

Canoeing

Price 1s.

Volume 2

Number 11

October 1962



SPECIAL FEATURES

Canoeing in
South Wales.

Test Reports.

The Novice.

Gate Six.

PHOTOGRAPHS WANTED

We are now preparing our 1963 Tyne Catalogue, and we would be pleased to receive from readers of 'Canoeing' prints of any photographs they may have of Tyne Canoes, for use in this catalogue. In return for each photograph used we will give a voucher entitling you to goods to the value of £1.1.0d. selected from our wide range of accessories.

Photographs submitted should be black and white, and of a minimum size of en-print or quarter plate. All unused photographs will be returned provided the name and address of the sender is written on the reverse side of the print.

CLOSING DATE FOR ENTRIES IS 20th OCTOBER, 1962

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EDITORIALLY SPEAKING

Whilst discussing last month's feature on 'Awards for Proficiency in Personal Survival' with one of our readers, the point was raised that although we stressed the value of these awards to those indulging in sea canoeing, it was this very group who are not catered for in the early stages of the B.C.U. Proficiency Tests.

A check of the regulations for these Proficiency Tests proved our informant to be quite correct. Neither the Novice Canoeist's Test nor the Proficiency Test makes any reference to sea canoeing, and it is only in the Advanced Kayak and Canadian Canoe Test that the following item appears: "He (i.e. the candidate) must know the international grading system for rapid rivers and be familiar with rapid river techniques needed on rivers up to Grade III. He must be competent to take his canoe on canals, on coastal waters and estuaries".

There can be no doubt whatsoever that candidates for the Advanced Tests should be able to pass this test, but at the same time it would seem desirable to provide for examination in sea canoeing at an earlier stage, for it is not only the expert who takes his canoe on tidal waters.

CANOEING IN SOUTH WALES

BY EDMUND PALMER

This year our family decided to spend two weeks in June at Tenby in Pembrokeshire. We had never tried South Wales for a holiday before, and it seemed to provide me with a good chance for some sea-canoeing.

The journey down to Tenby from the Midlands is very pleasant, with very little traffic. The Wye is crossed at Glasbury, and the Usk first encountered at Brecon. The road to Llandovery follows the Usk as far as Senny Bridge from where the river is canoeable. From Llandovery to Carmarthen one travels down the valley of the Towy. We stopped at Llangadock bridge, six miles above Llandilo to look at the river. The Towy is a wide, slow-moving river with small rapids in its upper reaches, rather like the Severn. It is canoeable for about 35 miles and would provide a good weekend trip for a club.

The coast of Pembrokeshire can be compared to Cornwall, with grim rocky cliffs and small, sandy, coves with large rollers for surfing. I soon found out that a slalom canoe was not originally built for the sea, though my Sports Dipper put up a creditable performance even in a short choppy swell. Tenby is a good place for canoeing, as it has a sheltered harbour and north beach and an open south beach where the waves reach a good size on a windy day. Caldy Island lies off Giltar Point farther south, and is separated from it by a narrow channel through which there is a strong tide-race. Canoeists from my club have circumnavigated Caldy but it is only advisable on a calm day, and when there are two or three together. Caldy's coastline consists of steep rocky cliffs with only one or two sandy beaches.

From Tenby itself one can canoe northwards up the coast to Waterwynch Bay, Saundersfoot, Wiseman's Bridge, Amroth, and Pendine. Saundersfoot is now an important sailing centre with a busy harbour, many caravan sites and better camping sites than Tenby. A word of warning - Pembrokeshire is a "dry" county on a Sunday. If you want a drink you will have to travel about 8 miles into Carmarthen-shire!

One day we loaded the canoe onto the car and travelled around the peninsular south of Milford Haven. Lydstep Haven and Manorbier Bay, with its imposing castle, are worth visiting as they have sandy beaches. Freshwater West and West Angle Bay are also good, though while on the road you will have to dodge tanks and armoured cars around Castlemartin. West Angle Bay is at the extreme end of the great inlet of Milford Haven and a good view can be obtained from Angle of the oil depots in the Haven. Indeed near Thorn Island, whilst investigating a little boat with "PILOT" on it an ocean-going tanker appeared suddenly from around the corner and rocked my canoe in its wash. I saw most of Milford Haven during my holiday, and would not say that it was good canoeing water. The inlet reaches 25 miles inland and is fed by about 10 rivers, most of them very short and tidal. These estuaries are extremely dangerous as the tide races in, then straight out again, uncovering large stretches of treacherous mud. At Pembroke the river is navigable for about a mile upstream from the dam near the

castle. I was surprised at Carew because, though there was a similar dam marked on the Ordnance map across the Carew River, I duly arrived equipped with canoe only to find that there was no water there. The other rivers are of no interest except for the East and West Cleddau, the two main tributaries of Milford Haven. The East Cleddau is a small river with surprisingly good rapids here and there. It is very similar to the River Penk near my home town, and flows down a pleasant wooded valley. It is tidal from just below Canaston Bridge on the A.40, and is canoeable, except in drought, from Gelly. There is a small weir, just below the forbidding ruins of Llawhaden Castle. The Upper stretches of the river, above Gelly, are crowded with fishermen and I should think permission would be needed. I only saw the West Cleddau briefly at Haverfordwest, but it was a similar river, and from the map I thought that the bridge near Treffgarne would provide a good starting place.



