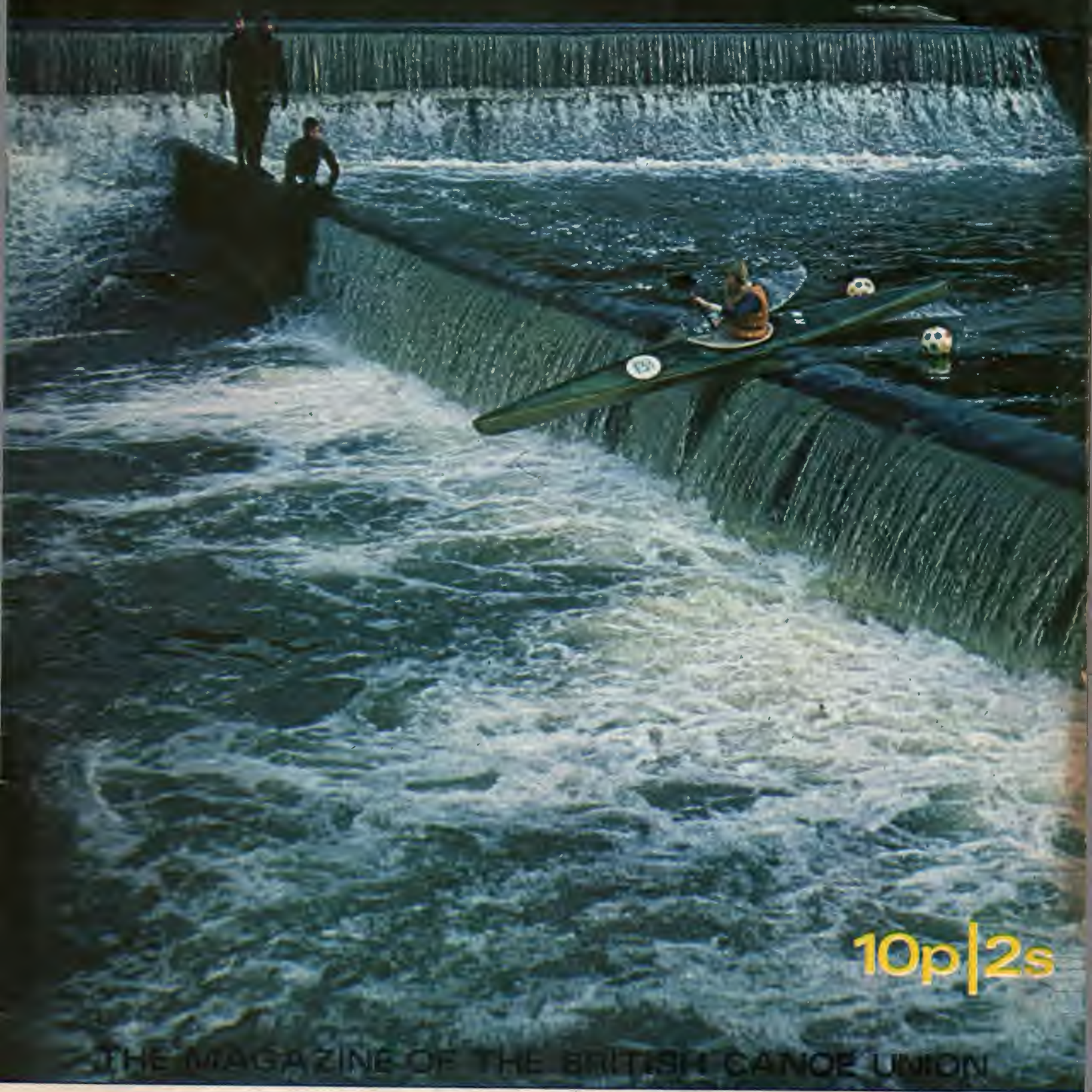


# CANOEING IN BRITAIN

June 1970



10p | 2s

THE MAGAZINE OF THE BRITISH CANOE UNION



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## CANOEING IN BRITAIN

### 75 EDITORIAL

#### Packing pictures

Many thanks to those readers who are sending colour transparencies for C in B — please keep on with this! A word of caution, however, on packing — if your slides are mounted in glass, please use the plastic boxes which Kodak etc. use for posting these, or very stiff card with padding round. Or remove the glass, of course. Thin card is just not adequate when the Post Office gets to work on an envelope.

#### Golden Girls!

Congratulations to the Ladies' Slalom Team on bringing home the Gold from Zwickau. This is a tremendous achievement when one considers how few ladies take part in competitive canoeing in this country.

#### Veteran takes up paddle again

Recently I received a letter from Mr. L. P. Clarke of Alton, Hants., who at 74 is considering starting canoeing again, his objective being Continental touring. He comments that canoeing seems to have changed altogether since he used to paddle, and regrets the declining popularity of the folding canoe.

#### Post Early for Sept.

Because of holiday arrangements this year, I have brought Copy Date forward to 25th July, for the September issue of C in B. My usual circular will go to Clubs, BCU Officials and race organisers, but other contributors please note: I must have your photos, letters and articles etc., by JULY 25th!

Jack Levison

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 5 and 6.

The General Secretary,  
The British Canoe Union,  
Major G. E. Tomlinson,  
Room 315,  
26/29 Park Crescent,  
London, W1N 4DT.  
Tel: 01-580-4710.

#### EDITOR

Jack Levison,  
11 Martindale Grove,  
Egglescliffe, Eaglescliffe,  
Stockton-on-Tees,  
Teesside TS15 9DL.

#### ADVERTISEMENT DEPT.

Chris Hare,  
9 Tynebrooke Avenue,  
Hartlepool, Co. Durham.  
Tel: Hartlepool 66339

#### Editorial Staff: Eileen Levison, Freda Hare.

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

Advertisement copy should arrive by 1st of

February, May, August and November for the March, June, September and December issues respectively.

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

## JORGEN SAMSON DESIGN FOR B.C.U. YOUTH CANOE

Possibly the most important happening in the canoeing world for many years took place recently when the British Schools' Canoeing Association was formed. The objectives of this Association are laudable, and I am sure that providing it lives up to the expectations of the founders, that it will fulfil a useful function in the world of canoeing.

It should now be the purpose of all competitive canoeists to assist this Association in every way possible. The Secretary, J. E. Saunders, Education Dept., County Hall, Glenfield, Leicester LE3 8RF, will be delighted to receive any response you may care to give. Let us make no mistake, if the competitive canoeing world wishes to see canoeing as a recognised sport within British schools, it is up to us to make an effort to promote the project.

In conjunction with the Coaching Committee and the British Schools' Canoeing Association, the Competitive Council set up a Liaison Committee to discuss the cadet canoe project, and we are fully agreed that the K1 should be introduced to all organisations as the competitive youth canoe. The Council has agreed to purchase the copyright of the Espada K1 from Jorgen Samson. The new boat will be called the BCU Espada Youth K1, and it is intended to produce the necessary plug and moulds so that the canoe can be in production in the near future. Through its introduction into the BCU coaching scheme and the BSCA we can look forward to a massive injection of new interest in this specialist field of racing.

In addition to this canoe we agreed to support the original proposal for a fast touring canoe to be introduced within schools, and this boat is to be called the British Schools Canoe Association Cadet 1. We are sure that it will be a valuable asset as an introduction to canoeing. It was made quite clear that there is no intention to let Cadet 1 compromise or in any way compete with the Espada Youth K1. I am quite sure that working hand in hand, the organisations of the union will be able to encourage youth racing not only in schools, but in all youth groups, and we now look to the established clubs to provide many more competitive events throughout the country to enable a representative interest to develop.

The four competitive sports, sailing, sprint racing, slalom and long distance racing, are all making progress as is evident from the numbers of competitors entering events this season. Each of the technical committees is looking to the members for more competitive venues. It is our sincere hope that you will contact these

*British Schools Canoeing  
Association to help promote  
Espada K.1.*

**Competitive report  
by John Woolley**

committees and inform them of your requirements, either for events in your area or for details of your particular interest. A two-way flow of information is vital if we are to enlarge the boundaries of competitive canoeing in this country.

The Council of the British Canoe Union is in agreement that politics is not a consideration when international competition is concerned. Our function is the management of an amateur sport. It has therefore been decided to extend an open invitation to all countries to compete at the Open British Championships, and this invitation includes South Africa.

Through the kind co-operation of the Exeter Canoe Club the Championships are to be held at Exeter on 29, 30 and 31 August. Mrs. M. Schnepf of 139 Monks Road, Exeter, is the Secretary of the Club, and in due course will be pleased to provide information concerning the venue of the events. It is intended that there should be an international singles race on the Saturday, international sprint regatta on the Sunday and international doubles race on the Monday.

We look forward to your continuing interest and support for competitive canoeing in 1970.

### *A boat to encourage Youth Canoe Racing.*

B.C.U. Council has now approved the introduction and development of a one design boat which, it is hoped, will help attract young people of this country to canoe racing.

The boat chosen for this project is a K1 — the Espada, designed by Jorgen Samson — and is to be known as the B.C.U. ESPADA YOUTH K.1. The copyright of this canoe has been kindly purchased for the B.C.U., as a gift, by Mr. Alex Moulton of Bradford-on-Avon.

*(continued on Page 31)*

# GOING FOR A PADDLE?

A very wide variety of blade is now available to the canoeist. The novice may well be puzzled as to which type will best suit his needs. To help you choose your new paddle, we show a selection from the current range.



S2 & S4

From Jon Hyland, type S2 is the well tried paddle which has been on the market for some years, and now has a shaft laminated from ash-spruce-ash. This produces an extremely strong shaft not liable to cracking. The shaft is also shaped so that it is oval at the blade to allow a feel for the position of the paddle.

The blades themselves are of glassfibre with extra reinforcement along the centre and at the tips. In addition alloy tips are fitted for hard wearing. The blade shape is both curved and spooned.

