

# Canoeing

Price 1s.

Volume 2

Number 10

September 1962



## SPECIAL FEATURES

Look Out Greenland  
Here We Come.

British National  
Canoe Championship.

Test Report.

Dover Girls.  
Photo by  
D.J.Lewis.

David Hirschfeld, Esq.,  
Tyne Folding Boats Ltd.,  
206, Amyand Park Road,  
St. Margaret's,  
Twickenham, Middlesex.

Dear Sir,

You may be interested to know that I made a solo crossing of the Irish Sea on Saturday 9th June, using a KS34B with my 7 year old Tyne single-seater.

I left Donaghades at 4.20 a.m. and arrived at Port Logan at 8.50 a.m. - in time to telephone the landlady that I would not be in for breakfast. I must have covered 24 sea miles (27 miles) at an average speed of 6 miles an hour and on less than  $\frac{1}{2}$  gallon of fuel. There was not a drop of water inside the canoe.

Yours faithfully,

R.E.Platten  
London. N.1.

P.S. "Princess Pocahontas" has a remarkable cross-channel record. You yourself went across the English Channel in her when she was new and unnamed; I went across the English Channel in her during 1959; and now she has crossed the Irish Sea she is still as tight as a bottle.

## TYNE FOLDING BOATS LTD.

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Contractor to Government Departments and  
Education Authorities

# Canoeing

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## CONTENTS

Test Report	154	The Late Peter White	164
Look Out Greenland		Letters	164
Here We Come	156	National Easter Canoe	
The British National		Round Up	166
Canoe Championships	158	News Flashes	169
Book Review	160	Results	172
Awards for Proficiency		Small Ads.	173
in Personal Survival	162		

## EDITORIALLY SPEAKING

One of the most worthwhile things that the British Canoe Union has done in recent years has been the establishment of its series of Proficiency Tests. These tests have been a means of setting standards by which the canoeist can measure his ability, and whilst the only true measure of one's ability is to submit to the tests under the watchful eye of the Official Examiner, we are sure that many people have benefitted from trying out the tests for themselves with the aid of friends. In this way they have gained some idea of their capabilities, and a knowledge of one's capabilities is the basis of safe and intelligent canoeing.

It was with interest, therefore, we received details of a scheme sponsored by the Amateur Swimming Association to issue 'Awards for Proficiency in Personal Survival'. Briefly this scheme is concerned with ensuring that swimmers are thoroughly at home in the water, and that they are able to use their energies to the best possible advantage in the case of an emergency. The idea behind the scheme seemed to us to have a particular relevance to those who go sea canoeing, or canoeing on large open stretches of water such as lakes, lochs, and estuaries, and because of this we print full details of the scheme in this issue.

Looking to the future, it might be desirable if B.C.U. Examiners were also able to examine for the A.S.A. qualifications, and thus simplify things administratively.

# TEST REPORT

## THE K W HUNTER

by CHRIS SUTTON

Well at last a new firm has entered the fibreglass Slalom canoe market. The latest addition to the models to be seen around our Slalom courses is the sleek and beautiful KW Hunter built in glass-fibre by two craftsmen, Roy and Gordon Staley. The boat I tested was a superbly finished model in grey and white. Gently contemporary colours, but you can order any colour scheme you like (subject to ratification by Slalom Arts Council).

I have tested this new Slalom canoe on the rapids of the Teifi, in the surf, and for rolling, on the Cam. Without any doubt it is the most impressive boat to have hit the Slalom world since the J.S. MKVI was built by Jack Spuhler. For easier reference I have divided the report into headed paragraphs.

### APPEARANCE

The boat resembles the J.S. MKVI on casual inspection but not closely enough to give rise to the rumour that it has been moulded directly off a Spuhler. This reflects impaired powers of observation on the part of some unfortunate as the KW is longer than the Spuhler and the resemblance is only superficial. Indeed the design of a Slalom canoe must lie within such limited dimensions that any new boat is bound to resemble a Klepper at the one end of the scale or a Spuhler at the other.

### DESIGN

The initials KW emblazoned across the foredeck belong to no less a personage than the British Team Captain who told the Staley Bros. his ideas for the best rigid slalom boat. Prior to this the firm had produced the most hideous "Passion-wagons" and I can still remember Keith hiding behind a tree at Llangollen when Roy Staley brought the prototype for his inspection, punishing himself like an Eastern Fakir.

In fact Keith was delighted with the boat and used it to win the Scottish Open Slalom at Thistlebrig. The designer has interpreted Keith's ideas to produce a Slalom boat which provides the answer for any Spuhlerite in search of a rigid, and indeed for any beginner who is looking for a first rate boat at a reasonable price.

### PERFORMANCE

1) Turning. The most remarkable characteristic of the boat is the ease with which it turns not only at the flashy 90 degrees position but also in an upright position. Will this mark the final decline of the dashing high Telemark? Truly amazing. It really seems to flip through a complete circle with a couple of paddle dips.

2) Speed. The boat is fast - one of the advantages of glass-fibre, but not as fast as one would expect.