There are several day trips from Tenby that can be undertaken. One takes you through Narberth and Haverfordwest to St. Davids. On the way the road meets the sea at Newgale Sands, where there are terrific waves along a mile of deserted sand and at the pretty village and harbour of Solva. From St. Davids the road travels 16 miles over wild moorland to Fishguard and then back over the Prescelly Mountains to Narberth via the Gwaun Valley and Maeclochog. White water canoeists will be pleased to learn that the Teifi can be reached in a day from Tenby. Llandyssul is about 40 miles by main road, but a more interesting road over the mountains can be taken. The stretch from Llandyssul to Genarth is Grade III and IV, with rapids at Henllan and Newcastle Emlyn, and Cardigan at the mouth of the river, is good for sea-canoeing.

It proved a very enjoyable holiday for us all, and this corner of Wales provided me with good canoeing. I would strongly recommend Tenby for a holiday. I'm certainly going back there.

TEST REPORT

SPORTS RAPIER TESTED BY RON CANNING

Glass fibre

Length 15' 9", Beam 25", Approximate weight 35 lbs. Price £35

Manufacturer: J. L. Gmach & Co., Fordingbridge, Hants.

Manufacturer's description: Very light, fast and strong canoe for inland cruising and long-distance racing.

With the rapid growth of canoeing as a sport, the number of craft available steadily increases and the prospective purchaser has often little to guide his choice apart from the manufacturer's description and a vague idea that the canoe he is inspecting should suit him. Unfortunately, he can be sadly misled as there are products on the market which are no credit to the sport, and which will produce little more than frustration and bad feeling. So more power to the elbow of the designers and manufacturers who are volunteering boats for test. Now let us see how the SPORTS RAPIER shaped up.

The name is attractive and so is the boat. The outward finish is such that both the novice and the expert will be impressed, and the impression would not, I think, be a passing one. Glass fibre constructions seem to gain in eye appeal season after season.

Both the bow and the stern sweep up in a far more gradual curve than is traditional, and it occurred to me that the length at the water line could vary quite a bit according to the weight of the canoeist, and therefore it should be noted that the characteristics I found were those for a paddler weighing 13 stone.

The cockpit was very comfortable and will take a spray cover, the seat is designed to give buoyancy and is adjustable, the combined footrest and rudder assembly are also adjustable, this gives plenty of variety of trim - a good feature. A rudder can be fitted as an extra. The complete boat was an easy one handed lift at portages, and this makes them a pleasure.

My first trip was at sea and Mr. Gmach's claim of stability is, in my opinion, well justified. The boat felt good and handled well, it held an extremely straight course without using the rudder, this is partly due to a skeg formed in the shaping of the after part of the hull. The rudder when used was capable of turning the boat through a tight figure eight. In a following sea I had no trouble with yawing, nor with shipping water in a moderate head sea, and it well fulfills the manufacturer's claims regarding its suitability for this type of water.

On the river I did a considerable number of miles both with and against a strong flow and in winds varying from catspaw to strong, my cruising speed averaged just 5 m.p.h.

Up to this speed the boat went beautifully, it is possible to keep very level laterally and it maintains way in fine style, holding a steady bow wave between strokes of 60 a minute. I was now using it without a rudder, it still held a good course and could be turned by body leaning without any alteration of stroke, although I did have to lean hard on a strong cross wind to keep course.



This brings me to the racing claim, and here I am not at one with the description. For occasional events and for fun, yes, but for serious L.D. work my personal opinion is that the competition is so keen that one cannot afford to give away a thing.

A variation of the standard Sports Rapier is a 15 ft. version with a small transom stern that qualifies for entry in Class III L.D. racing. This, I understand, has the same water line as the standard model.

The very shape that looks so attractive and cruises so well I found a drawback when sprinting. Despite trimming bow down I could make the bow climb out of the water and put the stern down to the coaming which is a position of drag. However, it was possible to reach a reasonable racing speed and in a race with rough water and portages the 'swings-and-roundabouts' clause could operate.

To sum up this is a product that will prove a good ambassador for the sport complying as it does with the manufacturer's description, and it should bring pleasure to its purchaser. There are, however, one or two improvements that could be made:

1. The hole in the bow designed for a painter was drilled straight through athwartships leaving a sharp edge that could chip easily or cut a line.
2. The rudder lines were at too sharp an angle in the guides on the deck.
3. The footrest and rudder assembly while adequate for normal paddling broke when under racing pressure.
4. The adjustable seat could well have a more positive fixing and adjusting device. I think it important to be able to position a seat quickly and firmly since a canoe may have many different users - there are four in my family.

