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CANOEING IN BRITAIN

JUNE 1969

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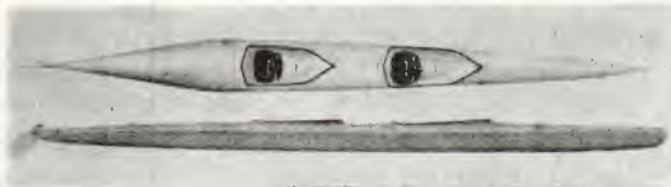
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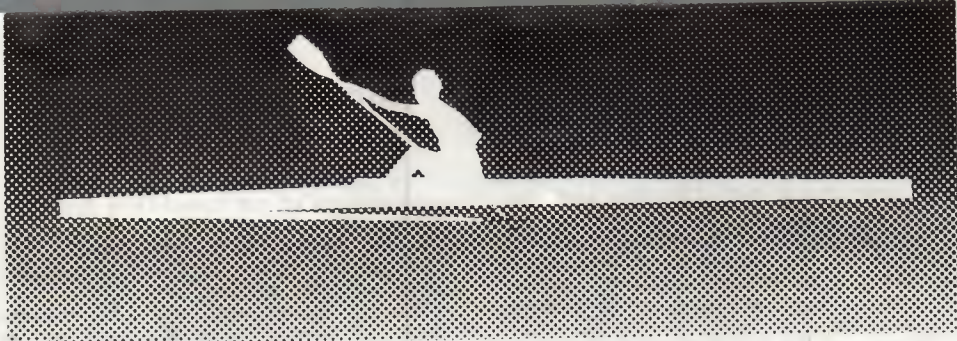
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CANOEING IN BRITAIN⁷¹

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

Surfers Away!

With this issue we are proud to present a large poster showing the 105 most popular beaches for canoe surfing in Britain. Our grateful thanks go to those canoeists who went to a considerable amount of trouble to give details of their favourite resorts for the enjoyment of others.

Since we first published a list of beaches which offered reasonable surf, in 1965, we have had many requests to bring this list up-to-date. Sea canoeing is becoming more popular, and knowledge of the behaviour of canoes amongst waves more widespread. We hope you will find the map and descriptions useful. Motorways are indicated to help you plan routes. We would be glad to hear of any corrections and additions.

Design Pirates

Since March, further allegations of design pirating have reached me, both direct and via the grapevine.

Some activities have been curtailed or halted under threat of legal action. Designers who have discovered moulds taken from their boats have been, in my opinion, generous in their dealings with offenders, but this is unlikely to continue if the problem intensifies.

The Slalom Committee's ruling that pirated boats will be banned from B.C.U. competition may well cause hardship to a number of people who have bought or made models from an unauthorised mould. Moral: ensure before buying that the person manufacturing has permission to produce the design in question. This confers the additional safeguard that the mould is authentic and therefore up to the standard of the original design.

JACK LEVISON.

SECRETARY'S NOTES

In the March issue we apologised to members for delays in replying to correspondence due to the fact that Headquarters was experiencing staff difficulties and was under very great pressure.

Unfortunately that position still prevails although we are now able to report that additional office accommodation is expected this month thus permitting us to increase our staffing.

In spite of the fact that due to the overload of work at Headquarters we have not been able to "chase" those members who have forgotten to renew their membership or to encourage new members to the extent we would like, membership still shows an increase of 3.95% as compared to the same date last year.

Figures as at the 8th May are as follows:

	1968	1969	% Increase
Full ...	2212	2281	3.1%
Youth ...	874	938	7.3%
Family ...	337	339	—
Total ...	3423	3558	3.95%

Last year at this time figures showed a spectacular upsurge of over 30% over the previous year of 1967 although the final count for the year was only 22.14% increase.

Car Badges

Unfortunately it has not yet been possible to complete arrangements for the supply of car badges but we hope to get down to this problem as soon as possible. When they are available, an announcement will be made in this magazine.

National Canoe Exhibition

The Exhibition will be held at the Crystal Palace on Saturday, 14th February, 1970.

From what has been seen of the plans, the 1970 Exhibition will outshine all previous ones. This year's Exhibition attracted an attendance bordering on the 3,000 mark and if the weather is a little kinder in 1970 we have every hope of reaching 4,000.

Annual General Meeting

The date for the A.G.M. has been fixed for Saturday, 24th January, 1970, in London.

BRITISH COMPETITORS SHINE

Monschau International Slalom and W/W Race, 1969

We are delighted to report the high achievements of our canoeists in this competition. Ken Langford was well ahead to win the Mens K.1. event incurring very low penalties. Keith Wickham was placed 10th and Chris Skellern 12th.

Pauline Squires really put the Ladies on the map coming 1st in K.1. and 2nd in the K.1. W/W race. Audrie Keerie was 2nd in the slalom.

In C.1. Mike Hilliard was 10th and in C.2 Witter-Hastings were 7th with Witter-Swift in 8th place behind them. Details in results section.



Laurence Oliver takes South African Honours

K.1. Sprint champion, Laurence Oliver, has recently returned from a fantastically successful invitation tour of South Africa. The first weekend was spent competing in the Natal Sprints held on Henley Dam near Pietermaritzburg, where he won the 1,000m. and 500m. K.1. events.

The following Saturday saw him 1,000 miles away competing in a 15 mile L.D. race at Cape Town, where he won also in 1 hour 57 min.

At the Transvaal Sprints, Laurence Oliver just managed to take the 1,000m. K.1 event but was beaten by Mario Pedretti in the 500m.

Four days before the canoeing events of the South African Games were due to be held, it was announced that they would be transferred to Parys, because of high winds at Bloemfontein.

In the event, Oliver won the 500m. and 1,000m., beating, in both cases, Pedretti (2nd) and Van Der Walt (3rd), plus the 10,000m. race beating Chalupsky (2nd)!

Enquiries regarding non-receipt of magazine, notification of changes of address and general enquires 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.

**The General Secretary,
The British Canoe Union,
Major G. E. Tomlinson,
Room 315,
26/29 Park Crescent,
London, WIN 4DT.**

Tel: 01-580-4710.

"WAR" ON THE WHARFE

Many members will have seen reports in the National Press and on Television during the week prior to the recent slalom at Appletreewick stating that "War" had been declared between the organisers of the event The Leeds Canoe Club, and the Appletreewick Barden and Burnsall Angling Club.

There were lurid reports of the anglers threatening to resort to force and legal proceedings if "The Events" were held. Although the wild Water Race was cancelled, the slalom went ahead as planned and nothing happened. The "Row" was cleared up, and proved to be a classic case of misunderstanding arising from inadequate channels of communication.



It's war down at Appletreewick

THE Appletreewick, Barden and Burnsall Angling Club of Yorkshire started to get into their slalom boats on the morning of the 12th of June. They were to be met by the Leeds Canoe Club, who had been invited to compete in the event. The Leeds Canoe Club had been invited to compete in the event. The Leeds Canoe Club had been invited to compete in the event.

OPEN FORUM

Council Elections

Dear Mr. Levison,
Regarding Jack Travers' article in the latest C. in B. on apathy etc., he seems to have missed what seems to me to be the most likely cause of non-voting. This is the simple fact that the people for whom we are expected to vote are, in the main, unknown to us, and I for one don't see any point in voting for or against people whom I don't know. In any organisation of 5,000 people it is very likely that the body of the members has very little idea of who is doing the work of the organisation and who is capable of doing it. The only other national organisation of which I am a member appoints its officials via a committee. Perhaps not so democratic, but sensible in the circumstances.

Llanberis. D. T. ROSCOE.

Dear Sir,
... My main point of wrath is the, so called, election farce. No, it was not apathy, laziness or anything in this line, I just knew nothing about the candidates or their interests so I left it to those who knew them and could assess them to vote for me. Very little has appeared in print about the proposal from the floor that particulars of candidates be circulated. 'Canoeing' did not even mention it. Singing self righteousness is too easy: constructive advice is more difficult.

Lossiemouth. R. S. LOWE.

In retrospect we realise now that the Angling Club had elected a new committee who were ignorant of the negotiations carried on in 1967-68.

However the Leeds Canoe Club acted with their characteristic energy and Chris Hawkesworth had the whole situation aired on television and in the newspapers almost overnight.

The Committee of The Angling Club were besieged by pressmen all through one weekend, and they then agreed to arrange a meeting within 48 hours. We came away from this meeting with our differences almost resolved, and the anglers agreed to change their hard line policy and to find a way to accepting canoeists on the river during conditions of spate.

Next time you hear talk about canoeists being pushed off yet another river, please don't come out with the old moan: "Why doesn't the B.C.U. DO something?" Why don't you do something, like the Leeds club did? Until we have strong canoe clubs all over the country we will continue to be pushed off rivers because the B.C.U. is based in London and there is nobody on the spot to put up a fight.

S. J. GOOSEWORTHY.

Veteran Paddler

Dear Sir,
Having bought my first canoe five years ago and my age being sixty-two, I can fairly be called a late developer. I have had and hope to continue to have much enjoyable canoeing with Birmingham C.C. However, the time must come when keeping up with even the slowest Joneses will prove difficult.