3) Stability. The KW is more stable than the Klepper Fibreglass and the initial instability has been rectified by lowering the seat.

As with the Spuhler it has a marked point-of-no-return. I haven't used the boat long enough to get used to it but it seemed to be a little odd at about 30 deg. So far I haven't analysed or explained this phenomenon but it does appear a trifle stubborn at one point on the lean.

4) Rolling. Excellent.

5) In the rough it handles very like a Spuhler but the dragging of the tail on break-outs is non-existent. It behaves well in Stoppers and handles well on the High Cross and the Dive. Getting technical. Ugh. I tried to paddle up all the falls of the Llandyssul series but found this rather difficult as the boat has an odd tendency for the tail to stick when one is ploughing up a fall. This is the only trouble with the boat and I think it is mainly due to my not being used to it.

6) Surfing. The KW surfs beautifully even on fairly small waves.

#### STRENGTH AND FINISH

Strength of a fibre glass canoe seems to be one of the most controversial and worrying factors. Personally I feel that the answer lies in the experience and methods of construction. Streamlyte Mouldings have been working with fibre glass for many years and have handled bigger projects than canoes. The KW looks like a machine made job and had a really glossy professional finish. I feel this overall smoothness contributes greatly to the strength as it eliminates localised areas of differing strengths. I have no doubts as to the strength of this boat as I was rammed amidships by the metal prow of a Double churning along at full speed. I thought this was going to be the end, not only of the shining new boat but also of the terror stricken occupant. Incredible, but on inspection it only revealed a deeper than usual scratch.

Even greater evidence of its strength is that it survived half an hour in the hands of Franzi Poldy, universally acclaimed wrecker of other people's canoes. The sea was rough and somehow he managed to



get into a tide rip and ground the boat against a small clutch of sharp rocks - the only ones in the entire bay. At one moment he thought he'd lost the boat but at the end of the drama the boat only showed superficial scratches. It really banged hard on those rocks - I heard it.

Basically the boat costs £29. I think this represents one quid per pound weight of boat. A highly efficient footrest and strong knee grips are available as accessories.

It augers well for the future of Slalom to see another manufacturer - especially one keen enough to learn to roll, despite a hatred of water.

At the end of this Test I was so impressed with the boat that I placed an order for one of my own. I realise that it is not possible to assess the qualities of a new canoe in only a few trips, but I did get the feeling that this boat is likely to prove a great success and be a notable milestone in the future of British Slalom. As my Father mentioned on seeing the Test Boat "This seems the Rolls Royce of canoes" - the sophisticated grey and white certainly suggests this.

Etymological note: Passion Wagon is slang for a barge-like two-seater. Cambridge slang due to the high incidence of these atrocities on the Backs.

**PRODUCED BY STREAMLYTE MOULDINGS (MARINE) LTD.**

124, Brighton Road,  
Shoreham-by-Sea,  
Sussex.

Tel: Southwick 2108

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

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## **LOOK OUT GREENLAND HERE WE COME**

### **NOTES BEFORE SAILING FROM GILES DICKINS**

July 20th is D-day; danger day for Eskimos; departure day for the Cambridge Greenland Kayak Expedition (Chris Sutton plus three partners in crime). All being well, a gallant Viscount of Icelandair ("the world's biggest little airline") will stagger off the ground, laden with Franzi Poldy's polythene bags, Giles Dickins's C.N.D. literature and Mike Thomas's bow-ties, plus Dr.C.J.G.Sutton, with enough medicine to finish us all.

Things have been moving pretty fast in the last month or so, despite the fact that the members of the expedition have been scattered at random throughout England, Scotland and Wales. (We've managed to meet twice, both times without serious injury). A month ago our precious shipping line in Denmark answered our letters - Alleluia! Yes, they would send the sailing list for East Greenland when it came out - (it was promised last Christmas!) The next day we read in the papers that one of their ships had already sailed!! But all was not lost - somehow it was learnt that the world's biggest little airline ran day-trips from Iceland to Greenland, in fact to the very part of Greenland we wanted. Frantic phone calls, letters forwarded via Reykjavik, neurotic visits to the great metropolis and the patience and helpfulness of the airline's Mr. Sigurdsson at last had the matter settled - We were to fly there for half the cost and in one tenth of the time we'd previously expected!

Our finances took a sudden upward turn too; Chris sold a story for £100, and Franzi somehow got hold of £200 (for his soul?). High winds in many parts of the country were attributed to parents and bank managers sighing with relief. Further riches from television fees (yes - hushed whisper - we've been on telly - fall down and worship!) and dear old steam radio, who recorded some polite conversation for their 'Science & Industry' programme. (Perhaps they think we're Scientific - we're certainly not Industrious). But our treasurer tells me we're still a non-profit-making organisation, and likely to stay that way!

