

CANOEING IN BRITAIN

DECEMBER 1969

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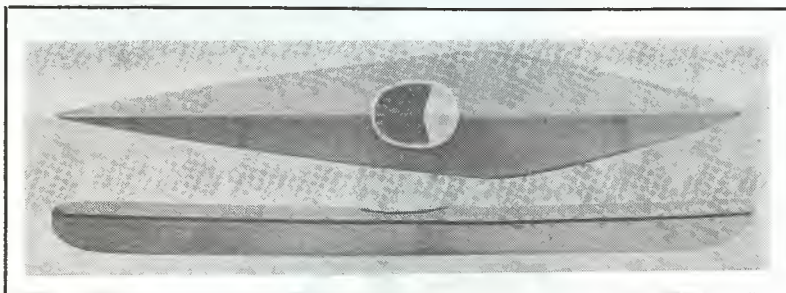
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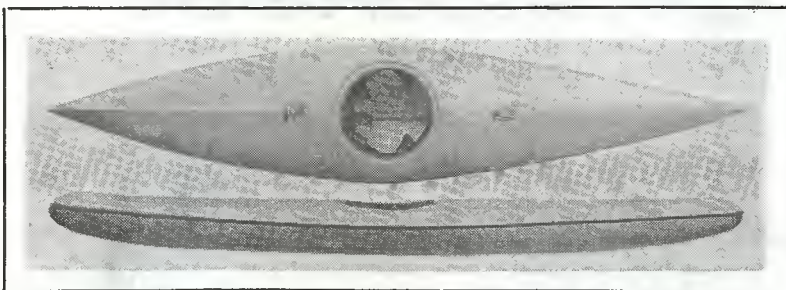
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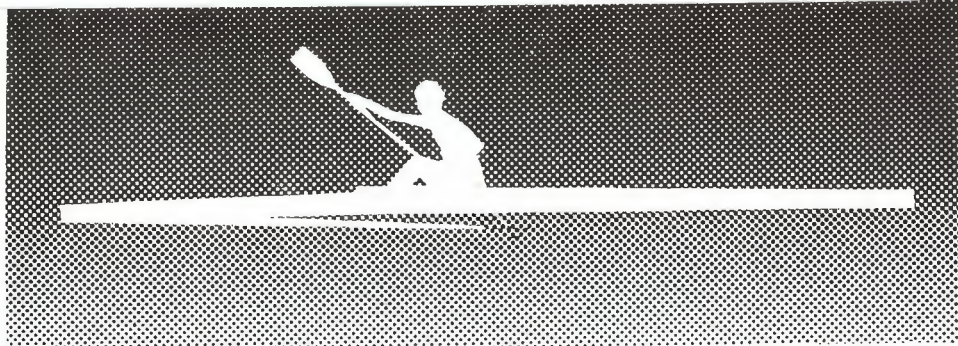
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CANOEING IN BRITAIN⁷³

the news magazine
of the British Canoe Union

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

EDITORIAL

Just a brief note this time to say that Chris Hare and I will be at the A.G.M. and Canoe Exhibition, and hope to meet friends and correspondents there. By the way, there will be some big surprises in our March issue, so don't forget to renew your subscription. Happy Christmas to you all.

JACK LEVISON

WHY should I join the B.C.U.—

WHAT does it do for me?

One day last year I spoke to a man in charge of a car carrying a canoe on its roof rack, asking him the name of his club and whether he was a member of the British Canoe Union. He replied that to the best of his knowledge there was no club within easy reach of where he lived, that he was not interested in joining a club, and that for the kind of canoeing he did, he could do without the help of the B.C.U. or any other organisation.

Now why should that man or any other canoeist bother to become a member of the B.C.U. directly or through an affiliated club? It seems to me that there are two motives for joining an organisation:—

1. Because there is something to be gained from it which is worthwhile.
2. Because the organisation needs your support in what it is trying to do, and you feel you have something to offer.

In the beginning, the early canoeists realised they could get more out of their sport by banding together, first nationally, then internationally. Thus The B.C.U. came into being not as a controlling body imposed from above but as an organisation springing from a need. If the Union disappeared overnight, it would be necessary to form another one tomorrow.

The work of the B.C.U., like that of the canoe clubs, is done by canoeists, and they can only do it if they have the moral and material support of other canoeists. Some have much to contribute to the common effort, administrative ability, an aptitude for the negotiating table, etc. Some are physical education experts who can give great help in the coaching scheme, others are knowledgeable in design and construction of canoes and their equipment, and so on. Such are key figures and their efforts give authority to the work of the Union.

There are others who are not in the position to offer such services, but they can at least through their membership support what is being done.

I appeal therefore to all canoeists, and particularly to those who may think they can manage without the B.C.U. and who may be tempted to drop out and leave the work to others, to come in, or stay in, and help.

Let us look now at the material advantages to be gained from being a member of the Union.

The great majority of canoeists use their canoes for non-competitive recreational canoeing. The B.C.U. is working to further their interests by its negotiations with river authorities, landowners and fishermen; maintaining an advisory service on canoe touring at home and abroad, publishing detailed itineraries of waterways, giving advice on suitable areas for sea canoeing and issuing a fixture card which, produced in collaboration with the canoe clubs, makes it possible for the member to join in cruises and other activities being organised by clubs in all parts of the country.

In addition, through its membership of the International Canoe Federation, members can take part in international tours organised in other countries.

The Union provides, through its technical committees, facilities for training and competition to international level.

The Coaching Scheme provides for the training of coaches and provides help through area coaching panels, and for those experienced canoeists who wish to place their skills at the service of the community,

the B.C.U. has formed the Corps of Canoe Lifeguards.

Many publications are issued by the B.C.U. and in addition, films and film strips for instruction and entertainment are produced.

Every year our membership rises but every year we find some members do not renew. We need you, and, whether or not you realise it, you need the B.C.U.

Now even if you have to reduce your activity, stay in, and our excellent magazine will keep you in touch with what is happening and enable you to take up full activity when you are ready.

May I take this opportunity of wishing all our members a very happy and successful season in 1970.

John Dudderidge
President.

**National Coaching Meeting,
October 25th & 26th**

Changes in the tests up to proficiency standard have been agreed and fees are to be raised to 5/- for B.C.U. members and 10/- for non members. Full details of these tests will be published in the coaching newsletter; they come into effect on 1st January, 1971.

The Safety Sub-committee has now drawn up a set of standards for canoes, covering buoyancy, spray covers, footrests, and deck lines.

A National Canoeing Centre potential report from Ken Rudram was discussed at some length, and it was felt that with the development of Holme Pierrepont as a sprint centre, the practical possibilities of a general and white water centre in North Wales, possibly at Llangollen, should be explored and recommendations are to be made to Council.

From the end of 1972, a craft of K.I. design is to be adopted as the B.C.U. "Cadet".

● **Canoe Orienteering**

The first event is planned for the Broads, near Potter Heigham, on 10th Oct. 1970. The idea is from A.C.O. Les Gee; details from: "Orienteering," Y.H.A., Damgate, Martham, Great Yarmouth, Norfolk. (send s.a.e.).

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.

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

BATS

IN THE BATH

Hélène E. Hutchinson



I walked to the Swimming Baths with many misgivings. What must I be thinking of, coming to watch canoeing? Admittedly he had said this was different—Bat Rollo or Polo or some such peculiar thing—but it would still be canoeing, even if the canoes were only eight feet long, and in spite of the assurance that three-men teams would be fighting each other for a ball.

I hesitated at the Baths' entrance—I could still go back home. Ghastly scenes flashed before my mind. Dreary were my recollections of miserable hours spent on wet, cold, muddy river banks or wet, cold sludgy beaches, understanding little and caring less about the frantic antics of the solemn-faced men in their frail craft. Why do most canoeing events take place in drizzle? Yes, long ago I had come to the conclusion that whereas canoeists needed to be a little mad, canoeing spectators needed psychiatric help!

Still, one had to show *some* loyalty. Derek had, after all, played a large part in developing this 'thing', this game, from a baths' activity, for the students on his canoeing course, into something in which

even the B.B.C. had shown sufficient interest to televise it. And this night it was to be part of the town's Sports Week Gala, so there would be plenty of swimming events to watch. And my own college was entering a team. And anyway—it was indoors and there were seats.

So — disguising my tremendous lack of enthusiasm, I listened carefully to my husband's introduction to the contest. Apparently three-men teams would try to gain possession of the ball and get it through the hooped arch at the opposite end of the baths. There were some rules about obstruction and penalties then into the water slid the six men for the first match. What little canoes! More like toys. Any why on earth were the men wearing crash helmets? A bit like those over-padded American footballers—trying to present an image of danger.

For the next fifteen minutes I sat in stunned silence. My wonder and interest grew as I watched these foolhardy men in their tiny Bats, careering up and down the pool, charging into each other, swiping with

paddles in all directions, capsizing, rolling and attacking each other murderously. And how did one keep track of that elusive ball, rolled, thrown, grabbed, clutched and hidden on spray-decks while a crafty player rolled out of reach.

Could this really be canoeing? As each eliminating match was played, I found my elation growing until, during the final match, my excitement knew no bounds and I found myself shrieking along with the rest of the crowd, "Get it, man!" "Oh! You fool! !" and "COME ON, BEDE! !"

I now speak as one converted. It was great. It was terrifically fast and tremendously dangerous. I'll go again. I hope you will. I strongly advise you to find out for yourselves the excitement of being a Bat Polo spectator.

