration, was carried out on behalf of the British Canoe Union, by people wearing not even an apology for a buoyancy aid. In the presence of the Press, television and thousands of members of the general public, this would have been an opportunity to back up the British Canoe Union and many other safety conscious organisations—even the Girl Guides were better equipped! The actual programme

would probably have had to be adjusted, although only slightly. In the last year, we have twice come upon people in this river who were not sufficiently expert in the water sport they had chosen to know when they did not need a lifejacket—they were both very dead.

I made several telephone calls and buoyancy aids were worn later on. Did others also do the same? I would like to know what other people think.

ANNE R. SEEL,  
Ipswich.  
B.C.U. Senior Inst.

## Spectators

Dear Sir,

A small request with regard to the BCU Calendar and advertisements for events. Could the location be quoted? Some people who have no experience of competition but enjoy watching have difficulty about finding out where the event is being held and it is rather unfair to overworked organisers to expect them to write out directions even with a s.a.e.

Could this request be given due consideration in future?

R. P. W. HINTON.  
Cheltenham.

*(Well—there you are, organisers. Do you want spectators? We are willing to publish more detailed whereabouts in future if you care to supply information—a town, farm or Grid Reference would help pinpoint an event. I would point out, however, that some organisers are extremely reluctant to supply any information about their events—this is why, in some cases, the organising club or address to write to is missing from the calendar!—Editor.)*

## BCU Cadet

Dear Sir,

Many members who have followed the Cadet project, setting aside differences of opinion of the prototype, will have regretted the quashing of the project.

The imaginative plan to have one canoe suitable for youth groups to take part in all fields of our sport to an acceptable non-dedicated standard was admirable. Sponsored by the BCU and backed by the Coaching and Competitive committees, this would have provided a very broad base for the competitive pyramid. Now we are left with the choice of slalom, white water, racing or touring canoe and once again must choose the touring canoe as of most use to most people. This leaves the young potential

enthusiast to find his own way to a specialised canoe and competition.

This decision was taken at Council level where the competitive committees are each represented similarly to the Touring committee. However, half the BCU membership are tourists and outside the Union there are some 36,000 more non-competitive canoeists and potential members.

I would request all tourists to put their heads together and write to the Touring Committee with their ideas for improving services etc., and strengthening our membership. Let us then press for equal representation with the other half of the Union membership on the Council and so help to ensure more balanced decisions for the future.

COLIN M. W. KEMPSON,  
Ipswich. Senior Instructor.

### Hostelling with a Canoe

A new Norfolk Broads Hostel at Martham opens next summer. There are launching sites at Martham Ferry and West Somerton and it is 1,300 yards to the Hostel from the nearest point on the River Thurne. Three miles away from Martham is the wide, sandy beach of Winterton where surfing is sometimes possible and safe sea canoeing can usually be enjoyed.

### British Canoeist Invited to compete in South Africa

The canoeing events at the South African National Games will be held at Bloemfontein on April 17th/19th this year. Laurence Oliver, the British K.1 middle and long distance champion, has been invited by the South African Canoe Federation to participate in this, and various other events in the provinces, all expenses paid. Laurence Oliver states that he intends to accept the invitation and we hope to report in due course on his experiences there.

- At a Council meeting in November 1968, the proposed Cadet Class canoe was discussed at great length. It was felt that the matter needed to be considered much more thoroughly by the Sprint, L.D. and Coaching Committees before any further progress could be made. It now seems unlikely that this class will be operative before 1970.

#### TRADE DESCRIPTIONS ACT 1968

#### NOTICE

Advertisers ARE WARNED that all prices, trade descriptions, qualities of goods, sizes and compositions of the articles referred to in advertisements must be accurate and accord in spirit and letter with the requirements and conditions of the Trade Descriptions Act, 1968.

## SLALOM ROUNDUP

R. B. Witter

The biennial cycle is nearing its climax and the training squad is building up to its maximum training level, in preparation for the World Championships, to be held at the beginning of August at Bourg St. Maurice. It is hoped that this year we will have enough paddlers of adequate standard to be able to send a full team for both C.1 and C.2, as well as the kayak classes, for the first time.

