

Canoeing

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VOL. 2 NUMBER 7 JUNE 1962



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D/W RACE RESULTS

IRISH CANOE RALLY

A CANOE IN KORCULA

Miss Lyn Wagg
Australian Womens
KI Champion.

Photo M.Clark.

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Canoeing

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EDITORIALLY SPEAKING

In this issue we give the venues of the Area Championships of the British Open Youth Championships for 1962, and it is hoped that as many readers as possible will support these events by competing, by officiating, and by spectating. This is a really worthwhile venture and deserves every encouragement.

One aspect of the Championships, however, is rather disturbing and has already caused some discussion. This is the boats to be used in the competition. The rules state that craft used in the championships must conform to the L.D. classes 3 and 4, and in the area events competitors must supply their own kayaks. In the National Championships, however, kayaks will be supplied, and it is this which is causing some concern.

It may well be that the organisers hope to discover the true National Youth Champion by providing matched boats, but in doing so they are placing under a handicap those competitors who are not familiar with the type of canoe provided. If matched boats are considered essential for the finals then they should be provided for the area events as well. It would seem better, however, to let the competitors use their own craft at both area and final level. By doing this competitors will choose what they consider the most suitable boat, and not be forced to adopt a design chosen by the Organisers.

RAIN, SUN, SWEAT -

DEVIZES TO WESTMINSTER 1962

by MIKE CLARK

Through the constant drizzle and often heavy rain showers of Easter Friday morning, most of the 116 Senior Crews, and all of the 56 Junior Crews taking part in this year's D-W Race, set out on the long paddle to County Hall's steps. Before nightfall some of the crews will have retired, either through sheer exhaustion or damaged canoes, but all will have experienced the strain of canal racing. Paddling through weed-choked channels, less than three feet deep at times, with the drag from the canal bed seeming to hold the boat fast in the 'dead' water. Trudging round numerous locks or over part dry canal - all this and the elements too!

Once again this year, it was the Service Crews in the Senior Class that put up the fastest time. One has to look back ten years to find a civilian crew winning the main event (is it not time one or two of the big canoe clubs evened the score a little?). G.Howe and C.Tandy of the Royal Marines Canoe Club were 1st again, breaking their previous record by some 22 minutes in a time of 20 hours 37 minutes from the start. These two looked by far the most outstanding crew, in style and performance, but I feel that this effort was some sort of 'last fling' at the 20 hr. barrier before going aboard for a 3-year spell which is due. Second and Third places were also taken by the Royal Marine Canoe Club, with D.Mitchell & R.Seager, and T.Aked & D.Arnold respectively.

In the Junior Class, which is spread over $3\frac{1}{2}$ days, competitors stopping overnight at Newbury, Marlow, and camping out at Ham. The first place went to Vic. Handscombe & Alan Chapman of Royal Canoe Club, using an old Struer K2, in the very creditable time of 20 hrs. 32 mins. Again in the Juniors, the Services were very much in the picture. The team entered by the Army Appr. School was exceptional,



G. Howe, C.Tandy, Senior Winners.

Photo M.Clark.



V.Handscombe, A. Chapman Junior Winners. Photo M.Clark.

and offered a real challenge to the Royal Canoe Club boys. M.Brett & D.Lunn, one of the four crews entered by the Army Apprentice School, were only 9 minutes behind Vic and Alan on the first day, and stayed within striking distance of the leaders to finish a very gallant 4th at Westminster, despite severe cramp encountered by one of the crew on the 3rd and 4th stages. Second place in the Juniors went to J.Rayment & J.Turner of the Army Apprentice School, followed by R.Burry & R.Olson of the 1st Chippenham Scd. Scouts. All three crews used 'K' boats, and of the 56 Junior Crews to start, 35 finished the course. All times given in this report are not yet confirmed, but the official result should be available for publication in our next issue.

As for the organisation of the Race, I feel that every possible credit must go to Frank Luzmore and his helpers, for a really terrific event. The race was extremely well run, with numerous check points down the whole course, and roving umpires carrying out on the spot kit checks ensuring that competitors had full regulation kit at all times.

Looking back on the race, I think the most spectacular sight was the mass start of Juniors at Ham on the Monday morning. A line of canoes right across the river, ranging from P.B.K. 22's to Accord and Sharkie K2's battling for best positions, riding each other's wash, until after the first mile or so when the K.2's pushed ahead, and the canoes began to string out.

The variety of canoes used this year was great, but looking down the list I cannot help noticing the increased number of fibre-glass canoes and racing kayaks. In the next few years I am sure that with 12 Trophies presented to the fastest types of canoe, and only 1 going to the collapsible type of canoe, the D-W is going to take on a far sleeker look unless some sort of classing is introduced, as in B.C.U. L-D racing with the Hard Skin and Soft Skin classes, the Soft Skin is going to disappear from the Race.

RUDDER & SKELETONS

by FREDERIC MOSS

It is to be hoped that no fond mother, with a young hopeful "wanting a canoe", will stumble across your May issue. She will certainly not be encouraged to let Dad buy him one if she sees the skeleton gentleman afloat, on page 95. On recovering her composure, Mother may turn to pp. 96-8, where she will learn that "it had become a life or death struggle ... the awful bows of the barges were huge, the tide hissing and bubbling as it rushed under them ... both canoeists were straining every nerve and tissue in a grim attempt to save their own lives ... now came a terrifying 10 minutes, etc. etc." "Oh dear me!" exclaims Ma, "no wonder they show a skeleton. No John, we'll get you a pony instead."