(Bat polo will be featured at the Canoe Exhibition at the Crystal Palace on February 14th, 1970—Ed.).

THE "MALECITE" CANOE

Now what on the water is that? You may well ask but come to Crystal Palace on February 14th and see the scale plans on the Canadian Canoe Association stand. Briefly and just to satisfy your curiosity it is a racing Canadian which can be manned by two or four paddlers.

IT IS NEW

● "Canoeing in Britain" binders — to retain this year's 4 mags and calendar. Dark blue with Gold Lettering, a Top Quality product, 12/6d. post free from Canoeing in Britain, 11 Martindale Grove, Eggescliffe, Eaglescliffe, Stockton-on-Tees, Teesside. Send cheque/P.O. with order now, for delivery in January.

Annual Report of the Council for 1969

Retires

President: J. W. Dudderidge, O.B.E. Next year

Hon. Treasurer: E. J. Owen This year

Elected Members of Council

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

Nominated Members of Council

National Coaching Comm: G. Sanders, A. W. Bye.

Sprint Racing Comm: R. A. Sowman, R. Emes.

L.D.R. Comm: J. M. Woolley, M. Boshier.

Slalom Comm: C. E. McAllister, Miss M. Bellord.

Sailing Comm: P. Wells, A. H. Hassell.

Touring Comm: M. Tapscott, D. Fastnedge.

Scottish Division: Miss C. Stevenson.

Northern Ireland Div: E. J. F. Hodgett.

Co-opted Members of Council

Canoeing in Britain: J. Levison.

National Youth Officer: R. Steed.

Council Committees Chairman

General Purposes: R. Tyas.

Competitive: J. M. Woolley.

Access: J. W. Dudderidge, O.B.E.

Coaching: G. Sanders.

Publicity: M. Boshier.

Finance: J. W. Dudderidge, O.B.E.

Publications: P. C. A. Rogers.

National Exhibition: P. C. A. Rogers.

Divisional Presidents

Scottish Canoe Association: Mrs. C. Stevenson.

Canoe Association of N. Ireland: Captain the Earl of Rodden, R.N.

General Secretary: G. E. Tomlinson.

National Coach: O. J. Cock.

Membership

Total Individual Membership showed an increase of 13.77% in accordance with the following figures.

	1967	1968	1969	% Increase
Full	2245	2796	3181	13.77
Youth	871	1024	1172	14.45
Family	326	384	430	12.00
	3442	4204	4783	13.77

Affiliated Clubs showed a slight decrease being 342 as against 349 for the previous year.

Associated remained the same at 37.

Staff

The following appointments of Assistant Secretaries were made during the year:

Mrs. Jacqueline Lennark, 28th April, 1969
Mrs. Janet Gray, 1st July, 1969.

International Affairs

Our relations with the International Canoe Federation have been cordial and close, and, through the services of our members who sit on the I.C.F. Board and Technical Committees for Slalom, Sailing and Propaganda, we have been able to make a positive contribution to the international development of our sport. Particular efforts this year have included the staging of the World Canoe Sailing Championships and the organising of international competitions in Slalom, Rapid River and Long Distance racing.

National Affairs

As Canoeing continues to spread in all parts of the kingdom it calls forth ever greater service at all levels from the members of the Coaching Department, the Area Representatives and the Members of Technical Committees. This voluntary work is recognised by the Sports Council which shows its appreciation by continued support and financial aid for coaching, competition and administration.

Unfortunately, the growth of the sport has been accompanied by more attempts to restrict access to and use of waterways, and efforts to work out a *modus vivendi* between canoeists and other users, particularly fishermen, has occupied a great deal of time, and continues to do so.

The presence of canoeists on committees and councils of the Central Council of Physical Recreation, the British Olympic Association, the Regional Sports Councils, the Corps of Canoe Lifeguards, and the Royal Society for the Prevention of Accidents, has demonstrated our wish to play a part in the promotion of sport, recreation and safety.

Canoeing in Britain

Rising production costs caused expenditure on the Union's quarterly news magazine to exceed the original budget figure, and considerable research has been undertaken to try to keep costs down in the coming year, without contracting this service.

The Calendar of events proved popular, club advertising of events rose considerably as did trade advertising throughout the year.

A special supplement this year was the Surfing Beaches map, distributed with the June issue to all current members.

Films

Sale of film loops which in 1968 were almost double that of 1967 are now back to about that of 1967.

Income from British Film Institute library which in 1968 had increased by 20% has however now increased by a further 87% and together with sales of the films "Basic Skills" and "Judge's Lot" have realised a profit for the Union of about £150 some of which Council may decide to plough back in to further improvement of the library.

The full length film of modern canoeing mentioned in our last report has not yet been completed but is under active course of preparation.

Insurance

The volume of business under the canoe insurance scheme has continued to increase this year, thus bringing a welcome addition to the BCU's responsibility financially. However, it must be borne in mind that increased claims mean increased premiums, and if these go up too much, then a reduced volume of business will result, thus cutting the profit to the BCU.

A few policies have been issued for other forms of insurances, but the bulk of business, 95% in fact, concerns the insurance of canoes. A scheme has been set up for Life Assurance for BCU members, but it is not yet fully operational, so it is not known how successful this will be.

Expenses have been slightly higher this year, due mainly to the higher postal rates.

Sprint Racing

The year 1969, being the post-Olympic year, has inevitably lacked some of the fire from senior paddlers that was evident during 1968. However the torch was taken over by the juniors in their fight for places in the team entered for the European Championships in Moscow.

Financing of the entry caused considerable problems but eventually a team consisting of five men and one girl together with a Team Manager eventually left for Moscow. A generous donation of £300 by the Avon Trust was the final saviour and made the trip possible.

The team put on an excellent performance and although no medals were won we lost the bronze by 0.1 of a second only and were probably the best junior team in Western Europe.

On the home front the usual regattas have been held. One or two were rather disappointing due to lack of attention to administration prior to the event. Timetables must be made and adhered to in spite of the possibility of people turning

up and asking for "on the spot" changes to suit minor personal needs. This can soon throw a whole regatta into confusion. Competitors also sometimes think that regatta organisers know they are borrowing boats from the heat running five minutes earlier, and expect the programmes to be held up accordingly. Having entered an event, it is up to the competitor to be at the start on time; he cannot expect any organiser to keep all the other competitors waiting.

Looking ahead the basis of the 1972 Olympic Training Squad is already deeply engaged in its preparations for Munich. Twenty members are currently training together once a month at Bisham Abbey. We have been fortunate enough to obtain a Ministry grant to enable us to subsidise these weekends, thus enabling members to travel greater distances than was previously possible.

1970 will see work started on the National Boating Centre at Nottingham. The centre will have a 2,000 metre course and all the facilities we have dreamed about for years. The water will be ready late in the summer of 1970, the remaining facilities following.

Sailing

The main event of the year has been the World Championship which was held at Grafham Water in August. Sixteen competitors in the International Class were from overseas and included three from the United States. The organization ran smoothly both on and off the water and the racing was so keenly contested that the result was in doubt until the final race.

We were fortunate in being able to finish the week with Dinner at Churchill College, Cambridge.

Apart from the glamour of the World Championship much steady development continued during the year. The two exhibitions held at Crystal Palace gave valuable opportunities to show Canoe Sailing to an informal audience. The series of open events organized on a National basis for the first time last year continued to be well supported. A group of new enthusiasts have started at Stone on the Essex Blackwater and a group in Birmingham should be sailing next year.

Slalom and W.W. Racing

1969 will be remembered as the year in which Britain definitely began to emerge as one of the leading slalom nations in Europe. It was the year in which we sent a team of 20 to the World Championships, a team which for the first time included Canadian canoes, and which brought home the silver medal in the Men's K.1. Team Event, together with our best results ever

in the Women's Event, and many other team members, competing in a World Championship for the first time, achieved remarkably good results. Ken Langford won the major event at the Monschau slalom and took the silver medal at Augsburg. Pauline Squires won the Women's Event at Monschau, and the team of three in the Men's Kayaks took first place at Augsburg. In 1969 also we were able to play hosts to the other nations for the first time when at Llangollen in October we staged our first ever full scale international slalom and wild water race.

In Britain, the number of newcomers to slalom grows at an unprecedented rate, with record entries at competitions for the lower divisions. There are difficulties in obtaining a sufficient supply of new slalom sites, and also in keeping them for future use in the face of the irresponsible behaviour of a small section of the people who attend these events. Another indication of healthy growth at the base of the sport is the increasing number of clubs which are turning to slalom and wild water racing, particularly in Scotland and in the South of England.

Slalom became an Olympic sport during the year, and already a new Training Squad has been formed, with Nigel Morley as Team Manager, to prepare for the 1971 World Championship and the 1972 Munich Olympics.

Touring

Last year the Council said it was anxious to know in what form members would like the Union to provide services to the touring canoeist. The difficulty is to ascertain the need. During 1969 the Touring Committee sent out a questionnaire to all individual members but the response of 303 was disappointing. It proved impossible to analyse the replies so as to enable any firm conclusions to be drawn. The Council feels bound to point out that the criticism that is sometimes made that the Union is slanted towards competition and does little for the touring canoeist is not one that it can accept as well founded if the tourists will not say what other services they expect it to provide. Information about touring has always been provided to members and members of affiliated organisations. But it is sometimes forgotten that the efforts directed at resolving access problems — much more intractable than most canoeists think—is in fact a major activity towards improving the touring situation.

