

Canoeing

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VOL 3 NUMBER 6

MAY 1963

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For 1963

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Canoeing

Volume III

Number 6

May 1963

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CONTENTS

Re-entry into a K1 in deep water	88	Operation Eskimo	101
By Kayak in North America	90	Life Jackets or Personal	
Stop Press	92	Buoyancy	102
Sprint Racing News	93	Book Reviews	103
Vaux School of Sport	93	Letters	104
Canoeing Calendar for 1963	94	Oxford L-D Race	106
A Sea Touring Two-Seater Kayak	95	New Flashes	107
About Canoeing	99		

Editorially Speaking

Perceptive readers of the April issue of 'Canoeing' may have noticed that the inner pages of our magazine were printed on a slightly thinner paper than usual. This was not an economy measure but part of our continuing efforts to make 'Canoeing' a better, brighter, and bigger magazine.

For some time we have wanted to increase the size of our magazine but while we felt we could carry the increased cost of production, the addition of another page would have increased the postal charges by 1½d. a copy and this we could not afford. Since we were reluctant to increase our postal subscription by 1s.6d. per year we have been seeking another solution and in the change to a thinner paper we believe we have found it. This month, for the first time, 'Canoeing' has twenty-eight pages without any extra cost to our readers and although there is a very slight loss in quality compared with previous issues, we believe that the increase in subject matter more than compensates for this.

With more space available we hope readers will continue to send articles and illustrations in an ever increasing amount and we also hope that readers will continue to recommend 'Canoeing' to their friends in order that we can give even more value for money as our circulation grows.

Re-entry into a K1 in deep water

BY PETER LOFTHOUSE

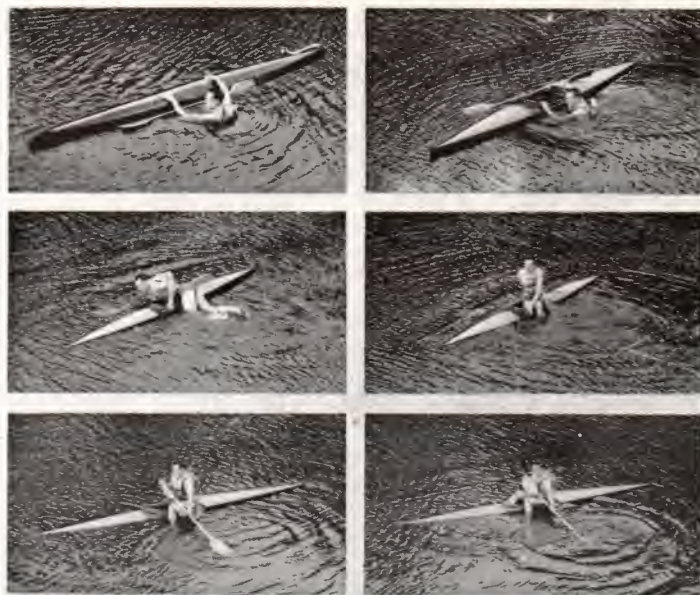
As Spring approaches and the water remains as cold as ever, many paddlers will be venturing onto the water in new boats, some of them in K1s and similar narrow Kayaks. I would like to put on record a method shown to me by famous sprint racing coach, Arne Wandery, whilst I was a member of Stockholm's Kajak Klubb.

The Swedes are at a disadvantage to the rest of the European racing countries in that their training water is guaranteed to be frozen during the long winter months. When spring arrives and the ice floes are thinning out they want to be on the lakes as quickly as possible.

With a long winter's rest from paddling (but not training I may add) balance is uncertain to newcomers and even the most experienced use ballast to increase resistance through the water and as an added precaution against a capsized. To be faced with a swim and towing a boat for even a few hundred yards in ice cold water is not only unpleasant but highly undesirable. As they say, necessity is the mother of invention, here are two methods of returning quickly into a boat that have been developed.

Method 1 Using the assistance of a rescuing Kayak.

- (a) Paddler in the water, from now on referred to as the 'wet paddler', flicks the boat upright taking care to let as little water as possible into the boat in the process.
- (b) The assisting boat moves up on the outside of the 'wet paddler', thus putting the 'wet paddler' between two righted boats.
- (c) The 'wet paddler' places his paddle over the fore deck of both boats and in a position where he can easily reach it once he is returned to his boat. At the same time the dry paddler places his paddle across the aft decks of both boats.
- (d) The 'wet paddler' faces the bows of the boats, puts one hand on the peak of the rescuing boat's cockpit and the other hand flat in the bottom of his own boat in a position to be found by experience to enable him, in the next stage, to manoeuvre himself easily onto the seat.
The dry paddler, at the same instant or a little before the above stage, places both his hands on the back of the 'wet paddler's cockpit. This now makes a stable structure on the water with both paddles collected and conveniently placed.
- (e) The 'wet paddler' now presses down with both hands and lifts his thighs to the level of the gunwalls.
- (f) It is now a relatively easy matter to pivot round on the hand in the bottom of the boat and raise the knee to gunwall level. One's backside should now be poised above the back seat.
- (g) Lower down slowly, still keeping hold of the peak of the helper's coaming.
- (h) Once seated with legs over the side the boat is stable enough, with helper still holding on, of course, for the legs to be brought over the side and everything to return to normal.



Method 2

After seeing how easy it is to return to a boat with help it is by no means impossible to return over the side without help, thus removing the ever present danger of damaging the deck when returning over the stern.

