

# Canoeing

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Vol.2 Number. 9 August 1962



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PADDLE

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# Canoeing

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## EDITORIALLY SPEAKING

Reading in the newspaper the other day that three more museums were to be established for collections showing the history and development of the motor car, it occurred to us that a collection showing the history and development of the canoe would be a fascinating thing.

Basically the collection could be built around canoeing in the past hundred years, commencing with the Rob Roy. In boathouses and attics throughout the country there must be many neglected and possibly unseaworthy canoes which would take on a new lease of life if rebuilt and exhibited. And, because of the age and condition, they could probably be acquired for a very small sum, and no doubt in many cases would be donated.

We wonder if any of the early clinker built racing canoes still exist? Or, what about the folding canoes built for the 1936 Olympic Games but never used? Or, the pre-war Siklo - the only folding canoe with a transom stern. Or, what about - but the list is endless.

Beyond this basic collection, examples could be gathered, as they became available, of canoes from different parts of the world. The whole thing if suitably documented would be of absorbing interest.

Of course, there are snags. The two principal ones being accommodation, and a sponsor, but in a little over two years time we celebrate the hundredth anniversary of sporting canoeing and what could be more fitting than that this should coincide with the opening of a historical collection of canoes.

# TEST REPORT

## THE KLEPPER SLALOM 62

BY CHRIS SUTTON

This year Slalom seems to have burst into Technicolor, and the blue and silvers and red and blacks are now intermingled with the rest of the visible spectrum. The boat chiefly responsible for this visual disturbance is the new Fibreglass Klepper Slalom '62, an improved version of the '61 produced by George Reardon at the Canoe Centre.

I was given the opportunity of testing a near-lethal version of this boat in the fury of a flooded Hambledon Ware. I was wedged in so tightly that escape would have been quite impossible in the event of failing to roll, so I delayed the meaty part of testing until the Llangollen Div.I event.

My overall impression was that of "feather-light control" as the auto-salesman would put it. The boat handles very beautifully and responds to the slightest movement and has the great advantage over the folders in the speed factor, a matter of prime importance on the ever-lengthening courses.

In the rough water it seemed to behave itself and seemed to slip through the water as though freed of the resistance that holds back the canvas covered craft. The nearest comparison I can make is with a similar effect of ski-ing in soft snow. The skis seem to stick, almost unnoticeably but sufficiently to cause annoyance. The effect of waxing and the subsequent frictionless feeling is similar to the effect of using a fibreglass boat.

I myself, am a confirmed Spuhler fan and firmly believe this to be the finest design for a folding Slalom canoe. It is only too apparent however that the ideal F1 design isn't going to take king place if a rigid version is made and it seems a great shame that we should have to change to rigids after all the experience of Mk's I - VI, especially as our country seemed to possess the best design. Change we must if we are to keep up with the Continentals for the inevitable flexibility of a soft-skinned boat is bound to lose us those valuable places in the Internationals of the next few years, especially when R1 designs reach their summit.

Although I was very pleased with the performance of the Slalom '62 I don't find it such a pleasing design as the J.S. Mk VI; the Spuhler is definitely beautiful. Beautiful to look at, pleasing to the senses and the overall shape is one of finesse and dignity. Unfortunately I am not here to discuss art-form, but I am sorry to see this most beautiful craft superceded by another, which, nevertheless has a technical superiority and has overcome all the intrinsic defects of the Mk VI. The faults lie not in the design but in three factors of great importance to the competitive slalomist - Strength, Rigidity, and Pure Curves. A further consideration for hounds like myself is the obvious advantage that very little maintenance is necessary.

Another advantage slalomwise is the incorporation of knee grips into the body of the boat. In the Slalom '62 this is effected by breaking away from the traditional oval cockpit shape and substituting two indents for the knees. This allows for a more direct control of the boat by putting the grips in line with the maximal force produced by the muscles concerned, instead of the old picture of agony with the bandy-legged canoeist complaining of pains diagnostic of the beginning of labour.

The cost of the boat is £38 resulting in a net figure of £1 sterling for one pound weight. The colours are pamphlet-wise pastel blue but any colour scheme can be produced to order, resulting in some pretty emetic blurrs often accompanied by Lion's Heads, fluorescent transfers of Skull and Crossbones and the inevitable chromium strips. Abstractionists to the rescue.

The Slalom '62 is therefore a first-rate boat for the competitor and its shortcomings artistically are counteracted by its finish and performance. The boat is fast, responsive, and rolls easily and quickly. The fibreglass finish is excellent and ensures a pure curve as intended from the plan thus avoiding the knuckling effect of the soft skinned boat, caused by the canvas bulging between the stringers due to water pressure. This pure curve together with a rounder cross-section accounts for the ease of rolling; it also means that the point-of-no-return has almost vanished and that recovery is possible from seemingly irrevocable positions of capsize. Kleppers have enhanced this effect by rounding-off the gunwhale, a compromise between the additional tumble-home chine of the Kayel Mk III and the sharp line of the Spuhler. This is an extremely important factor and





accounts for wide variations in style; the fibreglass boys can act like aquatic Centaurs and can be seen to be still smiling when only one nostril is above the surface. Although this probably represents an advance in boat-performance it inevitably leads to a rather too casual approach as compared with the finesse of the true Spuhlerites. (Cries of anger and jeering are heard off-stage at this point of the performance!)

All in all I think George Reardon has produced a really fine boat which does credit to his fine craftsmanship and finish. I had only two minor criticisms with the building of the boat and both could be rectified in half an hour. Firstly the seat is a complete moulded unit suspended from the sides of the cockpit coaming and had an annoying habit of swinging with the hips thus removing the close relation between hip movement and boat movement. This was especially noticeable at the end of a roll when the correcting effect produced by the hips is almost removed by the elasticity of the seat unit as a whole. A second fault is that a small ridge protrudes inwards from the deck just behind the coaming and produces the annoying effect of being unable to get rid of the last few drops of water. These are two very minor criticisms; the first can be prevented by placing a couple chocs between the hip board and the hull and the second by drilling a hole in the ridge. The fact that these were the only faults I could find reflect a great deal of credit and praise to all concerned in the production of the Sl '62.