Access to Waterways

Access has been a live topic throughout the year, and the Access Committee has been concerned with several important and, we hope, promising, potential developments.

We must call them "potential developments" because by the end of October 1969 they had not led to any announceable advance on the previous position. What can be said is that much careful thought is being given by the Sports Council to ways of achieving reasonable multiple use of water by different water recreations. At the request of the Sports Council the Union has brought up to date and resubmitted the memorandum prepared 4 or 5 years ago on the problem of canoeing access.

Long Distance Racing

On the national scene the sport has again made progress. Records show that we retain a hardcore of between four to five hundred paddlers with an additional five hundred canoists who race for only about the one full season. This year 536 additional individual members registered, last year the figure was 482. Losses run at about the same rate. Many of these paddlers come from Home Office Schools, the Services, and similar clubs, as they leave their particular club they lose the facilities of easy entry to events, and hence their interest. Registered clubs have increased from 104 in 1968 to 125 in 1969. A record entry as regards clubs was at Bedford this year, when 47 participated, however, only 2 clubs have managed to enter all 20 races this season. Total individual registrations recorded in B.C.U. Ranking events and those organised outside the Ranking system totals 1359 for the season and these represent a total of over 4,000 entries to races by the various paddlers. The Open Championship was again sponsored by John Players and was organised on behalf of the B.C.U. by the Scottish Canoe Association on the River Tay. Six International Teams attended and everyone enjoyed a well administered event blessed by exceptionally good weather. The South African Team took first place in the Senior Doubles, but Great Britain retained the Senior Singles championship.

Although we sent strong teams to the various International events in Sweden, Spain, Ireland and Denmark, we usually took second place to the South Africans, whose team undoubtedly proved L.D. Champions for 1969. However, the results were not really disappointing; the Danish Championship produced our best results for the men, and throughout the year our ladies continued to prove their superiority over all opposition.

Unfortunately, 1969 sees the retirement of our first Lady Secretary, Molly Green, and also our International Secretary, David Green, both are leaving the world of amateur sports administration for a profession in canoeing. They leave behind a

new high standard of administration and efficiency. They take with them our sincere thanks for their magnificent efforts on behalf of the sport over a great many years and our good wishes in their new venture.

The Executive Committee functioned well, the Records side again taking a major portion of the work. New blood is needed and we trust that this will be forthcoming.

We look forward to the challenge of 1970 and relish the task of consolidating and strengthening the sport of Long Distance Racing at home and aboard.

Coaching Scheme

The Coaching Scheme continues to expand its activities and the number of current Coaching Award holders approaches the 1,200 mark.

Due to the ever increasing calls on their services, Area Coaching Organisers are endeavouring to set up sub-areas within their areas under Assistant Area Organisers as and when opportunity offers.

Proficiency Certificates issued during the year totalled 1166 as follows:—

Proficiency	Inland	848
"	Sea	254
"	Canadian	5
Advanced	Inland	47
"	Sea	10
"	Canadian	2
	Total	1166

Coaching Awards gained during the year were:—

Instructors	Inland	316
"	Sea	61
Senior Instructors	Inland	33
"	Sea	9
Coach	Inland	7
"	Sea	2

The National Coach visited all parts of the United Kingdom during the year and the calls on his time are ever increasing.

The possibility of appointing a Director of Coaching as well as a National Coach is being explored but no definite arrangements have yet been made due mainly to financial considerations.

The third edition (printed) of the Coaching Handbook was produced during the year under the editorship of Geoff Sanders and has been extremely well received.

Acknowledgements

We are greatly indebted to the Central Council of Physical Recreation for arranging courses, coaching and Proficiency Tests and for assistance with the National Coach's Tours. Their help and encouragement have been invaluable.

The Sports Council and the Department of Education and Science (now under the Ministry of Housing and Local Government) have continued to take a great interest in canoeing and Council wishes to express its appreciation of the grants made to it for Coaching and administration, the support of International Teams and for the purchase of capital equipment.

The Council is also grateful to Messrs. John Player & Sons for their assistance with the Open British Long Distance Championships (and the International Slalom and Whitewater Race at Llangollen) and the Avon Sports Fund without whose assistance the entry of our Junior Team in the European Championships in Moscow would have been in jeopardy.

J. W. Dudderidge, O.B.E.
President.

TRADE NOTES

● **Canoe Exhibition Competition.** As soon as the exhibition opens at the Crystal Palace in January, Alan Bye and helpers will begin building a baths boat with Trylon mould and materials.

Competition—guess the exact minute when it is put on the water later that evening. Prize—you've guessed it!—the baths boat.

● **Ottersports** is now stocking materials for glass fibre building.

● The final of B.B.C. T.V.'s "It's a Knockout" last September included a mini-slalom course involving an eskimo roll. The competitors, all novices, managed very well, using standard "Priyon Inn" slalom boats supplied by the Northern Wild Water Centre.

● From America, enclosed with the advert layout for Valley Canoe Products, was a letter from Frank Goodman—space for a small quote only: "The Pacific is only 30 miles away, over a range of mountains, and the rollers provide some fine sport. The water here is cold enough, as cold as in England almost, due to a current from the north and an upswelling of water from the deep ocean. The tide range is only about five feet along this coast, which means that the beaches are not very well developed, and are steep in most places, creating 'dumpers' of huge proportions. The rollers break almost vertically close to the shore and the air trapped by the curl explodes violently out at the back of the wave—not a good place to be in a kayak."

● Announced recently is the merger of two well-known manufacturers, **Portable Boats Ltd.** and **Kirton Kayaks.**

The new firm has been joined by L.D. paddler Dave Green, who has moved to Devon where the first factory is already in production.

With substantial export orders already in hand, plans are being laid for further expansion, and it is hoped that by the new year the full range of Kirton, Klepper and Struer boats will be freely available from stock.

● Trylon now have 2 designs of canoe moulds for sale or hire. One is the Trylon Tiger, a 14ft. fast touring canoe specially designed for school and club building. The other is the BAT, a well proved and popular 8ft. training canoe, now being increasingly used by experienced paddlers as well as beginners. The cost of the Tiger mould is £60, and it can be hired for £1 per day. The BAT mould is £30, and also can be hired at £1 per day.

Moulds for a brand new design light-weight Slalom Kayak will be available soon. This canoe is called the OX 1, designed by Alan Bye to I.C.F. regulations and will incorporate several new features. Look out for an exciting launching of the OX 1 at the Crystal Palace in February.

The new Trylon Guide and Price List, T14, includes several additional materials of interest to canoeists, including Rigid Polyurethane Foam.

Calendar 1970

7-17 Jan.	Boat Show, Earls Court.
13 Jan.-17 Feb.	Canoe Rolling course, Dartford. (CCPR, 160 Great Portland Street, London W.1.).
18 Jan.	Leven Wild Water Test.
25 Jan.	Royal Deesside Wild Water Race I (Non-ranking) (Aberdeen Univ. C.C., Butchart Recreation Centre, University Road, Old Aberdeen).
14 Feb.	National Canoe Exhibition, Crystal Palace.
15 Feb.	Leven Wild Water Test.
24 Feb.-17 Mar.	Canoe Rolling Course, Dartford.

● Leven Wild Water Test 1969

A new record time of 5m. 10s. was set up by Norman Jackson, who takes this year's Gold Dipper award. This lops 22 secs. off the previous record time. Some modifications are being made to the rules, to encourage C.I. and Ladies' Classes.

CANAL RATES REDUCED

B.C.U. Members Interim Concession

The British Waterways Board are hoping to introduce legislation in the coming year for a new system of registration of pleasure craft which will cover both canals and the rivers for which the Board are the navigation authority. These proposals are examined by Ralph Tyas elsewhere in this issue.

For the time being, as part of an experimental scheme, we have managed to gain reductions on the present rates for canoeists who are members of the B.C.U. and who apply for their permits through the B.C.U.

Adults (Individuals & Clubs) & Individual Youths

Present Rate: £6 per year per canoe
—with use of locks.
£3 per year per canoe
—without use of locks.

Concession Rate: (For individual members or BCU affiliated clubs)

For licensing 1 canoe	} with use of locks.
each £2-10-0	
“ “ 2 canoes	
each £2- 5-0	
“ “ 3 or more canoes	} with use of locks.
each £2- 0-0	

Sponsored Youth Organisations (i.e. including schools).

Present Rate: £3 per year per canoe
—with use of locks.

Concession Rate: (For B.C.U. affiliated groups and B.C.U. qualified members of Coaching Scheme whose canoes are used for instructional purposes).

For licensing 1 canoe	} with use of locks.
each £2	
“ “ 2 canoes	
each £1-15-0	
“ “ 3 or more canoes	} with use of locks.
each £1-10-0	

NOTES:—

- Licence discs need not be attached to canoes, but **must** be carried.
- Although it is considered desirable that canoes should have names clearly marked on them, British Waterways will not insist on this being done.
- All licences are issued subject to the conditions of the British Waterways Board. B.C.U. concessional licences run only for the calendar year and

thus expire on December 31st—regardless of the date of purchase.

- Licences for periods of less than one year are to be obtained at the standard rates from The Pleasure Craft Licensing Office, British Waterways Board, Willow Grange, Church Road, Watford, Herts.
- B.C.U. Concession Licences can only be obtained through:—
Mrs. F. C. Littlelyde, 15 Denewood Close, Watford, Herts. WD1 3SZ.

