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VOL 3 NUMBER 10 SEPTEMBER 1963



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Canoeing

Volume III

Number 10

September 1963

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Editorially Speaking

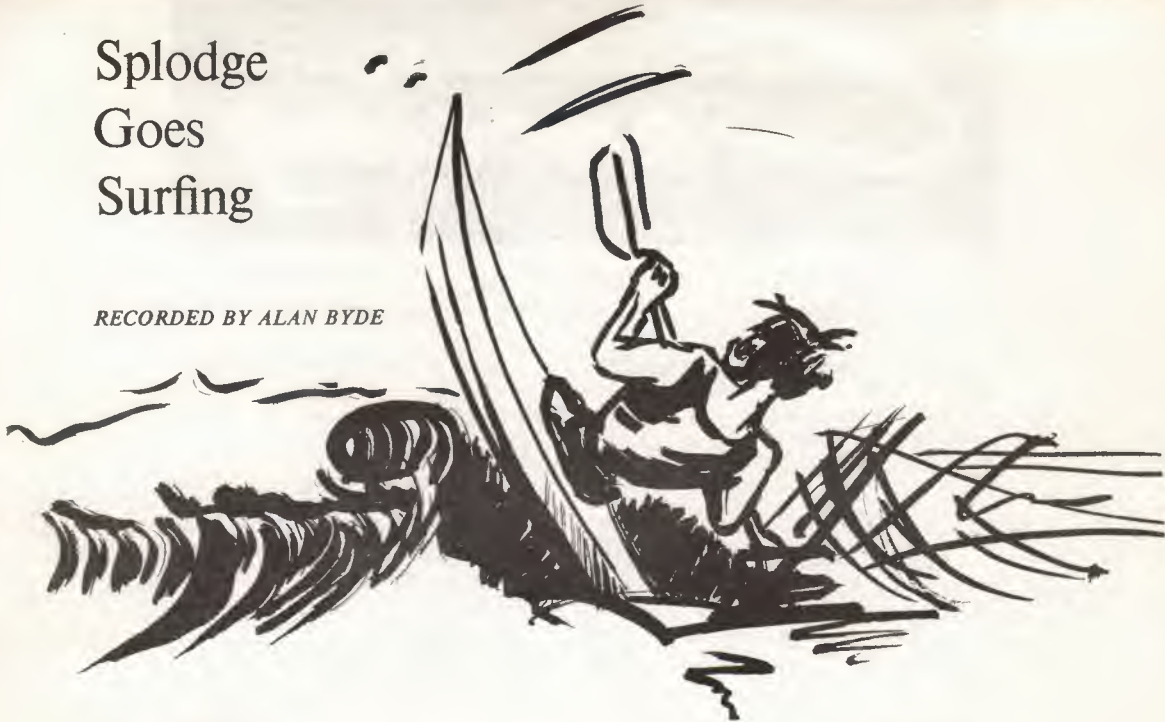
Mid-August, and for some the annual holiday is but a memory whilst for others its nearness is enough to set the mind tingling with anticipation. Two or three brief weeks in which to tackle those far away rivers, to build that dream boat, or to test ones skill against the canoeists of other nations. Then it is over - but not quite.

The experiences of a holiday live on in the mind, help to broaden one's outlooks, and provide a jumping off ground for next year's ventures. They can also benefit your fellow canoeists if you are prepared to spend a few hours putting your experiences on paper and then submitting them to 'Canoeing' for publication. If your canoeing has taken place in Great Britain and you have been following the 'B.C.U. Guide' then the Editor, Mr. Ralph Tyas, would be delighted to learn of any amendments necessary for the next edition of that invaluable book.

Most Club Secretaries are always on the look out for people who will give a short talk on Club nights, and here again your holiday is an ideal subject particularly if you have illustrations. With these things in mind, we suggest that as you spend your holiday, you make a note of the interesting, the unusual, and the humourous, with a view to entertaining and instructing your fellow paddlers on your return.

Splodge Goes Surfing

RECORDED BY ALAN BYDE



Having had some experience with Eskimos in swimming baths, Splodge was invited to come along with the School Cadet Force (Canoeing) Section to a beach on the North Sea. The day, flat, grey; the sea, flat, grey; the beach, flat, grey. No horizon, no get up and go. Ships misty, floating on air. Flop, flop, ripples on beach. Breakwater curving out, hazy shaft of harbour light tower. Where the surf, the pounding waves, Eskimo loopers? Beginners please.

Coach demonstrates how to launch off beach. Straddle kayak, bottom on rear deck behind cockpit, legs in, and "twist" movement until bottom drops onto saddle with a whump. Kayak just not floating, rocking gently as ripples slop 'oggin into middle. Quickly with spray cover, paddle beside and be careful it does not float off on ebbing ripples. 'Walk' out to deeper water on knuckles, take paddle firmly in fists, knees braced, feet firm, hips touching pads for location, and at last, that one-piece feel, all one.

Leaning well forward, first shallow strokes keeping shaft no more than 6 inches above deck, and with scything and rapid dabs at the water swing away until the kayak dips and rides with a longer, easier movement. The water is now about 3 or 4 feet deep, and there is purchase for deeper paddle bite. Sea slides over foredeck, slips by cockpit rim, tail flips and slaps water, ripples these. not enough for beginners?

The Coach turns, leveraging the awkward length of the Eskimo round. How to surf, he shouts, across 50 feet of surf-less sea, and explains how to keep bows at right angles to waves, gauging

the wavelength, waiting until one passes by, then paddling briskly as the next one comes. On this small stuff the coach looks a little daft as he quickly leaves his chosen ripple behind. Oh well. You know what is required.