Canoeists of my age seem rather rare, which is a pity, as canoeing is easily adapted in strenuousness to a wide range of ages and physiques. I should, therefore, be interested to hear from anyone of mature years, preferably who lives within striking distance of Birmingham, who would be interested in canoeing with me—for days or longer periods, in the U.K. or on the Continent. I have college-length holidays and will soon have one long holiday i.e. retirement.

F. E. WESTERN.

91 Tennal Road, Birmingham 32.

Irish Curraghs

Colin A. Lewis,
University College, Dublin.

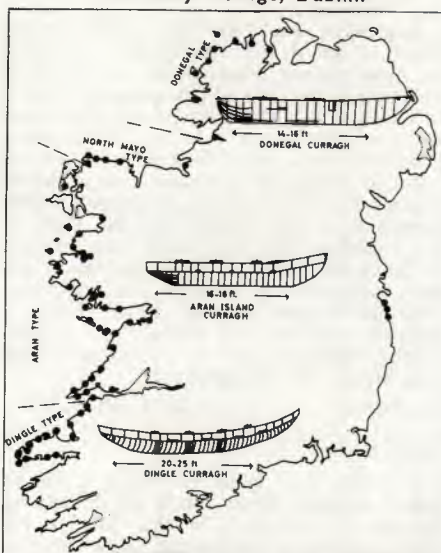


Fig. One. Location of curraghs during 1968 and early 1969. Based on the observations of K. Danaher, S. Caulfield, A. Ford and the author. Curragh plans after Hornell (1938).

Curraghs were originally made of hides stretched over a wooden frame, but during the last few centuries it has become usual for tarred canvas to replace hides. Within the present century only the Boyne coracle, a distant relative of the sea-going curragh, has been covered with hides, but the last Boyne coracle was made more than ten years ago.

Over two thousand years ago curraghs were widespread in Britain as well as in Ireland. The Roman historian Timmaeus, who died c. 256 B.C. reported that the "Britains sail . . . in boats of osier, covered with sewed hides." There is sufficient evidence in his statement to tell us that the vessels described were curraghs, and not coracles such as those that linger on the Teifi, Towy or Severn. Caesar, who forayed into Britain in 55 and 54 B.C., also noticed the locals using curraghs, and he was to put his observations to good use later. Whilst campaigning in Spain he had to transport his men over the flooded River Segre, and he ordered his carpenters to make ". . . boats of the kind that his knowledge in Britain a few years before had taught him."

There appear to be few records of curraghs in Britain following the Roman conquest, but that does not necessarily mean that they disappeared entirely. It is

almost certain that the Irish warriors who stormed into Wales following the Roman withdrawal in 388 A.D. used them, and there is a definite record of three Irish saints being cast ashore on the coast of Cornwall in their curragh, in 891, and taken to the court of King Alfred. Later references to skin vessels in Britain, however, appear to relate to coracles. Today the only curraghs in Britain are a handful that have been recently introduced for pleasure purposes or, like one near Penzance, for lobster fishing by immigrant Irishmen!

Within Ireland curraghs are found almost entirely along the West coast. The wooden boats of the Boyne and of some of the southerly estuaries are obviously descendants of curraghs, but little study has been made of them. Four major types of curragh still exist: those of Donegal, the Aran Islands, North Mayo and Dingle. Of these the most primitive is that of Donegal (Figure 1).

Donegal curraghs have only one gunwale and the ribs are often made of withies, onto which are tied the stringers. They vary in length from 15' to 20' and are up to 4' wide amidships and 1' 10" deep. They are tapered at bow and stern and have a curved profile, rather like a banana. There is only one fixed thwart, and the whole vessel is a very rough and ready affair. The oars fit onto thole pins. A smaller curragh of this area is the paddling variety, 8' to 9' long and propelled by a paddler kneeling near the bows and paddling over them.

The curragh of North Mayo is a much grander vessel. It is up to 24' long and is 4' wide and 25" deep. It is rowed by four men, each handling only one oar (unlike all other curraghs, which are rowed double handed) and is steered by the fifth man, who uses an oar placed over the stern. These boats were traditionally used for salmon fishing and carried five nets, each six feet deep, which between them stretched half-a-mile. The fishing season lasted only about six weeks, in the summer, and all the fishing was done at night. Unfortunately salmon swim deep below the surface in calm weather, therefore they could only be caught on a rough night and salmon fishing was therefore a very strenuous and often dangerous task. Unlike Donegal curraghs, those of Mayo have a double gunwale, but the ribs are often made of bent withies, although the stringers are of lathes. The oars do not rest on thole pins, as in all other types of rowing curraghs, but rotate between two thole pins. In addition, the oars are often very heavy, perhaps 50 to 60 lbs. each, and they differ in size from bow to stern, each oar having its own name. Since about 1960, when the fishermen bought larger wooden

boats, with engines (aided by very generous Bord Iascaigh Mhara [Sea Fisheries Board] grants and loans), they have used the currachs only as tenders and consequently few new currachs have been built. As the harbours along this magnificent cliffed coast are improved, allowing the wooden vessels to lie alongside the quays, it is likely that currachs will go completely out of use.

South of Belmullet the currachs again change in form, although they all have two gunwales. There are, of course, many distinct regional variations, but for convenience we will describe only those of the Aran Islands and those of the Dingle Peninsula. The other local types all resemble, to a greater or lesser extent, one of these major types. Aran Island currachs vary in length from 16' to 18' and are about 20" deep and up to 4' 3" wide amidships. A few are still used for lobster fishing, but wooden boats are rapidly ousting them. Characteristically they have a marked shear to the bows and a blunt, transom-like stern. They are often boarded inside with thin lathes, providing considerable protection to the skin. This is important because, even today, they often carry cargoes of farm produce, peat, etc., to and from the motor-vessel that connects the Islands with Galway. Both ribs and stringers are also

made of lathes. The oars pivot on thole pins, unlike those of North Mayo, and all the thwarts are fixed. This is a significant difference from their northern neighbours, for there the third thwart from the bows is detachable, allowing an extensive free area amidships from which the nets are played out. The long profile of Aran currachs is angular, rather than curved, as is shown on Figure 1. Their crew usually numbers three, although the number varies with the size of the boat, from two to four, with occasionally a fifth man as steersman.

Unlike currachs further north, those of the Aran Islands and of Dingle are sometimes sailed, using a little squarish lug sail on a mast about 8' to 10' high. The sail is attached to a bamboo yard which is hauled to the top of the mast so that the sail billows out below. Sheets lead off the bottom corners of the sail and are tied to the "knees", wooden brackets that join the thwarts to the two gunwales.

The free end of the sheet that runs through the pulley on the mast and that pulls the yard into position, is also tied to a knee, approximately at right angles to the yard, thereby effectively guying the mast. There is no other rigging. Because currachs have no keel it is impossible to

Plate One. Four-man (full-size, 24') Dingle type curragh.

Photo: K. Danaher.



sail across wind, unless leeboards are used. Often two are carried, although great care has to be maintained in using them.

Hornell, whose book on curraghs is an outstandingly fine work, has described the curraghs of Dingle as, "... the most elegant, the most beautifully proportioned and the most carefully made of all surviving types ... they ride the water more lightly than the sea-fowl yet are strong enough to battle successfully with the wild Atlantic gales." (p. 29). They vary in length from 16' to 25' and are curved throughout with virtually no straight timber in their design. They vary in width from 4' to 4' 6" amidships, but are only 2' wide at the stern. Both gunwales curve from stem to stern, but the bows are far more curved than the stern. Unlike Aran curraghs, the Dingle type narrows sternwards from its widest point amidships, ending in a square stern that, below the bottom gunwale, passes into the rounded and curving bottom. Like the Aran type, both ribs and stringers are of lathes although the gunwales may be of thicker oak. The number of thwarts depends on the length overall, and varies from two to four. There is also a small thwart forward through which the mast passes. A curved keelson, not found in Donegal and Aran curraghs, passes from stem to stern. About 50 of these graceful craft, sitting on the water like stately black swans, are still used in the waters off the Peninsula for lobstering, salmon fishing and, to a decreasing extent, for mackerel fishing. It is regrettable that only one builder of these curraghs, locally known as naomhóga or "canoes", is left, although he has plenty of work to do. It is perhaps strange that the finest of all curraghs should exist in Dingle, for they had apparently died out entirely there, but were reintroduced about 1850 and used extensively in developing lobster fishing.

All curraghs are built bottom upwards. First the gunwales are made, facing right side up, and holes bored into them. They are then inverted and the ribs are bent, like hoops, from gunwale to gunwale, their ends being pushed into the bored holes and firmly wedged. Then the stringers are attached to the ribs, and finally the keelson is added. Normally the wood for the gunwales and ribs has to be steamed and bent into shape before use. The thwarts, which were added to the gunwales earlier, are now secured firmly by an angular bracket, known as a "knee", that joins both gunwales. Finally the frame is painted and is ready for the tarred canvas skin to be attached.