Please ask for a B.C.U. Canal Licence Application Form, enclosing a stamped addressed foolscap envelope with your request.

Note: Applications can only be received from B.C.U. individual members and officers of B.C.U. affiliated clubs and groups.

G. SANDERS,
Chairman, B.C.U. Coaching Scheme.

● **Ynys Gored Goch** This is an island in the middle of the Swellies, in the Menai Straits, which has a house on it.

Our attention has recently been drawn to the extremely dangerous situation which could arise if a canoeist went into the fish traps on either side of the island.

By ancient fishery law, the land and the waters within them are private, even though they are tidal.

Due to the extreme danger of being dragged downwards and held in the traps, the owner is anxious that all who go into the Swellies should know these facts. Otherwise, he is always glad to see canoeists in the Swellies, and welcomes those who advise him beforehand of their journey.

● Junior World Championships

The Moscow Junior World Canoe Championships in August were dominated by the Eastern European countries. Barbara Mean came 8th in the women's K1 final, and Mark Whitby 7th in the men's event. Hungary won the K2 and K4 events, Russia the K1. Rumania and East Germany took the women's K4 and K2 titles.

● Bude 1969

For the first time in 12 years, there was no surf for the 150 canoeists who assembled for the National Surf Championships. Ingenuity was the keynote, and events, including a rock slalom, (which could catch on, and is included in next year's events) were all decided. A word of congratulation is due to Oliver Cock on the magnificent awards, based on the Paul Farrant Trophy.

● 'Canoeing' magazine is to increase in size and price in the New Year.

INCREASES IN SUBSCRIPTION

Having written and rejected innumerable foolscap sheets on this subject I have decided to address myself directly for once in my lifetime.

Increases in B.C.U. subscriptions are necessary! The reduction in the value of money over the last few years is reason enough to justify an increase. However, there are other reasons: — the need to employ an additional full-time coach, the need to spend more money on competitive canoeing, and the fact that at the moment we are losing money on some groups of members.

This year we expect a deficit of between £400-£500 and unless drastic action is taken now our losses will become a crippling burden before the matter can be righted.

Though we receive grant aid, the annual increase in the amount is held to about 3½%. Set against this figure is an annual membership increase of about 13%. As all members are subsidised to some extent this adds to our disadvantage unless we compensate by upping 'subs'.

I will not try to hide the fact that competitive canoeing would like direct aid of £1,500 per annum, an increase of £1,000. I hope that all those canoeists who do not compete will admit to a certain amount of mutual pride in the achievements of British paddlers in International events and support this particular proposal.

A major change would be that the age limit for full members will drop from 19 to 16 years. This will give the organisation additional income and these affected a vote. At the moment each Youth Member represents a loss of 2/6d. on the balance sheet, and we have 900 such members. The suggested changes are as follows:—

	Present Fee	Future Fee	Increase
Full member ...	15s.	25s.	10s.
Youth member	7s. 6d.	15s.	7s. 6d.
Family member	2s. 6d.	5s.	2s. 6d.
Club Fee ...	42s.	70s.	28s.

I set out this brief report on our present financial position and also on the suggested changes in subscription rates, so that all members will have good time to think over the facts of the situation, and my thoughts on the matter. The Annual General Meeting is not all that far away, and could afford you the opportunity to express your opinion on the subject.

J. M. WOOLLEY

Chairman Competitive Committee

Proposed changes in Charges for British Waterways Canals & Rivers

British Waterways has lately consulted various organisations (not the BCU) about a proposed scheme for simple and easily administered registration charges compatible with the Thames Conservancy Licence. It includes the following:

For Unpowered Boats—

(a) **All waterways in Great Britain (canals and rivers)**

<i>per boat</i>	<i>present permit</i>
Jan.-Dec. £2	£6 with locks, £3
1 month 30/-	without, and reductions
fortnight 15/-	for shorter
incl. lockage	periods of 9, 6, 3, 1
	month & fortnight.

(b) **Rivers only**

Jan.-Dec. £1	Lock tolls only
1 month 15/-	payable.
fortnight 10/-	
incl. lockage	

A disc would be issued (as on the Thames). Earliest date of introduction—1971. The rivers are: Lower Severn, Lower Trent, Witham, Weaver, Soar, Lea, Stort, Lower Bristol Avon.

Proposal (a) is a reduction on the present periods mainly because the no-lock variant is dropped. This appears to be a reasonable, and, on balance, acceptable proposal.

Proposal (b) cannot be introduced unless Parliament passes legislation this session authorising the new basis of charge. This is more debatable, since it bears hardly on canoes that go on the rivers in question only occasionally, and do not need the use of locks. Comments can be addressed to the Solicitor, British Waterways, Melbury House, Melbury Terrace, London, N.W.1.

The Council would like to know what the Membership thinks. The present Thames Conservancy Licence charge is 24/- per boat Jan.-Dec. In the meantime, interim concessionary rates for BCU members have come into effect. Details on page 125.

Ralph Tyas

● **National Surf Championships 1970**

A committee was formed after the Championships this year, to organise next year's event. The 1970 Championships will be held on 11th - 13th September, although the surfing fortnight, as it has come to be known, will be from 10th - 20th September. During the 10 days, with the exception of the Friday, Saturday and Sunday, there will be two hour instruction sessions for anyone who wants tuition.

● **Note to holders of B.C.U. permanent trophies—**Please arrange to have these returned soon for presentation to the new winners.

Round the Clubs



 Six British canoeists—members of the CANOE CAMPING CLUB—made up a party of 16 who had been invited by the Finns to explore two rivers of Lapland. These two comprised the better part of 230 miles of rough river descent—a lot of it was graded 3-4. Camping was backwoodsman, so much so that to stray far from the camp was an invitation to get really lost in the dense forest. Often the only sign of civilisation was the odd reindeer herd with accompanying herdsmen. The weather was perfect—with sun almost 24 hours in the day. This of course made the water temperature in the river remarkably high, in spite of the tour being well within the Arctic Circle. One of the rivers—which began quite near the Russian border, was canoed for the first time.

The party vowed to return, but next time armed with an insect repellent that would keep the mosquitoes at bay!

£40 was raised for club funds by eleven girls of the WALLASEY SEA RANGERS in a sponsored paddle. Your editor had the pleasure of sponsoring Barbara White, the youngest paddler, who manager to cover twelve of the eighteen miles before her canoe sank.

 CHALFONT PARK C.C. has had a very successful season at home and abroad. The blue and yellow boats of the club were frequently seen on the course at international slaloms as well as appearing at every first division event this year. On the racing front, Chalfont has been doing well, with two members sprinting in Berlin, one of them then going on to Spain to win the Junior Sella.

There is growing interest in the Midlands in the use of the canals for canoeing activities. In May of this year the ASHBY CANAL ASSOCIATION organised a Canoe relay race on the canal from Mars-ton Junction to Snarestone which was won by the Leicester "A" Team who completed the course of 21 miles in 4 hours and 9 minutes. This event is hoped to become an annual one.

Members of the Canoe Camping Club used Tyne glass-fibre canoes on their Lapland Arctic Expedition. Canoeists from left to right are Eric Totty, Brian Cowburn, Kathleen Tootill, John Alderton and 69-year-old David Hirschfield, Managing Director of Tyne Canoes Ltd. Photo: Eric Cowburn



Members of the CAMBRIDGE UNIVERSITY C.C. were intrigued to see a pale blue balloon-like object floating around in the Cam one day near the end of October.

On closer inspection, it turned out to be one of their members trying out her new drysuit, a sight that promises to occur more frequently throughout the winter, with ex-wet-suit canoeists dwelling on the happiness of not having cold water trickling down their necks!



The CANOE TOURING CLUB starts a new era of its existence this winter. The

club has been in very cramped headquarters in Twickenham for the fourteen years since it was formed, but has now moved to much more spacious accommodation at Thorneycroft's Hampton Boatyard. Because of this the Club now has vacancies for members with an interest in L.D. racing, in spite of the name! A particular welcome will be given to lady members. Any enquiries should be addressed to the Hon. Sec., Mrs. S. Pluthero, 9 Clarendon Road, Ashford, Middlesex.

Whilst other clubs hold sponsored paddles on local waters the SNARESTONE Youth Club held theirs on the Ashby canal which passes beneath their village. Five members took turns to paddle a canoe non-stop for three days and nights. They paddled 25 round trips between Snarestone and Market Bosworth, covering over 320 miles in the seventy two hours.

A small slalom course is being laid out on the old moat at ST. DAVID'S COLLEGE, Llandudno., for Club members to practice. They have been building Defiant Mk. II's in glass fibre, and have plans to camp in Snowdonia, and sneak off to Blackrock Sands and Porth Ceiriad for some ocean-bashing.

To encourage the use of the Inland Waterways the INLAND WATERWAYS ASSOCIATION issue an award of "the

Silver Sword" which is a metal replica of the symbolic sword emblem of the association. Canoes are eligible for the award which is given to craft owners who travel extensively over the canal systems of England and Wales. For the purpose of the scheme the canals are graded into sections of varying difficulty, and points are awarded for distance covered with bonus points for 'difficult' navigations (Difficult to average canal craft but not so to our type of boat).

Full details of the scheme can be obtained from:—The INLAND WATERWAYS ASSOCIATION Ltd., 114 Regents Park Road, London N.W.1. who issue a booklet on the Silver Sword award scheme (2/10d. incl. postage).