- (a) After capsize, assemble your wits!! paddle and boat. Fig.1.
- (b) Flick the boat over as before and carefully place the paddle on the starboard side with the thumb on the inside of the cockpit coaming, most important, place the left hand 12-14 inches apart on the port side coaming. Fig.2.
- (c) Now comes the tricky part. Project yourself over the cockpit, it sometimes helps to give a downward kick with both legs, manoeuvre yourself down over the cockpit so that the right hip bone is over or a little beyond the coaming edge. Fig.3.
- (d) Straighten the right arm and keep it straight. Left arm is straightened, but can be flexed to keep the boat on an even keel. Pivot on the right arm and lower yourself onto the seat. The lower the seat the more difficult it is to sit in the boat with the legs over the side. Once seated keep the legs as deep in the water as possible. Fig.4. The boat is now more stable than when the paddler is seated normally. Just to prove it try paddling round in this position. Collect the paddle from the starboard side and scull for support. With this added support both legs can be placed in the cockpit. Figs.5 and 6.

If you are attending an Eskimo Rolling Course or have access to a heated swimming bath why not get some practice in before trying in open water. If you capsize a second time while getting back you more than likely will have too much water in the boat to make the method practical, but with a little practice you will be able to do it 10 times out of 10 even in the sea with a swell running.

By Kayak in North America

BY J. RAYMOND HODKINSON

Last summer I had the great fortune to travel 135 miles by kayak canoe in the United States and Canada. The opportunity arose from attending a scientific conference in northern New York State. The canoe and tent could be taken free on the transatlantic steamer and afforded an economical means of travel and accommodation in an expensive country. Above all, in travelling by river one escapes the frenzy of the cities and the commercialism and artificiality of the well-worn tourist routes, and has the chance to come closer to the essence of a land and its people, who has not rediscovered his own country when he began to travel its rivers, lakes and coasts by water, to come upon scenes and people unawares?

At first, I intended to canoe the Fulton chain of lakes in the Adirondack Mountains, a 100-mile square National Park of largely uninhabited lakes, forests and mountains in New York State itself, south of the Saint Lawrence seaway. These lakes offer an 80-mile journey with a few portages from one lake to the next, and Oscar Hawkesley of the American White Water Federation gave me useful information about this and many other possibilities in the Adirondacks. In the end, however, I joined friends in the U.S. Geological Survey working for the summer in Maine, in the north-east corner of the U.S. On a day of typical English summer weather - cold, grey and raining heavily - their jeep dropped me in the wilderness of northern Maine at a point where the East Branch of the Penobscot River is crossed by a dirt road just below its source in Grand Lake, I dispiritedly set up my tent and my folding kayak, my only company the unseen bears, racoons, mink and moose in the surrounding forest, and went to bed. The next day brought sunshine to clear the morning mist on the river, and the 5 days' canoeing down to South Lincoln, 75 miles away, proceeded on smiling water fringed by the rich green of the forest under a blue sky. Before starting I climbed Horse Mountain for a wonderful view over Grand Lake with its blue water, forested shores and tree-clad islands, with rolling, wooded hills stretching to the horizon in all directions. Diminutive red sea-planes could sometimes be seen flitting cheekily between the many lakes and ponds and providing the only transport in large areas of northern Maine.

After a wet summer the river was full and the rapids well covered. The first day required three exhausting portages, averaging $\frac{1}{2}$ mile each round the gorges confining Spencer Rips, Grand Pitch and Bowlin Falls. As I dragged my heavy boat I reflected on the only advantage of folding canoes being that they fold, and on the appropriateness in relation to such craft of the American term for rapids - "rips". With distance the river broadened and the rapids, always well-covered, lengthened, up to $\frac{1}{2}$ mile long in some cases. Whetstone Falls consists of a series of 1 foot ledges spaced about 20 feet, extending for $\frac{1}{2}$ mile and with boulders, and I began the run down before realising the hazard. Getting out and lining across 20 yards to the bank in the fast, deep water where not a single foot-hold could be lost or mistake made gave me a tense hour I shall not soon forget.

Otherwise obstacles were few. Interesting rapids alternated with lovely, deep, still pools and a panorama of wooded mountain-tops

slipped by behind the forest fringe. After three days of solitude I came upon the small town of Medway with an open-air Saturday-night teenagers' twisting session that looked like a scene from a pop-musical film and provided the best sample of Americana in all my travels. Here also I took a day ashore to visit idyllic Millinocket Lake with Maine's highest mountain, Katahdin, 5,267 feet, brooding mistily behind it like Fuji-Yama over a Japanese landscape. Now the river was broad and deep, reminiscent of the upper Thames, and entrancing with its mirror surface in the still weather, alike in the mist of morning, the shimmer of noon, or the delicacy of starlight. The mountains were no more, but instead white-painted wooden farms and villages could be seen through clearings in the trees. Less entrancing was the cabbage-like smell of the effluent from the paper pulp mills on the banks.

At South Lincoln, about 50 miles above Bangor, Maine, mentioned in the song "Riding down from Bangor", I hitch-hiked 90 miles east over the Canadian border into New Brunswick province. My canoe and camping equipment presented no problem to the average-size American car which gave me my first ride, and soon I was transferred to an empty timber lorry 60 feet long which tore through the countryside like an express locomotive until it set me down, with a dramatic screech of brakes and storm of dust, at a bridge over the Magaguadavic River, a few miles below its source. The next day it rained heavily, but I was on the land of an old trapper and huntsman who had emigrated from my native city of Manchester, England, 50 years ago. He took me in until the next day and entertained me with stories of rod and gun and days gone by, which I am sure lost nothing in the telling.