We've also been collecting vast quantities of food, most of it given, with overwhelming generosity, by the manufacturers, and quite an impressive assortment of camping and medical kit from many sources. A newsfilm agency is supplying us with enormous lengths of cine film, and somehow we're getting still film tax-free by a complicated bit of legal smuggling, which involves not receiving the goods till we're in mid-air! Some firms have somewhat underestimated us (we wrote for toothpaste, and were offered shampoo and hair-oil as well), while some have erred in the opposite direction (razor blade manufacturers, who offered us "survival knives"). But most of them, at both ends of the scale, have been extremely helpful, and inundated us with countless cardboard boxes, mysteriously padded with paper shavings, which expand to fill half the room when unpacked, and which shelter deep inside, if you can find them, more precious gifts for four mad undergraduates.

Last, and far from least, we've been given one and a half boats; the one is a Hunter K.W. given free by Streamlyte Mouldings, and the half is a 50% reduction on a Slalom 59 from Kleppers. So perhaps we'll have something to show the Eskimos!

In fact some people have tried to persuade us that they'll all be chewing gum and flashing about in fibreglass outboard dinghies, and will regard kayaking as very infra dig and primitive. This scurrilous rumour, we can assure our fans, is quite without foundation. We hope to prove it by bringing back a stock of weird techniques, probably with mile-long names (even "roll" translates into a six-syllable Eskimo word!), with which we shall amuse you, and perhaps astound you, too -

# THE BRITISH NATIONAL CANOE CHAMPIONSHIPS

BOSTON 1962

In recent years the British National Sprint Championships have been held on a course at Walton-on-Thames, and great hospitality has been shown to the canoeists by Walton Rowing Club. However the course has a number of drawbacks. 'Drag' is encountered on both sides of the river, a slight curve of the course, combined with the rivers current make times inconsistent, and the constant passing of numerous small craft and pleasure boats can make racing at times almost impossible.

It must have been with this in mind that the B.C.U. Paddling Racing Committee sought a new site for the Championships. Their choice was Boston, a small town on the Wash in Lincolnshire, and just over 100 miles from London.

The river here is perfect for sprint racing, the water deep, and the flow, controlled by locks, almost unnoticeable. The dyked banks of the river wide enough to take six canoes, sheltered paddlers from any cross-winds.

Nearly 50 paddlers from 12 clubs competed during the weekend. The times were a little disappointing, but the racing was first class with some very close and exciting finishes. Most notable ones were the Junior K.l. 1000, with A.Sowman of Leamington C.C. just holding first place from B.Smith of the C.T.C. although both paddlers were given the same time of 4 min. 25.6 sec. In the Seniors K.l. 1000 P.Lawler of Richmond was beaten to second place by a comparative newcomer to the sprint world, A.Wilson of Kyle Canoe Club. Both paddlers were well ahead of the field with Gyorffey, Still, Shankland and Dallon tracking in that order.

A.Wilson of Kyle Canoe Club, Scotland, started paddling 6 years ago, but it was not until last year that he appeared South of the Border. At the Serpentine Regatta 1961 he shocked most canoeists by taking second in the N.C.K. event, since then he has trained for K.l. and now after twelve months seems almost on top of sprint racing. With improved racing and paddling technique he should be high on the list for the Olympics in Tokio 1964.

Since the arrival of Miss Wagg from Australia in this country, Mrs.Tucker, top British Womens K.l. paddler has been pushed into second place at every regatta. As the season progressed, the races between the girls were getting closer. With Miss Wagg, also Miss Sayer of Australia, being allowed to race in the championships, it made one of the most exciting races of the week-end. Miss Wagg's high starting rate gave her an early lead which she kept until just half way. The slower but powerful striking rate of Mrs. Tucker began to show at half way, and by 200 metres from home both girls were level. With every spectator on their feet shouting for the British girl, Mrs.Tucker just pushed ahead to win by 1/10 sec. in a time of 2 min. 21.8 sec.

On page 172, are the National Championships results for 1962. However I feel that the K.l. events would have shown the name of P.White, C.T.C. well in the first three, had it not been for his tragic death three weeks before in a motor cycle accident. As a friend and one who had raced many L-D and short races against him



in his early years, I feel that British Racing has lost yet another of its most promising paddlers. Undoubtedly had Peter carried on as he had trained for the last two years he would have reached his goal - Tokio 1964.

On behalf of 'Canoeing' and all sprint canoeists, may I offer sincere condolence to his parents at such a tragic loss.

M.F.CLARK.



WOMEN'S K.1. FINALISTS

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#### BLANDFORD JUNIOR SUCCESS

At the 12th Annual Arun Kayak Race on July 1st, Peter Blandford and Graham Wood won their class and beat the record by paddling the 20 miles from Pulborough to Littlehampton in 3 hours 6½ minutes.

# BOOK REVIEW

YOUNG SPORTSMAN'S GUIDE TO CANOEING by Raymond R. Camp (Nelson, 15/-)

On first hearing the title of this book I looked forward to seeing a copy as it seemed likely that here was a much needed book on canoeing slanted towards the needs of youth. I was rather curious, however, as to the identity of the author for the name was an unfamiliar one. On receiving the book this mystery was cleared up for the author is an American, and the book is one of a series entitled the Young Sportsman's Library which has been published by Nelson in the United States and imported for distribution over here.