It was a pleasant change to read at the foot of the KENNET VALLEY C.C. L.D. race results sheet, thanks from the organisers to competitors for returning EVERY cup for this year's presentation, and leaving the Borough car park clean after the event!



BIRMINGHAM CANOE CLUB constructed its own slalom course again this year, this time at Ludlow. Foreman Don rapidly organised most of the competitors into a highly efficient boulder moving gang. Then the scene was set for the 13 hour, run-a-minute, 347 competitor marathon. Apologies are offered to 93 entrants who had to be refused. Fortunately the only competitors to finish in the dark were B.C.C. members! Making its slalom debut was the Beaver C.1., designed by Dick Gays and constructed by three club members: they can't paddle it yet, so it is small wonder that it was they who finished in the dark!

National Schools' Canoeing Association to be Formed

When in 1961, the National Schools Sailing Association was founded, its aims were 'to promote and help school sailing, canoeing and allied activities'. Since then, however, the growth and changes which have taken place in canoeing, particularly in the sphere of education, have been notable.

The Canoeing Sub-Committee of the N.S.S.A. believes that the best interests of canoeing in schools, colleges, and youth groups will be served if a National Schools' Canoeing Association can now be established.

It is envisaged that the objects of such an association would be to assist the general advancement of canoeing in schools and youth organisations, and to provide an information and advisory service. National competitive events and championships for schools would be possibilities.

Those interested in the formation of such an Association are cordially invited to attend the inaugural meeting to be held at the Crystal Palace on the 14th February, 1970, on the occasion of the National Canoeing Exhibition, or to enclose a stamped addressed foolscap envelope to:—Mr. J. E. Saunders, Education Department, County Hall, Glenfield, Leicester, LE3 8RF for further details which will be sent after the meeting on the 14th February. Please give the name of the school or organisation which you represent. Interest thus shown in no way commits the enquirer to join the future association.

SECRETARY'S NOTES

Membership

Individual Membership of the Union increased during the year ending 31st October, 1969, by 13.22%, comparative figures being as follows:—

	1967	1968	1969	% Increase
Full	2245	2796	3166	13.23
Youth	871	1024	1165	13.77
Family	326	384	429	11.72
Total	3442	4204	4760	13.22

Annual General Meeting

The A.G.M. will take place at Holland Park School in London on the 24th January, 1970, and it is hoped that as many members as possible will attend. Full details will be found elsewhere in this issue.

National Canoe Exhibition

The Exhibition will take place at the Crystal Palace on the 14th February, 1970, and the Exhibition Committee have again arranged a most excellent programme of events in the baths and some first rate films are being shown in the Cricket School and the G1 Room.

The four cities Bat-Polo competition promises to be most exciting. Teams from Birmingham, London, Oxford and Sheffield are taking part.

Full details of the Exhibition will be found elsewhere in this issue. A record attendance is expected, so book early.

Canoeing in Britain

In the past it has been the practice to continue sending "Canoeing in Britain" up to and including the March issue which also includes the "Calendar and Directory" to members who have not renewed their membership.

In future this practice will be discontinued and members who have not renewed their membership by the 1st March will not receive the March "C. in B" and "Calendar" until their membership renewal has been received.

The Irish Sea by Kayak

(concluded)

Derek J. Mayes

The car ferry was due to leave at 20.15 hrs. This gave us much needed time to sort out last minute details.

On arrival at Dun Laoughaire we caused much interest when we sought Customs clearance to go back, and permission to launch our boats in the harbour. The Harbour Constable required our names "so that we know who you are when your bodies are found!" The Assistant Harbour Master was all out to forbid our departure and finally a deputation arrived from various authorities to talk us out of it. I'm afraid that we gave all of them rather 'short change' and I was certainly quite annoyed when the Lifeboat Cox'n proclaimed that we were due a Force 6 from the south-west and then asked if we had a compass! It was not reassuring to be told about previous canoe epics in the harbour.

We left at 1 a.m. amid calls of "Good luck, lads!" across the water: we paddled towards the Harbour mouth. We were buoyant with confidence and not in the least apprehensive.

Our gigantic skegs gave us much stability of direction and the Kish Bank Lighthouse gave us a glaring beacon 8 miles distant. In the near total darkness our eyes strove to adjust themselves: but with the town lights and moon behind us it was not necessary to show our navigation lights . . . we could soon see quite clearly.

It was slightly eerie, silently paddling away from security and towards the unknown. The shortest distance across is 58.8 miles and the tidal currents would be at right angles to our course and at times, 3 m.p.h.

We passed Kish Light at 03.20 without stopping to adjust our direction slightly southwards. We were using Silva mountain compasses and travelling 098° magnetic.

The dawn seemed to drag itself round to the North-East and the sun bubbled out of the sea at 04.57. We stopped for a Mars Bar and a can of fruit juice. To me it was a highlight of the trip to throw the litter onto the sea and watch it drift sternwards: our progress was being assisted by a tail wind.

The ferry from Dun Laoughaire came up behind us, overhauled us and dropped over the skyline ahead . . . this whole process took about 40 minutes.

One of the joys of the trip was the solitude, often heightened by paddling in line abreast at about 100 yard intervals. We

spent hours by ourselves with our own thoughts, just paddling into the sun. We came together for cold sausages, fruit juice, chocolate bars and apples occasionally, but I guess that we could almost have claimed to have done the trip solo. Needless to say it was very reassuring to see the others within hailing distance all the time.

We wore no life-jackets but had them taped to the deck behind us. We feel entirely justified with this procedure as we had no intention of capsizing and if conditions worsened we would then wear our jackets. We were also concerned about the chafing they would create. Flares and whistle were always handy. We carried a small transistor radio for shipping forecasts though we only remembered to switch on for one which was very favourable. The problem of sea sickness was waylaid with Marzine and one tablet lasted the whole voyage, or seemed to.

We soon lost the Irish Coast: it sank with a distinct lack of ceremony: we didn't notice it going! Then followed a rather demoralising 4 hours (about 15 miles) when we could see no land at all. Gradually and almost imperceptibly a vast cumulus formation reared itself in the East. It didn't seem to change in shape, height or position for well over 8 hours and I see this period as the crux of our whole journey during which we hardly stopped or spoke to each other.

We were getting nearer and gradually the details of South Stack Lighthouse and North Stack Fog Station became apparent. We were so intent on our goal that we overlooked our scheduled food stop and went on for almost 6 hours without stopping. This period undoubtedly accounted for our weak and badly exposed condition later. We did eventually succumb about three miles off Holyhead Lighthouse and broke open a packet of chocolate wafers. We did not manage to consume more than one wafer each as it soon became dreadfully obvious that we had hit the North Stack tide rip and were losing ground very quickly indeed.

So we snapped to and went into full battle against a 5 knot tide. It was impossible to make progress and we were just being swept northwards towards the Skerries.

Looking back, I fail to see how our bodies responded. Certainly our thinking was affected as we just battled madly against this disastrous enemy. We should at this time have put on our jackets and taken more calories, but as soon as we relaxed our furious pace we lost more precious ground. So it was that we were committed to utter fury.

Gradually we gained: it was the most ridiculous thing I have ever undertaken: to paddle against a 5 knot rip is unthinkable; yet we gained. I remember watching houses drift past the skyline of mountains and for at least three-quarters of an hour in the wrong direction. I remember gauging my progress against Dave's battling figure. I'll never know whether he was going backwards or I was creeping forward. All that I do know is that I overtook him without saying a word: we were too intent and too exhausted to even look at each other.

This ridiculous battle lasted for nearly two hours and when it became obvious that we had won I eased my pace and began to try to think logically. I was quite exposed, cold, wet, lacking energy and completely exhausted.

Nick was the first to catch me up and he mouthed some obscenity and thrust for the breakwater. I didn't realise at the time that he was almost unconscious from fatigue and it was some 30 minutes before Dave and I found him in the shelter of the breakwater, fast asleep in his canoe. In our present state it was indeed a very dangerous condition. We rallied as a team once more and 'partnered' Nick to a nearby beach. Thereupon to be cast ashore in no pleasant manner.

David had to fetch the car, about 2 miles distant; I had to organise Nick. Thank providence that we had prepared for this emergency and in under 10 minutes we were drinking from a self-heating can of oxtail soup. Nick's recovery was almost instantaneous. We had much difficulty in retaining balance and I fell into the sea once! We had landed at 21.45 hrs . . . 20½ hours after leaving Ireland.

At 22.15 a helicopter appeared over the breakwater in a blaze of orange light. It was a very sobering sight and I was immediately mobilised into action. I raced to a telephone, dialled 999, and had the Coastguard in seconds. Yes! the helicopter was for us, as the Coastguard had lost sight of us and felt that we may have been in trouble. Though my voice was weak I was able to convince him that we were O.K.

It took us two hours to load the boats onto the car and a further hour to drive home. David fell asleep whilst driving but other than that all our troubles were over by 1 a.m.

My wife was pleased to see me, even at that time of day!

Oliver Cock's series on "The Competitor and his Training" has unavoidably been postponed, due to shortage of space.

Let's have a

SEA CANOEING CHAMPIONSHIP!

As more and more canocists take to the sea for their recreation, the need is growing for a form of canoeing competition in which seamanship, coastal navigation, weather lore and sound common sense play as much part as paddling technique, fitness and stamina. A sort of Orienteering at sea would be ideal, but impossible to organise. Orienteering is a sport for individuals, sea canoeing a sport for teams.

