

Canoeing

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VOL 3 NUMBER 8

JULY 1963

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Canoeing

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Editorially Speaking

In the June issue of 'Canoeing' we announced that the C.1 designed by Ken Littledyke on his well-known plywood panel and glass fibre constructional method had received approval by the B.C.U. as a national class. This decision was to be applauded as an attempt to popularise single-bladed paddling by making a cheap yet comparatively high performance racing craft available.

We have since learned, however, that the new National Chine Canadian Class is not to be a restricted class like all the other racing classes in the country, i.e. restricted to canoes built within certain specifications, but it is to be a one-design class, i.e. only boats built to this particular design of Ken Littledyke will be eligible to compete. This means that having taken one step forward in accepting the National Chine Canadian, the B.C.U. has at the same time halted all progress by saying that no other designs may be used in this class.

The rules of the National Chine Kayak Class enabled the breed to develop and the B.C.U. should see that it is possible for the National Chine Canadian to do the same. Ken Littledyke has constantly sought to improve his kayak designs and we should be surprised if he regarded his N.C.C.1. as the ultimate in this design, but once it is adopted as a one-design class no improvements can be made. There can be no disadvantages in bringing the National Chine Canadian into line with all other racing classes and we would suggest that the B.C.U. should consider making the change to a restricted class at an early date.

Wiggle and Wriggle Tests

The canoeist interested in racing can measure the development of his skill against the stop-watch or against a fellow club member, but for the touring canoeist the measurement of developing skills is not so easy particularly if his, or her, home stretch of water is a slow flowing river such as the Thames. For these people the 'Wiggle and Wriggle Tests' developed by the slalom canoeists can prove a useful aid in developing canoeing skills, they can also provide a useful Rag Regatta event. The following is an extract from a leaflet published by 'White Water', and additional copies are available from Ron and Xenia Crockett. (for details see small ads. page

"We have designed a standard series of manoeuvres to be carried out on a standard gate, on standard water conditions. For the first time therefore we are able to compare the performance of a canoeist in Perth, Scotland with that in Perth, Australia. Not only that, we can compare the ability of a canoeist today and in ten years' time. This we feel is by far the most important thing. It enables any would-be slalomist to check how his boat handling is effected by his training techniques. It can be used to compare boats, paddles and so on. It can, alas, tell you when you are passing your peak.

It also, we hope, will give some stimulus to gate practice, for, from our own experience, we know that there is an ample enthusiasm for rough water work, but gate practice is usually thought of as a necessary evil of slalom. After great deliberation we have kept the tests as simple as possible.

We have stuck to a single gate, wide enough to cope with C2 as well as F1 (or R1). The test must be "clean", that is, no poles should be touched at all. Beginners may find it useful however to be allowed to add penalties according to the slalom rules. This will give them a measure of progress. The first test, the Wiggle, can be carried out by any canoeist. The second, advanced, test is called the Wriggle, the extra "r" denoting rolling. This is for the advanced slalomist, and calls for four rolls, just prior to passing through the gate at specified points. This not only means fast rolling, but also fast appreciation of the position when the roll is complete.

The test must be carried out PRECISELY as laid down.

THE GATE ITSELF

This consists of two poles suspended by line from two screw eyes in a horizontal spacer bar. The screw eyes should be 48" plus the thickness of the pole apart, thus making the space between the poles exactly 48". The poles should be attached to the lines in such a manner that the poles can hang vertically. The poles should be hung so that their lower ends are two inches above the water. The tests must be carried out on still water.

THE TEST

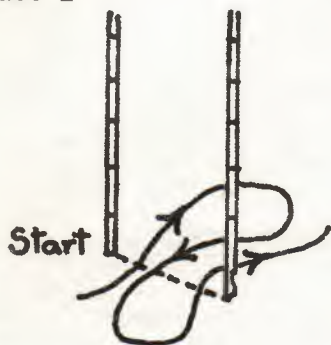
The run must be clean. That is, the poles must not be touched by canoe, paddle or body. The canoeist should take up position about a boat's length from the gate. Timing starts as the bow enters the gate for the first time, and ends "nine gates later" as the bow leaves the gate - the ninth gate being a reverse gate. The sequence MUST be adhered to, and is as follows:

Forward, Gate 1, then turn to starboard and come back through for forward, Gate 2, then turn to port and go through for forward, Gate 3. This is shown diagrammatically as "Phase I". You now reverse past and to the right of the gate, then do forward, Gate 4. Now reverse past and to the left of the gate, then do forward, Gate 5. This is represented in "Phase II". The rest of the gates are now reverse gates. Once again reverse past and to the left of the gate, then turning anti-clockwise, do reverse Gate 6R, then turning clockwise, do Gate reverse 7R. This completes "Phase III". The final Phase, "Phase IV" completes the test as follows. Go forward past, and to the right of the gate, then do reverse Gate 8R. When clear of the gate, go forward past and to the left of the gate, then do reverse Gate 9R. The test ends as the bow clears the gate.

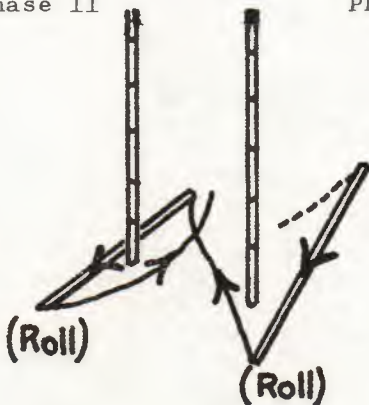
THE WRIGGLE

This is as for the Wiggle except that four rolls have been introduced. The direction and technique of rolling is not specified, but the rolls must be through 360 degrees, i.e. down one side, up the other. All rolls must take place just before tackling a gate, certainly no sooner than the "points" shown in the diagrammatic "course".

