

Canoeing

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VOL 3 NUMBER 9 AUGUST 1963



SPECIAL FEATURES

IN A HANK IN
PEACE RIVER VALLEY

DOWN WITH CANVAS
CANOES

INTRODUCTION TO
V.H. RACING.

ON THE ROCKS

Photo: J.R. HAWARD

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Editorially Speaking

At the beginning of July, the British Canoe Union had 600 individual members as compared with just over 100 individual members at the beginning of the year. This rise is almost entirely due to the reduced rate of subscription introduced at the Annual General Meeting held in January, and it is now almost certain that the Council will confirm the new membership structure this autumn.

Along with this increase in membership has gone an increase in the B.C.U. Supplies Department for it has been found that these new members have almost invariably made purchases of ties, pennants, or publications. All this is very gratifying and it is expected that when the next balance sheet is presented, the income to the Union will be its highest ever. At the same time, it must be recognised that this growth in income resulting from rising sales and membership means a growth also in the amount of administrative time required to run the Union and at the present time this labour is unpaid.

It would seem that the day is almost here when the B.C.U. must think of appointing a full time Secretary who will not only look after the general secretarial work, but will also attend to such matters as the duplication and distribution of material for the various sections such as sprint, L.D. and slalom. The increasing popularity of competitive canoeing means that news can no longer be successfully transmitted on the 'old boy' network, and there is no doubt that a centralised distribution centre would benefit both officials and competitors.

In a Canoe in Peace River Valley

SAYS STEPHEN GREENLEES

The most imposing mountain ranges are arid and inhospitable without rivers. Blessed with innumerable streams, great and small, fed by glaciers, springs and the runoff from rainwater and snow, the Rocky Mountains of British Columbia are verdant and beautiful, their slopes covered with tall timber, the home of a vast population of wild game.

The inexorable power of roaring water has gouged deep canyons in British Columbia's steep valleys. In the plateaux between the towering ranges, the silt from brimming rivers has spread out over the valley floors and created rich farming and orchard country. Finning up the current everywhere are salmon in from the sea, heading for the high-country tributaries to spawn on the gravel beds.

The salmon of these waterways used to feed the Indians before 'the Whites' ever reached British Columbia, and they still mean food to the Indians of today. The rivers were the canoe routes which took the first explorers of far-western Canada from the Continental Divide to the Pacific Coast - men like Alexander Mackenzie, Simon Fraser and David Thompson.

Today's road and rail system makes it possible for holidaymakers from Britain to glide smoothly over the wilderness riverside trails used by the early explorers. Whitewater canoeing is still a hair-raising thrill to the adept, and motor-boating attracts growing thousands to the long stretches where the current is milder. In the broad valleys of the province's interior, silt has built up so much rich soil that the land is almost level, and in these basins long lakes have formed between the mountain ranges.

The Arrow Lakes on the Columbia River are a case in point. Pleasure boats will take you as far as Arrowhead. The Big Bend of the great Columbia is full of dangerous rapids and is best seen by road. The even bigger bend of the Fraser River has longer stretches of navigable water than the Columbia. Most of the Fraser is good boating water from Tete Jaune Cache in the Rocky Mountain Trench to Soda Creek in the Cariboo country. Breaking up this long stretch there are two beautiful canyons where the torrential river makes a water journey unimaginable and the traveller goes by rail or road.

The fury of the river in the Fraser Canyon must be seen to be believed. Down below Yale, the Fraser, flowing through gently-graded pastoral country, is navigable even by ocean-going ships.

A great deal of the famous Peace River is good canoeing water. Hence it was one of the historic exploration routes. The canoeemen were interrupted for a short distance by the Peace River Canyon, where the highway runs parallel to the river today. Canoe travellers going northeast on the river drop down out of the Rockies to where the current runs among the rolling fields of the Peace River Valley. Here the best wheat in the world, Canada No.1 Hard, covers the rich land.

The northern coastal rivers flow into deep fjords along the Pacific. The Skeena, emptying into the ocean slightly south of Prince Rupert, is one of British Columbia's fastest big rivers. Its spring and fall floods bring down thousands of tons of silt and cause tidal rips far inland on the swift river. But the pilots of fishing boats,



Canoeing at Lake Beauvert, Jasper National Park, Alberta, Canada. Pyramid Mountain is seen in the background.

men who know the Skeena, take their craft as much as 50 miles upstream from the sea.

The Stikine is a river whose current allows an excursion vessel to operate - a descendant of the stern-and-side-wheelers which used to carry passengers and freight. The three-day boat trip downstream from Wrangell in Alaska takes the traveller to the mining town of Telegraph Creek in British Columbia. Going back to the coast, the boat takes only one day on this fast river.

No one who goes to British Columbia will ever forget the great rivers roaring among the towering, forested mountains. This is a country which no stretch of the imagination could invent; but there it is, awaiting discovery by people in Britain whose ideas of an adventurous holiday have so far been confined to Scandinavia and the continent of Europe. The possibilities of a summer holiday in Canada are only just beginning to penetrate our island imaginations, but with present low-cost and high-speed air journeys, a canoeing-camping fortnight from Rocky Mountain Trench to Soda Creek and between the wheat fields of Peace River Valley is not only thinkable but practical. Give it a thought.

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The above article is reprinted from 'Canadian Holiday', a government sponsored travel magazine. Quite frankly it is tourist-bait, and although the idea of a canoeing trip in Canada has a tremendous romantic appeal we have no doubt that many of our readers would dismiss the idea out of hand as too expensive.

Under normal circumstances this would be true if one thought in terms of flying on a regular air service and taking one's own canoe. However, it is possible for groups of people of similar 'affinity' for example a canoe club, to charter a plane to fly their members and immediate dependents to Canada for roughly £50 per person return. There still remains the problem of boats but instead of taking them

“Down with Canvas Canoes”

CRIES ALAN BYDE

I rush, nay I bound to support the attack on canvas canoes which I mounted in my comments in a recent newsletter of the North East Canoeing Association.

It may be proper to add that to my knowledge, I am way out on my own in this attack on the usefulness of the frame, stringer, and canvas canoe which is so well known. I know its type well, as I have built four and repaired many more in my four years of canoeing. Not long, not many, but what a great deal of inconvenience during that time!

I originally wrote that our shallow Northern rivers and the accompanying bump and scrape made the canvas canoe a liability on a journey, or for general use. Or words to that effect. I'll now go further, and state that at all times, and in all places, the canvas canoe can be a nuisance, and frequently is.

Having experienced the sort of person who lays about quietly sniping at ideas, things, people, and shooting them down with great authority without greatly contributing to the store of the human effort, I acknowledge that negative criticism is usually bad. This is mainly what this article is. Negative, I mean.

The trouble is, what may one put in its place? The canvas canoe is doing, has done, and will continue to do sterling service. I state, now, that the job it does can be done better, and as inexpensively, by any hard skinned canoe. You name your canoe, and I'll bet I can match nay, better its type in a hard skin for performance, usefulness, cost, durability, ease of building, availability of materials, ease of repair you name it.

At this point it may be well to consider just what you want from canoeing. I would suggest that one should first determine whether the canoe is to be for the sole use of the owner. Nothing destroys any canoe quicker than constant use by clog footed novices. The canvas canoe dies the death a little quicker. I don't object to novices, the more the better, and if they all knew how to handle the thing, there would not be any need for a coaching scheme. Meanwhile, the canoe disintegrates.