The boys wait, eager to get on with it, the watery October sun, weak above the harbour mouth. Life jackets rigged? Inflated? Apron? Paddles? Specs tied on? Plimsolls firmly laced? OK Then off you go. You, boy, watch him, and rescue the perisher if needs be. No more than 50 feet out, mind. Now for the next, - and soon four Eskimos float warily about. Where now the easy grace of the School Baths? Confidence and Pawlata rolls our speciality. Nuts, thought Splodge, I shouldn't like to drop over in that grey stuff. Rightly called 'oggin, short for 'ogwash, mused our lad.

First youth, a roller but only just, goes rigid, suddenly aware that the Earth's surface is $\frac{4}{5}$ water, and tries the top 18 inches of it. Struggles up paddle shaft, floundering. Big laugh, wary smile, goes deeper, flops over all rigid again. Coach performs Eskimo rescue, youth pauses to thank him, then flops helplessly over away from Coach. No rescue this time. Swim up now, desperation there, coughs water all salt and gritty, and Bingo! The panic, no less. Sudden, death where is thy sting, real stuff. Eyeballs like chapel hat pegs, mouth wide, and the water all afroth. He comes out, skinned shins and hurt pride. Ashore once more, wet and wiser, not keen to go on. No more just now, old lad, watch awhile, there is only a short while to lunch.

After lunch at the nearby canoe club on the dockside they come back to the beach. Low tide, and the slight swell, lumping in from the North East, reflected from the breakwater doubling itself where the reflected wave crosses the next along. Not bad at all, humpy enough, and the churning roar and crunch from the other side told of better things still. Over the breakwater they go, and some 3 to 5 foot stuff is bouncing about off the wall. A bit higgledy piggledy, but there is a triangular area about 50 feet along the sides quite lively.

The boys re-enter. "Panicker" surfs with ease now, and relaxes with the waves, capsizes, tries a roll even, but without success. Not to worry, he comes out with no bother. Splodge thought about this. This one had done least kayaking that morning, and yet here he was, better than some of the others, surfing with joy. Seems as if a blast of panic through the brain's learning mechanism seems to be supercharge the whole thing and cause effective learning, Instant Genius? Not to be recommended, though because it can do the other thing and lead to complete rejection of the whole sad, wet affair. Known as dropping in at the deep end.

Episodes abound; one surfing backwards drags his tail in the trough, the bows swing rakishly skyward and fall off to one side. Big support dig at the back of the wave and triumphant recovery of balance. Follows a sad discovery. The rush of water up the rear deck has ripped off the ply decking just behind the cockpit, and tatty wood splinters surround battered screw heads. Beware bottoms when wriggling in.

The Canadian is very popular, but each time it broaches to on the breaking wave, and flop! the hull is swamped. Next time

it will have at least a canvas deck. However, two of the boys claim it as their own for an hour until exhaustion supervenes, and they plodge wetly ashore. Surprising, thought Splodge, that the October sea should be tolerable for such a long time. He had read recently, that expectation of life was as little as 10 minutes if the water temperature was less than 40 degrees fahrenheit. Either the continual exercise was enough to keep the boys warm, or the water was warmer than it seemed to be, or they were all dead anyway.

Eventually they return to the van and the bus for the journey home. In the van with the coach, Splodge listens with amusement to the yarns the boys swap in the back. Pud, who loved it all, speechless with excitement forgetting the latch onto the back of the wave, and flying headlong from the cockpit, to ball up in a smother of foam. Demonstrating in the van, no less. Grandma thoughtful, always has been, watching the trailer loaded with canoes bobbing and swaying in the wake of the flying van. "Blue-bottle is sliding forward, sir" "Let it! happen it'll push". Ernie away into sleep, grunting, head adangle flopped into the corner.

The coach chats with Splodge. Tells him of the senior boy in charge of the bus party, who set off with them, and said how much they had enjoyed it. These boys are normally polite, but this was the real thing. "Sir", said he, "Sir, we haven't had such a field day ever sir, not ever. We'd much rather lose our specs, skin our shins, be soaking wet, bruised, enjoy a panic, be decidedly cold, and survive, than be as usual crawling about a moor somewhere dragging a rifle loaded with blanks through the heather. May we go again again, sir?"

"This", said the coach, "this is what makes all of it worth while."

L.D. Racing - Leading Clubs and Paddlers
(Best 8 out of 10 races to 7th July 1963)

Hasler Trophy

Royal C.C.	202 points
Worcester C.C.	120 "
Lincoln C.C.	99 "
Royal Leamington C.C.	81 "
C.T.C.	69 "
Hatfield Youth Club	67 "
North Sea Camp C.C.	54 "
A:A:Junior Leaders Regt.	47 "

Senior Singles

		<u>Wins</u>	<u>Second Places</u>
S.Smith	Worcester C.C.	6	3
S.Hollier	Hatfield C.C.	5	2
A.Chapman	Royal C.C.	5	1
R.Wade	C.T.C.	3	1

Senior Doubles

		<u>Wins</u>	<u>Second Places</u>
L.Oliver/M.Parker	Lincoln C.C.	6	1
R.Still/A.Young	Royal C.C.	5	-
R.Grey/R.Lancefield	Worcester C.C.	3	2
B.Watkins/C.Evans	Royal C.C.	3	-
J.Campbell/P.Pye	N.S.C.C.C.	2	4

Junior Singles

I.Grant	Lincoln C.C.	6	1
G.Palmer	Worcester C.C.	3	-
W.Mean	Hatfield C.C.	2	3

Junior Doubles

N.Manning/M.Thompson.	Worc.C.C.	4	-
Jupp/Wickings	RASC JLR	2	1

Surprises on the Upper Avon

BY GEOFF. SANDERS

Surprise is an important feature in any canoeing meet and an almost essential part of a small river expedition.