Because most curragh oars pivot on thole pins they differ from the type of oar with

which we are familiar. It is, for instance, impossible to feather them. Because of this the blade of the oar can only exceed the diameter of the shaft by a very small amount, otherwise it would foul the water on the return stroke. Curragh oars are therefore long and thin, length being needed to compensate for the thinness of the blade. Obviously a long oar will be heavy, and to compensate for this it is usual to fit a "bull", or thick mass of wood, at the point where the oar passes the thole pin (being near the hand-grip). The shape of the bull varies from area to area, but it is usual for the thole pin hole to be made in the bull.

The length of the oar also varies, depending on its position in the boat. Finally, in rowing the oarsman pulls "cross-handed", with oars overlapping, one hand above and slightly in advance of the other. Naturally, the single handed oars of North Mayo require a different technique, and there each oar requires both hands, because of its weight and length.

The accompanying map (Figure 1) shows all the locations where it is known that curraghs existed in 1968 and early 1969. It shows that they occur only along the coast, and are not used on rivers. In addition, they exist mainly along the rocky coasts of the West, where people tend to be poor and were, until recently, often unable to afford motor vessels. These are the areas where lobsters are relatively plentiful; the shallow draught of a curragh allowing her to work close inshore. They are also the areas where salmon and mackerel fishing was important. Even today, many engage in the salmon fisheries, both out at sea, as off North Mayo, and in the river estuaries, as around Kilrush. Perhaps the most interesting feature of the map is that no curraghs apparently exist south of Dingle. Of course, the map may well be incorrect since it is based on the knowledge of a few people, and we welcome any additional information. Yet it seems that there is an important cultural divide in Dingle Bay. It may be argued that the area to the south has only been settled recently to any large extent, and therefore there are no cultural links with the distant past to familiarise people with curraghs. But Connemara is also only recently settled in large numbers, yet curraghs are widespread there. How, then, can we account for this sudden divide?

Although curraghs are used for little else but fishing today, they were formerly employed in exploration and as cargo vessels. St. Brendan, who lived on the Dingle Peninsula, is reputed to have voyaged to Iceland and back during the years 519 to 524, using curraghs. Later,

from 525 to 527 he journeyed south, possibly to the Azores, but used wooden boats. This, according to the literature, was because his step-mother thought currachs unsafe, and begged him to at least use a wooden craft. But it is more likely that Brendan realised the difficulties of using a curragh in Tropical heat. In those days they were covered with butter-dressed ox hides, and it takes little to imagine how they would smell in the hot sun! Unfortunately we have no plans of those early currachs, but there is no doubting their seaworthiness. Yet one terrible tragedy is still remembered. A fleet of trading currachs passing close to Rathlin Island on their way home from Scotland were caught in a tidal whirlpool. All were overwhelmed and the memory of that disaster, watched from the shores by helpless and horrified people, still lingers on.

Today it is doubtful whether 400 currachs still exist, probably they number under 300. They are magnificent vessels, light, sea-worthy and relatively cheap. Many are fitted with small outboard engines, and are then very sporting little craft. Perhaps two dozen still, occasionally, carry sail. Undoubtedly their tarred canvas is a disadvantage, they would be better and cleaner to handle if some other canvas was used, as in ordinary canoes. But it is

Plate Two. Dingle type curragh on curragh rest, Fenit. Because currachs are made of thin lathes they would warp under their own weight if left right-side up on the ground. They are therefore

sad to think of them sailing to extinction when they could be excellent pleasure craft. If you visit Ireland, watch out for them and perhaps you, too, will decide that they are the "canoes" for you.

Suggested Reading: J. Hornell, 1938.

British Coracles and Irish Currachs.

● John Woolley, Chairman of the B.C.U. Competitive Committee, stated recently that Great Britain could not afford to opt out of International competition, in spite of the heavy costs involved. However, a way must be found to avoid amateur sportsmen and women having to find lump sums of hundreds of pounds, even when given 50% Ministry grants.

He expressed gratitude to firms sponsoring competitive canoeing events in this country, for their encouragement.

● Sailing and Canoeing Holidays

The British Travel Association publishes a list of Organisations throughout the country which offer sailing and canoeing holidays with tuition, containing details of courses and fees. Readers who would like a copy of this list, which is issued free of charge, should write to "Canoeing in Britain," marking their envelope "Canoeing Holidays list."

stored upside down on pedestals of rocks or, as here, on wooden posts. In some areas a stone wall is built around the curragh stand to protect the vessel from the wind. Photo: K. Danaher



SLALOM ROUND-UP

Rodney Witter

It was not until Easter at Grandtully that the selectors had a chance to see the results of the training programme undertaken during the winter by the training squad. Leeds Canoe Club had devised a most interesting course (through it transpired during the weekend that the course was more favourable to right handed C.1. paddlers than to those who paddle on the left — an interesting point that course designers will have to watch in the future). The whole weekend was most professionally organised even down to the choosing of a Slalom Queen at the first of the three dances held during the weekend. In the team event held on Saturday, the Manchester 'A' team of Langford, McLeod and Calverley showed their complete superiority in a masterful display in which they beat their nearest rivals, Worcester (Skellern/Parker/Williamson) by a sizeable margin. It will not be surprising if the selectors pick these three to represent Britain in the team event for the World Championships this year, since they have obviously trained so hard together as an integrated team.

The individual event was won by Ken Langford with a clear run whilst Raymond Calverley had the fastest time but had to be content with 2nd place, since he picked up a 10 penalty.

The C.1. event clearly showed the vast improvement there has been in this class owing to the winter training, and some very impressive performances were given. It was a pity, however, that our top paddler, Geoff Dinsdale, could not be present to provide a match for the others. The final result was Gay Goldsmith first, with Mike Hillyard and Jim Sibley second and third.

In the C.2. event, Robin Witter and his new partner, Dave Swift, were first whilst John Court and John Goodwin were second with Rodney Witter and Robert Hastings, third.

The Selection Committee have not had an easy task so far this year. At a meeting in January they decided that Robin Witter should not be included in any international team to travel abroad this year. This decision was taken on evidence concerning certain 'incidents' which took place at last year's Bourg St. Maurice international slalom. It was pointed out to the Committee, however, (mainly by Robin's colleagues in the training squad) that he was by no means the only offender, and that the majority of the squad would not be happy to paddle in a team from which he had been excluded as a scapegoat for the past behaviour of a number of paddlers.

The Selection Committee subsequently suspended their sentence on Robin, on his giving an undertaking concerning his future good behaviour.

The other main problem which has faced the Committee has been the resignation of the team captain, Ken Langford: Ken felt it was time to stand down from the captaincy for a number of reasons, the main one being lack of time to devote himself to the job as he would wish. Ken is faced with important exams this summer and he also wishes to train as hard as possible to increase his very real chances at the World Championships.

The Slalom Committee would like to record officially its thanks to Ken for filling this difficult and important position and for doing the job so well at such a time: he took over the captain's job at the time of Dave Mitchell's retirement and helped to smooth out the difficulties which that event caused, most successfully.

The new captain of the British Slalom and White Water teams, appointed by the Selection Committee, is John Court. John is a lecturer in physical education at North Staffs Polytechnic and with John Goodwin, is the current C.2. downriver champion. Already John has organised two training weekends most competently, and we all look forward to great things from the team in the future under this new leadership.

Soar Valley Special Canoes

The Slalom Committee wish to make it known that any person attempting to compete in a Soar Valley Special slalom canoe supplied by, or built from a mould supplied by, the Northern Wild Water Centre is liable to incur disqualification as these boats and moulds have been manufactured without the permission of the designer.

Further to this, Frank R. Goodman, designer of the Soar Valley Special, has pointed out to us that only P. & H. Fibreglass Products of Derby and Valley Canoe Products of Nottingham have an agreement with him to produce this canoe.

● Esso Gift to Beach Rescue Service

A mobile training unit, comprising a Land Rover with trailer, eight canoes, life-jackets, etc. has been offered to the Northumberland Education Committee's Beach Rescue Training Unit by the Esso Petroleum Company, to commemorate the launching of the giant Esso Northumbria at the beginning of May.

This will help the Canoe Beach Rescue Service, at present operating at two resorts, to form teams for a new unit starting in the north of the county.



Action in the 1969 Devizes-Westminster 125 mile canoe race, showing R. Evans and P. Pagnanelli making a fast portage at Hamstead Lock, where Pagnanelli broke his paddle, taped it together, and

went on in magnificent style to break the 20 hour barrier and win the senior class.

Photo: Sue Pluthero.

Around the clubs

RIVERSIDE C.C. has been asked to provide one of the teams for the canoe polo match at the Crystal Palace Canoe Conference next February. Being the 'home' of the Mk 2 BAT and with an improved Mark 3 BAT already nearly finished, it should provide some hot competition.



Cambridge University has recently been awarded half-Blue status, which should encourage more members to go in for the competition side of the sport.

The annual Cuppers competition consists of a sprint race and mini-slalom, everyone competing in both events, the trophy going to the college with the best team (of three canoeists). The best part is watching L.D. experts making a hash of the slalom, and vice versa.

After some juggling with the results, Trinity emerged victors this year, Newnham coming second, with Churchill third.