Take the slalom type. His canoe he wears as he would a suit. Would you lend your best suit to a pal, or a stranger on a course? No, and anyway, it probably wouldn't fit him. So I condemn the excellent soft skinned slalom canoe? At all times and all places? Examine the proposals before the ICF for rigid canoes in International Slalom. The rigid, hard skinned canoe is coming, and the soft skinned folder is going, in top competition. Says me.

What about all those eager schoolboys, building their first canoe. How will they build a hard skinned canoe? Surely the canvas canoe offers fewer complications. Does it? What about all those skilfully mitred joints, the bent frames that break, the canvas which may only be stretched along the hog by dint of cunning and brute strength. Otherwise the wrinkles at the maximum beam? Two years later and the whole thing has rotted just along the stringer edges. One

gazes sadly at the rest of the canvas, quite sound, but there it is, gone. Maybe you look after yours, and wash it out most thoroughly with fresh water after every trip. I know a club where it is a condition of membership that all canoes will be washed out after use, every time.

Question. Who the blazes wants to spend time mopping out canoes? I want to go canoeing, then go home and forget about it.

I have a clattered glass fibre Klepper Slalom '61, sadly out of date, a battered boat, much abused, and in fact one youth managed to peel the end right off it in the baths on a rail. We taped on the pieces with scotch tape for a couple of weeks, then when that dropped off, I repaired it in a hurry for our Boxing Day event with a pound of resin and glass tape in less than half an hour. Very lumpy it looks, but it is watertight, is still watertight and some day I may pretty it up with a rasp. It was even used for snow canoeing, without serious harm. Now that would have busted the average canvas canoe.

Who said, 'The man's a fool?' He may be right, but I'll bet I'm right about hard skinned canoes. Fibreglass and plywood and cold moulded and hot moulded canoes will see off the canvas canoe, within a decade, or I'll eat hay with a cuddy.

(Note. Cuddy = cow)

Canoe Versus Fisherman

All too often we hear of conflict between canoeist and fisherman usually with bad feeling on both sides, but from Jacksonville in Florida comes news of a rather more friendly conflict. At a recent Boat Show over there, the canoeist took the part of the fish whilst the angler tried to bring the canoe and paddler to the bank. The following are the rules of the contest:

"Single or tandem crews with single or double blades may be used. The tackle used is surf-fishing type with line 30 pound test or less. This line is tied to a stern bridle on the canoe. Advantage is actually with the fisherman. He is required to stand on a sheet of 4 by 8 smooth plywood at the edge of the pool or body of water. The marked length is 80 feet. The canoe starts at the 40 foot line. The fisherman wins if he pulls the canoe stern within ten feet of his standing board. The canoe wins if: a. it breaks the line, b. it's bow crosses the 80 foot line, c. it pulls the fisherman into the water".

We have never seen this done but it sounds as though it would be a good idea for a rag regatta. We should be pleased to hear from anyone who tries it out.

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Contd. from page 149

over, the answer here would surely be to contact Canadian canoeists and arrange for their loan. In this way the two major problems of such a trip are resolved.

We do not suggest that organising a scheme of this nature is without difficulties but we are sure that if the British Canoe Union, or one of its regional associations, took the idea up then support would be forthcoming for what could be the 'holiday of a lifetime'.

Introduction to L.D. Racing

BY 'PELOSO'

To write an introduction to Long Distance Racing would be a very long and difficult task, I thought. Having taken part in two or three races since I contemplated this article, I have changed my mind. Long Distance Racing needs no write up, the merits of the sport speak for themselves.

Distance Racing is the only competitive sport that any person may enter without a specialist canoe. The rules of our sport have evolved over the years and they have provided canoeists with all the classes they ask for. We cater for the touring canoe, the 'K' craft, the specialist home built and the shop bought.

It is very important that everyone realises at this stage that, this sport, like every other sport, will only give what is asked of it! Too often people turn aside from Committee work and the general administration of a sport. To remain healthy an interested non-competitive supporter side is as essential as a large entry list. The competitor and administrator should not be too far removed and each should know the wants of the other and cater for them.

Races are usually organised by affiliated B.C.U. clubs, though other bodies do stage races. The usual length of a race is about 15 miles. Times depend very much on the type of water and class of canoe. It is fairly safe to estimate 6 miles an hour as an average speed.

Having decided to stage a race, the club concerned should approach the Long Distance Racing Secretary and give him all details. Each Autumn a fixture meeting is held by the L.D. Committee and you may be sure that any organising body is invited to send a representative to this meeting. Dates are provisionally agreed and then passed on to a general meeting of Committees so that as far as possible, clashes are avoided. The need here is to avoid National events clashing and in future it is hoped that many more clubs will stage L.D. races on a limited scale so that the numbers of National Races will be reduced and entry to them may become selective.

Standards of races and paddlers vary considerably. To improve the general standard of the canoeist is now an urgent task - here I do not mean the speed at which one races but the all round performance. Under the heading of Standards, I would include the SAFETY of the competitor. Too few canoeists have any great knowledge of water and the part it plays in a race. You ought to be able to read the surface of a river or the sea as you would a book; you ought to be able to produce every recognized paddling stroke which will help you out of danger; you ought to be able to tell if you are stepping out of your canoe into 2 feet or 6 feet of water. Straight training over a particular distance is not enough, and remember, you should train in company. If you do go by yourself always wear a LIFE JACKET. It may be just as well to always wear or at least carry one. Your practice should include as much rough water training as possible, but not in dangerous places, and have a rescue boat below you. Portaging, getting in and out of your canoe, making the most of currents and anticipating water conditions. The strongest person in the world can be made to look a complete

fool in a canoe, knowledge of water is a thing which must be gained by experience. The L.D. Committee has already appointed a representative to the National Coaching Committee and this person will soon be appointed as National L.D. Coach.

To take part in racing is a healthy and happy way to enjoy your canoeing. You set your own limitations, you see many pleasant stretches of river that would be otherwise denied you, and you feel better for it. Distance racing sets the canoeist many problems and brings out the best in a person. You certainly learn to live with yourself, if nothing else.

Those of you who know Hartlepoons Bay Race, Poole Harbour Circuit Race, Bedford or Worcester, to name but a few, will know what I mean about problems. To complete an L.D. course is a considerable achievement, I can assure you. A difficult race that always presents the unusual and always satisfies is the Bath to Bradford-on-Avon race. This up-stream course showed up a few weaknesses this year as the river was carrying more water than usual. The last Weir is to me always a tremendous mental problem. I must describe it to you. You have paddled for 10 miles and you are pretty tired. You emerge through a few hundred yards of reeds to the Weir. Either side is a disused mill, the old stone walls of the mill streams tower 7 or 8 feet above you and form the banks of the river. Ahead is the Weir, 7 feet tall, sheer, and with a considerable flow of water coming over. There is a good depth of water under the dam, too deep to stand up in, and anyway, if you come alongside, the water flowing over the Weir will fill up your canoe. It's no use going back; there is nowhere to get out, it's just about one mile to the finish. You move from one spot to another looking for a way over, rather like a salmon heading up-stream. The answer cannot be found in this article or any book, you must look for it yourself. I invite you to consider entering next year's race, and whatever the problems, I am sure that you'll make that last mile to the finish. I hope to see you there.