But where did all this frantic business happen? In some narrow boiling reach where barges had broken loose and chaos reigned? Oh no! In the peaceful, wide open, tidal Thames below Waterloo Bridge. A rudder-wire snapped, you see.

Now, in the names of all the gods at once, as Cassius said, what's all this about rudders, relying on rudders? What's the matter with steering by the paddles - and with four blades available in this instance, too? Rudders have, of course, their uses; but they should surely be regarded as secondary aids, and the general routine steering of the canoe effected by the paddles. Do the Eskimos have rudders? Did the American Indian, in his birch-bark? Is it not a mark of efficiency in a canoeist that he should be able to do almost anything with his canoe, using paddles only? If you are going to rely on a mechanical aid, controlled by wires, when in powerfully moving water, well (I quote): "Bow man shouted 'Rudder gone', 'Ferry Glide'". And glide they did - under the barges' awful bows.

I am of course relieved that these two canoeists got out of it all safely. They made a valiant struggle, and quite certainly learnt some hard lessons. Police, too, did a fine job. But will the next lot who go down there on a swift ebb-tide please remember that the river is amply wide enough for them, and that they should avoid the right bank, where barges may be moored. In fact: keep well clear of all moored craft, where violent collision may be on you in the twinkling of an eye.

In case it may be thought I'm talking through my sou'wester, I too went down this very reach before the War, single-handed in my Canadian (Kew to Wapping). I had, of course, one blade only, for propulsion and steering; a rudder never entered my head. Thames, Severn, Wye, Dee, Tay, Tweed, and several smaller streams have taught me, over nearly 30 years, to rely on a well-handled paddle, single or (as now) double-bladed. Have a rudder by all means if you want one, but ... well, remember the boney gentleman on page 95.

B.C.U. PROFICIENCY TESTS

There are now 3 standards of test: (For Kayak or Canadian Types of canoe).

1. Novice Canoeists Test

Newly introduced. Certificates will be given as evidence of satisfactory performance during beginners' courses and in the test itself.

2. B.C.U. Proficiency Test

This now replaces the Elementary Proficiency Test. In addition to the skills required for the Elementary Test candidates must also be able to demonstrate the following strokes:

- a. Draw stroke.
- b. Sculling stroke.
- c. Sculling for support.
- d. Sweep stroke.

3. Advanced Proficiency Test

A practical canoeing test will be included and questions on the leadership of expeditions will also be asked.

Full details of all these tests (and coaching awards if desired) and lists of examiners can be obtained, on receipt of a stamped and addressed foolscap envelope, from

G.Sanders,
B.C.U. Awards Office,
33, Orchard Avenue,
SOLIHULL,
Warwicks.

Tel: SOLihull 4493

1962 CANOE WORLD CHAMPIONSHIPS CANCELLED

The Executive Committee of the International Canoe Federation (ICF) has decided to cancel the Canoe World Championships which had been scheduled to be held on August 17th-19th, 1962, on Lake Baldeney Essen (Ruhr), in the Federal German Republic.

The reason for this decision is the absence of any guarantee on the side of the authorities of the Federal German Republic that "all federations affiliated to the ICF will be able to take part in the World Championships on equal conditions".

The above decision has been forced on the ICF by the West German Government and is aimed at embarrassing East Germany. Surely it is time that the politicians followed the lead of the sportsmen and realised that peace springs from friendship, and friendship from acquaintance.

IRISH CRUISE

by DEREK MARTIN

The new 'Irish Canoe Union' have arranged the above event for 1962. This is of immediate interest to the prospective canoeing visitor to Ireland, and it is hoped will attract many enthusiasts from abroad.

The dates are 31st July when the cruise will commence; to 12th August inclusive; the climax will be Bantry Bay Regatta on 11th and 12th.

This is the first canoeing event of its kind in Ireland. Depending on it's success a permanent 'Outdoor Activities Centre' will be founded at Bantry, venue for the rally.

Bantry in West Cork is a famous beauty spot and is also an excellent centre for the following sports: Canoeing, Camping, Sub-Aqua Diving, Mountaineering, Caving, Pony-Trekking, Water-Skiing, Power Boating, Dinghy Sailing, Pleasure Sailing Cruises, Deep Sea and River and Lake Fishing; Golf, Tennis; Painting and Camera enthusiasts; Dancing and indoor recreation in large community hall. Barbecues and other social events arranged.

In each of the above activities there are of course many different aspects. Equipment, dinghies, ponies, horses, cabin cruisers etc. are also available at moderate rates.

Venue

DETAILS Munster Blackwater River Cruise. Grade I-II Rough Water. Mallow to Youghal (60 mls) Bantry, West Cork, rally; canoeing centre, regatta, etc.

Dates

Cruise July 31st - 5th August. Rally etc. 6th August - 12th (inclusive).

Tuesday, 31st July

Assemble at Mallow in grounds of Mallow Castle (by kind permission). Previous arrivals may camp here. That is on left bank below Mallow bridge. Entrance in town. Start at 12 noon.



The Castle, Mallow, Co. Cork.



Fermoy From Camp Site.

Proceed at usual cruising speed. Camp sites will be selected where and when desired. These will probably be in the vicinity of Killavullen, Fermoy, Lismore and Youghal. Arrival at Youghal on or before Sunday, 5th August.