VAGA KAYAK GROUP is a new club in the Hereford area, and to mark its inauguration (and boost its funds) it has produced a duplicated Song Book—which

it claims is unique in this country—containing 12 stirring ditties for club entertainment. There is the Eskimo Roller's Hymn (Tune: We plough the fields and scatter), The Spray Deck song and The Chief Instructor in the Kayak School (to the tune from Gilbert and Sullivan's "HMS Pinafore"). All this and more can be yours for 1/4d post free from: 58 Holme Lacy Road, Hereford.



Everyone seems to be doing sponsored paddles these days—and what a tremendous money spinner the idea has turned out to be! BIRMINGHAM C.C. earned £172 with a total mileage of 510 in February—every penny hard earned, however, in icy conditions.



One of the pioneer clubs in the country, RICHMOND C.C., celebrates 25 years of canoeing in October, with a Dinner Dance. Tickets will be available shortly, details in the classified adverts section.

In April a group of 14 members of the SUFFOLK COACHING PANEL assembled at the Richmond C.C. for a day of Canadian canoe training. Mr. Frank Luzmore of the Canadian Canoe Association of Great Britain, had arranged for them to use a large selection of touring canoes and the morning was spent in learning basic strokes. In the afternoon they took part in the Novice Race of the Association, with

varying degrees of success and some ventured forth in the racing canoes. The day finished with the amazing experience of paddling a C.8.

LAKELAND CANOE CLUB reports that vandals have been in the Club Room at Fell Foot. Apart from the smashed window and general disorder, they stole the Julie Ann Trophy, throwing the case into the lake.

An amazing demonstration of the effectiveness of **DRY SUITS** took place during the Lune weekend. Bob Chaplin jumped into the river and after swimming around, proved that his track suit and jerseys underneath the dry suit — were really quite dry!

A party of 3 Officers, 1 N.C.O. and 12 Apprentices from No. 2 School of Technical Training, **ROYAL AIR FORCE COSFORD** are planning to carry out an expedition down the Abitibi and Moose rivers in Ontario, Canada, during August this year. The expedition is being mounted under the auspices of the Trenchard Memorial Award scheme whereby money is made available to assist in adventure training.

The total canoeing distance is about 160 miles and the expedition will use local Canadian canoes.

LONG DISTANCE RACING

The magnificent achievement of Evans and Paganelli in winning the Devizes—Westminster Canoe Race must be set on record. In a year when weather conditions were not altogether favourable they broke the 20 hour barrier in a new record time of 19 hours 47 minutes 20 seconds. Congratulations to them and to the 16th Para R.C.T. Canoe Club.

We hope that you will come to the fair City of Perth, to enjoy a first class International Open British Championship Race and Regatta. A great deal of hard work and effort by the Scottish Canoe Association and L.D. members gives the promise of a really great race on Grade II-III water. It is hoped that 10 countries will compete, among them South Africa, America, and Spain.

Recently, considerable thought has been given to the idea of a one design Cadet canoe. Discussions have been held between the Coaching Committee, the Sprint Racing Committee and ourselves regarding the best design to be used. Racing people have generally come to the conclusion that a stable K.I. design would best serve the development of racing in schools and youth groups. Any other design would be putting back the clock as far as progress is concerned.

J. M. WOOLLEY

The organiser of the expedition. Flight Lieutenant J. P. S. Dixon, R.A.F. Cosford, Wolverhampton, Staffs., would like to hear from anyone who has personal knowledge of the area or of the rivers.



Photograph by courtesy of the Sunderland Echo

An unusual visitor dropped into **SUNDERLAND C.C.** in April—through the roof. It was the jib of a mobile crane, which overturned whilst lifting a skip of cement on North Dock. No-one was injured, but two canoes were crushed. The River Wear Commissioners have agreed to rebuild the boathouse and reimburse the canoe owners.

Leamington L.D. Race

I always think that the best part of Leamington race is the bath at the Royal Spa Pump Rooms at the end. After a day of sunshine, rain, wind, and sleet, it was refreshing to find somewhere where the temperature and conditions stayed the same for ten minutes together. Weather apart, however, it was a good race, with over a hundred and fifty craft entered. Norman Jackson put up his usual excellent performance to win the senior K1 event, in a field of 31 paddlers. Mick Mean and John Day were well in the lead in the strongly competed senior K2 class.

It was interesting to compare the times of the white water boats with the traditional class 3 designs—the number of these paddlers putting up very good times against the L.D. boys is increasing. Is the design of their boats better, or is it that our paddlers haven't been doing their winter training?

Ladies entries were disappointing but Heather Goodman—another of our white water friends—came in a very convincing first in class 3c. I didn't see her after the first portage! (Did I hear a remark about winter training?) Sylvia Jackson tells us that she is emigrating to Australia. Best of luck, Sylvia, we shall expect to hear that canoeing is looking up "down under."

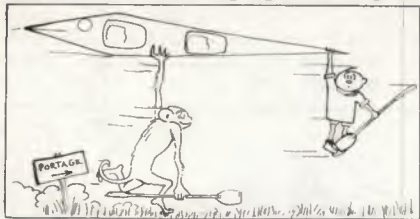
SUE PLUTHERO.

- Continuing an important new series by Oliver Cock, B.C.U. National Coach.

The Competitor and his Training

Let us move on to more splitting

1(a) **The Athlete.** In canoeing it does not appear to matter too much what shape the top athlete is, other than he should not be fat. Long arms probably have an advantage over short ones. Little people and big ones



Long arms probably have an advantage over short ones.

seem as capable as each other. Athletes in long duration events need better respiration and slower pulse rates than short duration athletes. The mental make-ups of the top athletes have certain common characteristics: they are all cussed, dedicated and usually somewhat bad tempered. The top athlete will go to almost any measure within the rules to win. Sadly, sometimes he will break the rules. Gamesmanship is certainly employed. In fact it is to be encouraged as part of the generation of the battle instincts, so long as it does not go outside the rules.

(b) **The Coach.** The coach must know about all these correct instincts, and must be able to encourage them to the detriment of the incorrect ones such as affection and kindness. He must know his athlete much better than the athlete knows himself, so that he can get the athlete to improve his performance in the best possible way—for himself—without the athlete's in any way losing faith in the coach. If the athlete has no faith in the coach, the coach might as well go home before they start, for he will never get the best out of his athlete. We are all of us very different from each other (but I have said that before). This means that each and every athlete must be treated differently from all the others, and this means that the coach has got to be something of a psychologist. He need not be very learned at it, but he has certainly got to be good at it. Most extrovert people are. They have learnt that this is how they can get their own way!

2. We have already seen that there are different types of competition. Most athletes

are physically suited more to one type than another. A few are capable of being brilliant at more than one, but they are rare. Therefore we will go with the majority, and see how we can produce our best in each type.

The differences in training arise from the differences in the competition. They hang on the duration, the maximum effort required and its duration, the interest sustainable, and the value of the training method in the overall programme. There is, however, one fact which can not be escaped. This was most succinctly put by Jim Peters, the great marathon runner, in his book "Modern Middle and Long Distance Running": "The finest of all training for running—is running". No matter what sport you take up, you cannot and will not achieve your maximum performance unless you perform in that sport, putting all the time you possibly can into performing, whether it be in competition or in training. Everything else that you do is and must be ancillary to it. All of it may be necessary, to increase your strength or to relieve your boredom or what you will; but it is still ancillary. "If you want to run, run". And I shall say *that* again.

3. Methods of training are perhaps the easiest to grasp, because at last we have something which is tangible. But this mere tangibility very often leads people up the garden. They try to make more out of a method than ever was intended by its creator. Sometimes they succeed, but most times they fail; and when they do this they very often also bring into disrepute what was in fact a very sound method—until they started tampering with it. Fashions are dreadfully dangerous.

If ever you hear that a method is "fashionable" treat it with caution. There is fairly sure to be *some* good in it, but there is equally sure to be *some* bad. It is essential to sift these two out, to discard the latter, to keep the former and if possible to improve upon it from your own point of view, as well as from the particular point of view of the type of competition which you are entering.

Now, at last, we must split this paper into the types of competition under discussion. To start with, because it is the more clear cut, let us deal with the closed skill, sprint.

What is the purpose in sprint? To get the canoe down the length of the course, over calm water, in a straight line, in the minimum possible time.

What attributes are required to attain that purpose? Strength, stamina, concentration, style.

How do we acquire these attributes? There are a number of training methods to

assist you. How can we adapt them to our purpose? At first we will disregard actually training in the canoe, not because we can afford to disregard it, but because we have got to concentrate on it more than anything else. The others are ancillary. All they have to do is to fit into the pattern.

Fit? Oh, yes, we must be fit. But fit for what? It matters a lot. So it is fit for sprint at the moment. What methods have we available.

Outside the canoe we can use weights, circuit training and just plain exercising. I am not going to consider detailed exercises here yet, nor detailed work schedules. These are things which will differ from individual to individual. Therefore coach and athlete must work them out together, perhaps seeking the personal advice of an expert in the method being considered.