Although the above points are small and could be attended to by the owner, the work could be done much more easily by the manufacturer.

ONCE UPON A TIME ...



Do you recognise the paddlers in this canoe?

Regular readers of 'Canoeing' will know that one of our favourite leisure activities is digging into the past, and producing for our readers quaint, unusual, and interesting, items in the history of canoeing. The photograph above was taken at Richmond in 1936. The canoe is a Tyne, but do you recognise the paddlers? Here is a clue - the bowman has since achieved national fame.

Yes, the bowman is Oliver Cock, now the British National Coach. The sternman is H.G.Carter who now lives in Johannesburg, South Africa, and who is, we are happy to say, still an active canoeist.

Note

We are always pleased to receive for publication early photographs which can be considered quaint, unusual, or interesting!

THE NOVICE

BY D. DAVIE

Peter was very nervous. His face wore the tense and worried look I had seen before when youngsters were being first introduced to canoeing. The whole canoe shivered as he placed his trembling body within it. But not for long - with a quick movement my sleek craft, 'Delilah', deposited him in the water and promptly bobbed upright again.

In as calm a voice as I could muster, I said, "Not quite - try again!" A dripping body obliged. The canoe shivered even more than the first time. "A bad case here", I thought. With an almost audible chuckle, my canoe repeated her newly-learnt trick of disposing of her occupant without actually capsizing. 'Delilah' was enjoying herself.

"Alright!" I said to myself. "This needs something special. There must be some way of keeping the lad upright. Now, I wonder...."

I stepped into the water and held the canoe firmly. She sulked. Two of the heftier boys lifted our victim and gently lowered him into the cockpit. "Well, I'm in", he said gleefully - and reached for the paddle. Three of us were now engaged in returning Peter - still in the canoe - to an upright position.

"Just take it easy. Sit still. The canoe will float right way up if you let it." I didn't really believe this of 'Delilah' in her present mood, but these were the words I had used before to calm any nervous youngsters.

"Rest the paddle-blade on the water. Let it float. That will help to support you. Alright?"

"Yes, that's fine," he said - and grinned. He didn't tip very far that time and we soon had him up again.

"That paddle is your support", I continued. "I want you to lean very slightly towards it and then, by a quick pull down on it, you will right yourself. Now, very slightly...." Thanks to four human supports, the movement was apparently successful.

"Jolly good," I said. "Now try again...." Five willing helpers prevented too excessive a movement.

This was it. Patience cannot last for ever. Peter never would have a sense of balance: this would be my first failure from all the youngsters attending our courses. Better let him have a final capsizing so that others could make use of the canoe.....

"Now remember what you have just learnt. You are on your own this time. Lean slightly and right yourself."

Peter leaned and his shoulder disappeared beneath the surface. I turned to adjust the life-jacket on the next pupil who was waiting to take his turn in 'Delilah'.

"Was that right?" asked Peter. 'Delilah' was upright and so was Peter. "No!" I waid, the cruel streak in me now coming to the fore, "You didn't get your hair wet. You must go further over."

"Sorry!" he said. "Do you mean like this?Was that better?"

I was amazed. I couldn't believe my eyes. This nervous, top-heavy youth - first time in a canoe - was actually doing half-rolls: and the half that matters - upwards! I needed time to get over this.

"That was quite good. Have a gently paddle round. If you feel yourself tipping, just right yourself like that."

Away he went, carefully and gingerly. A bit of a wobble but nothing to worry about; the occasional tip but always a recovery to prevent capsizing. And then it happened.... The canoe was upside-down on the far side of the river. It was jerking wildly. Peter must have panicked and caught his feet in the canoe.

Jacket off and I dived. I am not a fast swimmer and it seemed ages before I got anywhere near. The canoe continued to jerk wildly. While it was jerking Peter was conscious and trying to get out. I must get there in time. I mustn't let him drown. I must get there...

I was almost within reach when the convulsive movements of the canoe stopped. A head appeared by its side.

"Hello, sir! I tried to roll right over but I couldn't quite get up again. What did I do wrong?"

TEST REPORT

"FLYING BIRD" MILK POWDER

Quite frankly, when the tin of 'Flying Bird' Milk Powder arrived for testing I was not very enthusiastic, and even the words 'full cream' did little to reassure me. This prejudice was unreasonable for I had not even opened the tin and I can only put it down to childhood memories of war-time tins of blue and silver containing powder which reconstituted to give a chalky liquid whose only similarity to milk was its colour. However, as the following week we were off for seventeen days camping in Western France the tin was dropped into the supplies box.

During the first week the excessive heat turned our fresh milk sour and no supplies being immediately available we turned to our 'Flying Bird' milk. The instructions were simple 'Mix one pint of water with 8 tablespoonfuls of powder, stirring briskly with a fork'. The result was first-class. The end product looked like milk, smelt like milk, and tasted like a creamy milk, and there were no lumps. Taken in tea or coffee the result was indistinguishable from fresh milk, and we tried this out on several unsuspecting guests. What higher praise can I give it to say that we will include a tin on all future camping trips.

