

# Canoeing

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VOL 3 NUMBER 7

JUNE 1963



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LOVELY VOYAGE

D-W RACE

D-W PORTAGE  
AT BLAIRS

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Publicity

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# DEVIZES TO WESTMINSTER RACE

1951  
1952  
1953  
1954  
1955  
1956  
1957  
1958  
1960  
1961  
1962  
1963



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Woodwork Timber	... ..	£10 1 0
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# Canoeing

Volume III

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June 1963

Editor: Brian Skilling

Secretary: Marianne Tucker

Circulation Manager: Charles Ranshaw

Art Editor: Mike Clark

Editorial Office: 1 North Lodge, Ealing Green, London, W.5

## CONTENTS

Roof Rack for a "Mini"	108	'Safari' and 'Maverick'	115
Carrying Frame for Canoes on Roof Rack	110	D-W Again Dominated by Servicemen	116
Irish Canoe Union Canoe Rally	111	Steer Clear of Trouble	118
Lonely Voyage	112	Ladies Only	119
'1,000 Miles in the Rob Roy' to be Reprinted	114	Letters	120
		Book Reviews	122
		News Flashes	123

## Editorially Speaking

Ten years ago in an effort to widen the popularity of rapid river canoeing and slalom the members of Chalfont Park Canoe Club founded a quarterly magazine called "White Water". The magazine quickly became essential reading for anyone who wished to keep abreast with developments in this field and although its potential readership was small its founders can fairly claim that it has been one of the key factors in the rapid development of this side of our sport.

As with many amateur magazines, it has over the years led a somewhat erratic life. There have been times when it has been reported 'long overdue', there have been times when the Editor has had to write almost the entire issue himself, but it has always come out eventually and it has been an important vehicle for experimental and novel ideas.

In recent months a number of administrative changes have taken place and with the current issue "White Water" changes from being a duplicated magazine to one produced by offset litho - the process we use for 'Canoeing'. This has made possible the introduction of photographs of reasonable quality and it is anticipated that other improvements will be made in forthcoming issues.

We commend "White Water" to our readers not as a rival but as a specialist journal which can devote more space to one aspect of canoeing than a general magazine such as ours is able to do. The price is 10s.0d. per annum for four issues. For further details see our 'Small Ads.' page.

# Roof Rack for a "Mini"

BY GERRY PRICE

The simple principle is that the weight of the canoe is carried by the drain channels of the vehicle and distributed over a greater area than by the normal roof rack.

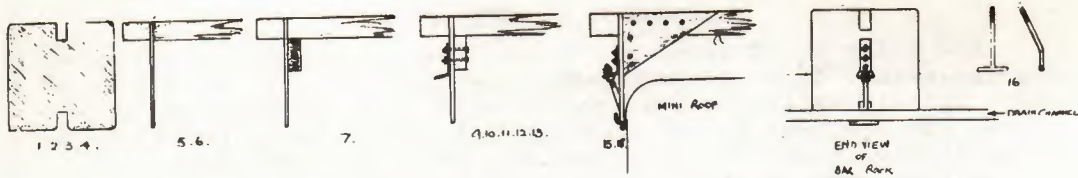
I have proved that it works too!

Would advise that the following points be considered when the canoe is airborne:

- (a) Canoe balanced fore and aft on rack.
- (b) Lashed to roof rack and also to an eyebolt in vicinity of front and rear number plates.
- (c) Frequently check roof rack securing nuts and lashings which may have eased in transport.
- (d) Pennants or similar indication of overlapping canoe length.
- (e) Gentle acceleration, braking and cornering.

<u>Material</u>	<u>No.off.</u>	<u>Dimensions</u>	<u>Location</u>
Hardwood	1	1½" x ¾" x 48"	Front bar
	1	" " 46"	Rear bar
	4	¾" x ¾" x 2¼"	Backing - angle pieces and brass angle
Plywood, marine	4	¼" x 7½" x 7½"	End pieces
	8	¼" x 7" x 4"	Triangular pieces
Brass strip	4	3/16th x 1" x 3"	Angle pieces
Brass rod	4	¼" x 6"	"T" pieces securing front and rear bars to drain channels
Brass nuts	8	¼" Whitworth	" " "
Washers, spring	4	¼"	" " "
Screws, wood, brass, csk	40	4's x ¾"	Triangular pieces to bars and backing pieces
Metalthreads, m.s. Round head	8	2 B.A.	Backing pieces and brass angles
Nuts, m.s.	8	2 B.A.	"
Washers, plain	8	2 B.A.	"
Washers, spring	8	2 B.A.	"





## Operations

1. Cut four pieces marine ply  $7\frac{1}{2}$ " x  $7\frac{1}{2}$ " x  $\frac{1}{4}$ " - end pieces.
2. Radius all corners and lower edges.
3. Cut out upper slots for cross bars - width  $\frac{3}{4}$ " x depth  $1\frac{1}{2}$ ".
4. Cut out lower slots for "T" bolts - " " " "
5. Cut front bar to length allowing approx. 2" extension beyond each end piece - overall 48".
6. Ditto rear bar except to note that the "Mini" roof is narrower at rear.
7. Cut backing strips  $\frac{3}{4}$ " x  $\frac{3}{4}$ " x  $2\frac{1}{4}$ ".
8. Cut triangular pieces  $\frac{3}{4}$ " x 7" x 4".
9. Drill 2 x  $\frac{3}{16}$ th holes in brass strip for 2 B.A. screws.
10. Drill 1 x  $\frac{1}{4}$ " hole in brass strip for "T" bolt.
11. Bend brass strip halfway between lower 2 B.A. hole and  $\frac{1}{4}$ " hole to almost 90 degrees angle.
12. Locate angled brass strip to outside end of end pieces and drill 2 x  $\frac{3}{16}$ th" holes through end pieces and backing strips.
13. Insert 2 B.A. metalthreads with plain washer under head from inside through backing strips, end pieces and angled brass strip add 2 B.A. spring washer and 2 B.A. plain nut and tighten.
14. Place end pieces in drain channels in selected position (canoe length governs), lay front bar into slots ensuring end pieces are vertical and mark actual width between end pieces, leaving equal length overlapping each end piece, this overlap is useful for lashing canoe to rack. Repeat for rear bar.
15. Secure to end pieces with triangular pieces by glue and wood-screws.
16. Having cut brass rod into 4 pieces x 4" and four pieces x 2" cut a thread of 1" on the longer piece and silver solder the short and long piece to form "T" pieces.
17. Having placed front and rear roof bar units into selected positions in roof drain channels carefully drill a  $\frac{5}{16}$ " hole in the drain channel to accommodate "T" piece which secures each end of bar assembly to vehicle.
18. Insert threaded end of "T" piece from below drain channel, thread a  $\frac{1}{4}$ " brass nut, insert through hole in brass angle strip add spring washer and final nut.

Sketches with operation numbers should help constructors to decipher above details - I hope!

I have found this method of securing to roof to be safer than clipping over drain channel as is the method with owners who may not wish to drill holes in channels.