Type S4 differs only in that the blade is not spooned, an arrangement preferred by some paddlers.

Standard lengths are 210, 212, 215cm. or to order outside these limits. PRICE £5.5.0., carriage 7/6.

The Canadian Paddle CW is a new wood paddle constructed in ash and spruce with hardwood edging and thick alloy tips.

Particular attention has been given to obtaining a narrow profile so that the paddle will slice sideways through the water very easily. The tips are bonded to the paddle with epoxy resin.

Standard length 5ft. 2in., finished and fully varnished. Price £4.18.0. carriage 6/-.

Type R is an asymmetric paddle with a substantial stabilising rib intended for L.D. racing. It has been designed with youth clubs in mind, as strong as possible while keeping the weight down, and reasonably priced. Spruce shaft with ash laminate, and glass fibre blade.

Standard Length approx. 7ft. 2in. or to order. Price £5.4.0. plus carriage 7/6.

All these paddles are available in a wide range of colours.



CW



Type R

Shown below is a kit manufactured by Tyne Canoes Ltd., 206 Amyand Park Rd., St. Margarets, Twickenham, Middx. It makes an 8 foot double bladed paddle from two straight or curved glass fibre blades and a PVC covered 5 foot alloy loom. Alternative blades are offered in laminated birch. By shortening the loom the paddle can be made suitable for slalom work. Kit prices run from £2.2.0 to £2.12.6. plus 7/6 carriage.

Also from Tyne, a range of foreign paddles as follows:

**DOUBLE-BLADED PADDLES, with drippings.**  
 "SAAR" A standard paddle of selected timber, centre joined with laminated blades, plastic

Lendal "Pacemaster" fibreglass shafted paddles are designed to give maximum flexibility with minimum weight, and are constructed with 70% of the fibres running along the axis of the shaft giving exceptional longitudinal strength.

The "Pacemaster" model incorporates another 'first' in that a moulded grip is fitted to the shaft so that the controlling hand is held in the correct position, and cannot wander on the shaft. For instance, at the start of a race the paddler cannot lose the correct position for his hands because the grip is firmly located in the joints of his fingers.

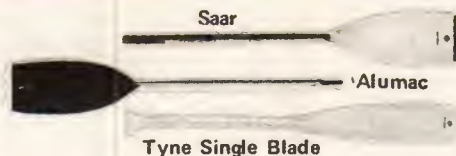
The grip is centrally positioned but several degrees offset presenting the hand in its most advantageous grip location, which helps to eliminate the 'cocked' wrist action in the control hand, seemingly a major cause of wrist, and forearm injuries. It is felt that this in itself is a major breakthrough in paddle design.

The fibreglass shafted paddles are claimed to be lighter than any equivalent in wood, and the shaft will never tire or absorb water.

"LENDAL" also offer two grades of shaft, one approximately two ozs. heavier which gives a more rigid shaft if preferred.

By popular demand "LENDAL" are re-introducing their range of wooden shafted paddles at very attractive prices in addition to the paddles mentioned above.

Contact your local stockist, or "LENDAL" direct for details of full range, prices, and further information.



tipped. Length 7' 10" .....£3.11.0.  
 "SAAR" As above, but in 3 parts for shorter packing. Length 7' 10" .....£3.18.0.  
 "STOCKHOLM" A paddle with wider laminated blades, plastic tipped, centre joined, particularly suitable for single seaters. Length 7' 6", £3.13.6.  
 "ISAR" A paddle with laminated blades, centre

rib, hardwood tipped, ashwood reinforced loom, centre joined. Length 7' 6" .....£4.4.0.  
 "ALUMAC" A paddle with wider blades wholly reinforced with light alloy, centre joined. Length 7' 6" .....£4.9.3.

**DOUBLE-BLADED PADDLES, one-piece, without drippings.**  
 "SPRINT" An all-wood craftsman-built paddle, laminated blade. Length 7' 5" .....£7.7.0.  
 Please specify right hand or left hand feather.  
 "WHITE WATER" Same as above, but with all wood blade, metal-tipped and ashwood reinforced loom. Please specify right or left hand feather. Length 7' 1" .....£6.6.0.  
**SINGLE-BLADED PADDLES** 4' £2.2.0, 4' 6" £2.7.3, 5' £2.12.6.





Ottersports Paddle Kit Curved Blades



The Canoe Centre offers the Slalom Victor one-piece 7ft. paddles with ash/spruce laminated shaft and oval grips. The blades are curved glass fibre, total weight approx. 2½lb.

Similar, but with asymmetric blades is the Down River Victor paddle (7' 3"), and the L.D. Victor with spooned blades for L.D. and Sprint training (7' 2"). All are priced at about £5, but specify exact length, colour and control required.

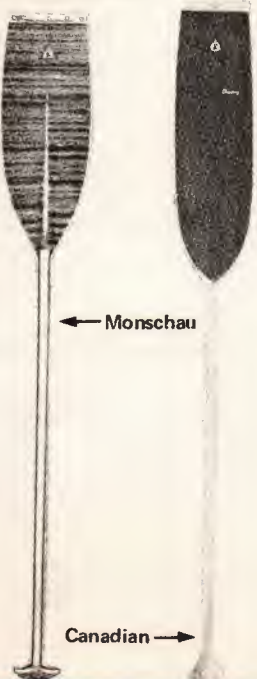
For the sprint specialist, the Liminat blade is recommended. Costing over £10, it weighs only 2lb.

The Sport Ranger touring paddles retail at £3:7:6, having laminated mahogany blades. The chromed sleeves have a positive lock. The Sportsman touring kit is similar, but with a 5" dural tube, for just over 2 guineas. Another kit, for do-it-yourself slalomists, is the Flat 9 Ply, in two blade patterns - "Chalfont" and "Manchester". With a red PVC coated 4" heavy duty dural tube, they are priced at about 45/-.

For a double-ended paddle to be the correct length for touring, sprint or LD, you should just be able to wrap your fingers over the tip of the paddle when it is stood on end.

For surfing and slalom, about 3" shorter is correct - your wrist should go over the tip.

THE FIRMS MENTIONED ON THESE PAGES WILL BE PLEASED TO ANSWER ANY FURTHER QUERIES. WHEN WRITING, MENTION THE "C in B PADDLE FEATURE."



Ottersports Paddle Kits comprise a one-piece shaft made of salt-water resistant alloy tube with a 1½" outside diameter, covered with a yellow plastic coat, ready drilled to take the blades, fixing screws, two blades of multi-ply mahogany veneers, incorporating strong shafts, and veneer tipped on the face. Kit with Flat or Curved Blades: 6' 10" overall length £1:17:6d. 7' 10" overall length £1:19:6d. plus 5/- carriage etc.

Ottersports also supply Drip Rings (1/6d per pair), Paddle Tips (1/6d each, with nails), Brass Paddle Ferrules (6/0d. per pair), Replacement Blades (12/6d each) and alloy tube shafts (11/-d-14/-d depending on length).

**Kober "REGATTA"**

Fairly light racing blades of the popular asymmetrical shape. Made of carefully selected veneers with a central rib. One-piece, straight-through paddles, they are supplied to the customer's own requirements, so please specify whether left or right-hand control, and exact length up to a maximum of 7' 4". Price £7 10s. + carriage 5/-.

**Kober "MOLDAU"**

Used by top-flight Continental Slalomists. Very strong. At the World Championships at Bourg St. Maurice 1969, 4 Gold Medallists used these Paddles. Tipped and rivetted. Being one-piece paddles they are supplied to each customer's individual requirements, so when ordering please specify whether left or right-hand control is required, and also the exact length up to a maximum of 7' 4". Price £6 15s. Od. + carriage 5/-.

**Kober "STANDARD"**

Spoon-shaped laminated blades; ends tipped and rivetted. Locking screws to keep blades at desired feather. Strong Touring Paddles. 7' 10½" long (240cm.). Price: £3 5s. + carriage 5/-.

**Kober "VIENNA"**

Popular spoon-shaped blades; ends tipped and rivetted. Locking screws to keep blades at desired feather. Elegant Touring Paddles. 7' 10½" long (240cm.). Price £3 10s. + carriage 5/-.

**Kober "CANADIAN"**

Spruce shafts; seven-ply blades; slightly spooned, tipped and rivetted; very strong.  
 4' 0" (125cm.) long ..... £1 10s.  
 4' 9" (145cm.) long ..... £1 15s.  
 5' 3" (190cm.) long ..... £2 5s. + carriage 5/-.

**Kober "MONSCHAU"**

Designed and produced from experience gained in International Slaloms and now used by top-flight Continental Canoeists. Constructed of spruce with ash reinforcements in shafts and blade edges and mahogany veneers on both faces. Tipped and rivetted. Supplied with a maximum length of 5' 5½" for the purchaser to cut down to his own chosen length and then to glue on the handle. Price: £4 17s. 6d. + carriage 5/-.

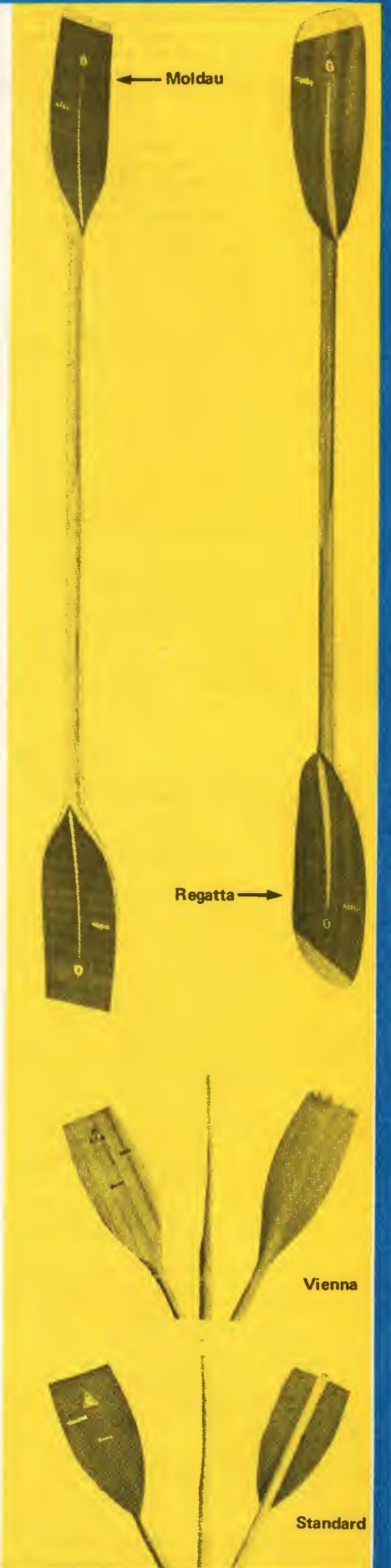
All the Kober range is available from Ottersports Ltd.