It seems that by a curious chance the Russian invasion of Czechoslovakia may be of direct benefit to British canoeing. It so happens that there is a proposal that a second national coach should be appointed by the BCU, who should be much more involved with the competitive side of canoeing. By a happy coincidence the Slalom Executive Committee believes the perfect man for the job is available right now—Karel Knapp. Karel is at present living in Germany and is looking for a suitable job in this country where his talents would be fully exercised. As well as being the trainer for the Czech. National Slalom Team, Karel was a lecturer in physical education at Charles University in Prague and has a degree in physical education. He is *au fait* with all the latest teaching and training methods (indeed he has written a book on canoe handling) and can paddle a K.1. In addition we believe his ability to speak German, French and English, as well as Czech., would be of great advantage to the BCU. We recommend therefore that Karel Knapp be considered when the appointment of a second national coach is decided.

The General Slalom Committee has had its usual Winter meetings and no major re-organisations are planned for this year. The calendar of events looks much more healthy this year than last, and the climax to it will be provided by the International Slalom in Llangollen on October 18th-19th which should be very exciting. The state of Slaloms in the South gives some cause for concern, however, since the question of Marsh Lock does not yet appear to have been resolved (presumably the Southern Clubs are keeping their eyes on this site?). This has put rather a load of events on to Shepperton weir, which could be a very dangerous situation. Already the rumblings of protest from local residents have been heard this year and unless strict control over competitors is exercised by event organisers, we are sure to lose this site. Previous trouble has been caused by rowdiness, and the Slalom Committee has now formally stated that it will back up any decision taken by organisers who try to discipline trouble-



Ken Langford at Bourg St. Maurice, 1968

Photo: J. S. Albert

makers. I personally feel that the exclusion of offenders, making a noise at night, from the Slalom next day would be a most effective deterrent.

Another decision of the Slalom Committee has given the go-ahead for the introduction of a new timing apparatus reading to a tenth of a second. Now that the judging procedure has been tightened up, this is a logical development for use at our top Slaloms where a number of dead heats have left people dissatisfied. Thanks are due to Colin Manton who has looked after the telephone and timing equipment in the past so well, and who is tackling the job of converting the timer to the new system. As a corollary to the introduction of the new timer, organisers will have to have very exactly delineated start and finish gates so that we can have confidence in the more accurate times.

The question of the use at Slaloms of undersized kayaks was raised at the Slalom Committee Meeting and some useful discussion ensued. The final decision of the

meeting was that since youngsters should be encouraged to take up Slalom the I.C.F. boat dimensions should not apply, in Div. 3 and Novices events, to paddlers who have not yet reached their 13th birthday.

News is a bit thin on the ground for this issue, but perhaps we can congratulate Dave Mitchell on his wedding, in February, and noise the rumour around that he will be returning to slalom in time for the world championships.

It is very gratifying to see Canadian down river racing boats as well as slalom canoes on sale now in this country. The Canadian class appears to be catching on very well and at the Canoe Conference both a down-river C.1 and a C.2 were to be seen on manufacturers' stands.

The conference seems to have been a great success in spite of the snow causing chaos on the roads into London: some of the Northerners had been on the road for

(continued at foot of page 22)

# where?

SOME  
CANOEING  
IDEAS

## UNEXPLORED TERRITORY

The Isle of Man, situated in the middle of the Irish Sea, is as yet a virtually unexplored sea-canoeist's paradise. There are innumerable coves, rocky cliffs and unexplored caves around a coastal mileage of approximately 90 miles. The island abounds with fish and on stormy days experienced canoeists can try their hand at surfing in the safe sandy bays.

Experienced canoeists wishing to cover a fair distance must study the currents around the Island as there are several possibly dangerous points where the currents maintain a steady 4-5 knots except for an hour at slack water. The currents are not insurmountable as was proved recently when a party of local school teachers—all comparative amateurs—circumnavigated the Island in 4½ days steady canoeing. Incidentally they were awarded a trophy which is valid for the best successful attempt annually.