When rack is removed rubber corks can be used to seal holes in channels.

# Carrying Frame for Canoes on Roof Rack

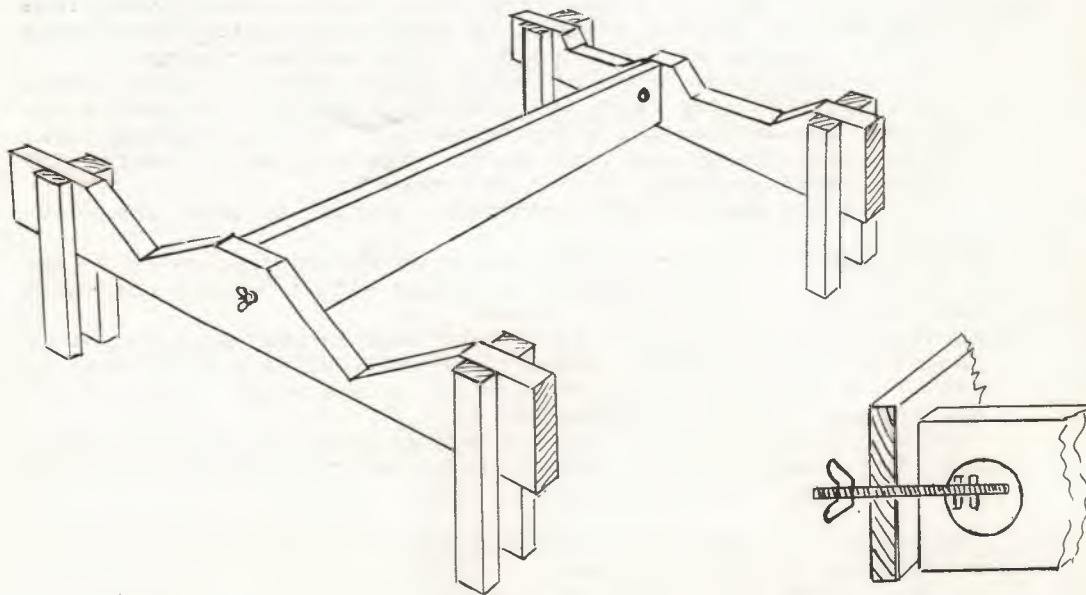
DESCRIBED BY BERNARD JOHNSON

The frame illustrated will carry the canoes when supported on the cross-rail type of roof rack. The cross-members should be of about  $1\frac{1}{2}$ " timber if possible to coincide with the diameter of the tubes, the uprights are screwed on and should be spaced so as to nudge firmly against the shoulder brackets of the roof rack.

For ease of construction and storage the stretcher is attached to the cross members of wood by  $3/16$ " machine screws and wing-nuts. The machine screws may be made captive by drilling a  $\frac{3}{4}$ " diameter hole and threading on to the screws two nuts each - to form lock nuts. When not required the frame can be dismantled in less than a minute. It is advisable to make a jig or template in hardboard before cutting the cross-members in the final timber, this can be done with hardboard or odd strips of timber. I prefer to carry the canoes bottom upwards as there is then no need to worry in the event of rain.

The contributor has carried two canoes for a fortnight's motor tour of eleven hundred miles, cruising normally at 50 m.p.h. with in one instance a cross wind of the same speed. The canvas decks have not even frayed.

One last word, - do not forget to lash the canoes on! I did omit this on one occasion and the canoes hung on but this is not to be recommended!

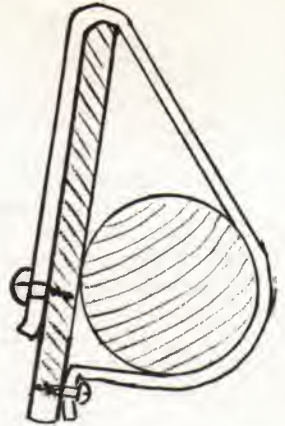






PADDLE REST

A simple paddle rest may be made out of an inner tube, heavy tube from a lorry tyre is best, but to shape as shown and punch two holes with a hollow punch plus a slit made with a chisel. Don't forget to use hollow punch and chisel on end grain of timber. Secure narrow end to outside of coaming with brass screw and washer, stretch around loom of paddle with convenient tension to inside and mark for screw, use round head No.8 about 1" long. Paddle can be secured and released by slipping slotted hole over screw, or simply pulling off. Length of tab will vary with coaming but about 7" should do.



## Irish Canoe Union

### Canoe Rally - Bantry, Co. Cork AUGUST 1-11 (incl.) 1963

The I.C.U. invites you to a canoeing and camping holiday at Bantry. The rally will be centred at famous Bantry House (by kind permission), overlooking beautiful Bantry Bay. Here we have one of the most magnificent centres for canoeing in Ireland.

Bantry is ideally situated and within easy reach of good lake, sea and river canoeing. Many exciting trips may be made. Local three bay canoeing on Kenmare, Dunmanus, and Bantry Bays. Famed Glengarriff and Garnish Island. Other islands along this rugged and glorious coastline are Whiddy, Bear, Cape Clear and Sherkin. Mizen Head, Roaring Water Bay; Galley Cove and Courtmacsherry Bar for surfing. Lake canoeing on Killarney (Heaven's Reflex), Goughane Barra and Inchangeela. The rivers include the Blackwater (Rhine of Ireland) Lee, Bandon (grade I-II).

We hope that Bantry will prove a popular rally centre in the years ahead.

If you would like to join us, let us know soon, and we will help arrange your canoeing holiday in Ireland.



For further details:  
 Hon. Secretary,  
 Irish Canoe Union,  
 "Derreen",  
 Barnhill Road, Dalkey,  
 Co.Dublin, Ireland.

# Lonely Voyage

BY STANLEY ISON

A group of workmen paused from their road-mending on the bridge, and looked down at me with curiosity.

Unconcerned, I pushed off from the canal bank and began wending my way through the narrow channel between the beds of green reeds.

These reeds, now no longer suppressed by the passage of barges, swarmed down in wild profusion from either bank. Soon they would meet in the centre and strangle this once thriving waterway.

This was the famous Dudley Line - once an important link in the Birmingham Canal Navigations. Now it apparently served solely as a repository for old prams and broken bedsteads.

Immediately ahead stood a black soot-grimed wall, which the canal entered through a low archway. This was the beginning of Britain's longest underground navigation - the Dudley Tunnel.

Entering the Dudley Tunnel was like crossing the threshold into another world. Outside were the sounds of everyday life in the Black Country - the constant roar of traffic and hammerings from nearby factories. Now, suddenly, everything was strangely, uncannily silent.

Silent, that is, except for the irregular splash-splash of my paddles as they groped unsteadily through the semi-darkness.

Last night, snug, cosy and full of Dutch courage, I had sat in the lounge of the "Rose and Crown", regaling my cronies with my plans for today's trip. Such was the power of my oratory (or maybe it was the Worthington's Best Bitter) that every manjack of 'em volunteered to join my crew. Regretfully, I had to decline their offers. My single-seater canoe already had its full complement.