Judged by American standards the book is no doubt satisfactory for it is well illustrated and well written, but unfortunately it is completely unsuited to the British market and will prove valueless to any young British canoeist who buys a copy in the hope of guidance. Let me elaborate on this.

Over half the book deals with what we know as the Canadian canoe, and this the author suggests is the most popular type of boat. While this is true in America, readers will know that in this country there are probably 1,000 kayaks to every Canadian canoe. Confusion is increased by reference to types of canoe which are not available over here, e.g. aluminium canoes, and canoes with square sterns for outboards.

However, if we accept the bias which is bound to occur in an American book on canoes, it is still possible for the chapters on kayaks to be informative. However, in this case it is not so. Consider the following examples:

Page 71. "By 1936 the kayak was entered in Olympic competition, but the sport failed to maintain its interest with boatmen in England or the United States." This is simply not true - in England the sport of kayaking developed and flourished from this time onwards.

Page 72. "Despite these features, however, the folbot does not have the stability of the modern canoe, and will never replace it as a cruising craft." In Britain it has done so.

Page 73. "For the sailing folbot a square stern ... have been provided." No square stern folding canoes for sailing have been sold in this country since 1939.

Page 75. "The folbot can also be obtained in a portable model; this kind is shipped complete from the factory but is not of the folding type." Here there is a confusion with American terminology. In Britain, 'folbot' is a near obsolete term for folding canoe, but here the sentence only makes sense if it is taken to mean rigid kayak - a meaning no novice could work out.

Page 75. "They (i.e. paddles) range in length from 8 to 10 feet. The average folbot enthusiast settles for a 9-footer..." It is doubtful if one can purchase a 9 foot paddle in this country 'off the peg'. Contemporary usage favours 8 foot or less.

Page 78. "Spray covers, even those with tight wrist bands and hoods, are not designed for this activity (Eskimo rolling), however." In fact, where the canoe is suitable, several British manufacturers make a spray cover which is designed for Eskimo rolling.

Page 82. "Many prefer the blades to be without angle ... The beginner should not feather the blades until he masters the paddling techniques." This is nonsense. Present day instruction in this country insists on feathered blades being used from the beginning.

Page 90. A final air of unreality is given to the book on the last page when advice is given on protecting your canoes from Porcupines when camping in the wilderness.

The above extracts should be sufficient to show that this book has little to offer the young canoeist in this country, and will probably do considerable harm. Further, there are many aspects of canoeing which are not touched on, and their omission can only lead to further confusion.

It is a pity that the publishers in view of their high standing did not seek advice prior to launching this book on the market, for while some sports books may survive the Atlantic crossing this one certainly does not. I believe that this book in its present form will prove damaging to the reputation of its publisher, and I can recommend its purchase only to collectors of books on canoeing.

Dear Sir,

Young Sportsman's Guide to Canoeing

At my request you sent me a copy of the above book for review. I have now read the book and made my report, but my conclusions are so disturbing that I am taking the unusual course of sending you a carbon copy before publication. I do this in the hope that you may be able to offer some comment which may cause me to modify my opinions.

Yours faithfully,

Brian C. Skilling

Dear Sir,

Young Sportsman's Guide to Canoeing

We thank you for your letter of the 16th July, 1962 forwarding your proposed review of CANOEING.

We appreciate very much your courtesy in so doing. As you state in your review, this is an importation from our "Young Sportsman's Library" published by Nelsons of New York. When we started importing this series we selected certain titles from the series as being most suitable for this country. However, we found that we were getting orders for all titles in the series, irrespective of whether they were really suitable for conditions appertaining to this country. In fact, so intrigued were we by this demand, that an investigation was made and it was found that buyers, interested in a specific subject, wanted books connected with that subject, even though conditions, etc., were not obtainable in this country.

The last line of your review, in fact, - "I can recommend its purchase only to collectors of books on canoeing" - answers the question why the importation has been made.

Again thanking you for your consideration.

Yours faithfully,  
for THOMAS NELSON & SONS LIMITED.  
N.P. McFarlane,  
Sales Manager.



# Amateur Swimming Association

Patron: HER MAJESTY THE QUEEN

## AWARDS FOR PROFICIENCY IN PERSONAL SURVIVAL

### TESTS AND CONDITIONS

#### GENERAL

The tests for each award shall be continuous, in the order set out and without pause. They must be performed in an efficient, confident, and conclusive manner. In the distance swims, there must be no contact with the bath wall or floor at any time: where possible, circuits rather than lengths of baths should be swum in the tests. Costume or swimming trunks must be worn beneath all clothing.

#### EXAMINERS

The examiner shall be

- (i) an official whose name appears on the District or County List, or
- (ii) a holder of the A.S.A. Teachers' Certificate, or
- (iii) a person otherwise approved by the A.S.A.

For the Gold Award, two examiners are necessary.

BRONZE AWARD: Dress: Men and Boys in trousers and shirt, or pyjamas; Women and Girls in dress, or slacks and blouse, or pyjamas.