The instructions are for reconstituting a pint of milk, and this is probably more than the canoe-camper would require at once, further, a tablespoon is seldom found in the lightweight camper's kit, and I think it would be worthwhile for the manufacturers to give the measurements for smaller quantities, and possibly include a small measure in the tin.

'Flying Bird' Milk Powder costs 2s. 6d. for a tin which reconstitutes to give three pints of milk.

A NATIONAL CHINE RACING CANADIAN CLASS

DISCUSSED BY CHARLES RANSHAW

In this country Canadian canoe racing has never received the support it deserved; probably because cheap and easily constructed boats have never been available for the beginner. Most newcomers to canoeing start with a kayak they have built or purchased second-hand for a few pounds only, and by the time they become interested enough in racing to buy an expensive boat are already committed to the kayak.

Following the 1948 Olympic Games, Gerald Merchant imported a boat from Sweden and paddled alone until he was joined by Peter Angel who, showing remarkable skill and enterprise, built his own boat. Few, unfortunately, are as dedicated as these two and when Gerald left for Canada and an accident severely damaged Peter's boat, racing in International canoes came to an end. Racing with cruising boats, while receiving fair support, has never proved very satisfactory. Too often the results were a foregone conclusion. In the absence of a nationally recognised class other than the expensive, imported International class boats, there was nothing to encourage canoeists to take up single-blade racing.



Our sport has for long needed a nationally recognised class which would do for the Canadian what the N.C.K. has done for the kayak; a National Chine Canadian in fact. Now from the drawing board of Ken Littledyke comes the first of what is hoped will become a popular new class. It is not suggested that this boat can take the place of the moulded international class; it is not intended to. It will, however, provide a cheap and easily constructed boat which Canadian paddlers can race on equal terms.

Handling characteristics are such that having mastered this boat it would only be a short step to the new extreme types now appearing on the Continent. Although it is hoped that it will popularise Canadian racing and lead to the adoption of the International classes it should always remain a useful boat in its own right, both for junior racing and for general training. Based on the older C1/C2 designs (International rules now have an increased length for C2) it serves both for C1 and C2 racing. Construction follows the usual 'Kayel' practice of plywood panels joined with copper wire and sealed with fibreglass ribbon. Although a chine boat, the use of double chines, i.e. three strakes each side, has produced a boat with lines very close indeed to the older international C1-C2.

Watertight compartments fore and aft, thoughtfully provided with means of emptying in case of damage, give ample support for the crew in the event of a capsize. An interesting boat; attractive in appearance and, with a material cost of about £10, attractive in price. It only remains for the B.C.U. to give the class the official recognition it deserves and so encourage its use.



Length 17'0" Beam 30"

Plans and kits for this canoe are available from
John E. Peaton (kayaks) Ltd.,
42 Fitzjohn Avenue,
BARNET,
Hertfordshire.

RACING AT ESSEN

The usual air of expectancy and speculation was somewhat dampened by the absence of a number of the leading canoeing nations due to the unfortunate political situation prevalent in Germany at the moment. The International Canoe Federation quite rightly decided that the World Championships could not take place with one of its member nations unable to compete on equal terms and instead an international regatta was held.

The town of Essen had spent over two million marks on the installation of one of the most modern courses I have raced on. The facilities were excellent and everything was done to make the competitors feel at home. The regatta was the first event to be held on the course and the opening was treated with great pomp and ceremony. In fact, the competitors stood for nearly two hours whilst long speeches were delivered in German, French and English. The course was on Lake Baldeney, a part of the River Ruhr situated in pleasant wooded countryside.

The first day comprised the heats. Weather conditions were bad with a head wind and choppy water during the morning's events and torrential rain during the afternoon. All the times recorded were, naturally, very slow and, therefore, not worth mentioning. The Poles, Hungarians, and Germans, appeared to treat the heats very casually which was not surprising as in the K.1. 500 m. event for men six boats were going through to the next stage. However, in the women's events there were only three heats and a final which immediately cut out the majority of the paddlers.

Alister Wilson of Kyle Canoe Club put up a very creditable performance in the K.1. 500 m. and 1000 m. by reaching the semi-finals. Peter Lawler and Victor Gyoffry of Richmond Canoe Club also made a valiant effort in the K.2. 500 m. event and although drawing a very tough heat, nearly made the semi-final. This was, from the British Team's point of view, one of the most inspiring races of the Regatta. It was only in the last 100 m. that they fell back but until that point they were right amongst the leaders who are, after all, the world's best.

The final of the men's K.1. 1000 m. was the closest of the Regatta. Von Geber of Sweden won in 2.01.3 and Wentzke of Germany was second in 2.01.3. It was so close that at the prize giving first place was awarded to Wentzke but after inspection of a photo taken automatically on the finishing line the decision was withdrawn and first place awarded to Von Geber. Incidentally, he has been paddling for fifteen years!