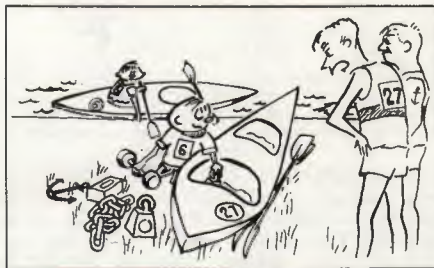
(d) Particularly is this so in the case of weights. Properly used, weights can be a very great help. Improperly used, they can cause grave injury which might even be permanent.

Weights can help in two ways. Light weights, and frequent and perhaps long repetitions of the same exercise can build up stamina. Heavy weights will build up muscle strength. However, one has to be wary because there is a trap. It is important to be strong, certainly, but it is equally important that the muscles are strong in the right way, that they are "rutted" or "groved" into doing the right thing. It is impossible to imitate any action exactly in an exercise other than by exercising in that action. "If you want to run, run." Remember? Therefore heavy weights will help you build up strength but they will not otherwise help you to paddle. In fact over-use of them will groove the muscles into the wrong action and will actually make you worse. And these remarks also go for light weights, and everything else that follows. You can not exactly imitate paddling with weights. Therefore weight training, of any sort, comes second to actual paddling.

(e) Circuit Training was originally thought out by R. E. Morgan and G. T. Adamson for the sole purpose of keeping people fit, and in this case "fit" means "healthy". Therefore circuits will keep you physically in good condition and that is all. If you are in bad physical condition, go in for circuits and your condition will improve. You will have a better wind; your circulation will be better; your digestion will be better; you will feel better. All of this is helpful to your becoming a better athlete; but a good athlete should not be able to improve his general fitness, so circuit training will only have a very

limited use so far as he is concerned, to maintain his excellent physical fitness.

But fitness for what? Circuits can be sloped towards individual forms of competition, it is true; but they have only very limited use in this direction. People claim wonders, but it is very questionable whether these claims would sustain examination. Therefore, again, circuits must be regarded as secondary to actual canoeing. Circuit training has its uses, certainly. For instance, in sprint canoeing, which is what we are considering at the moment, the legs do not get sufficient exercise. Therefore circuits can help to keep them in trim—or weights—or just plain exercise. (f) And I mean just that. A ten-mile walk, or a ten-mile run, or a climb up a mountain will do just as well. If you want



Properly used, weights can be a very great help.

other worthwhile exercise, try cutting trees down and up. Both sawing with a large hand-saw and using a woodman's axe are excellent. Digging is to be recommended for the back. Bicycling (low handlebars are better than high). There are plenty of excellent ways to keep in good general health, just as good as circuits and weights and things, and far less gimmicky.

(To be continued)

● Calendar Additions

(Bracketed numbers refer to addresses in B.C.U. Calendar)

- July 5 Youth Canoe Sprint Regatta, Bedford. Viking K.C., D. Bennett, 18 Howbury Street, Bedford.
- July 6 Poole Harbour Regatta (21).
- July 13 Hampshire Assn. of Canoeists Regatta.

● Thetford Bridge Youth Hostel is now open continuously, winter and summer, and not as printed in the Y.H.A. handbook. The hostel is within 200 yards of the Thet near its confluence with the Little Ouse; and there is good parking space for transport. The warden welcomes canoeists and wishes to encourage this use of the hostel.

IC 69 CANOE SAILING WORLD CHAMPIONSHIP

GRAFHAM WATER

In August, canoe sailors from Germany, Sweden, Denmark, the United States and possibly South Africa will be joining those from Britain at Grafham Water, Huntingdonshire, for the 3rd World Championships in the post-war series which started in a modest way at Hayling Island in 1961.

Grafham Water is a fresh water lake some $3\frac{1}{2}$ miles long by $1\frac{1}{2}$ miles wide, formed by the construction of a dam across a valley near Buckden, just off the A1 some 60 miles north of London. Alongside the lake, a splendid modern clubhouse has been constructed, providing changing rooms and hot showers as well as a fine club room for exhausted canoe sailors.

The opening ceremony will take place on Sunday, 3rd August, when the flag of the International Canoe Federation will be hoisted, flanked by the flags of the competing countries, but the competition does not begin in earnest until Monday, 4th. Seven races are scheduled over the five days from Monday to Friday.

The Championship is decided on a points basis, discarding the worst result. Each race is over a course of about 10 nautical miles, set to give a test of helmsman and canoe over all points of sailing. Under normal wind conditions, each race will take about $1\frac{1}{4}$ hours, and it must be remembered that the canoes cover more than 10 miles, as they have to tack, that is to say steer a zig-zag course, against the wind. On the reaching legs of the course, with the wind on the beam, the canoes will be travelling at speeds of 18 m.p.h. or more.

The new World Champion will receive his medal at the Regatta Dinner which will be held at Churchill College, Cambridge. It is particularly pleasing to be able to show our visitors this uniquely British blend of a modern institution set among ancient traditions.

If any BCU members would like to see some of the Championship and join any of the social activities, they should get in touch with the Organising Vice-President: Peter Wells, 55 Arnison Road, East Molesey, Surrey. Tel: 01-979 6104.

have a day out
at the

Canoe Sailing
WORLD CHAMPIONSHIP 1969

Grafham Water, Huntingdonshire 2-8 August

In canoeing and boating circles dress has always been "optional", but in recent years the wet suit has become haute couture.

THIS GIRL did make a Wet Suit



Freda Hare

The finished suit

Newcomers to the sport and others who begin to find our climate a bit rugged to fully enjoy their canoeing, especially surfing, make enquiries about wet suits and inevitably ask if it is possible to make one themselves.

Well, knowing nothing about d.i.y. wet suits, but having seen husband Chris' suit being assembled professionally (which looked extremely simple) and being a keen amateur dressmaker, I decided to have a go. Aquaquip, who have sold wet suit kits for some time, kindly agreed to supply me with a kit, and first sent me some neoprene samples and their standard blurb sheets. These give a general description of the various types of material available and the merits thereof. There is a comprehensive price list, not only of the standard kit in each material, but a breakdown in price for each separate item required, and the amount of material needed to complete a suit.

A few quick sums will rapidly reveal that it is cheaper to buy a kit than to purchase each item separately, but it is good to know that if the need arises spare parts can be procured. There is also a kit for jackets only, which of course saves a bit of money. A list of the pattern sizes available is given with the advice that it is easier to reduce the size of the finished garment than to increase it, so err on the large side if in doubt. In this instance I felt that a few more measurements would have been helpful. For example I chose the size "Medium Slim", the measurements for which were 5' 4" — 5' 7" height, 34" bust, and (being pear shaped) I worried about whether the pattern would be broad enough to fit over my hips. My fears were unfounded as it happened, but I felt that a bit more information such as is given

under "standard measurements" in dress patterns, i.e. chest/bust, waist and hips, would be helpful in choosing the best overall size.

However, the great day dawned when my parcel arrived just a week after posting the order, and my confidence evaporated as I viewed the anonymous lump of nylon-lined neoprene, tins of adhesive and solvent and all the ancillary paraphernalia. Aquaequipment's kit provides everything for the making of a wet suit except rags for cleaning brushes etc., so you can get straight to work.

First I read through the instructions, a daunting job at first sight. However they are full of useful information and written in such a manner as to instil confidence into the aspiring suit-maker. There are none of the "musts" and "must nots" beloved of instruction writers which are calculated to scare the living daylights out of the user before he starts. You are told what to do to do the job correctly and what to do if things go wrong. Not to worry, nothing is irrevocable.

Having compared the pattern sizes with my own measurements, and decided that an alteration was necessary just then, I put the neoprene on the sitting room floor, laid out the pattern pieces on it, drew round them with a felt-tipped pen, duplicated those which needed duplicating and sat back to view the job to make sure everything was as it should be before making the first incision. I had enough material for bootees and mitts left over after the jacket and trousers were cut out, and probably a helmet if I did a bit of jigsaw work with the remaining bits. Cutting out was quite easy, the neoprene cutting like cheese, but care is needed particularly on curves to avoid getting ragged edges.

The next stage was to glue the pieces together. Having practised on a few scraps to achieve the right thickness of glue, as instructed, I started on the suit. Each seam is butt-jointed and adhesive has to be applied to each edge then left until it is dry to the touch. Then each piece is pressed together when a tight bond occurs immediately. The trick is to get the pieces bonded where you want them before they stick themselves somewhere else! As soon as a glued piece meets another, they stick. As suggested in the instructions I found the best way to avoid this was to run quickly down the seam touching each edge lightly together, then when it's all in the right place, press it hard for a good firm bond. Once you've done one or two you become quite adept and it's not long before your suit is taking shape. I had jacket and trousers, including zip, but excluding collar and turnbuttons on the jockstrap, done in about 2½ hours.

The suit must then be left for 12 hours for the glue to "cure". It is then tried on and any alterations made. I did not need many, and they were simply achieved by slitting up a seam and paring it by the required amount, then re-glueing. The seams are equally as strong as the neoprene, but care must be taken to ensure that the ends of the seams are well stuck, otherwise they will give a starting point for a tear and it will often be the cloth that will go, not the seam. Again, should this happen, it is easily rectified with more adhesive.