This article is intended to provoke discussion only—perhaps one day a start can be made. If enough interest is forthcoming, a meeting could be held at the next conference, and provisional rules drawn up for preliminary sea trials to be organised in 1970. Anyone interested should contact Dick Gays, 55 Conaglen Road Aylestone, Leicester LE2 8LE.

* * *

The Sea Canoeing Championships would be held over a period of a week to ten days, tasks being set on five of those days if conditions permit. The area at which the championships would be held must be chosen with care: a coastline with many creeks and bays, with small offshore islands and scattered rocks is required. This area should be off the beaten track, though not entirely uninhabited.

Some form of control room will be required, to be manned on contest days until all teams are fully accounted for. Teams would consist of at least five nominated persons, the sea party consisting of at least three crews in three canoes, singles or doubles or mixed. In addition to the sea party, at least two shore members are required. They will require a vehicle able to carry the team's canoes. There would be no restriction on the type of canoe to be used. The only rule might be to restrict each contestant to using the same type of canoe throughout the series. On the subject of safety, much thought by many heads is needed.

Some idea of the sort of tasks that can be set are given below. A full explanation of each task will be found in the appendix (see footnote).

1. 10 km. Triangle Race (teams choose own starting point and direction of travel)
2. Goal Race (15 km. race to one of several pre-announced goals)
3. Free Goal. (Teams choose the most distant objective they think they can reach in a given time).
4. Out and Return. (Using ebb and flow, teams select own goal and starting time. Most distant point wins).

(Continued on p. 131)

CANOE SAILING

National
Championship
7th-12th
September

BIDDLE GOES NAP

John Biddle steered Dicey to victory in five of the six races for the International 10 sq. metre Canoe National Championship at Hayling Island in September to win the Quincey Cup points trophy, and with it the championship title as well as the prestigious Sailing Challenge Cup of the Royal Canoe Club. This trophy has been sailed for continuously in canoes since 1875 and must be the oldest trophy for small boat sailing in the world.

Only a month after the World Championship at Grafham Water where he gained the bronze medal, John Biddle has turned the tables on World Champion Alan Emus who at the helm of Shrike III came second on points with one first and four second places. Third on points was a newcomer to the canoe sailing scene—Chris Doughty from Lee-on-the-Solent, sailing Plain Easy.

The week brought a full range of winds from a quiet force 1 to 2 on Monday and Friday to a rollicking 5 plus on Wednesday. On Sunday afternoon the first race was sailed inside Chichester Harbour with a moderate force 4 from the North and John Biddle soon set the pattern for the cham-



John Biddle

Photo: P. Wells

pionship by bringing Dicey home to a comfortable win.

On the following day the fleet moved outside to an eleven mile Olympic course set in Hayling Bay. The wind dropped completely during the first round and never filled in enough to enable the racing canoes to beat the time limit—the first time anyone can remember that this has happened.

With a full blooded force 5 to 6 registering on Wednesday, an Olympic course was set inside the harbour at high water. It brought a keenly fought duel between Dicey and Shrike III. First one and then the other gained the lead until Shrike III hit the last leeward mark and could not regain the time lost making the extra circuit required under the new rules.

The final race on Friday afternoon was set inside the harbour and only three canoes managed to finish in a fading wind on the last of the ebb tide led by Alan Emus in Shrike III. Second to finish was Ken Davis from Harwich in Shrimp III, and this brought him the Novices' Cup which was sailed concurrently with the final points race. The other trophy sailed for during the week was the Murphy Howard Cup and this went to Shrike III. P.E.W.

Sea Canoeing Championship—cont.

5. Point to Point. (Team members visit as many points as possible, rating varies with accessibility).
6. Inshore and Surf Events.

Before any contest commences, a thorough briefing session will be held to ensure that everyone fully understands what is to be done. For certain tasks, a route plan is to be submitted prior to departure.

During debriefing, each team will give a full account of how they set about performing their task. The idea of this is to share knowledge of the problems that were encountered.

(Footnote: A duplicated appendix, giving full details of the 6 tasks briefly outlined above, is available to all interested, from "Canoeing in Britain", 11 Martindale Grove, Eggescliffe, Eaglescliffe, Stockton-on-Tees, Teesside, on receipt of 9" x 4" stamped, addressed envelope).

● From January 1970 touring enquiries on the Wye below Glasbury will no longer be dealt with by Colin Manton, but by:—Ron Shoesmith, Youth Hostel, Staunton-on-Wye, Nr. Hereford. Tel. Moccas 216.



Tay International

The River Tay provided an exciting course for this year's International Canoe Race. Thousands of spectators gathered at vantage points to watch the event, sponsored by John Player and Sons.

The main obstacles in the river were grouped together at about the middle of the senior course, the most exciting part being Stanley Weir and Hell Hole Corner.

At Stanley there was a choice of shooting the weir over the sill, or at the salmon shoot, at the bottom of which was a large stopper. The organisers were directing everyone down the salmon shoot, which was fine for the white water paddlers held tight in their cockpits. For the K boats, however, it was a different tale, as a great many were literally thrown out of their boats from the force with which they hit the stopper. (It is rumoured that a certain photographer was encouraging crews to take this route in order to get some spectacular photos!) By comparison, very few of those who shot over the sill came to grief.

A crafty piece of tactics from Norman Jackson in the men's singles paid dividends for him at Stanley — Norman and his closest rival, Pedretti of South Africa, came up to the weir practically neck and neck. The South African made for the sill and hesitated while picking his exact spot for shooting. Meanwhile, Norman Jackson did a very fast portage and was in the water and away, gaining a considerable lead on Pedretti, which he managed to maintain to the finish. The senior events were very much dominated by the South African crews, who gained second and third places in the senior singles and all three places in the senior doubles.

The South African team was particularly noticeable, in a strong International field, for their unity, smartness and team spirit.

Exe Estuary

The Le Mans start caused plenty of con-

fusion, with very little water space for each boat, and this made a lot of difference to the finishing places—if you had a good start, you were away.

The top part of the course was a drag due to shallow water, with frequent sandbanks. More water than usual was flowing over the weirs, which made the portages rather awkward. Times generally were on the slow side and there were only two really close finishes—in 3A between Itchen Valley members Dick Davis and Alan Clare and in 3B between Bulley of Bourne Youth Wing and Farrow of Longridge.

Itchen Valley Club were notable in gaining all three places in 3A—in white water boats. This small, but very keen club has already made a name for itself in slalom, where no fewer than eight of its members are first division paddlers. They compete in L.D. events quite regularly as they can't get enough first division competition!

The Exe Estuary race had an excellent write-up in the local evening paper—what a pity that so many local papers are reluctant to devote even a column to canoeing.

Cambridge L.D.

We shall always remember the Cambridge mud—a new road was being built, which seemed to consist largely of piles of thick grey mud which had to be "portaged," together with a number of other obstacles, before one could even get to the start.

It always pays to listen to the briefing before a race, even if you know the course—how else would we have known that the Cambridge police were in the process of dragging the river?

Entries were generally good for most classes, but what has happened to the 4A paddlers? There must be more than two crews who could have been racing. A sad gap has been left at the top of this class of course, with the death of Tom Beere, who died after a climbing accident last August. Tom and his partner Mike Foulger often led the way home in 4A

SLALOM ROUND-UP

The 1969 slalom season which has just finished must, by any standards, be counted as the most important ever in British canoeing: by far the largest team that we have sent to a World Championship—and this not unsuccessful, the first international slalom and white water race to be held in Great Britain, and the most significant item for the future, that slalom is to be included in the Munich Olympic Games.

Many more novice and non-ranking slaloms throughout the country, particularly in the South, are now an absolute priority. This will require the finding of new sites. A restructuring of the divisional system may also be necessary. Much of the credit for this forward thinking, and for the improvement in communications between the clubs and the slalom executive must go to the new slalom secretary, Chris McAllister, who has worked very hard and ably this year.

Preparations to send a well equipped and thoroughly well-prepared team to Munich are already in hand. A provisional training squad, has been selected to begin training early in the new year. (The squad will also, of course, be setting its sights on the 1971 World Championships in Merano). Nigel Morley — to be helped with the administrative chores by his wife Anne— has been appointed team manager, and Alan Harber is to act as Co-ordinator of squad activities in the South.

At this juncture it should be remembered what a great debt is owed to Ian Pendleton, who from 1965-1967 managed the ladies team and from 1967-1969, the whole team. Ian has contributed a great deal of time, effort and money into running the team and the training squad.

The International slalom at Llangollen, despite several setbacks, was a tremendous

L.D. Racing (Continued)

this season, and he will be greatly missed in canoeing circles. Our sympathy goes to his family and friends.

Times were good this year, and there were some close finishes, particularly in class 1A, where only twenty-two seconds separated first and third places. In class 2A Charles Evan made a comeback to the top of the list, in a new partnership with A. Alun-Williams, paddling for the Royal Marines. They were piped to the post, however, by the consistently good crew of Oliver and Edwards of Lincoln.

Altogether, a good day's paddling with good organisation, but please could we have a smile and a handshake at the prize-giving next year, C.U.C.C.oos?

success. The event was sponsored by John Player & Sons, and without their generous help it could never have been held. The main load of the organisation fell on the Witter Brothers, who provided the initial impetus for the idea twelve months ago, and by prodigious efforts brought it to fruition, despite difficult and ticklish problems concerning protocols and flags.