Late arrivals should join cruise at Fermoy on Wednesday, 1st August or Youghal on Sunday, 5th.

Monday, 6th August

Special road transport has been arranged from Youghal to Bantry. While equipment will be carried in large trucks, the fleet of Mini-buses will make a tour of the coastline (about 150 miles) and will include Cork city and harbour, Kinsale. Arriving at Bantry that evening.

Tuesday, 7th - Sunday 12th.

The rally camp will be situated on the Bantry House estate (by kind permission) overlooking Bantry Bay; $\frac{1}{2}$ a mile from town; fifty yards from waters edge.

The following trips will be arranged with transport: Local three bay canoeing - Bantry, Dunmanus, Kenmare. Glengarriff and Garnish Island. Varley Cove and Mizen Head for Atlantic surf. Aqua-Caving at Kinsale. Baltimore and Carbury's 100 Isles. Lakes of Killarney, Inchigeela and Gougane Barra. Rivers Lee, Bandon, Upper Blackwater. Local spate rivers if at high level, for white water. Etc. etc. All this in the midst of Ireland's scenic splendour.

The final of the cruise and rally will be 'Bantry Bay Regatta' where we have been invited to participate and where International canoeing events will be arranged.

Catering

Special provision has been made for packed meals for all trips. This will eliminate time wasted in cooking and carrying equipment. Breakfast will be prepared individually. Evening dinner can be ready on return from the days activities, in 'The Coach House'. These coach yard buildings will give ample room for alternative indoor-camping accommodation in the event of bad weather.

CANOEIST FROM DOWN-UNDER

Some 20 sprint paddlers attended the Easter Training Course at Henley this year, and among the familiar faces was a young lady not seen in British racing before but on the water her competent handling of the 'Fighter' K.1 showed she was certainly no mere beginner. This was Miss Lyn Wagg, Australian Womans K.1. Champion.

A physical education instructress, she arrived in Britain at the beginning of April and hopes to stay here for the next 18 months-2 years. At present she is teaching in a London school and living in Richmond. Naturally she has joined up with the Richmond Canoe Club and already she seems very much at home on the Thames water.

Lyn, who has a tan of which any bathing belle would be jealous, started canoeing in 1958. Joining the Mosman Rowing and Canoe Club, Sydney, she began serious competitive paddling the following year and during 1961 won the Australian Womans 500 metre K.1. Championship.

I asked what she thought of the Henley Training Course and British canoeing in general, Lynn replied that from what she had so far seen, the racing seemed well organised and instructive, and that many more canoeists were to be seen on our rivers than in Australia.

We of 'Canoeing' wish her every success in the coming season, and hope that her stay in Britain will be a happy one.



Lyn Wagg.

Photo M.Clark

LETTERS

Dear Sir,

WILL THERE EVER BE ANOTHER DEVIZES TO WESTMINSTER CANOE RACE?

This is the crucial year for the Canal, the future of which is now under consideration by the Minister of Transport, who received the Report of the Parham Committee in January.

The Kennet & Avon Canal Association has fought for ten years for the restoration of this beautiful 72 miles of water for amenity use, during which it assisted in the rejection by Parliament of a Bill to close the Canal, and gave evidence to the Bowes and Parham Committees.

The present condition of the Canal is due to Government neglect, and the Government are trying to avoid payment for either abandonment or restoration, one of which courses must be undertaken.

It will cost much more to abandon it than to restore it, the cost of restoration being not more than that of laying one mile of the M1 highway: once abandoned it will be lost for ever; if restored we believe that it can pay for its upkeep.

Membership of this Association costs only 10s.0d. a year, which includes the quarterly magazine; in addition we shall be glad to send you a copy of our Redevelopment Scheme, as submitted to the Government Committees, which puts our case in full (72 pages of most interesting reading, with illustrations and maps), for 5s.6d. post free.

Please join us in the fight, and also write to your Member of Parliament pressing for the restoration of the Canal, and do it now; also, discuss it with your friends.

Yours sincerely,

BERNARD HANCOCK.

Vice-President.

Chairman.

Wiltshire Branch,

Kennet & Avon Canal Association.

IT'S TOUGH AT THE START

Peter Begent after starting nearly 180 crews in the D/W Race travelled by car to County Hall. He looked so exhausted, however, that a spectator mistook him for a competitor!

STOP PRESS

Owing to a complete lack of entries for the SOUTHERN AREA HEAT OF THE B.C.U. YOUTH CHAMPIONSHIPS, the race was cancelled.

TEST REPORT R.A.K. 62

RIGID WHITE WATER AND SLALOM CANOE

A slalom canoe should be like a good pair of shoes - so comfortable you forget you're wearing them. But like a pair of shoes, it is only after you have had one some time that you reach this happy stage, and because of this it is a little unfair to write critically about the R.A.K.62 after only an afternoon's acquaintanceship. However, it was long enough for me to decide that this canoe had no major faults.

The R.A.K.62 is a rigid slalom or white water canoe built on the lath and canvas principle from a kit supplied by Messrs. Tyne Folding Boats. The design is based on the successful Spuhler boats, and the more recent A.K.62, that is to say the centre webbing is gone leaving an unrestricted interior which will appeal to the touring man. My impression was that the R.A.K.62 has rather less rocker than its predecessor, but this was difficult to assess as no accurate means of measurement were to hand.