# STILL MORE ABOUT LIFEJACKETS

BY THE EDITOR

From the early issues of "Canoeing" we have devoted a great deal of space to the subject of safety in canoes. We have tried to stress the importance of correct technique, good equipment, and the habit of wearing a lifejacket. As readers will know we have suggested that the British Canoe Union should make recommendations as to designs of lifejackets which are suitable for canoeists, and be prepared to give any jackets meeting these requirements a 'seal of approval'. What has long been needed, we felt, was an examination of the desirable attributes of a lifejacket for canoeists followed by controlled tests of available designs. A project of this kind has now been carried out by the Consumer's Association and the results have been published in the July issue of their magazine "WHICH?". The results of these tests which covered lifejackets for both sailing and canoeing are disturbing for it was found that out of the 26 lifejackets tested none was considered perfect, and 14 were 'not recommended'. Included in this latter group were lifejackets which are extensively used by many canoeists.

## "WHICH?" requirements of a lifejacket.

1. It will keep your face and nose clear of the water.
2. It will turn you over into the safest position, i.e. on your back and leaning back at an angle of roughly  $45^{\circ}$ , your feet down in the water, your face well out of it.
3. It must be easy and simple to put on correctly.
4. It must be comfortable and not interfere with strenuous activity.
5. It must be strong and not lose its buoyancy.
6. Inflatable jackets must be easy to blow up, on land and in water.
7. Inflatable jackets should be fitted with a non-return valve.
8. It should be of a conspicuous colour.
9. It should be strong and easy to grasp for hauling an exhausted person out of the water.
10. Clear and simple instructions should be marked on the jacket.

The above is a brief synopsis of the points which were considered by the Consumer's Association in carrying out their tests. These tests were carried out in the laboratory, in the swimming bath, and in the sea, and in addition the jackets were used for sailing and canoeing over a period of 6 weeks to gather information as to their comfort and convenience.

It will be seen, therefore, that this report is the most exhaustive guide to lifejackets available in this country at the present time. We cannot stress too strongly how important it is that everyone who is an active canoeist should be aware of its contents, and should study its assessments of individual jackets. "Which?" is a monthly magazine available by postal subscription of £1 per annum from the Consumer's Association, Ltd., 14 Buckingham Street, London, W.C.2.

# FITTING A KEELSTRIP TO YOUR CANOE

DESCRIBED BY NORMAN TILLEY

The time to fit a keelstrip to your canoe is when it is new, or better still order your new boat with a keelstrip fitted by the manufacturer. If, however, it is too late for this you must do the job yourself, and provided you take care you should be able to make a satisfactory job of it. But remember, a keelstrip has to resist a tremendous amount of drag as it passes through the water so do see that the edges are well stuck down.

Buy your keelstrip and rubber solution from the manufacturers of your canoe, or his agent, find a reliable friend to assist you, and you are ready to start.

First clean the hull. Do this thoroughly by washing down with soap and water, being careful to rinse with plenty of clean water. On a warm day a rather quicker job can be done by sponging with petrol, using only a small quantity at a time in order that it evaporates quickly. Finish off by lightly sandpapering the area to be covered to provide a keyed surface. Then ease back the noscap for a few inches and tuck one end of the rolled up keelstrip underneath. The distance you unpeel the noscap is dependant on the design of the canoe, but the idea is to give protection from well forward and to firmly anchor the end of the keelstrip. Next unroll the keelstrip along the bottom of the canoe and mark its proposed position by running a soft black pencil along the sides of the strip. At the same time make a number of marks athwartships at distances of about a foot crossing from the keelstrip onto the hull.

Now, take the keelstrip off and round the corners at the bow end. It is then ready for sticking. At this stage it is as well to re-read the manufacturer's directions as to applying the rubber solution, and particularly those parts which deal with the time the adhesive should be left before the two surfaces are brought together. Having done this apply the solution to the keelstrip for a distance of about six inches, and to the hull for a similar distance. When the waiting period has elapsed bring the two surfaces together laying the keelstrip along the guidelines on the hull to make sure it is correctly centred. A slight error at this stage will be greatly magnified by the time it reaches the stern some fifteen feet away; a little extra trouble taken here is well worth while.

Having made sure it is correctly positioned, roll the keelstrip up again with the outside to the inside of the roll and continue until the newly affixed portion is reached. Then unroll for about a foot, that is as far as one of the pencil marks and apply rubber solution to the newly exposed part, and to the hull up to the corresponding pencil mark. Again wait for the appropriate interval and bring the two surfaces together. When applying the rubber solution try to spread it as evenly as possible making sure that there is an adequate amount along the edges. A great deal of mess can be avoided by slipping a piece of paper under the keelstrip whilst the solution is being applied, this saves any excess adhesive spreading over the skin. As each portion of the keelstrip is stuck down adhesion is



# NO COMMENT

FROM GEOFF SANDERS

Received any good letters recently? Writing last year to try and gain permission to take a small group canoeing down a rough-water river, I received back an unsigned, duplicated letter which listed the reasons why permission would not be granted:-

- " 1. The behaviour of some canoeists in the past has resulted in unpleasant incidents which have completely disturbed the tranquility which is all desirable for those, who, like myself wish to enjoy the peace of the riverside.
2. Canoeing disturbs the fishing for which the salmon fisherman pays so much and can easily be the cause of a blank day of sport.
3. Boating is becoming so popular that when canoeists are observed on the river it is taken for granted by the public that our rivers are 'open roads' to all and sundry, all to the detriment of the fishermen.
4. The river, fishing and land bordering the river is private property, this is not generally understood.
5. There are so many outlets for youth to enjoy today without trespassing on the fishermen and destroying what is in many cases, his sole hobby and recreation".