Mark Markham collected together 50 good judges and time-keepers (no mean feat) and Chris McAllister organised a small army of helpers at the secretarial end to provide the fastest and most accurate results service ever seen.

All the foreign competitors expressed enthusiasm for another international slalom at Llangollen next year and despite the appallingly low water (the lowest in October for 50 years) few complaints were heard. How pleasant in the aftermath to be congratulated by the East Germans on efficiency. It was a genuine co-operative effort.

The townsfolk of Llangollen were delighted—a crowd of 4,000 is estimated to have attended—and there is a strong possibility of negotiations being started for the purchase of Llangollen station as a National Canoe Slalom Centre. Britain scored few major successes, but John Leggott's win in the down river K.1. event, beating world champion, Jean-Pierre Burny, must be noted.

Midland C.C. seem to be right out of luck this year. Their first division slalom in March was postponed due to appalling weather conditions. When they tried again on the 1st November the water was so low on the Saturday that cancellation again looked a probability. However, it rained all night and by morning the river had risen 2 ft., necessitating a change of the course. Half way through the first runs, the river started rising again (4ft. this time) and it carried on rising until the protest committee had no option but to declare it a non-ranking event. What an ironic end to a season notable for its lack of water.

The championship figures are, therefore, taken from the other four 1st division events held this year. Ray Calverley (Manchester) takes the Men's K.1. title, Heather Goodman (Lakeland) the ladies, Gay Goldsmith (Brighton) the C.1. and Robin Witter and David Swift (Chester/Leeds) the C.2.

This article must finish on a tragically sad note. It was with great regret that we learned of the death, on 20th October, after a short illness, of Wendy Mitchell, Dave's bride of only eight months. Dave Mitchell was unquestionably the finest canoeist this country has ever produced and he gave

OPEN FORUM


Usk W.W. Race Cancelled

Dear Jack,

The enclosed letter was received in reply to our request for permission to hold our annual River Usk White Water race. The message is self-evident, but in view of the fact that some canoeists still don't seem to understand (or, being selfish and irresponsible, just don't care!) let me spell it out for them. IF YOU WANT TO CANOE A RIVER, GET PERMISSION FIRST. (Consult the B.C.U. river advisers—if permission is required they will arrange it or give you the addresses to write to).

So far, our investigations have failed to definitely establish the blame for this incident. It has, however, been established that one group, from a well-known club, did canoe the river without permission, and unfortunately it seems likely that they were not the only group. The matter is now in the hands of the access committee.

Mike Hillyard,
Chalfont Park C.C.
Potters Bar.

GLANUSK ESTATE OFFICE	
<small>AGENTS: L. H. MARSHALL, 40, GERRARD STREET, WEST, LONDON, W.1.</small>	
CRICKHOWELL.	
<small>1219/20, G.C./11. BRICKENSHIRE & WALLER</small>	
<small>Mr J. J. Hillyard, 29 The Drive, Potters Bar, Herts.</small>	<small>24th September, 1969</small>
<small>Dear Mr. Hillyard,</small>	
<small>I thank you for your letters of the 2nd and 18th September. I have not replied before as I have been waiting to discuss this matter with Lady de L'Isle.</small>	
<small>I very much regret that this year it is not possible to allow you to hold the race.</small>	
<small>As you know we have always, I think, been co-operative with you and other canoe clubs who wished to use the river. However, this year during August a party of canoists went down through the Glanusk water without any permission one week-end and spoilt the fishing. Understandably the owners were very annoyed about this and have, therefore, decided that this year no canoeing will be allowed.</small>	
<small>Whilst we appreciate that this was no fault of your club it is important for all canoe clubs who wish to use the water and, indeed, private property of any sort to realize that they must seek the owners consent first when it will normally be readily given.</small>	
<small>This does not preclude you from applying another year.</small>	
<small>Yours truly,</small>	
	
<small>L.H. Marshall</small>	

Slalom Round-up (continued)

up a lot when he retired in 1967 to devote himself to turning a house which he had bought into a home for Wendy and himself. That task, after enormous effort, was almost completed and Wendy had only recently been urging Dave to return to canoeing. On behalf of all members, we offer our deepest sympathy.

Safety Tip when Canoeing

Dear Sir,

A friend had great difficulty when he capsized, lost his paddle and could not roll. He pulled the release "tab" on the tightly fitting spray sheet and this tab came away. He panicked a little when he found he could not get the spray sheet off (forgetting about using the dog paddle). He eventually released himself, having clawed through P.V.C. covered nylon.

The majority of my coaching is done with children, and I seriously had to consider this problem. Two answers came to mind and both of these although obvious to some, should be passed on.

1. It is easy to pass a hand through to the inside of the spray sheet by pulling on the elastic or sheet close to the body with one hand whilst passing the other hand inside. Once inside, it is easy to release the spray sheet from the coaming by pushing.
2. A loop of strong string should be tied so that it passes inside and outside the spray sheet at the side of the body. This should be used in addition to the normal tab on the front of the spray sheet.

The second tip gives confidence to children when they start using spray sheets for the first time.

I am sure that active canoeists and coaches have many such simple tips to offer. Perhaps you could run a section in the magazine for such offerings.

R. A. Wright
Cwmbran. B.C.U. Instructor

Remarkable Roll

Dear Sir,

During our winter training session this year, one of our members succeeded in what must undoubtedly be the ultimate in rolling expertise. He performed a roll with his hands neatly tucked inside his spray-deck, relying entirely on body action.

I should imagine that he was the first person to achieve this feat, as to date no one we have approached on the subject has heard of it having been done before. We would therefore be very interested to know if anyone other than Dennis Wilkin-son has done this.

R. A. Philpott
Bristol. (Hon. Sec. Bristol Canoe Club)

● Hasler 1969

(One race—Exe Valley—on 16th November, 1969, not included)

1. Richmond C.C.	563 points
2. Harlow C.C.	438 "
3. Royal C.C.	244 "
4. Bourne Youth Wing	194 "
5. Bradford on Avon C.C.	186 "

LEANGOLLEN TOWN SLUAM	10/1 Oct
K.L. Team Event	
1. Manchester A (Langford/Culverley/ McLeod)	273.8
2. Worcester (Sharlenn/Williamson/ Hancock)	280.2
3. Chester A (Mitchell/Woodhouse/ Swallow)	339.6
C.L. Team Event	
1. Willing/Dimitakis/Albert	603.6
2. Patrick/Sibley/Goldsmith	760.2
3. Chaplin/Wilde/Hastings	839.0
C.O. Team Event	
1. Witter/Swift, Jenkinson/Lyden, Woods, Brown	701.8
2. Barber/Barber, Fielden/Edwards Court, Goodwin	1277.8
Ind.	
1. R. Calverley, Manchester	74.3
2. K. Wickham, Sunderland	75.4
3. J. MacLeod, Manchester	76.6
Club	
1. J. Albert, Chalfont	104.0
2. M. Hillyard, Chalfont	111.0
3. J. Sibley, Windsor	112.2
C.P.	
1. Court/Goodwin, N. Staffs	107.6
2. Witter/Swift, Director	108.2
3. Woods/Brown, Midland Ladies	120.1
1. M. Goodwin, Leamington	86.0
2. A. Kewley, Sunderland	101.9
3. P. Squires, Leamington	106.1
WYLLING INSULN S.C. BOGATTA	24 Aug
10 m.m.	
1. J. Riddle	
2. A. Catchpole	
3. T. Christie	
JURY CLASH THIRTY, WINDSOR	17 Aug
K.L.	
1. R. Wilson, 1st Kendal Scouts	89.20
2. A. Westbury, Lakeside	69.50
3. P. Laxcomb, 1st Kendal	70.40

1. Anderson/Warman, Castle Howard School	74.45
2. Stambird/Croft, "	75.17
3. Crawford/Archer, Middlehaven	76.30
Senior & Veteran's Race	
1. V. Marley, Lakeside/Manchester	62.50
2. G. Carroll, Lakeside	69.20
3. R. Marston	75.20
STOUR RACE	21 Sept
Class 1a	
1. J. Vrett, Royal	2.11.25
2. D. Coope, Notts City	2.29.40
3. M. Fowler, Harlow	2.31.47
Class 2a	
1. Shortland/Veary, Norwich	2.13.56
2. Hilley/Smith, Army App.	2.51.28
Class 2b	
1. Robinson/Middle, Army App.	2.33.40
2. Smith/Holmes, "	2.39.03
3. Pavlov/Watson	2.59.05
Class 3a	
1. W. H. Williams, Harlow	2.29.46
2. P. Barrett, Ind.	2.42.20
Class 4a	
1. Thornton/Tulman, Army App.	3.40.20
AMN RACE	7 Sept
Class 1a	
1. M. Giddings, Royal	1.38.10
2. J. Hickson, Royal Marines	1.40.30
3. R. C. Allen, Ind.	1.44.15
Class 2a	
1. Wink/Fowler, Royal Signals	1.37.27
2. Nicholson/Hyline, Royal	1.38.57
3. Corwell/Finch, Caterham	1.39.09
Class 3a	
1. D. Alexander, Royal Signals	1.51.37
2. Lightfoot, Crawley	2.09.13
3. P. Dunham, Fulbore V.S.	2.09.45
Class 4a	
1. Howiter/Swift, Caterham	1.41.02
2. Steery/Dell, Royal Signals	1.43.20
3. Clive/Telford, Royal	1.51.45

