

Canoeing

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Vol.2 Number.8 July 1962



SPECIAL FEATURES

Splodge goes sailing.

Training pools.

More about life jackets.

Canoes on the Liffey.
(photo Irish Times).

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Canoeing

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EDITORIALLY SPEAKING

This year, more than ever before, hundreds of canoeists will be exploring the waterways of Britain and the Continent. With canoe and tent they will be combating the elements in search of adventure, recreation, and contentment. Canoe touring is well on the way to being a popular pastime, and everyone who has ever gone canoe-camping will welcome the thought that each week-end newcomers are being introduced to this pleasant pastime. Nevertheless, a word of warning must be given.

Unlike the land-bound camper who has an almost unlimited choice of camping site, the canoeist is confined to the river banks in his search of a place to spend the night, and since his total mileage per day will lie between ten and twenty miles his camping sites must be found within a comparatively small area. In the past the finding of such sites has not been difficult, but it is with some concern we learn of an increasing number of landowners refusing canoeists permission to camp, and because of the limitations mentioned above this can become a serious matter within a short time.

It is up to all canoe campers, therefore, to see that their behaviour is such that farmers and other landowners are not antagonised by canoeists camping without permission or by leaving a foul site. Remember, although you may not intend to 'do' that river again, others are following behind, and on your behaviour depends their chances of finding a good site.

SPLODGE GOES SAILING

by
Alan Bye



Some time ago, when Splodge and canoes were still mercifully strangers, he was invited by a pal to go canoe sailing on a Scots loch. Loch Tay it was, in the summer of 1958, or was it '59. The canoe, not at all like a Chippendale International 10 Sq Metre, or any other pretty piece of waterborne furniture, was a PBK 20, modified to the maestro's plans for the sailing rig, but with a home made centre board in place of the recommended lee boards. The sails were made to the general theories put forward in Budd and Bowkers book on sail making. The rigging was made from braided nylon cord about $\frac{1}{4}$ " circumference, very stretchy that was.

The mighty, weighty affair was launched in a little bay at the foot of a hillside, the top of which was Ben Lawers, about 4,000 ft. up. Down lay the bottom of the loch, almost as far down surely, thought Splodge. Still, not to worry, they were intending to use only the top 3" of it. The morning was half through, and the early stillness had a hint of a breeze in it. The sun scorched Splodge's pelt,

and out beyond the point the water had a ruffled skin, streaky, then still. Afloat and rigged the canoe sat purposeful on the water. Sails flopped to and fro, the hot canvas and varnished coaming smelt canvasy and varnishy. Putting the dagger board into Splodge's hands, with instructions to stick it in the hole when he said go, Wal pushed out the boat. Neither had sailed before.

With a mighty heave, a flop, and a leaking of wet plimsolls all over the bottom boards, the captain came aboard. "Lets go," said he, and Splodge obediently rammed the board into its hole. With a crunch the canoe ceased to move. Splodge cogitated. The hot sun did his thinking no good. Draught with dagger board down, 2ft. 6ins. Depth of water, 2ft. Ah well, up with the board, with the end all tattered and frayed. "Have to use quarter plate, mate", said Splodge. Try again, in deeper water. Slowly the laden canoe wafted along, sails all slack, down went the board. Movement, purposeful movement, egad. A slight tilt to leeward. A tinkle of music at the bows. Hello, what's this? The lee shrouds, holding the mast upright, had gone all slack, the windward one was visibly stretching and the mast lay over in its step. Drop everything roared Wal. Splodge giggled. With mast down, sails trailing in the water, they paddled back. Later that day, with strengthened shrouds, at least $\frac{3}{4}$ " circ. they launched again.

On shore, picnicking, Splodge remembered the music of the water at the bow. It had been nice, all Wind in the Willowy. Out into the little bay drifted the canoe, down went the board, and at once the song sang again. It was after noon, and as is usual in these conditions, the breeze had developed with the heating up of the land, and as is usual in mountain valleys, the breezes were warped and twisted, in direction and strength. As the breeze took hold, Splodge had to move quickish to the windward side to balance the thing. The lee shroud went slack again, but the windward one held taut, and the gunwale lifted even further. Wal was now outboard, complaining that the coaming frame was not padded and his ribs would surely fracture. The gentle chop hammered the canvas in a regular series of brisk thwacks. Not so gentle when you're only 6" above it and doing what seemed to Splodge 90 miles per hour. Or should that be knots? Holy Moses, Splodge look at the wind come! Splodge flung his weight on the coaming, and as the ruffle came up at a frightening rate from in front and to one side, the canvas quivered for a second at the peak of the sail, and then it filled in earnest, and the full weight of the wind stretched the new sail. Splodge noted with interest that this was before the ruffle got closer than two canoe lengths away. His ribs ached, and he went further outboard for it was imperative. That fool Wal would spill no air from the sail, or else he was too damn frightened to let go. No, by gum! The maniac was enjoying it, Splodge just lay back, as the thwacking of the waves grew faster. He could see the top part of the dagger board where it entered the hull, underneath. That meant that the other gunwale was under water. Splodge pinched a look. Horror! It was. The board in its flight through the water hissed. If this thing turns over, thought Splodge, it'll look like a blooming shark. The wind dropped, the canoe sprang upright under the weight of two hefty bods dunking them in the 'oggin. With wet sleeves and shoulders, and a sense of shock the lads came inboard in a hurry, only to fling themselves outboard in a bigger hurry as the straining of the sail told them of a bigger