So here I was, very much alone. A few minutes later found me once more in the open, blinking in the sunlight. The tunnel had opened out into a small pool surrounded by high walls of limestone, and open to the sky. High above, a bird was singing. Below, the water was surprisingly clear. Hundreds of tiny minnows darted about among the green weeds.

It was quite pleasant to linger here awhile after the gloom of the tunnel. However facing me was the entrance to the next section of the tunnel. It seemed to mock me with its silent challenge. "Enter if you dare!"

I edged slowly towards it, braced myself, and entered.

This section was longer, darker and rather frightening. I was soon finding it difficult to steer a straight course as the stem of the canoe was lost in the darkness.

Canoeing on canals, I reckoned, carried only two possible hazards. You might be attacked by a vicious swan or stoned by mischievous urchins from the tow-path. Neither of these things had ever happened to me, and weren't likely to on this trip. What then, was there to be afraid of?

Onward I pressed, slowly and unsteadily into the deepening darkness. Far ahead was a faint grey gleam of light. Keeping my eyes fixed on this point, I was able to avoid hitting the sides of the tunnel too often.

Progress was agonizingly slow. I hardly seemed to be moving. Why not turn back and forget the whole thing? My pals at the "Rose and Crown" needn't be any the wiser. Yet still I pressed on.

At length I reached the first of the tunnels limestone caverns. To my left a narrow light shaft led upwards to the outside world. It filled the place with an eerie grey half-light. Gosh it was creepy. Not a sound to be heard except the occasional splash of water dripping from the roof above.

And there before me stood the entrance to the next section - a hundred times more forbidding than the last.

"Dare I...?" I peered into the stygian darkness. Somewhere further on were caverns of great beauty - strange fairy-like grottos. Of these things I had read - also of the threat by British Waterways to close this tunnel. The purpose of this trip was to see these wonders before that evil day fell. So on I went.

This section was even narrower than the last - or so I guessed from feeling my paddles constantly scrape against the walls. I was now in pitch blackness and could not be quite sure that I was making any headway.

At this rate the journey would take hours. Then I'd have the return trip to make. It might well be dark outside by then, and my car would be left parked without lights in the roadway.

So that was as far as I went. The car had given me an excuse to turn back. Now I needn't lie too brazenly to my friends nor yet admit the real reason for my hasty retreat.

So, with my conscience partially eased, I began to turn the canoe about. As I did so, I felt the stem and stern bump simultaneously against the sides. From this I deduced that the width of the tunnel was rather less than the length of my canoe. Therefore I'd have to make the first part of my exit stern-first. Very dodgy!

Still, I somehow managed it. Arriving back at the light-shaft, I was able to turn the canoe round and proceed thenceforth in the manner nature intended canoeists to travel.

And so I finally bade the Dudley Tunnel an unreluctant farewell. Once more I was in a world full of sunlight, noise and people.

The men working on the bridge grinned and waved as I passed underneath them.

No! - I told myself, as I scrambled on to the tow-path - the Dudley Tunnel hadn't yet beaten me. Soon I'd be making another attempt. This time it would be in a dinghy - crewed by those wise-acres from the "Rose and Crown".

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

# '1,000 Miles in the Rob Roy Canoe' to be Reprinted

In 1865 John MacGregor aroused the interest of the whole of Europe by undertaking a single-handed voyage through France, Germany, Switzerland, Holland and Belgium in a canoe built to his own design. Week by week an account of his tour appeared in the columns of the 'Record' newspaper and extracts from these, with editorial notes and comments, were reprinted in many other newspapers at home and abroad. This was the first time that the canoe had been used as a serious means of touring in Europe and from it the whole sport of canoeing as we know it today has developed.

In January 1866 an account of the voyage appeared in book form under the title '1,000 miles in the Rob Roy canoe', and was an instant success - the 'Times' devoted  $2\frac{1}{4}$  columns to an enthusiastic review of it. A second edition followed in April and a third edition appeared in May, and for a long number of years the book remained in print. Alas, some years before the war the book went out of print and today any canoeist who wishes to read this very fascinating account must seek a copy in the public library or hope to purchase one second hand.

After receiving several enquiries about the book from readers of 'Canoeing' we contacted several publishers and asked them if they would consider reprinting this classic. Each time we were told that there was not sufficient demand to make it a commercial proposition. Undaunted by this we decided to publish it ourselves, but because of the large amount of money involved we sought the assistance of the British Canoe Union in financing the venture, and they have agreed to join Canoeing Publications in making a reprint possible.

As a result, in September of this year a limited edition of one thousand copies of '1,000 miles in the Rob Roy canoe' by John MacGregor will be published under the joint imprint of Canoeing Publications and the British Canoe Union. The book will be paper bound but otherwise will be a facsimile of an early edition and will include all MacGregor's own drawings. The price will be 10s.6d. per copy (post free) and for administrative convenience cheques and postal orders should be made payable to the British Canoe Union.

It is recommended that any one interested in this book should place their order (with cash) in advance of publication so as to be certain of securing a copy. The book is being printed abroad and it will not be possible to secure any extra copies for some considerable time after the original thousand copies are sold.



# 'SAFARI' and 'MAVERICK'

CLASS 4 B.C.U

*Maverick*

APPROX COST TO BUILD £12 10 0



LENGTH 15 ft

WEIGHT 28 LBS

BEAM 23½ ins



CLASS 6 B.C.U

*Safari*

APPROX COST TO BUILD £15 0 0



LENGTH 17ft6ins

WEIGHT 35 LBS

BEAM 27½ ins



This month we introduce to our readers two further designs for home building, they are the 'Safari' and the 'Maverick'. They are both designed by 'Monte' Carlow and were previously published by Karl Kraft Kayaks but from now on Canoeing Publications will be the distributors.

Construction is from lath and canvas and they are intended as fast touring canoes or for L.D. racing. As can be seen from the illustration they have the small racing type cockpit with a plywood surround to give maximum support when portaging. An unusual feature of 'Safari' is that it can be built without using a building plank because the sides are constructed first and then sprung outwards to take the frames.

The plans with building instructions are available from The Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex at the following prices: Maverick 12s.6d. (post free), Safari 14s.6d. (post free).

# D-W Again Dominated by Servicemen

REPORTED MIKE CLARK

To the canoeist, Easter means "The D-W" - the annual canoe race from Devizes, Wiltshire, to Westminster, London. 125 miles, the toughest canoe race of its kind in the World. Paddled on the Kennet and Avon Canal for 53 miles, then on to the Thames at Reading for the 72 miles to Westminster, competitors have to portage 77 locks and carry camping gear, dry clothes, enough food for the journey and emergency rations. Open to male competitors, senior or junior according to age, two-man canoes of any design may only be used. Senior crews paddle the whole course without stop, but the juniors make three overnight stops at Newbury, Marlow, and Ham.

The race, organised by Frank Luzmore of Richmond Canoe Club, with the help of a committee, was first run in 1949. 20 crews competed and a time of just under 50 hrs. was recorded. 1963, 15 years later, saw 172 competitors on the start list, and a winning time of 21 hrs. 58 min. 09 sec. by the senior crew of D. Arnold and J. Haynes, Royal Marine Canoe Club, Poole. Of the 172 entries, 98 crews were from the services.