Food for thought here? (Serious and otherwise!) There is a rather interesting sequel. Not being sure of the exact location of the reach in question I wrote, enclosing a stamped addressed envelope, requesting information. I received no reply and in fact remain ignorant to this day as to whether we unwittingly canoed the forbidden waters!

Earlier this year I was in correspondence with the chairman of a parish council in order to obtain the use of one of the fields belonging to the council for an inter-school slalom that we were organising at a site on the Warwickshire Avon. Although permission was graciously given our initial application was rather understandingly not greeted with enthusiasm. I quote from the Chairman's letter:

"I should warn you that the Council is not very favourably disposed towards canoeing clubs at the moment, because of the misdeeds of one club which used our field without permission last year over a period at week-ends. A boundary hedge was badly broken and the adjoining orchard used as a latrine. The field was strewn with tin cans and bottles. In consequence the Council was in trouble with the owner of the orchard and involved in expense for clearing and repairing the hedge. We have been unable to trace this club and I am writing this to you so that you may be able to warn the Canoe Union against this sort of thing. We bought the field with the express purpose of preserving the beauty of this part of the village and we like people to enjoy the amenities but they must not spoil it for others and you will appreciate that we cannot afford, as a smallish village, the continual expense of clearing up after such people".

Surely, any comment here would be superfluous.

# A STUDY IN EXPRESSION

'Oh wad some Power the giftie gie us  
To see oursel's as ithers see us!

So wrote Robert Burns, and thanks to the camera we now have that power of seeing ourselves as others see us - at least in appearance. To prove the point cameraman ID.J.Lewis went along to the Chelmer Race and recorded these impressions. We wonder if they show the paddlers as they imagined themselves.



Just wait till I catch you!



Nonchalance



How much further?



Hold it!



You've splashed me!

# FILM LOOPS

In response to a number of enquiries the Editor of the I.C.F. Bulletin, Hein Thelen, has started a small library of slow motion film on kayak and canadian racing. So far, the sets consist of seven loops on kayak racing, including Frederiksson (Sweden), Berglund (Sweden), Hatlazki (Hungary), Kislova (U.S.S.R.) among others. There are ten shots of canadian paddling in both C.1 and C.2; eight of these are from a new Hungarian instructional film on Canadian paddling, the two others show Vokner from Czechoslovakia, and the Russian pair, Charin - Botov.

These loops have become available by the courtesy of the federations of Hungary, Czechoslovakia, and Britain, and it is hoped to build up the collection if other federations will lend their negatives.

The loops are available in both 16 mm and 8 mm, and the cost is five shillings each loop plus postage. They can be obtained from Hein Thelen, Editor, I.C.F. Bulletin, 13 Campden House, Harben Road, London. N.W.6.

Hein Thelen also has the negative of a 15 minute instructional film which shows in slow motion a series of races in the 1959 European Championships. The negative was made available by The Canoe Association of Northrhine-Westphalia of the D.K.V. Enquiries for copies should be made to the above address.

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## NORTHERN OUTDOOR LIFE EXHIBITION

MAURICE ROTHWELL

At the Northern Outdoor Life Exhibition held in Manchester from June 2nd to 9th Manchester Canoe Club had a stand at which they showed a continuous loop film of their activities together with photographs and canoes borrowed from the Canoe Centre and Tyne Folding Boats. There was also a reference system to the catalogues of nearly all the dealers and manufacturers known to be in the market.

At the adjacent Canoe Camping Club stand there was another Tyne, together with a Kayel Kayak and one of the new Hunter "KW" glassfibres by Streamlyte mouldings which had a very attractive appearance.

On trade stands the only two canoes were both glassfibre - the Britannia by Fibrocell of Oldham and one by North Manchester Plastics whilst P.B.K.s were in evidence at the Duke of Edinburgh's Award stand and in the Display Arena.

The remainder of the exhibition was mostly devoted to camping equipment and to caravans whilst there was an angling competition in the pool.

# CHOOSING THE RIGHT PADDLE

BY PETER CRAIG

It is a curious thing that although many canoeists go to a great deal of trouble in choosing their canoe, they seize the first piece of wood that is offered to them when they come to choosing their paddle, and yet the paddle is the canoeist's driving force or rather the lever which transmits the power of his body and converts it into a driving force. No matter how fast your canoe, how strong your arm, unless your paddle is suited to your body and to your canoe it is impossible to paddle efficiently.

The DOUBLE-BLADED PADDLE used in most touring canoes will be found to be about eight feet in length, this has been found to be most suitable for canoes with a beam of about thirty inches or over. For canoes of narrower beam, such as racing kayaks, white water canoes, and most singles, it will be found that an eight foot paddle is far too long. The correct length of paddle for a boat of this type is dependent upon the height of the paddler, the beam of the boat, and the height of the seat of the canoe. A convenient guide to selecting the length of paddle is to choose a paddle over which the canoeist can just curl his fingers when his arm is fully extended over his head. This, however, is only a starting point for the only true test must be made in the water when the length of the paddle should be such that when paddling ahead the blade of the paddle is just underwater when the paddle is amidships and close to the hull. If it is at all possible it is as well to carry out a trial of several different lengths of paddle before you go to purchase one for yourself.

The blades of touring paddles will usually be found to be of either two types; carved from the solid, or built up from laminated veneers; both types being gently curved. Undoubtedly the tougher of the two is the laminated blade and it will stand up to a terrific amount of hard wear, both afloat and ashore, and most experienced canoeists will agree that more paddles are damaged ashore than afloat. Because of this these paddles are achieving an increasing popularity, but the older type of carved blade still has its adherents who claim there is a "life" in the traditional pattern which is absent in the resin-bonded pattern.