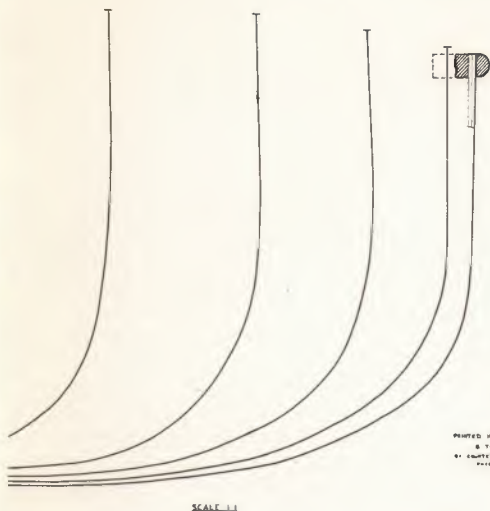
flurry tearing up two canoe lengths away. "This is livin", grinned Splodge to the fast approaching other side. The breeze whistled by, water climbed aboard in chunks, the hull sizzled its way through the cleanest water in the British Isles, the waves thumping by in a flurry of whitecaps. Quite soon, close by the far hillside, Wal spilled wind and swung the canoe round on its rudder. Later on the map, they realised that they had done about $1\frac{1}{2}$ miles diagonally across the lake in $\frac{1}{4}$ hour, six miles an hour. Not bad for beginners. The music played for Splodge again as they set off to beat across the loch, toward the bulk of Lawers and its rare flowers. The sails were wet again, and the lee deck, on which they now lay very wet, the canvas sagging under the weight of their elbows. Not so warm for tee shirts and shorts when you are soaking wet, and the air, no matter how warm, is whistling by.

Sailing into wind, as sailing craft are designed to do, they sailed a triangular course, which brought them to a point upwind of their original starting point. Sailing downwind is easy, surely, thought Splodge. Not so! The last half mile back to the start, with the breeze dead behind was apparently calmer, as the wind was going the same way, and they were leaving it behind. In other words the apparent wind was quite slight. This did not hold the sail so firmly in place, and with the surging run of the canoe, coupled with the roll caused by a slightly diagonal swell made the sail to flog about a bit. The bows swung with the surfing action of the canoe on the whitecaps, it tried to broach to, or go sideways, and the inexpert over corrections of Wal at the rudder did not stop the sail suddenly swinging across to the other side of the mast, taking with it the boom which caught Splodge a smart clip over the lug. Splodge tried to recall the name, but couldn't, of such a manoeuvre. It failed to take away the sting of the impact of timber on aural appendage.

That is the tale of Splodge and his first attempt at sailing a canoe, in fact of his very first canoeing trip after which he bought the tub which he later lost at sea. He had quite a good time that week, and is said to be interested lately in sailing a Canadian canoe. Of course the real experts sail the International 10 sq Metre, mainly in Chichester Harbour and at Teddington. The World Champion sailing canoeists are British. Quite some distinction, eh? The best sailing canoe is said to be the British design and the Germans, the Swedes, the Danes, may adopt this in preference to their own designs. The Americans, who are no mean sailors of small boats and big ones, had to take second place to the "limeys". In case anyone thinks that sailing canoes are something new, there is an old class of Norfolk sailing punt, or canoe, which carries a quite astonishing spread of sail. These are almost extinct, I am told. However, watch out, a new class of sailing Canadians may be seen in Splodge's club before long. Some other lunatic has the notion to fit a slalom type hull with centre board, bendy mast, loose footed sail, and sliding seat. That should go like the clappers, if it can be persuaded to stay upright. Who knows what this expanding universe may encompass?

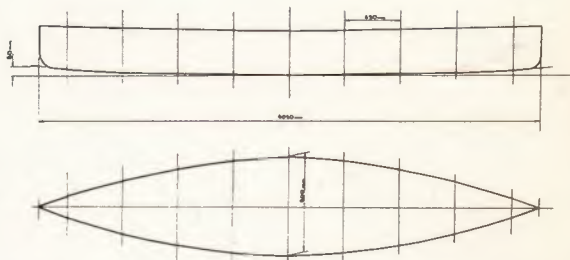
(Editorial Note - The early sailing canoes were developed by Warrington Baden-Powell (c 1870) out of the Rob Roy canoes. The sailing of Canadian canoes has been practised since the days of the early voyageurs.)

SLALOM CANADIAN CANOE DESIGN



SCALE 1:1

OLAF IV
CANADIAN SLALOM CANOE - SINGLE



SCALE 1:10

PRINTED IN GREAT BRITAIN BY LONDON PUBLICATIONS
6 THE MALL, BRENTFORD, MIDDLESEX
BY COURTESY OF THE CZECHOSLOVAK CANOEING FEDERATION FOR
PHYSICAL CULTURE

As number four in our series of specialist canoe designs we present OLAF IV, a slalom Canadian canoe (single). Once again the design is Czechoslovakian and it consists of the lines only with no constructional details. Only the cross-section is given full-size in these drawings, the rest being to a tenth scale.

Quite frankly we are not expecting much demand for the lines of this very specialised canoe, indeed we rather doubt whether there is anyone in Britain, at the moment, with sufficient white water technique to take it successfully round a slalom course once they have built it. Nevertheless we are publishing the design because we think it is important that designs for all types of canoes should be available. In the past, the specialist paddler has been hampered by a lack of information and we hope over a period of time to remedy this.

Our next venture is a folding slalom and white water kayak for which the Czechs have sent us full working drawings. Since there is a fair amount of translation to be done, and to ensure accuracy we are proposing to build the canoe before releasing the design. If we can find the time we will publish a progress report next month.

DESIGNS AVAILABLE

International C.1.	7s.6d. (post free)
International C.2.	7s.6d. (post free)
17' Touring Canadian Canoe	10s.0d. (post free)
Slalom Canadian Canoe - single	6s.6d. (post free)

From Canoeing Publications, 6 The Mall, Brentford, Middlesex.

MIKE NEWTON ASKS -

WHY FEATHER PADDLES?

Most, if not all, canoeists feather their paddles (i.e. the blades are at right angles to each other) but most of them do not seem to know why.

It is thought by many that it cuts down wind resistance by having the top blade slicing through the air. I should have thought it unlikely that the wind always comes from the front. In fact, in a high wind, feathered paddles can be an embarrassment. Of course, it is possible that the muscle men of the racing world go so fast they might cause air turbulence with flat paddles, but I do not think so.

The real reason is based on the fact that paddles should be pushed, not pulled. The top hand pushes the paddle forward about level with the eyes. Next time you push a lawn mower you might check how you hold the handle. 10 to 1 you will hold it with the wrists bent back and the weight of the push taken by the four fingers and not the thumb. This should also be so with paddling a canoe. To allow the hand to take up this position the paddle must be twisted.