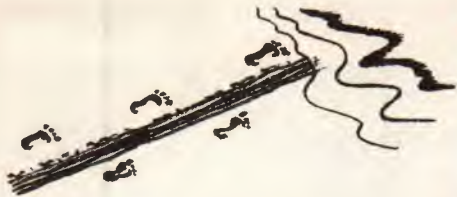
Centresport, 40 Woodhouse Lane, Leeds LS2 8LX normally carry stocks of Kober Moldau, Schaffer and the new Lendal Slalom paddle, and from time to time, manage to obtain Prijon paddles from the Continent. The Kober Monschau is their regular C2 paddle, occasionally they get hold of some superb paddles from Frank Gale. As specialists in Slalom canoes, they consequently only carry limited supplies of L.D. and Touring paddles.

Streamlyte Mouldings, Marlborough Road, Churchill Industrial Estate, Lancing, Sussex, retail most of the more popular British and Continental makes.

The Northern Wildwater Centre and Jenkins & Lancefield are both agents for Lendal Paddles.

Note:- To check the "control," stand your present Paddle on end with the spoon facing your feet. If the other spoon faces right you will need a right hand control, and vice versa.





Around this time of the year many animals and birds visit our shores. Perhaps the strangest of these is the greater three footed surfer. One of the slowest and most ungainly animals on land it surprises the watcher when on the water by its swift and graceful movements. The greater three footed surfer is seldom seen in groups of less than three. It appears to derive confidence from the presence of others of the species.

Very little else is known about this strange creature, so if you see tracks like those above about the coastline stop and have a look.

How about a national greater three footed surfer observation week? If you're interested be at Bude from the 10th to the 20th of September. There is a large colony there, and we might learn something more about this creature's habits whatever the weather.

Scott Hurd

## TRADE REVIEW

Today manufacturers of Slalom and White Water Racing canoes spend a lot of time and money on new designs for faster and lighter canoes, yet no-one seems to spend much thought on spraydecks. What's the point of it all, if at the end of a slalom or white water course your super-lightweight canoe has shipped six or eight pints of water - heavy and unstable. The answer of course is a well designed spray deck, and Alan Howarth thinks his firm has something new to offer in this line.

The material used is Rubberised Bri-Nylon (4 oz.) which is tear-proof, abrasion proof and waterproof.

They decided on 5/16in. shock cord in one continuous piece for the cockpit, and have designed the waist tube on a tulip shape, narrow at waist but more material in between to give maximum freedom.

As part of their service to amateur boat-builders, TRYLON LTD. run a series of canoe building demonstrations at their Wollaston, Northants. works. These demonstrations assume no previous knowledge of resins, and are intended for craft teachers, club leaders, home builders etc. There is no charge for these, or for the art and craft demonstrations.

They also run "workshops," where teachers can spend several hours at their premises actually working with resins and glass fibre. Projects include sculpture, translucent panels, and general glass fibre construction. A nominal charge of £1 is made for materials used. Details from TRYLON LTD., Thrift Street, Wollaston, Northants.

### ● Growing Guild

The Guild of Canoe Designers and Builders which has been growing steadily by post over the past two years, held its first meeting at the Crystal Palace in February. It is mainly concerned with the problems encountered in designing and building glass-reinforced plastics canoes. It intends to publish a book in due course. Details of membership from Alan Hyde, 18 Dynham Place, Town Furze, Oxford.

### ● S.C.A. Development

The Scottish Canoe Association is making efforts to improve communications between itself and its members and as a first step has published a directory giving details of each of its affiliated clubs. An ad hoc Touring Committee has been formed to collate and disseminate touring information.

# The Competitor and his Training

(continued from last issue)

Now find out how long you have to paddle hard to get your heart to beat at about 150 (count the beats for 15 seconds and multiply by 4), and add a few more seconds of work for good measure. Let us say that you work for 60 seconds. Rest for rather less than half that time, or until you feel that your pulse is slowing down, and work again. Do this about 8 times (8 "repetitions") and then take a couple of minutes' rest.

If you like, to make things more interesting, you can, right at the beginning measure the distance that you go during your 60 seconds of work, and give yourself that distance to do during each of your eight repetitions. Then you can compare the times you take over your measured distance. Alternatively, you could stick rigidly to the time and watch the change in distance. In the first your time should become less; in the second your distance longer.

In a number of days - and not very many at that, to start with - you will find that, sticking to the same time intervals, you are no longer getting your heart to beat fast enough. This means that your heart is getting stronger and your breathing better. So start adjusting your work and rest times until you are back at square one again. (Lengthen your work time, shorten your rest time). Eventually you will have reached an "optimum" rate, when cardio-respiratory development will slow down.

Meanwhile you can start to build up your muscular endurance on the next form of exercise: "Repetition". Here you will be pushing your heart up to the fantastic "over 200" rate, and your muscles will be in real pain. This time you will work harder, longer, and your rest interval will be much longer. So here you will work for 5 minutes, as hard as you jolly well can go - no, harder than that - until you feel in agony and want to shout because of it. Then take two or three minutes' rest before you do it again. Here, perhaps, a measured distance is recommendable. When you find you are no longer hurting yourself, lengthen the distance, but maintain the same rest period. When you find you have reached the length of your competition event without resting, shorten the rest period and start again. Continue doing this until you can go well over your race distance at maximum output and you have reached the muscular endurance you require for your event.

There are one or two "variations on the theme" of these two training systems, which I might bring in here, which will help to relieve monotony, if you begin to be bored with them. The first I learnt as a kid. We called it a potato race because at each stage we had to put down a potato. When we had put down all the potatoes, our team mate had to run along and pick 'em all up again, one at a time. It was killing! Put into the canoe environment, it can be arranged on any straight and narrow piece of water, so long as there is room enough to turn the canoe round. Here is the sketch of it in fig. 1.

If you have a lake that is large enough to set a circle of buoys, here is another version of it (fig. 2). This system has the inconvenience that the canoeist is always turning the same way. It would be wise to change direction on completing each sequence. The distance between buoys of 50M is a minimum and could, with advantage, be increased to 100M if space allows.

by Oliver Cock

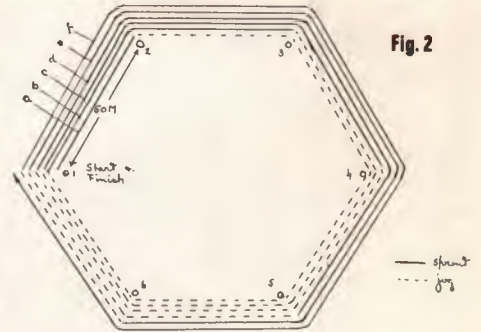


Fig. 2

- The canoeist sprints from 1. to 2.; jogs round back to 1.
- The canoeist sprints from 1. to 3.; jogs round back to 1.
- The canoeist sprints from 1. to 4.; jogs round back to 1.
- The canoeist sprints from 1. to 5.; jogs round back to 1.
- The canoeist sprints from 1. to 6.; jogs round back to 1.
- The canoeist sprints from 1. to 1. The whole sequence is then repeated. The number of repetitions depends upon the fitness of the canoeist. The 'ever-increasing' circle is shown for convenience only; the canoeist should stay as close to the buoys as possible, all the time.

A form of relay can also be devised, on either of these courses, though the second one makes the better. Here we have two persons at buoy 1. and one each of the team at each of the other buoys. At the word "Go" the first person races to buoy 2. and the man there races to 3. and so on to 1. again, there the second person goes off. The race (for one can put as many teams as one likes on the circuit) continues until the first person to start arrives back at 1. again.

I have hinted earlier that you may be in a position of having to work alone; but I must say, here, that this is not good. If it is humanly possible for you to do so, it is far, far better if you can work with a group (squad - team - call it what you will), when a sense of competition can be generated, one against the rest.

A wise coach will continually be finding situations for competition, some of them of the most hilarious kind. This will keep the spirits and the enthusiasm of the group up, and will help to prevent the members from getting bored, or depressed because things are not going quite as they would wish. It is very important that boredom should not enter into operations in any way at all.



Fig. 1

Start again tomorrow. Time yourself over the whole course each day.



John Biddle with Dicey.  
Photo: P. Wells.

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## CANOE SAILING NEWS

The first open event of the season was the KNOWLES BOWL, held at the Royal Canoe Club, Teddington on 2nd and 3rd May. Nine canoes set out in the first warm sunshine of the year. Bill Perkes in Aquamarine eventually took the trophy home after some close racing. Tony Miles, from Stone on the Blackwater led the local boys much of the way.

Giles Biddle, now back from a year in California and Nigel Southward have been out at Hayling Island in new I.C.'s and with several new helmsmen joining the fleet there, all is set for a boom year.

Two I.C.'s from Sweden are to be delivered to Spain this summer. The Swedes are staying on for two weeks to teach the Spaniards sailing techniques, so we look forward to having a new country in the sport - and the opportunity of going to International competitions on the Mediterranean.

### ● Angling on Swale

Angling matches have been arranged on the Swale on the dates given below. Canoeists are welcome at other times.