You may also have a choice of hollow, or solid, shaft. The hollow shaft is a development of the racing paddle which has spread to the cruising paddle. Its main advantage is its saving of weight, and although this is only a few ounces it is as well to remember you will be lifting this weight for several hours a day. It is sometimes argued that there is a loss of strength in hollowing the paddle shaft, but it will be found that provided the grain is straight a canoe paddle seldom breaks across the shaft; it is much more likely to break at the neck, or at the ferrule.

A paddle should also have a certain amount of spring in it, and this can be tested by placing the tip of the blade on the ground with the hollow face downwards, and then pressing on the shaft. The amount of spring that is desirable can only be judged by experience, but you will be able to tell at once whether or not the paddle has any spring at all.

With slalom canoeists, and those spending much time on rapid waters, paddles with straight blades are popular since they can be

used for backward or forward paddling strokes with equal efficiency. Many of these canoeists make their own paddles and a variety of materials are used. The shafts are often of dural tube, and the blades of resin bonded ply with a strengthening rib, although sometimes the blades are also made of metal. The essential quality is toughness for the forces acting on the canoe paddle in white water are enormous.

Most people purchase a paddle from the canoe manufacturer or from his agent and this is the most economical way of buying, for such paddles are mass produced to a proved design and represent good value. The fact that they are mass produced, however, means that the quality of the material which goes into them will vary from paddle to paddle and so it is advisable to examine several pairs before making your choice. The first thing to do is to hold the paddle horizontal by its centre ferrule and shake it up and down, if the joint is badly made you will feel the ends of the paddle moving out of unison with the shaft. Next separate the two blades and look down the hollow ferrule, the inside should be quite clear of any packing - sometimes you may see a wood shaving which has been inserted to ensure a tight fit, if you find one leave the paddle alone. Having found a rigid paddle with a well fitting joint, look at the grain, it should be narrow and run straight up and down the shaft and be free of knots and other irregularities. If the paddle has a carved blade the same criteria should apply. You will probably have to examine several paddles before you find one which will satisfy a rigorous examination, but it will be worthwhile for you will have a paddle of made-to-measure specification at an "off-the-peg" price.

The best SINGLE-BLADED PADDLE for use in a Canadian canoe is easily described, but is often difficult to find. In length it should reach to the level of the paddler's eyes for the sternman, and to the level of his mouth for the bowman. It should be of straight-grained spruce for lightness and stiffness such as is required for racing or cruising in still waters, and of ash for strength and springiness for cruising in rocky waters. The spruce paddle is light and pleasant to handle but rather fragile, whilst the ash paddle is heavy but almost indestructible. As in the double-bladed paddle the grain should be regular and close, examine particularly the grain at the neck for this is where a breakage is most likely to occur. An interesting development in America is a spruce paddle with the tip of the blade slightly heavier than the centre, this is intended to give more spring to the rather stiff spruce blade. Such a paddle is not available commercially over here, but about eighteen months ago I had one made to this pattern. It certainly gave increased spring, but unfortunately in a quest for lightness I had the neck made too slim and the paddle snapped here during its first season, so I am unable to say if such a practise would weaken the blade to any great extent.

Generally speaking, it will be found that most single-bladed paddles which are offered for sale are too short and too clumsy in design, and for the Canadian canoeist I would suggest going to a professional paddle maker for his paddle, for Canadian canoeing is an art which depends upon sensitive paddle control and this is impossible with a blunt instrument. When he has gained experience the canoeist using a double-blade paddle may also benefit from having his paddle made-to-measure, but until that time he should be able to buy a very satisfactory mass-produced paddle provided he chooses it with care.

# TEST REPORT

## MK 2 RAPIDE SPORTS SINGLE

BY MARIANNE TUCKER

The Rapide Sports Single is suitable for B.C.U. class 3 racing as well as touring, weighing approximately 26lbs, length 15ft., beam 23". It is extremely stable thus enabling a novice as well as an expert to handle it with complete confidence, and practically no fear of capsizing. In fact I would go as far as to say that it would take careless handling to tip this canoe over.

It is assembled of marine plywood and the type of construction used, known as semi-monocoque, enables full advantage to be taken of efficient hydrodynamic shapes without the necessity of complicated detail structures. An additional feature is the fibre glass sheathing on the inside of the seating area, for a length of 6ft. covering the full width of the boat, giving great resilience against impact with underwater objects and any other causes of damage.

This canoe compares favourably with other class 3 racing boats and it has had several convincing successes in recent events. A further test it has undergone is a Channel crossing which was completed in 5 hrs. 10 mins. by a member of the Hatfield Youth Centre. However, I did find it difficult to hold a hard sprint and I also found that the bow tended to rise but this trouble could probably be corrected by adjusting the seating position and foot rest according to the weight and size of the paddler. Considering that there is no form of steering, it kept a remarkably straight course but, here



again, I think that the addition of a steering arrangement would be an asset. I also recommend that the seat is slightly raised for a person in the lighter weight range otherwise there is a tendency to knock one's hands on the cockpit.

This is a neat, stable and strong craft which must have a very strong appeal to schools and youth organisations: its strong construction will stand up, I feel sure, to the rough treatment often sustained by canoes being used by many people. It can be constructed either freehand or on a jig and drawings are available for both methods. The latter method being particularly advantageous to schools and clubs intending to build a number of canoes or, of course, to the individual who desires the accuracy of a jig built canoe.

Altogether, I feel that this is an interesting canoe with great possibilities. The Designers have put a lot of fore-thought into its construction and its appeal to the 'do it yourself' man greatly enhances its potential. The cost of the boat complete ex works is £24.10. Od. Hull complete with deck etc. in kit form £17. 0. Od. Kit pre-cut - glass fibre kit £10.19. 6d. Kit not cut - glass fibre kit £10. 2. 6d. and plans 14s.6d.