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Readers who have been tempted by the above account to 'have a bash' at L.D. Racing, may be interested in the details of the races still to be held this season:

Berwick on Tweed	4th August	Mr. Wm.L.Early, 24 Glamis Hill Berwick on Tweed.
Cleethorpes Race	17th August	Mr. D.Jones, 53 Lady Frances Crescent, Cleethorpes, Lincs.
Exeter Race	8th Sept.	Mr. P.Lee, 11 Shelton Place, Hearitree, Exeter, Devon.
Sunderland Race	15th Sept.	Mr. D.S.Howe, 56 Ripon Street, Roker, Sunderland.
Birmingham Race	22nd Sept.	Mr. C.E.Quaife, 33 Augustus Road, Edgbaston, Birmingham15.
London River Race	For all details write to:	Mr. F.Luzmore, 31 Petersham Road, Richmond.
Royal Canoe Club Race (R.Thames)	1st Sept.	Dr. B.Watkins, Ashford Hospital, Ashford, Middlesex.

Test Report

Prima Camping Butane Stove



The use of butane gas for camp cooking has now been almost universally adopted by the heavyweight camper, and is slowly becoming accepted by the lightweight campers such as canoeists. For the latter group the main objection has been the comparatively short burning time of the smaller sizes of stove with disposable fuel cartridges and the difficulty of obtaining fuel as compared with the paraffin used in pressure stoves.

The Prima Camping Butane Stove introduced from France earlier this year, goes a long way to meet the first objection, for the disposable cartridges are larger than average and contain sufficient gas for 11 to 12 hours burning. The cartridges also contain a built in valve which enables them to be transferred to another appliance when partially used. Alternative appliances are; a lamp and a radiator which we have not tested since only a large party of canoeists would wish to be bothered with these refinements.

We particularly liked the sturdy construction of this stove which was strongly built and with the exception of the control knob, devoid of any plastic. The stove consisted of a grooved metal ring, into which the gas cartridge fitted, surmounted by a metal horse-shoe on which the burner unit and pot-rest was mounted. The height of the stove was ten inches and the diameter was just over five inches, resulting in a more stable cooker than many other types of small butane stoves.

To fit the gas cartridge the burner unit is unscrewed, the cartridge is then settled in the base groove and the burner unit is screwed down until tight. The stove is then ready for use. Under test, we boiled a pint of water in eight minutes, although a later test in poor conditions and towards the end of the cartridge took thirteen minutes.

Our only criticism of this stove was the insensitiveness of the control knob which although able to move through two and a quarter turns only appeared to be effective during the first quarter turn. Thus the control of the flame was a very delicate matter.

To sum up, we feel that this is a well built stove and is well suited to the needs of the touring canoeist. As with all butane stoves, we must make the reservation that as yet, fuel is not so readily available in this country as paraffin, but in addition to shops, the Prima Camping refills are available from Regent Petrol Stations.

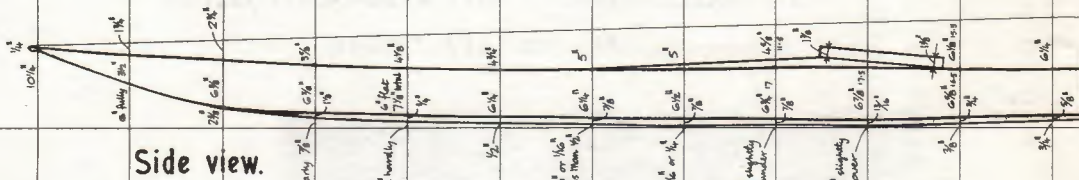
The stove costs 49s.6d. and the throw-away gas cartridges are 9s.6d. each.

Decapitation on the Chelmer

RECORDED BY D. J. LEWIS



Another notable specimen in Aberdeen is MacRitchie's 'Finn-man' kayak, - 'Finn-men' because of the accounts of how a hairy barbarian was driven into the Den and/or captured at sea about the year 1700. The kayaker died three days after arrival but now, more than 250 years later, his kayak lies in the Marischal College Museum. It is collapsed amidships & further preservation appears to be a difficulty. But its ends are not curved up nor is the angle of stem or stern to the keel smooth. Dr. Suter's kayak can, more exactly, be compared to the BH exhibition Greenland kayak (see separate sheet), and to UC 764-1 at Edinburgh. UC 764-1 is 17'-8 1/2" long x 17 1/2" wide x 7 3/8" deep at the fore-part of the man-hole. It is now dry, brittle, dirty, warped, horrid & stored in the basement of the Royal Scottish Museum, but all this cannot obscure its very fine lines. In its early days this kayak must have been glorious, - 22 aft hull sections are now quite breath-taking being much thinner & squarer than any others I have seen so far. The builder must have been a reckless man if he was content to have the stern resembling a hollow beam.



Side view.

If any one finds that the dimensions are inaccurate, please let me know. Although I am sure Dr. Fortescue's drawing was extremely careful, I may have made a mistake when the natural light was minus 1 & when the artificial lights were switched on, they were close enough to dazzle the lens.

Station lines at 1' intervals
Length of kayak estimated to be 18'-0", 5 1/4' can

skins joined at 5-9
over lap 1"

← skins joined at 10,
over lap 1"

Breadth of Bottom, i.e. distance between chunds, dimensions this side:

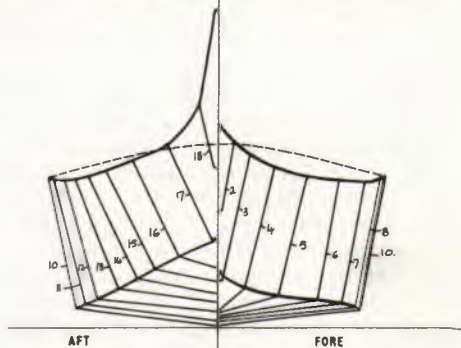
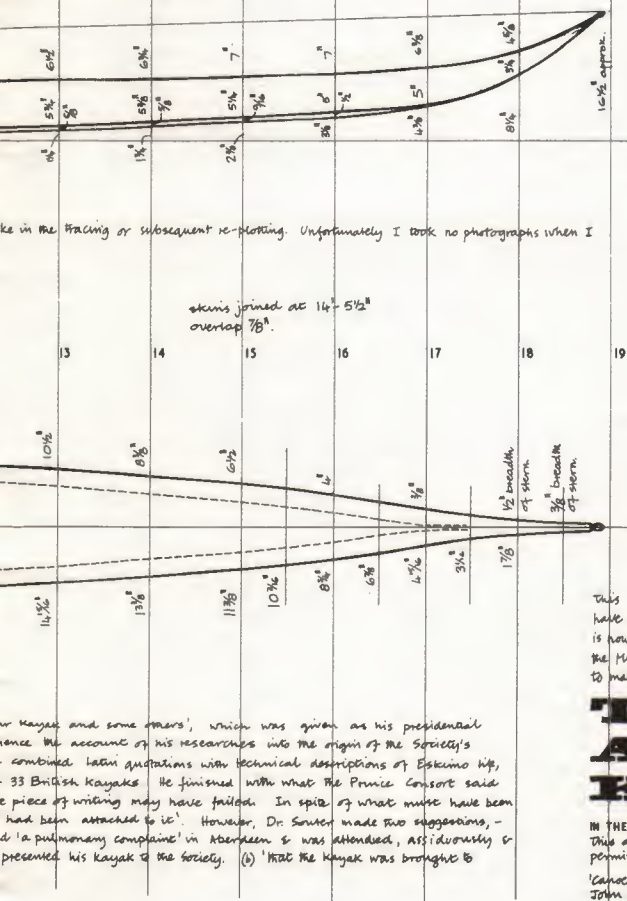
Breadth of Deck dimensions this side:

Plan.