Having fitted the turnbuttons, filling the house with the stench of burning rubber in the process, as a hot skewer is recommended for making the holes, it was time to fit the collar, finish off the zip at the neck, then tape all the seams. There is a choice of tape colour, yellow, blue or black. I chose blue, but decided to omit the dart in the small of the back and where the jockstrap joins the bottom of the jacket at the back. A blue stripe there would look a bit droll! I have oversewn these places for extra strength. Care is needed with the tape in order to make a neat finish and to get a professional looking job. Glued up tape can prove obstreperous, similar in manner to a long length of sellotape which will twist and stick to itself. However there was enough tape provided to be able to scrap a bit if anything went wrong, and again, following the tips supplied, this proved a simple enough operation and with slight stretching over curves to avoid wrinkling, I achieved a finish with which I am quite pleased.

The job from start to finish took three evenings of about 2½ to 3 hours per session. It was by no means a difficult operation and anyone could make one, but for a person with no dressmaking experience to call on I think they would be well advised to purchase a ready-cut kit, which at the time of writing costs an extra £2 and also saves a few hours work.

My thanks go to Aquaequipment for co-operating in this venture and to my husband and small son for keeping out of the way while the suit was in production!

Aquaequipment comment that the remarks about giving more measurements for each pattern size are noted, and they propose to do something about this in the near future.

● The 1970 Coaching Spring Meeting will again take place at Betws-y-Coed, at approximately the same time. The 1969 Autumn meeting of the N.C.C. will be held as usual at Hothorpe Hall near Rugby on the 25th/26th October.

competition

INTERNATIONAL SLALOM, MONSIEUR 1 May	Class Aa.	1. Beeley/Foulger, Harlow 2:15.00	2. D. Bennett/Swift, Welwynhatch 2:20.10	3. Cotter/Vaux, Bradford/Avon 2:26.20	Class 1b.	1. G. Harlin, Bourne Youth YC 1:06.56	2. H. Ibberson, Netis 1:09.60	3. T. Gould, Kennett Valley 1:10.00	Class 2c.	1. Forman/Bellan, Richmond 0:57.50	2. Keller/Parding, Richmond 1:00.20	3. Morris/Holberta, Hyde V.S. 1:01.00	Class 1c.	1. K. T. Twine, Watridge 1:27.50	2. J. Machin, Gilling 1:39.30	Class 2c.	1. Bockett/May, S/Don/Army 1:10.15	2. Brown/Richards, Cambridge 1:12.10	3. Benahan/Benham, Harlow 1:41.35	Class 1b.	1. W. Williams, Harlow 1:11.55	2. D. Russell, Gilling 1:15.15	3. M. Barry, Richard Hale Sch. 1:15.25	Class Ab.	1. Shaw/Brooks, Isleworth 1:10.40	2. Heffer/Honour, Ayrholm 1:11.05	3. Oetzerill/Squire, Gilling 1:15.35	LIVIN' WILD WATER TEST 4 May	1. M. Swallow, Chester 6:14	2. H. Herley, Lakedale 6:42	3. H. Goodman, Lakedale 6:46	1ST SEVEN MILE RACE 4 May	1. B. Gilliver, Sor Valley 2:45	2. Crowther/Harvey, Torpoint 3:25	3. Millman, Worcester 3:30	VALT TANKARD MEMPH L.D. RICE 1969	Class 1.	1. C. Hawksworth, Leeds 2:12.00	2. P. Thorn, Bede 2:19.00	3. H. Greenhalgh, Bede 2:19.00	1. Gallager/Pearson, Bede 2:35.00	Class 2.	1. T. Thomson, Sunderland 2:10.20	2. G. Kirby, Southcland 2:11.00	3. G. Potts, Bede 2:19.00	Ladies.	1. T. Conn, Vinyata School 1:54.00	2. J. Hodgson, " 1:55.00	3. P. Danielli, St. Hilde 1:56.00	Class 3.	1. T. Lee, Sunderland 1:32.00	2. J. Horsfield, Gateshead 1:34.00	3. A. Hall, Gateshead 1:36.00	APPLETONIC 1969	Team Event.	1. Manchester A 212	2. Leeds B 386	3. Scratch 582	C.L. Team event	1. Swift/Witter, Leeds 275	2. Fielden/Edwards, Cambridge U 285	3. Woods/Brown, Midland 296	Class 1b.	1. H. Patrick, Midland 345	2. J. Birkhams, Cambridge U 373	3. W. Hopkins, Shep 389	Div 1 U.	1. N. Fielden, Cambridge 59.9	2. G. Harley, Sunderland 65.6	3. P. Robinson, Don Valley 66.7	Ladies.	1. C. Gostling, I.M.C. 98.2	2. W. Horne, Leeds 252.9	3. M. Harrison, Don Valley 266.0	Div 1 C.	1. C. Jones, Aberdeen U 163.7	2. P. Parker, Leeds 193.9	Div 1 U.	1. T. White, Sunderland 35.8	2. A. Morgan, S.V. 52.8	3. D. Thornton, Aberdeen U 57.5	FABILENS SLALOM 13 April	Open event.	1. M. J. Thomas, Manchester 62.1	2. R. Croll, St. Bedes 69.0	3. C. Hawksworth, Leeds 69.9	Ladies.	1. A. Keerie, Sunderland 60.3	2. C. A. Jones, Aberdeen Univ. 104.0	3. W. Horne, Leeds 105.0	Team.	1. S. Kilson, Ind. 2:01.56	2. Chapman, Royal 2:05.45	3. P. Lawler, Richmond 2:08.50	Class 1a.	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	17TH BURNHAM BY NOTTS CUMBR RICE 1969	Class 1a.	1. S. Kilson, Ind. 2:01.56	2. Chapman, Royal 2:05.45	3. P. Lawler, Richmond 2:08.50	Class 1a.	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. Bockett/May, Southampton/Army 1:30.56	2. Newman/Benshaw, Harlow 1:42.39	3. Dauper/Marred, Richmond 1:56.71	Class 1c.	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. T. Rountree, Birmingham 2:16.59	2. J. Edmundson, Royal 2:21.29	3. M. Overton, Cambridge Univ 2:22.49	1. G. Harlin, Bourne Youth YC 1:06.56	2. H. Ibberson, Netis 1:09.60	3. T. Gould, Kennett Valley 1:10.00	1. Forman/Bellan, Richmond 0:57.50	2. Keller/Parding, Richmond 1:00.20	3. Morris/Holberta, Hyde V.S. 1:01.00	1. K. T. Twine, Watridge 1:27.50	2. J. Machin, Gilling 1:39.30	1. Bockett/May, S/Don/Army 1:10.15	2. Brown/Richards, Cambridge 1:12.10	3. Benahan/Benham, Harlow 1:41.35	1. W. Williams, Harlow 1:11.55	2. D. Russell, Gilling 1:15.15	3. M. Barry, Richard Hale Sch. 1:15.25	1. Shaw/Brooks, Isleworth 1:10.40	2. Heffer/Honour, Ayrholm 1:11.05	3. Oetzerill/Squire, Gilling 1:15.35	1. M. Swallow, Chester 6:14	2. H. Herley, Lakedale 6:42	3. H. Goodman, Lakedale 6:46	1. B. Gilliver, Sor Valley 2:45	2. Crowther/Harvey, Torpoint 3:25	3. Millman, Worcester 3:30	1. C. Hawksworth, Leeds 2:12.00	2. P. Thorn, Bede 2:19.00	3. H. Greenhalgh, Bede 2:19.00	1. Gallager/Pearson, Bede 2:35.00	1. T. Thomson, Sunderland 2:10.20	2. G. Kirby, Southcland 2:11.00	3. G. Potts, Bede 2:19.00	1. T. Conn, Vinyata School 1:54.00	2. J. Hodgson, " 1:55.00	3. P. Danielli, St. Hilde 1:56.00	1. T. Lee, Sunderland 1:32.00	2. J. Horsfield, Gateshead 1:34.00	3. A. Hall, Gateshead 1:36.00	1. Manchester A 212	2. Leeds B 386	3. Scratch 582	1. Swift/Witter, Leeds 275	2. Fielden/Edwards, Cambridge U 285	3. Woods/Brown, Midland 296	1. H. Patrick, Midland 345	2. J. Birkhams, Cambridge U 373	3. W. Hopkins, Shep 389	1. N. Fielden, Cambridge 59.9	2. G. Harley, Sunderland 65.6	3. P. Robinson, Don Valley 66.7	1. C. Gostling, I.M.C. 98.2	2. W. Horne, Leeds 252.9	3. M. Harrison, Don Valley 266.0	1. C. Jones, Aberdeen U 163.7	2. P. Parker, Leeds 193.9	1. T. White, Sunderland 35.8	2. A. Morgan, S.V. 52.8	3. D. Thornton, Aberdeen U 57.5	1. M. J. Thomas, Manchester 62.1	2. R. Croll, St. Bedes 69.0	3. C. Hawksworth, Leeds 69.9	1. A. Keerie, Sunderland 60.3	2. C. A. Jones, Aberdeen Univ. 104.0	3. W. Horne, Leeds 105.0	1. S. Kilson, Ind. 2:01.56	2. Chapman, Royal 2:05.45	3. P. Lawler, Richmond 2:08.50	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. Bockett/May, Southampton/Army 1:30.56	2. Newman/Benshaw, Harlow 1:42.39	3. Dauper/Marred, Richmond 1:56.71	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. T. Rountree, Birmingham 2:16.59	2. J. Edmundson, Royal 2:21.29	3. M. Overton, Cambridge Univ 2:22.49	1. G. Harlin, Bourne Youth YC 1:06.56	2. H. Ibberson, Netis 1:09.60	3. T. Gould, Kennett Valley 1:10.00	1. Forman/Bellan, Richmond 0:57.50	2. Keller/Parding, Richmond 1:00.20	3. Morris/Holberta, Hyde V.S. 1:01.00	1. K. T. Twine, Watridge 1:27.50	2. J. Machin, Gilling 1:39.30	1. Bockett/May, S/Don/Army 1:10.15	2. Brown/Richards, Cambridge 1:12.10	3. Benahan/Benham, Harlow 1:41.35	1. W. Williams, Harlow 1:11.55	2. D. Russell, Gilling 1:15.15	3. M. Barry, Richard Hale Sch. 1:15.25	1. Shaw/Brooks, Isleworth 1:10.40	2. Heffer/Honour, Ayrholm 1:11.05	3. Oetzerill/Squire, Gilling 1:15.35	1. M. Swallow, Chester 6:14	2. H. Herley, Lakedale 6:42	3. H. Goodman, Lakedale 6:46	1. B. Gilliver, Sor Valley 2:45	2. Crowther/Harvey, Torpoint 3:25	3. Millman, Worcester 3:30	1. C. Hawksworth, Leeds 2:12.00	2. P. Thorn, Bede 2:19.00	3. H. Greenhalgh, Bede 2:19.00	1. Gallager/Pearson, Bede 2:35.00	1. T. Thomson, Sunderland 2:10.20	2. G. Kirby, Southcland 2:11.00	3. G. Potts, Bede 2:19.00	1. T. Conn, Vinyata School 1:54.00	2. J. Hodgson, " 1:55.00	3. P. Danielli, St. Hilde 1:56.00	1. T. Lee, Sunderland 1:32.00	2. J. Horsfield, Gateshead 1:34.00	3. A. Hall, Gateshead 1:36.00	1. Manchester A 212	2. Leeds B 386	3. Scratch 582	1. Swift/Witter, Leeds 275	2. Fielden/Edwards, Cambridge U 285	3. Woods/Brown, Midland 296	1. H. Patrick, Midland 345	2. J. Birkhams, Cambridge U 373	3. W. Hopkins, Shep 389	1. N. Fielden, Cambridge 59.9	2. G. Harley, Sunderland 65.6	3. P. Robinson, Don Valley 66.7	1. C. Gostling, I.M.C. 98.2	2. W. Horne, Leeds 252.9	3. M. Harrison, Don Valley 266.0	1. C. Jones, Aberdeen U 163.7	2. P. Parker, Leeds 193.9	1. T. White, Sunderland 35.8	2. A. Morgan, S.V. 52.8	3. D. Thornton, Aberdeen U 57.5	1. M. J. Thomas, Manchester 62.1	2. R. Croll, St. Bedes 69.0	3. C. Hawksworth, Leeds 69.9	1. A. Keerie, Sunderland 60.3	2. C. A. Jones, Aberdeen Univ. 104.0	3. W. Horne, Leeds 105.0	1. S. Kilson, Ind. 2:01.56	2. Chapman, Royal 2:05.45	3. P. Lawler, Richmond 2:08.50	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. Bockett/May, Southampton/Army 1:30.56	2. Newman/Benshaw, Harlow 1:42.39	3. Dauper/Marred, Richmond 1:56.71	1. S. Plutcher, C.T.C. 1:44.90	2. D. Iscrova, Windsor 2:17.37	3. J. Letford, Crawley Boys 2:24.30	1. T. Rountree, Birmingham 2:16.59	2. J. Edmundson, Royal 2:21.29	3. M. 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● In our next issue: A report on the first Severn Bore Race, and news of a light-weight polythene tent called the Bivibag. Latest copy date—10th August.