- June 21st
- July 12th and 18th
- August 8th and 16th
- September 20th
- October 25th

## SECRETARY'S NOTES

### Membership

As compared with the same time last year membership figures show a rather spectacular increase, but we should not be too complacent, as this may be to some extent due to earlier renewal by members and the fact that Headquarters office is right up to date with the issue of membership cards.

The more members we have, the greater the weight behind Council and its sub-committees when it comes to negotiating with other bodies over various matters beneficial to all canoeists, and in particular the problem of access to water which comes under ever increasing pressure.

Actual membership figures as compared to the same time last year are as follows:-

	1969	1970	Increase
Full	2202	3120	41.7
Youth	898	1054	17.4
Family	301	420	39.5
<b>TOTAL</b>	<b>3401</b>	<b>4594</b>	<b>35.1</b>

It is noticeable that youth membership shows by far the smaller increase and we wonder why this should be. It can't be the cost surely, as the annual subscription of 7/6d. barely pays the cost of "Canoeing in Britain" which is issued free to all members.

### National Canoe Exhibition

The Committee entrusted with this more and more popular annual event has been working hard, and you may expect an Exhibition of even greater interest in 1971.

The date has now been firmly fixed as Saturday the 6th February 1971, or more likely Saturday, 6th February and Sunday, 7th February, 1971, and the venue will be as usual the Crystal Palace.

At the time of going to press the decision as to whether or not to hold the Exhibition on two days has not been taken, but indications are that it will be two days, so enter at least one of the days in your diary. You will be very disappointed if you miss it.

## Council News

The first Meeting of the new Council for 1970 took place on Saturday 4th April, 1970, in Friends House, Euston Road, London, under the Chairmanship of the President Mr J. W. Dudderidge O.B.E.

Mr John Woolley was elected Vice-President of the Union for the year and the appointment of the various specialist Officers was confirmed.

Council also set up a number of Standing Committees to ensure the smooth working of the Union's activities during the year.

Reports were received from the various Technical Committees.

In spite of every economy, the draft budget presented by the Hon. Treasurer showed an estimated deficit on the year's workings of £404, but Council hoped that by a drive on increasing membership by a greater figure than that estimated in the budget (10%), the deficit would be covered. Council requested all members of the Union to assist in recruiting new members.

Council agreed that further meetings should take place on the 11th July, 19th September and the 28th November, 1970.

## competition

Event	Date	Score
DIV II SLALOM, SHEPPERTON	19 April	
<b>K1s Men.</b>		
1. P. Hind, RN.K.A.		66.9
2. D. Tyldsley, Liverpool Univ		69.1
3. R. Sexton, Shepperton Slalom		69.4
<b>K1 Ladies.</b>		
1. W. Horne, Leeds		231.3
<b>C2.</b>		
1. J. Sibley, Windsor		64.0
2. J. Wilde, Buxton		156.3
3. A. Donnelly, Oxford		158.3
<b>C2.</b>		
1. Allan/Phillip, Devas		74.1
2. Swift/Slater, Leeds		74.5
3. Elliott/Davson, Devas		78.4

### Teams.

1. Reading 'B'	503
2. Reading 'A'	538
3. Reading 'C'	544

### Judges.

1. D. Green, Reading	155
2. N. Midgley, Shepperton Slalom	177
3. S. Nash, Reading	182

### LIVEN WILD WATER TEST

19 April

Event	Score
<b>V.W. Racing Kayaks</b>	
1. G. Powley, Leeds	6.51
2. D. Tully, Carlisle	7.23
3. R. Hind, Carlisle	7.23
<b>Slalom K1s Men.</b>	
1. P. Woof, Lake.	6.58

2. T. Westbury, Lake.	7.21
3. G. Carroll, "	7.22
<b>Slalom K1 Ladies.</b>	
1. P. Parker, Leeds	8.22
2. A. Evans, Lake.	8.27
3. M.L. Roberts, OHS-Ulla.	8.46

### C2.

1. Maraden/Marsden, Lake	7.35
2. Kerley/Scott, Bolton	8.37
<b>C1s.</b>	
1. A. Wilson, Oxford Univ.	9.17

### GUILDFORD SLALOM, HILLMEAD

12 April

<b>Novice Event.</b>	
1. J. Fildon, Guildford	173
2. J.S. Hargreaves, A.C.U.	183
3. M. Wood, Langley Park	184

### Open Event.

1. L. Saunders, Reading	180
2. M. Crossman, Reading	193
3. N. Midgley, Shepperton	201

### Ladies.

1. G. Foulds, Bruns Park	357
2. A. Davis, Aberdeen Univ.	381

### BRITISH UNIVERSITIES SLALOM

21/22 Mar

Event	Score
<b>K1s.</b>	
1. R. Calverley, Cambridge	270
2. G. Powley, Leeds	277
3. P. Edwards, Cambridge	342

### K1s Team event.

1. Cambridge A	516
2. Bristol A	654
3. Aberdeen A	804

### C2.

1. Edwards/Fielden, Cambridge	469
2. Albert/Finches, London	493
3. Jeffries/Craig, Leeds	687

### CLYDE WHITE WATER RACE

1. S. Fisher, Aberdeen Univ.	10.08
2. A. Wilson, Ayrshire K.R.C.	10.09
3. J. Gilmour, "	10.31

### Team.

1. Aberdeen University	31.25
2. Ayrshire K.R.C.	32.05
3. Grevfriers	33.27

### LIVEN WILD WATER TEST

22 Mar

Event	Score
<b>V.W. racing canoes.</b>	
1. N. Morley, Lakeland	6.07
2. H. Goodman, "	6.41
3. G. Carroll, "	6.47

### Slalom K1s.

1. N. Morley, Lakeland	7.24
2. W. Briden, Warsce.	7.40
3. G. Carroll, Lakeland	7.42

### GOTT MINI SLALOM

1 Mar

Event	Score
<b>Novices.</b>	
1. D. Pierce	172
2. M. Goldsmith	192
3. - Harwood	212

### Open.

1. M. Timmins	132
2. P. Mansell	135
3. R. Metcalfe	140



# Slalom Roundup

## Ladies' Team collects Gold at Zwickau

This 1970 season looks like being the best ever. There are more events to choose from (almost too many on some weekends) and greater numbers are entering the competitions than ever before. Also the C.1. and C.2. classes appear to be becoming more popular and to be really catching on at last. Most important, the greater number of competitions have a more even geographical spread than previously.

Two of the new slalom sites this season are at Matlock and Invercanny. Both these slaloms, run respectively by the Buxton and Aberdeen University Canoe Clubs, were most efficiently organised and provided excellent practice for the competitors. Invercanny, I'm told, would have provided good practice for the best first division men, and certainly deserves more support from English slalomists.

Leeds Canoe Club never seem to be able to get the water level quite right. This year the river Wharfe was so low that the race almost had to be cancelled, and the slalom course was rather a bump and scrape. Their organisation, as usual, was superb.

Easter weekend was the first Div. I slalom of the year at Grandtully, again organised by the Leeds Canoe Club, but this year held in bitterly cold weather. Surely Whitsuntide would be more suitable for this event? Dave Mitchell showed that his lay off has taken little of the edge off his old performance and that he is going to make a fight to try and regain the National Championship. He won the kayak singles by 25 seconds from Ray Calverley, with Ken Langford 3rd only 0.3 seconds behind. Dave was also in the winning team (Mitchell, Skellern, Wickham) and won the river race on the Monday morning by 15 seconds from Tony Young.

Audrey Keerie convincingly won the Ladies event from Pauline Squires and Heather Goodman and in the C.1. event Geoff Dinsdale and Jim Sibley finished over 100 seconds clear of Robert Hastings in 3rd place. The C.2. event had an encouraging entry of 12, most of whom were of a good standard. This class looks as though it may now be settling down with some stable crews who, one hopes, will give themselves a chance to develop as pairs.

The Witter Brothers paddling together for the first time for 18 months were beaten by Court and Goodwin by 15 seconds with the new crew of Williams/Allen in 3rd place.

Chalfont Park, after delicate negotiations, contrived to run the first slalom to be held at Marsh Lock for a number of years. After some excellent practice and the team event on the Saturday they were unfortunate to be presented with a rising river on the Sunday, with the result that the slalom had to be cancelled.

After this spate of spring slaloms, teams were selected to attend the International slalom at Zwickau, and the international slalom and white water race at Monschau; the senior slalom team to attend the former and the white water racing specialists, plus some unavailable for Zwickau, to go to the latter.

Zwickau was a most beneficial exercise for all concerned. The hospitality afforded to the team by the G.D.R. was superb. This appears to have been offered us as a direct result of the hospitality that we extended to them last year at Llangollen. Certainly it was better than camping at the side of the river as in previous years. The water was enormous and the course had to be altered on two occasions when the river rose and made two previously large stoppers quite impenetrable.

The stimulus of competition against opposition of this class was most useful too, and it was a real triumph for our ladies team to take the gold medal. It was also a marvellous experience to hear "God Save the Queen." This made a change from the National Anthem of the G.D.R. which was played on all the other

by Robin Witter

occasions. Congratulations to Heather Goodman, Pauline Squires and Audrey Keerie. Heather also took the bronze medal in the ladies event, with Pauline only 5 seconds behind in 4th place. A remarkably good set of results from the ladies.

In the Men's kayak team event the 2nd team of Swallow/Young and Skellern also took the bronze medal with a fine second run. Disaster overtook these three on their first run when Swallow took one of the stoppers at the wrong angle and capsized. Chris Skellern was so close behind that he couldn't avoid the gyrating Swallow and boat, and he suffered the same fate. How Tony Young missed this mass of flotsam which was still whirling round when he arrived was quite miraculous. Melvin, when the stopper eventually disgorged him was badly shaken and Chris badly cut and scraped about the legs, so great credit for a fine second run.