This kayak is, for the ethnographer at least, the most famous British kayak. Its fame is the result of Dr. William Clark Suter's paper 'The Story of an address to the Medico-Chirurgical Society on 26 October 1933 & published by the University Press, Aberdeen, in 1934. The doctor laid before his audience the subject seems to be unique as a presidential address and the style of delivery was, by present-day standards, unusual. The learned doctor's personal reminiscence with whaling history, medical anecdote with Arctic exploration and Shakespeare's mumbleberry tree with a classified survey of several years of research, the progress, the discourse say - depreciations give the paper an enduring charm which exceeds where many a more objective (a) that it belonged to Eemooloapik, an Eskimo who gave a great kayak display before the admiring populace in the Dee in 1839. Eemooloapik developed successfully by 'Professor William 'for instance' Pirrie, Captain's predecessor, known as 'the Baron'. Thus, directly or indirectly, the grateful patient may have Aberdeen on a whaler by some unrecorded medical student or recent graduate on completion of his trip to the Arctic as a ship's surgeon.

22 June 1961

Dr. Sauter says in 'The Story of our kayak' - "The type of kayak would do quite well for the district, near Baffinland, whence Ekwos came...." - I am not sure what this means as most Baffinland kayaks are not so finely conceived as the earliest Greenland kayak. My guess, repeat guess, is that this kayak came from the Disko Fjeld area. The seams across the hull are interesting: note that two are given as $1''$ wide, the other $\frac{7}{8}''$ - they appeared to me to be welded being raised about $\frac{3}{8}''$ from the surface. I saw the kayak on 20 April 1963 by arrangement with Dr. Clark. Even though it was hung close under a high ceiling it was obvious that Dr. Sauter's enthusiasm for it was justified. Perhaps it shows the limit of elegance before descending to quirks or heaviness. The fish-shaping of the chines particularly, is remarkable as is the forward position of the man-hole. Like every-one else I met in Scotland, the caretaker was extremely helpful. He brought the ropes holding up the kayak must be nearing the end of their usefulness as he did not remember any attention being given to the kayak for fifty years. He was of the opinion quite obviously that the situation was dangerous &, at the top of a tall pair of steps, I found that kayak swung to a very light touch. The skin had an area of mould growth etc of the man-hole but seemed in good condition otherwise, if dry. I had the impression that the framing was still sound as their were no irregularities in the lines. As a result of the caretaker's remarks it was intended to inspect the kayak & it's ropes and the British Museum has given advice concerning the use of a dressing for the skin.



Sections.

Scale: $\frac{1}{4}$ Full Size.

NOTE: this drawing made from the side view & plan on the left.

Copies of the lines of this kayak to one-tenth scale with sections to one-quarter scale plus full dimensions and historical data, are available price 3s. 6d. (post free) from: The Circulation Manager, Canoeing Publications, 6, The Mall, Brentford, Middlesex.

This drawing is derived from Dr. W.I. Fortescue's drawing which must have been made about the time of the First World War. The linen original is now in the Marischal College Anthropological Museum. My thanks to the Museum staff for finding the drawing at short notice and allowing me to make a rough tracing of it.

The ABERDEEN KAYAK.

IN THE MEDICO-CHIRURGICAL SOCIETY'S ROOMS, 29 KING STREET, ABERDEEN.

This drawing made with the co-operation of Dr. N.S. Clark, Secretary of the society, permission to publish drawing & description kindly given in letter dated, 3 May '63.

'Canoeing' Project Eskimo, 6 The Mall, Brentford, Middlesex.

John Boyd, ARIBA, ARDP, Bramble Top, Stanning Green, near Colchester, Essex.

BCU Membership

A REVIEW BY RODNEY BAKER, HON. SEC. OF THE B.C.U.

There was much excitement at the B.C.U. A.G.M. last January, over the Council's proposals to alter the membership structure, and to understand the reasoning behind the present scheme we must go back to 1936.

At that time, there was no truly National body to organise and speak for canoeing in all its aspects. Such a body, the British Canoe Association, had been founded in 1887, but had faded out of existence with the almost complete collapse of the interest in canoeing in the early years of the twentieth century. An attempt to restart the B.C.A. in 1933 did not really get going, and in 1936 a national body to administer the sport became necessary.

A number of clubs held meetings, and the British Canoe Union was launched. It was given the dual functions of representing British Canoeing, nationally and internationally.

Of the clubs represented at the meetings to start the B.C.U., the three largest happened to specialise in the three aspects of the sport: racing, touring and white water, and they were insistent that the new organisation should do nothing in competition with the member clubs. It was agreed that the new body should be allowed to organise annually, a National Championship and one tour, all the other events being organised by the clubs. Only when a canoeist could not join a club was he to be permitted to join the B.C.U. direct. In order to raise the necessary income, it was agreed to levy subscription on a per capita basis. All members of affiliated clubs enjoy personally, privileges of B.C.U. membership.

During the last five years or so, a number of facts have come to light that have caused the Council to believe that a change in the membership structure is most desirable.

- (1) It has become very noticeable that many hundreds of people are taking up canoeing who have no interest in club life. The B.C.U. Council still firmly believe that canoeists benefit enormously from club membership. However, the fact remains that both the B.C.U. and its member clubs have largely failed as yet to persuade all these lone and family canoeists that they should join a club. It is very desirable that organised canoeing as a whole should benefit from the affiliation of these folk, many of whom are known to be quite happy to join an 'impersonal' national body like the B.C.U.
- (2) The B.C.U. Secretariat has discovered from its vast correspondence with unaffiliated clubs, that many are either unable or unwilling to pay a subscription to the B.C.U. on a per capita basis. The B.C.U. partly admitted this fact when it designed a special form of membership to meet the needs of Schools Canoeing Associations. Since then, it has been pressed, for similar forms of memberships to suit School Canoeing Clubs, Youth Canoeing Associations, Service Units and Regional Canoeing Associations. The Secretariat in particular, received with horror, the prospect of an even more complicated member-

- ship structure. Simplification has become an urgent necessity.
- (3) The calculation and collection of subscriptions under the present system was becoming an unwarranted burden on our honorary officials.

To meet these facts, the new system was devised.

Genuine canoeing bodies will in future be able to apply for affiliation and pay a uniform annual subscription regardless of size. This is to be 2 gns. The following privileges will follow:-

- (a) The right to seek 'recognition' of its canoeing events.
- (b) The right to seek to recruit unattached individual members of the B.C.U.
- (c) The right to purchase certain specified goods and to obtain certain services at preferential prices.
- (d) The right, subject to there being in the affiliated body at least six Adult Individual Members of the B.C.U., to nominate two members who are themselves Individual Members of the B.C.U. to each of the Technical Committees of the B.C.U. which run Slalom Racing, Long Distance Racing and Touring, and a voice and vote at General Meetings.

The affiliated bodies will agree to be bound by the Rules and Regulations of the Union and to bind ALL their members to the Regulations of the Union and will promise to encourage all their members to join the Union as Individual Members.

Already, more than 600 canoeists have joined the B.C.U. as Individual Members since the end of February of this year, and this number grows daily. There are three classes: Adult, Family and Youth. The Youth Membership upper age limit is 19 years. Rights of Membership are:-

A voice and vote at General Meetings, either personally or through postal ballots (This right is not extended to Family or Youth Members.)

The right to wear its badges and tie and to fly its pennant; to purchase B.C.U. publications and film loops and to take B.C.U. proficiency tests at preferential rates. In addition members have the right to seek advice on canoeing matters and take part in B.C.U. organised, sponsored or recognised events. B.C.U. members receive canoeing news at regular intervals during the year. The B.C.U. has negotiated a MEMBERS' CANOE INSURANCE, and can offer cover at very low rates.