1. Jump from a height of not less than 6 feet.
2. Tread water for 3 minutes in a vertical position.
3. Undress in the water.
4. Swim 440 yards, surface diving once during the swim, and swimming at least 5 yards under water.
5. Climb out from deep water without assistance, use of steps, etc.

SILVER AWARD: Dress: as for Bronze Award.

1. Jump from a height of not less than 10 feet.
2. Swim 100 yards in less than 3 minutes.
3. Tread water for one minute in a vertical position, using one arm only.
4. Tread water for three minutes in a vertical position.
5. Undress in the water.
6. Surface dive in a depth of approximately 6 feet of water. (a) head first and (b) feet first and swim a minimum of 5 yards before re-surfacing on each occasion.
7. Swim 880 yards, of which 440 yards shall be on the back, and 440 yards on the front or side.
8. Climb out from deep water without assistance, use of steps, etc.

GOLD AWARD: Dress: Men and Boys in long-sleeved shirt, trousers, pants, long-sleeved pullover, stockings or socks; Women and Girls in long-sleeved dress, or slacks and long-sleeved blouse, knickers, long-sleeved pullover, stockings or socks.

1. Jump from a height of not less than 10 feet.
2. Swim 100 yards in less than 4 minutes.
3. Tread water for one minute in a vertical position with hands clasped behind back.
4. Tread water for four minutes in a vertical position.
5. Undress in the water.
6. Make a float from clothing and use it to float for 5 minutes without use of arms or legs, except when re-inflating the clothing if necessary.
7. Swim 1,000 yards, surface diving during the swim 10 times head first and 10 times feet first to pass through a hoop, tyre or ring, the top of which is at least 3 feet below the surface, in less than 30 minutes.
8. Climb out from deep water without assistance, use of steps, etc.

The awards are open to all. The Entry Fee is 5/- and successful candidates will receive an enamelled badge. No fee is payable by a candidate who fails. Additionally costume badges may be purchased for 5s. 6d. each. If costume or replacement badges are applied for, reference to the original application or receipt number should be made. Details of Awards will be recorded in a National Register of Swimmers Proficient in Personal Survival.

All applications should be made on an official application form and sent, together with remittance, to the Organiser, A.S.A. Schemes for the Encouragement of Swimming: Miss L.V. Cook, 12 Kings Avenue, Woodford Green, Essex. (Telephone: BUCKhurst 9361).

# THE LATE PETER WHITE

It is with the deepest regret that the Canoe Touring Club records the passing of yet another of its sons, - Peter White. "Our Pete" started his canoeing in 1956, and since then was a loyal and steadfast clubman. His extreme dedication to achieve top honours was accelerated by the loss this year of his great friend and clubmate Ron Rhodes. Peter then said, "I'll carry on now".

So too must we say, for the sake of our friend, Peter White, who will be mourned by all who knew him.

BERYL FISH.



## LETTERS

Dear Sir,

August issue. P.136.

Para. 2. My respects to Mr. C.S., but a gentle suggestion that his next Test should be one of riparian topography - and spelling! (His Editor might keep a sharp look-out, too!)

He should "ware" HambleDON, because it is in Hants, and famous not for WEIRS, but as an ancient centre of cricket! There is an HambleDEN below Henley; and as it has the longest weir on the Thames we ought to spell it rightly ... And in Para. 6 "superceded" should be superseded by superseded!

Yours pernickety,

FREDERIC MOSS  
Chester.

Dear Sir,

In reference to Mr. Sutton's Test Report on page 136 of your August issue, and in particular to the second paragraph, may I beg your readers to

BeWare the floods of Hambledon,  
Where cricket's due today.  
The stream is up; the pitch is wet;  
The rain has spoilt play.

So come away to Hambleden  
And play below the weir.  
The rain is down; the river's up;  
There's nothing here to fear!

The batsmen mourn at Hambledon  
When rain and floods abound.  
Canoeists sing at Hambleden,  
Rejoice, and rush around.

So let us pray for rain in Bucks  
To keep the rivers high:  
But pray for sun in far off Hants  
To keep the wicket dry.

Yours faithfully,  
O.J.COCK.

(Filled with shame Chris Sutton has fled to Greenland, and the Editor to France. It is expected, however, they will return when the 'heat' is off. Asst.Ed.)

Dear Sir,

Your magazine gives us a great deal of pleasure and in our opinion is very well set out with a balanced proportion of all aspects of canoeing, making interesting reading even in sections where normally you may not have a direct interest. The article in last month's issue for a quick release spray cover, we have adopted for our own spray decks as we have now tried it and find it excellent especially for people like myself who can only do the eskimo roll to the inverted position.

Yours faithfully,  
R.STALEY.  
Streamlyte Mouldings.

(The spray deck release idea came from Jim Bailey of Essex. Ed.)