The 1st team of Mitchell/Langford/Wickham were placed 6th, and the event was won by that superb trio Bremer, Doring and Horn.

The premier event of the weekend was also won by Bremer with Doring 2nd and Horn 3rd, whilst Dave Mitchell, who had arrived a day late after having had trouble with his car and had missed his practice, came a creditable 5th, some 15 seconds down. Keith Wickham and Ken Langford finished 8th and 10th respectively. With Young, Skellern and Swallow 21st, 22nd and 27th out of 46 starters this was a fair set of results.

In the C.1 event John Wilde in his first full international gained a very good 15th place whilst Gay Goldsmith and Geoff Dinsdale took 14th and 16th places respectively. Our C.2 team might well have had a bronze medal but a



British Team Trainer John Fazez in Dee II WW Race.

Photo: Vincent Loden.

double capsized from Jenkinson/Lydon left them unplaced whilst in the individual event the Witter brothers and Swift/Slater both had two reasonably good runs to finish 9th and 10th respectively, 0.5 of a second apart.

The team management of Nigel Morley, Alan Harber and John Fazez should be congratulated on preserving a harmonious team throughout the weekend and for managing their affairs most efficiently. This bodes well for our future training plans leading up to the Munich Olympics. The G.D.R. officials must be congratulated on their efficient running of the event and incidentally we heard they had learnt something about how to run an efficient slalom from Llangollen. We really do seem to have grown up as a slalom canoeing nation.

Finally, at Zwickau we had our first view of the Russians who are training hard for the Munich Olympics. They entered all the classes and have learnt a lot in a short time. They were, however, somewhat outclassed by the water and finished well down the lists. They will, no doubt, improve considerably over the next two years, but even with the full co-operation of the East German trainers it seems doubtful that they will make world class by 1972. We must wait and see.

### The Silbershield Race 1970

The West Germans were disappointed that a larger British contingent did not attend this race. Those who went received a tremendous reception at Dusseldorf Canoe Club.

Woods & Brown were 10th, 2 min. behind Rook & Schmidt who were 1st. and 1 min. 54 behind Wenzel & Hess.

## Icy Monschau 1970

This was certainly one of the coldest Monschau events of the past few years. On Wednesday, Thursday and part of Friday it snowed profusely.

The levels of the Slalom and W.W. Race were much higher than last year, in fact the slalom level was higher than the racing level of 1969. This made the break-outs on the main chute and the Kessel very difficult.

On Friday, the individual event of the W.W. Race was held. This proved to be a soul and boat destroying event.

In the K1. event, Max Wiegand came first in 18.29, one second in front of Jean Pierre Burny, who unfortunately capsized below the Kessel and rolled up which lost him precious seconds. Norman Jackson came 4th, only 6 seconds behind the winner in 18.35, a highly commendable result. Dave Fawcett came 19th in 19.55, Ian White was 34th in 21.02 and Mike Thomas was 41st in 22.36, having to empty his boat on the way down.

In the C.1. event Jim Sibley came 16th, 1.2 seconds behind Walter Gehlen who won in 17.41. Bear in mind that the Canadian finish was before the kayak finish. In this event 15 capsized and failed to finish out of 36 starters.

In the C2. event, Wenzel & Hess won in 16.41. Court & Goodwin were 9th in 17.40, Allen & Williams were 12th and Woods & Brown 20th having capsized and bailed out twice on the run down.

On Saturday in the team W.W. Race event, Jackson, Thomas and Fawcett, were 5th in 19.34, the winning time being 18.53.

In the C2. Team there were problems, as Court & Goodwin had holed their Racer K.W., Williams and Allen had a badly leaking boat and Philip Brown had a badly bruised leg from the previous day's swim. Therefore it was decided that all the C2. Team would paddle Hahn slalom C2s. They finished 2nd. in 18.36 (the winning time was 17.35). There were 4 Teams to finish. Bearing in mind that Woods & Brown had a spray - deck which came off 3 times, and finished with half a boat full of water, it seemed to show that a slalom boat was almost as fast as a racer on this twisting rough course!

## Slalom Results

K1.			
1st.	Heitz	Vsk	233
38th.	M. Thomas	Bcu	343.5
48th.	D. Fawcett	Bcu	376.4
56th.	I. White	Bcu	407.7

C1.		
1st.	Wolfgang Peters	272.7
8th.	Jim Sibley	372.0

C2.		
1st.	Rook & Schmidt	290.4
11th.	Woods & Brown	447.8
13th.	Court & Goodwin	469.6
Williams & Allen failed to complete a run.		

K1 Team			
1st.	Rosener - Drees - Peters	Kvs	354.8.
16th.	Jackson - Thomas - White	Bcu	711.8. 23 Teams.

Albert Woods.

## BCU Calendar - further events

## JUNE

- 13-14 Oven Site, Hayling Island. C.C.C., A. Luff, 6 Rectory Gdns., Northolt, Middx.  
 13-14 Breckland Camp, Ouse, C.C.C., J. McCann, Greenhill, Hatfield Broad Oak, Bishops Stortford.  
 21 Midland C.C. Regatta, D. Patrick, 6 Charles Ave., Spondon, Derby.  
 27 Thames cruise, Chertsey - Penton Hook, C.C.C., A. Luff, as above.  
 28 C.C.C. Slalom, Chertsey, C.C.C., A. Luff, as above.

## JULY

- 5 K.1.-10,000m. Championships, C. Leah, 149 Ellesmere Rd., Lower Walton, Nr. Warrington.  
 11-12 Weekend Camp, Norfolk Broads, C.C.C., R. Evans, 18 Glebe Rd., Sandy, Beds.  
 13-17 Dina Inter. Cruise, 96km., Kajakaski Savez Jugoslavija, Bulevar Revolucije 44, 1 Belgrade.  
 13-22 Intermediate Canoe Handling Course, Whitby. C. Mitchell, Field Training Centre, E. Barnby, Whitby, Yorks.  
 19-24 Inter. Cruise on Gudenaen, 139km. E. Wilche, Hedebygade 9, DK 1754, Copenhagen V.  
 19-25 Neretva Inter. Cruise, 150km., as Dina Cruise above.  
 19-1 Aug. Midland C.C. Surfing Holiday, Polzeath. D. Patrick, as above.  
 22-31 Una Inter. Cruise, 90km. as Dina Cruise above.  
 25-26 Wye Cruise, from Builth. C.C.C., D. Boorne, 23 Jersey Ave., Cheltenham, Glos.  
 25-26 Sandford Park, Poole Harbour, C.C.C., A. Luff, as above.  
 25-1 Aug. Hame Inter. Tour, 175km., T. Ikonen, Kangasniemi, Finland.  
 25-2 Aug. Inter. Lerida Rally (Rapid river, slalom, tours) Federacion Leridana de Piraguismo, Principe de Viana 83, 2º, Lerida, Spain.  
 25-2 Aug. Inter. W.W. Week, Obervellach. Osterreichischer Paddelsportverband, Berggasse 16, 1090 Vienna, Austria.  
 27-9 Aug. Boreal Rapids Inter. Tour, 340km., T. Ikonen as above.

## AUGUST

- 1-16 Ibar - Moravia Inter. Cruise, 381km., as Dina Cruise.  
 2 Chertsey Regatta, C.C.C., A. Luff as above.  
 23 Midland C.C. Surfing weekend, Fairbourne. D. Patrick, as above.  
 28-31 Weekend Camp, Chichester Harbour, C.C.C., A. Luff, as above.  
 28-31 Milford Haven Meet, C.C.C., R. Audritt, 64 Plymouth St., Swindon, Wilts.  
 29-31 British Open L.D. Championships, Exeter. Mrs. M. Schnepf, 139 Monks Rd., Exeter.  
 29-31 Wellingborough River Festival. R. Ackroyd, 170 Northampton Rd., Wellingborough, Northants.

## SEPTEMBER

- 12-13 Bristol Channel, Ogmere - Barry, C.C.C., K. Gardiner, 62 Pencoldtre Rd., Barry, Glam.  
 19-20 Coniston, Site 88/100, C.C.C., K. Hallam, 33 Dorchester Rd., Swinton, Lancs.  
 27 Newark - Chertsey Run, C.C.C., A. Luff, as above.

## OCTOBER

- 3-4 Blakeney Camp, Norfolk Coast, C.C.C., D. Fastnedge, Gower House, Clayton Rd., Selsey, Sussex.  
 10 Canoe Orienteering, Potter Heigham, L. Gee, c/o YHA, Damgate, Martham, Gt. Yarmouth, Norfolk.  
 11 Surfing Meet, Tynemouth. D. Hutchinson, 18 Marine Drive, S. Shields.  
 18 Thames Run, Henley - Bourne End, C.C.C., A. Luff, as above.

## LIFE JACKETS

## New special price concessions for BCU members

The British Canoe Union has made arrangements with certain manufacturers to supply lifejackets at special concessionary rates to their **Individual Members**.

In order to obtain these special prices the following procedure will apply:-

- (a) The order addressed to the manufacturer concerned must be sent to the B.C.U. office, giving your individual membership number and enclosing
- (i) a cheque or P.O.s covering the necessary amount **made out in favour of the manufacturer;**
- (ii) in the case of Messrs. Beaufort (Air-Sea) Equipment Ltd. only, a stamped addressed envelope addressed to the manufacturer must be enclosed.
- (b) The B.C.U. office will certify the membership and then pass the order and remittance to the manufacturer concerned for execution.

**Orders will not be executed by the manufacturers without prior certification by B.C.U. office.**

Details of the special prices available are as follows:-

Messrs. Ottersports Ltd., 11-13 Brunswick Place, Northampton.

Adult B.S.I. approved Lifejacket	£	s.	d.
Normal retail price	6	10	0.
Concessionary price	4	17	6.
Child's Lifejacket			
Normal retail price	4	15	0.
Concessionary price	3	11	3.
Post and Packing for 1 or 2 jackets		4	6.