Maybe those readers who do not agree with me would like to try paddling a distance with flat paddles to see how tired their thumbs become.

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

TRAINING POOLS

On the Continent the use of a static tank forms an important part in the training of competitive canoeists, and on the following pages we reprint from the I.C.F. Bulletin details of two examples. In both these cases the tanks used are of elaborate construction, and have been subsidised by outside bodies. This is the ideal, but in spite of the Wolfenden Report it is unlikely that any such tanks will be provided for canoeists in this country. However, the idea should not be discarded because of this.

This summer many magazines have carried advertisements for plastic do-it-yourself garden swimming pools, and it would seem possible that such a pool could form the basis for a static training tank. While these pools are not cheap, they are certainly not expensive and should be within the reach of any club which feels sufficiently strongly about the advantages of this method of training.

We should be interested to hear from any club which decides to give the idea a try.

INDOOR TRAINING POOLS

Winter, when cold weather, ice and snow prevent the competitor from continuing his training on the open water, is always a problematic period in the annual training cycle which most competitors try to fill in with training in complementary sports like skiing, cross country running, weight-lifting, gymnastics, etc. Nevertheless, there is always the urge to do exercises which are as much as possible like or similar to the movement of body and arms when paddling the kayak or canadian. It is here that the indoor training basin comes in, which some federations have available for winter training. We know there are such basins in Finland, Hungary, Austria. - Recently the German Democratic Republic (DDR) installed one in Berlin. There may be others of which we have not heard. Some clubs help themselves by fixing a kayak in an ordinary swimming pool.

It is perhaps just as well to admit that views on the usefulness of the indoor training basin vary. When we enquired in various countries we heard, for instance, in Denmark that they do not think that conditions in an indoor training basin could ever be made equal to conditions on open water. However, others find it a very useful method, not only to keep body and arms in flexible training condition, but also to study at close quarters the mechanics of the paddle stroke and to enable coach and competitor to correct possible faults and weaknesses.

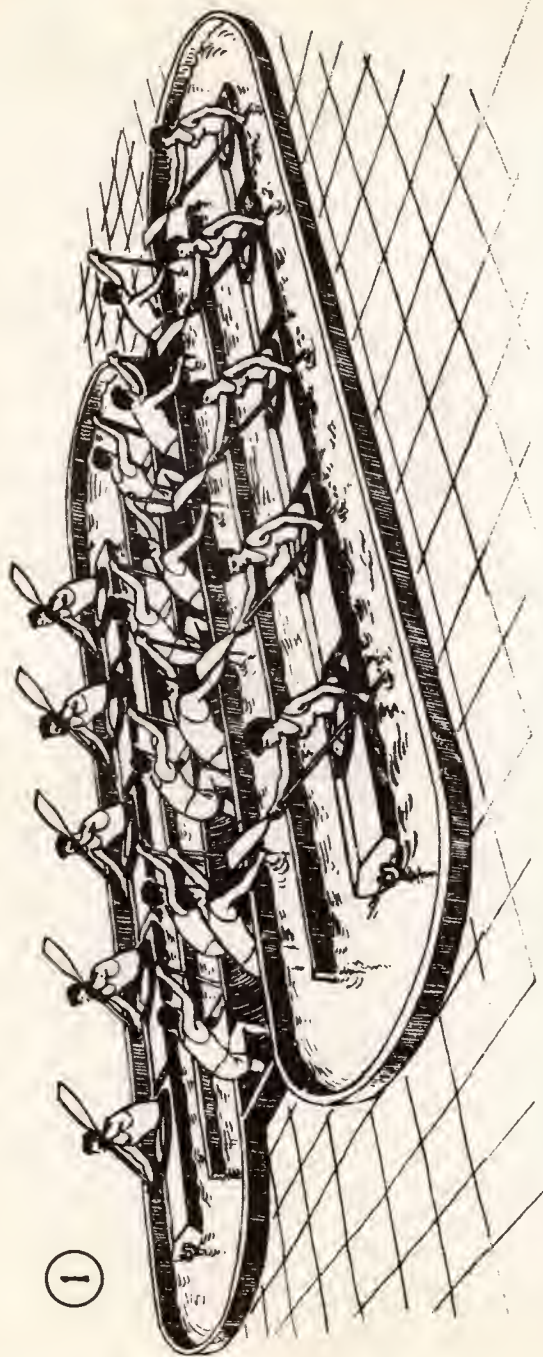
THE BUDAPEST PROJECT (I)