The Magaguadavic was a smaller, gentler, more intimate river than the Penobscot, but the 60 river-miles down to tidal water at Saint George took four days. The first day gave a continuous succession of delightful easy rapids with forest scenery; the second day, lazy serpentine meanderings through farmland. The light-green of meadows contrasted with the dark spruce forest, graceful deer came out to drink at evening, the wooden houses and farms were painted prettily in light, gay and varied colours. The third day there was forest again and a dozen ledge falls and rapids which had to be lined down, also a dam. Occasionally a small dirt road would cross the river on one of the picturesque covered wooden bridges which are a feature of eastern Canada, especially of the French regions, and resemble those of Switzerland. On the last day, after a portage round Second Falls and a diversion up a tributary to Lake Utopia, whose curved sandy beaches backed by trees evoked a Pacific island atmosphere, I camped on the quay of the sawmill at Saint George, my journey being over.

Old, white, wooden frame houses, many from the most elegant period of colonial domestic architecture, spoke of the importance and prosperity of the town in bygone days. Beyond lay the Bay of Fundy with some of the highest tides, coldest seas and most beautiful islands in the world. I left the canoe, crossed to Deer Island by ferry, and made my last camp in scenery rivalling that of the Islands of Greece in its beauty, its poetry and its power to take possession of the soul. Green, spruce-clad islands with rocky shores skirted by extensive fringes of dark seaweed exposed by the 40 foot tides were set in blue sky and sea. Only 200 yards from my tent swirled the

second largest whirlpool in the world, throwing off strange patterns of eddies. Sharks plunged in the water, thousands of gulls screamed and drifted with the tide, sunset was deep and red and satisfying, the reflection of a crescent moon shimmered silvery on the purple waters.

What I had seen was as much North America as is the "American Way of Life" now on sale in Europe. It is a great country for the open air life; the Penobscot, though the size of the Thames, is only one river among many. The Adirondack national park equals the whole of Wales in area. Summer is really summer and winter, winter. The extensive forest park areas are well provided with camping areas with tables, benches, fireplaces and sometimes sanitation and open sleeping shelters, and one is also free to camp anywhere in the wilderness. Persons entering the forests and parks are asked to report their presence only as a common-sense precaution against fire and accident. Yet it was surprising to find, in what Europeans consider a pioneer country, how few people were prepared to take recreation which involved walking more than 10 yards from their cars, and still less recreation which involves propelling a boat by one's own muscles or by wind, rather than by motor. In taking walks along the road, one is frequently offered lifts.

Kayak canoes seem to be very little used in North America, where the open Canadian canoe predominates. Canoeing is regarded less as an end in itself than as a means of transport for fishing or hunting expeditions, for which purpose the Canadian canoe, usually with motor attached, is preferred. Shopping for the British canoeist has its amusing moments. The village stores stock a wider variety of goods, of super-market style, than in England, but one must accept bread and cheese in packaged, processed and de-natured form. One must say "termaydohs" to get tomatoes. Methylated spirit stoves seem to be unknown and "meths" is not on sale in any case. However, I successfully burned cleaning solvent and also rubbing liniment in my stove, though when I ventured to use them for their specified purposes they were a complete failure. The only material I could buy for canoe repairs was a thick, bituminous substance for sealing roofs, which I daubed under the belly of the kayak and got spread indelibly all over my legs, making me look even dirtier than I was. The numerous biting insects would have been unbearable but for two large, U.S. Government insecticide sprays which my Geological Survey friends gave me as a parting present.

Towards the foreign visitor the rural American is curious but unfailingly helpful. America is opening her gates to the conventional tourist, but I hope that more young people may be enabled to travel in the way I was able to; they will be far more impressed than by the Statue of Liberty, the Niagara Falls, the Empire State Building or Broadway.

STOP PRESS

For technical reasons the L.D. Racing Committee has decided that points won in the recent Oxford L.D. race shall not count towards the Hasler Trophy.

SPRINT RACING NEWS

Emphasis on youth training and regionalisation were the two main points at a recent meeting of sprint paddlers. Following the success of the National Youth Championships, the Paddling Racing Committee felt that this must be followed up with coaching and training in K.1's. The possibility of an educational youth grant for this purpose is to be explored.

To make the Paddling Racing Committee more effective it was proposed that the country was split into regions each to be run by a committee upon which the National Committee could call for advice on local conditions, paddlers' performances, etc. These regions would also have their own coaches directly controlled by the National Coaching Adviser, Mr. Bryan Woods. The Paddling Racing Committee would then be left to run Sprint Racing at a National level and be relieved of a lot of minor problems which could be adequately dealt with by the Regional Committee.

M.T.

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

Vaux School of Sport

Nominations are now being invited for the Vaux School of Sport to be held at Bede College, Durham from July 27 to August 3, 1963 and sponsored by Vaux Breweries, Sunderland.

The Central Council for Physical Recreation North-Eastern region has agreed to administer the school on behalf of the company and governing bodies of the six sports selected. These are the British Canoe Union, the Football Association, the Amateur Gymnastic Association, the All England Women's Hockey Association, the British Judo Association and the Lawn Tennis Association.

Nominations will be invited for 100 selected young men and women between the ages of 17 and 20, from Northumberland, Durham or the North Riding of Yorkshire to attend the school for top-level coaching. It is stressed that the aim of the course is not only to train performers, but to prepare the students for leadership in their chosen sport.

The school will be residential and Vaux will provide a scholarship covering full tuition and accommodation fees. Outstanding coaches from the six chosen sports will be assisted during the week by star performers and each student will be given the opportunity to try another sport under ideal coaching conditions.