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cont'd from page 140

helped if it is put under pressure, this can be done by rubbing with the handle of a screwdriver or other smooth object.

Proceed in this manner until you are within a few inches of the sterncap, and then cut the keelstrip to the exact length you require, again rounding the corners. At the stern the keelstrip should be carried OVER the sterncap, not UNDER as was done at the bow. Thus reducing the possibility of the water forcing the fabrics apart.

After the entire length of keelstrip is stuck down, all that is required is to return to the bow in order to stick the bowcap OVER the keelstrip. You have now an extra layer of material on the bottom of your canoe which will take the initial impact of any obstructions, and one which can be replaced in time still leaving the original hull intact.

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## LETTERS

Dear Sir,

I wondered if either your staff or readers could help me.

I am building the Tyne J.S. Mk VI Slalom canoe but I am having trouble with the making of the skin as it is to be tailored to fit.

I would be grateful if anyone who has made his own skin for a folding canoe, would give me some details or tips on making it.

Yours faithfully,

O/A Elwell-Smith,  
Benbow Division,  
H.M.S. Caledonia,  
Scotland.

# IMPROVE THAT SPRAYDECK

I feel that most beginners think they will be trapped if they capsize in a tight spray-cover, indeed some canoeists have been. One teacher, after capsizing my '59' said she would not use it again. This I think is due to panic under the water.

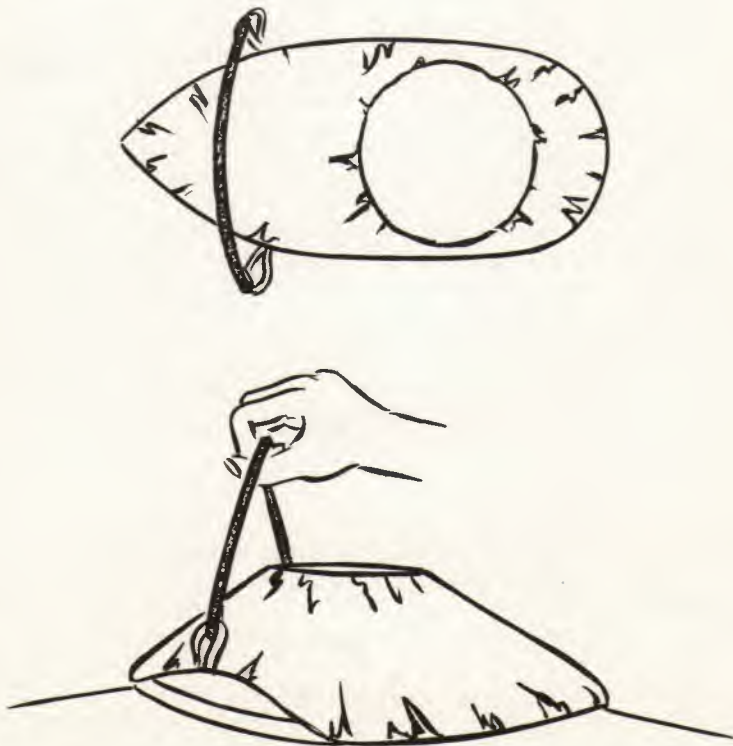
Most spray-covers home made have no provision for quick release. Even commercial makes with loops are sometimes put on in a hurry with loops inside.

The enclosed drawing shows an easy way out.

1. Fit loops each side of spray-cover.
2. Tie a cord across the cover, loop to loop.

Now, should you capsize there's no need to fumble for a small loop that may be inside any way. Just run your hand up the spray-cover until you make contact with the cord and pull.

Simple - but it's the simple ideas that work.





AFTERTHOUGHT

Only four of the twenty-six jackets tested consistently met the Consumer's Association basic requirements for safety, and these too had their limitations of safety. The price of these jackets ranged from £3.8.0d. to £5.11.6d. and the latter was considered the most satisfactory. It would seem, therefore, that at the present time we cannot buy safety on the cheap.

HARTLEPOOLS KAYAK CLUB

TEES BAY RACE, 1962

June 24th dawned bright and clear, the sort of day race organisers have nightmares about. True, you could see a very blue sky, it would have taken a brave cloud to stay in it. As I sat and listened to a radio forecast cheerfully saying that gusts up to 65 m.p.h. had been registered blowing in the North East area. He and the weather forecasters, were in great hopes of better things to come, and they were in fact rewarded with record gusts of 90 m.p.h. before the day ended. The Tees Bay Race course, with its 4-mile open sea stretch looked hopeless. The alternative course, which halts in the estuary was just as bad and to make matters worse, none of the guard boats could get out of their harbours to patrol the course. Providing they could have stayed upright having got out.

After a conference of competitors it was decided to run the race over a deep water stretch of the River Tees from Stockton to Tees and back again. A total distance of 15 miles. The first leg to Yarm being against both the tide and the wind. After the usual delays and muttered curses of the K.I. competitors, we were off, and the North Sea Camp lads jumped into a very quick lead, which they held from start to finish. The K.I. competitors had the happiest time of the lot trying to keep upright. Peter Lofthouse having the disconcerting experience of being blown out of his boat twice, and Chris Hare being blown across the river at Yarm to end up on the opposite shore to the one he started. All other things being equal, however, the course proved a good one. It also proved to the local Press that they could get headlines out of canoeists without somebody necessarily getting drowned to do this!