Surprise 'number one' of the day trip on the Upper Avon arranged for the Canoe Club of King Edward VI Camp Hill School, Birmingham, was undoubtedly the weather. Despite early mists the sun broke through in mid-morning and it was pleasant to bask in its rays on an October day.

We had expected fairly low water conditions after the preceeding period without rain and indeed started our journey at Ryton Bridge by the busy A45 (road) near Coventry instead of at Rugby as originally planned. What we hadn't anticipated in quite such abundance were the reeds. They not only narrowed the channel and at times made it extremely tortuous (PHOTO 1) but also for odd stretches completely blocked the river. It was interesting to note the varied means of escape devised by members who found themselves at a dead end and who tried to regain the main channel (PHOTO 2) by the shortest possible route.

Progress was thus not rapid - and became even slower when one young member of the party decided to occasion a further surprise by demonstrating a half Eskimo roll after an unsuccessful attempt at sculling for support. Another capsized in trying to land on a steep





bank in order to come to his aid. After the protesting shrieks about the temperature of the water from the two swimmers the rest of us decided to save this 'surprise' until it was really necessary - half a mile lower down, as it turned out, when we had to wade 'down' Bubbenhall Weir. (PHOTO 3).

As we sunbathed and ate lunch near Bubbenhall the two of us who had maps and itineraries kept quiet about how far we were from our starting point, though I suspect that one or two queried the location of the distant roar of traffic.

The afternoon's canoeing was less eventful. At Cloud Bridge, start of one series of the Leamington L.D. River races, the pace visibly quickened - I hadn't appreciated that so many of our members had pretensions in L.D. racing! It came to a sudden halt when we had our next surprise about a mile below Cloud Bridge and just above Stare Bridge. We came upon a brand new weir! (PHOTO 4). It was certainly not shootable on this day, but might be in higher water conditions. The portage is easy on either bank though we found that, with care - and long painters fore and aft, it was practicable to line down from the top of the concrete wall.

The delays in the early reaches had disorganised our time schedule. Perhaps the final surprise was the unpleasant one for the anxious parents, waiting on Blackdown Bridge to transport us home, when we did not arrive on time. It was over an hour after the e.t.a. when our party hove into sight to be greeted by shouts of 'What happened?'. The answers to this question together, no doubt, with innumerable interpretations of the events of the day, must have monopolised the conversations in most cars on the return journey.

FOOTNOTE: Canoeists paddling in the stretch of the Avon between Cloud Bridge, Bubbenhall and Ashow are asked to write to the Estate Office, Stoneleigh Abbey, Kenilworth, Warwickshire for permission to pass through the Stoneleigh Estate. (It is, incidently, to be the permanent site of the Royal agricultural show from 1963 onwards). This will normally be granted - with a helpful warning added about the broken-down weir just below the Abbey. The remains of the weir are easy to negotiate but a careful look out should be kept in low water conditions for odd pieces of masonry, particularly in the 100 yards above the fall.

North Wales Medley

BY BERNARD JOHNSON

The car loaded, check off the lists, tents and equipment, chuck-box, maps, spare clothing, camara, canal canoeing permits. All present and correct - one more object "Canoeing Vol.2 No.6 May 1962", earmarked for "We decided on Wales".

Was it really worth taking two canoes on the top of the car from the South Coast to North Wales on the chance of canoeing on a fortnight's holiday? Having spent the first day in parking and travelling we spent the next two in the vicinity of the reservoirs in the Rhayader district, and being unable to embark on these attractive waters climbed the ridges above to acclimatise ourselves for more strenuous walks further north. This day of travelling and sightseeing brought us to Llyn Tegid, or if you prefer the Lake of Bala.

After camp chores the next morning, we set out on the still waters of the lake and circumnavigated the northern end, probing into the inlets, letting the shore line with its lichen covered boulders unfurl as we quietly paddled along, my wife and myself in "Pilot" and Son No. Two in "Wren". Purchasing Lake Permits and milk in Bala we balanced the latter on the burden boards and headed back into a freshening breeze, making the final crossing back to camp in choppy water - but the milk remained intact for custard with lunch. The afternoon we spent climbing Aran Ben Llyn which stands sentinel at the South West corner of the lake, and reaching nearly three thousand feet and commands extensive view over the whole area, including the Afon Mawddach estuary which we saw as a golden expanse in the setting sun. On another day we completed the circumnavigation of the South East end of the Lake.

Our next venture was the Shropshire Union canal which we joined at one of its feeders situated on The Horse Shoe Falls at Berwyn. In hot sunshine we paddled down past Llanidllen watching the valley of the Dee grow even deeper as we meandered along the contour line, until after some four miles we came in right of the Fron-Crsylite aquaduct which was our objective. At first the canal runs out on an embankment and is then a cast iron trough some ten feet wide supported on brick arches which carry the waterway to the other side of the Dee Valley. Of the ten feet width, some three feet are taken up by a crumbling towpath, so crumbling in fact that some of it has disintegrated into the trough, the other side is unprotected and has a "freeboard" of about a foot. Having reached the centre of the aquaduct we persuaded ourselves to look over the edge and look down upon the Dee 120 ft. below.

Continuing our tour we passed through Portmadoc and happened to take the turn to Borty-y-aest where we arrived in the little harbour as the tide was at high. A quick decision for a later lunch and in ten minutes we were afloat and heading along the coast to look at Portmadoc from the seaward side. Coming back along the coast we had the company of two porpoise who rose rhythmically in unison at intervals.