Canoeing Calendar for 1963

The following is a list of the competitive canoeing events for 1963. Organisers are asked to notify us of any alterations or omissions as soon as possible in order that we can pass this information on to our readers. We would be grateful if organisers would send a copy of the results to our Editorial Office as soon as possible after the event in order that we can publish these while they are still news.

SPRINT RACING

Please make a note of the following regatta dates:

MAY 18 or 19	North versus South Regatta at Bedford.
MAY 12	National Championships (K2, 10,000 m Juniors and Seniors) at Worcester. Subject to confirmation.
JUNE 3	Welsh Harp Regatta.
JUNE 15	Richmond Canoe Club Regatta.
JUNE 29-30	Birmingham Regatta, including National Championships, (K1, 10,000 m Juniors and Seniors).
JULY 6	Royal Canoe Club Regatta
JULY 7	National Championships (K4, 10,000 m Juniors and Seniors) at Royal Canoe Club.
JULY 27-28	National Championships (500 m and 1,000 ,). Venue to be announced.
AUGUST 8-10	11th Serpentine Regatta. Second Open National Youth Championships.
AUGUST 11	Paddling Challenge Cup Race of the Royal Canoe Club.
AUGUST 23-25	European and Extra-Ordinary World Championships in Jaice, Jugoslavia.

Royal Leamington Spa Canoe Club intends to organise a regatta in Warwick, possibly in June, which, subject to confirmation, will have the status of Midlands Championships Regatta.

LONG DISTANCE RACING 1963

APRIL 7	Leamington Race.	12 miles, river.
APRIL 21	C.T.C. Thames Race.	15 miles, river.
APRIL 28	Hartlepoons Race.	15 miles, estuary/river.
MAY 5	Bedford Race.	15 miles, river.
MAY 12	Worcester Race.	19 miles, river.
MAY 26	Chester Race.	13 miles, river.
JUNE 9	Chelmer Race.	12 miles, river.
JUNE 16	Bradford on Avon Race.	11 miles, river.
JUNE 23	Poole Harbour Circuit	13 miles, sea/river.
JULY 7	Midland (R.Trent) Race.	18 miles, river.
AUGUST 4	Berwick upon Tweed Race.	15 miles, estuary/river.
AUGUST 17	Cleethorpes Race.	11 miles, sea.
SEPTEMBER 8	Exeter Race.	12 miles, estuary/river.
SEPTEMBER 15	Sunderland Race	15 miles, estuary/river.
SEPTEMBER 22	Birmingham Race	18 miles, canal.

A Sea Touring Two-Seater Kayak

DESIGNED BY DUNCAN WINNING

As a result of the success of his single-seater hard chine plywood kayak (described in our March issue), Duncan Winning went on to design a two-seater sea touring kayak again developed from the lines of the Greenland kayak and it is the plans of this canoe that we now offer to our readers. The two-seater version, however, is canvas covered and because of this is rather easier to build than the plywood single-seater.

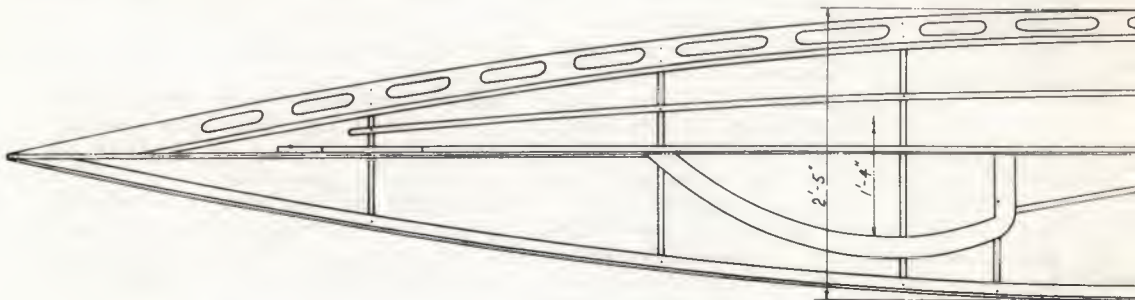
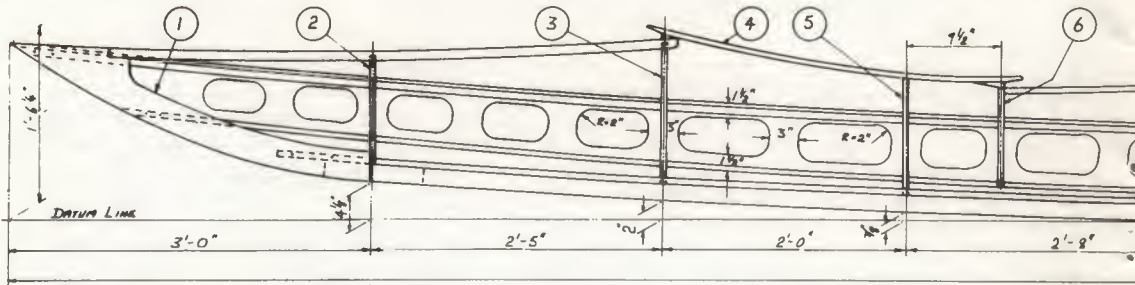
In order to achieve a high strength/weight ratio the designer has incorporated several novel features. An examination of the plans will show that the gunwale section instead of being square in section is angular whilst the keel is a T-section. Another unusual feature is the use of ply panels with cutouts to give great strength and rigidity along the length of the kayak.