# A

## NATIONAL EASTER CANOE ROUND UP

1963

It has long been an ambition of mine to see an event, other than the B.C.U. A.G.M., attended by canoeists from all branches of the sport. I have, therefore, devised an event which will not only bring canoeists together to test their skills, but will:

- a) bring clubs together;
- b) sustain club and team spirit;
- c) give canoeists an opportunity to see how the other side live;
- d) get people off their bottoms and show what they and their clubs can really do in the sport of canoeing.

### "RODEO RELAY"

This, the main event of the week-end, is a team event intended especially for clubs. Clubs will put up 7-man teams according to the rules. If they wish, those units who do not specialise, e.g. Scouts, Army, Navy, Air Force, Boys Clubs, and, of course, girls, will be able to enter teams.

The object of the race is to complete the course regardless of the conditions. The winning team will not only have to have strong and skilful paddlers but a good, sound backing from their manager and assistants as well. The idea is to use brains as well as brawn!

The race will start, Le Mans style, on a lake. Remember, a race is just as easily lost by getting in too quickly! The K.L.'s will race up and down the lake and draw alongside the WW boats. The baton is then passed to the WW. man, who stows it safely and races on down the rapid section, remembering the instructions and portages, where the Portage Assistants should be ready to help him. Should a competitor crack up, it is up to his two Portage Assistants to be on the ball. The L.D.R. paddler takes up the baton, on the water, as, when and if, his team mate arrives, and presses on for the sea, where the baton is handed on, again on the water. The sea-going man must keep within 100 ft. of the shore, i.e. in the breakers, and hope for the best. At the finish he must beach his boat and hand in the baton to the finisher.

This race should prove exciting for the competitors as well as for the spectators. Double canoes have been left out, so that the D/W race is not interfered with, but if this event has to be cancelled owing to bad canal conditions, they could be included.

The race will most probably be run in North or Central Wales, and various other events and entertainments will be organised during the weekend, as will be seen from the provisional programme.



PROPOSED PROGRAMME

<u>Day</u>	<u>Morning</u>	<u>Afternoon</u>	<u>Evening</u>
Good Friday	Arrivals and preparations completed by 5 p.m.		Management Meeting.
Saturday	10.30 Opening Ceremony General Introduction to Club and B.C.U. Officials. Display and demonstration of Companies' boats and equipment.	<u>"RODEO RELAY"</u> 1 p.m. Briefing: Team Managers only. - followed by an Inspection of the Course with Team Managers until Sunset.	Discussion Groups in various Pubs: Paddling Racing L.D. Racing Touring Slalom.
Sunday	<u>"RODEO RELAY"</u> 9.30 - Start.	Racing Trials } for the benefit WW. Practice } of novices as Sea Surfing } well as enthu- Touring } siasts.	Barbecue.
Monday	Racing Trials } WW. Practice } as Sunday Sea Surfing } afternoon Touring }	<u>"NOVELTY RACE"</u> For all those who camp and canoe	Filmshow.
Tuesday	Training Session	Packing Up.	

1. Team Managers:

Only Team Managers may attend the briefing.

A Team Manager must:

- a) give verbal assistance only.
- b) see that his team complies with the rules.

A Team Manager may:

- a) be manager of two teams.
- b) transport his Portage Assistants only by any surface means.

- 2. Leg I - K.1. Class only. - Le Mans Start.
- Leg II - F.1. or R.1. Slalom - Flying start.  
boats only. White water If over 10  
experience is essential. competitors -  
Le Mans start.
- Leg III - Class 3 L.D.R. - Flying start.  
Softskin singles.
- Leg IV - Eskimo Kayaks or - Flying start.  
Hard Chine Kayaks. Finish on beach.

- 3. Each club may borrow one member, complete with boat, provided that the club to which the borrowed member belongs also enters a team.

A team will take the name of the club to which the majority of its members belong.

Teams containing a borrowed member will not be eligible for the Club Trophy.

4. Portage Assistants

Each team may have 2 portage assistants only.

Portage Assistants may:

- a) assist anywhere on the course.
- b) carry the equipment and/or the competitor with the baton to the next leg, if the competitor is unable to continue.
- c) have spare paddles and repair kit.

Portage Assistants may not:

- a) Remove any part of equipment more than 15 ft. from the course.
- b) paddle in the race.
- c) use any form of wheeled transport to carry equipment.

Penalties for a), b) and c) above: 5 mins.

Portage Assistants must pay due regard to a competitor if he is in danger of life and limb.

Penalty: 5 mins.

5. Safety Regulations

Life Jackets must be worn in Legs II and IV.

Penalty: Disqualification.

Life lines must be used in Legs II, III and IV.

Penalty: 3 mins.

Buoyancy must be carried in all legs.

Penalty: 5 mins.

6. No team may view or practice on the course

- a) before the Briefing of Team Managers.
- b) after the Time Limit for practice on the day before the race.

Penalty: 10 mins.

7. A competitor must not assault or obstruct another competitor or team.

Penalty: 10 mins.

8. Each team will consist of not more than 7 members, including the Team Manager.

Penalty: 5 mins.

9. The baton must be carried by the racing members of the team only until it reaches the finish.

Penalty: Disqualification or Non-finisher.