Class	Competitor & Place	Club	Points Marshall Paddle	Points Hasler Trophy	Time
1.	1 C.Hare	Hartlepoons	5	5	2h.46m.
K.I.	2 P.Lofthouse	"	3	3	2h.53m.
	3 B.Brown	"	1	1	3h. 1m.
<u>120% - 3h.19m.</u>					
6A	1 Campbell & Flynn	North Sea	-	5	2h.20m.
Senior		Camp			
Doubles	2 O'Riordan & Westman	Hartlepoons	3	3	2h.42m.
Soft-	3 Tapscott & Harding	J.I.U.C.C.	-	1	2h.47m.
Skinned.					
<u>120% - 2h.48m.</u>					
6B	1 Wade & Tracey	North Sea			
Junior		Camp	-	5	2h.31m.
Doubles	2 Norris & Barry	"	-	3	2h.36m.
Soft-	3 Hensen & Musgrobe	Hartlepoons	2	2	2h.49m.
Skinned.	4 Johnson & Lyth	"	1	1	2h.57m.

# NEWS FLASHES

## A GUIDE TO THE RIVER STOUR

A very useful guide to the River Stour from Sudbury to Manningtree a distance of  $25\frac{3}{4}$  miles has been produced by the River Stour Action Committee of the London & Home Counties Branch, I.W.A. Intended for canoes and similar small craft the guide consists of a single sheet of notes on the waterway, with a diagrammatic strip showing key points. The price is 6d. plus postage from the Hon. Secretary to the Committee, Ivan Crane, 127 Morant Road, Colchester, Essex.

## CHINE RACING CANADIAN

Ken Littleddyke has now completed his design for a double chine racing Canadian canoe built to International specifications. A prototype is now undergoing trials, and if successful may be offered to the B.C.U. with a view to establishing a racing class.

## BUILDING A GLASS FIBRE CANOE

Union Nautique Francais, 2 rue Lacuee, Paris, 12, have produced a book entitled 'Comment construire un canoe plastique'. The book is intended to help amateur constructors, and is available from the Union Nautique Francais at a cost of 7 NF. The text is, of course, in French.

## VERITAS CHIEFTAIN STOVE

In our test report of this stove in last month's issue we criticised the listing of London retailers in alphabetical order. We have now heard from the manufacturers that when the next edition of the list of suppliers is published, the retailers will be grouped under area as we suggested. The list will also include Continental agents.

## NATIONAL RALLY OF BOATS

The National Rally of Boats organised by the Inland Waterways Association will be held this year at Stourbridge, Worcestershire, from 13th to 18th August. Full details of the extremely full programme may be obtained from the Inland Waterways Association, 4 Emerald Street, London. W.C.1.

## 2nd NATIONAL C.8.

The second National C.8 has now been taken off the mould and the finishing stages have been reached. Barring accidents, the two completed canoes will be used in a C.8 event in this year's Serpentine Regatta.

## RIVER MAPS AND GUIDES

The B.C.U. has recently added some new river guides to its stock, and a revised list of maps is available from 147a, Station Road, London, E.4. Readers who come across any river guides in their travels which are not held by the B.C.U. Shop, and which they consider are of value to canoeists are asked to notify Mrs. Rodney Baker at the above address.

# RESULTS

## LAKELAND CANOE CLUB

### WINDERMERE LONG DISTANCE RACE - 3rd June 1962

Name	Club	Time
<b>CLASS 1</b>		
F. Lofthouse	Hartlepool Kayak C.	1.51. 9.
C. Nara	"	1.51.10.
<b>CLASS 4a</b>		
N. Morley	Lakeland Canoe Club.	1.53.45.
A.L. Thwaites	"	1.57.25.
<b>CLASS 4b</b>		
E. Hanson	Hartlepool Kayak C.	1.48.10.
A. Musgrove	"	2.01.25.
<b>Class 5</b>		
J. Penny	1st Millom Boy Scouts	1.44.20.
Ian Park	"	"
J. Mitchell	"	1.57.15.
P. Forsman	"	"

### B.C.U. London & S.E. Area Youth Championships, 2nd June 1962

#### RESULTS

Class	Name	Club	Time
A.	1st U. Brewer	Twickenham C.C.	3.06
	2nd B. Abber	Hereford School	3.07
	3rd C.J. Baker	London Nautical School	3.09
B.	1st P. Harper	Twickenham C.C.	3.38
	2nd G. Mills	London Nautical School	"
	3rd R. Fernandes	Twickenham C.C.	"
C.	1st Miss S. Stevens	Twickenham C.C.	"