Messrs. Beaufort (Air-Sea) Equipment Ltd., Beaufort Road, Birkenhead, Cheshire, L41 1HQ.

## Failsafe Sportsfoam Mk. 5 Life Jacket

	£	s.	d.
Normal retail price	6	17	6.
Concessionary price	4	11	8.

Arrangements can be made for other type Beaufort Lifejackets to be supplied at retail price less 20%.

In addition to the above

Messrs. Vacuum Reflex Ltd.,  
 Prestige House,  
 50 Coombe Road,  
 New Malden, Surrey.

are prepared to supply bulk orders (minimum 6 lifejackets) to clubs affiliated to the British Canoe Union at the following prices:-

Lifemaster Type 9 Lifejackets			
Normal retail price each	£	s.	d.
Special rate each	4	6	8.
Lifemaster Type 1 Lifejackets			
Normal retail price	4	19	0.
Special rate	3	6	0.

**Covers** (it is recommended that the covers be ordered with the lifejackets and fitted at the factory)

	£	s.	d.
Normal retail price each	1	12	3.
Special rate each	1	1	5.

Delivery and Packing Charges extra.

Orders must be sent to the B.C.U. office for certification and with a stamped addressed envelope addressed to the manufacturer for onward transmission.

A remittance should **NOT** accompany the order as the manufacturer will invoice the Club direct on despatch of the goods.

Please note that terms are monthly net, and in order to maintain the concessionary rates prompt payment of accounts should be effected.

# SURF SAFELY!

*advises CLARE ALLEN*

*Chief Lifeguard, Corps  
of Canoe Lifeguards*

With the increasing number of visitors to the beaches of Devon and Cornwall during the Summer months it is essential that certain rules are observed by Canoeists to avoid any possibility of accident and also to ensure that friendly relationships are maintained with other beach users and the beach authorities.

Whether experienced surf canoeists or newcomers to the sport, those who follow these simple rules will help to secure a good reputation for the canoeist and will be welcome on the beaches:

1. **MOST IMPORTANT** — Many beaches are patrolled by Lifeguards and/or voluntary Surf Life Saving Clubs. The Bathing Areas on these beaches are marked by RED and YELLOW FLAGS and all canoeing should take place OUTSIDE these bathing areas. If BLACK and WHITE CHEQUERED FLAGS are flown they indicate the area reserved for Malibu Boards and Surf Canoes. On a patrolled beach always contact the Lifeguard and give him some idea of your capabilities. If in doubt about where to canoe ask his advice.
  2. If you are not an experienced surf canoeist practice inside the 'break' line as far away from bathers as possible.
  3. If you are on a collision course CAPSIZE IMMEDIATELY — the drag of your body will slow you down.
  4. Have loops (or better still, toggles) at each end of your canoe. If you find yourself in the water hold on firmly to the SEAWARD end of your canoe. An empty canoe at large in surf can be a lethal missile.
  5. Wear a Lifejacket and a Crash Hat.
  6. Do not canoe alone.
- Finally, three things to do BEFORE you trip to the West Country:
- Take out a Third Party Insurance Policy.
  - Read the chapter "Introduction to Canoe Surfing for Leaders" by Ron Reilly in the B.C.U. Coaching Handbook.
  - Practice deep water rescue methods with all the members of your party.

(The writer would only be too pleased to advise on suitable beaches in Cornwall and may be contacted at 7 Cornwall Terrace, Penzance).

*John MacLeod at Frixaf Beach, Newquay.*

## SURFING LIMITS POLZEATH AND HARLYN BAY

Canoes and malibu boards are allowed at both Polzeath and Harlyn Bays at all times of the day during the summer months, provided they keep to the restricted area so as to avoid causing danger to people who are paddling, swimming and using ordinary surf boards. The canoe and malibu board area at Harlyn Bay is at the eastern end of the beach and will be marked by large white discs on poles at the back of the beach. There is not a permanent life guard there as the beach is not inherently dangerous.

At Polzeath canoes and malibu boards will be allowed in the area between the southern edge of the bay and a line of moored buoys. At weekends volunteers from the local Polzeath Surf Life Saving Club will man the beach.

Polzeath is a very popular malibu and surfing beach. Harlyn is largely an overflow from Treyarnon, and here you will meet less competition from malibu boards (when you arrive, tell Mr. J. F. Newling of "Rosmerrin," Treyarnon Bay, (Tel. No. St. Merryn 229), who is the Honorary Secretary of the Trevoze Surf Life Saving Club, and keeps an eye upon Harlyn Bay).

### BCU CALENDAR

*Continued from page 28*

#### NOVEMBER

15 Tideway Run, Putney — Wapping, C.C.C., A. Luff, as above.

#### DECEMBER

26, Boxing Day Run, Thames, C.C.C., R. Evans, 18 Glebe Rd., Sandy, Beds.

#### Change of Date

27 Oct. Eden & Eamont Cruise (from 20 Sept.)  
Lakeland C.C. (13)

### ● BOOKSHELF

*Emergency Resuscitation (Royal Life Saving Society 3d.)*

This second edition is a clear, readable booklet giving, with good pictures and diagrams, the Expired air and Silvester-Brosch methods of emergency resuscitation.

Theory details for the Preliminary and Advanced Awards of the Society are included, and training aids, films and equipment summarised. There is a section on Hypothermia, about which every canoeist should be informed — in fact this book is essential reading for all watersport enthusiasts.

Rating\*\*\*\*\*

### ● BCU NATIONAL COACH'S TOURS 1970

WEST MIDLANDS	October 6/15
SOUTH WEST	November 3/10
SOUTH	November 12/17
SOUTH EAST	November 19/25

# OPEN FORUM

## C. in B. Appreciated.

Dear Jack,

Hearty congratulations on the format of "Canoeing in Britain." It is certainly grand to see full colour; but I do wish you would let us know what the picture on the front cover is of.

Oliver Cock.

Henley-on-Thames.

*(Agreed that photographs are better with a caption, but we don't always get a clear description with the pictures we receive. However, the cover picture on the present issue shows a competitor in the Vaux Tankard Durham L.D. Race shooting the third weir in the middle of Durham City, watched by Police frogmen and, invisible in the picture, a crowd of hundreds. — Editor.)*

## Ladies in L.D.

Dear Sir,

I am concerned about the lack of competition in the Ladies classes of L.D. racing, and I should like to offer the following suggestion to race organisers:

That all Ladies should be started with the corresponding Junior class, unless there are sufficient numbers to provide competition within the Ladies class.

This would give ladies a much better chance of direct competition with paddlers of a similar standard during the race, and would make the race more interesting and enjoyable.

S. E. Burnett (Miss)

Cambridge Univ. C.C.

## Early Life Preserver

Dear Sir,

I found in a book on Esoteric Anthropology printed in 1873 this following advert for a LIFE SAVING INVENTION.

It reads as follows:—

"Dr Nicholls Pocket Swimming Life Preserver. Thousands are drowned every year for lack of a few pounds of added buoyancy. Even a good swimmer may be disabled by cramp, or drowned in trying to save another. Dr Nichols Life Preserver is worn *Round the Neck*, and while it perfectly keeps the head above water, and so makes drowning impossible, it leaves the body to its own buoyancy, and does not interfere with swimming. The most perfect of Life-Preservers can be carried in a small pocket, and weighs less than THREE OUNCES. Post free 5s. 3d."

D. E. Tremaine

Lympstone.

## Leven Wild Water Test

Dear Jack,

I enclose details of the Leven Wild Water Test which took place yesterday.

It will be appreciated if you will kindly give the Leven Wild Water Test its correct title at all times as is only fitting for the event which was the forerunner and inspiration for all Wild Water Racing in Britain. It is usually correctly named in Canoeing in Britain but for some reason it has been styled "Leven Test" in the Calendar where ever it has appeared.

Finally I should like to congratulate you on the new format of Canoeing in Britain, not that I had any fault to find with the old style. May the magazine continue to go from strength to strength.

Eric Totty

Arnside



A Working Party has been set up to study the Regionalisation of the British Canoe Union and to prepare a paper for consideration by the B.C.U. Council this year. Rodney Baker, its Convenor, explores briefly some of the implications of such a move.

## REGIONALISATION - the future of the BCU?

The ACCESS Committee has said that when its negotiations with the Country Landowners Association, River Authorities Association and Fishermen's National bodies have reached the right stage, it will be at local level that agreements will be reached on particular rivers.

The representatives of a properly constituted Regional Association would carry much more authority to the negotiating table than a lone "River Advisor."

Already the Coaching Committee operates through Regional Organisers; in some places it works well. How much better would it be if that person was a part of, and backed by, a Regional Association?

One of our Competition Committees is already considering dividing its lower division paddlers regionally. When the new youth K.1. is ready, the National Coaching and Sprint Racing Committee will restart the Youth Championships. The qualifying rounds will be run regionally. Will it be as before the local C.C.P.R. plus Bill and Harry, properly it will be the Regional Association with C.C.P.R. assistance.

The hard working staff of 'Canoeing in Britain' puts 6,000 copies into 6,000 envelopes and posts them. Under regionalisation, the printer would send a dozen parcels to a dozen addresses and Chris, Jack and their wives would be rightly relieved of a fearful quarterly chore.

So far Leamington, Manchester and Sheffield C.C.'s have acted as hosts for the A.G.M. Much better if each Regional Association took it in turn to make the arrangements for this important function!

It is expected by those who ought to know, that before long Regional Sports Councils will be given funds from which to make grants. As the National Sports Council makes grants to National Sports bodies, and Local Government is empowered to make grants to local sports, so these funds will be available for Regional Development. Whether this facility will come sooner or later I certainly do not know, but I do not wish to see the Union too late to be in at the start.

The British Canoe Union is the governing body for the sport in our country so regionalisation must be brought in by the Union and not as private and independent movements in various parts of the country. I believe that a standard constitution must be drawn up and modification only allowed subject to the agreement of the Council.