Despite the ideal facilities there are very few canoeists seen around the coast. There is no canoeing club on the Island although there is an occasional lone canoe to be seen out in the bay on a sunny day.

However, in the last two or three years, the local schools have acquired canoes of a very mixed variety. Perhaps the near future will see the formation of a club and the BCU will have another far-flung outpost!

Any member of the BCU wanting further information about canoeing in the Isle of Man should contact B. King, 'Ketil', Silverburn, Ballasalla, Isle of Man.

### Slalom Roundup—*continued*

12 hours—but it was all worth while in the end. A mini slalom was arranged in the baths; North v South which the North managed to win by 29 points to 25, in spite of their tiredness.

After many years excellent service Julian Shaw has retired from the post of slalom secretary and the job has passed to Chris McAllister. Chris has an excellent record on the administrative side of canoeing and was the only proposal for the post. We wish him all luck in this most difficult task.

## CANOEING IN YUGOSLAVIA

Bill Hagger

We arrived in Bihac on the Saturday, just in time to enrol in the 5th 'Una Regatta', and as the first English canoeists ever to take part we were given a tremendous welcome and V.I.P. treatment. We reckoned the river to be grade II with patches of grade IV, the stretch from Loskun to Bihac (30 kms) on the first day, and from Otoka to Bosanski Novi (24 kms) on the last afternoon being the least interesting with a good deal of flat water, broken every ½ km or so by weirs of varying heights, but all shootable. The second and third days, from Bihac to Otoka (12 kms), the Una descended through a gorge, the rapids being almost continuous. There was one portage just before Ostrozac, but here a lorry was laid on to carry the canoes, and while the rest of the party walked, we two English were offered seats in the land rover.

Apart from the canoeing, there were festivities every evening, bonfires, Serbian songs, dancing, picnic lunches were provided, a dinner with the Mayor on the last evening and tremendous display of Yugoslav National Dances in gorgeous national dresses given in an open-air arena before the entire town of Bosanski Novi. At each town we arrived at in the evening we were welcomed by all the townsfolk and the town band, and given delicious rum tea to revive us. The cost of the entire expedition was 50 dinars each (about 35/-), which we reckoned very reasonable since it covered all camping charges for a week, transport whenever necessary back to the camp site, as well as numerous meals, drinks and entertainments.

The organisers are very anxious to see more English canoeists at Bihac next year, and we would strongly recommend both the river and the friendly international gathering. The date—last weekend in July, for six days.

Contributions for this feature are requested from our readers.

● B. C. U. membership to date shows a 14.8% increase overall as compared to this time last year.

● Copy date for the next issue of 'Canoeing in Britain' is 10th May for the June issue.

# competition

## B.C.U. SLALOM RANKING LIST 1968

| Div. I                      |      |
|-----------------------------|------|
| 1. N. Langford, Manchester  | 54.7 |
| 2. J. MacLeod, Manchester   | 57.7 |
| 3. R. Calverley, Manchester | 58.3 |

| Ladies                    |      |
|---------------------------|------|
| 1. A. Keerie, Sunderland  | 82.1 |
| 2. R. Goodman, Lakeland   | 86.5 |
| 3. P. Squires, Leamington | 88.4 |

## RAPID RIVER RACING RANKING LIST

| Men K.1                   |      |
|---------------------------|------|
| 1. D. Mitchell, Chester   | 77.6 |
| 2. N. Jackson, Manchester | 81.8 |
| 3. C. Skellern, Worcester | 82.6 |

| Ladies K.1               |       |
|--------------------------|-------|
| 1. P. Squires, Coventry  | 91.7  |
| 2. A. Keerie, Sunderland | 108.2 |
| 3. L. Hay, Army          | 111.6 |

|                                  |      |
|----------------------------------|------|
| 1. Goodwin/Court, Newcastle Sff. | 91.7 |
| 2. Hillyard/Bansay, Chalfont Pk. | 92.4 |
| 3. Lloyd/Sibley, Windsor         | 98.6 |