Throughout the race history, the service crews have always been well placed, indeed since 1953 have held the winning place. It was not until 1959 however, that the 24hr. barrier was broken when T. Shenton and S. Syrad of Royal Marine Canoe Club, returned a time of 23 hrs. 17 min. 15 sec. Record holders G.R. Howe and C.E. Tandy, R.M.C.C., who in 1961, made a time of 20 hrs. 59 min. 30 sec. again in 1962 broke their own record with 20 hrs. 33 min.

The outstanding performance of this year's race, must without a doubt go to the A.A.S. Harrogate junior team. Not only did they win the team event, but also 1st, 2nd, and 4th., with all six of their team in the first 11. The teams portaging was faultless, their paddling stylish, and throughout they showed a quality that only comes from intensive training and good coaching. Responsible for this was Capt. W.S. Crook, who himself had competed in the race. It was Easter 1961, when partnered by R.O'Keefe, he returned a time of 20 hrs. 37 min. 5 sec. to win the new Class "B" senior event, a then record time, but without the carrying of kit.

Although weather conditions were almost ideal, and a very strong flow running on the Thames, no records were achieved. Most notable feature of this years race was the tremendous increase in the number of glassfibre canoes competing - not only of the 'K' class racing kayak, but also the touring and L.D. canoes.

With the ever increasing number of servicemen competing, and the opportunities offered to them for training, the next few years must see the 20 hr. barrier broken. Who will do it - the Royal Marines? With 9 wins in the last 10 years the odds seem very favourable.

Photos - Aqua-Photo Publicity



The Start - Devizes.



Folding canoe on the canal.



Royal Marine crew on canal.



Portage at Blakes Lock.



Onto the Thames.



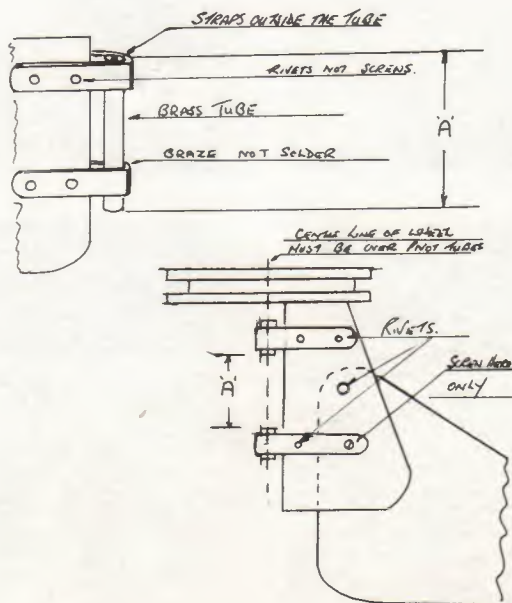
Fourth-day Junior Start.

# Steer Clear of Trouble

SOME ADVICE FROM 'MONTE' CARLOW

Every year in the L.D. races there is always a group of competitors who arrive at the start with their boats completely unprepared for the job in hand. Have you ever thought that if you retire during a race, someone has got to find out where you are and if you are still alive, and if so, arrange transport to get you and your boat back to the finish? This places a strain upon the organisers, a strain, which in most cases is most unnecessary. To avoid this, and a wasted journey on your part, a little thought beforehand is well worth the trouble.

Rudders and rudder lines cause the most trouble and a great many that I have seen have been made far too flimsy to take the great pressure when the blade is 'hard over'. Firstly, the rudder bracket or hinge should be made of at least  $\frac{1}{8}$ " brass strip  $\frac{1}{2}$ " wide and if possible bolted to the stern post before the decks are fitted. If bolts cannot be used a good strong method is shown in the drawings and they should be riveted with copper rivets through the sternpost, not screwed. Brazing is no doubt the best method of joining any parts together but if this is not possible take the brass strips outside the tube not inside. The rudder stock should be made as strong as possible and riveted to the yoke or wheel. The pintle should be from at least  $\frac{1}{8}$ " brass rod not just any old piece of wire. For L.D. racing the blade should be able to lift up over any obstacle and the blade pivot should be a good solid brass bolt or rivet not just a nail.





Rudder lines can wear out or not, and should be replaced every year. A very good line can be made from nylon clothes line with a breaking strain of at least 300 lbs., this can be obtained from any good hardware shop at about 9d. per yard, and is not affected by water.

Most kicksticks pivot on a bolt held by a wingnut to allow for removal, tape the wingnut into position with adhesive tape and it will not fall off during a race.

Even if you do not intend to compete in L.D. races it is still worthwhile to make certain your steering gear is 100% effective and likely to remain so. The failure of rudder control can be critical and may well place you and your crew in danger. Remember the article "How foolish can you get?" in the May 1962 issue of 'Canoeing'.

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## Ladies Only

Having reported earlier on the use of "Hamlets" and "Jacqueleans" in training, I now have had the opportunity of trying another garment useful to lady canoeists - Ballestelle Leotards.

These "all in one" suits can be likened in many ways to a swimsuit. They are made of a fine quality silky finish stretch nylon and are available in four styles. Many paddlers in the European countries use a similar garment for canoeing, made of a different material. The advantages that I can see over their continental counterparts are that the material used in the Leotards presents no zip problem and the suits can be washed and dried overnight.

I first wore this garment in company with the "Jacqueleans" during the spell of hard weather we experienced this winter and found the combination comfortable, very warm and, for a change, I did not look like an advertisement for a Jumble Sale! At first I did not like the tightness of the three quarter length sleeve in the particular style I was trying but I found that this tightness wore off after use. I found that the stretching ability of the material allowed ease of movement which proved excellent, and is essential, both when paddling and during circuit training, or any similar activities.

Out of the range of Leotards available, I would, personally, prefer a sleeveless style for the summer as like most women I like to get a tan, and a three quarter length sleeve style for the winter.

Apart from the advantages I have already mentioned, they certainly save ironing the conventional shorts and blouse, there is no restriction of circulation, or movement, and there is no chance of a bare midriff being exposed as there is with shorts and a top. In fact, they are extremely comfortable and pleasant to wear.

Marianne Tucker

The Leotards are manufactured by William Fernau Ltd., 4a Lower John Street, W.1. and range in price from 45s. to 55s. according to size and style.

# Letters

Dear Sir,

## 50-Mile Canoeists

For your information I am delighted to tell you that a group from the Woolwich Canoe Club decided to 'out-do' the 50-mile walkers. On the 21st April, 1963 the party set out from Old Windsor to try to paddle 50 miles in under 10 hours.

Two doubles and two singles started at 9.32 a.m. The first retirement was a single at Kew Gardens, after 27 miles. The one double retired at Putney after 32 miles, this crew had capsized near Richmond and were very plucky to have carried on under very difficult conditions.