#### EDITORIAL NOTE

This is one of the most original ideas for a canoeing event which we have come across, and Bob has evidently given it a great deal of thought. No doubt there will have to be modifications to the rules, but the important thing is that a working basis has been laid down. Personally, we should like to see the choice of boats to be used left to the competitors. For while few could dispute the organiser's choice for Legs I and II, in the case of Legs III and IV it is a different matter.

A suitable venue for an event of this kind is not easy to find, but we understand that this has already been done. At the moment, however, it is "top secret" and Bob asks that any comments on the event be confined to its organisation rather than its location.

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## **NEWS FLASHES**

### CHELMSFORD JUNIOR HANDICAP RACE

The above race will be held on 23rd September and is open to anyone under the age of 19. It is one of the very few L.D. races in which the canoes are handicapped according to length, beam, etc. and is thus of particular appeal to those with touring boats. Entry forms are obtainable from Mr.C.Price, Organising Secretary, c/o Chelmsford Boating Club, Waterhouse Lane, Chelmsford, Essex.

### GLASS FIBRE CANOES

Tyne Folding Boats will shortly be marketing their first glass fibre canoe. Two models are currently being developed, a single seater 11 footer and a white water/slalom canoe.

### WEDDING BELLS

Congratulations to John Woolley, Secretary of the L.D. Committee, and to Ted Owen, B.C.U. Treasurer on their recent marriages. We wish them every success in these long distance events.

### FILM LOOPS

Following our announcement last month that a number of Film Loops of paddling technique were available from Hein Thelen, we have now received news that the British distribution is in the hands of Mr.C.M.Rothwell, 21 Windsor Road, Clayton Bridge, Manchester 10. The cost of the loops in this country is to be 16mm - 2s. 6d. each, 8mm - 1s. 6d. each.

# RESULTS

## BRITISH CANOE UNION

### NATIONAL CHAMPIONSHIPS 1962

#### RESULTS

<b>Event 1.</b>	<b>K.1. Senior Men. 500 m.</b>				
1st.	A. Wilson	K.C.C.	2.02.9.		
2nd.	P. Lawler	Re.C.C.	2.03.3.		
3rd.	D. Shankland	L.L.C.C.	2.04		
<b>Event 2.</b>	<b>K.2. Senior Men. 500 m.</b>				
1st.	P. Lawler/V. Gyorffey	Re.C.C.	1.50.5.		
2nd.	E. Cronk/R. Lawler	Re.C.C.	1.53.2.		
3rd.	E. Szorenyi/A. Wilson	B.K.R.C.	1.53.6.		
<b>Event 3.</b>	<b>K.1. Junior Men. 500 m.</b>				
1st.	R. Lawler	Re.C.C.	2.07.		
2nd.	A. Sowman	L.C.C.	2.09.1.		
3rd.	W. Machin	G.C.C.	2.10.1.		
<b>Event 4.</b>	<b>K.2. Junior Men. 500 m.</b>				
1st.	A. Sowman/D. Sims	L.C.C.	2.00.		
2nd.	W. Machin/B. Morgan	G.C.C.	2.01.		
3rd.	A. Chapman/V. Handscombe	R.C.C.	2.02		
<b>Event 5.</b>	<b>K.1. Senior Women. 500 m.</b>				
1st.	M. Tucker	Re.C.C.	2.21.8.		
2nd.	L. Wagg	Re.C.C.	2.21.9.		
3rd.	H. Seigar	Re.C.C.	2.26.1.		
<b>Event 6.</b>	<b>K.2. Senior Women. 500 m.</b>				
1st.	L. Wagg/H. Seigar	Re.C.C.	2.10.5.	NON	
2nd.	M. Tucker/D. Rabjohns	Re.C.C.	2.14.8.	CHAMPION-	
				SHIP.	
NON-CHAMPIONSHIP. INSUFFICIENT ENTRIES.					
<b>Event 7.</b>	<b>K.1. Junior Women. 500 m.</b>				
	NO RACE				
<b>Event 8.</b>	<b>K.2. Junior Women. 500 m.</b>				
	NO RACE				
<b>Event 9.</b>	<b>K.1. Senior Men Relay. 4 x 500 m.</b>				
1st.	Richmond Canoe Club.	E. Cronk V. Gyorffey P. Lawler R.O'Keefe	8.28.3.		
2nd.	Birmingham Kayak Racing Club.	A. Sowman A. Wilson D. Shankland N. Machin	8.31.1.		
NON CHAMPIONSHIP EVENT. INSUFFICIENT ENTRIES					
<b>Event 10.</b>	<b>K.1. Junior Men Relay. 4 x 500 m.</b>				
1st.	Midlands 'A'	J. Talbot G. Downing G. Brough D. Sims	9.02.4.		
2nd.	Royal Canoe Club	V. Handscombe A. Chapman G. Reardon M. Boshier	9.06.4.		
3rd.	Midlands 'B'	B. Morgan R. Muston G. Vaughan L. Bolam	9.31.		
<b>Event 11</b>	<b>K.1. Senior Men. 1000 m.</b>				
1st.	A. Wilson	K.C.C.	4.19.5.		
2nd.	P. Lawler	Re.C.C.	4.19.6.		
3rd.	V. Gyorffey	Re.C.C.	4.24.8.		