There is ample freeboard which makes the boat very dry in the sea, and the high deck angle will quickly shed any breaking waves. The high bow with its generous rise should provide a good lift in broken water and this also will make for ease of paddling.

The two single cockpits with individual spraydecks are spaced well apart to lessen the risk of the paddlers fouling each other and also to give the sternman plenty of leg room. With the paddlers further apart it is also possible to achieve greater manoeuvrability if the paddles are used effectively.

This kayak should appeal to those who are looking for a first-class sea touring canoe. It has been designed specifically for this type of touring and it is here that its 19ft. length, its twin cockpits, and its generous freeboard will show to advantage. Its construction although immensely strong is very straightforward and should present no difficulties for the average handyman.

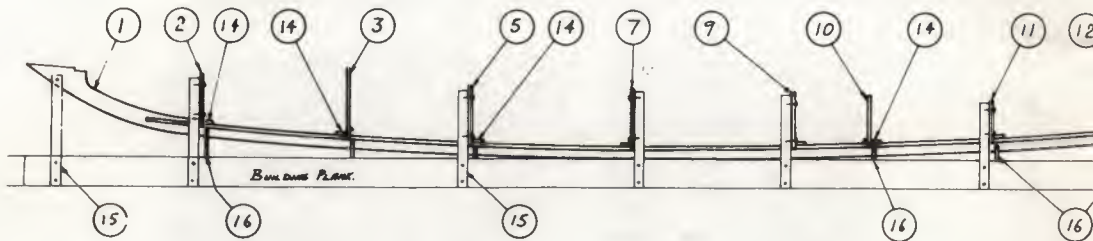




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SLALOM

MARCH 24	3rd 4th	Chester C.C.	Overton
MARCH 29-31	Instructional Course	B.C.U.	Hammerbank (Windermere)
APRIL 14	1st 2nd	Cambridge Univ.	Grandtully
APRIL 21	3rd 4th	M.C.C.	Dinkley
APRIL 28	1st 2nd	Chal./Twick.	Marsh
MAY 12	1st 2nd	M.C.C.	Llangollen
MAY 19	3rd 4th	Tay	Perth
MAY 19	3rd 4th	Worcs./Leam.	Bevere
JUNE 2	1st 2nd	S.C.A.	Perth
JUNE 16	3rd 4th	Carlisle Service of Youth	Carlisle
AUGUST 4	3rd 4th	Tay	Perth
AUGUST 10-11	World Slalom	I.C.F.	Spittal, Austria
AUGUST 13-14	Rapid River Race	I.C.F.	- ditto -
AUGUST 18	3rd 4th	Midland	Swarkestone
SEPTEMBER 1	3rd 4th	Reading	Marsh
SEPTEMBER 8	3rd 4th	Lakeland	Leven
SEPTEMBER 8-14	Sea-surfing	Oliver	Polzeath?
SEPTEMBER 22	Reserve date		
OCTOBER 6	1st-2nd	Worcs/Leam.	Builth
OCTOBER 13	3rd/4th	West Yorks	W.Tanfield

About

Canoeing

It is two and a half years since the first issue of 'Canoeing' appeared, and nearly two years since we published a general statement as to our aims, hopes and ambitions. During this time many new readers have joined us and this seems an opportune moment to answer some of the more frequently asked questions concerning the background of the magazine and its staff.

What is the aim of 'Canoeing'?

To encourage good canoeing, to raise the standards of equipment, and to provide a link between all people interested in the sport. We are particularly anxious to widen the horizons on the young canoeist on whom future developments depend.

Who runs 'Canoeing'?

An Editorial Board of four active canoeists working in their spare time.

Who finances 'Canoeing'?

The magazine is self supporting and is financed by readers' subscriptions and from the sale of advertising space. Its rate of expansion is governed solely by these two factors.

What happens to the profits from 'Canoeing'?

We don't intend to make any personal profit from 'Canoeing'. Surplus cash has been spent on improving the size and quality of the magazine, and on sponsoring other publications, for example 'Canoeist's Map of Ireland'. In the beginning we had hoped to pay contributors, but quite frankly we have never had the money and our readers have responded admirably by writing for the entertainment and information of others without asking for fees.

What is the relationship between 'Canoeing' and the British Canoe Union?

The Editorial Board supports the B.C.U. as the national body responsible for the control of our sport. We believe in encouraging canoeists to join the B.C.U. in order that the voice of canoeists may be heard all the more clearly in the world of sport, but we retain the right to comment freely on the activities of the B.C.U. and to speak for those canoeists who believe that the B.C.U. has nothing to offer them or does not offer them the things they want. This right we have exercised and will continue to exercise.

What is the greatest weakness in the 'Canoeing' organisation?

Without doubt, it is lack of time. Because it is a spare time activity and because all the members of the Editorial Board lead fairly full lives, there are many occasions when we cannot devote as much time to the magazine as we would like, and inevitably sometimes this shows through. For example, correspondence may be answered within two days or it may take two weeks according to the time available, or errors creep into print simply because we have not left sufficient time for proof reading. For these things and others we apologise, but until a four day working week comes into force we can see no solution.

What is the greatest strength of the 'Canoeing' organisation?

Again without a doubt, the fact that we enjoy producing the magazine. There are times when it is a millstone, there are times when we feel frustrated, but these are rare and for the most part we like to think we are performing a useful service and fulfilling a definite need.

What is the future of 'Canoeing'?

This is a very difficult question to answer. With more readers and more advertisers we could make a number of technical improvements in the layout and appearance of the magazine, and it would be possible to advertise our magazine far more widely than at present. Beyond this the next step would be to try to introduce 'Canoeing' to the bookstalls, but this would be such a large financial proposition and require a considerable amount of staff time that it would be beyond the scope of the present Editorial Board.