I must mention the performance of the Dutch Team. This was, indeed, a triumph for their Trainer, Carl Mouse. Three years ago the Dutch Team were very much on a par with us but now they are far superior. Part of their success must be attributed to their attitude, for whilst speaking to one of their Officials he commented that they would not send their National Team to the Serpentine Regatta as they want competition that is higher than their standard so that they can improve. There is a great deal of wisdom in this.

The Japanese sent over quite a large team who, although they did not excel, put up a good performance for their first appearance

in international competition. It was interesting to note that the Japanese officials filmed everything that moved, paddlers, boats, other team officials, even, accidentally, themselves! Joking aside, we shall probably see the results of these tactics when they compete in the 1964 Olympics in Tokio.

Although at times the programme of events was rather drawn out with a somewhat lax approach to the whole affair, it was very interesting. My general impression was that the Hungarians are not so good as they were, the Poles neither seemed to have improved nor declined and the West Germans have definitely improved, particularly their women paddlers. There seems to be plenty of financial aid amongst the top canoeing teams and, from what I can gather, a lot of time spent in training camps.



Zilioli-Beltrami lead from Szollosi-Fabian at first turn of 10,000mt. K2. Szollosi-Fabian finished first by $2\frac{1}{2}$ sec. from the Italians.

THE SERPENTINE

10.55 AM British Open National Youth Championships 4 x 500 metres Relay (Boys)

1. Midlands	P.Sowman - C.J.Lacey - H.Haynes I.Grant	11.31.4
2. South West & Wales	R.H.Davies - D.Tinter W.Stickney - D.E.Rodth	11.46.0
3. Scotland	B.Brockie - P.Furton - S.Moivor D.C. McGonchoy	11.55.5
4. London & South East	R.L.Brewer - P.B.Harper - R.L.Pitt R.Fernandez	11.57.7

12.05 PM Kayak Singles (Men Seniors) - Final

1. C.Zilioli	S.C.Baldesio, Italy	3:20.3
2. G.Boehn	Mannheimer Kanogeschl Schaft, Germany	3:20.8
3. H.Sachse	Canoe Association of the Saar	3:24.0
4. R.Gillert	Canoe Association of the Saar	3:25.0

12.10 PM British Open National Youth Championships - Girls (16-18 years)

1. J.Roberts	Midlands	No time taken
2. V.Pfeffering-Jones	South West & Wales	
3. S.Stevenson	London and South East	

2.10 PM Canadian Eight

1. German Canoe Association - Youth Section, Berlin	3:51.6
2. Twickenham Canoe Club - Youth Section	3:53.9

2.40 PM Kayak Pairs (Juniors) - Final

1. K.Johansson/A.Sandin	Katrineholms Canoe Club/ Barnsviken Canoe Club, Sweden	3:10.5
2. D.Caliet/A.Gnissetta	S.C.Sabaudio/P.V.Libertas, Italy	3:12.6
3. W.Schultz/G.Hogrebe	Frankfurter Kanu-Verein, Germany	3:13.4
4. A.Lemars/J.Dittanburg	Canoe Club 'de Geusen' - Dventer Canoe Club	3:19.6

3.10 PM Kayak Pairs (Men Seniors) - Final

1. Italian Canoe Federation - C.Zilioli/E.Tasso/A.Rucco C.Beltrami	2:48.8
2. Canoe Association of the Saar N.Sachse/A.Wilhelm/H.Gillert R.Gillert	2:50.5
3. Royal Canoe Club - A.Young/S.O'Keefe/A.Still/ V.Gyorfy	2:53.8
4. German Canoe Association - K.Kaiser/J.Pach/K.H.Vierkant/ G.Sohn	3:01.0

4 PM Kayak Singles 4 x 500 metres Relay (Men Seniors) - Final

1. German Canoe Association - K.H.Vierkant/K.Kaiser/J.Pach/ G.Sohn	8:26.4
2. Italian Canoe Federation - C.Zilioli/F.Tasso/A.Rucco/ C.Beltrami	8:26.8
3. Canoe Association of the Saar R.Gillert/P.Schuber/H.Gillert/ T.Pink	9:31.8

3.30 PM Kayak Singles (Women) - Final

1. I.Gaubets	Frankfurter Kanu-Verein, Germany	4:06.5
2. G.Ceire Ramusini	P.V.Libertas, Italy	4:08.6
3. G.Ceire	P.V.Libertas, Italy	4:09.2
4. L.Wagg	Mosman Club, Australia	4:11.5
5. M.Tucker	Richmond Canoe Club	4:12.4

4.40 PM British Open National Youth Championships - Boys 16 - 18

1. M.Jerry	Central and East	2:39.4
2. G.J.Lacey	Midlands	2:43.0
3. D.C.McGonchoy	Scotland	2:45.3
4. R.H.Davis	South West & Wales	2:18.4

5.55 PM Kayak Singles (Men Juniors) - Final

1. K.Johansson	Katrineholms Canoe Club, Sweden	3:28.0
2. D.Caliet	Sc.Cent S.L.M. - Sabaudio, Italy	3:30.4
3. R.Ziegler	Frankfurter Kanu-Verein, Germany	3:31.6
4. A.Sandin	Barnsviken Canoe Club, Sweden	3:32.0