The single finished the course at Woolwich just outside the planned 10 hours. Actual paddling time 10 hours 36 minutes. I am sure you will agree with me that this was a very fine first effort by Geoff. Errington. Geoff is 16 years of age!

The double paddled by Bryant and Dudley Pound completed the 50 miles in 8 hours 39 minutes. This magnificent effort by these brothers aged 19 and 20 years of age was achieved though Bryant suffered badly from cramp for part of the course.

This group of canoeists average age is 17 years. I hope that this challenge made by Woolwich will be taken up by the Clubs who read this account of a fine record. Any attempt at the 50 mile in 10 hours record should be notified to me at the following address:-

J.M.Woolley,  
Highlands,  
101, Rugby Road, Cubbington,  
LEAMINGTON SPA.

Dear Sir,

## A Canoeing Diary

It seems to me that nearly every sport has its own special diary except canoeing. Wouldn't it be possible for 'Canoeing' to publish one for 1964. I think it's about time we should have one.

The type of thing it could include, besides postal rates, holidays, etc. could be:- First Aid, international grading systems, canoe rolling, canoe specifications for racing, canoe safety, costs of canoe transport, hints and tips on camping, competitions and fixtures for the year, hints on canoeing abroad, tips on sea canoeing and surfing, also it could include tips on weather and tides.

Also to help the cost of this diary, you could put in a few advertisements for canoes, camping gear, B.C.U. etc.

I'm sure a diary like this would be a good advertisement for 'Canoeing' as well as for the sport of canoeing.

Perhaps some of the readers of 'Canoeing' have some comments or suggestions to make about this idea.

Yours faithfully,

I.ELWELL-SMITH  
Birmingham.

Dear Sir,

Whitman Canoe

Horace L. Parkinson's query on the Whitman canoe contains a clue hard to overlook - "sliding seat".

Is it possible that he has picked up a garbled description of the ordinary 10 sq. metres sailing-racing canoe? Lou Whitman, U.S.A. citizen, has designed several of these for the defence of and challenge for the New York Canoe Club Cup - oldest sailing trophy in the world.

The basic design of these craft has been developed in Britain - another clue in Parkinson's letter. It has only recently been recognised by the I.C.F. for international competition, including World Championships.

The 10 sq. metre job is fast, has a sliding seat and is immensely exciting to sail. But it is too fine a design to be considered for load-carrying and I have serious doubts about its suitability for conversion to power - outboard or otherwise.

It may be that Lou Whitman has designed a paddling canoe at some time. If so, it has never been publicised. The Sailing Mate of Royal Canoe Club, Trowlock Island, Teddington, Middlesex might possibly have further information on Whitman's designing activities.

Yours faithfully,

DEXTER WATTS  
Stroud, Glos.

Dear Sir,

Cheaper K.1's

With reference to your editorial in the April issue of Canoeing, I find myself in full agreement with you over the point of having a novice K.1. class, and on behalf of our company we are convinced that we could produce a K.1. in veneer, of similar construction to the "Rapide" Mk 3, for under £45. 0. 0. So you can quote us on this point to further your backing.

Yours sincerely,

R.H.VARDY  
Avoncraft Canoes.

Dear Sir,

Operation Eskimo

I am writing as a result of the article 'Operation Eskimo' in 'Canoeing' to let you know that we have here in the school two original Angmagsalik kayaks brought back from Greenland by F.Spencer Chapman who, as you know, was on Watkin's last expedition. Spencer Chapman has let us have these boats "on permanent loan". They are in poor condition, both having spent a number of years uncared for in a furniture store in North Scotland, but we are hoping to restore one of them as a museum and glass-case exhibition piece.

Yours sincerely,

DAVID SUTCLIFFE  
Master I/C canoeing,  
Atlantdc College,  
Glamorgan.

# Book Reviews

BASIC CANOEING (Kayaks and Canadians) by Brian Skilling  
(New Sports Library: W.Foulsham & Co. Ltd.) 6s.

Small handbooks which give a short introduction to canoeing have a useful place in the literature of the sport. Being cheap in price they are attractive to the non-canoeist who is anxious to find out what the sport is all about. Before the war we had 'Canoeing for Beginners' by Alec R. Ellis at 1s.0d. and Raven-Hart's 'Modern Canoeing' at 1s.6d. At present in our bookshops at the lower price levels we have P.W.Blandford's 'Canoeing' (Foyles Handbooks 4s.0d.); M.Russell's 'Starting Canoeing' (6s.0d. Bosun Books) and 'Know the Game - Boating' (2s.6d.), part of which is devoted to canoeing.

I think it a great pity that the volumes in Foulsham's New Sports Library, of which Brian Skilling's 'Basic Canoeing' is the latest addition, could not have been cheaper than 6s.0d. This book, possibly with thin card instead of board covers (and thinner paper?) would have been excellent value for 3s.6d. or 4s.0d. and would have proved attractive to the as yet unconverted as well as to the converted.

This, however, is a criticism of the series and not of the book, The material in 'Basic Canoeing' is sound, practical and easy to read. It offers good advice to the beginner and provides an excellent short introduction to the sport. As one would expect, most of the space in the book is allocated to basic details on choosing, building, equipping, maintaining and handling the canoe, with extra advice given on the planning of tours. A chapter on 'Competing with your Canoe' briefly indicates some of the trials and tribulations of sprint and long distance racing and slalom and serves to whet the appetite, whilst the final chapter deals sensibly with safety afloat. An appendix gives a useful list of addresses of canoeing organisations and canoe designers and manufacturers.

My criticisms are few and concern only small points. A personal fad, but I like even books of this length to give an index, especially when the contents are of such a practical nature. I would have liked a rather more detailed description of feathering the paddle and prefer the alternative method of getting into a canoe, especially as the reverse procedure of this method is given for disembarkation. Finally, please could I have a pair of scissors included in the repair kit for rounding off those patches!

The book remains a competent and well written account which does more than justice to the series and can safely be recommended as a good primer on canoeing. And I do not say this simply because the book's author happens to be Editor of this magazine!

G.Sanders

# News Flashes

## ALASKAN ESKIMO KAYAK

The drawing used to illustrate 'Operation Eskimo' in our last issue was of an Alaskan Eskimo Kayak on display in the British Museum.

## TIDE TABLES FOR SOUTHEND-ON-SEA

A leaflet giving the tides for Southend-on-Sea with short notes on launching sites is available from the Southend Corporation, Publicity Department.

## NATIONAL CHINE CANADIAN

The C1 designed by Ken Littleddyke on his well known plywood panel and glass fibre constructional method has been approved by the B.C.U. This canoe was designed within the International C.1 specification and we are at present awaiting details of the British National Chine Canadian specification.

## CANOES BY PARCEL POST

Unlikely as this may seem, we learn from Tyne Folding Boats Ltd. that it is possible to send their 11ft. folding single by parcel post. This means a considerable saving in carriage charges to purchasers ordering from overseas.

## CHELMER CANOE RACE

On Sunday, 9th June, the thirteenth Chelmer River Race will be held. With the exception of the D/W Race this is the oldest of the modern long distance races and it may be said that the early efforts of the Chelmsford Boating Club did much to stimulate the current interest in long distance races. In spite of this being the thirteenth year the Club hope that there will be a bumper number of entries and spectators.