| Div. II                   |      |
|---------------------------|------|
| 1. D. Croila, St. Bede's  | 59.4 |
| 2. P. Wakeling, Itching   | 62.1 |
| 3. M. Martin, Soar Valley | 62.3 |

| Ladies                    |       |
|---------------------------|-------|
| 1. J. Hill, Manchester    | 84.2  |
| 2. L. Calverley, Leeds    | 108.1 |
| 3. J. Rowe, Chalfont Park | 111.5 |

|                  |       |
|------------------|-------|
| 1. Witter/Witter | 86.1  |
| 2. Curt/Goodwin  | 93.4  |
| 3. Hastings/Hope | 124.3 |

| G.2         |       |
|-------------|-------|
| 1. Dinadale | 105.4 |
| 2. Patrick  | 145.6 |
| 3. Hillyard | 145.8 |

| Div. III                       |      |
|--------------------------------|------|
| 1. A. Gibson, Soar Valley      | 62.7 |
| 2. M. Goodwin, Riverside       | 63.8 |
| 3. D. Thornley, Bradford Univ. | 64.9 |

| Ladies                      |      |
|-----------------------------|------|
| 1. A. Goelling, Buxton      | 67.5 |
| 2. J. Harber, Chalfont Park | 92.8 |
| 3. W. Horns, Leeds          | 94.7 |

| DEE RACE I |   |
|------------|---|
| 24 Nov     | 5 |

| Men K.1                   |      |
|---------------------------|------|
| 1. N. Jackson, Manchester | 77.3 |
| 2. C. Skellern, Worcester | 80.6 |
| 3. C. Hakesworth, Leeds   | 83.6 |

| Ladies K.1                |       |
|---------------------------|-------|
| 1. P. Squires, Leamington | 94.9  |
| 2. M. Goodman, Lakeland   | 108.1 |

| G.1                               |       |
|-----------------------------------|-------|
| 1. G. Goldsmith, Brighton         | 114.7 |
| 2. G. Snell, Windsor              | 119.8 |
| 3. J. Court, N.Staffs Polytechnic | 130.3 |

| G.2                            |       |
|--------------------------------|-------|
| 1. Witter/Woodhouse, Chester   | 104.0 |
| 2. Goodwin/Court, N.Staffs. P. | 108.5 |

| Team            |     |
|-----------------|-----|
| 1. Manchester   | 887 |
| 2. Leeds 'A'    | 918 |
| 3. Oxford Univ. | 940 |

| WEST TANFIELD SLALOM |  |
|----------------------|--|
| 7/8 Sept             |  |

| Div. III                 |      |
|--------------------------|------|
| 1. D. Linsky, Sheffield  | 72.9 |
| 2. T. Westbury, Lakeland | 78.5 |
| 3. S. Hobbs, Nottingham  | 80.9 |

| Men K.1                     |     |
|-----------------------------|-----|
| 1. I. White, Sunderland     | 149 |
| 2. J. Horfield, Gatehead    | 149 |
| 3. C. Freshwater, Cairngorm | 149 |

| Team Event         |     |
|--------------------|-----|
| 1. Leeds 'C'       | 450 |
| 2. Keighley School | 504 |
| 3. Sheffield 'A'   | 519 |

| Ladies                 |      |
|------------------------|------|
| 1. C. Goelling, Buxton | 85.7 |
| 2. W. Horns, Leeds     | 95.6 |
| 3. J. Harber, Chalfont | 99.2 |

| G.2                             |       |
|---------------------------------|-------|
| 1. Witter/Swift, Leeds          | 81.3  |
| 2. Barber/Barber, Chalfont      | 99.6  |
| 3. Pettit/Freshwater, Cairngorm | 136.3 |

| G.1                       |       |
|---------------------------|-------|
| 1. P. Dolan, Lakeland     | 100.4 |
| 2. J. Slater, West Yorks. | 106.4 |

| Judges Event              |     |
|---------------------------|-----|
| 1. K. Wickham, Sunderland | 159 |
| 2. J. Slater, West Yorks. | 180 |
| 3. J. Jenkinson, Leeds    | 183 |