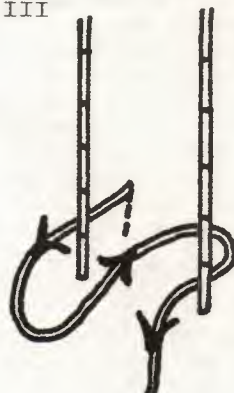
Phase I



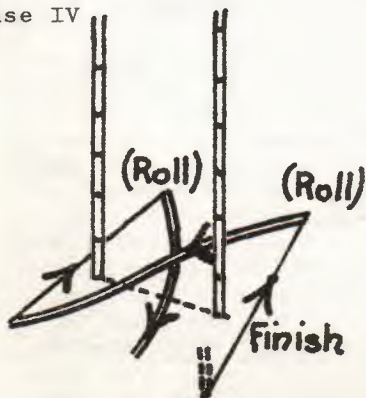
Phase II



Phase III



Phase IV



→ *direction of motion*

— *forwards* = *in reverse*

L'Eau Blanche Aux Alpes Francaises

BY PETER BOULTON

"How about doing some of the French Alpine rivers?" was the suggestion that started it all off. So we got the canoes ready, polished up the little 'Mini' that was to take us some two and a half thousand miles around France, loaded it up with two canoes, camping gear, underwater ciné cameras, wet suits and an awful lot of other junk, half of which wasn't going to be really needed at all.

As soon as we arrived on 'terra firma' at Dieppe we drove with 'toute vitesse' towards the Maritime Alpes, stopping at odd rivers on the way in order to cool off and get some rolling practice in preparation for the 'hairy' white water we were expecting later.

After two full days of motoring we eventually arrived at the river L'Isere; as we drove along the road bordering this fast-flowing river we could see it was a greyish colour due to the slate works higher up in the mountains. At first the river just flowed fast and deep but as we progressed to the upper reaches it grew wilder with every mile until by the time we reached the small, dusty mining village near Avins, where we decided to start, it was really throwing its weight about. Here the mountains either side of the river rose to great heights, their slopes thickly wooded and sparsely scattered here and there with small and seemingly inaccessible cottages and farms shimmering in the heat of the late afternoon sun. As we slid our boats into the river opposite the local rubbish dump, which incidently stretched halfway to the top of the mountain, we could still see thick snow on the mountains behind us where L'Isere began its exciting journey as a bouncing, tumbling mountain stream on its way to the sea. A few strokes and we were soon at the head of the main fall, an ominous roar ahead announced rough times to come and made me tighten the grip on my paddle. Soon I was thrashing about in the falls of Grade IV water while my friend Roger filmed me from the bank. The river here was strewn with huge rocks, as large as buses, lying diagonally across the river almost as if dropped carelessly by some great giant and there was plenty of heavy and difficult white water thundering over them. As we filmed each other on this stretch of river from the far bank, two huge mountain dogs came up to us followed by the inhabitants of a little wooden house buried in the hillside, they came to stare and cheer us on. We found them very friendly and they told us it was the favourite stretch of river of many other white water canoeists and indeed was part of the International white water race on L'Isere. We both did this bit successfully and then went on down river, passing by huge waterfalls rushing out of great holes in the cliffs and into the river below; this was really good white water with big haystacks and plenty of king-sized stoppers. Further downstream we stopped below a bridge at Moutiers and discussed the river in the local bar over 'deux bierrres'. We later met up with some French canoeists who had a fibre-glass Canadian canoe and we watched them set off down river, resplendent in their bright blue boat, yellow spraycovers and red American type crash hats. It was most inspiring to see them handling their Canadian so well in such difficult water; paddling down the falls and then back up into the base of them, then breaking out again. We borrowed

their Peugeot and followed them down the river on the road filming them press-style through the roof of the car, and afterwards we all met in the bar for beers and discussed various rivers worth doing.

That evening we followed the road running along the banks of L'Isere and on high into the mountains aiming for the upper Durance. At one time passing close to L'Isere I could see from the car huge leaping waves far below the road we were on. We stopped the 'Mini' to have a look. The sight we saw in the river below was very sobering and not a little frightening if you looked on it with possibilities of canoeing in mind - there were sluice gates across the river about thirty feet above the river bed which was overflowing with floodwater and was thundering over the sill forcing its way through cracks in the bottom causing enormous confused waves below and a 'stopper' to beat all 'stoppers' at least ten feet high and stretching across the river from side to side. As we stood in awe watching this mad fury below us we could feel the whole footbridge shaking with the force of water around us, we tried to get the toothless old lock keeper to open some of the sluices for us so we could film the great rush of water but he looked at us sadly and shook his head.

Early next evening we found ourselves in Geneva, here we stopped for a few hours to look at the 1959 World Slalom Championship site on the River Rhone just where it flowed out of Lake Geneva; there was tons of water rushing into the crystal clear waters of the Rhone for it had been a hot day and the snows on Mont Blanc had melted fast. On the other side of the river, which was planked off from the white water, we met some Yugoslavians in a C.2 and C.1 and went around the 25 gate Slalom course which had been erected by Geneva Canoe Club and stays up for most of the year for practice runs; international slaloms are also held there and the course is modified by diverting the water from the lake. In broken French we talked of everything from Ethiopian bandits to rolling and finished off a pleasant evenings' canoeing with a rolling competition - one of the Yugoslavians rolling a C.2 by himself with the greatest of ease. What a fine city Geneva is, "the land of milk and honey", fine handsome buildings, wealth and good living reflected in everything and everyone you see; the scenery superb with high snow covered mountains stretching down to the shores of Lake Geneva, and at night steamers ply up and down the vast lake gaily illuminated and soft music wafting out and over the still cool waters. Yes, this certainly is a truly Utopian city.

It was very late evening when we finally set off from Geneva, the night air was heavy and oppressive and the roads to the mountains seemed full of cars deserting the stifling heat of the city for the cool clear air of the mountains. We drove on way into the night and arrived early next morning at a small nondescript village near Briancon called Argenterie la Besse alongside the banks of the swift flowing Durance, having previously passed on huge waterfalls pouring out from the sides of the mountains and then later joining up with the other mountain streams to eventually pour into the head waters of the River Durance.