There is an argument that the Elected Members of Council be replaced by either elected Representatives of the Regional Associations or by their officers.

Because Regional Associations are the British Canoe Union in their respective areas, finance must come from Union funds. In this respect, and in order to encourage recruiting, Regional Associations would be given a grant in proportion to their membership.

Your views on this topic are welcomed.

Rodney Baker,  
62, Rupert Road,  
Sheffield S7 1RP

### ● Olympic Slalom to be cancelled?

As we reported in September 1969, the Munich Olympic Authorities proposed to hold the Olympic slalom at Augsburg, 60 km. from Munich. The I.C.F. stated that only Munich would be acceptable, but faced with the likelihood of no slalom at all, finally agreed to Augsburg. Now, however, the I.O.C. Executive has notified the Germans that the slalom must be held in Munich, and at present a state of deadlock seems to have been reached.

## Appletreewick Overworked

Dear Jack,

I would be most grateful if you will publish the following notice regarding use of Appletreewick in the future; Wing-Commander Knowles-Fitton feels the place is rather over used and that his own privacy is broken by repeated visitors, letters and phone calls.

### CANOEING AT APPLETREEWICK IN WHARFEDALE

Specific conditions and times for canoeing at Appletreewick have now been agreed with Wing-Commander Knowles-Fitton (the Riparian Owner) for 1970.

It is essential that we all keep to these if we are to maintain his co-operation. He has been somewhat inconvenienced in the past by the large number of enquiries he has received.

All enquiries should now be directed to M. J. Markham, 22, Wrenbury Crescent, LEEDS, LS16 7 EG. (Phone Leeds 675 235), who has taken on this task for the River Advisor, Mr Wally Keay. Details will be sent on receipt of S.A.E.

We feel that "Appletreewick" has become a glamour word and that some groups may be interested in the Yorkshire cruises instead.

M. J. Markham

Leeds.

### HELP WANTED

Dear Sir,

The 'Morecambe Cross Bay Swimming Association' are again holding two swimming events of major interest, and, I have been asked to invite the assistance of experienced canoeists to act as escorts to the swimmers.

Large sea going vessels and other boats, will be in attendance, and it is felt that a competent canoeist could serve to mark the swimmers, and render "on the spot help."

The Swims will be in charge of experienced local pilots, and all competitors are swimmers of the Cross Channel Class.

The two Swims are:— Fleetwood to Morecambe, a 16 mile swim completed last year in 4½ hours. This will be held on July 26th, but if weather unsuitable, — 9th September.

Grange to Morecambe, a 9 mile swim, last year's time — 2½ hours. To be held on September 20th, or if weather unsuitable — 4th October.

I see this as a chance to do some real open water canoeing, and, at the same time, help cut the expense of a hard working amateur sporting association.

Any competent canoeist who would like to take part, can contact me by telephone, at Fleetwood 3683, or at my address below.

Ted Ramsey

7, York Ave.,  
Fleetwood,  
Lancs.

## CLUB CHAT

The Dover Water Safety Committee has asked the JUNIOR LEADERS REGT. R.E. CANOE CLUB if they can provide canoe patrols off the beaches in the harbour. As their aim is to eventually train their canoeists to a sufficient standard to form a branch of the Corps of Canoe Lifeguards at Dover, naturally they have seized this opportunity to gain experience.

At the moment they are seeking assistance and advice from the Gillingham Branch of the C.C.L.G. prior to taking up patrols from May to August on Wednesday and Saturday afternoons, and all day Sundays.



MANCHESTER C.C. have introduced a Wiggle Ladder. The idea is simply this: everybody is eligible to join and, on joining,

take their places at the bottom of the ladder. One can challenge the next or the next but one above him on the ladder and if he beats him in a Wiggle Test, he takes his opponent's place on the ladder, the loser moving down. If the challenger doesn't win, the position is unchanged.

Shepperton C.C. has decided to emphasise its predominant interest in white water competitions by changing its name to the SHEPPERTON SLALOM C.C.



We have heard with deep regret of the death of Graham Wright of BIRMINGHAM C.C., who was drowned whilst canoeing near Fladbury Weir on the River Avon. We extend our deepest sympathy to his wife and children.

Received from Sgt. Johnny Bull of 1st QUEEN'S LANCASHIRE REGT., an interesting account of an expedition to paddle round the Maltese Islands, a 90-mile round trip in under 24 hours. They used Klepper Comrades, and the R.C.T.

Marine Section provided a support boat. All loose kit was carried in a 1.5 Para Flare container, as these are apparently 100% waterproof. Canoe campers please note.

During the winter the ST. DAVID'S COLLEGE CLUB has built 25 Defiant Glass fibre boats and now has a fleet of some 60 canoes. Oliver Cock paid them the compliment of saying they were the best amateur built boats he has seen.

Last term, whilst the bulk of the College did a 25 mile walk in aid of the Save The Children Fund, fifteen canoeists started at 8.30 a.m. and canoed the fifteen miles down the River Conway to its estuary at Deganwy, most of the way in a force 8 gale. These efforts resulted in £75 being raised for the fund and an appearance on B.B.C. Wales the following evening.

Next year the 8th Worthing Arun Junior Canoe Race may be going "Open" for Scouts under 16 and under 14, plus Guides and Rangers aged 14 to 18, instead of confined to Sussex Groups only. The short course of 6 miles with one portage over a bridge gives just the right length and duration for youngsters, assisted by the tide both up and downstream.



"Seven gold and two bronze medals were carried away triumphantly from the Universities slalom at Llandyssul, establishing once again CAMBRIDGE UNIV. C.C.'s supremacy at Slalom," writes Ray Calverley.



Jesus Lock weir has been shot, and three girls from Newnham paddled to King's Lynn in the middle of the night. On the L.D. scene three slalomists wobbled K.1's around the Oxford L.D. course to win the Varsity Match for Cambridge and they have found that if two slalom boats spring along the Backs, the waves are quite big enough to sink the punts! P.S. straw boaters float!

## The future of the Canoe Surf Committee

After the last National Canoe Surf Championships at Bude in September 1969, a committee was formed to arrange and organize future events. Previously the National Coach had both the Championships and the Surf Week to organize. Now some of this work has been delegated to the committee of active B.C.U. members who are well known and recognised for their active interest in this sport. Some of the members were at Bude last year, others have since been approached and invited to sit on this committee.

We feel that there is much work to be done in co-ordinating the rapid growth of surfing. One of our aims is to become a more effective working body and better represent the wishes of the canoe surfer. Our decisions at committee meetings should infiltrate back to the canoeists. To do this we would like to work more closely with those canoe clubs which are affiliated to the B.C.U. We thus invite the said clubs to nominate two representatives who would be willing to take an interest in our matters.

When club secretaries forward the names and addresses of these representatives I will circularise them with information regarding our work so far. They will be informed of future committee meetings and will be able to attend these and have the same rights as representatives sitting on other committees of this nature.

If we receive your co-operation in this way the committee will because of its representative factor be in a position where it can go to the British Canoe Union for support and recognition as the B.C.U. Surf Committee. It is only through our national body that much of our anticipated work will be implemented. Please write to D. E. Bland, I.M., Marsh College of P.E., Barkhill Road, Liverpool 17.

(continued from Page 21)

It is planned that moulds and finished canoes will be available, and later announcements will be made about this. Co-ordinator of the Espada project is Alan Tullett, whose work at the Longridge Scout centre is well known and who is keenly interested in encouraging youth to take up canoe racing.

When the venture is under way — it is hoped by 1971 — organisers of L.D. races and regattas will be asked to include Espada Youth K1 events in their programmes. The organisation of National Youth Championships, using this boat, is planned. Recommended age groups for events and youth championships will be:—

Espada 'A' — Competitors should have reached their 12th birthday and not have reached their 14th birthday by January 1st. of the year in which the event is being held.

Espada 'B' — 14-16 as above.

Espada 'C' — 16-19 as above.

Geoff. Sanders.

### ● New ICU Secretary

The new address of the Irish Canoe Union is c/o Ian MacLean, Hillside, Kilcullen, Co. Kildare, Ireland.

**SURFING BEACHES MAP** in two colours, size 30" x 22½", giving details of 105 of the most popular surfing beaches in the British Isles.

4/-d. post free from Canoeing in Britain, 11 Martindale Grove, Eggescliffe, Stockton, Teesside.

## The BS Trier (Shark) goes Professional

Many of our readers will remember the BS Trier which we published in plan form (September 1967). This has proved such a success that Plasco Ltd. have now started marketing the Trier under the name Shark.

I was able to test one of the prototype models of the craft, and as a general purpose kayak with leanings towards white water work it proved very good. Its buoyant hull handled well in heavy water, rising nicely through quite heavy waves, and its response to strokes proved positive without being strenuous. It gives an overall feeling of stability which was proven by its performance in rough water.

The craft rolls very easily, both by hand rolls and by any type of paddle roll, although the relatively high stern deck does not favour the use of the Steyr. This rolling ability proved to be the case with novice and expert alike.

The construction of the craft is by the monocoque principle, and gives a very strong boat. I like particularly the application of the Safety Committee recommendations of a toggle bow and stern.

I didn't like the seat, which is too close to

the back of the cockpit and forces an adult paddler back onto the cockpit rim. Although the seat position is correct, the cockpit rim could do with being at least 2 inches further back to give the paddler room to manoeuvre. Also the cockpit is large by modern standards, and although it allows easy access and draining it does make it difficult to hold one's position during rolling. Knee bars would eliminate this completely. Perhaps the manufacturer would consider them as an optional item.

The fact that this craft has already proved itself in surf, Division 3 slalom, river touring and sea work speaks for itself, and it seems to be just the type of craft for the beginner — proficient canoeist.

Plasco state:

"We find your comments most interesting and note your observations concerning the seat. We are about to make further sets of moulds to enable us to produce the canoes in quantity and whilst we are doing this we will modify the seating position to give more back clearance. We agree with you that knee bars would be an asset and we are making arrangements to incorporate these also." The Shark is priced at £28.10.0 ex works.