The following morning it rained as it can only rain in a mountainous district and it was only with luck that we drove the car out of the field. Through the rain we headed for Caernarvon. "We might have left the canoes behind" observed my wife, but on the quay side at Caernarvon the sun shone while we had our lunch, only to be followed by another shower. The tide however was full, and crossing the toll-bridge we launched the canoes and paddled out of the harbour into the swell of the sea, where we had a fine and less known view of the magnificent castle. Returning into the harbour we went upriver as far as the falling tide would allow and then returned in time to rescue a small boy who was drifting in a dingy under the swing bridge and out to sea.

From sea level we next climbed Snowdon as a contrast and enjoyed the view of Llyn Llydaw from the Watkin path before we were enveloped in mist for the remainder of the ascent. Back in camp we decided to celebrate our achievement by Son No. Two and I having an impromptu paddle around Llyn Dinas.

During this holiday we had noted that the number of canoes carried on tops of cars had increased considerably and we also saw some "clutches" of single seater canoes attached to various out-door schools in the Snowdonia area. My narrative should end here but we had one last canoe excursion on the way home - on the very beautiful Kennett and Avon canal near Hungerford.

With the owners of canoes on cars we exchange a nod of comradeship and a share of interest, and we learned to accept their look of added homage when they observed that we carried two canoes to their one. With other owners with two canoes we exchanged glances of mutual superiority. It was not until we were nearly home - on our very doorstep in fact that a car passed in the opposite direction with THREE canoes on the roof, and the owner, the dirty dog, gave me such a look of one-up-manship that I have still not forgotten!



Greenland Kayak

Design for a Greenland Kayak

ADAPTED BY JOHN BRAND

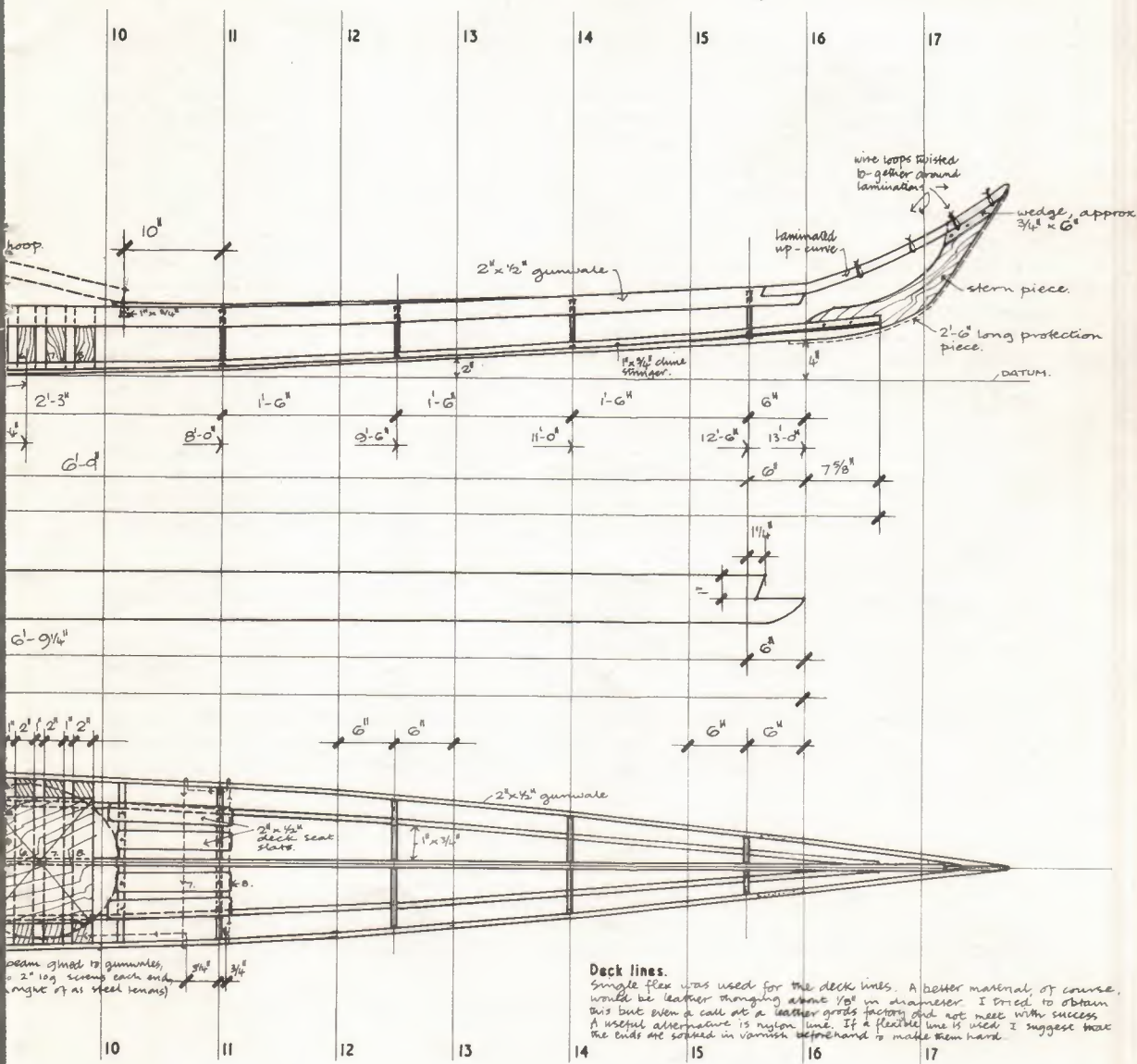
John Brand, who adapted the North Baffinland Eskimo kayak design featured in our February 1963 issue, has now turned his attention to building a full size replica of a Greenland kayak in the British Museum. The length of this kayak is 17' 6 $\frac{3}{4}$ " with a beam of 18 $\frac{1}{2}$ ", the construction is of lath-and-canvas and the lines of the hull are for all practical purposes identical with those of the original. The main difference in shape lies in the deckline where the front of the cockpit has been raised 4 $\frac{1}{2}$ " above that of the original. This alteration was made necessary because the legs of the European are not as flexible as those of the Eskimo.