We put the boats in the water at Argenterie and here the local school turned out in force to stare at us in amazement as we donned yellow crash hats and spray-covers. We set off to a huge cheer from all the pupils and were soon well on our way down river. At first the current flowed very fast with only occasional large waves, but after the little village of La Roche de la Rame had passed it narrowed down

greatly, huge steep cliffs appeared reaching down to the water's edge. Heavy and long rapids were frequent; particularly tricky were those on sharp bends where the water went at all angles and piled onto the cliff face with great force. We did about twenty miles of this river and found plenty of white water, the finest place being at Les Crottes, generally classified as best left alone, where just in front of the footbridge there is a whirlpool with an enormous stopper to one side of it. We finished a mile further on at Embrun where the Durance flows into a lake. This is a fine river for white water enthusiasts but it is for the expert only with rapids long and heavy and in twenty miles of almost continuous white water there was only one spot where we could inspect the river due to high cliffs one side and a high bank on the other side. If you plan a trip on this river then do remember to go early in the summer while there is still plenty of snow on the mountains; we went in late June and there was ample water but any time after the end of July you may find it considerably tamer than it normally is in the Spring. This of course applies to all mountain rivers which are snow fed.

From the Durance we went further south driving through splendid rugged scenery until we had passed the dam at Castellane which empties its contents into the Verden. We found this a wonderful river both for canoeing and scenery, the water is very clear and sheer cliffs rise straight from the river's edge, dotted here and there with deep silent caves into which we would paddle to escape the hot sun for a while. We paddled through narrow gorges sometimes only a few feet wide where the sounds of the birds and gillies in the woods are drowned by the noise of the water rushing through in a long twisting rapid to reach the other end and finish in some quiet pool. We stopped on a small island half-way down for lunch and a swim and chatted to a French fisherman who was most interested in hearing of the rivers we had done - what a pleasant change from the miserable snooty fishermen one sometimes has to put up with on British rivers. We rounded off the holiday with four days canoeing and underwater filming on small uninhabited islands off the Riviera.

Operation Eskimo



John Brand, who is co-ordinating 'Operation Eskimo', has just returned from a trip to Aberdeen, Dundee, and Edinburgh, where he was able to measure a number of different types of Eskimo kayak. The results of the trip we shall be publishing later when he has had time to put down his findings in an orderly fashion. It is worth noting that of the three kayaks held by the Dundee Museum in 1934 only one now remains.

Meanwhile, to sustain our reader's interest we publish the above photograph of a current 10c. Canadian stamp. The photographer was Brian Lynch of Chiswick.

A Club with a Difference

All too often when we think of canoe clubs we think of formally organised groups complete with committee and rule book, and devoting themselves exclusively to paddling. In Llandudno, however, exists a club with a different approach who - But, let them speak for themselves.

"Who are we?

A group of boys attached to Llandudno Youth Centre. We build and sail canoes, we climb mountains, we rock climb, we go camping, and we have our own 'Olde-worlde' room at the Centre which is the focal point of our activities.

We have made two overland journeys through France to Switzerland and one of our members was the first in Caernarvonshire to get his 'Gold' in the Duke of Edinburgh's Award. Another represented the Welsh schoolboys in International Athletics. Three others have assisted in the canoeing instruction at the C.C.P.R. centre at Plas-y-Brenin, and another six helped a local youth club to build canoes this winter.

We have no committee and membership is open to anyone who is interested in our activities, providing his application is generally approved by all of us. There are no female members. The ages of the members vary from 14 to 24 years.

Almost all our canoeing is on the sea and the tidal River Conway. We have a fleet of 26 canoes of many designs, and including 10 which we have built since Christmas. We have a trailer which holds from twelve to fifteen boats and cost £82, half of which was given by the local education authority and half we raised ourselves.

The mountaineering side is mainly hill walking and scrambling in Snowdonia but a few do a ceratin amount of rock climbing too. A small group of the hardier members spent most weekends camping during the recent severe winter.

At present the group is made up of some 32 members who want something more that that which is generally offered in youth clubs. We have a lot of fun, and we try to keep our standards high."



Test Report

Dylon Fabric Waterproofer



Waterproofing is a key word in the vocabulary of the canoeist and we were particularly delighted to receive a can of Dylon 'Fabspray' Fabric Waterproofer for us to try. This waterproofer is silicone-based and comes in a 16 oz. aerosol can and is claimed as suitable for most things from fabric chair coverings to sleeping bags.

For our first test we chose an old lightweight anarak which although windproof we had long ago given up considering waterproof. Following the instructions we made sure it was thoroughly clean and dry and then sprayed it with 'Fabspray', holding the can about 10 inches from the fabric. The jacket was first sprayed in one direction and then the other making sure the surface was completely wet. It was then left to dry. The following day, when the anarak was completely dry, since there seemed no immediate prospect of rain and anxious to see results we subjected the fabric to a drenching with a garden spray. The result was that the water literally rolled off the cloth in little globules leaving the surface completely dry.

Emboldened with the success we tried the 'Fabspray' out on an old government surplus anarak which had a comparatively heavy nap. For such a fabric the manufacturers recommended a second application of the waterproofer, but alas the aerosol spray ran out before this was completed. However, under test the results were sufficiently good to show that a second application would have rendered the anarak waterproof.

In both cases once the spray had dried there was no change in the appearance of the material nor was there any change in the feel of the material. The manufacturers claim that treated fabrics will wear longer and become wrinkle resistant. We recommend the Dylon 'Fabspray' to our readers as a very satisfactory waterproofing agent and one which is easily applied. The cost is 12s.6d. per can, and at this price we think it is most suited to jobs where it is important that the waterproofing should be invisible.

A Life Jacket for Canoeists

BY SURGEON LT. CDR. A. FRASER DAVIDSON, M.B., Ch.B., R.N.

BS.3595 describes a variety of types of life jackets which would conform to the new Standard Specification.

1. Of these the permanent buoyancy type would not be satisfactory for canoeists because of the bulk required to produce the necessary 30 lbs. buoyancy.