Long Distance

Racing

SUE PLUTHERO

## Long Distance paddlers' conduct criticised

THAMES L.D. AS one of the organisers, one gets rather a biased view of a race. Certainly this was so with my own Club's race, although as it was the thirteenth year I suppose some trouble was to be expected! From this year's experience may I make this appeal to all paddlers:

1. Provided your own number disc — it saves trouble and it's cheaper.
2. If for some reason the number is not clear, make sure that marshalls and finishing judges know what it is by calling out clearly as you pass.
3. Attend the briefing — the course may have been unavoidably altered for all you know.
4. Do not give your place to anyone else without informing the organisers.
5. If you retire, tell the organisers so.
6. It is bad manners to say the least to paddle over the course with a number which is not in the series being used at that race, and to insist that you are in the race and that is your allocated number.
7. It is extremely bad sportsmanship to deliberately capsize another competitor — just for the hell of it!

However, organisation apart, there was some good racing under not very favourable conditions — a cold wind and a fast stream made the race tiring work. In the senior K2 class there was a battle all along the line between Oliver and Edwards and Mean and Baker, which was not decided till the last moment, when Mean and Baker made a slightly faster portage at Teddington Lock, and kept their advantage until the finishing line. I usually seem to be appealing to the ladies to enter L.D. races more often, but we had no cause for complaint here! Eight ladies entered the K1 class — surely a record in recent years? Helen Woodhouse had a convincing win, but she had to work for her living in the earlier stages of the race, holding off Di Lawler, Pam Renshaw and Adrienne Huskisson.

### COUNTY OF HUNTINGDON L.D.

The County of Huntingdon L.D. is a new event on this year's calendar, but should be a ranking event next year. It was an enjoyable event, held on the Great Ouse from Offord Cluny, upstream to St. Neots' and back. Support was quite good for a non-ranking event and this is a race I shall look forward to going to again next season.

### LEAMINGTON L.D.

The weather is never good for Leamington L.D., but this year it really excelled itself by raining non-stop for the whole day! The portages, muddy at the best of times, were really treacherous and at least one crew came to grief at Warwick Weir, after one of them had slipped and sat on his paddle, and was forced to return Canadian style! The Spa Baths were more than welcome after the cold soaking during the race! However, there was the usual high number of entries, and good competition in all classes.

### ● Free publicity for your club

The Conference and Exhibition Committee have again suggested that Clubs might wish to publicise their facilities at the Crystal Palace Conference in February, 1971.

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, 1970.

**COPY DATE FOR SEPTEMBER ISSUE —  
— 25th JULY!!!**



Paddling pattern in the wake of a competitor at last year's Nottingham Sprint Regatta. Photo: Bill Richmond.

### ● Touring Newsletter

The B.C.U. Touring Committee has published the first of a series of newsletters, reporting matters of interest in the touring field. All affiliated clubs should receive a copy, and individual members will be sent one on request. Write to Jim Bright, Flat 8, Kemsley Court, Rathgar Ave., Ealing, London W.13, enclosing a 9" x 4" s.a.e.

### ● Y.H.A. Paddlers meet

Staunton-on-Wye Youth Hostel was the venue for a Canoeing Conference organised by the Y.H.A. Home Tours Dept. and attended by thirty teachers and youth leaders. Aspects of leading canoeing parties on the Wye were discussed, and some practical canoeing done between Glasbury and Whitney. Amongst the speakers was Geoff Sanders, Chairman of the Coaching Scheme.



## L. D. Committee Report

At the meeting of the L.D. Executive Committee at Leamington on the 12th April, the venue for this year's National Championships was settled as being Exeter. This year there will be racing over three days of the August Bank Holiday. There will be separate K1 and K2 events, with a sprint regatta on the Sunday.

Tony Stoneley has now taken over the jobs of International Secretary and Race Records Officer. His address is 16 Millington Road, Cambridge, and copies of race results should now go to him.

Team selection for Sella will take place on June 21st., after Poole Harbour race, but not as a result of it. Submit your name now if you wish to be considered and have not yet done so. Juniors who wish to be considered should paddle in the open classes, and should race consistently as a team in the case of doubles.

## COACHING NEWS

Since the beginning of the year 134 canoeists have been successful in obtaining their Proficiency Certificate and a further 19 have passed the Advanced test. A breakdown of the sections in which the Certificates were gained is as follows:—

Proficiency Inland	100
Proficiency Sea	23
Proficiency Canadian	11
<b>Total</b>	<b>134</b>

Advanced Proficiency Inland	14
Advanced Proficiency Sea	3
Advanced Proficiency Canadian	2

**Total** 19

Our congratulations go to Lieut. B. S. Harrison and Mr. J. E. Choat in gaining both their Sea and Inland "Coach" Award and to Mrs A. Seel, Messrs C. J. Mortlock, T. R. Cole and K. Langford in qualifying for the Inland "Coach" Award.

Eighty-five Instructor Certificates were issued (65 Inland and 23 Sea) and 36 Senior Instructor Certificates (28 Inland and 8 Sea) during the period.

We apologise to those members who are awaiting "Instructor" and "Senior Instructor" cloth blazer badges. Our original supplier went out of business, and we had difficulty in finding a substitute who was prepared to supply a comparatively small quantity at an economic price.

By the time these notes are read, subject to the manufacturer meeting his delivery date, all outstanding orders should have been executed.

All such orders will have been supplied at the old price of 6/6 per badge but unfortunately the price for all future orders will have to be increased to 8/6 each.

One of the odder reports to appear in a local newspaper was reprinted in Punch during March this year, and is reproduced below for your information.

A militant canoeing society who were "Left wing and probably Communist inspired" were trying to take over some British rivers, the chairman of Devon River Authority, Maj. George Gawthorn, has told the Fisheries, Pollution and Water Recreation Committee.

G. W. Stubbs (*Express & Echo*)

This may be of no use to you, but...

# CALIFORNIA CALLING!

by Frank Goodman

One hundred miles north of San Francisco, the Eel River cuts through the coastal mountains on its way to the Pacific. The gorge is magnificent; full of huge rocks, stark cliffs, tall pine forests, wild sheep and deer, but also just the perfect place to build a dam. The resultant lake is potentially one of the largest in North America. Its waters would cover farmland, gold and platinum deposits, Indian Reservations, timber stands and rich archeological sites not to mention a rapid with the intriguing name of Ishi-Pishi Falls, where Indians still net salmon during their spring migration.

All this is very interesting of course, but if this dam were constructed, some of the best White Water in California would disappear. Although Los Angeles has enough water until the 1990's and by then desalination will be cheaper than damming and piping rivers 600 miles south, there has been a revival of the idea to build the dam here, only months after the original project was turned down by the Governor of California.

Rallying to the call to do something about it, the Loma Prieta Paddling Club decided to run a Boat-in down a thirty-mile stretch of river to call attention to its impending doom, unless the project were stopped.

There was talk of hundreds of boaters turning up, and I shuddered to think what could happen in two days kayaking down high grade II water, with two grade III rapids and a grade IV thrown in for good measure, with a vicious portage over huge boulders that almost choke the gorge at that point.

After some rigorous vetting and rejection by the club chairman of kayakers who had no experience of white water, eighty-seven people eventually set off in rafts, kayaks, open canadian canoes and a couple of down river racers.

We moved off in groups of twelve kayaks and an attendant rubber raft, like flotillas of ducklings following their mother. Our Raft men had slipped through the vetting process, and as they slipped into the first rapid they turned over and slipped into the bottom of the river. How they managed it in six inch waves I cannot imagine. After a quick discussion, we pointed sternly to the road 200 feet above and just about to disappear over the shoulder of the hill. Our wet raft men reluctantly agreed that it would be best to leave the river while there was still a chance. We carried on down a beautiful valley, where logs, perched high above the river, told their own story of winter floods, and assured us of good campfires in the evening.

We pulled out onto a gravel bar about five o'clock that afternoon, collected wood, and set about grilling our steaks and swishing salads in the river. Guitars appeared from waterproof bags, and as the dusk deepened we added a sing-in to the boat-in. Suddenly we were hailed from the river, and into the light of the campfire came our two unskilled rafters! They'd decided not to chicken out, and had followed slowly down the river practicing their ferry glides as they came. We found a couple of steaks for them and we cooked them a royal feast! When it comes to eating, the Americans can really put it away! By nine o'clock we crawled into our sleeping bags, hoping that the fires would keep in all night.

An early breakfast of porridge and "Genuine English Muffins" (the like of which I had never seen before) was cleared away, and every scrap of litter bagged and loaded onto the rafts.

The second day was to be the difficult one. The rapids gradually increased in size, and twice the river narrowed and poured through a gap only about eight feet wide. There, of course, the rafts had to portage, and so did most of the kayakers. These were simple 50 yd. walks across flat rocks and an easy put-in below the rapids. We paddled on and entered the steepest part of the gorge, where a real grade IV was waiting! The water was practically hidden by spray, but some shot it anyway and arrived at the bottom, not always at the same instant of time as their canoe.

And it was a good trip and maybe it will help.

## THE "SMALLS"

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.

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### MAGAZINES

WHITE WATER Quarterly Magazine, 10/- per annum post free or 2/6 per copy, post 6d. 21 Windsor Road, Manchester M10 6QQ.

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TELEVISION CANOEING FILMS for Hire and Sale, 16mm Colour and Black and White. Titles include: Llangollen International 69, World Slalom 69, and Arkansas River Race 69. NEW RELEASE; In Super 8mm, Slalom Round Up 69. Colour. Send Footscap S.A.E. for 1970 leaflets to: Chrisfilm, 4 Victoria Street, Wetherby, LS22 4RE Yorkshire. Tel. Wetherby 3220 or Collingham Bridge 3198.

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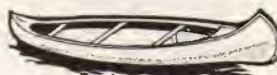
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