The boat tested was covered with a lightweight three-ply skin of rubberised fabric, and additional protection was provided by a small keel. This would be fine for touring, but for slalom I noticed that it caught the water when crossing the 'rough'. (Because of this the pure slalom man would probably do better to leave it off or to have a slightly heavier skin). With a rigid canoe, of course, this is not difficult to provide.

On the water the canoe handled very nicely, and showed no undue vicious tendencies. It had a good sense of direction which should make it popular in white water racing events. Fore and aft of the cockpit there is ample beam which made it quite a dry boat in the heavy water where it handled very well, although I should think a little more rocker would be beneficial. I say 'I think' because this is perhaps where a longer acquaintanceship would be of value.

Reviewed by GEOFF. DINSDALE



The R.A.K.62 rolled quite easily, which is, of course, essential in any canoe which is to be used in slalom today.

The actual construction calls for no comment since this canoe is only available in kit form, and it is up to the individual to do the best he can. As far as could be seen the construction was very similar to existing designs and should present no problems to the average handyman.

Criticisms. Only two. First the one already mentioned about the outer keel, and second, although I got into the cockpit without difficulty, another somewhat larger canoeist found the opening too small. This looks as though the canoe will have to be supplied in two fittings, W.X. and O.S.

To sum up. This is an attractive boat which will suit the man who wants a rigid white water or slalom canoe at a reasonable price - the complete kit costs £16. 0. Od.

Contd. from page 109

Social

A large community hall will be available for dancing etc. Outdoor socials such as open-air dancing, barbecues, camp-fire sing-songs etc. may also be enjoyed.

Throughout this holiday you will 'Meet the Irish'. As in every Irish town, there are many cosy bars in Bantry, also several hotels.

Cost

The only extra cost will be for the special transport provided. Youghal to Bantry will be about £1 which includes your gear and also a South coastline tour. Trips from Bantry will average 12s.6d. a day, Packed meals provided by a hotel at about 3s.6d.

Enquirers

As the Irish Canoe Union has only recently been constituted no funds have been acquired as yet. Therefore we would ask any enquirer to enclose a small subscription of five shillings when writing. This will cover information to clubs through touring Secs. or to individuals. This will help us to afford to give a better information service to our fellow enthusiasts, as a prospective active member of the I.C.F.

We would also ask any visiting canoeists to let us have reports of their tours and experiences; as we would like to pass on this information and also to correct or avoid any difficulties.

You are invited to write to the Hon.Sec. Irish Canoe Union, Derek R. Martin, "Derreen", Barnhill Road, Dalkey, Co.Dublin, Ireland.

Canoeing is a non-profit making magazine
produced by canoeists for canoeists

A CANOE IN KORKULA

by MICHAEL SUTTON-PRATT

Our summer holiday in Yugoslavia in 1960 fitted in conveniently with a long cherished wish to buy a folding canoe. A stop-off in Munich was arranged, and half-an-hour later I staggered out into the rain with a two-man Klepper Aerius canoe. With a certain amount of difficulty the boat was stuffed into the back of the car, where it sat proudly in its bags perched on mountains of camping kit. My wife, who has never really taken to canoeing, regarded the purchase with rather less pleasure as it put paid to the alternative plan, which had been to buy a ciné-camera.

We were impressed with the friendly way Herr Klepper encloses a miniature bottle of champagne and a letter (addressed to "Herr Klepper Kapitan") wishing the purchaser a happy time with his new boat. The great moment to launch the boat arrived a couple of days later when we reached Lake Bled in the mountains of northern Yugoslavia. The tourist season appeared to have long departed (it was September at the time) and our first effort to put up a folding boat was carried out in a sea of mud called a National Camping Site, struggling with the German instructions on how to assemble the thing. Two hours later, exhausted, and beyond even bad temper, the boat looked right. We found later that it wasn't.

Lake Bled is a fabulous place with steep sided mountains dropping into the black waters of the Lake. In the middle of the lake is a tiny island with a castle to match. At one end of the lake is the pleasure resort of the same name. It made a beautiful first trip, but a short one, as the boat's assembly had taken until dusk. The Klepper's next outing came a couple of days later when I wheeled it on its trolley down to the lower decks of the SS "Dalmatia", the coastal steamer which was to take us from Rijeka on the Northern Adriatic coast to the Island of Korcula. Folding boats didn't appear to be very welcome on the SS "Dalmatia", especially when accompanied by large collections of awkward luggage and a harpoon gun.

On our arrival in Korcula 24 hours later we were helped by the local villain to carry our luggage to our rooms, which, to our pleasure, overlooked the harbour. The Klepper was turned out of the bedroom within ten minutes by an indignant and house-proud landlady, with apparently no taste for canoes.

Korcula is a cigar-shaped island about 20 miles long and 3 miles wide. It lies approximately two thirds down the coast of Yugoslavia. The town of Korcula is an old medieval town with a fort, showing signs of greater wealth and importance in past times. Pictorially it is an ideal setting, which accounts for its growing attraction to tourists of which about $\frac{3}{4}$ seem to be German.