● We understand that Tyne Canoes now figure in the Design Centre's Design Index, an indication that design and manufacture are of high quality.



go surfing this year!

Chris Hare

Let's go surfing—the man said. Yes, sure, but wouldn't you rather lie on the beach and sunbathe? At first its true, you would rather stay put, but sooner or later the rollers are bound to call and once you've got the bug, nothing stops you. Even cold bleak days in March, on the North East coast!

Surfing is a bit like dancing—first find a partner. Only in this instance it's a surfing beach. For good surf—the type that holds its formation for a long run up the beach—a steadily sloping beach is essential, preferably without hazards like rocks, bathers and the miscellanea that litters our British coastline. A Guide to these will have made itself obvious to the reader by now by falling out of the magazine, but these are not the only beaches around. Check your own particular mud patch to see if there is anything worth using.

Once having found a likely spot, sit down and look at it for a while, note the snags and watch where the "soup" from

the breaking waves travels out to sea, and that's the way you go when you launch. If the water is forcing its way out seawards, then its bound to be easier for you to get out there too—time enough to work hard when you start manoeuvring.

The best surfing beaches in this country are in Cornwall, and the type of surf prevailing there and in some parts of the West coast of England does not prevail elsewhere. The general difference is that on the West coast there are large—sometimes very large—evenly distanced rollers, whereas other areas more often than not have short, steep and uneven breakers. However, its all good fun, so here we go.

But hang on a minute before you dash in. Let's have a look at your gear. We don't want Oliver Cock and his lifeguards saving us, do we! The kayak first (canoes don't usually surf), a slalom boat in fibre glass is the best, with a well tailored spray cover that doesn't come off in the first wave. The craft should be crammed with buoyancy so that there is no spare space, except where you're sitting, of course, also a toggle fitted bow and stern—I just don't like loops; you get your hands mangled in them.

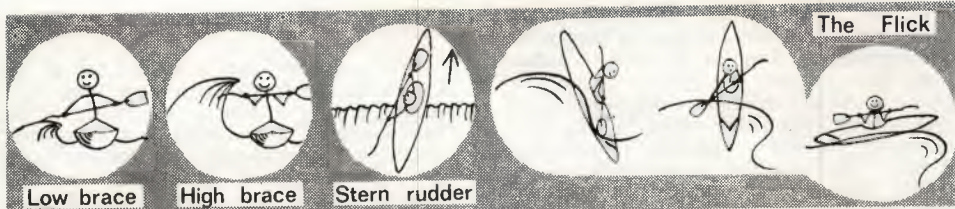
Now to you: lifejacket, wet suit—no? Well, you won't last long as the sea is usually quite cold except for about six weeks at the end of the summer. So get into a wet suit and enjoy the warmth.

Finally, a crash hat is useful. Ever since a kind person clobbered me on the head while rolling up, and then did off leaving me soggy and limp, I have worn a crash hat. So it's not just in case you get dragged and bang your head.

Well, let's get out there, but make sure you are well away from all bathers, and also your fellow canoeists, or to be more precise, kayakists. Kayaks have a penchant for each other in surf, and collisions are dangerous, both to you and the boat, so spread out and give each other room.

Getting out to sea always requires a certain degree of determination, so keep your weight well forward and really punch into the waves. Should a really big one be about to break on top of you, roll just before it comes crashing down, and as it passes over you, roll up. This saves you getting swept a long way back up the beach, but it needs practice.

Once out beyond the breaking line, pick a wave, and as it looms behind you start paddling forward. The wave catches you up, and off you go, keeping the kayak on a straight course by a stern rudder stroke. The pressure applied on this stroke can correct your craft from running off course, and also if you wish, slow you down so



that the wave passes you altogether. It's all a matter of adjusting the pressure.

Sooner or later on the run the craft gets too much to hold, and you turn beam on. Here you high paddle brace by thrusting the paddle into the wave and hanging on, and strangely enough through the welter of foam and wave, you can breathe and ride comfortably shorewards sideways. Experiment with the paddle brace, starting with it centrally placed, then move towards your stern, and the kayak comes up the wave and over the breaking crest; move towards your bows and the craft plunges down the face of the wave, and you accelerate across the face of it. On a large wave this adjusting can take you flashing down the face and up over the top without being caught by the breaking crest. Wow—just like that!

As the wave dissipates its energy the high paddle brace is replaced by the low paddle brace, which is a starter to the low telemark position. As the paddle is moved towards the stern, and you lean on it, up come the bows and round and over the top of the wave you go. This saves your craft from being ground along the beach—natural sandpaper—nasty! At first you will probably find that paddle bracing is about the only way of coming in, but with a little perseverance you will soon be running quite smoothly in and out. At this point remember that *THE MAN SURFING IN HAS RIGHT OF WAY*, because he is probably just about in control, whereas you going out are most definitely in control. If a collision is imminent, dive and roll up when he has passed. Impact during this move is negligible—usually!

Well, now we are "expert", let's have a go at coming in backwards! Face the oncoming wave, and as it nears, paddle backwards and off you go. Adjust your course by paddling forwards lightly on either side, and if you lose course and broach, paddle brace. Keep well clear of other surfers while doing this, and you obviously cannot see anything, and it is more dangerous, but extremely exhilarating when you get a good run.