2. Oral inflation alone is unsatisfactory because the jacket must be fully inflated to give satisfactory protection, in which case it is as bulky as the permanent buoyancy type. If this type of jacket is only partially inflated before the canoeist lands in the water, the air in the jacket is free to move around inside it and this shifting buoyancy is far from ideal, and may in fact be dangerous.

3. Carbon dioxide cylinders can be used for inflation but they exclude the possibility of partial inflation before the CO₂ bottle is operated because of the danger of bursting the jacket. No buoyancy will be available therefore when the canoeist enters the water, and if his head is struck at this time he may be unable to operate the cylinder.

Automatic CO₂ inflation while of use in some circumstances is not suitable for canoeing as the jacket inflates rapidly if the operating head is immersed, and this is likely to occur at frequent intervals while canoeing in rough water. CO₂ inflation also involves extra complication and cost.

4. The BSI also considers the possibility of using permanent buoyancy, (which is suitably distributed) of 20 lbs. supplemented by additional buoyancy produced by oral inflation to bring the total buoyancy to a minimum of 30 lbs. (It should be noted that 30 lbs. is the minimum acceptable buoyancy and a total buoyancy of 40 lbs. or even more will give very much better results.)

This combination of permanent and inflatable buoyancy is by far the most attractive for canoeists. The 20 lbs. permanent buoyancy is not too bulky to be worn while touring and is also acceptable for Slalom competition, while if the canoeist gets into difficulties he can inflate the rest of the jacket orally while receiving a reasonable amount of properly distributed support. If knocked unconscious by hitting a rock as he enters the water the 20 lbs. buoyancy will keep him on the surface and while, in this condition it may not be sufficient to rotate an unconscious man from face downwards in the water to the ideal position which is face upwards at an angle of 45°, it will at least prevent him rolling over on to his face if he comes to the surface on his back.

Full oral inflation must be possible without having to adjust the harness.

There is no advantage in having a jacket of this type which will inflate to only 30 lbs. and I suggest that 40 lbs. total buoyancy is a much more reasonable figure. The additional material used to contain the extra 1/6 of a cubic foot of air is almost negligible in cost.

Even in a jacket with adequate total buoyancy the correct distribution of buoyancy will be unsatisfactory if it is not held in place securely. A waist belt with a simple buckle is very much more comfortable than tie tapes and a strap from the collar of the jacket to the back of the waist belt will ensure that the collar does not rest on the back of the neck, and that there is no restriction of head movement while paddling. A jacket of this type does not make it more difficult to roll a kayak or slalom canoe and in fact this has been done while wearing a jacket of 40 lbs. buoyancy fully inflated. If the paddle is lost it is possible to swim under the canoe and come up the other side without leaving the cockpit, and it is no more difficult to get out of a canoe while wearing a life jacket than it is without one.

It is hoped that the life jacket manufacturers who made the experimental jacket described in this article will go into production in the near future and so solve the present problem of all canoeists who wish to buy a satisfactory life jacket.

The British Standard 3595 also requires:

- (a) a lifting becket, which simplifies rescue of the survivor,
- (b) a non-metallic whistle for audibility,
- (c) a conspicuous buoyancy chamber which should be flame orange or yellow to make the survivor visible.

If the jacket is used at night a light is also recommended.

These features should be demanded by anyone buying a life jacket. The cost is not great and they will be provided if the customers insist on having them.

Compare the advantages of a satisfactory life jacket with the limited value of a so-called "buoyancy aid". Wearing a typical "buoyancy aid" one has about 12-16 lbs. buoyancy when it is fully inflated, which is probably of unsatisfactory distribution, and will in fact turn an unconscious subject face downwards in the water. In rough water even 30 lbs. buoyancy is barely sufficient to keep the face above the surface and anything less than a first class life jacket is totally inadequate. Most people fail to appreciate that one becomes unconscious very rapidly in cold water, and because of the accelerations involved the short choppy waves of an estuary or lake require a much more efficient life jacket than large waves in the open sea.

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

Camp Hill Old Edwardians

Guild of Canoe Instructors

BY MIKE SIMKINS

In May 1955 a small group of enthusiasts from King Edward VI Camp Hill School, Birmingham, decided to form a School Canoe Club, under the leadership of Mr.G.Sanders. Their aim was "to provide advice and help for boys who wish to make or buy their own canoes; to arrange meetings and meets, and by training boys in the safe and efficient handling of canoes, to encourage participation in all branches of this healthy and enjoyable sport".

Since that time, the popularity of canoeing as a sport has increased tremendously, and enthusiasm in the School has ensured the continued growth of the Canoe Club to its present healthy position.

It was at canoe instruction courses, organised by the Club for boys of the School, that interest in coaching was first aroused in senior members. By 1961, we had gained sufficient experience in this field to assist Mr.Sanders at a training course organised by C.C.P.R. for Anstey P.E. College, by demonstrating and teaching basic skills. From then on, we took every available opportunity to improve our coaching techniques, and when the B.C.U. scheme of coaching awards was finally evolved, five club members succeeded in gaining the certificate of "Elementary Instructor".

In July, 1962 four of us left School, and so that we should still be able to continue our coaching activities, it was decided to form the Guild of Canoe Instructors. The aim is that the Group should be willing to offer their services to all who require practical help in the sport. It is hoped that this will be achieved, by assisting the Midland Coaching Panel of the B.C.U. in instructing, and by generally taking every opportunity of furthering the cause of canoeing. The conditions of entry to the Guild are that:-

- Applicants must A) Hold B.C.U. Proficiency Test
B) Hold (or be up to the standard and willing to take) B.C.U. Instructor's Award.
C) Be a B.C.U. member.

The Guild has the approval of the B.C.U. Coaching Committee, and already members have given instruction for Solihull Youth Committee, Birmingham University P.E. Department and Nottingham University. We are hoping for plenty of opportunities to fulfil our aims, and for a steady flow of new members from K.E.C.H.S. Canoe Club, in order that this somewhat experimental venture may be justified.