At Rijeka we had been joined by another couple and there followed ten days of what must be the finest canoeing possible, and a holiday which the four of us agreed was greatly improved by having the boat. The Klepper was kept in a walled garden at the back of the house and each day Ian and I would carry it, escorted by large numbers of small boys, down to the quay. A crowd would then gather to watch, in polite silence, (and, I suspect, a hope that we might



capsize) as the four of us squashed into the boat and paddled off. It was rather tricky embarking but, once in, the boat seemed steadier and rode the waves better with four than with two people. Paddling was quite hard work, but we adopted a system whereby our respective wives sat behind us while we adopted a short stroke for half-an-hour until we reached a small and ideal little island about the size of two tennis courts. It was christened "our island". Once there, the girls were left while Ian and I explored the many other small islands and speared some rather nice fish which provided very pleasant eating when cooked over an open picnic fire. The fish, which seemed to be some sort of herring, soon learned to keep out of range of the harpoon gun so latterly there were no tasty fish meals.

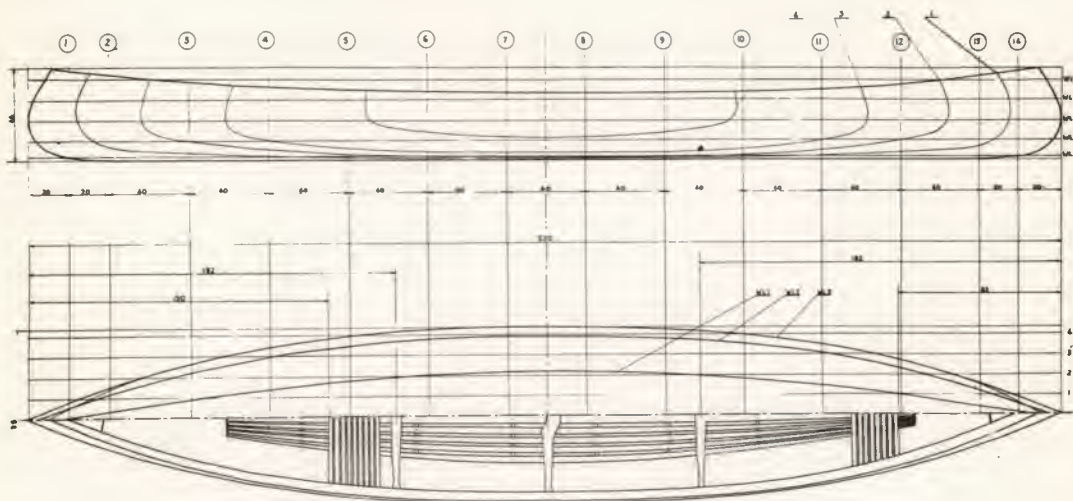
Sharks, rather surprisingly, were a favourite topic of conversation. I found this rather unnerving, especially after overhearing some conversation about the fate of Frau X who "swam out too far". No doubt the whole thing was greatly magnified, but it certainly tended to make one do a certain amount of staring down into the water while swimming.

On the way home we stopped off at Venice for 48 hours and were tempted to do some canoeing on the canals. There is a photo in one of the Klepper catalogues showing an Aerius apparently doing this, though I would have thought that it might be forbidden. It would be a perilous business anyway with the motor taxis rushing up and down.

We kept the boat folded when passing through frontiers and had no customs problems, even when returning to England.

The Klepper is still going strong in 1962, though by now she has the look of a well-worn Thames canoe. We would very much like to try the islands of Greece which must be a wonderful canoeing area, but it looks as though our two small children will tie us to bucket-and-spade holidays for a few years to come!

TOURING CANADIAN CANOE DESIGN



Above we illustrate the third of the canoe designs which we have obtained from Czechoslovakia. This time it is for a 17' touring Canadian canoe. The lines indicate she would be an ideal touring canoe for two people with gear, or could comfortably take four people on a day cruise. The lines are reasonably full with a good bow entry, and this should make for a dry boat, at the same time a cross-section at the middle frame shows a shallow vee'd bottom which should give speed.

There are two drawings to the set which show plan and profile views to a 1:5 scale, and the cross-sections are drawn to full size. There are no constructional details. The best constructional method would be using cold moulded veneers, or fibre-glass. The set of two drawings are available from Canoeing Publications, 6 The Mall, Brentford, Middlesex, price 10s.0d. (post free).

As described last month, we also have available designs for an International C.1., and an International C.2. price 7s.6d. each (post free).

Prints of all three designs are already in stock.

THE BRITISH OPEN YOUTH CHAMPIONSHIPS 1962

Promoted by the British Canoe Union and the Central Council of Physical Recreation

(With the co-operation of the Scottish Canoe Association)

ENGLAND

NORTH-EAST AREA (Co. Durham; Northumberland; North Riding of Yorkshire)

Saturday, 7th July - River Wear, Durham. (North-East Canoeing Association - Durham CC) Entry forms from A. Byde, Esq., 4 Allergate Terrace, Durham City. (Entries close 26th June)

YORKSHIRE AREA (East and West Ridings)

Saturday, 9th June - Weir Island, Bishop Monckton, Nr. Harrogate. (Army Apprentice School Canoe Club, Harrogate) Entry forms from C.C.P.R., 4 Albion Street, Leeds 1. (Entries close 28th May)

NORTH-WEST AREA (Lancashire; Cheshire; Cumberland; Westmorland)

Sunday, 17th June - River Dee (Chester Canoe Club, Sandy Lane, Chester) Entry forms from C.C.P.R., 26 Brazenose St., Manchester 2. (Entries close 9th June)

MIDLANDS AREA (Warks; Staffs; Notts; Wores; Salop; Lincs; Herefds; Derbys; Leics; Rutland)

Sunday, 27th May - Edgbaston Reservoir, Birmingham (Birmingham Kayak Racing Club) Entry forms from C.C.P.R., 256 Moseley Road, Birmingham 12.