### BIRMINGHAM CANOE CLUB REGATTA - 10th June 1962

#### JUNIOR MEN K.2.

1. W. Machin/S. Morgan	Wolverhampton	2.01. 2.
2. Chapman/Hencombe	Royal	2.01. 9.

#### OPEN LADIES K.1.

1. L. Vagg	Richmond	2.26. 2.
2. M. Tucker	"	2.27. 2.

#### SENIOR MEN K.1, Final

1. P. White	C.T.C.	2.10. 4.
2. Young	Royal	2.11. 5.

#### JUNIOR MEN K.1, Final

1. A. Sowman	B.K.R.C.	2.13. 2.
2. W. Machin	Wolverhampton	2.14. 8.

#### BOYS B 1D CLASS 4

1. B. Jones	Leamington	1.26. 3.
2. N. Thompson	Worcester	1.26. 7.

#### SENIOR MEN K.2.

1. Pratt/Young	Royal	1.55. 8.
2. P. Lawler/Gyofry	Richmond	1.58. 9.

#### JUNIOR MEN K.4.

1. Wolverhampton	Not timed	"
2. Royal Canoe Club	"	"

#### BOYS A 1D CLASS 4

1. R.S. Nuste	Leamington	1.19. 4.
2. D. Oliver	K. Edwards	1.23. 2.

#### NOVICES MEN K.1.

1. Lacey	Leamington	2.26. 3.
2. M. Busher	Maldenhead	2.27. 8.

#### SENIOR MEN RELAY 4 x K.1.

1. Royal C.C.	9. 1. 6.
2. B.K.R.C.	9.06. 4.

#### JUNIOR MEN RELAY 4 x K.4.

1. B.K.R.C.	9.31. 5.
2. Royal	9.55. 1.

#### OPEN MEN 1D CLASS 4

1. Smith	Worcester	1.18. 7.
2. Baxter	B.C.C.	1.27. 7.

#### JUNIOR MEN N.C.K.1.

1. G. Brough	Wolverhampton	2.34. 6.
2. S.V. Smith	Worcester	2.43. 8.

#### SENIOR MEN K.4.

1. Royal	1.48. 3.
2. Richmond	1.51. 5.

## SCOTTISH CANOE ASSOCIATION

### 1st and 2nd Division Slalom at Thistle Brig - 10/6/62

#### RESULTS

Division 1	Pen.	1st Run		Pen.	2nd Run		Better %		
		Time	Total		Time	Total			
1. Keith White	Men.	80	210	290	30	218	248	69.5	
2. David Mitchell	Chester	90	239	329	20	231	251	70.3	
3. Nigel Morley	Men.	30	239	269	20	232	252	70.6	
4. Martin Rohleder	"	40	222	262	80	206	286	73.4	
5. Geoff. Dinwale	Twick.	210	231	441	40	229	269	75.4	
6. Glyn Davis	Chester	110	296	406	130	239	369	103.4	
<b>Division 2</b>									
1. Pat Doncaster	Worch.	20	191	211	70	215	285	211	63.0
2. Ken Langford	Men.	Captsed			50	178	228	228	68.1
3. George Bolt	Chal.Pk.	40	236	276	70	245	315	276	82.4
4. Robin Whittier	Chester	80	228	308	Captsed		308	31.9	
5. Robert Baldwin	Head.K.	30	281	311	140	252	392	311	92.8
6. Rodney Adameson	Men.	130	255	385	80	235	315	315	94.0
<b>Ladies</b>									
1. Wendy Bayne	Lakeland	470	125	595	240	296	536	536	79.4
2. Cath. Whiteside	March.	730	168	878	440	207	647	647	75.2
3. Anne Brattbulte	Lakeland	650	167	857	540	170	710	710	105.2
4. Eileen Sharples	March.	Captsed			610	195	805	805	119.3

### STRATFORD-ON-AVON REGATTA JUNE 23RD 1962

#### K 1s: Open 500m

T. Sowman	Leamington CC	2m 31s
F. Maschin	Wolverhampton CC	"
A. Edwards	Worcester CC	"

#### K 1s Junior 500m

G. Downing	Wolverhampton CC	2m 27s
M. Benton	Wolverhampton CC	"
L. Bolas	Leamington CC	"

#### K 1s Ladies 500m

J. Roberts	Wolverhampton CC	3m 02s
J. Balmer	Wolverhampton CC	"
B. Round	Wolverhampton CC	"

#### K 2s Open 500m

W. Machin/D. Moran	Wolverhampton CC	2m 09s
T. Sowman/D. Sims	Leamington CC	"

#### K 2s Open 500m

E. Storey/J. Talbot	Birmingham KRC	2m 18s
A. Edwards/M. Manning	Worcester CC	"

#### NCK 1s Open 500m

J. Brough	Wolverhampton CC	2m 48s
S. Smith	Worcester CC	"
P. Zirc	Worcester CC	"

#### 1DR class & singles 500m

J. Richards	Worcester CC	2m 46s
S. Smith	Worcester CC	"
J. Kidd	Leamington CC	"

### RESULTS OF THE FINALS OF THE SOUTH-WESTERN CANOE CHAMPIONSHIPS

#### Saturday, 23rd June, 1962

CLASS	NAME	TIME
CLASS A	1. R. Davis	Ashton Park School 2min. 35sec.
	2. D. Winter	" " 2min. 37sec.
	3. B. Matthews	Bradford-on-Avon 2min. 39sec.
CLASS B	1. B. Nichell	Azbridge Youth Club DEAD 2min. 39.5sec.
	1. D. Smith	Ashton Park School HEAT 2min. 39.5sec.
	3. R. Bruton	Somerdale Youth Club 2min. 51sec.
CLASS C (Girls)	1. W. Peregine-Jones	Taunton Athletic Club 3min. 13.1sec.
	2. L. Musgrove	Azbridge Youth Club 3min. 26sec.
	3. M. Peters	" " 3min. 30sec.

**NORTH v. SOUTH\***

**LADIES K.1. 500 m.**

1. L. Vagg	(S)	4
2. M. Tucker	(S)	3

Time: 2m.20.0s.

**JUNIOR K.2. 1000 m.**

1. A. Sowman/A. Wilson	(W)	4
2. V. Machin/B. Morgan	(W)	3

Time: 3m.56.5s.

**SENIOR K.1. 1000 m.**

1. E. Cronk	(S)	4
2. R.O. Keefe	(S)	3

Time: 4m.13.5s.

**JUNIOR K.1. 1000 m.**

1. P. White	(S)	4
2. A. Wilson	(W)	3

Time: 4m.12.2s.

**LADIES K.4. 500 m.**

1. L. Vagg/D. Rabjohns/Yatta*/T. Currell	(S)	8
2. R. Lloydlangton/J. Rainger/J. Parker/A.N. Other	(W)	4

Time: 2m.15.2s.

**SENIOR K.2. 1000 m.**

1. A. Young/S. Pratt	(S)	4
2. P. Lawler/V. Gyoeffy	(S)	3

Time: 3m.46.2s.

**JUNIOR K.4. 1000 m.**

1. A. Sowman/A. Wilson/W. Manning/A. Edwards	(W)	8
2. V. Binstead/B. Smith/A. Chapman/V. Handcombe	(S)	4

Time: No time taken.

**N.C.K.1. 500**

1. W. Hope	(S)	4
2. D. South	(S)	3

Time: 2m.32.6s.