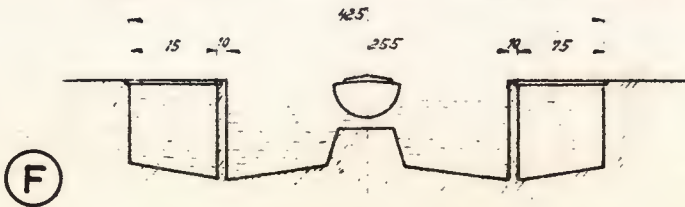
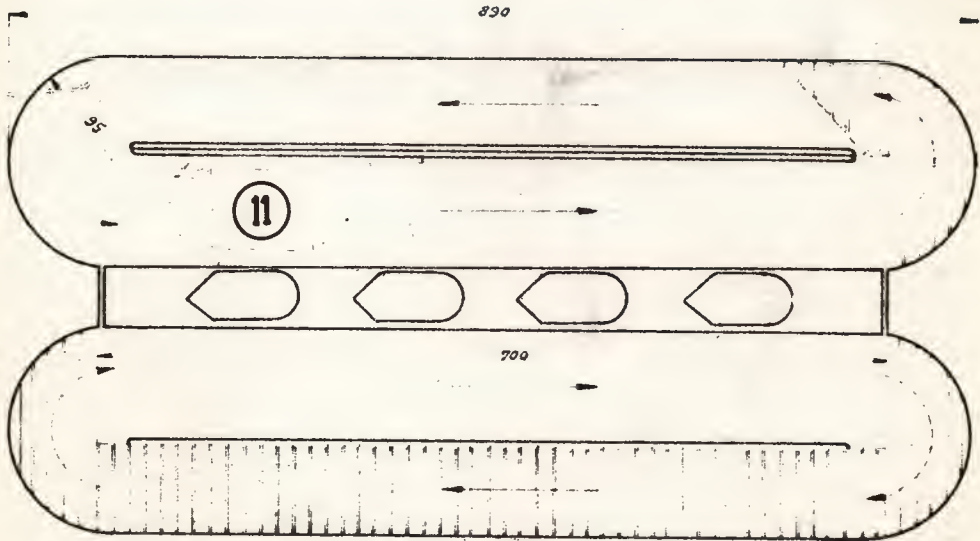
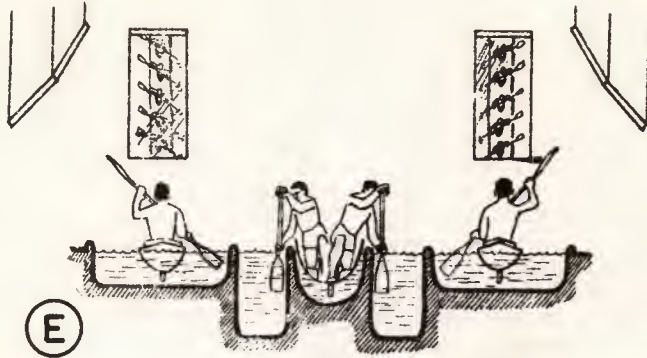
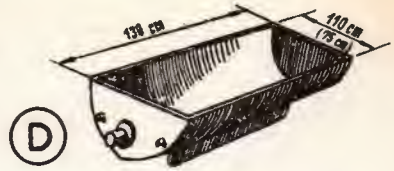
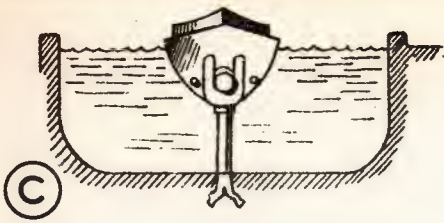
This model (one could perhaps call it a "training machine"), based on a design by Aron Takacs of the Hungarian Canoe Federation, is part of a larger training establishment, combining gymnastic hall, showers, changing rooms, toilets, etc. The unit consists of three separate basins, two for kayaks (with five seats each) and one for ten canadian paddlers. (See illustration 1).

One of the problems which one has to solve is that in order to emulate natural conditions, the water must be kept moving. In this model the current has been calculated on the basis of an average speed of the kayak of 3.7 metre per second (1,000 m : 4.30 mins.) and of the canadian of 3.0 metre per second (1,000 m : 5.30 mins.). In order to arrive at this speed of the current, the measurements must be related to each other. Taking into account that a kayak is narrower than a canadian, the minimum depth of the kayak basin is 0.5 m with a width of the water on each side of 0.7 m, whilst for the canadian the depth is 0.9 m and the width 0.8 m.

The kayak unit consists of five separate watertight bodies, 130 cm long, floating on the water, but to keep them in position hung up in forks. (See illustrations a and c). In the one basin the units are 51 cm wide, in the other 56 cm. Owing to their shortness they are, of course, much more unstable than a normal kayak and an outside keel has to be fixed to the hull to act as stabiliser. (See illustration b).

The canadian units float in a separate basin (see illustration e), and are 1.3 m long with a beam of 0.75 m or preferably 1.10 m (see illustration d). Each unit holds two paddlers.





On each side of the basin two rows of mirrors have been fixed - the one for the kayak and the other for the canadian paddlers. Other mirrors have been fixed in front. (See illustration e).

THE VIENNA BASIN (II)

This basin has been installed in the town hall of Vienna and is a more simplified model, but it, too, incorporates the idea to keep the water moving. It has been found that the length of 8.90 m is not sufficient - it should have been a minimum of 10 m with all other measurements remaining the same, except the two walls which are in the centre of each basin and which should be lengthened accordingly. These changes are suggested because it has been found that with four paddlers the water does not quieten down sufficiently when returning to the main channel. The paddle unit locks like a shortened K4, floats on the water but on both ends bolts are fixed which slide up and down between two uprights. However, the hull should not have the same beam as the K4, but as the K2. Also, the coaming of the cockpits ought not to run parallel (as shown on the plan II) but should be shaped as in a K1.

Normal sized paddles are recommended with blades consisting of a 16-17 mm wide outer frame and a centre rib as wide as the shaft.

A CANOEIST'S MAP OF IRELAND

On the 1st July, the magazine 'Canoeing' is publishing "A Canoeist's Map of Ireland". Printed in two colours this outline map shows the rivers, canals, and lakes of Ireland, with their highest navigable points as far as they are known. On the reverse side of the map are details of the conditions for camping and canoeing, and other useful information for the intending traveller. We think that this map will be welcomed by all canoeists who are planning a canoeing holiday in Ireland.

As readers will know canoeing is rapidly expanding as a sport in Ireland, and no wonder for the network of waterways which cross the country must be the envy of canoeists everywhere. Although the Irish Canoe Union was only formed last year, sporting canoeing in Ireland dates back to 1866 when Mr. Edward Popham had a canoe built to the design of MacGregor's 'Rob Roy'. Another early canoeist who found pleasure on Irish waters was Thomas Holding, founder of the Camping Club. Holding was so enamoured with Ireland that he made an annual cruise there, and ultimately kept a sailing canoe permanently in Ireland. It seems likely that canoeing will soon be as popular on the other side of the Irish Sea as it is on this side.

The map is available price three shillings (post free) from The Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

BOOK REVIEWS

Although the spate of practical books on canoeing seems to have dried up temporarily we have received copies of three books which we think will interest readers of 'Canoeing'.