CENTRAL AND EASTERN AREA (Northants; Peterboro; Hunts; Beds; Herts; Bucks; Norfolk; Suffolk; Cambs; Essex)

Saturday, 2nd June - River Ouse, Bedford. (Viking Kayak Club) Entry forms from C.C.P.R., 5a, Harpur Street, Bedford. (Entries close 21st May)

SOUTHERN AREA (Oxon; Berks; Hants; Isle of Wight)

Sunday, 6th May - River Thames, Reading. (The Warren Light Craft Club) Entry forms from C.C.P.R., Watlington House, Watlington Street, Reading.

LONDON AND SOUTH-EAST AREA (London; Middlesex; Kent; Sussex; Surrey)

Saturday, 2nd June - Bedford Lake, Feltham, Middlesex. (BCU Racing Committee - Mr. Angel) Entry forms from C.C.P.R., 6, Bedford Square, London. W.C.1.

SOUTH-WEST AREA (Wales and Somerset; Devon; Cornwall; Dorset; Wilts; Glos.)

Saturday, 23rd June - Saltford, Nr. Bath. (Bradford-on-Avon Canoe Club) Entry forms from C.C.P.R., 29 Market Street, Crewkerne, Somerset. (Entries close 26th May)

SCOTLAND

Saturday/Sunday 16th/17th June - Irvine, Ayrshire (Scottish Canoe Association and Irvine Canoe Club) Entry forms from S.C.P.R., 141 Bath Street, Glasgow, C.2. (Entries close 6th June)

NORTHERN IRELAND

Saturday, 23rd June - River Lagan, Stranmillis, Belfast. (Belfast Canoe Club) Entry forms from C.C.P.R., 45 Arthur Street, Belfast 1. (Entries close 8th June)

RESULTS

JUNIOR CLASSES

DEVIZES/WESTMINSTER CANOE RACE 1962 14th year

60 Crews entered, 35 finished, 23 retired and two were non-starters
 WINNERS of the WILTSHIRE GAZETTE SHERIDAN in a paddling time of 20hrs. 32mins using a
 MAXEN K2 - VICTOR HANDSCOPE & ALAN CHAPMAN, Royal Canoe Club.
 Committee's Medals for 2nd place in 2hrs.27min.22sec.
 JAMES RAYMENT & JOHN TUCKER, Army Apprentice School, Harrogate.
 Committee's Medals for 3rd place in 2hrs. 27min. 39sec.
 ROBIN BERRY & RODNEY OLSON, 1st Clippenham Senr. Scouts.
 Committee's Medal for the design of the winning Junior's canoe, Mesen K2, built by
 Max Anderson, Sweden
 WINNERS of the WILLIAM BRID TROPHY for the fastest Home Built in 2hrs.53min.32sec.
 GEOFFREY COLLINS & PETER COMBES, 3rd Epsom Rover Scouts.
 The Committee's Medal for the design of the fastest Home Built canoe, a Marathon
 China Kayak by Committee Member David Keane, DAVID KEANE.

Junior Pledging

1st V. Handscombe & A. Chapman, Royal C.C.
 2nd J. Rayment & J. Tucker, Army Appr. School, H'gts.
 3rd R. Barry & R. Olson, 1st Clippenham R. Scouts
 4th M. Brett & D. Lunn, Army Appr. School, H'gts.
 5th M. Britton & M. Bennett, R.M.S. Conder
 6th P. Robinson & F. Oragg, Cornwall Const. Cadets
 7th G. Craggs & R. Hall, Army Appr. School, H'gts
 8th T. Lillidge & B. Smith
 9th G. Collins & P. Coombs, 3rd Epsom R. Scouts
 10th J. Crow & B. Smith, 1st Wandsworth Sea Scouts
 11th J. Grov & J. Kendall, Independent
 12th J. Stratling & J. Clarke, Army Appr School, H'gts.
 13th R. Sutherland & J. Hodson, N.C.C. C.C.
 14th M. Robson & P. Strill, N.C.C. C.C.
 15th M. O'Brien & D. Shank, H.M.S. Clippenham R. Scouts
 16th M. Selyem & C. Albrook, 1st Clippenham R. Scouts
 17th E. Meakin & L. Winterburn, Hadrian C.C.
 18th E. Meakin & L. Winterburn, Hadrian C.C.
 19th S. Hableton & N. Basley, 4th Wals C.C.
 20th M. Bradley & P. Bowers, Avon Sailing Club
 21st L. Perkins & J. Lloyd, H.M.S. Fisgard C.C.
 22nd B. Jupp & B. Chandler, J.I. Bn. RASC. C.C.
 23rd P. Jeffe & I. Emis, Braddy Boys Club
 24th F. Southey & R. Hargreaves, Independent
 25th D. Greenaway & D. Haynes, 1st Clippenham R. Scouts
 26th R. Wallman & M. Phillips, Guildford Canoeists
 27th R. & J. Pritchard, Independent
 28th G. Davies & G. Pratt, Malmesbury Youth Club
 29th W. Stopper & A. Risk, J.I. Bn. RASC. C.C.
 30th I. Davis & P. Sutherland, Independent
 31st F. Lee & D. Arthur, J.I. Bn. RASC. C.C.
 32nd J. Osborne & C. Campion, Handley Page Appr. C.O.
 33rd J. Reddin & G. Gill, Beckin & Penge S.C.C.
 34th J. Keady & Q. Palmer, 2nd Spring Grove Scouts
 35th A. Lawson & R. Wellbourne, 3rd Epsom Scouts

SENIOR CLASSES

116 crews entered, 41 finished, 2 withdrew but completed, 12 failed to notify
 retirement. The remainder were either non-starters or retired.