In addition to the magazine we would like to sponsor the work of any canoeist who has information likely to be of interest to others. For example, the canoe designs which we have published have all been of a specialised nature and can be described as the outcome of a personal enthusiasm; for the designers it would have been quite impractical to seek a commercial outlet but through 'Canoeing' we can bring these things to a wider audience. In these cases we act as a clearing house and the designer receives a royalty on plans sold.

The future of 'Canoeing' is dependent upon its readers, but given their support we would like to establish an organisation which is financially sound and sufficiently stable to enable the magazine to be passed on to other hands when time makes this necessary.

What can its readers do to help 'Canoeing'?

If everyone who read 'Canoeing' bought his, or her own copy then this would boost our circulation almost to the point of embarrassment. Failing this, we would ask subscribers to recommend it to their friends and acquaintances. One subscriber in Chelmsford suggested to his local library that they should subscribe and this, of course, means that canoeing and 'Canoeing' reach an entirely fresh audience. For any readers who go to speak to youth clubs and other similar groups we can supply a limited number of back numbers to be given away free but we would stress the number is limited.

The other thing that readers can do is to send in a constant stream of articles, photographs, cartoons, club news, and race results. We now have four more pages to fill and we hope that readers will help us make good use of them.

A final note

Although most of the work of producing 'Canoeing' falls on the combined shoulders of the Editorial Board, much of the progress we have made so far has been due to the help of other people and for this we thank them. A venture such as 'Canoeing' cannot thrive in a vacuum for like any living organism it must have food and air and it is these things that our supporters and our advertisers provide. We hope we can continue to show them that their patronage is well justified.

1. Locate and identify any Eskimo kayaks in the possession of museums, clubs, schools, or private individuals in this country. Take the lines off with a view to record and possible publication.
2. List any plans or lines of Eskimo kayaks which have been published either separately or in books.
3. Compile a bibliography of books and articles dealing with the Eskimo kayak.
4. Encourage canoeists and/or canoe federations abroad to follow the above routine - points 1 to 3 - if they have not already done so.

We are aware that a number of individuals who have already an extensive knowledge of some aspects of this subject, but what we are concerned with is seeing that this knowledge is pooled and made easily available. Already Oliver Cock, the National Coach, has sent in some valuable material and undoubtedly when the report of the Cambridge Greenland Expedition is published there will be much to interest canoeists but both these sources are concerned with the Greenland kayak which is only one of several widely differing types and there is a need for a study by canoeists of the full range.

For those wishing to learn something of the several different types of Eskimo kayak, James Hornell's 'Water Transport' (Cambridge University Press, 1946) pages 155 to 174, is recommended reading.

Any readers who know the whereabouts of any Eskimo kayaks in this country or who know of any references in books and periodicals are invited to send details to the Editorial Address from where they will be passed on to John Brand.

Life Jackets or Personal Buoyancy

In 'Canoeing' last month we outlined the new British Standard which had just been published for life jackets, and since then we have been talking to the trade and to others with some interest in the matter. From all this it appears that we can shortly expect a number of jackets to be marketed which will conform to B.S.3595 but unfortunately these jackets will probably cost between £4 and £5 each. Until samples are available for testing it is impossible to say how comfortable these will be to paddle in, but it is probably fair to say that for the canoeist they are likely to be rather cumbersome. One of the reasons for this is that part of the Standard is concerned with protecting an unconscious or exhausted person and this, as might be expected, calls for a more elaborate life jacket.

In view of the probable bulk of these life jackets and their price it would seem worthwhile for canoeists and those in charge of canoeists to consider whether or not the traditional 'slalom' pattern of life jacket at approximately 17s.6d. is not a more suitable safeguard if it is regarded as personal buoyancy. Such personal buoyancy will not safeguard an unconscious man but it is comfortable to paddle in and will provide the necessary buoyancy in the majority of cap-sizes. It would be a pity if this safeguard were neglected until a B.S. life jacket is available at an economic price. Better a cheap and 99% effective personal buoyancy than none at all because it was too expensive.

Book Reviews

USE OF THE CANADIAN PADDLE by Frank Luzmore.

(From the author, 31 Petersham Road, Richmond, Surrey. 7s.6d.)

This is not a book but a wall chart measuring approximately 29 by 55 inches which sets out by means of fifty-three panels to show the wide variety of strokes possible with the single bladed paddle. The paddle strokes have been well illustrated by Michael Clark and the brief descriptions serve well enough in telling us the effect of any particular blade action, but having said this we are left with a feeling of doubt as to the exact purpose of the chart. The beginner may well be bewildered by the apparent range of strokes as all are given equal emphasis and where a similar effect is gained in different ways little attempt is made to show the particular circumstances which will influence the choice of stroke; the more advanced paddler may possibly find that following this detailed analysis will hamper his development since single-bladed paddling is essentially a matter of 'feeling' the water and weaving the blade to his command. Clearly the paddler must understand the principles outlined in this chart but the strict adherence to the strokes outlined here would result in a very uneven style.

As a source of inspiration to the paddler who has just left the novice stage this chart would be useful, but for the beginner it would be more satisfactory if the more commonly used strokes were given greater emphasis and some indication was given as to the circumstances under which the different strokes were used.

MODERN CAMPING by Richard Arnold.

(N.Kaye, 21s.)

This is a very useful guide to current camping equipment in that it lists a wide range of gear available and gives fairly detailed information including prices. Its emphasis on information of this type, however, does mean that in twelve months much of the book will be out of date, but for the beginner it is a good starting point at the moment.