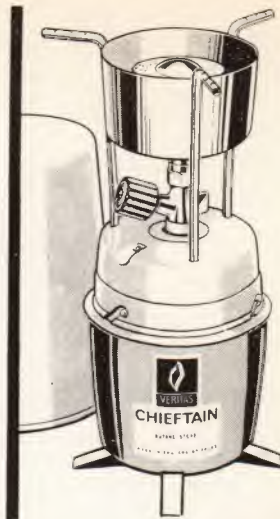
The first is THREE RIVERS OF FRANCE by Freda White and published by Faber at twenty-five shillings. The three rivers are the Dordogne, the Lot, and the Tarn, all well-known to canoeists, and although the authoress explores them from the land anyone who has paddled down these rivers, or is planning to do so, will enjoy reading this book. Through its pages the whole region comes alive and anyone who believes a canoeing holiday should be spent entirely afloat will realise just how restricted an outlook this is. The people, the places, the countryside are all lovingly described and the quality of the writing is superb. It is impossible in these few lines to show Miss White's feeling for words, but what canoeist's memory can fail to be stirred by such lines as these, "The river curves away, gleaming like polished steel under a jade-green sky, empty and still towards the distant railway bridge". Such writing makes one feel humble, and grateful.

The other two books are both on camping: A FORTNIGHT CAMPING ABROAD, by A. de M.Beanland, published by Percival Marshall at five shillings, and CAMPING by Harry Littlewood published by Arco at twelve shillings and sixpence. Mr.Beanland's book is a personal one, and offers much advice based on his own experiences, indeed the latter part of the book which deals with camping in different countries consist mainly of detailed itineraries of his own tours. This is the strength and weakness of the book, for whilst those who wish to slavishly follow in the footsteps of the author receive excellent guidance, a few more general notes would be appreciated by those who wish to plan their own route. The chapters on equipment are sound, as far as they go, but often the advice is too limited to be of any real help in selection - this is particularly so with the section on 'tents'. For those camping abroad for the first time it is probably worth five shillings, certainly it is worth borrowing from your local public library.

Harry Littlewood of the C.C.P.R. has added another title to the Arco Handybooks series. The book is packed with sensible and accurate information, and covers all types of camping. In the section on tents, specific models are mentioned and prices are given, and whilst this undoubtedly gives guidance to the newcomer such selections are perhaps rather unfair on the many excellent tents left out. The second part of the book is a reprint of the Continental site list printed in the catalogue of the Camping and Outdoor Life Exhibition. Although this information may be useful, much of it can be obtained fairly easily elsewhere and one wishes that the author had used the space to give us more practical advice which is not so readily available. To sum up - everything for the beginner, and a few titbits for the old hand as well.

TEST REPORT

VERITAS CHIEFTAIN STOVE



The Veritas 'Chieftain' stove is a single burner unit powered by Butane gas supplied in disposable containers. In appearance it is extremely attractive with a red enamelled metal base surmounted by a grey plastic protective top. This brings us to our first criticism, for the top is a snap on fit and the plastic surface proved almost too smooth for an easy grip and we felt a partially ribbed surface would have helped. With the top off the legs are adjusted, the wind shield fitted, the gas turned on, and a match applied. For our test we boiled a pint of water in a fairly heavy aluminium pan under still conditions - the time taken $5\frac{1}{2}$ minutes. This is rather slower than the average paraffin pressure stove, but as the latter has to be primed first there is probably nothing in it if you start from scratch. The 'Chieftain' was strongly constructed and had one particular advantage over many other makes on the market: the burner can be removed at any time and replaced by a lamp fitting, a blowlamp fitting, or a soldering iron. Whilst canoeists are unlikely to require the last two whilst touring, the lamp fitting would be a definite asset.

A list of stockists of refills is given and arranged under counties and towns, but why arrange all the London stockists in alphabetical order of retailer? Could any of our London readers give the names of their three nearest ironmongers? It would be far better arranged under postal districts.

We like this design, it was attractive and practical, all the parts fitted together smoothly, and the controls were positive. The price with one charge of gas is 56s. for the stove, whilst the lamp attachment is 45s. Refills are 3s.9d. each. Altogether - a good buy.

For those who are not sure about Butane stoves let me add that they are clean and easy to use, but fuel costs are higher than paraffin and not so readily obtainable. In this case the list of British stockists was extensive but no mention was made of Continental distributors.

One final point, why do so many Butane stoves have tall supply cylinders when a flat cylinder would give the whole unit a lower centre of gravity. Perhaps, there is a technical reason, we wonder.

MORE ABOUT LIFE JACKETS

In our May issue we printed a letter from Mr. Oliver Cock, National Coach, on the importance of wearing life jackets, and mentioning that the white water canoeists had evolved an extremely satisfactory design which was commercially available. In response to our request for further details we learn that the jacket in question is marketed by Messrs. Tyne Folding Boats, and by the Canoe Centre. In addition two readers have sent us details of their own jackets, as follows -

Peter Antwis, of Rochester, writes.....

It is possible to make such inflatable jackets oneself. "Lilo" air cushions are available in several sizes and designs. A webbing of strong tape (available from all boat firms) can be stitched into position as long as one is careful to keep the stitching away from the actual air containers. Cost should be between 10s.0d. and £1 depending upon size of air cushion used.

G.H.Blackford, of Worcester, writes.....

A life jacket is an important piece of canoeing equipment and must be kept in good condition.

When required it will be found inefficient only ONCE.

The following method will make a satisfactory Life Jacket, but care must of course be taken to construct it with only new and best quality materials.

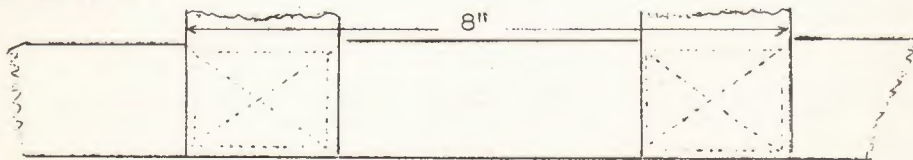
MATERIALS REQUIRED.

I 18" x 13" Air Pillow,
I 14" x 9 $\frac{1}{2}$ " Air Pillow,
5yds. of 1 $\frac{1}{4}$ " Webbing,
Waterproof glue or Rubber Solution,
Nylon or Terylene thread.