Anyone wanting to make use of the services of the Guild should contact either the Secretary: M.S.Simkins, 72 The Hurst, Kings Heath, Birmingham 14. Telephone SPR 3540 or The Secretary of the Midland Coaching Panel: G.Sanders, 33 Orchard Avenue, Solihull, Warwickshire. Telephone SOL 4493.

Adventure by Canal

BY GEOFF. SANDERS

To many it might seem absurd to associate canals with adventure. If you are the kind of canoeist who is only satisfied when you are pitting wits and muscle against the turbulence of some mountain-born stream, then I will admit that you are unlikely to be attracted by the sort of adventures that our canals can provide. The thrills to be gained are necessarily more restrained in the physical sense and yet experiences can be as unexpected if not as exciting as those provided by rapid rivers and the sea.

If you have ever studied the story of our canals you will be able to appreciate more fully their wonders and attractions. Remember that most of them were built in the late 18th or early 19th centuries. They were planned by engineers with little knowledge of our modern techniques (Brindley, the first of the great canal engineers, had received little formal education) and dug by 'navvies' with little help from mechanical excavators and the like. Before you start a canal trip have a close look at a 1" O.S. map or, even better, a large scale map which does not mark the canals, and plan the route that you, as canal engineer, would have taken in building the canal between your point of embarkation and the scheduled end of your journey. How would you overcome the apparent difficulties - the change of contour and the presence of streams or rivers? The canoe journey will present new delights as you observe the location and methods of construction of bridges, aqueducts, locks and tunnels. You will begin to and take a keen interest in different styles of canal architecture.

Expeditions will be planned which will include visits to canal 'masterpieces' - the remarkable Anderton lift which carries barges from the Trent and Mersey Canal to the River Weaver navigation; the remains of the incline lift at Foxton, near Market Harborough, on the Grand Union Canal and many others. Most canals tend to have their own special features of interest and each canal journey that you make can be an adventure if you are willing to read about the history and details of the waterway you intend to traverse.

If adventure suggests encountering the unexpected, canals can certainly provide surprises. A journey through a canal tunnel by canoe, for example, offers a never to be forgotten experience. Even in a 200 yard long tunnel it is so dark in the centre that it is impossible to see the bow of the boat. A good torch is essential equipment for such a journey into the bowels of the earth. The imagination is given ample scope if the bow of your boat happens to encounter some unknown object in the dark and the torch (you hope!) will give you ready assurance that it is nothing more sinister than a jettisoned piece of timber. Take a whistle too - in case the small semi-circle of light ahead is suddenly obscured by an approaching motor boat whose engine will speedily deafen any ordinary vocal protest. I should perhaps add that British Waterways have closed some tunnels to canoeists; wisely, I think, in the case of long tunnels without a towing path where the canal takes a turn underground. Others require special permission before the passage can be attempted.

Journeys across aqueducts are perhaps more interesting than perilous, though even then there are occasions when I would think



The Anderton Canal Lift



Portage Practice!



Start of a Winter Meet



Foxton Locks. The old incline lift was on the right.

twice about crossing the 1,000 ft. long Pontycysyllte Aqueduct. A strong wind can get the water lapping alarmingly near the top of the narrow trough - with the River Dee just 120 ft. below! If you yearn for the return of childhood days a happy, though sometimes strenuous, substitute for playing 'castles' can be found in manhandling the drawbridges which are often to be found on our inland waterways. For the less military minded there are always swing bridges to be manoeuvred!

One of my trips was made memorable by the experience of shooting rapids on the canal. The section of the canal we were using, the southern end of the Stratford-on-Avon canal, was slowly being drained so that it could be dredged and cleared. (This job, incidentally, has been undertaken with great vitality and success by volunteers from the Inland Waterways Association). Although we noticed at the offset that the water was on the low side we didn't expect to be riding the rapids (or shallows to be more precise) a few miles down ... or, indeed, to be struggling through the grey slime at the bottom of the canal in order to disembark.

Such experiences, one hopes, are exceptional! If you still need to be convinced of the real fascination of canals can I suggest that you turn over the pages of Eric de Mare's well illustrated book 'The Canals of England' (Architectural Press, 21s.) which captures so well the atmosphere and charm of our inland waterways. If you still consider them dull, why not try a trip down a canal that is almost derelict? You will find that your wits will be exercised to the full in devising methods for negotiating obstacles and that you will need plenty of muscle to get through the reeds and to survive the portages. And consider taking a pair of those nose clips along as essential equipment in case you disturb too much mud and rotting vegetation!

Letters

Dear Sir,

Whitman Canoe

In your magazine (May issue) you ask about the Whitman canoe. This is a decked sailing canoe designed by Louis Whitman, 1814 48th Street, Brooklyn, New York - the "Manana". I am certain that your sailors Alan Emus and Graham Smith are very familiar with the boat. After Whitman was given a "royal shellacking" by your Proctor model he stopped using his own design.

Yours faithfully,

W.SCHALLE

Editor,

'The American Canoeist'

Dear Sir,

Wakatahuri

An advert of the National Bank of New Zealand Limited in a recent issue of the "Guardian" uses the word WAKATAHURI. This the reader is informed is Maori for "overturned canoe".

We should immediately adopt this expressive word, e.g. "R-B- and B-S were last seen in Wakatahuri".

On reading the advert I wondered how soon it would be before some wag painted the word Wakatahuri on the bottom of his canoe.

Yours faithfully,

RODNEY BAKER,

London. E.4.

Dear Sir,

Multiple Canoe Trolley

Thank you for your prompt delivery of the magazine.

I must say that I enjoyed the easy way the magazine is written and found it most interesting. Do you have any with details of building a transportation trolley for more than one canoe? I look forward with pleasure to the future issues.

Yours faithfully,

G.M.PENNY,

Youth Leader,

Basingstoke Youth Centre,

Brinkletts Hall,

Winchester Road, Basingstoke

O. and M. Experts Look at Sprint Racing

FROM MR. E. A. FLINT

A well-known canoe club recently had the offer of a free consultation with two professional organisation and methods experts. Naturally they accepted the offer and whilst the part of the report concerning the administration of the Club's affairs must remain confidential the Club has consented to the publication of that part of the report covering the Club Regatta.