| DEE RACE II |  |
|-------------|--|
| 12 Jan      |  |

| Men K.1                   |      |
|---------------------------|------|
| 1. N. Jackson, Manchester | 85.0 |
| 2. T. Young, Leeds        | 87.6 |
| 3. C. Skellern, Worcester | 88.3 |

| G.1                       |       |
|---------------------------|-------|
| 1. G. Goldsmith, Brighton | 115.9 |
| 2. J. Sibley, Windsor     | 121.3 |
| 3. R. Chaplin, Cambridge  | 138.4 |

| G.2                             |       |
|---------------------------------|-------|
| Goodwin/Court, N. Staffs. Poly. | 101.3 |

| Team            |     |
|-----------------|-----|
| 1. Leeds A      | 867 |
| 2. Manchester A | 904 |
| 3. Soar Valley  | 986 |

## LIPPY DESCENT 1968

| Men's K.1               |         |
|-------------------------|---------|
| 1. N. Jackson, England  | 1.51.00 |
| 2. P. Anderson, Denmark | 1.52.10 |
| 3. S. Hollier, England  | 1.53.05 |

| Junior K.1                |         |
|---------------------------|---------|
| 1. C. Skellern, Worcester | 1.57.40 |
| 2. H. Watkins, S.L.       | 1.59.48 |
| 3. M. Kennedy, Rapoir     | 2.00.10 |

| Men's K.2                       |         |
|---------------------------------|---------|
| 1. Mahrle/Holzschuster, Austria | 1.43.05 |
| 2. Jupp/Marson, England         | 1.49.25 |
| 3. Green/Stonely, England       | 1.49.00 |

| WV Slalom                 |         |
|---------------------------|---------|
| 1. T. Young, Leeds        | 1.59.05 |
| 2. R. Haber, St. Michaels | 2.05.00 |
| 3. P. Pilkington, W.V.    | 2.07.00 |

| Ladies K.1            |         |
|-----------------------|---------|
| 1. A. Robinson, Royal | 2.30.40 |
| 2. J. McCrean, W.V.   | 2.34.40 |
| 3. A. Lawrence, W.V.  | 2.39.40 |

## EXE DOWN RIVER RACE

| K.1                          |         |
|------------------------------|---------|
| 1. P. Lee, Exeter            | 3.42.29 |
| 2. N. Doherty, Reading Univ. | 3.34.05 |

| K.2                       |         |
|---------------------------|---------|
| 1. Marshall/Snell, Exeter | 2.56.24 |
| 2. Lander/Lee, St. Luke's | 3.31.15 |
| 3. R. Harrison, Boston    | 3.42.21 |

| K.2 Junior                    |         |
|-------------------------------|---------|
| 1. Martin/Halley, Bournemouth | 3.05.44 |

| Ladies K.1                    |         |
|-------------------------------|---------|
| 1. C. Allan, Pensance         | 3.30.35 |
| 2. E. Stadden, Crediton Youth | 4.00.01 |

| K.2                   |         |
|-----------------------|---------|
| 1. A. Allan, Pensance | 3.00.54 |
| 2. F. Boyle, Boston   | 3.14.52 |

| Slalom                        |         |
|-------------------------------|---------|
| 1. A. Labbett, Crediton Youth | 3.05.30 |
| 2. F. Godbert, Sherborne Sch. | 3.06.32 |
| 3. M. Sutton/Fratt, Gtlands   | 3.08.90 |

| SERPENT'S TAIL SLALOM |   |
|-----------------------|---|
| 3 Nov                 | 5 |

| Div. I                     |      |
|----------------------------|------|
| 1. K. Langford, Manchester | 64.1 |
| 2. H. Dyer, Riverside      | 64.8 |
| 3. J. MacLeod, Manchester  | 65.3 |

| Ladies K.1                |       |
|---------------------------|-------|
| 1. P. Squires, Leamington | 89.5  |
| 2. R. Goodman, Lakeland   | 133.4 |
| 3. A. Keerie, Sunderland  | 138.3 |