4.15 PM Kayak Pairs (Women) - Final

1. L.Wagg/E.Seger	Mosman Club - Fairfield Canoe Club, Australia	3:42.8
2. G.Ceire Ramusini/C.Ceire	P.V. Libertas, Italy	3:44.5
3. H.Tucker/D.Rabjohns	Canoe Association of the Saar	3:47.1
4. M.Tucker/D.Rabjohns	Richmond Canoe Club	3:55.3

5.00 PM British Open National Youth Championships - Boys 14 - 16

1. M.Meen	Central and East	2:55.0
2. I.Grant	Midlands	3:02.3
3. T.Tyrell	Northern Ireland	3:03.1
4. B.Mitchell	South West and Wales	3:12.7

5.10 PM National Chine Kayak Singles (Men) - Final

1. J.Erough	Galley Canoe Centre	4:19.4
2. E.S.Dhaston	Leamington Spa Canoe Club	4:31.0
3. K.A.Pereira	Twickenham Canoe Club	4:31.6
4. M.Have	Galley Canoe Centre	4:35.8

5.30 PM Kayak Pairs (Men Seniors) Final

1. C.Zilioli/C.Beltrami	S.C.Baldesio - S.C.Sabaudio	3:07.4
2. H.Sachse/A.Gillert	Canoe Association of the Saar	3:08.9
3. V.Ignjatjevic/D.Desanc	Canoe Club Ivo Lola Ribar, Tugoliasia	3:09.7

6.20 PM Kayak Pairs (Men Juniors)

1. Italian Canoe Federation	G.Gnissetta, D. Caliat, V. Marchetto, M. Marini.	2:54.4
2. German Canoe Association	K. Ziegler, G. Reiter, H. Hogrebe, H. Schultz.	2:59.5
3. Dutch Canoe Association	E. Claasquin, A. Leunwers, J. Witsenberg, H. Zaas	2:59.8

THE SECOND NATIONAL C8

Eight months after the introduction to Britain of the German designed 36ft. long, nine-man C.8, has come the building and launching of the second boat.

Paint manufacturers Blundell, Spence & Co. Ltd. supplied the polyurethane wood lacquer and mahogany wood filler with which the canoe was finished. It was given four coats of lacquer on the exterior and three on the interior to create a hard, water-proof, glossy surface.

Launching of the canoe took place at Eel Pie Island on August 4, when last year's Mayor of Twickenham, Alderman Mrs. Davies, named her "Twickenham". She was then taken on her maiden voyage by a visiting crew from West Berlin, against whom the local team competed unsuccessfully a week later, at the NEWS OF THE WORLD regatta.

Both the "Alpha" and the "Twickenham" took part in the Sunbury regatta (August 19). All their crews want now are a few more C.8's for company!



Dear Sir,

Having recently received my August number of Canoeing I was about to write to you on the subject of safety, it being a subject about which much is being written at present and one on which all experienced canoeists feel very strongly, especially where young people are concerned. However, in this instance I am feeling particularly hot under the collar as a result of the following paragraph which appeared on the front page of a national daily newspaper of 11th July 1962:-

"Calais, Tuesday. - A French yacht club picked up 25 members of the National Association of Boys' Clubs yesterday who were trying to cross the Channel in Kayaks. Bad weather checked them."

Even allowing for exaggeration, inaccuracy and the search for sensationalism, which unfortunately dictates the "news" in our popular press today, quite obviously something went wrong on this expedition involving the safety of boys. In an article of mine which you were good enough to print in your March issue reporting a crossing of the Channel in which I took part in 1961 I feel, in retrospect, that I was in error in underplaying the most important aspect of preparation.

Your readers may recall that I referred to our initial plans only in the last paragraph. May I now correct any erroneous impression this may have created and emphasise that the weeks from the beginning of March until the crossing in June were very busy ones indeed. It is absolutely essential that sufficient time and thought be given to preparation for an expedition of this nature, or any other for that matter, if canoeing and the canoeist are to avoid becoming a source of derision or amoyance. Indeed any leader of a sea or estuary expedition, who does not study the relative tide charts and ask advice about currents from local sources is a menace to all those in his charge.

From my own experience I can say that the tides in the Channel are most suitable for crossings during the early part of June and the middle of September. It is consequently commonsense to give oneself enough time to prepare practically and physically before the period when one has chosen to make the expedition, not to train and then try a crossing when one is fit regardless of the state of the tides and elements. Incidentally, whereas the Met. office will give, when possible, long range forecasts, the local harbourmaster and fishermen are remarkably accurate for 48 hours ahead.

One hesitates to advocate an increase of controls in a sport, but it does seem that perhaps here is an instance, where a group is involved, when some authority should give its approval as to the efficiency of the preparations and suitability for the crossing. After all it seems paradoxical for all canoeing instructors and courses to stress bouyancy, life jackets, escort vessels and safety generally for the individual if a whole party is to be lead into a situation which can only be described as foolhardy.