<b>Event 12.</b>	<b>K.2. Senior Men. 1000 m.</b>				
1st.	P. Lawler/V. Gyorffey	Re.C.C.	3.56.		
2nd.	R. Still/V. Binstead	R.C.C.	4.00.		
3rd.	J. Dalton/B. Smith	C.T.C.	4.04.		
<b>Event 13.</b>	<b>K.4. Senior Men. 1000 m.</b>				
1st.	Birmingham Kayak Racing Club.	E. Szorenyi	3.37.4.		
		A. Sowman A. Wilson D. Shankland			
2nd.	Royal Canoe Club	A. Young R. Still V. Binstead O'Keefe	3.38.7.		
3rd.	Richmond Canoe Club.	E. Cronk P. Lawler V. Gyorffey R. Lawler	3.42.3.		
<b>Event 16.</b>	<b>K.4. Junior Men 1000 m.</b>				
1st.	Midlands 'A'	G. Downing J. Talbot W. Machin B. Morgan	3.50.		
2nd.	Royal Canoe Club	J. Chapman V. Handscombe A. Kirkby M. Boshier	3.57.5.		
3rd.	Midlands 'B'	D. Sims R. Muston L. Bolam G. Lacey	4.05.		
<b>Event 17.</b>	C.1. Men. 1000 m.			No Race -	
<b>Event 18.</b>	C.L. Men. 1000 m.			insufficient	
<b>Event 19.</b>	K.4. Senior Men 1000 m.			entries.	
<b>Event 20.</b>	<b>K.4. Junior Men. 10,000 m.</b>				
1st.	Royal Canoe Club.	A. Kirkby M. Boshier G. Reardon R. Olson	48.20.		
2nd.	Midlands 'B'	A. Wilson A. Sowman D. Sims L. Bolam	48.21.		
3rd.	Midlands 'A'	G. Downing J. Talbot W. Machin B. Morgan	49.01		
<b>Event 21.</b>	<b>K.1. Novices Men. 500 m.</b>				
1st.	G. Brough	G.C.C.	2.17.		
2nd.	K. Pereira	T.C.C.	2.27.8.		
3rd.	R. Muston	L.C.C.	2.30.		
<b>Event 22.</b>	<b>K.2. Novices Men. 500 m.</b>				
1st.	G. Brough/M. Bave	G.C.C.	2.06.1.		
2nd.	K. Cherrington/G. Vaughan	B.K.R.C.	2.08.4.		
3rd.	B. Jones/R. Muston	L.C.C.	2.16.8.		
<b>Event 23.</b>	<b>K.1. Cadet Men. 500 m.</b>				
1st.	L. Bolam	L.C.C.	2.16.5.		
2nd.	G. Lacey	L.C.C.	2.23.		
3rd.	B. Jones	L.C.C.	2.44.3.		
<b>Event 24.</b>	<b>N.C.K.1. Men. 500 m.</b>				
1st.	G. Brough	G.C.C.	No time		
2nd.	M. Bave	G.C.C.	-		
3rd.	R. Buston	L.C.C.	-		

Race No.	NAME	CLUB	TIDE	POSITION	POINTS
<b>CLASS 4A</b>					
3	T. Redfern	Lake C.C.	2-57-00	1	5
20	R. Adamson	" "	2-58-00	2	3
12	K. Langford	Manchester C.C.	3-35-00	3	2
2	T. Benson	Lake C.C.	4-5-00	4	1
4	K. White	Manchester C.C.		RETIRE	
5	A.L.L. Twites	Lake C.C.		RETIRE	
<b>CLASS 6A</b>					
14.	M. Tapecott	Junior Leader Reg.	2-28-30	1	5
9	M. Harding	Arborfield	2-32-30	2	3
10	P.L. Forsman	Milom	2-48-00	3	2
9	J. Mitchell	"			
21	I. Park	"			
10	J. Panny	"			
21	A. Flynn	"			
11	J. Veeriovica	North Sea Camp C.C.		CAPSIZED	
11	J. Pye	"			
	J. Campbell	"			

#### LAKELAND CANOE CLUB MORECAMBE CROSS RAY CANOE RACE

1st July 1962

\*\*\* RESULTS \*\*\*

<b>CLASS 6B</b>					
13	R. Wade	North Sea Camp C.C.	1-07-00	1	5
15	F. Treacey B. Thompson	Junior Leader Reg. Marlonth	1-09-00	2	3
16	A. Mortimer D. Renolds S. Hodges	"	1-12-00	3	2
19	J. Pape	"	1-12-30	4	1
17	T.R. Watson D. Ward	"	1-14-00	5	1
19	J. Kershaw B. Bridson	"	1-26-00	6	1
22	E.C. Collins K. Barry L. Morris	North Sea Camp C.C.		CAPSIZED	

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