It is hoped in the year 1st Nov. 1963 to 31st Oct. 1964 to increase the number of affiliated clubs to 400 and the Individual numbers to 5000. This should bring in a subscription income of approximately £2500.

One of the features of this new scheme, which I believe time will prove most popular, is its flexibility. School and Youth Canoe Clubs can join without reference to membership numbers. When particular youngsters demonstrate that they have been really bitten with the bug of canoeing, their leaders will encourage them to become individual members. These personal applicants can continue from school to Youth Club and on to Adult Canoe Club.

Book Reviews

MODERN CANOEING

Modern Canoeing Publications, 6s.

This book is a most attractively produced paperback published by a new company, 'Modern Canoeing Publications' (not to be confused with our own Canoeing Publications.) The contents cover the usual ground to be found in canoeing primers with rather more emphasis given to canoe sailing and less to canoe building than other books of this type. However, while one may not agree with this balance, it is, after all, up to the author to place the emphasis where he thinks it is most needed.

Naturally, there are things with which one disagrees. For example, the optimum sizes for single-seaters are given as 11 to 14 feet; the use of an air bed to cover the two seats of a double; the suggestion that it is only worth feathering blades in a strong wind. There are also parts which are obscure. For example, the method of executing a Ferry Glide, and the definition of Eskimo Kayak which is as follows: "Not Eskimo at all, usually a slim, round bottom folding canoe." But there is, as in any elementary book by a canoeist, a fair amount of useful advice.

Some of the illustrations are by no means new. On page 17, a young lady is shown assembling a folding canoe; this same photograph was used by Ellis in the 1936 edition of his "Canoeing for Beginners". Again, on page 25, the drawing illustrating the correct paddling method was used by Raven-Hart in his "Modern Canoeing", published in 1939. Three other illustrations have previously appeared in the "Granta Folding Boat Handbook."

This brings us to a most curious feature. Granta folding canoes are mentioned several times in the text, but no other makes. Following this up, we compared "Modern Canoeing" with the "Granta Folding Boat Handbook" written by A.S. Cavender, and found in places the texts were almost identical, particularly in the sections dealing with stability and with sailing. We also found that a section in "Modern Canoeing" describing a canoe trip round the Cape of Good Hope, was largely the same as an article written by A.S. Cavender in "Canoe and Small Boat", February 1937. Under the circumstances, we feel that A.S. Cavender should have shared the title page as joint author, and that his interest as Chairman of Granta Folding Boats should have been declared.

On reflection, however, we wonder if this is, in fact, a work of joint authorship. If you reverse A.S. Cavender's initials, you have C.S. A(rthur).

LONDON FROM THE RIVER

British Travel and Holidays Association 2s.6d.

Covering the Thames from Greenwich to Hampton Court, this booklet is intended for the enlightenment of passengers on the river steamers, but we are certain that canoeists will also enjoy this easily read guide to the buildings and places of interest along

the bank. The many illustrations will be found a great help in identifying landmarks and we suspect that a number of canoeists may even be prompted to make a return journey by land.

CANOE VENTURE 1963: The Journal of Oxford University Canoe and Kayak Club.

What a worthwhile venture this is - the first issue of what is to be a once a year production in which a selection of articles by Club members and selected outsiders is presented to give a conspectus of canoeing activities. In this issue, there are articles on canoeing in Alaska, South Africa, the United States, amongst others, and as an Editor, what better praise can we give than to say that we wish some of the contributions had appeared in our magazine.

As might be expected with a first issue, there are places where the production is a little rough, but very wisely the present Editor, William Rees, although leaving Oxford this year, is being retained as Consultant Editor for the 1964 issue and so continuity will be maintained and this year's mistakes will not be repeated.

A few copies of 'Canoe Venture' are still available from:- William Rees, 76 Argyle Street, Oxford, price 2s.6d. (post free). We recommend it to our readers.

B.C. Skilling

WEIGHT LIFTING AND WEIGHT TRAINING by George Kirkley
Arco Publications, 15s.

Whereas in the past, the use of weights has been frowned upon and thought to develop slowness of movement and muscle binding, the enlightened coaches of today advocate the use of weights as an essential part of winter and pre-season training in nearly every sport.

The use of weights by canoeists in the competitive side of the sport is now commonplace and "Weight Lifting and Weight Training", by George Kirkley, an Arco Handy Book, goes a long way to educate the uninitiated.

This book is comprehensive and covers weight training for health and physique, weight training for athletes, weight lifting as a competitive sport, and has an excellent chapter on how the muscle works with diagrams showing the muscular system of the body.

Now that the added advantages weight training gives to every aspiring competitive in sport are realised, this informative book is an asset to your bookshelf.

M.T.

Letters

Dear Sir,

Eskimo Kayaks

I note that you are gathering information about Eskimo Kayaks in this country. In this respect, your readers may be interested to know that Tyne Folding Boats Ltd. produced a folding Eskimo Kayak as early as 1937. This was subsequently followed by a rigid version. This rigid version was designed during the war, but did not enter production until the end of hostilities. A number of these were used by the B.C.U. 'Rolling' Circus at whose request we subsequently produced a sectional version for ease of transport. I enclose a photo' of the framework.

Yours faithfully,

F.O.D. HIRSCHFELD
Director,
Tyne Folding Boats Ltd.



Dear Sir,

Dural-tubed Slalom Paddles

Being the owner of a pair of dural-tubed slalom paddles, I found that they were badly corroded by the salt water; so I cleaned them up and gave them a coat of "Cleam" or cellulose polish, and this has protected the dural completely against corrosion. It also gives a harder finish than varnish to the blades, and a little goes a long way.

This treatment is, of course, suitable also for all aluminium parts of folding canoes.

Yours faithfully,

C. HAMMOCK M/977986,
H.M.S. TIGER,
London,

Dear Sir,

K.1's for Novices

I have read with interest the correspondence in your recent issues regarding the possibility of a reasonably priced K.1 for novices.

The Canoe Section of our Regatta, normally includes races for K.1's, K.2's and K.4's for Seniors and Juniors to which last year we added Class 3 and 4.

Possibly, owing to our Regatta (this year 17th August) following so closely on the Serpentine, the Canoe entries have fallen off in recent years, and I should welcome any suggestions from your readers for a revision to the schedule which would, at the same time, help to fill the apparent gap in the existing pattern of races, i.e. for those below K.1 standard.

Yours faithfully,

F.PIDGEON,
Hon. Sec.
Sunbury Amateur Regatta,
3, Silverdale Drive,
Sunbury-on-Thames.

Dear Sir,

SAFETY

Recently, I obtained a handbook of a world wide youth organisation and was dismayed to read the phrase. "If you tackle rough water, wear a life-jacket - all the experts do." This was the only reference to life-jackets in the twenty-odd pages in this publication devoted to canoeing. And a damn silly reference too; I think you will agree. On the day I read this handbook, some of the National Papers carried a paragraph on their front page reporting the death of a boy of 16 at Guildford, who, having capsized, panicked and drowned.

I have just come back from instructing canoeists on a C.C.P.R. course. At the same centre, a number of other courses were taking place, and most of the students attending them referred to canoeing as a "risky" or, on occasions, "dangerous" sport. This is indeed the reputation which is building up. Is it not time that the people who carry some weight in the world of sport, like your magazine, the B.C.U. and C.C.P.R. got together and circularised every youth organisation, club and educational authority with some handout carrying a punch? Something, in fact, to drive home the elementary canoeing rules of safety and just as important, the need for proper instruction.

Incidentally, what happened to the posters for which you invited designs some months ago? I never saw one outside of Canoeing.