The prototype of this design has been tried out by several experienced Eskimo-kayak paddlers and they have all commented favourably on the ease with which the kayak rolls, possibly due to the raised stern. The kayak has proved to be extremely manoeuvrable and although it has yet to be tried at sea it has been suggested that this should be an asset for surfing.

With the prototype, however, it was found that paddlers over 5' 6" or 5' 7" in height had difficulty in getting into the kayak; the length of thigh rather than actual height being the critical factor. Since all native built Eskimo kayaks are made to measure in order to achieve unity between man and boat, it was decided that rather than enlarge the cockpit and raise its forefront, it would be more in keeping with traditional practice to build a second and larger kayak. John Brand has, therefore, designated the design overleaf as MARK I and is at present working on a scaled up version (by one-tenth) which will be known as MARK II and be suitable for larger paddlers. This latter version will be ready shortly.

Plans of the British Museum Greenland kayak Mark I are available price 12s. 6d. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

A detailed one-tenth scale drawing of the British Museum Greenland kayak with some historical and constructional notes is also available. This drawing is similar in pattern to the one of the Aberdeen kayak featured in the last issue of 'Canoeing', and it is to be one of a series covering the more interesting Eskimo kayaks in this country. Although not intended for the use of home constructors, the information given is sufficiently detailed for the ingenious handyman to build a replica to his own construction method. Copies of the scale drawing are available price 3s. 6d. (post free) from the Circulation Manager, Canoeing Publications, 6, The Mall, Brentford, Middlesex.



Deck lines.
 Single flex was used for the deck lines. A better material, of course, would be leather strung about 1/8" in diameter. I tried to obtain this but even a coil at a leather goods factory did not meet with success. A useful alternative is nylon line. If a flexible line is used I suggest that the ends be softened in varnish beforehand to make them hard.

National Sprint Championships

Boston 1963

The National Sprint Championships were held for the second year running at Boston, Lines. on the 27th/28th July. After last year's "brush" with local inhabitants, I think there must have been some misgivings about the use of this venue again. However the regatta was a brilliant success. Having attended the last six 'Nationals' I know that this years was by far the best. The conditions were ideal, bright sunshine with just a little breeze, the organisation faultless, and races starting on time as per programme. A loudspeaker van was in use and a commentary was given of the races. A telephone had been rigged by the Local Sea Scouts from start to finish, so the times taken were pretty accurate. The Sea Scouts had also kindly loaned the B.C.U. their building, this was used as Regatta Headquarters, and competitors were allowed to sleep overnight inside or camp in the grounds. Also available were cooking, washing and shower amenities.

The racing was very close, and spectators saw some very exciting finishes, particularly in the Junior events. The 500 mt. K1 junior race was such a finish. G. Palmer of Worcester Canoe Club took an early lead, and after 300 mts. was well clear of the field, but A. Chapman of 'The Royal' finished with a terrific sprint, pulling up from four or five lengths down, to within two lengths by the finish.

Again in the K2 Junior 500 mt. Palmer with A. Edwards of Worcester, only just held off A. Kirkly/M. Boshier of Royal Canoe Club and R. Lawler/D. Salter of Richmond, who tied for second place, one second down from the winners.

The senior events were dominated by A. Wilson of Kyle Canoe Club, who in the singles raced well away from the field. I feel in a few years with his present progress, Alistair will be rated pretty high in international canoeing. After two seasons of racing he has thus won all Senior single events in the National Championships.

K1. 10,000 mt./1000 mt./500 mt.

After the Championship the selectors announced the team to represent Great Britain in the European and Extra-Ordinary World Championship to be held in Jugoslavia on the 23rd/25th August. The team :-

- K1 Ladies
 - Mrs. Tucker, Richmond C.C.
- K1 Junior
 - G. Palmer, Worcester C.C.
- K1 Senior 500 mt.
 - A. Wilson, Kyle C.C./E. Cronk, Richmond C.C.
- K1 Senior 1000 mt.
 - A. Wilson, Kyle C.C./B. Lowery, Royal C.C.
- K2 Senior 1000/500
 - Maycock/Marshall, Viking C.C.

K1 Senior 10,000

A. Edwards, Worcester C.C.

B. Lowery, Royal C.C.

Reserve: Wilson/O'Keefe.

Relay - Wilson, Cronk, Edwards, O'Keefe.

K1 Junior 500 metres

1st. G.Palmer	W.C.C.	2min.10.7sec.
2nd. A.Chapman	R.C.C.	2min.13.0sec.
3rd. J.Kidd	R.L.S.C.C.	2min.16.7sec.

N.C.K.1 500 metres

1st. R.A.Wade	C.T.C.	2min.28.9sec.
2nd. S.A.Hollier	H.Y.C.	2min.31.6sec.
3rd. B.Brockie	Kyle C.C.	2min.32.2sec.

K1 Ladies Junior 500 metres

1st. S.Jackson	R.C.C.	2min.31.6sec.
2nd. D.Rabjohns	Rich. C.C.	2min.36.2sec.
3rd. K.Emmerson	Rich. C.C.	2min.41.9sec.

K1 Senior Men 500 metres

1st. A.Wilson	Kyle C.C.	2min. 0.3sec.
2nd. E.Cronk	Rich. C.C.	2min. 7.8sec.
3rd. R.O'Keefe	Rich. C.C.	2min. 8.2sec.