METHOD

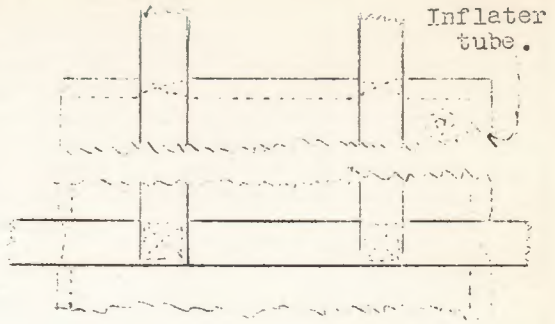
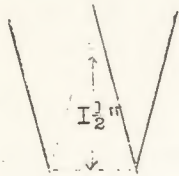
Take a 5' length of webbing for the Shoulder Strap (S.S.), the remaining 10' will be used for the Waist Band (W.B.).

The ends of the S.S. are sewn onto the W.B. 4" either side of the centre -



This is then stuck onto the large pillow on the opposite side to the inflator tube, which must be at the top, and then stitch at the flanges taking care not to go too near, thus puncturing, the air containers -

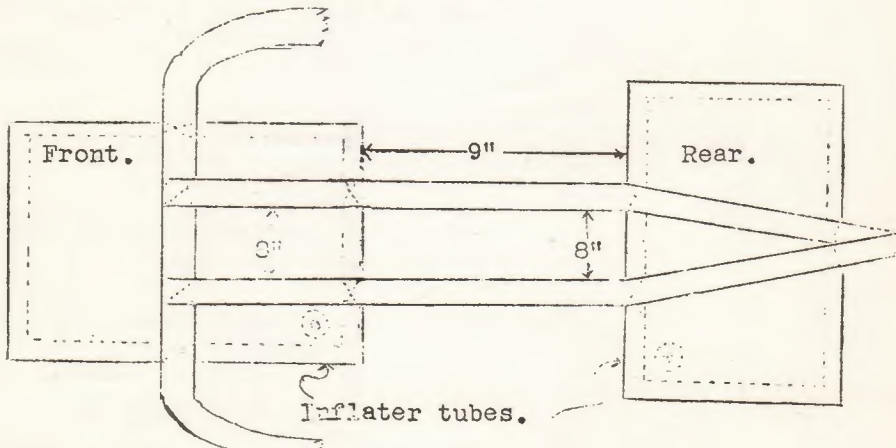
The S.S. is then V'ed leaving a $1\frac{1}{2}$ " loop to take the W.B., this is then stuck to the smaller pillow and stitched as for the front pillow.



The front pillow is in the upright position and the rear one sideways.

When worn the webbing must be on the outside thus putting no strain on the air pillows.

The JACKET is inflated, put over the head, the W.B. passed under the arms through the loop at the back continuing around to the front again and tying underneath the front pillow.



In conclusion -

It may well be that there are other manufacturers of life jackets which are equally satisfactory, and it would seem that now is the time for the B.C.U. to examine the jackets available and publicise the most satisfactory design or designs. We are aware that it is not the policy of the Union to issue seals of approval, but here, surely, is a case for issuing a recommendation. After all, this is a matter of life and death.

This design meets with Mr. Cock's approval, although he would prefer the inflators on the outside.

LETTERS

Dear Sir,

With reference to the "Test Report" on our "R.AK 62, Rigid White Water and Slalom Canoe" in your June issue we notice two points of criticism. The first one is that there is an outer keel, or to be more precise a rubbing strip. The kits are now supplied without this rubbing strip and therefore this point is remedied. With regard to the cockpit size we like to mention that it is identical with the JS Mk.VI and the AK.62 folding Slalom canoe, and we have not heard of a "somewhat larger canoeist" not fitting into the cockpit. We suggest that the canoeist would have got into the canoe without difficulties, had he adjusted the footrest as required.

NEWS FLASHES

DESIGN CENTRE AWARD

Last year we recommended to readers the Vacco De Luxe vacuum flask, and it is with pleasure that we report that this flask won a place as one of the best designs of the year in the competition sponsored by the Design Centre. Forecasting is a risky thing, but we think that the Veritas 'Chieftain' stove (page 130) may well figure in next year's list of winners.

WORLD CHAMPIONSHIPS AT ESSEN

We have had a note from Hein Thelen, Editor of the I.C.F. Bulletin, asking us to make clear that the cancellation of these championships by the I.C.F. was because the I.C.F. "cannot allow that one member federation is prevented from attending on equal terms an event organised by the I.C.F."

BOUQUET FOR FREDERIC MOSS

"Very good article page 106 June issue". D.E.Hunt, Blue Waters C.C. This was 'Rudders and Skeletons'.

1962 BRITISH ROWING ALMANACK

The 1962 edition of the British Rowing Almanack has been produced. Again it contains a wealth of information on results, tide tables, book reviews, films etc. At a nominal cost of 7s.6d. this can be classed as an 'informative' buy.

M.T.

WHITE WATER. Obtain your copy from R.V. & X.Crockett, 12 Bluecoat Walk, Harmans Water, Bracknell, Berks. Quarterly. 7s.6d. p.a. post free, back Nos. and single copies 2s. each. Also available WW Supplement No.1. WIGGLE/WRIGGLE TESTS 6d. each, reductions for quantities. WW Supplement No.2 SPUHLERISED RULES - a 12-page booklet 1s.3d. each, reductions for quantities.