That lot's child's play, you think. Well, we had better get on to something a bit more advanced—Forward Looping. Pick yourself a good green wave and start

running forwards. As the wave starts to break, apply pressure to the stern rudder stroke and you will move backwards up the face of the wave towards the crest. Then accelerate down the wave by paddling forwards, and your bows become immersed and over you go. More often than not you will have found this happening during some of your forward runs anyway, but when the wave takes over everything happens so quickly it is difficult to sort it out.

Once you have got this off, have a go at the Flick. From the vertical position in the loop, reach down towards the wave with the paddle, turning the body at the same time towards the paddle. This causes the craft to pivot while the bows remain immersed, and you land on the back of the wave. When competent, the action of the paddle can be eliminated and a turn of the hips and swivelling the body substituted. This manoeuvre is done to advantage on large, green, non-breaking waves—hard to find.

Looping backwards—take heed, this is very strenuous both on you and the kayak. About two a day is my maximum (who's old!) Once you are running true backwards, paddle forwards into the wave slightly, and up you go towards the crest. Ease off; the stern digs in and over you go—SMASH into the "oggin". Eskimo looping (I don't really think any Eskimo would chance his arm at this, so I don't know where the name came from) goes something like this. In a reverse loop, when reaching the vertical position, roll towards the wave, it passes over you and you appear on the back of it.

These are some of the tricks which can be performed in a surf gala. The only one I know of at the moment is the National Championships held at Bude each year. Fancy your chance—well why not?—If Joe Bloggs can win, surely you can. The gala usually has a number of events with people willing, or not, being dragged from the ocean and carried by canoe to the shore; other characters playing about with lines and belts and rescues, but let's forget the trivia and concentrate on the "Canoe Handling".

This is usually run in heats of eight competitors, hoping to produce a final eight. They are judged by separate judges on:

Style and Poise up to five points. What the judge is looking for here is that what the competitor does, is by design rather than by accident. Everything should be planned. Ability in manoeuvring—up to 10 points. Here the judge looks for the skill in using the wave, despite its changing pattern. Sportsmanship — down from five points. This is always difficult to interpret, but what immediately comes to mind is one competitor going out deliberately in front of an oncoming competitor causing a collision, or precipitating a position in which a collision is likely. This can cause disqualification, generally deliberately spoiling another man's chance. Control—up to five points. This overlaps with style and poise in as much as the judge is looking for the competitor's approach to a situation. The total points available are 25, and if you ever reach a full house, then I will personally buy you a pint, because it can truly be said you are an expert.

However, never mind the competition, just let's go surfing because it's exhilarating and fun, and when the day's over, you can lie back and recount how you got a fantastic run on an enormous "20 footer" and lived to tell the tale!

FREE PUBLICITY FOR B.C.U. CLUBS.

The Conference and Exhibition Committee have suggested that certain Clubs might wish to publicise their Clubs and facilities at the Crystal Palace Conference on Saturday, 14th February, 1970.

In accordance with this suggestion the Committee have agreed to offer any Club interested in exhibiting, a space of approximately 8ft. by 4ft., that is, sufficient for a reasonably sized table and chair which should be provided by the Club concerned. Photographs, posters, etc, may be displayed and no charge will be made for the space provided.

Any Club which wishes to take advantage of this opportunity should advise the General Secretary at 26 Park Crescent, London, W1N 4DT, on or before the 31st July, 1969.

● Brewery supports canoeing

The northern firm of Vaux Breweries has for seven years sponsored its well-known School of Sports centred on Durham City.

Canoeing continues to be one of the main sports offered this year.

In addition, Vaux has for the first time sponsored an 18 mile L.D. race organised by the Bede College K.C., from Willington to Finchale Abbey. 47 canoeists competed for the Vaux Tankards over five shootable weirs and a grade II course. Senior winner was G. Dawson of Sunderland.

COACHING HANDBOOK

All copies of the 2nd Edition of the Coaching Handbook have now been sold. A new edition is now in the hands of the printers, and it is hoped that it will be available by mid-summer. Besides being printed instead of duplicated, the 3rd Edition is in a new, easier-to-handle size. It has been completely revised and new sections have been added.

The first fourteen chapters provide a summary of information which is vital to all members and potential members of the Coaching Scheme, and there are twelve supplementary chapters which deal with such topics as safety, instructional techniques, examining, teaching programmes, the organisation of slaloms and regattas. Completely new chapters have been added:

'Winter Canoeing for Schools and Youth Groups' by Colin Mortlock;

'Introduction to Canoe Surfing for Leaders' by Ron Reilly;

'Sea Coaching' by Chris. Hare;

'Leadership of Meets' by Carel Quaife.

Orders are now being taken by H.Q.; please send remittance with order. Price to B.C.U. members (give membership number): 10/- + postage 2/-. To non-members: 15/- + postage 2/-.

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.

CLASSIFIED ADVERTISEMENTS

B.C.U. MEMBERS: Rates 3d. per word—minimum 4/-. Trade and non-members 4d. per word—minimum 6/-. Chris Hare, 9 Tynebrooke Avenue, Hartlepool, Co. Durham.

MAPS

CANOEING MAP OF ENGLAND AND WALES. All rivers and canals suitable for canoeists. 14 miles to 1 inch. Paper folded 6s. net. Write for leaflet. —Edward Stanford Ltd., 12-14 Long Acre, London W.C.2.

FUNCTIONS

25th ANNIVERSARY Dinner and Dance, Richmond C.C., October 11th, 1969, at Richmond Hill Hotel. Tickets 37/6 from Richmond C.C. Ltd., Lansdowne Boat House, Petersham Road, Richmond, Surrey.

BOATS AND EQUIPMENT

AVONCRAFT RAPIDE MK. 111 £25 o.n.o.; Holwill D.S.4 Slalom, £25 o.n.o.; Wet Suit, Jacket, Trousers, Boots, £12 o.n.o. Adams, 15 Mountford Drive, Sutton Coldfield.

KW C2 White Water Canadian, complete with Paddles and Spraycovers. Hardly used, £40 o.n.o. K. White, 12 Forest Drive, Timperley, Cheshire. Tel. 061 980 7205.

KAYCEE COBRA Fibreglass C1 Slalom boat, £30. M. Ramsey, 1 Mount Pleasant, Great Totham, Essex.

RAPIDE MARK 111 Racer Canoe, in as new condition, £20 o.n.o. 14 Parklands Drive, Luton. Tel. 21009.

ANGMASALIK CANOE. 18ft. 8in. x 19in. beam. Carefully built with Ottersports Kit in Resin boarded ply, with glass-fibre covered joints. Little used. £25 o.n.o. R. Hignell, The Green, Alverton, Bristol.

SINGLE SEATER 16ft. Gmach Sea Rapier. Immaculate condition. Extra buoyancy. Paddle. Cost £41. Offers? Delivery within 50 miles of Oxford. Warborough 230 after 5 p.m.

KAYEL SINGLE SEATER CANOE, safe. Good condition £10. Beedie, Clevers, Ham Lane, Shepton Mallet, Somerset. Tel. S.M. 2646.

1967 AVONCRAFT PHANTOM K2 For Sale. Excellent condition. Rarely used. Complete with Assymetrical Racing Paddles and Spray Covers. Offers to David Collard, Radley College, Abingdon, Berkshire.

SINGLE P.B.K.53, All accessories. Excellent condition, £15 o.n.o. Urch, Wedmore, Somerset. Tel. 401.

HAMPSHIRE EDUCATION COMMITTEE
CALSHOT ACTIVITIES CENTRE

OPEN SAILING AND CANOEING
INSTRUCTORS' COURSE

Sunday, 31st August — Saturday, 6th
September, 1969.

It is proposed to hold a training course in sailing and canoeing for men and women instructors who are already proficient in one of these sports. Instructors will undergo training in both activities and the emphasis of the course will be on methods of instruction and seamanship. The cost of the course will be £17.

Application form and further details from:

THE WARDEN,
CALSHOT ACTIVITIES CENTRE,
CALSHOT SPIT,
SOUTHAMPTON SO4 1BR

We're just crazy - about Sea Canoeing

so why not join us at the North East Coaching Panel Weekend Conference at the North Riding Outdoor Activities Centre, East Barnby, near Whitby.

OCTOBER 17 — 18 — 19th. Weekend Fee £3 10s. Deposit £1 15s.

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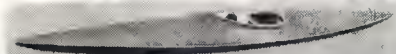
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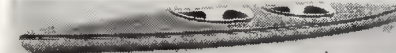
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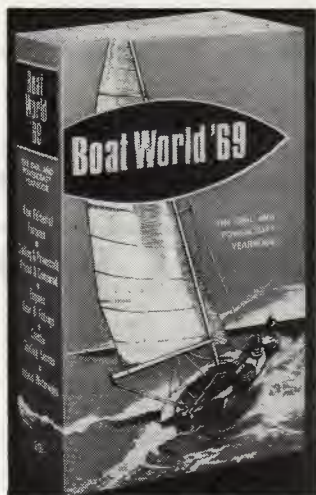
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