K1 Senior Men 1000 metres

1st. A.Wilson	Kyle C.C.	4min.15.3sec.
2nd. R.Lowery	R.C.C.	4min.20.9sec.
3rd. A.Edwards	W.C.C.	4min.23.6sec.

K1 Junior Men 1000 metres

1st. G.Palmer	W.C.C.	4min.33.7sec.
2nd. A.Chapman	R.C.C.	4min.38.3sec.
3rd. V.Binstead	Rich. C.C.	4min.49.4sec.

K2 Junior Men 1000 metres

1st. V.Binstead/J.Marshall	Rich/V.K.C.	4min.16.7sec.
2nd. R.J.Lawler/A.D.Salter	Rich. C.C.	4min.21.6sec.
3rd. A.Kirkby/M.Bosher	R.C.C.	4min.22.6sec.

Senior Ladies 500 metres final

1st. Wagg	Rich. C.C.	2min.22.9sec.
2nd. Sagar	Rich. C.C.	2min.26.6sec.
3rd. Jackson	R.C.C.	2min.30.5sec.

Junior/Senior Relay 500 metres

1st. Wilson, Chapman Marshall, Colyer	Midlands Region	8min.21.3sec.
2nd. Lowery, Chapman Marshall, Colyer	South. Region A	8min.26.7sec.
3rd. Cronk, Maycock Shenton, O'Keefe	South. Region B	8min.35.9sec.

Non C'ship 500 metres final

1st. Hollier	H.Y.C.	2min.20.8sec.
2nd. Parker	L.C.C.	2min.22.3sec.
3rd. White	R.C.C.	2min.38.6sec.

Senior 1000 metres final

1st. Lowery/Cronk	R.C.C./Rich.C.C.	4min. 6.6sec.
2nd. Edwards/Palmer	W.C.C.	4min. 9.2sec.
3rd. O'Keefe/Shenton	R.C.C.	4min.16.2sec.



S. Jackson Royal Ladies Junior K1 Winner
Photo Aqua-Photo Publicity

The International System of

Rough Water River Grading

BY ALAN TOPLIS

Newcomers to white water canoeing often stare in amazement as the fanatics talk of river gradings, but when planning a trip on any rapid river, everyone should know the rough water grading system.

The rivers are graded according to difficulty as follows:-

1. EASY These rivers have small rapids with low regular waves. The best course down them is easy to find, but care is needed especially on narrow rivers where obstacles such as fallen trees, barbed wire and pebble banks with shallows are encountered.
2. MEDIUM Frequent rapids with regular waves and small eddies and whirlpools. The best course is generally easy to find. In Continental river guides, raft channels (concrete slopes at the side of weirs made for water to flow over so that lumber rafts can pass downstream) graded II are easy to negotiate.
3. DIFFICULT Numerous rapids with broken water, high irregular waves, whirlpools and eddies. The best course is always easy to find. Raft channels:- difficult.
4. VERY DIFFICULT Inspection from the bank before attempting to shoot this grade of rapid. High irregular waves, long extended stretches of rapids, eddies and whirlpools have to be contented with. Raft channels:- very difficult.
5. EXCEEDINGLY DIFFICULT Previous inspection is essential. Very irregular broken water with difficult long unbroken stretches of rapids, very fast eddies, submerged rocks and difficult whirlpools.
6. THE ABSOLUTE LIMIT OF DIFFICULTY Previous mentioned difficulties increased to the limit of practicability. Cannot be attempted without risk of life.

When planning a trip on any river, most canoeists use the British Canoe Union "Guide to the Waterways of the Isles". This gives a general description of the river, a rough water grading, and a detailed description of the river. It must be remembered, however, that the grading is given for normal water conditions and that a rise or fall in the water level can change the grading; it may become easier or possibly become impracticable.

Beginners to "rough water" should not attempt anything beyond Grade III and should be accompanied by an experienced leader. Grade IV is a testing even for the expert canoeist. Grade V and VI should be left for the experienced wild water and slalom canoeist.

Trips should not be attempted on rough water unless the canoe is in good condition, has buoyancy and a painter or safety line. The canoeist should be a strong swimmer, have sound technique and boat control, be able to "read" the water and must wear a lifejacket.

Letters

Dear Sir,

We notice in the current issue of "Canoeing" an article "Down with Canvas Canoes". The only fact this article conveys is that Mr. Alan Byde does not like canvas covered canoes, otherwise the article contains no information, and can only be classified on the level of a picture of a baby you published not so very long ago.

You state that "Canoeing" is a non-profit making magazine, and by publishing articles of the kind in question you want to make sure that your readers do not profit by reading "Canoeing" either.

If we want to discuss the properties of a canvas covered canoe we have to make sure of knowing what we are talking about. What is canvas? If for example unproofed calico is used then we cannot expect a very long life from a canoe so covered. However, generally speaking even the cheaper variety of canoes is covered with a 12 oz. - 15 oz. rot-proofed cotton duck which has been painted with a flexible oil paint after covering the framework, and I would say that the average life expectancy is 5 - 7 years. If however, a P.V.C. coated cotton duck is used (P.V.C. coated on both sides) then an even longer useful life can be expected.