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## THE JOHN CHASE TROPHY A CHALLENGE TO YOUTH ORGANIZATIONS

This competition is organised to encourage youth organisations and young people in the sport of canoeing.

The race is open to all under the age of 20 years and there are classes for both single and double canoes.

Trophy Shields will be awarded to winning teams and medals to individual winners. There will also be a prize for the best home-made canoe. The race is sponsored by the Outward Bound Mountain School, Eskdale, and managed by the Lakeland Canoe Club. The Event and Trophy are named after the late John Chase, a canoeing enthusiast who did much to create an interest in the sport among young people.

The start and finish of the race will be at the Lakeland Canoe Club headquarters at Fell Foot, Newby Bridge, at the south end of Windermere. The course is seven miles, and the turning point Grassholme Island.

Further details and advice may be obtained from:—

A. L. THWAITE, ESQ.,  
"West Garth,"  
Rushley Mount,  
HEST BANK,  
Lancaster.

The race will take place on Sunday, 1st September, 1963. Strict safety precautions will be enforced and every competitor must wear a life-jacket of an approved pattern. Canoes will also be inspected for seaworthiness before the race.

# RESULTS

## DEVIZES/WESTMINSTER CANOE RACE 1963 15th year

### SENIOR CLASS

92 crews entered, 46 finished, 10 failed to notify retirement, the remainder were either non-starters or retired from the race.

WINNERS of the D/W Challenge Cup, the Illuminated Scroll and the Plaques by "Light Craft" in a time of 2 hrs. 59 mins.

JOHN HAYNES & DAVID ARNOID, R.M.C.C., Poole, using a K2 "Accord".

Plaques by "Light Craft" for 2nd place in a time of 22 hrs. 37 mins.

ROBERT SEGAR & HUGH WILSHIRE, R.M.C.C. Deal.

Plaques by "Light Craft" for 3rd place in a time of 22 hrs. 53 mins.

ALLAN HAVLOCK-STEVENS & PETER FLOTTING, 1st Royal Welsh Fusiliers C.C.

WINNERS of the BESJERRIS TROPHY for the design of the winning canoe  
J.L. GRACE & CO. of Fordingbridge.

WINNERS of the D/W CIVILIAN TROPHY presented by P.J. Jennings Esq. of Devizes for the fastest civilian crew in a time of 24 hrs. 53 mins.

John Jackson and David Gautier

WINNERS of the D/W SERVICES TROPHY presented by the Royal Marines Canoe Club for the fastest Service crew. JOHN HAYNES & DAVID ARNOID R.M.C.C.

WINNERS of the TEAM TROPHY presented by the LAKESHIRE REG'T. for the fastest senior crew. Four crews from any one club or unit, in an average time of 22hrs. 56m. 1. Royal Marines Canoe Club

WINNERS of the FRED BARIETT TROPHY for the fastest Home Built Canoe in a time of 26 hrs. 48 mins. JOHN DAVIDGE & LESLIE KINGSWOOD, 3rd Epsom Senior Scouts.

WINNERS of the D/W FIVE FOKES TROPHY presented by the 10th Para. Regt. (TA) for the fastest Reserve Forces crew, in a time of 25 hrs. 23 mins.

SIMON BODDINGTON & DAVID HARRIS, 4th Wilt's Regt. C.C.

WINNERS of the TYNE CHALLENGE CUP for the fastest senior crew in a rubber collapsible canoe, in a time of 28 hrs. 3 mins. R. MALLEN & OLIVER EYROLDS, 16th Para Regt.

WINNER of the Committee award for the design of the fastest Home Built Canoe, a Marabon Chine Kayak, by Committee member David Keane.

Senior Placings	Hours to Reading	Total time	No.
1st D. Arnold & J. Haynes	R.M.C.C. Poole	2hrs 56m. 09s	128
2nd R. Seeger & H. Wilshire	" "	35 " 20s	132
3rd A. Havlock-Stevens & P. Flooting	" "	22 " 53" 08"	137
4th P. Floodington & S. Bodington	1st R.W.F. CC	22 " 53" 08"	137
5th M. C. Jones & G. Gantier	R.M.C.C. Poole	10 " 33" 21"	127
6th J. Jackson & D. Gautier	Esq. W.B. CC	10 " 32" 21"	127
7th S. Cole & P. Coeshott	1st TSG. Regt. R.E.	10 " 37" 52"	127
8th A. Jones & T. Williams	R.M.C.C. Poole	10 " 38" 52"	129
9th A. Jones & J. Burr	1st R.W.F. CC	11 " 10" 44"	136
10th M.J. Hesdon & R. Hoody	Breadby Boys Club	10 " 43" 30"	122
11th D. Harris & S. Bodington	R.M.F.V.R.	11 " 20" 37"	177
12th R. Quinn & J. Williams	4th Wilt's CC	11 " 58" 52"	160
13th M. Cannon & C. Dodds	1st R.W.F. CC	10 " 36" 12"	139
14th J. Davidge & L. Kingswood	RAF Oakington	12hrs. 15m. 40m.	175
15th R. Hiley & A. McEvoy	3rd Epsom Sr. Scouts	12 " 46" 50"	100
16th I. Hellberg & P. Snell	RAF Oakington	12 " 42" 51"	157
17th R. Hallin & R. Reynolds	R.A.S.C. CC	13 " 06" 22"	131
18th P. Holland & R. Cocksedge	16th Para BEP.	14 " 30" 53"	163
19th R. Henson & A. White	Malsbury Youth Cl.	12 " 42" 40"	143
20th D. Lips & M. Bott	RAF Swindon	13 " 03" 04"	186
21st G. Hales & P. Simpson	G.O.H. CC	15 " 48" 26"	116
22nd G. Hales & P. Simpson	I.M.F. R.C. of L	13 " 35" 30"	175
23rd M. Hiley & P. Slinger	St. Mary's Coll. CC	15 " 13" 40"	123
24th B. Pascock & L. East	Met. Police AA	16 " 24" 02"	151
25th B. Brown & J. Cullen	11th Sigma CC	17 " 54" 52"	135

### JUNIOR CLASS

81 crews entered, 52 finished, the remainder were either non-starters or retired from the race.

WINNERS of the WILSHIRE GAZETTE SHIELD in a paddling time of 19hrs. 11min. using a K2 "Accord"

MICHAEL HARRISON & DAVID IRVING of Army Apprentices School, Harrogate.

Committee's Medal for 2nd place in 19hrs. 25mins.

DAVID JOHN & ERIC BARKER of Army Apprentices School CC. Harrogate.

Committee's Medals for 3rd place in 20hrs. 17mins.

ROBERT CREWEN & GORDON STEVENS of Cornwall Police Cadets.

Committee's Medal for the design of the winning canoe J.L. GRACE & CO. of Fordingbridge.