**SENIOR K.4. 1000 m.**

1. W. Still/P. Lawler/R.O. Keefe/J. Dalton	(S)	8
2. R. Downing/V. Machin/B. Morgan/M. Banton	(W)	4

Time: No time taken

**LADIES K.2. 500 m.**

1. M. Tucker/D. Rabjohns	(S)	4
2. R. Lloydlangton/J. Rainger	(W)	2

Time: 2m.19.2s.

**JUN./SEN. E.1. 5 & 500 m. Relay**

1. R. Lawler/P. White/R. Still/E. Cronk(S)	(S)	8
2. A. Wilson/R.L.T. James/V. Machin/A. Sowman	(W)	4

Time: 8m.34.2s.

45 68

RESULT: A win for the South of England over the North by 68 points to 45.

**CHELMEK CANOE RACE 1962**

No.	Name	Club	Start	Finish	Place
<b>CLASS 1 K.1's</b>					
104	Loverly, R.	Royal C.C.C.	12.05	1.57.24.	1
101	Iles, E.	Oxford U.C.C.	12.05	1.58.43.	2
<b>CLASS 2</b>					
206	Hope, M.	Canoe T.C.C.	12.00	2.04.32.	1
204	Handcombe, V.	Royal C.C.C.	12.00	2.07.15.	2
<b>CLASS 3a</b>					
303	Campbell, J.	North Sea Camp	12.40	2.04.19.	1
305	Hollister, S.	Hatfield Youth Centre	12.40	2.12.18.	2
<b>CLASS 4a</b>					
405	Pereira, K.	Twickenham C.C.C.	12.30	2.06.19.	1
403	Fish, R.	Canoe T.C.C.	12.30	2.08.31.	2
<b>CLASS 4b</b>					
443	Chapman, A.	Royal C.C.C.	12.35	2.21.17.	1
444	White, B.	Royal C.C.C.	12.35	2.33.15.	2
<b>CLASS 4c</b>					
481	Price, Mrs.	Chelmsford B.C.	12.25	2.50.22.	1
<b>CLASS 5a</b>					
506	Young, A. Pratt, B.	Royal C.C.C.	12.50	1.48.30.	1
511	Bosher Browne	Maidenhead C.C.C.	12.50	1.55.30.	2

**NCK 1s: Open 500m**

J. Brough	Wolverhampton CC	2m 34s
G. Palmer	Worcester CC	2m 35s
E. Goodman	Leamington CC	2m 50s
<b>IDR singles class &amp; Juniors under 16yrs:</b>		
G. Palmer	Worcester CC	2m 41s
R. Muston	Leamington CC	2m 44s
J. Kidd	Leamington CC	2m 45s

**K 1s: Ladies 500m**

L. Vagg	Richmond CC	2m 25s
M. Tucker	Richmond CC	2m 27s
R. Lloydlangton	Birmingham ERC	2m 44s

**E 2s: Novices 500m**

P. Bowman/G. Lacey	Leamington CC	2m 11s
J. Richards/D. Bolea	Worcester CC	2m 12s
D. Olorenbas/L. Boley	Leamington CC	2m 28s

**K 1s: Senior 500m**

P. Lawler	Richmond CC	2m 05s
A. Edwards	Worcester CC	2m 06s
P. White	Canoe Touring Club	2m 07s

**IDR class & singles Seniors: 500m**

B. Smith	Worcester CC	2m 35s
J. Richards	Worcester CC	2m 40s
A. B. Smith	Coventry CC	2m 05s

**COVENTRY CATHEDRAL FESTIVAL REGATTA**

**K 2s Ladies: 500m**

M. Tucker/D. Rabjohns	Richmond CC	2m 19s
L. Vagg/T. Currell	Richmond CC	2m 20s
D. Round/J. Roberts	Wolverhampton CC	2m 45s

**E 2s: Senior 500m**

E. Cronk/R. Lawler	Richmond CC	1m 53s
P. Lawler/V. Gyoeffy	Richmond CC	1m 54s
R. James/B. Storey	Birmingham ERC	2m 04s

**E 2s: Junior 500m**

W. Machin/B. Morgan	Wolverhampton CC	2m 00s
T. Sowman/D. Sims	Leamington CC	2m 01s
B. Smith/S. Hope	Canoe Touring Club	2m 07s

**K 1s: Novice 500m**

G. Palmer	Worcester CC	2m 21s
G. Lacey	Leamington CC	2m 22s
L. Bolea	Leamington CC	2m 45s

**K 1s Junior 500m**

R. Lawler	Richmond CC	2m 11s
T. Sowman	Leamington CC	2m 12s
J. Talbot	Birmingham ERC	2m 25s

(All the above being Open events)

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**3rd & 4th Division Slalom - Reverse Veer, 3rd June, 1962**

	1st RUN		2nd RUN		Best	Pos.	
	Pen	Time	Pen	Time			
David Bennett (Manchester)	30	172	202	30	160	190	1st
Ian Rabjohns (Leamington)	130	141	271	30	178	208	2nd
Michael Manning (Worcester)	140	242	383	30	180	210	3rd
Robert Gray (Worcester)	140	170	310	50	166	216	4th

**THIRD DIVISION**

Ken Langford (Manchester)	80	213	293	40	163	203	203	1st
Mal Thompson (Worcester)	10	209	219	20	192	212	212	2nd
Alf Kaye (Chester)	10	225	235	60	186	246	235	3rd
Mike Davies (Chester)	30	221	251	80	197	272	251	4th
<b>LADIES DIVISION</b>								
Heather Goodman (Lakeland)	110	260	370	110	240	350	350	1st
Margaret Bellord (Chalfont)	180	306	486	110	298	408	408	2nd
Vendy Bayes (Lakeland)	240	320	560	480	238	718	560	3rd

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