Another type of canvas covered canoe is of course a folding canoe, and the construction of the skin material generally speaking is of a double texture type, and the outside is usually proofed with a silver finished Neoprene which has good resistance against sunlight, oil and abrasion. Due to the flexibility of the hull I consider the folding canoe is the toughest type of canoe and this is borne out by the fact that folding canoes are used for White Water canoeing. I tried to interest a Youth Club Leader in Fibreglass canoes for his club but he has a fleet of 11ft. Tyne Short Single Seater folding canoes which he has had eight years and the hulls are still in good order. He was not interested in fibreglass canoes because his club is housed on a barge and he expected the boys to smash up fibreglass canoes when dropping them over the side. To emphasise the experience of this Youth Leader I quote from a letter sent to us from the Secretary of a Welfare Organisation in HONG KONG who also have a fleet of our 11ft. folding canoes: "I am most satisfied with the boats; some idea of the wear and tear they get can be guessed from the fact that the 12 boats are used by about 1,350 boys in a full year, and on mainly coral-encrusted beaches".

Another type of canvas that would not rot is made from man-made fibres like Terylene or Nylon, and then proofed with P.V.C. or Neoprene.

Experience has shown that the hard chine plywood type canoe is very fragile when it comes to rocky rivers.

The resilience of a fibreglass canoe is illustrated by Mr. Byde's experience in a bath when a youth managed to peel the end right off. Most likely the abused canvas and lath canoe or folding canoe would have survived undamaged. The workmanship of Mr. Byde is best illustrated when he suggests improving a repair on his fibreglass canoe with a Rasp.

Yours faithfully,
F.O.D. Hirschfield,

Tyne Folding Boats,
206 Amyand Park Rd.
St. Margarets,
Twickenham, Middx.

Dear Sir,

Canoe Insurance

I would like to bring to the notice of your readers the changes which will be operative, in the Cover, from July 1st 1963.

From that date all new proposals will be underwritten by the Navigators & General Insurance Company Ltd., and all existing Certificates will be transferred as and when they fall due for renewal.

The main reason for the change is that the Navigators have increased the Third Party Limits, so that everyone taking out new insurance, or renewing existing cover will automatically be covered for up to £5000 or, on payment of an additional 10/-, £10,000; and not £1000 or £5000 as at present.

There is to be no other increase in benefits at present.

The navigators cover is also extended so that individuals and/or clubs belonging to the Irish Canoe Union may also insure, Through the B.C.U.

On a general note, I have recently had many proposals on which more than one canoe is to be insured. This is perfectly in order BUT, the premium MUST be calculated separately for EACH canoe AND the equipment which will be used with it. Anyone in difficulties regarding premium calculation should send their proposal to me without the premium, and I will calculate this, and send them a Debit Note.

The B.C.U. has now negotiated a Canoeist's Personal Accident Cover to operate only whilst canoeing. This canoe is most definitely not available from any other source at the rates agreed to by the B.C.U. Anyone interested should contact me for details.

I would point out to clubs that we now have the necessary contacts to be able to arrange any form of insurance that they may require, usually at very reasonable rates. Any clubs who need advice should contact me for details.

In conclusion I would like to thank all those canoeists, and clubs, who by their support of this Canoe Insurance scheme have enabled us to obtain these better terms for them. Moral? Support us and we should be able to do something for you.

Yours faithfully,

CHRISTIAN F.MUTEAU,
BCU Insc. Sec.,
36, King Edwards Grove,
Teddington, Middlesex.

Dear Sir,

May I say how much we thoroughly enjoy receiving "Canoeing" as we took an active part in racing in the 1962 season while we were in England - my husband as a competitor and myself as a spectator. "Canoeing" therefore brings back to us those many happy weekends spent dashing about with canoes.

Yours faithfully,

(Mrs.) L.A.Zink,
12, Titania Way,
Meadowridge,
Cape, S.Africa.

Book Reviews

SKILL IN SPORT by Barbara Knapp

Routledge & Kegan Paul, 30s.

One of the most important trends in canoeing in the past few years has been the emphasis placed on coaching at all levels from beginner to National Champion. Though all this coaching has been well intentioned, its quality has inevitably been variable for it is one thing to possess a skill but quite another to be able to transmit this skill successfully to another person. To coach canoeists successfully it is necessary not only to have a knowledge of canoeing, but also to be familiar with teaching techniques, factors affecting the acquisition of skills, and the mechanisms involved in that particular skill.

Miss Knapp, who is Lecturer in Physical Education at the University of Birmingham, has produced a book which covers all these points with the exception of canoeing knowledge. In straightforward language she examines the whole problem of the attainment of proficiency in sport and for those who wish to pursue any particular aspect in more detail she has provided extensive bibliographies.

We predict that this book will become essential reading for anyone who takes his, or her, job as coach seriously, particularly those taking their B.C.U. Honorary Coaches examination. In addition competitors who aspire to National and International honours would profit immensely by reading and learning something of what makes them 'tick'.

The book is available 30s. post free from B.C.U. Supplies.

INLAND WATERWAYS OF EUROPE by Roger Clavert

Allen and Unwin, 40s.

This book is a mixture of travel, historical and navigational information about the major waterways of Europe excluding Great Britain. Based largely on personal experience one can only envy the author the opportunities he has had to voyage on so many varied waterways, and to marvel at the amount of research he has put in to gather the background information.

It is significant that whilst we in this country have neglected inland water transport in the last hundred years, on the Continent the movement has been in the opposite direction and today the inland waterway systems of Europe are more highly developed than at any other time. Inevitably the harnessing of natural rivers by the introduction of dams and locks means that some of the best canoeing rivers are losing their excitement, but while these rivers may lose their challenge to the skill of the paddler they nevertheless remain of interest to the canoe traveller. When the Moselle, for example, becomes a navigation from the Rhine to the Saar it will no longer be possible to drift effortlessly downstream on its fast current, but the scenery and the vineyards will not change and we are certain it will still remain one of Europe's most popular rivers with canoeists.

Those who are fascinated by inland waterways will thank Roger Clavert for gathering so much interesting material together in this book which we are sure will become a standard work.