WINNERS of the WILLIAM BIRD TROPHY for the fastest Home Built Canoe in a time of 24 hrs. 23 mins. ROY HOPKINSON & DAVID BURGESS of HMS Pigard CC.

The Committee's Medal for the design of the fastest Home Built Canoe, a Marabon Chine Kayak by Committee Member DAVID KEANE.

WINNERS of the D/W TEAM TROPHY for Juniors, presented by the LAKESHIRE REG'T. for the fastest team of four crews from any one club or unit, in an average time of 19 hrs. 57 mins. ARMY APPRENTICES SCHOOL CC. HARROGATE.

WINNERS of the ROYAL MARINES TROPHY for the fastest junior crew in a rubber collapsible canoe in a time of 25hrs. 29mins. using "Light Craft".

MICHAEL FRANCIS & CAMERON MARCH Royal Marines Junior Wigs, Deal.

Junior Placings	Hours to Reading	Total time	No.
1st M. Harrison & D. Irving	A.A.S. CC Harrogate	1hr. 52m. 11s.	49
2nd D. John & E. Barker	1 " 52 " 17 "	19 " 25 " 05 "	48
3rd G. Brown & P. Simpson	Cornwall Police Cds.	20 " 27 " 49 "	72
4th G. Cullen & R. Hall	A.A.S. CC Harrogate	20 " 27 " 49 "	72
5th K. Davis & C. Hamand	Met. Police Cadets	1 " 50 " 05 "	87
6th J. Kirman & S. Harrison	A.A.S. CC Harrogate	20 " 43 " 08 "	81
7th J. & R. Pitcairn	of Salisbury	1 " 58 " 16 "	51
8th J. Shergold & C. Strong	A.A.S. CC Harrogate	1 " 53 " 13 "	20
9th C. Simpson & R. Pittman	The Seatonians CC	1 " 54 " 32 "	50
10th P. Lake & P. Weddell	RAF Halton	1 " 55 " 13 "	8
11th J. Frith & R. Wood	A.A.S. CC Harrogate	1 " 58 " 34 "	21
12th R. Kingsnorth & P. Sheaton	HMS Caledonia CC	2 " 00 " 05 "	21
13th J. Hawley & J. Scott	Cornwall Police Cds.	2 " 03 " 26 "	48
14th R. James & J. Sprot	RAF Halton	2 " 03 " 26 "	48
15th D. Brown & C. Hidge	RAF Halton	2 " 09 " 40 "	61
16th R. Grant & M. J. Keane	RAF Halton	2 " 09 " 40 "	61
17th R. Grant & M. J. Keane	Met. Police Cadets	2 " 17 " 23 "	64
18th M. Cannon & C. Dodds	RAF Halton	2 " 17 " 23 "	64
19th P. Sutherland & I. Davis	Hungerford & Newbury	2 " 17 " 30 "	23
20th J. Viney & M. Jones	RAF Halton	2 " 10 " 23 "	40
21st R. Williams & R. Swindell	Rm Junior Wigs, Deal	2 " 03 " 13 "	23
22nd D. Hubbard & R. Callow	HMS Caledonia CC	2 " 46 " 23 "	56
23rd R. Hopkinson & D. Burgess	HMS Pigard CC	2 " 17 " 57 "	24
24th R. Hopkinson & D. Burgess	HMS Pigard CC	2 " 12 " 18 "	15

Certificates for completion of course will be forwarded shortly.

Crew No. 2, Michael Brett had to retire from the race at Staines and his partner Peter J. Spencer decided to try and complete the journey alone paddling the remaining 35 miles. The Committee have agreed that a special award shall be made for his outstanding performance.

All winners of awards please note:-

Presentations will be made after the London River Race from Greenwich on Sunday September 15th at 15.45 hrs. by His Worship the Mayor of Devizes in the Ballroom of the Gastle Hotel, Richmond, by courtesy of R.W. Hatcher, Esq.

Frank Lumore - Organising Secretary  
51 Petersham Road,  
Richmond,  
Surrey.

ROYAL LEAMINGTON SPA CANOE CLUB  
LEAMINGTON RIVER RACE 7th APRIL 1963.

R. E. S. U. L. T. S.

Names	Club	Start	Finish	Time	Pos.	Pts.
CLASS 1 120% = 2.00.00						
B. Edwards	Royal C.C.	13.03.00	14.43.00	1.40.00	1	5
A. Wilson	KVLA C.C.	"	14.43.55	1.40.55	2	3
CLASS 2 120% = 2.12.00						
D. Arnold	Royal Marines	13.05.00	14.55.13	1.50.03	1	5
P. Hastings	Cambridge Uty C.C.	"	15.02.16	1.57.16	2	3
S. Mitchell	Chester C.C.	13.20.00	15.14.59	1.54.59	1	5
D. Hollier	Hatfield Y.C.	"	15.15.43	1.55.43	2	3
M. Basher	Royal C.C.	"	15.22.49	2.02.49	3	2
CLASS 3 120% = 2.20.42						
I. Grant	Lincoln C.C.	13.22.00	15.19.16	1.57.16	1	5
M. Mean	Hatfield Y.C.	"	15.23.32	2.01.32	2	3
J. Fisher	Worcester C.C.	"	15.30.41	2.08.04	3	2
CLASS 4 120% = 2.24.07						
S. Smith	Worcester C.C.	13.25.00	15.22.01	1.57.01	1	5
K. Chapman	Royal C.C.	"	15.22.08	1.57.08	2	3
K. Pereira	Royal C.C.	"	15.27.51	2.02.51	3	2
CLASS 5 120% = 2.18.30						
G. Palmer	Worcester C.C.	13.27.00	15.22.23	1.55.23	1	5
J. Woodhouse	Chester C.C.	"	15.26.13	1.59.13	2	3
J. Kidd	Leamington C.C.	"	15.27.53	2.00.53	3	2
CLASS 6 120% = 2.31.30						
N. Tucker	Richmond C.C.	13.30.00	15.36.16	2.06.16	1	5
R. Lloyd Langston	Birmingham K.C.	"	15.42.17	2.12.17	2	3
L. Crinnion	Hartlepool K.C.	"	16.11.03	2.41.03	3	0
CLASS 7 120% = 1.55.12						
R. Still/A.Young	Royal C.C.	13.00.00	14.36.00	1.36.00	1	5
D. Green/D. Maycock	Viking K.C.	"	14.41.30	1.41.30	2	3
S. Sowman/D. Sims	Leamington C.C.	"	14.48.25	1.48.25	3	2
CLASS 8 120% = 2.06.24						
Watkin/Evans	Royal C.C.	13.11.00	14.56.20	1.45.20	1	5
B. Camboll/P. Pye	North Sea Camp	"	15.05.10	1.54.10	2	3
L. Lyons/V. Binstead	Richmond C.C.	"	15.11.34	2.00.34	3	2
CLASS 9 120% = 2.17.10						
H. Manning/J. Thompson	Worcester C.C.	13.15.00	15.09.17	1.54.17	1	5
White/Springhall	Royal C.C.	"	15.16.30	2.01.30	2	3
R. Grunoy/A. Green	Hewell Grange C.C.	"	15.17.07	2.02.07	3	2
CLASS 10 120% = 3.09.07						
Slims/Clements	Royal C.C.	13.18.00	15.55.36	2.37.36	1	5
Walton/Little	Royal C.C.	13.18.00	16.10.40	2.52.40	2	3
Prout	Royal C.C.	"	16.25.04	3.07.04	3	1
Jackson/Dale	Royal C.C.	"	16.25.04	3.07.04	3	1