Yours faithfully,

JACK TRAVERS,
Beckenham, Kent.

News Flashes

JAPANESE K.1

We learn that a factory in Tokyo has started manufacturing K.1's in great quantities and at a reasonable price. The design is reported to be similar to the 'Pointer'.

NATIONAL SPRINT CHAMPIONSHIPS

Memo. to spectators: The National Sprint Championships are being held on 27th and 28th July, on the River Witham, Boston, Lincs.

MACGREGOR REPRINT

Orders for copies of "1,000 Miles in the Rob Roy Canoe" have flowed in steadily since we announced that we were reprinting this classic in association with the British Canoe Union. Publication is expected in September, and readers are reminded that cheques and postal orders should be made out to the 'British Canoe Union'. The price is 10s.6d. post free.

PLAS Y BREININ

The C.C.P.R. centre at Plas y Brenin has just published its winter prospectus. Subjects covered include, canoeing, mountaineering, ski-ing, rock climbing and fly fishing. Copies of the prospectus are available from C.C.P.R. Headquarters, 6 Bedford Square, W.C.1.

NORTH V SOUTH REGATTA

The annual North v South sprint racing match took place on Sunday 23rd June, 1963, at Bedford. For the first time in the history of this event, the North won this competition.

WORLD SLALOM CHAMPIONSHIPS

The members of the British team to compete in the World Slalom Championships at Spittal, Austria, on the 11th/14th August are: Dave Mitchell, Glyn Davies, Geoff Dinsdale, Nigel Morley and Martin Rohleder. The Team Captain will be Keith White and the Team Manager will be Jack Spuhler.

SELLA RIVER RACE

Bob Steel and Alan Young have been nominated as the official British representatives in the Sella River Race which takes place in Spain on the 3rd August.

RESULTS

CARLISLE SERVICE OF YOUTH CANOE CLUB.
3rd and 4th Division Slalom,
16th June, 1965, at Carlisle.

WICKHAM CANOE CLUB.

THIRD DIVISION

	Pen.	Time	Total	Pen.	Time	Total	Pen.	Time	Total	Pen.	%
1. John Woodhouse, Chester	80	149	229	10	153	163	163	96.7			
2. Alan Marsden, Manchester	40	141	181	30	147	177	177	94.1			
3. Brian Spencer, Chester	60	142	202	30	153	183	183	97.3			
4. Derek Berry, Manchester	70	165	235	30	154	184	184	97.9			
5. Brian Cook, Carlisle	60	156	196	90	150	240	196	104.3			
6. Mike Ellis, Chester	80	153	233	90	159	249	233	123.9			

FOURTH DIVISION

	Pen.	Time	Total	Pen.	Time	Total	Pen.	Time	Total	Pen.	%
1. Philip Brownhill, Manch.	n/l	113	113	70	115	185	113	57.1			
2. Don Roscoe	--	126	126	30	122	152	126	63.6			
3. David Morton, Carlisle	n/l	136	136	n/l	130	130	130	65.7			
4. William Holmes, Manch.	10	124	134	n/l	137	137	134	67.7			
5. Michael Adams, Carlisle	20	137	157	80	158	238	157	79.3			
6. Sidney Stringer, Chester	30	137	167	30	157	187	157	79.3			

LADIES DIVISION

	Pen.	Time	Total	Pen.	Time	Total	Pen.	Time	Total	Pen.	%
1. Wendy Bayes, Manchester	70	207	277	30	181	211	211	73.0			
2. Anne Brightwhite, Lakeland	100	229	329	50	176	226	226	76.2			
3. Eileen Sharples, Manch.	130	182	302	40	201	241	241	83.4			
4. Tessa Percy, Carlisle	80	193	273	180	222	402	259	89.5			
5. Jennifer Wood, Carlisle	200	216	406	470	173	643	505	175.1			
6. Carol Clarke, Carlisle	600	154	654	400	199	599	599	207.3			

TEAM EVENTS

	Pen.	Time	Total	Pen.	Time	Total	Pen.	Time	Total	Pen.	%
1. Manchester 'B', Langford, White, Rohleder		50	141	191		50	144	194			
2. Manchester 'C', Marsden, Holmes, Brownhill		50	144	194		50	156	206			
3. Carlisle 'A', Morton, Cook, Fletcher		140	203	343		160	226	386			
4. Rushfirth, Berry, Sharples		160	226	386		180	259	439			
5. Porth, Palmer, Cromar, Gordiner		180	259	439							

BIRMINGHAM CANOE CLUB REGATTA 1965

Event 5	Junior Men K.2.	1st. A. Edwards G. Palmer.	1min.55.6 sec	Worcester.
		2nd. M. Fowler. A. Kirkby.	2min.	Royal.
		3rd. J. Marshall. V. Blinthead.	2min.1.2 sec	Viking.
Event 6	Open Ladies K.1.	1st. M. Parker	2min.22.4 sec	Blackmoor.
		2nd. M. Mitchell.	2min.27.8 sec	Royal.
		3rd. R. Lloyd-Leagston.	2min.34 sec	B.K.R.O.G.
Event 7	Senior Men K.1. FINAL.	1st. A. Wilson	1min.58.6 sec	Kyle
		2nd. R. Lowry.	2min.5.4 sec	Royal
		3rd. R. Cronk.	2min.6.6 sec	Richmond.
Event 8	Junior Men K.1. FINAL.	1st. A. Edwards.	2min.5.2 sec	Worcester
		2nd. A. Chapman.	2min.6 sec	Royal
		3rd. G. Palmer.	2min.6.6 sec	Worcester.
Event 9	Boys (B) LD Class 4	1st. R. Brockstein J. G. G. G.	1min.46.4 sec	King Ed.
		2nd. D. Moore.	1min.37.8 sec	Galley.
		3rd. D. Moore.	2min.27.8 sec	279 Scouts
Event 10	Senior Men K.2.	1st. A. Wilson. B. Shankland	1min.53.8 sec	Kyle
		2nd. S. Barton. J. Keefe	1min.54.4 sec	Landaff.
		3rd. D. Maycock J. Marshall	1min.54.6 sec	Royal
Event 11	NO RACE.			
Event 12	BOYS (A) LD Class 4	1st. B. Brookie.	1min.32 sec	Kyle.
		2nd. M. Jones.	1min.48 sec	Leamington.
		3rd. J. Turley.	1min.48 sec	"
Event 13	NOVICES MEN K.1.	1st. B. Brookie	2min.18.4 sec	Kyle
		2nd. S. Smith	2min.18.9 sec	"
		3rd. S. Muller	2min.25.4 sec	Hatfield.
Event 14	NO RACE			
Event 15	JUNIOR MEN REGATTA 4X K.1.	1st. Midlands Palmer, Edwards, Jolan	2min.56 sec	
		2nd. Richmond	3min.48 sec	
		3rd. Royal	4min.54.8.	
Event 17	MEN LD Class 4	1st. S. Smith	1min.37 sec	Worcester.
		2nd. S. Turley	1min.44 sec	B.K.R.O.G.
		3rd. "		
Event 18	JUNIOR MEN WCK1	1st. S. Muller	2min.31.8 sec	Hatfield
		2nd. S. Smith.	2min.35.6 sec	Worcester.
		3rd. D. Cook.	2min.46.4 sec	Galley.

SHEPPERSON SLALOM, 3rd/4th DIV.

Sec: Brian Johnson,
16 Onslow Way,
Pyrford, Woking, Surrey.

June 23rd, 1965.