WINNERS of the D/W Challenge Cup, the illuminated sorcell and the plaques by "Light Craft"
 in a new record time of 20 hrs. 33 mins. using a K2 "Accord"
 GILBERT R. HOWE & CHARLES E. TANDY, R.M.C.C.

Plaques by "Light Craft" for 2nd place in a time of 21 hrs. 13 mins. beating their time
 of last year by 33 mins.
 DAVID MITCHELL & ROBERT A. SEEGAR, R.M.C.C.

Plaques by "Light Craft" for 3rd place in a time of 23 hrs. 13 mins.
 TONY AKED & DAVID ANHOLD, R.M.C.C.

WINNER of the DESIGNER'S TROPHY for the design of the winning canoe.
 JORGEN SAMSON of Denmark.

WINNERS of the D/W CIVILIAN TROPHY presented by F.J. Jennings Esq. of Devizes for the
 fastest civilian crew in a time of 27hrs. 19mins.
 JOHN BURR & LEONARD BLACKMORE of Braddy Boys Club, Rugby.

WINNERS of the D/W SERVICES TROPHY presented by the Royal Marines Canoe Club for the
 fastest Service crew. GILBERT HOWE & CHARLES TANDY, R.M.C.C.

WINNERS of the FRED BARTLET TROPHY for the fastest Home Built Canoe.
 JOHN BURR & LEONARD BLACKMORE.

WINNERS of the D/W RESERVE FORCES TROPHY presented by the 10th Para. Regt. (TA) for the
 fastest Reserve Forces crew in a time of 23hrs. 59m.

WINNERS of the D/W TEAM TROPHY presented by the LANGLASHIE REGT. for the fastest team
 of four crews from any one club or unit.

WINNERS of the TYNE CHALLENGE CUP and replicas for the fastest senior crew in a rubber
 collapsible canoe, in a time of 29hrs. 41mins.

OLIVER REYNOLDS & ROBERT MALLIN of the 2nd Bn. Parachute Regt.

The Committee's MEDALS for the design of the fastest Home Built Canoe
 JOHN BURR & LEONARD BLACKMORE.

Senior Pledging

	Hours to Reaching	Total time	No.
1st G. Howe & C. Tandy	9hrs 33min.	20hrs. 33min.	33
2nd D. Mitchell & R. Seegar	" 42 "	" 10 " 03"	32
3rd P. Hodgson & J. Weston	" 46 "	" 23 " 13 " 12"	31
4th R. Hargreaves & A. George	" 56 "	" 23 " 59 "	46
5th J. C. Cole & C. Blackmore	" 54 "	" 26 " 57 "	96
6th J. Brett & M. Bennett	" 54 "	" 27 " 19 "	19
7th A. Havelock & R. Smith	" 55 "	" 27 " 35 "	41
8th A. Havelock & R. Smith	" 55 "	" 28 " 29 "	90
9th J. Hough & B. Seegar	" 56 "	" 28 " 31 " 11"	5
10th J. Walper & W. Wallingham	" 56 "	" 29 " 41 "	39
11th O. Reynolds & R. Wallin	" 56 "	" 30 " 35 "	5
12th A. Duller & D. Evans	" 57 "	" 31 " 27 "	91
13th K. Saffon & G. Leeds	" 57 "	" 33 " 00 "	44
14th D. Mackay & M. Maloney	" 58 "	" 33 " 00 "	34
15th B. Brown & M. Maloney	" 58 "	" 33 " 00 "	34
16th G. Britton & J. Evans	" 58 "	" 33 " 46 "	76
17th M. Harvey & R. Brown	" 58 "	" 33 " 46 "	8
18th I. Hallberg & J. Flak	" 58 "	" 33 " 47 "	104
19th I. Watkinson & P. Tucker	" 58 "	" 33 " 54 "	68
20th R. Pedley & P. Owens	" 58 "	" 34 " 14 "	93