River Stort Handicap Canoe Race

RESULTS	let Single	2nd do	let Double	2nd do	let Junior	2nd do	let Lady	2nd do
	F. Pritchard	S. Hollier	B. Watkin	A. J. Hott	M. Fenlger	M. Jermy	P. Chatten	P. Wade
	Barts Hospital	Hatfield YC	Barts Hospital	Chelmsford BC	Waveney Valley CC	do	do	Chelmsford BC
	1hr 16mins	57 mins	52 1/2 mins	56 mins	1hr 24mins	1hr 4 mins	1hr 23 min	1hr 30 mins

Dankley Ferry Station. River Ribble 21st April 1963

THIRD DIVISION

	1st run	2nd run	Pen. Time	Total	Dist.	%	
1. Frank Nelson	50	138	198	100	146	246	75.0
2. Bill Goodson	90	176	266	40	178	322	80.2
3. Brian Spence	50	177	223	90	178	268	84.5
4. Gerald Edmund Fletcher	180	194	374	70	162	232	87.5

FOURTH DIVISION

1. Derek Holmes	50	137	187	40	128	168	67.2
2. Brian Cook	50	129	179	90	135	225	77.6
3. David Norton	190	163	353	40	144	184	73.6
4. Len Wolner	70	141	211	60	129	189	75.6

LADIES

1. Mandy Eyles	Lakeland & M.C.C.	280	141	424	240	141	381	87.6
2. Sarah Gaverley	Manchester	270	191	361	250	152	382	87.8
3. Jodie Rattley	Manchester	300	159	459	460	192	385	88.5
4. Elizabeth Andrews	Soar Valley	250	156	406	270	168	438	93.5

6th ANNUAL THAMES RACE Organised by the CANOE TOURING CLUB. 21st April, 1963.

RESULTS:

Class 1: (120% = 2.57.36)

1. R. O'Keefe	Rlosh. C.C.	2.28.02	Points
2. R. Lowery	Rlosh. C.C.	2.36.14	5
3. J. Dalton	C.T.C.	2.53.15	2

Class 2: (120% = 3.41.22)

1. R. Wade	C.T.C.	3.3.38	5
2. R. Moore	Eastbourne CC	3.26.37	2
3. J. Hodges	Harlow C.C.	3.31.36	2

Class 3: (120% = 3.45.00)

1. S. Hollier	Hatfield Y.C.	3.7.30	5
2. D. South	C.T.C.	3.23.00	3
3. R. Varry	Hatfield Y.C.	4.50.00	0

Class 4: (120% = 1.43.32)

1. M. Mean	Hatfield Y.C.	1.26.17	5
2. T. Goss	Lincoln C.C.	1.26.43	5
3. H. White	Royal C.C.	1.28.21	2

Class 4a: (120% = 3.43.22)

1. A. Chapman	Royal C.C.	3.6.08	5
2. S. Smith	Wossener CC	3.7.20	5
3. K. Pereira	Royal C.C.	3.37.50	2

Class 4b: (120% = 1.45.18)

1. R. Watton	C.T.C.	1.27.43	5
2. R. Stevens	Weymouth C.C.	1.32.46	3
3. R. Stevens	C.T.C.	1.32.20	3

Class 4c: (120% = 2.33.55)

1. A. Anderson	C.T.C.	1.59.56	5
2. J. Reilly	Blue Waters CC	2.1.21	3
3. D. Fletcher	C.T.C.	2.13.49	1

Class 5: (120% = 2.42.54)

1. R. Still/A.Young	Royal C.C.	2.15.45	5
2. T. Shannon/B. Pratt	Royal C.C.	2.18.42	3
3. D. Green/D. Maycock	Viking C.C.	2.24.00	2

Class 6a: (120% = 3.14.59)

1. B. Watkin/C. Evans	Royal C.C.	2.42.29	5
2. J. Campbell/P. Pye	North Sea CC	2.50.09	3
3. T. Lester/P. Lyons	Rlosh. C.C.	3.3.37	2

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Results of 1st and 2nd Div. Ranking Slalom - Grandtully-on-Tay.

Easter Sunday, 1963.

DIVISION 1

	Best.	%
1. Martin Rohleder	456	75.06
2. Ken Langford	476	78.35
3. Dave Mitchell	486	80.00
4. Keith Tillen	508	83.62
5. Iain Carmichael	517	85.10
6. Geoff Dinsdale	525	86.42

DIVISION 2

1. Robin Witter	392	60.64
2. Mike Davis	493	76.33
3. Eric Taylor	513	79.42
4. Allan Sharples	574	88.87
5. Alf Kaye	601	93.05
6. Stewart Baker	632	97.85

LADIES DIVISION

1. Margaret Bellord	707	79.89
2. Valentia Cadby	796	94.31
3. Jean Battersby	842	95.24
4. Cathy Whiteside	914	109.50

Tees River L.D. Race, 28th April, 1963.

Results:-

Class 1.	1st. P. Lofthouse	Hartlepoons K.C.	2.29.00.
	2nd. B. Brown	Hartlepoons K.C.	
	3rd. C. Hare	Hartlepoons.K.C.	
Class 2	1st. T. Shenton	Royal C.C.	2.09.03.
	2nd. C. Robson	Durham C.C.	
	3rd. A. Smiles	Hartlepoons K.C.	
Class 3B	1st. E. Hansen	Hartlepoons K.C.	1.24.17
	2nd M. Bramley	Hartlepoons K.C.	
	3rd. I. Johnson	Hartlepoons K.C.	
Class 4A	1st. Chapman	Royal C.C.	2.14.49
	2nd S.W.Smith	Worcester C.C.	
	3rd I. Williams	Hartlepoons K.C.	
Class 4B	1st P. Strasshein	Sunderland C.C.	1.25.21
	2nd A. Musgrove	Hartlepoons K.C.	
	3rd Stephenson	Sunderland C.C.	
Class 4C	1st. E. Crinnion	Hartlepoons K.C.	1.49.9.
	2nd. E. Watson	Hartlepoons K.C.	
	3rd E. Thornton	Hartlepoons K.C.	
Class 5.	1st Boshier/Hanscombe	Royal	2.06.44
	2nd Cheal/Young	11th Signals Rgt.	
	3rd Scarff/Dannells	11th Signals Rgt.	
Class 6A.	1st. Campbell/Pye	North Sea Camp	2.12.25.
	2nd Janson/Fritchard	Royal C.C.	
	3rd McInerrey/Hanson	North Sea Camp.	
Class 6B	1st Butler/Young	North Sea Camp.	
	2nd Bills/Mann	North Sea Camp.	



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