The book endeavours to cover all aspects of camping and on the whole the canoe camper will benefit from the advice on light-weight camping in general. A little over a page is devoted to canoe camping specifically and we suspect that this is based on second-, or even third-, hand information. For example, the author suggests insert buoyancy bags between different items packed into bow or stern which means they must be deflated each time the boat is unloaded - surely all practising canoeists place them at the extreme ends of the boat. Also the Canoe Camping Club is mentioned but not the British Canoe Union.

In spite of these reservations about the section on canoe camping we feel that for someone who is wanting a guide through the mass of camping equipment sold today then this book will be useful.

BE YOUR OWN WEATHERMAN by Charles Gibson.
(Arco, 25s.)

What an enjoyable book this was, or perhaps we should say is for we are still reading it. It is sub-titled 'A book on practical weather forecasting for the outdoor enthusiast' and as such should have considerable appeal for the canoeist.

From the outset the author makes it clear that he is offering no easy way of becoming a prophet but he does claim that if the reader is prepared to make his own practical contribution by the recording of appropriate data and by evaluating it then he should be able to forecast local weather with reasonable accuracy. This claim we believe is justified.

The book is written in a pleasant and readable style and for anyone who is prepared to make a little effort it is a worthwhile purchase.

B. C. Sk.

Letters

Dear Sir,

Will I have to "beg, borrow or steal" to receive your permission to re-print the feature, Double Canoe Technique, in the American Canoeist. This article is terrific and completely explodes the popular theory that only the single kayak is practical in white water. As a matter of fact, I was completely and thoroly sold on that idea myself.

With your permission, we would like to print this as an instructive supplement. We will be delighted to give full credit to your interesting monthly and the author. If it would be possible to borrow the original photographs we would gladly pay whatever postage would be necessary. Perhaps we should pay for prints? If you object to our using the article, would you allow us to use the pictures with proper credit line?

With all the material coming to my attention, believe me, this is a "must". There is every reason to believe that my reaction to this feature will be about the same as many other white water canoeists in this country and I'm certain that there will be considerable discussion and controversy about this technique.

Am going to be an optimist and plan on this for the April issue and there will be one helluva disappointed editor if you say----oh! I just can't say the word.

Sincerely,

W. SCHALLE
Editor.
American Canoe Association.

Dear Sir,

Whitman Canoe

The Federation of British Industries has given me your name further to enquiries that I was making about the 'Whitman' canoe. I learned about this canoe while in Canada, though I understand that it is of British manufacture.

If you could help me to locate the supplier or the manufacturer I would be most grateful though I am afraid that I cannot tell you much about the design, only that it is, I believe, provided with a 'sliding board' and a sail arrangement. It is also suitable for use with an outboard motor. This suggests that it is of robust construction and suitable for carrying supplies on quite rough water.

Many thanks for any help that you may be able to give me on correct details and prices.

Yours sincerely,

HORACE L. PARKINSON.
Eastbourne, Sussex.

(This one has defeated the Editorial Board, can any reader help?)

Dear Sir,

Invitation to Brighton

I thought you may be interested to know that the Brighton Education Youth Office has been running two courses this winter for B.C.U. Novice and Proficiency Tests at a local indoor baths. The courses lasted for four consecutive Tuesday nights and was open to boys and girls in the 14-21 age group. The instructor, Mr. B. Butterfield included Eskimo Rolling in the last session of the courses to give the members attending some idea of the further skills involved. The first course made the three local papers, the Daily Telegraph and I.T.V.'s Southern programme 'Day by Day'. A follow-up to these Courses has been arranged for the end of April at Burwood Place in Sussex, to enable the candidates to take the B.C.U. Tests.

Also I have been asked by our committee to extend a welcome to all your readers who may come to Brighton. Our Club House is situated between the two piers 'bang on' the sea front.

Would you please include a copy of May 1961 in next months supply? (Also 1 copy of Feb. 1963)

Yours faithfully,

ALAN D. DUNCAN
Papercourt Canoe Club.

Oxford L-D Race

The first L-D race of the season attracted quite a large number of entries, although training must have been far from easy this winter. The day was bright, but a strong wind added much to the hazard of the flood water, and a number of capsizes occurred. On the map the course looked clear enough, but with the water quite a few feet above its normal level and flooding fields in many places, I am sure more than one canoeist wondered whether he was still on the course.

One of the largest entries came from The Royal Canoe Club, who had some 20 paddlers taking part. With this strong team they managed to gain 11 'places'. Pretty good for the first race. Results available at present appear below.

		Points					
7A.	1. Watkin, Kirby	2.14.27	5	2.	1. Arnold (RCC)	2.08.48	5
	2. Morris, McInnery	2.14.16	3		2. Hastings (CUCC)	2.16.07	3
	3. Dullen, Lydiard	2.37.58	2		3. South (CTC)	2.25.23	2
6C.	1. Simms, Clements	2.33.12	5	1.	1. Edwards (Worc)	2.08.03	5
6B.	1. Manning, Thompson (Worc.)	1.49.48	5		2. Sheaton (RCC)	2.23.49	3
	2. Springhall, White (RCC)	1.59.11	3	3A.	1. Boshier (RCC)	2.19.13	5
	3. Poole, Cumming (J.T.R.)	2.04.02	2		2. George (Oxford)	2.19.17	3
6A.	1. Campbell, Pye (MSC)	2.12.43	5		3. Holier (Hatfield)	2.30.04	2
	2. Lyons, Binstead (Rich)	2.14.27	3	3B.	1. Weam (Hatfield)	1.36.00	5
	3. Suggest, Atkinson (MSC)	2.22.22	2		2. Bloxham (Hatfield)	1.52.00	3
5.	1. Maclehorse, Iles (Oxford)	1.49.38	5		3. White (RCC)	1.53.08	2
	2. Still, Young (RCC)	1.56.13	3	4A.	1. Chapman (RCC)	2.21.49	5
	3. Lawler, Salke (RCC)	2.12.50	2		2. Smith (Worc)	2.35.33	3
4C.	1. D.Rabjohns (Rich)	2.17.17	5		3. Birk (CTC)	2.39.13	2
				4B.	1. Palmer (Worc)	1.36.00	5
					2. Lampitt (RCC)	1.49.44	3
					3. Watson (CTC)	1.51.15	2