THIRD DIVISION

POS.	NAME	CLUB	FIRST RUN Pen. Time. Total	SECOND RUN Pen. Time. Tot.	BESTER RUN	Mod %
1.	David Iddiard	Colne	50 164 214	40 162 202	202	80.4
2.	Bill Pipe	Osprey	80 176 256	30 172 202	202	80.4
3.	Alan Marsden	Manchester	90 160 250	40 169 209	209	83.1
4.	Chris Webb	Manchester	140 226 366	60 156 216	216	85.9
5.	Philip Sixsmith	Royal Navy	80 152 232	40 162 222	222	88.3
6.	Giles Dickens	Cambridge U.	40 209 249	60 166 226	226	89.9

LADIES DIVISION

1.	Margaret Bellard	Chalfont P.	110 164 274	50 200 250	250	83.0
2.	Colin Gregory	Chalfont P.	130 197 327	100 205 305	305	101.4
3.	Honor Hodges	Chalfont P.	120 235 355	170 378 508	348	115.6
4.	Jan Vozes	Colne	270 329 599	100 205 305	599	200.0

FOURTH DIVISION

1.	Gordon Swenson	Warren	80 101 181	20 120 140	140	53.3
2.	Urmila Fayton	J.T. Regt.	130 190 320	40 155 195	195	74.2
3.	Alan Fisher	C.C.C.	50 206 256	30 169 199	199	75.7
4.	Chris Richardson	J.T. Regt.	40 163 203	210 141 351	203	77.2
5.	Dave Hutchins	Cambridge U.	60 148 208	80 157 237	208	79.2
6.	Anissa Austin	J.T. Regt.	100 152 252	60 149 209	209	79.5

BRADFORD ON AVON ROSSING CLUB

CLASS 1 SENIOR K.1's H.J. Walden Cup		CLASS 2 N.C.K. Arthur Meaden Trophy	
1st	M.H. Walden. Bradford R.C.	2hrs 17min	40sec. 1st R.Wade. C.T.C. 2hrs 2min 40sec.
2nd	D. Duffield	" " 2hrs 26 "	0 2nd L. Bolam. Leamington. 2hrs 6min 45sec.
3rd	J. Walden.	" " 2 43	10 3rd V. Griffiths. H.M.B. UKX. 2hr 10 20
CLASS 3 SENIOR. Hard Skinned Singles.		4 Dave Salter. Exeter. 2 16 0	
1st	S. Hollicot. Hatfield Y.C.	2 5 20	5 M.J. Hughes. R.A.P. Cranwell 2 (17 5
2nd	J. Vincent. Axbridge Y.C.	2 41 40	6 J. Solman. Indep' 2 27 40
Only two raced.			
CLASS 3 B. Junior H.S.S.		CLASS 4 A. Senior Soft Skinned Singles. Noel Kneep Cup.	
1st	J. Bloxham Hatfield Y.C.	2 18 5	1st S.W. Smith. Worcester. 2 1 45
2nd	R. Orchard. Southampton. 2 34 30		2nd A. Ford. Viking. 2 23 10
3rd	T. Pett. Hatfield Y.C. 3 17 55		3rd Miss S. Jackson. Royal. 2 37 40
CLASS 4 B. Junior S.S.S. Rowing Club Challenge Shield.		4 P. Smith. Worcester's 2 40 45	
1st	J. Kidd. Leamington. 2 9 0		5 G. Whitcomb. Viking. 2 52 55
2nd	B. Jones " 2 11 30		6 A. Moore. Axbridge. 3 38 50
3rd	J. Turley " 2 53 45		CLASS 5 Senior K.2's Alex Moulton Cup.
CLASS 6 A. King - Moore Trophy.		1st B. Stall	
Folding & Soft Skinned Doubles.		Young Royal 1 41 20	
1st	R. Lonocfield		2nd L. Blackmore
2nd	R. Gray. Worcester. 1 54 45		J. Burr. Leamington 2 1 20
3rd	B. Lyons.		3rd D.G. Webb. 2 15 15
4th	R. Green. Viking 1 59 55		M.W. Pyle. R.A.P. Cranwell
5th	Campbell		Pye North Sea Camp. 2 1 35
6th	Gubberley		4 Cadet A. City of London
7th	Gagg Worcester 2 2 0		B. - Police Cadets 2 41 20
8th	Hanson		5 Cadet C. D. " 2 49 25
9th	Rhodes. H.S. Camp. 2 3 40		
CLASS 6 B. Folding & Soft Skinned Doubles. Leonard Taylor Trophy.		CLASS 7 A. Senior Hard Skinned Doubles.	
1st	S. G. G. G.		1st S. H. H. H.
2nd	R. Green. Jun Ldrs Towyn 2 6 45		2nd O. Brian Nth Sea Camp 2 1 35
3rd	R. G. G. G.		3rd J. Bourdon
4th	R. G. G. G.		M. Brookes Viking 2 4 25
5th	R. G. G. G.		
6th	R. G. G. G.		
7th	R. G. G. G.		
8th	R. G. G. G.		
9th	R. G. G. G.		
CLASS 7 B. Junior H.S.S.D.		CLASS 7 C. Senior Hard Skinned Doubles.	
1st	Jupp		1st Jupp
2nd	Winkings R.A.S.C. Jun Ldrs 2 3 40		2nd Smith
3rd	Bradie Jun Ldrs Towyn. 2 6 25		3rd Hawks
4th	Fraser R.A.S.C. Jn Ldrs 2 11 0		

Division 1

1

CHELMSFORD BOATING CLUB - CHELWEEH CANOE RACE - June 9th, 1963.

Class 1	1 A.Chapman, Royal CC	1 hr. 49 m. 36 s.
	2 J.Dalton, CTC	1 52 2
Class 2	1 H.Dratt, Hoyal CC	1 59 3
	2 H.Vade, CTC	2 8 9
Class 3a	1 S.Hollier, Hatfield YC	2 5 46
	2 N.Lilley, Lincoln CC	2 8 24
Class 3b	1 I.Grant, Lincoln CC	2 2 12
	2 W.Wean, Hatfield YC	2 2 58
Class 4a	1 S.Smith, Worcester CC	2 4 36
	2 K.Pariera, Hoyal CC	2 16 3
Class 4b	1 A.Miller, Harlow CC	2 14 24
	2 P.Trigg, Lincoln CC	2 20 22
Class 4c	1 S.Jackson, Hoyal CC	2 26 7
	2 A.Seel, Ind.	2 49 55
Class 5a	1 Lowery & Cronk, Hoyal CC	1 39 16
	2 D.Naycock & J.Marshall, Viking CC	1 39 28
Class 6a	1 B.Watkins & Evans, Hoyal CC	1 56 26
	2 Gray & Lancefield, Worcester CC	1 57 31
Class 6b	1 C.House & P.Heywood, Chelmsford BC	2 1 58
	2 Mortimer & Larmouth, All Arms Jnr Ldrc	2 4 47
Class 6c	1 N.Price & J.Lavers, Chelmsford BC	2 50 35
	2 Curd & Burr, Aylesbury Sch.	3 11 10
Class 7a	1 Parker & Oliver, Lincoln CC	1 55 27
	2 Bourdon & Brooks, Viking CC	2 4 0
Class 7b	1 Jupp & Wicks, All Arms Jnr Leaders	2 3 11
	2 Hawkes & Fraser, "	2 7 23

ROYAL HARBOUR CANOE CLUB
POOLE HARBOUR CIRCUIT RACE
23rd JUNE 1963.

ENTRIES: There was a total of 74 entries for this year's race. This was 33 less than in 1962, and may have been caused to some extent by memories of the appalling conditions under which the race was run last year.