| G.2                               |       |
|-----------------------------------|-------|
| 1. Witter/Witter, Chester         | 107.7 |
| 2. Goodwin/Court, N.Staffs. Poly. | 118.8 |
| 3. Brown/Woods                    | 180.8 |

| G.1                           |       |
|-------------------------------|-------|
| 1. C. Dinadale, Chalfont Park | 105.6 |
| 2. J. Sibley, Windsor         | 169.0 |
| 3. D. Patrick, Midland        | 174.2 |

| Judges Event           |     |
|------------------------|-----|
| 1. R. Sharp, Riverside | 267 |
| 2. M. Goodwin          | 277 |
| 3. D. Allan, Sheffield | 285 |

| Team Event        |     |
|-------------------|-----|
| 1. Worcester      | 489 |
| 2. Manchester 'A' | 514 |
| 3. Chester        | 517 |

| SHEPPERTON C.C. SLALOM |  |
|------------------------|--|
| 16/17 Nov              |  |

| Div. II                |      |
|------------------------|------|
| 1. R. Pope, Hending    | 49.7 |
| 2. D. Allan, Sheffield | 52.5 |
| 3. R. Evans, Stowe     | 67.2 |

| G.1                      |     |
|--------------------------|-----|
| 1. J. Albert, Chalfont   | 353 |
| 2. J. Sibley, Windsor    | 401 |
| 3. M. Hillyard, Chalfont | 424 |

| G.2                            |     |
|--------------------------------|-----|
| 1. Thomas/Sutton, Manchester   | 500 |
| 2. Roberts/Handyside, Chalfont | 501 |
| 3. Harber/Barber, Chalfont     | 582 |

| Team Event    |     |
|---------------|-----|
| 1. Reading    | 506 |
| 2. Chalfont   | 686 |
| 3. Shepperton | 769 |

| TRESS RACE I              |      |
|---------------------------|------|
| 1 Dec                     |      |
| 1. T. Young, Leeds        | 81.5 |
| 2. N. Jackson, Manchester | 82.6 |
| 3. C. Skellern, Worcester | 84.5 |

| G.1                       |       |
|---------------------------|-------|
| 1. J. Goodwin, N. Staffs. | 118.4 |

| LEVEN WILD WATER TEST     |      |
|---------------------------|------|
| 19 Jan                    |      |
| 1. N. Jackson, Manchester | 5.50 |
| 2. J. Meggott, Halifax    | 6.05 |
| 3. L. Thomas, Manchester  | 6.28 |

| EDEN WHITE WATER RACE     |       |
|---------------------------|-------|
| 29 Dec                    |       |
| 1. N. Jackson, Manchester | 39.58 |
| 2. M. Thomas, Manchester  | 42.51 |
| 3. J. Leggett, Halifax    | 43.04 |



Chris Wonfo of Welwyn, probably Britain's youngest competitive slalomist, negotiating Gate 3 at Shepperton Slalom last year, in his Imp. Photo: J. Butt.

Because of pressure on space, the club news feature 'Around the Clubs' has been held over till our next issue.

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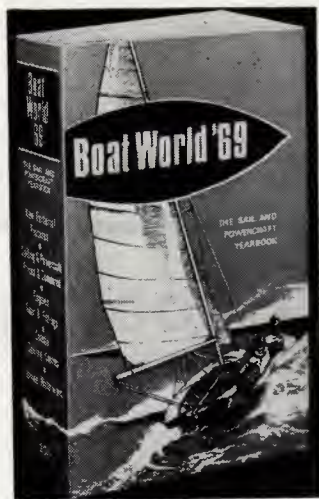
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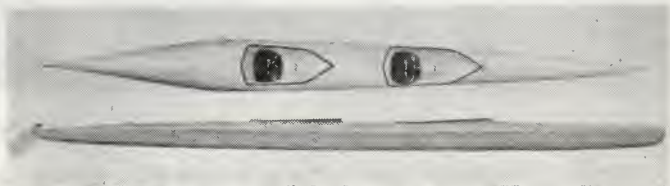
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