Yours sincerely,

Jack Travers.

Canoeing - the unnoticed sport

Dear Sir,

July 1962 has brought the incredibly sad news of the death of yet another of Britain's most promising canoeists. Peter White of the Canoe Touring Club, the winner of many major events this year, died in a road accident as did Ron Rhodes earlier this year, and Paul Farrant some eighteen months ago.

How strangely tragic it is that these three wonderful sportsmen, who achieved as much success in canoeing as so many other sportsmen achieve in their respective 'fields' - be it boxing or football or tennis - should die in the same terrible way.

And yet, in spite of all their efforts, their passing has gone almost unnoticed outside canoeing circles. Why is this? Why is it that although canoeing is not a 'top' sport here in Britain the death of a canoeist, even the most accomplished canoeist goes unrecorded? One can indeed imagine the 'publicity' that would arise over the death of a star boxer or footballer killed in a road accident - or, indeed, in any other way. Where is the justice?

Yours faithfully,

Graham Shankland,
Honorary Secretary, Llandaff C.C.

Dear Sir,

Faltboot not Folbot

With great interest I read Brian Skilling's review of "The Young Sportsman's Guide to Canoeing", and I agree with all he writes except for his remarks on the term "folbot".

For the record, Folbot (upper-case F, please) was the trade name of a popular pre-war folding kayak. It says much for the maker's publicity that many still think folbot is a generic name, rather as they think of perspex instead of Perspex - an I.C.I. Registered Trademark.

The origin of the term was, of course, the German "faltboot" (literally fold-boat). Folbot is sufficiently like the German word to cause confusion between the two.

Brian is usually so accurate in his canoeing history that I am sure he will not mind this friendly correction.

Yours truly,

Dexter Walts

(Dexter is quite correct, of course, that the generic name is faltboot and it is likely that this word was always used correctly before the war to mean any kind of folding canoe. After the war my recollection is that the word folbot was in currency to describe folding canoes in general. Now, apparently, the Americans are using the word folbot to describe any kayak, be it rigid or folding. Undoubtedly the word 'folbot' is a corruption of the word 'faltboot' probably brought about by the disappearance of the firm of 'Folbot' in the London blitz.)

NEWS FLASHES

NATIONAL SCOUT CANOE CRUISE

Sixty-six scouts took part in the 14th National Scout canoe cruise held on the Avon and Severn from August 25th to 1st September. The cruise was led for the fourteenth time by Percy Blandford who is Assistant County Commissioner (Sea Scouts) for Warwickshire.

BIG SHIPS

If you aspire to something grander than a canoe, you will be interested in a 'Build your own dinghy' Conference which the C.C.P.R. are holding on the 17th November, 1962 at the Duke, of York's Headquarters, King's Road, Chelsea, S.W.3. Tickets are obtainable from the C.C.P.R. (London & S.E. Region), 6 Bedford Square, London, W.C.1. Prices: adults 5/-, under 21's 2/6.

FRONT PAGE NEWS

The entire front page of the Cork Weekly Examiner for Thursday, 16th August, was devoted to photographs and descriptions of canoeing. The occasion was an 'Experiment in International Living' in which a party from the United States joined with a party of young men and women from Ireland. Canoeing adviser was Matt Murphy who is well known for the organisation of canoeing holidays on Irish rivers.

CANOE INSURANCE

The B.C.U. reports that the number of canoe insurance policies taken out during July and August exceeds the figure for the whole of the previous twelve months.

NEW CANOEING BOOKS

We understand that at least FOUR new canoeing books are expected to be published next year. As one of the author's remarked: "The hardest thing in writing a canoeing book these days, is to think up an original title!"

SEE YOU AT THE SHOW

Once again 'Canoeing' will be at the Camping and Outdoor Life Exhibition. The dates are from the 11th to 19th January, the place, Olympia.

WET SUITS

The B.C.U. Supplies 'shop' are now stocking wetsuits. The brand name is SEAHORSE and they are advertising them as 'B.C.U. recommended! Price: Tops £9.14.0. Trousers: £6.10.0.

Query: If the B.C.U. can 'recommend' wet suits why do they refuse to 'recommend' life jackets and other things?

RESULTS

LAPOCK ROCK RACE

Due to adverse weather conditions, the race could not be held on the planned course. Instead, it was run on the River Garnock, which was in heavy spate, and was as trying a course as the sea route would have been.

Running times for competitors in the L.D. race - approx. $6\frac{1}{2}$ miles.

1. J. MacGregor	K.C.C.	1 hr. 19 mins.
2. J.C. Speirs	I.C.C.	1 hr. 25 $\frac{1}{2}$ mins.
3. J. Kerr	I.C.C.	1 hr. 32 mins.
4. J. Young	K.C.C.	1 hr. 30 $\frac{1}{2}$ mins.
5. J.H. Speirs	I.C.C.	1 hr. 34 mins.
6. Wm. Shanks	A.C.C.	1 hr. 34 $\frac{1}{2}$ mins.