BEDFORD - ST. NEOTS CANOE RACE

CANOE TOURING CLUB

Long Distance Race, 1st April 1962

<u>CLASS</u>	<u>Senior</u>	<u>K.I.I.</u>	<u>Start</u>	<u>12.6</u>	<u>Finish Time</u>	<u>Actual Time</u>
<u>CLASS 1</u>						
	1. R. Lowery	Royal C.C.			2.45.20	2.39.20
	2. R. Lawler	Richmond C.C.			2.56.44	2.50.44
	3. A. Perkes	Royal C.C.				
<u>CLASS 2</u>						
	1. A. Edwards	Worcester C.C.	Start 12.8		2.47.25	2.39.25
	2. D. Maycock	W.K.C.			2.54.11	2.46.11
	2.21 D. Green	V.K.C.			2.54.45	2.46.45
<u>CLASS 3a</u>						
	1. A. Edwards	Worcester C.C.	Start 12.18			
	2. P. White	C.T.C.				
	3. R. Still	Royal C.C.			3.28.27	3.20.27
<u>CLASS 3b</u>						
	1. S. Phillips	Royal C.C.			3.41.2	3.23.2
	2. J. Fiatman	Hatfield Y.C.			3.45.39	3.27.39
	3. K. Pereira	" "				
<u>CLASS 4a</u>						
	1. R. Fish	Royal C.C.	Start 12.20			
	2. M. Manning	" "			3.11.10	2.51.10
	3. P. Archer	Worcester C.C.			3.16.42	2.56.42
<u>CLASS 4b</u>						
	1. R. Fish	Royal C.C.	Start 12.0			
	2. M. Manning	" "			3.15.21	3.15.21
	3. P. Archer	Worcester C.C.				
<u>CLASS 5</u>						
	1. M. Tucker (Mrs.)	Richmond C.C.	Start 12.12			
	2. D. Rabjohns (Miss)	" "			2.47.0	2.47.0
	3. R. Spinks	Twickenham C.C.				
<u>CLASS 6a</u>						
	1. A. Chapman	Royal C.C.			3.13.25	3.13.25
	2. M. Manning	Worcester C.C.			3.55.25	3.55.25
	3. P. Archer	Royal C.C.				
<u>CLASS 6b</u>						
	1. M. Tucker (Mrs.)	Richmond C.C.	Start 12.12			
	2. D. Rabjohns (Miss)	" "			2.51.33	2.39.33
	3. R. Spinks	Twickenham C.C.			2.55.19	2.55.19
<u>CLASS 7a</u>						
	1. B. Pratt/A. Young	Royal C.C.	Start 12.16			
	2. G. Howe/E. Tandy	R. Marines C.C.			2.56.57	2.56.57
	3. B. Smith/J. Dalton	C.T.C.				
<u>CLASS 7b</u>						
	1. J. Campbell/A. Barrs	N. Sea C.C.C.	Start 12.16			
	2. R. Hodgson/A. Flynn	N. Sea C.C.C.			2.43.44	2.43.44
	3. V. Binstead/R. Tiley	Richmond C.C.			2.59.42	2.59.42
<u>CLASS 8</u>						
	V. Binstead retired at Hampton Court - R. Tiley completed the course alone, outside scoring time limit.					
<u>CLASS 9</u>						
	1. A. Kirby/M. Brewer	Royal C.C.	Start 901-905 & 941 at 12.29			
	2. R. Wade/P. Treacey	N. Sea C.C.C.	Start 908-915 at 12.32			
	3. M. Thompson/R. Nichols	Worcester C.C.			1.59.45	1.27.45
<u>CLASS 10</u>						
	1. A. Kirby/M. Brewer	Royal C.C.	Start 12.25			
	2. G. Palmer	Worcester C.C.			1.41.25	1.41.25
	3.08 J. Hardy	" "			1.44.0	1.44.0
	3.05 J. Bloxham	Hatfield Y. Centre			1.55.0	1.55.0
<u>CLASS 11</u>						
	1. A. Kirby/M. Brewer	Worcester C.C.	Start 1-6 12.18, 7-12 12.20			
	2. R. Wade/P. Treacey	Leamington C.C.	13-20 & 316 12.23			
	3. M. Thompson/R. Nichols	Royal C.C.			1.38.10	1.38.10
<u>CLASS 12</u>						
	1. Nichols } Thompson }	Worcester C.C.	Start 12.18, 13-20 & 316 12.23			
	2. Fisher }	" "			1.29.0	1.29.0
	3. Thompson }	" "			1.30.40	1.30.40

MANCHESTER CANOE CLUB

Dinkley Ferry Slalom - River Ribble - 15th April, 1962

<u>THIRD DIVISION</u>		<u>1st Run</u>			<u>2nd Run</u>			Btr.	%
		Pen.	Time	Total	Pen.	Time	Total		
1. Robin Witter	Chester	130	186	316	20	189	209	209	68.3
2. John Hobson	Chalfont Park	40	180	220	100	188	288	220	71.9
3. Peter Rogers	Chalfont Park	70	190	260	Capsized			260	85.0
4. Philip Massey	Worcester	160	219	379	90	197	287	287	93.8
5. Joe Reid	Tay	210	182	392	160	188	348	348	113.7
6. Alex Davidson	Tay	190	180	370	210	177	387	370	120.9
7. Chris Webb	M.C.C.	430	225	655	170	208	378	378	123.5
8. Sid Stringer	Chester	220	212	432	160	220	380	380	124.2
								<u>2452</u>	
								Average	306
								Modified average	ditto

FOURTH DIVISION

1. Alf Kaye	Chester	10	162	172	130	124	254	172	43.7
2. David Bennett	M.C.C.	50	131	181	140	142	282	181	45.9
3. Rodney Witter	Chester	240	153	393	100	150	250	250	63.5
4. Alan Gosling	Birmingham	110	149	259	150	177	327	259	65.7
5. Chris McAllister	W.Yorks.	120	160	280	250	209	459	280	71.1
6. John McLaren	Chester	170	177	347	150	153	303	303	76.9

LADIES

1. Catherine Whiteside	M.C.C.	180	198	378	870	200	1070	378	78.9
2. Wendy Bayes	Lakeland	250	158	408	350	165	515	408	85.2
3. Elizabeth Rainey	Soar Valley	300	192	492	190	248	438	438	91.5

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