K.1. Race

4 competitors took part in this race. The efficiency panel consider that if each competitor did one $\frac{1}{4}$ of the distance, this would save time and effort.

K.2. Race

This is a misnomer. It is not as the name suggests, a race for two boats or twin boats, such as the Catamaran, but is a larger edition of the K.1. It is suggested that it should be called K. plus. The panel moreover commented, that it is a clear case of two men doing the same work. One man could be saved in each boat.

K.4. Race

The efficiency panel did not understand the object of this race. The K.4. boats are not 4 times as large as the K.1. nor four times as heavy, and there seems no special reason why four men should be needed to propel it. This is a clear case for mechanisation. There should be only one man per boat, and a small motor should be fitted.

Relay Race

This race consists of four legs and four competitors do one leg each. Since the competitors finish where they started, the panel could not see that any useful purpose is served.

3 General Comments, as follows

- 1) It is not clear why competitors go to the starting point at all, as they appear to be in a great hurry to get back.
- 2) The raft steward spends the afternoon putting boats in the water and taking them out, when others are launched. It would save much effort if half the boats were permanently in the water, and half permanently on the bank.
- 3) If boats of more robust and stable design were used, then the senior competitors, who are more skilled, could be eliminated, and juniors substituted. The skilled paddlers so saved, could be used with their paddles for more important work, such as Soap making or Dough mixing.

Our Committee studied these remarks carefully, and point out in the first place, that this would reduce the interest for spectators, and that attendance would be less. The efficiency panel consider that this is an added advantage, since spectator enclosures could be reduced in size, and the land so saved could be used for growing potatoes.

Book Reviews

THE ADIRONDACK LETTERS OF GEORGE WASHINGTON SEARS

Adirondack Museum, Blue Mountain Lake, New York. \$ 5.00

Under this rather prosaic title the trustees of the Adirondack Museum have gathered together a collection of letters originally published in 'Forest and Stream' describing three canoe cruises the author made on the lakes of the Adirondacks. The result is a fascinating glimpse into the eighteen-eighties when this area was being developed as a backwoods playground for the wealthy citizens of New York.

Unlike most of the visitors, Sears was not wealthy and instead of travelling under the care of a professional guide he chose to voyage alone in his lightweight canoe. At the time of the first of these letters he was fifty-nine years old and although a shoemaker by trade his life had been dominated by an adventurous spirit which had led him to fight under Lincoln, to journey to Brazil, and to produce his classic book 'Woodcraft'.

It is interesting from the technical point of view to note that in the years 1880 to 1885 he had built five Canadian-type canoes the longest of which was $10\frac{1}{2}$ feet and the shortest $8\frac{1}{2}$ feet and whose weights ranged from 9 lbs. 15 ozs. to 22 lbs. What will perhaps shock the traditionalists most of all is the fact that this respected woodsman used a double-bladed paddle!

Bearing in mind the period when these letters were written their style is remarkably fresh and there is a complete absence of the lengthy moralising which so often characterises the travel books of the late nineteenth century. This is a book to be recommended to anyone who is interested in the byways of canoeing and the biographical sketch which precedes the letters forms a most excellent introduction. Our only regret is that the publishers did not find space to include a map of the area for those who are reading from afar.

ENJOY CAMPING HOLIDAYS by Alan Ryalls

Gollancz, 10s.6d.

This book by the Editor of 'Camping and Outdoor Life' is an excellent introduction to the art of camping. The author provides not only the hard core of essential information but in addition conveys something of the philosophy of camping. All this is done in a most readable manner, and the newcomer to camping will benefit from buying this book before he buys any equipment. For the old hand, the most useful part of the book is the chapters dealing with camping abroad, particularly in Eastern Europe of which the author has extensive personal experience. The book is illustrated with twenty-two line drawings some of which are out of perspective and which on the whole compare unfavourably with those to be found in camping catalogues.

THE CAMPER'S POCKET BOOK edited by Carlton Wallace
Evans, 7s.6d.

You will either like this book or hate it. You will like it if you enjoy snippets of information, and hate it if you prefer topics treated exhaustively. Amongst other things it contains conversion tables covering currency, linear measurements, volumes and pressures to Continental equivalents, a large number of useful addresses, kit lists, multi-lingual vocabularies, and a useful amount of brief information on many different aspects of camping. Inevitably in a pocket book of this type the detail on any one subject is restricted and while we would not agree with the publisher that it contains 'everything the camper needs to know' we do feel it contains much that the camper will find profitable to know.

THE OUTDOOR GUIDE 1963 edited by Roy McCarthy
Cade & Co. 5s.

This book is intended "to help everyone interested in outdoor pursuits to widen their horizons and have more fun", and few people will disagree that this is a most worthy aim. It covers a range of activities from camping to water ski-ing and aims to provide a starting point for those wishing to indulge in any particular activity. Unfortunately anyone compiling a book of this type is unlikely to have had personal and up-to-date experience of all the pursuits covered and such a book can only be as reliable as the editor's sources. The canoeing section opens with a page of illustrations of 'Types of canoes' and surprisingly of the five boats shown one is a 'Rob Roy' and another a rigid kayak with a cockpit pointed at both ends. Surprising that is unless one knows that Mr. McCarthy used these same illustrations in his book 'Canoeing' published in 1940. Also on this page is the statement that the Canadian-canoe is obtainable in alloy; this is true but these American productions are not available commercially in this country. Then follow three and a half pages of general information mainly on the waterways and their use, all of which is sound although the placing of the lower lengths of touring canoes at 10ft. for a single and 14ft. for a double will cause some readers to shudder.

The final eight pages are devoted to a short note on the work of the B.C.U. followed by a list of affiliated clubs. This latter seems rather wasteful as many of the clubs are attached to the service units or to schools and as such have a restricted membership. There is a page devoted to slalom but no mention of sprint racing or L.D. racing.

Four 'Selected Books' are given, one of which is the author's own whilst the other three are quoted with the wrong or out-of-date prices. The B.C.U.'s 'Guide to the waterways' is not mentioned in the canoeing section but in the 'Inland Waterways' section, and once again the price is wrong.