1. N. Perrin, Caterham	1.39.09
2. G. Hill, Bourne Youth Wing	1.10.45
3. C. Maskell, Worthing	1.10.55
Class 2b	
1. Waples/Holborne, Royal	1.05.20
2. Peterson/Pullay, Worthing	1.09.20
3. Odom/Sutherland Bourne Y.V.	1.13.30
Class 2c	
1. T. Lund, Caterham	1.09.55
2. Sutherland, Caterham	1.14.30
3. J. Fowler, Ind.	1.15.00
Class 3b	
1. Daniel/Toney, Aberham Canoe Trackers	1.05.43
2. Honour/Hoffler, "	1.08.45
3. Harvey/Lewis, Caterham	1.09.55
SCOUT WINDSOR L.N. RACE	21 Sept
Scout K.L. Tourer	
1. P. J. Sharpe, 1st Arundel	2.02.29
K.L. slalom	
1. R. Apperun, 1st Clington	2.09.21
K.L. racing	
1. P. Macereth, 4th Warrington	1.24.17
K.O. tourer	
1. Morris/Dixon, 1st Bramhall	2.05.12
K.O. racing	
1. Lender/Fellows, 16th Wickham	1.54.10
Venturer K.L. Tourer	
1. R. A. Wilson, 1st Kendal	1.50.16
K.L. slalom	
1. D. Tates, 1st V.E. Doreen	2.05.37
K.L. racing	
1. R. Grant, 4th Warrington	1.49.26
K.O. tourer	
1. Grisham/Needham, Gregory V.U. Blackpool	2.05.17
K.O. racing	
1. Hughes/Washington, 1st Arundel	1.49.40

FAT INSTANT RIBBON RACE	31 Aug
Senior slalom	
1. N. Jackson, Grappenhall	2.30.00
2. M. Prosser, S. Africa	2.41.15
3. M. Van Rost, S. Africa	2.43.50
Senior double	
1. M. Van Riel/Culverwell	2.27.15
2. Chalovsky/Scott, S. Africa	2.28.45
3. Curata/Willar, Spain	2.38.15
Ladies	
1. P. Squires, Leamington	1.30.40
2. K. Goodwin, Leamington	1.53.20
3. J. McCrean, Irish C.U.	1.42.00
CLOU L.P. RACE	29 Aug
Handicap class	
1. A. Martin, Glasgow Univ.	89.41
2. J. Young, Perth	89.58
3. R. K. Hiddell, Perth	95.01
K.L.	
1. D. Cottill, Perth	108.29
Canoe class	
1. D. R. Vinning, Clack	100.33
2. W. Bryce, Kyle	114.00
3. J. Reid, Clack	115.22
CHILDRN YOUTH RACE	5 Oct
Youth singles (16-19)	
1. M. Tarry, Independent	1.21.03
2. D. Williams, Harlow	1.23.25
3. A. Hammond, Isle	1.23.44
Junior Singles (13-16)	
1. T. Smith, Norwich Outdoor	1.23.14
Active	
1. D. Fowler, 10th Bromley Sc.	1.21.43
2. C. Johnson, Newham O.A.	1.41.19
Girls under 16	
1. M. Villant, Newham O.A.	1.56.02
2. K. Nichol, "	1.56.30
3. Y. Marsh, "	2.24.12
Youth double (16-19)	
1. Howe/Warey, Eagle	1.25.50
Open event (12-14 only)	
1. N. S. Thornton, Chisleford	2.33.44

CANOE INSURANCE

It must be common knowledge now, and certainly among one particular section of the canoeing world, that there are many satisfied customers as far as settlement of claims is concerned.

Unfortunately, even after nearly two years of the higher premiums, there is still hardly any margin between the premiums received and the claims paid out. As most of the claims, and particularly the expensive ones where total losses are concerned, arise from whitewater and similar activities, it must be appreciated that members participating in those activities are the ones to whom the increased premiums will apply.

I have not yet had details from the Insurance Company of the increases, but please be warned that increases there will be! These will be effective from 1st January, and will concern whitewater use and possibly use abroad also.

It seems from enquiries that quite a number of "damaged beyond repair" canoes could be patched up by individuals or by clubs for use as instructional or training boats, and in these cases the few £££s obtained as salvage will help to reduce the amount paid out by the Underwriters. By reducing these claims in as many ways as possible, perhaps we can avoid any further increases in premiums for a while.

Joan Baker.

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

B.C.U. REGISTER OF CLUB COLOURS

Ayrshire K.R.C.

Royal blue vest with 2" white bands.



Caterham C.C.

White vest with old gold blue old gold bands.



Hythe Scout C.C.

Black vest with 2" Gold diagonal stripe.



Shepperton C.C.

Red S on white background, edged with a red annular, with single red band.



—BOOKSHELF—

British Canoeing Literature Jan. 1866—Jan. 1966, a bibliography and subject guide—B. C. Skilling A.L.A. (University Microfilms Ltd., 30/- (microfilm) or 86/6 (xerographic copy).

Prepared by the author, founder of "Canoeing", as a Fellowship thesis for the Library Association. Not in the casual reading class, but strictly for the devotee—academic variety. It covers the sport's literature from "1,000 miles in the Rob Roy Canoe" to "Modern Canoeing". The author has supported the bibliography with a critical study of the influences various writers and publications have had on the sport.

Rating★★★★★

A World of my Own—Robin Knox-Johnston. (Cassell, 30/-)

This is more than the account of the author's circumnavigation of the world; it is a reflection of the man. He does not explore the sensational, but rather plays it down to the matter-of-fact, in an amusing and absorbing manner. The narrative does not baffle the uninitiated with technical jargon—a must for Christmas, or, for that matter, any time.

Rating★★★★★

Living Canoeing—Alan W. Bye (A. & C. Black, 35/-)

B.C.U. Senior Coach Alan Bye covers choice of equipment, basic and advanced strokes, and how to cope with all likely water situations, with many clear line drawings and photographs. Building in glass fibre and organisation of a baths training course are included too. This book is essentially a text book for the canoeist or potential leader who wants a grounding in some depth, of canoeing theory and practice.

Omitted, thankfully, are elementary embarkation instructions for beginners and lists of addresses which are so quickly out of date. Essential reading for every keen paddler.

Rating★★★★★

LIFE ASSURANCE SCHEME

May I remind you of the new Life Assurance Scheme which I outlined in the last issue of this magazine, and about which you should have received a leaflet with your copy of the mag.

Response has not been very great, and consequently the scheme has not yet been put into operation, so there is still time for you to join.

Please send for a proposal form if you are interested. To New Members: if you have not had details, and are interested in the scheme, please send s.a.e. now for full details, to:

B.C.U. Insurances, 62 Rupert Road, Sheffield, S7 1RP.

● Slalom in Northern Ireland

Following the entry of an Irish team in the Llangollen International slalom, a determined effort is being made to raise the standard of paddling. The first move has been a course instructed by Ken Langford, which has set everyone a standard to think about in the coming winter events. Courses are being lengthened to include 25-30 gates and thus be more in line with outside events than the previous standard of 15 gates.

CLASSIFIED ADVERTISEMENTS

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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.

BOATS AND EQUIPMENT FOR SALE

KLEPPER Slalom 59. Folding. Excellent condition, including second skin, carrying bags, and repair kit, £45 o.n.o.—Isleworth Explorers Boys Club, Twickenham Road, Isleworth, Middlesex. 01-560-4552.

CUESTA GLIDER K2. Wood veneer construction. Trailing Rudder. £60.—Day, 5 Longfield, Harlow, Essex.

LIMITED SUPPLY Slalom Canoe Moulds 1969 model. Paddled in Division 1 this year by top paddler. New Prijon Inn Slalom Canoe £34.—G. Hodgson, 3 Foxholes Close, Rochdale, Lancashire.

BOATS WANTED

WANTED URGENTLY. Second hand K1 glass canoes for expanding college canoe club.—Graeme Pratt, Flat 1, 61 Featherbed Lane, Exmouth, Devon.

EQUIPMENT FOR SALE

BUCCANEER WET SUITS for all watersports. Four Piece Nylon Lined £19 17s. 6d., made to measure. Nylon, marked out Kits, £12 10s. Water Skis £15 0s. 0d. pair. Express delivery service. Details: 10 Onward Cottages, Fairfield, Buxton, Derbyshire.

FILMS

16 AND 8MM COLOUR. Canoeing and Climbing films for hire and sale. Now released World Championships, 16mm., 40 minutes colour, shown on Yorkshire TV and sold to Japan, U.S.A., Canada and U.S.S.R. Send foolscap s.a.e. for lists.—Chris Hawkesworth (Films), Ridgeside, Hillcrest, Collingham, Wetherby, Yorks. LS22 5D. *Phone Collingham Bridge 3198.

SITUATION VACANT

GREENLAND 1970. Doctor/sea canoeist wanted to accompany kayak expedition to East Greenland August 1970. Contact D. Penlington, College of Physical Education, 16 Paddington Street, Baker Street, London W1.

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BRITISH CANOEING LITERATURE 1866 - 1966

A BIBLIOGRAPHY

BY

BRIAN C. SKILLING

Prepared as a Fellowship Thesis for the Library Association, this Bibliography and Subject Guide is the first comprehensive survey of British Canoeing Literature to be published.

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