STOP PRESS. D/W CANOE RACE RESULTS. SENIOR EVENT.

1st.	J. E. Haines & D. Arnold	21h58m09s.	RMCC Accord
2nd.	R. Seeger & H. Wiltshire	22h37m34s.	RMCC K2
3rd.	A. Havelock-Stevens & P. Flockton	22h53m05s.	RWFCC Accord
4th.	M. D. Cavan & M. G. Gambier	23h10m31s.	RMCC Sharkie
5th.	J. B. Jackson & D. Gautier	23h31m44s.	WBCC Accord
6th.	S. Allen & A. R. Morgan	23h58m52s.	RMCC K2

In spite of fast stream no records were broken (last year's record time 20 hours 33 minutes). Nearly all the rigid canoes completing the course were glass fibre hulls with K2 designs predomination.

News Flashes

SECOND BOATHOUSE FOR TWICKENHAM C.C.

In order to improve facilities for slalom practice and to cater for canoeists in mid-Surrey, Twickenham Canoe Club have leased an additional boathouse at Weybridge opposite Shepperton Weir.

THE LEGAL SIDE

For club secretaries and others controlling groups of canoeists we would recommend a reading of 'The law of rivers and watercourses' by A.S.Wisdom published in 1962 by Shaw & Sons of Fetter Lane, E.C.4. Much of it is of little interest to the canoeist, but there is sufficient meat there to warrant some study.

NEW FOLDING SLALOM KAYAK

The Canoe Centre are planning to market a new folding slalom kayak this summer. The design is by Geoff Dinsdale and the boat will be available in kit form with skinning by the Canoe Centre if desired. The hull fabric will be of a completely new material which is being specially woven for the purpose.

C.8. PHOTOGRAPHS WANTED

Mrs.Jennifer Flowers is compiling a scrapbook on behalf of the C.8 Development Group. Any readers who have photographs or news cuttings concerning any of the C.8's so far built are asked to contact her at 12, St.Peters Road, St.Margarets, East Twickenham, Middlesex.

BRITISH CANOE UNION YEARBOOK

The B.C.U. are planning to issue a yearbook this Spring in which will appear a list of events and much other information of the quick reference type which previously appeared in the April issue of 'Canoeing in Britain'.

CANOEING ON TELEVISION

Rodney Baker, Hon.Secretary of the B.C.U. will be seen in three B.B.C. television programmes dealing with canoeing. They form part of a series of hobbies and are being screened on 26th April, 3rd May, and 10th May at 5.35 p.m. The alternative programme on ITV at this time will be Huckleberry Hound.

IRVINE CANOE CLUB RIVER RACE - 24th March - 8 miles.

The race was run in a gale force wind and pouring rain yet due to a very dry week beforehand the river was 18 inches below normal and four competitors retired with damaged boats. First place went to Alastair Wilson, the British sprint champion, in an N.C.K. of his own design.

From Gatehead to Irvine

1. A.Wilson	Kyle C.C.	88 min. 36 sec.
2. B.Brockie	Kyle C.C.	100 min. 14 sec.
3. J.Reid	Scot.Host. C.C.	115 min. 0 sec.

Small Ads. 3d. per word. (Box Numbers 1s.6d.)

FOR SALE

N.C.K.I. Excellent condition. £12. Also rigid home-built slalom canoe, £12. Both with accessories.
Alan Edward, 232, Bromwich Road, Worcester.

FOR SALE

Struer Attaca K2. Excellent condition. £60.
R.Downing, 169 Old Fallings Lane, Bushbury, Wolverhampton.

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Littledyke Sports Single chine kayak, length 14'6". Good condition.
£15 o.n.o.
Brand, Bramble Tye, Stanway Green, Colchester. Birch 348.

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Superb new Viking Mk.IV 17' fibreglass touring, or Class 7 L/D racing canoe. Excellent D/W pedigree. Built-in buoyancy, lifting handles, adjustable seats and footrests, rudder, racing paddles. Plus good used Klepper S.3 sailing gear for exciting sport. First £40.
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Back numbers of 'Canoeing' price 1s.3d. each (incl. postage), 6 or more copies 1s. each (post free). Bound copies of both Volumes 1 and 2 available - price 20s. per volume (post free). Apply: Circulation Manager, 6 The Mall, Brentford, Middlesex.

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Obtain your copy from R.V. & X.Crocket, 12 Bluecoat Walk, Harmans Water, Bracknell, Berks. Quarterly 10s. p.a. (post free). Back numbers and single copies 2s.6d. each. Also available WW supplement No.1. WIGGLE/WRIGGLE TESTS 6d. each, reductions for quantities. WW Supplement No.2 SPUHLERISED RULES - a 12 page booklet 1s.3d. each, reduction for quantities.

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