The idea behind this book is a good one, but the author would do well when preparing the next edition of this book not to rely too much on his pre-war experience of editing 'The Canoe and Small Boat' and should seek more outside assistance.

YOUR BOOK OF CANOEING by B.Jagger

Faber, 10s.6d.

Frankly, after 'Jo' Jagger's earlier book on canoeing this one was disappointing. It is intended as an introduction to the sport for boys and girls and the presentation and layout of the book is certainly attractive but on closer study one's initial enthusiasm wears off. The information given is for the most part accurate but often incomplete or in need of clarification. For example, there is a drawing of a Canadian-canoe but no text references; we are told to decide between a rigid and a folding canoe, but not what should influence our choice; it is suggested that a good type of all-purpose canoe... "will suit you at first for any of the races you wish to enter", but it does not make clear that these must be L.D. races and not Sprint races. Further, on page 17 an average price for a home-building kit is given as £10 while on page 50 the cost is given as between £12 and £14.

The book is illustrated by twenty line drawings and sixteen photographs. The drawings of the canoes, however, are badly done and indicate an unfamiliarity on the part of the artist with his subject.

The book is a short one running to only 64 pages of comparatively large print and although any youngster buying the book would receive sound guidance the price of 10s.6d. makes it a poor buy compared with the author's other book on canoeing at 12s.6d. or with Percy Blandford's 'Tackle canoeing this way' also at 12s.6d.

News Flashes

CANOEING BOOK LIST

Percy Blandford has just issued a revised list of British, American, and French books on canoeing. The list covers books from MacGregor to the present day and is certainly the most comprehensive list which is readily available. Copies are obtainable from the compiler at Quinton House, Newbold-on-Stour, Stratford-on-Avon, Warwickshire, price 7d. post free.

DRINKA PINTA MILKA DAY

The Northern Ireland Youth Championship Canoe Races to be held on 22nd June at Stranmillis on the River Lagan are to be sponsored by the Milk Marketing Board of Northern Ireland. The winners of each of the three classes will receive a sponsored trip to London to take part in the finals of the Serpentine Regatta.

REVIVAL OF CANADIAN L.D. RACE

L.D. Racing is often thought to be a purely British Sport but it is interesting to learn that the Rideau Canoe Club of Ottawa are reviving an L.D. race which was first held in 1904 and had a continuous history up to 1939.

EVERYBODY HAS A SUMMER HOLIDAY

Everybody has a summer holiday, including the staff of 'Canoeing', and because of this we apologise in advance to our readers if the July and September issues of our magazine are a few days late in arriving.

RESULTS

LONG DISTANCE RACE - 12th May, 1963 at WORCESTER

BEDFORD-ST. NEOT'S CANOE RACE - Results 1963

No.	Name	Club	Time	Pos.	Pts.
CLASS 2					
1.	T. Shenton	Royal C.C.	2.11.40.		5
2.	D. Green	Viking K.C.	2.13.10.		3
3.	R. Wade	C.T.C.	2.17.35.		
CLASS 3a					
1.	S. Hollier	Hatfield Y.C.	2.18.10.		5
2.	M. Boshier	Royal C.C.	2.23.30.		3
3.	J. McArthur	Leamington C.C.	2.32.0.		2
CLASS 3b					
1.	L. Grant	Lincoln C.C.	1.08.0.		5
2.	K. Ferreira	Hatfield Y.C.	1.09.27.		3
3.	J. R. Oliver	Lincoln C.C.	1.12.30.		2
CLASS 4a					
1.	S. Smith	Worcester C.C.	2.18.20.		5
2.	K. Ferreira	Royal C.C.	2.24.45.		3
3.	A. Chapman	Royal C.C.	2.24.0.		2
CLASS 4b					
1.	G. Palmer	Worcester C.C.	1.4.40.		5
2.	R. Watson	C.T.C.	1.11.0.		3
3.	C. Lacey	Leamington C.C.	1.11.8.		2
CLASS 4c					
1.	M. Tucker	Richmond C.C.	1.11.30.		5
2.	M. Setchell	Royal C.C.	1.18.50.		3
3.	M. Anderson	C.T.C.	1.23.6.		2
CLASS 5					
1.	J. Dalton/R. Lowery	C.T.C. & Royal C.C.	1.53.30.		5
2.	D. Maycock/J. Marshall	Viking K.C.	1.57.25.		3
3.	J. Bowman/D. Sims	Leamington C.C.	2.02.20.		2
CLASS 6a					
1.	B. Watkins/G. Reardon	Royal C.C.	2.11.40.		5
2.	B. Lyons/V. Binstead	Richmond C.C.	2.14.35.		3
3.	J. Campbell/P. Pye	North Sea Camp	2.14.40.		2
CLASS 6b					
1.	M. Manning/M. Thompson	Worcester C.C.	1.5.30.		5
2.	P. Heywood/C. House	Chelmsford B.C.	1.06.32.		3
3.	R. Green/R. Grundy	Hewell Grange	1.08.4.		2
CLASS 1					
9.	R. Lowery	Royal	2-18-3	1	5
47.	D. Shankland	Llandaff	2-25-19	2	3
34.	D. Green	Viking	2-32-16	3	
CLASS 2					
10.	T. Shenton	Royal	2-27-32	1	
CLASS 3A					
38.	J. Macarthur	Leamington	2-58-51	1	
CLASS 4A					
11.	A. Chapman	Royal	2-36-38	1	5
53.	S. Hollier	Hatfield	2-37-59	2	3
12.	Pereira	Royal	2-38-57	3	2
CLASS 5					
13.	V. Handscombe, A. Kirkby	Royal	2-27-6	1	5
41.	L. Blackmore, J. Burr	Leamington	2-34-12	2	3
CLASS 6A					
23.	R. Gray, D. Lancefield	Worcester	2-24-44	1	5
1.	J. Campbell, P. Pye	N. Sea Camp	2-26-39	2	3
14.	Watkin, Basher	Royal	2-39-12	3	2
CLASS 7A					
33.	M. Parker, L. Oliver	Lincoln	2-27-56	1	5
28.	R. Lawler, D. Rabjohns	Richmond	2-32-07	2	3
46.	J. Woolley, E. Owen	Leamington	2-33-10	3	2
CLASS 3B					
54.	M. Mean	Hatfield	1-33-57	1	5
27.	D. Hewitt	Gailley	1-41-20	2	3
16.	J. Andrews	Worcester	1-43-25	3	2
CLASS 3C - no entries					
CLASS 4B					
21.	G. Palmer	Worcester	1-27-20	1	5
44.	J. Kidd	Leamington	1-36-8	2	3
22.	P. Lampitt	Worcester	1-38-8	3	2
CLASS 4C - no entries					
CLASS 4D					
24.	M. Thompson, M. Manning	Worcester	1-29-20	1	5
62.	R. Green, R. Grundy	Hewell Grange	1-32-30	2	3
43.	M. Purchas, D. Purchas	Leamington	1-33-20	3	2
CLASS 6C					
56.	L. Crinnion, E. Watson	Hartlepoons	Paddled over		