RESULTS

MANCHESTER CANOE CLUB

Hon. Sec. : C.M. Rothwell
21 Windsor Road
Manchester 10
(Failsworth 13%)

Serpent's Tail Slalom	River Dee.	6th May 1962		1st run		2nd run		Ret. #	
		Pen.	Time	Total	Pen.	Time	Total		
1. Iain Carmichael	Twickenham	40	238	278	70	230	300	278	75.3
2. Keith White	Manchester	40	254	294	80	256	336	294	79.7
3. David Mitchell	Chester	50	291	301	40	299	299	299	81.0
4. Julian Shaw	Manchester	110	261	371	50	265	315	315	85.4
5. Dick Harlowe	Chalfont Pk.	70	265	353	70	249	319	319	86.5
6. Jim Doxey	Midland	100	313	413	40	290	330	330	89.4
7. Chris Sutton	Cambridge Univ.	70	267	337	90	270	360	337	91.3
8. John Critchley	Manchester	80	277	357	60	278	358	358	91.6
9. Glyn Davies	Chester	100	261	361	90	248	338	338	91.6
10. Nigel Morley	Manchester	60	284	344	160	280	440	344	93.2

SECOND DIVISION

1. Alan Wilkinson	Harrow	140	276	416	60	280	340	340	74.1
2. David Green	Ilford	190	293	483	80	268	348	348	75.9
3. J.R. Powell	Worcester	210	280	490	80	298	378	378	82.4
4. Brian Gittings	Harrow	90	301	391				Retired	391
5. Derek Wilson	Twickenham	80	325	405	200	295	495	405	88.2
6. Patrick Doncaster	Worcester	110	308	418	150	262	412	412	89.7
7. Colin Menton	Leamington	90	331	421	110	306	416	416	90.7
8. Roger Wood	Midland	240	263	503	110	306	416	416	90.7
9. Jim Harrison	Midland	120	309	429	130	288	418	418	91.1
10. Jerry Chester	Midland	130	294	424	240	384	624	424	92.4

LADIES

1. Heather Goodson	Lekland	110	250	360	120	269	389	360	69.9
2. Valeria Gadby	Chalfont Pk.	110	353	463	350	267	617	463	89.9
3. Margaret Bellord	Chalfont Pk.	190	315	505				Gasped	505

TWICKENHAM CANOE CLUB

RESULTS OF SLALOM AT SANDSPRONG 13th MAY 1962

3rd DIVISION

Position	Name	Club	1st Run	2nd Run	Best
1.	Truade Inthaler.		163	149	149
2.	John Fisher	Windsor	153	-	153
3.	Bill Barden	Windsor	271	164	164
4.	Mike Cokobread	Windsor	165	171	165
5.	S. Hodgson	Colne	173	207	173
6.	Chas. Crosser	Chalfont	358	187	187
7.	Ian Strong	Chalfont	Cap.	195	195
8.	Roger Hardy	Leamington	206	199	199
9.	Bill Pipe	Opswoy	-	200	200
10.	Chris. Strickland	Windsor	213	-	213

4th DIVISION

1.	David Liddiard	Colne	108	105	105
2.	Alan Jacke	Windsor	174	106	106
3.	Bob Moore	Twickenham	207	130	130
4.	Lenford	Midland	179	137	137
5.)	Ed. Valentine	Colne	162	143	143
5.)	Geof. Golds	H.K.S. Collingwood	226	143	143
7.	Stewart	Chalfont	144	-	144
8.	Bill Waghorn	Windsor	211	150	150
9.	Brian Johnson	Twickenham	157	-	157
10.	Tony Cox	Chalfont	160	-	160

LADIES

1.	Miss N. Billord		227	170	170
2.	Miss Gadby		253	219	219
3.	Miss J. Road		284	276	276

CLASS 5 Senior K.2. B.19. P.3.

1.	J. Dalton	Canoe Touring Club	2.19.55
	B. Smith		
2.	A. Macklehoose	Oxford University C.C.	2.23.10
	R. George		
3.	T. Sowman	Royal Leamington Spa C.C.	2.24.28
	W. Dodd		

CLASS 6A Senior K.2. B.19. P.3.

1.	D. Arnold	Royal Marines C.C.	2.29.52
	A. Aked		
2.	B. Watkins	Royal Canoe Club	2.34.44
	C. Evans		
3.	R. Lancefield	Worcester C.C.	2.35.50
	R. Gray		

CLASS 6B Junior B.12. P.3.

1.	M. Thompson	Worcester C.C.	1.35.42
	R. Nicholls		
2.	J. Fisher	" "	1.36.31
	D. Thompson		
3.	R. Wade	North Sea Camp C.C.	1.38.50
	P. Treacey		

CLASS 6C Ladies B.12. P.3.

1.	A. Brooker	Amersham Canoe Trekkers	2.26.0
	J. Miles		

CLASS 7A Senior B.19. P.3.

1.	R. Still	Royal Canoe Club	2.24.30
	V. Binstead		
2.	J. Bourdon	Viking Kayak Club	2.38.00
	A. Ford		
3.	J. Woolley	Royal Leamington Spa C.C.	2.45.50
	E. Owen		

WORCESTER CANOE CLUB

LONG DISTANCE CANOE RACE - 20th MAY, 1962

CLASS 1 Senior K.1a. B.19. P.3.

1.	E. Ties	Independent	2.30.38
2.	J. Marshall	Viking Kayak Club	2.35.42
3.	A. Perks	Royal Canoe Club	2.43.02

CLASS 2 N.C.K.1. B.19. P.3.

1.	A. Edwards	Worcester C.C.	2.30.40
2.	D. Green	Viking Kayak Club	2.36.55
3.	D. Maycock	" "	2.44.20

CLASS 3A Senior B.19. P.3.

1.	P. Zink	Worcester C.C.	2.34.22
2.	T. Evans	Oxford University	2.40.30
3.	R. Houghton	" " K.C.	2.54.17

CLASS 3B Junior B.12. P.3.

1.	G. Palmer	Worcester C.C.	1.37.45
2.	J. Harling	" "	1.40.27
3.	Bolan	Royal Leamington Spa C.C.	1.55.12

CLASS 4A Senior B.19. P.3.

1.	R. Powell	Worcester C.C.	2.37.13
2.	S. W. Smith	" "	2.38.02
3.	V. Handcombe	Royal Canoe Club	2.49.07

CLASS 4B Junior B.12. P.3.

1.	A. Chapman	Royal Canoe Club	1.34.44
2.	M. Manning	Worcester C.C.	1.34.47
3.	C. Lacey	Royal Leamington Spa C.C.	1.39.44

CHESTER LONG DISTANCE RACE - 27th MAY, 1962

CLASS 1 K.1.