ROUND CUMBRAE L.D.

Despite heavy seas and high winds which promised to make the Round Cumbrae L.D. a hazardous race, it was run to plan and proved to be a real test of skill and stamina.

As can be seen from the results, those who completed the 10 mile course did so in good time. Special mention is due to I. Pendleton of Forth Canoe Club who entered the race in a K.I. and amazed many sea going canoeists by finishing the course in a craft which is not famed for its performance in heavy seas.

The results are as follows:-

1. J.C. Speirs	I.C.C.	1 hr. 54 $\frac{1}{2}$ mins.
2. W. Kincaid	K.C.C.	1 hr. 50 $\frac{1}{2}$ mins.
3. B. Brockie	K.C.C.	1 hr. 51 mins.
4. W. Johnson	I.C.C.	1 hr. 52 mins.
5. W. Shanks	A.C.C.	1 hr. 57 $\frac{1}{4}$ mins.
6. J.H. Speirs	I.C.C.	1 hr. 52 $\frac{1}{4}$ mins.

TAY CANOE CLUB

Open Slalom (Non Ranking) at Fishponds on 12th August, 1962

Place	Name	Club	First Run			Second Run			Better	%
			Pen.	Time	Total	Pen.	Time	Total		
1	Jack McLean	Tay	30	131	161	-	120	120	120	69.4
2	Alan Sharples	Man.	70	108	178	20	119	139	139	80.4
3	Ian McLean	Tay	20	124	144	20	121	141	141	81.5
4	F. Woodfine	Cal.	20	124	144		CAPSIZED		144	83.2
5)	D. McRae	Tay	60	140	200	10	137	147	147	85.0
5)	Ian Pendleton	Forth	30	117	147	60	112	172	147	85.0
6	Duncan Winning	S.H.C.C.	40	123	163	30	124	154	154	89.0

Average = 173 Note: Cal. = Caledonia C.C. S.H.C.C. = Scottish Hostellers C.C.

"SCOTTISH CONFINED" Slalom at "Thistle Brig", Tay. - 2nd September, 1962

Postponed from 12th August.

Place	Name	Club	First Run			Second Run			Better	%
			Pen.	Time	Total	Pen.	Time	Total		
1	Sandy Hay	Tay	10	160	170	-	121	121	121	77.6
2	Ian Pendleton	Forth	120	171	291	10	117	127	127	81.4
3	Joe Reid	S.H.C.C.	10	172	182	-	144	144	144	92.3
4	Ian McLean	Tay	-	145	145	30	159	169	145	92.9
5	Fred Lumsden	Tay	120	147	267	-	149	149	149	95.5
6	Gavin Loudon	Tay	10	173	183	170	122	292	183	117.3
7	Duncan Winning	S.H.C.C.	120	165	285	80	145	225	225	144.2

Average = 156 S.H.C.C. = Scottish Hostellers Canoe Club.

KYLE CANOE CLUB L.D. RACESeniors - 10 miles

1. J.Young - KCC - 1.38.04
2. W.Kincaid - KCC - 1.33.14
3. J.Macintyre - Ardrossan CC

Junior - 6 miles
(under 18)

1. D.McConechy - KCC - 0.57.06
2. B.Brockie - KCC - 0.59.30
3. W.Shanks - ACC - 1.1.50

THIRD DIVISION SLALOM AT 'THISTLE BRIG'

DATE:- 5th. AUGUST 1962.

PLACE	NAME	CLUB.	FIRST RUN			SECOND RUN			BET	%
			PEN	TIM	TOT	PEN	TIM	TOT		
1	P. Rodgers	Chal.Park	30	158	188	20	182	202	188	69.1
2	A. Kay	Chester	30	195	225	20	174	194	194	71.3
3	C. Webb	Manch'r.	90	240	300	70	204	274	274	100.7
4	J. Reid	Scot.Host.	90	205	295	270	167	437	295	108.5
5	F. Lumsden	Tay C. C.	180	195	375	130	202	332	332	122.1
6	S. Stringer	Chester	150	200	350	capsized		350	350	128.7

FOURTH DIVISION SLALOM AT 'THISTLE BRIG'

DATE:- 5th. AUGUST 1962.

PLACE	NAME	CLUB	FIRST RUN			SECOND RUN			BET	%
			PEN	TIM	TOT	PEN	TIM	TOT		
1	R. Sheard	Chester	200	151	351	30	169	199	199	57.0
2	A. Cuthbertson	Caledonia	170	156	326	40	186	226	226	64.8
3	P. Boulton	Bristol	80	175	255	30	204	234	234	67.0
4	C. Parrott	Manch'r.	50	216	266	230	178	408	266	76.2
5	D. E. Richards	Can.Camp.C	230	129	359	110	181	291	291	83.4
6	J. Smith	Bristol	180	155	335	150	170	320	320	91.7

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