3rd and 4th Division Slalom at THISTLE BRIG, 12th May 1963

Place	Name	Club	1st Run		2nd Run		Better	%
			Pen.	Time.Total	Pen.	Time.Total		
<u>3rd DIVISION</u>								
1	G.E.Fletcher	Carlisle	110	192 302	20	196 216	216	83.7
2	J.Ferguson	Tay	70	167 237	Capsized		237	91.9
3	F.Lumsden	Tay	170	200 370	60	184 244	244	94.6
4	J.Reid	Scot.Host.	90	179 269	90	215 305	269	104.3
5	C.McAllister	Leeds	250	170 420	170	155 325	325	126.0

<u>4th DIVISION</u>								
1	B.Cook	Carlisle	20	149 169	60	182 240	169	48.9
2	J.D.Roberts	Venturer	30	149 179	80	157 237	179	51.7
3	J.D.Morton	Carlisle	100	190 290	170	179 349	290	83.8
4	G.M.Adams	Carlisle	Capsized		150	160 310	310	89.6
5	B.D.Palmer	Venturer	Capsized		250	155 405	405	117.1

LADIES

1	C.Whiteside	Manchester	Capsized		270	171 441	441	90.7
2	A.Braithwaite	Manchester	320	216 530	Scratched		530	109.1
3	S.Phillips	Leeds	Capsized		Capsized			

ROYAL LEAMINGTON SPA & WORCESTER CANOE CLUBS

BEVERE WEIR SLALOM - 19th May, 1963

THIRD DIVISION

No.	Name	Club	1st Run			2nd Run			Best	Pos.
			Pen.	Time.	Tot.	Pen.	Time.	Tot.		
8	R.Sheard	Chester	30	145	174	-	152	152	152	1
21	A.Gosling	Birmingham	C	A	P	10	146	156	156	2
18	M.Manning	Worcester	180	117	297	10	151	161	161	3
1	T.Cox	Chalfont	10	163	173	30	148	178	173	4
4	R.Gray	Worcester	430	110	540	20	155	175	175	5 equal
9	D.Bennett	Manchester	10	165	175	30	168	198	175	5 equal

LADIES DIVISION

14	H.Goodman	Lakeland	-	144	144	40	169	209	144	1
2	M.Bellord	Chalfont	20	181	201	60	173	233	201	2 equal
4	M.Satchwell	Royal	30	171	201	70	168	238	201	2 equal
13	M.Pindar	R.L.S.C.C.	30	190	220	20	194	214	214	4
6	Calverley	Manchester	70	189	259	50	176	226	226	5

FOURTH DIVISION

119	J.Woodhouse	Chester	60	120	180	-	143	143	143	1
70	P.Lampitt	Worcester	20	128	148	50	127	177	148	2
78	P.Sixsmith	Royal Naval KA	40	128	168	20	133	153	153	3
17	B.Holmes	Manchester	80	128	208	30	124	154	154	4
42	P.Brownhill	Manchester	30	128	158	40	123	163	158	5

SERPENT'S TAIL SLALOM, LLANGOLLEN - 12th May, 1963

FIRST DIVISION

	Name	Club	1st Run		2nd Run		Btr.	%
			Pen.	Time.Tot.	Pen.	Time.Tot.		
1.	D.Patrick	Midland	170	372 542	130	310 440	440	76.8
2.	J.Shaw	Manchester	130	319 449	200	342 542	449	78.4
3.	C.Sutton	Manchester	260	265 525	290	264 454	454	79.2

SECOND DIVISION

1.	D.Lovell	Reading	160	287 447	90	284 374	374	56.3
2.	A.Sharples	Manchester	210	296 506	Capsized		506	76.2
3.	P.Rogers	Chalfont Pk.	230	356 586	310	333 643	586	88.3

LADIES

1.	M.Bellord	Manchester	Capsized		450	212 662	662	100.0
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FOR SALE

Klepper Slalom '62. £25 o.n.o.
Dinsdale, 609a London Road, North Cheam, Surrey.

FOR SALE

2-seater canoe, glass-fibre, by Streamlyte Mouldings. Accessories: 2 double paddles, sail and rig, centreboard, rudder, spray and cover. Almost new condition and proved of good performance. Cost £78. Price for quick sale £60. Inspect at Cheltenham Yacht Centre.
Wynter, Bushley, Tewkesbury, Glos.

WANTED

K.1 in good condition.
J.Perkins, 27 Manor Road Extension, Oadby, Leicester.

FOR SALE

13 ft. 6 in. ply Chine Canoe. Sports single, canvas decks, laminated coaming, ply c/deck, footrest, paddles. Brand new £18.
Haynes, 37 Granville Avenue, Feltham, Middlesex. FEL 4601.

FOR SALE

Well-built rigid 2-seater tourer (PBK 14), paddles. £15.
Buglass, 9 Amery Close, Worcester.

FOR SALE

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.

WHITE WATER

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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