1. A.E.Edwards	Worcester
2. P.Lofthouse	Hartlepool
3. Lt.B.E.Brown	"

CLASS 2 N.C.K.1's

1. P.Zink	Worcester
2. N.Brough	Wolverhampton
3. M.Hope	Canoe Touring Club

CLASS 3B

1. G.Falmer	Worcester
2. N.Harling	"
3. L.Taylor	Wolverhampton

CLASS 3YA

1. S.Smith	Worcester
2. G.Davis	Chester
3. N.Polley	"

CLASS 3VB

1. M.Manning	Worcester
2. A.Muggrove	Hartlepool
3. P.Davidson	"

CLASS 3VC Ladies

1. A.Braithwaite	Lakeland
2. C.Whitehead	Manchester
3. A.McHugh	Chester

CLASS 3VK.2's Doubles

1. Machin Morgan	Wolverhampton
2. Dalton Smith	Canoe Touring Club
3. Downing Banton	Wolverhampton

CLASS VI Doubles

1. Aked Arnold	Royal Marines
2. Barffot Rust	Viking
3. Tapscot Harding	Junior Leaders

CLASS 3VB Doubles

1. Wade Treachey	North Shields
2. Thompson Nicholas	Worcester
3. Thompson Fisher	Worcester

CLASS VII Doubles

1. Campbell Hodgson	North Sea
2. Bourbon Ford	Vikings
3. Lt.Parker Lt.Lister	North Signals

BRITISH CANOE UNION MIDLANDS YOUTH CHAMPIONSHIPS

CLASS 'A' BOYS 16-18 YEARS

1st G.Lacey	Royal Leamington Spa C.C.
2nd P.Sovman	" " " "
3rd K.Howell	Coventry C.C.
4th D.Oliver	King Edwards School C.C. (Camp Hill)

CLASS 'C' GIRLS 16-18 YEARS

1st Miss J.Roberts	3.2	Wolverhampton C.C.
2nd Miss J.Rainger	3.5	" "
3rd Miss D.Round	3.15	" "

CLASS 'B' BOYS 14-16 YEARS

1st I.Grant	2.52	Lincoln C.C.
2nd N.Haynes	2.53	Birmingham K.R.C.
3rd R.McLachrie	2.55	Wolverhampton C.C.
4th N.B.Bryan	2.2	King Edwards School C.C. (Camp Hill)

4 x 500 METRES RELAY

1st Birmingham Kayak Racing Club	12.38
2nd Wolverhampton C.C.	13.52
3rd King Edwards G.S. Camp Hill C.C. 'A'	13.59
4th Cleethorpes C.C.	
5th King Edwards G.S. Camp Hill C.C. 'B'	

POOLE HARBOUR CIRCUIT RACE

CLASS 1 - SENIOR K1's

A. PERKES	Royal C.C.	42	1:20:26	1
B. FERRY	Exeter C.C.	45	1:24:05	2
D. MCGUINNESS	Canoe Touring C.	47	1:31:05	3

CLASS 2 - SENIOR HK 1's

P. WHITE	Canoe Touring C.	58	1:10:05	1
C.P.H. RUSSWELL	Bryanston School C.C.	54	1:44:14	2
M. SUTTON-PHATT	Independent	55	1:46:33	3

CLASS 3A - SENIOR Hard Skinned Singles

P. ZINK	Worcester C.C.	61	1:16:07	1
R. HOUGHTON	O.U.C.K.C.	66	1:28:17	2
S. PHILLIPS	Royal C.C.	60	1:33:10	3

CLASS 3B - JUNIOR Hard Skinned Singles

Class NOT previously raced.				
J. BLOTHAM	Hatfield Youth Centre	1	1:39:55	1
R. HUSTON	R. Leamington Spa C.C.	2	1:44:55	2
B. CHAMBERLAIN	Blue Waters C.C.	3	1:57:28	3

CLASS 4A - SENIOR Folding and Soft Skinned Singles

R. STILL	Royal C.C.	70	1:16:04	1
R. O'KEEFE	Richmond C.C.	75	1:19:20	2
S. SMITH	Worcester C.C.	79	1:21:00	3

CLASS 4B - JUNIOR Folding and Soft Skinned Singles

Record:- 1961 - M. Manning, Worcester C.C. - 0:59:20				
A. CHAPMAN	Royal C.C.	8	1:14:45	1
M. MANNING	Worcester C.C.	19	1:18:20	2
A. KIRKBY	Royal C.C.	9	1:22:14	3

CLASS 4C - LADIES Folding and Soft Skinned Singles

Record:- 1961 - M. Tucker, Richmond C.C. - 1:00:11				
M. TUCKER	Richmond C.C.	36	1:26:30	1
R. LLOYDLANGSTON	Birmingham Kayaks R.C.	37	1:29:55	2

CLASS 5 - SENIOR - All double Kayaks

J. DALTON	Canoe Touring C.	95	1:03:10	1
B. SMITH				
P. LEE	Exeter C.C.	89	1:14:53	2
M. PRATT				

CLASS 6A - SENIOR Folding and Soft-skinned Doubles

D.G. ARNOLD	Royal Marines C.C.	114	1:05:50	1
B.D. WHITE				
S.P. ALLEN	Royal Marines C.C.	111	1:16:10	2
P. WOOD				

CLASS 6B - JUNIORS Folding and Soft Skinned doubles

Record:- 1961 - R. Goodman and A. Watts, R. Leamington Spa C.C. - 0:59:25				
P. WADE	North Sea Camp C.C.	34	1:13:05	1
P. TRACKEY				
J. FISHER	Worcester C.C.	31	1:15:30	2
D. TRIMPSON				

CLASS 7A - SENIOR Hard Skinned Doubles

E.J. OWEN	R. Leamington Spa C.C.	119	1:27:18	1
J. WOOLLEY				
A. HODGSON	North Sea Camp C.C.	118	1:34:01	2
A. FLYNN				

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SUNDAY JULY 1st 1962

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