COURSE: The full Course was raced. A 10 B 3.

WEATHER: Wind WNW, Force 3 gusting to 4. Cloudy with sunny periods.

STARTS: Seniors all Classes: 1200 hrs.
Juniors and Ladies: 1210 hrs.

Racing No.	Name	Club	Time	Place
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CLASS 1a. SENIOR A.M. Record 1960 A: 28: 32

1	B. SMITH	CTC	21 22: 26	1
2	D. McGUINNESS	Blue Waters CC	21 37: 44	2
3	B. FLEMING	Exeter CC	-	Retired

CLASS 2a. SENIOR MCK A.M. Record 1961 A: 08: 32.

6	R. WADE	CTC	21 37: 51	1
40	D. ARMOLD	RASC	21 43: 31	2
35	S. HOLLIER	Hatfield	21 53: 44	3
11	P. LEE	Exeter CC	31 01: 48	4

CLASS 3a. SENIOR MARD SKINNED SINGLES. Record 1961 A: 20: 16

14	N. LILLEY	Lincoln CC	31 08: 06	1
12	L/MSR BATES	37 Rgt RA	-	Withdrew from race
13	R. CANNING	MSC	-	Withdrew from race

CLASS 4a. SENIOR ROADIE A SOFT SKINNED SINGLES. Record 1960 A: 21: 00

20	S.W. SMITH	Worcester CC	21 46: 05	1
18	R. PISH	CTC	21 55: 34	2
17	D. REID	CTC	31 08: 37	3
46	J.R. BILLINGER	Wareham BC	31 18: 07	4

L.D. Racing - Landing Clubs and Peddlers
(Best 8 out of 9 races to 23rd June 1963)

Basler Trophy

Royal C.C.	202 points
Worcester C.C.	114 "
Lincoln C.C.	83 "
Royal Leamington C.C.	76 "
C.T.C.	68 "
Hatfield Youth Club	58 "
North Sea Camp C.C.	54 "

Senior Singles.

	Wins	Second Places
S. Smith Worcester C.C.	5	3
A. Chapman Royal C.C.	5	1
S. Hollier Hatfield C.C.	4	2
R. Wade C.T.C.	3	1

CLASS 5. SENIOR ALL DOUBLE KAYAKS. Record 1961 A: 55: 17

31	R. STILL R. YOUNG	Royal CC	2: 16: 11	1
24	D. SALZER M. FEART	Exeter CC	2: 32: 51	2
30	J. SOULAN P. DEARLING	Indep	2: 40: 45	3

CLASS 6a. SENIOR SOFT DOUBLES. Record 1961 A: 2: 06: 05

41	J. CAMPBELL P. PEE	North Sea Camp	2: 40: 26	1
28	F. FINCH F. BERRY	Eastbourne CC	3: 02: 58	2
32	Capt R. KEYNOLDS Mr. R. HALLIN	MJ 16 Para Bde Op	3: 07: 19	3

CLASS 7a. SENIOR HARD DOUBLES. Record 1961 A: 21: 11: 30

37	N. PARKER L. OLIVER	Lincoln CC	2: 20: 39 *	1 New Record Time
44	J. WOOLLEY E.J. O'GRIFF	R. Leamington Spa	2: 44: 50	2
35	Sgt RADWELL Pte GANT	37 Rgt RA	-	Withdrew

CLASS 8a. JUNIOR HARD SKINNED SINGLES. Record 1962 A: 39: 55

52	I. GRANT	Lincoln CC	1: 09: 08 "	1 (New Record)
53	R. OLIVER	Lincoln CC	1: 16: 10	2
54	W. CHAMBERLAIN	Blue Waters CC	1: 17: 06	3
51	R. ORCHARD	Southampton CC	1: 24: 15	4

CLASS 8b. JUNIOR SOFT SINGLES. Record 1961 A: 59: 20

56	A. GOSWAMI	Eastbourne CC	1: 30: 28	1
55	G. JONES	Eastbourne CC	1: 30: 48	2
57	J. BELL	Blue Waters CC	1: 47: 33	3
58	W. SHARLE	Exeter CC	-	Retired

CLASS 6b. JUNIOR SOFT DOUBLES. Record 1961 A: 59: 25

61	MORTIMER CROZIER	All Arms Jnr Ldrs	1: 05: 42	1
62	COLLINS SAMCZEKOWI	All Arms Jnr Ldrs	1: 07: 59	2
66	ASH CHANDLER	Jnr Ldrs Regt RASC	1: 09: 22	3

CLASS 7b. JUNIOR HARD DOUBLES. No Previous Best Time Recorded

68	R. STEVENS R. WATSON	CTC	1: 03: 59	1
70	JUPP WICKINGS	Jnr Ldrs Regt RASC	1: 05: 27	2
71	HAYNES FRASER	Jnr Ldrs Regt RASC	1: 06: 11	3

CLASS 8c. LADIES SOFT SINGLES. Record 1961 A: 00: 11

81	A. KELLY	Poole Harbour CC	1: 20: 29	1
85	S. JACKSON	Royal CC	1: 37: 52	2
82	A. ANDERSON	CTC	1: 42: 23	3
84	J. REILLY	Blue Waters CC	1: 47: 31	4
83	D. FLETCHER	CTC	2: 05: 23	5

CLASS 8c. LADIES SOFT DOUBLES

No entries received.

Senior Doubles

	Wins	Second Places
L.Oliver/M. Parker Lincoln C.C.	5	1
R.Still/A.Young Royal C.C.	5	-
B.Watkins/C.Evans do-	3	-
J. Campbell/P.Pye N.S.C.C.C.	2	4

Junior Singles

	Wins	Second Places
I. Grant Lincoln C.C.	5	1
G. Palmer Worcester C.C.	3	1
W. Wean Hatfield C.C.	2	3

Senior Doubles

	Wins	Second Places
N.Manning/W.Thompson Worc. C.C.	4	-
Jupp/Wickings RASC JLR	2	1

1st & 2nd DIVISION SLALOM AT "THISTLE BRIG"

DATE:- 2nd JUNE 1963

Name	Club	First Run			Second Run			Better	%	
		Pen.	Time	Tot.	Pen.	Time	Tot.			
<u>DIVISION I</u>										
1	David Mitchell	Chester	230	296	526	140	241	381	381	74.4
2	Martin Rohleder	Manchester	170	230	400	150	257	407	400	78.1
3	Robin Whitter	Chester	310	377	687	200	276	476	476	93.0
4	Ken Langford	Manchester	190	298	488	230	290	520	488	95.3
5	Glyn Davies	Chester	250	311	561	230	287	517	517	101.0
<u>DIVISION II</u>										
1	Stuart J.Hodgson	Colne	280	299	579	110	262	372	372	92.5
2	Gerald E.Fletcher	Carlisle	140	235	375	170	265	435	375	93.3
3	Allan Sharples	Manchester	200	294	494	120	257	377	377	93.8
4	Frank Nelson	Manchester	280	286	566	110	269	379	379	94.3
5	Ian McLean	Tay	Capsized			120	272	392	392	97.5
<u>LADIES DIVISION</u>										
1	Heather Goodman	Lakeland	60	291	351	90	240	330	330	53.5
2	Margaret Bellord	Chalfont	380	296	676	160	365	525	525	85.1
3	Wendy Bayes	Lakeland	240	357	597	320	210	530	530	85.9
4	Eileen Sharples	Manchester	Capsized			660	155	815	815	132.1
5	Ann Braithwaite	Manchester	650	234	884	750	224	974	884	143.3

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