INLAND WATERWAYS OF FRANCE compiled by E.E.Benest

Imray, Laurie, Norie & Wilson. 36s. 6d.

Although the title of this book is very similar to the previous one, the book itself is entirely different since it is a kilometre by kilometre navigational guide to the Inland waterways of France and as such is best compared with L.A.Edwards 'Inland Waterways of Great Britain and Ireland'.

The details given are intended for the guidance of larger craft than canoes, but the canoeist will profit from the general information on using the French waterways, and from the most excellent map which indicates the suitability for navigation of the various rivers. The book concludes with a glossary of English/French nautical terms, a knowledge of which could save a good deal of embarrassment.

We feel that the individual canoeist may hesitate at buying this book outright, but it is certainly worthwhile adding to every canoe club library.

ILLUSTRATED HANDBOOK OF LIFE SAVING INSTRUCTION

Royal Life Saving Society. 4s. 6d.

Here is another book which will be essential reading for all who are studying for the more advanced B.C.U. awards, and it must be considered desirable reading for all canoeists. Spending as much time as we do close to the water it is inevitable that the time will come when we will encounter a swimmer or a fellow paddler in difficulties. When that time comes it will be too late to realise the importance of a knowledge of life saving techniques, you will either be a positive force in saving a human life or you will be a helpless bystander.

This new handbook brings together the most up-to-date information on this vital subject and presents it in a clear and well illustrated form. Indeed its only weakness is the lack of detail in the index. We hope that all our readers will purchase this book which is so moderately priced.

News Flashes

CANOEING CONFERENCE

The B.C.U. in collaboration with the C.C.P.R. will be holding a canoe building conference at Holland Park School, London, on the 9th November. The Conference is expected to take a similar form to those on previous occasions with lectures, demonstrations and trade exhibitions, but it is hoped that a later finishing time will be possible.

CANADIAN ROCK BASHING PADDLE

Tyne Folding Boats have imported some single-bladed paddles from the Continent. These are a little on the heavy side for the calm water paddler, but at 35/- each they would seem a good buy for those expecting to give rough treatment to their paddles. They are available in different lengths.

TRAINING GRANT FOR CANOEISTS

The B.C.U. has received a grant from the Ministry of Education to go towards the training of young canoeists in racing techniques.

MORE AIR FROM THE CANOE CENTRE

The Slalom type life jackets from the Canoe Centre are now being made with a new style of reeded air container which is larger than earlier models and contains approximately 20% more air. The jackets are also fitted with a new style plastic valve.

MODERN CANOEING

We regret that owing to a printer's error it was not made clear in last month's review of 'Modern Canoeing' that the author given on the title page was C.S.Arthur.

SPAIN 3rd August

B. Still and A. Young placed 3rd in Stello River Race
1st Sweden
2nd Spain
3rd Great Britain

RESULTS

BRIGHTON YOUTH CANOE RACES

ORGANISED BY THE PAPER COURT CANOE CLUB,
FOR THE COUNCIL OF YOUTH.

HELD ON SAT. 6TH JULY

RESULTS SHEET

Class 'A' - Boys, 14 and 15 years

1st	Papercourt C.C.	-	M. Boyle	Time	-	13 mins. 17 secs.
2nd	"	-	D. Greenaway	Time	-	13 mins. 18 secs.
3rd	"	-	G. Goldsmith	Time	-	14 mins. 26 secs.

Class 'B' - Boys, 16 and 17 years

1st	Papercourt C.C.	-	R. Blakeman	Time	-	14 mins. 20 secs.
2nd	"	-	D. Knight	Time	-	15 mins. 30 secs.

Class 'C' - Boys 18 - 21 years

1st	Papercourt C.C.	-	R. Goldsmith	Time	-	12 mins. 3 secs.
2nd	Jarndean C.C.F.	-	M. Paine	Time	-	14 mins. 44 secs.
3rd	Independant	-	J. Keilthy	Time	-	14 mins. 56 secs.

Class 'A1' - Boys Doubles

1st	Papercourt C.C.	-	J. Stoner and R. Featherstone	Time	13mins.40secs.
2nd	15th Brighton Scouts	-	R. and G. Marshall	Time	14mins.44secs.
3rd	"	"	- P.Tann and D.Collings	Time	14mins.48secs.

Class 'F' - Girls 18 - 21 years

1st	Papercourt C.C.	-	A. Murray	Time	-	17 mins. 29 secs.
2nd	Independant	-	M. Fisher	Time	-	17 mins. 50 secs.

SCOTTISH CANOE ASSOCIATION

RESULTS OF SCOTTISH CONFINED SLALOM - THISTLE BRIG - 30.6.63

Place	Name	Club	First Run			Second Run			%	
			Pen.	Time	Total	Pen.	Time	Total		Better
1	Ian Pendelton	Forth	30	231	261	170	176	346	261	63.0
2	John Roberts	Venturer	50	234	284	330	185	415	284	68.6
3	Ian McLean	Tay	230	220	450	100	225	325	325	78.5
4	Fred Lumsden	Tay	100	241	341	280	280	560	341	82.4
5	John Ferguson	Tay	170	256	426	250	330	580	426	102.9
6	Joe Reid	Scot.Host.	390	300	690	330	270	600	600	144.9
7	Wendy Bayes	Forth	330	328	658	380	310	690	658	158.9
8	Arthur Cromar	Forth				Capsized	960	126	1086	262.3

MIDLAND CANOE CLUB

TRENT RIVER RACE
1963

		<u>Senior Results</u>		
<u>Race No.</u>	<u>Names</u>	<u>Club</u>	<u>Time</u>	<u>Pos. Points</u>
<u>Class 7a</u>				
1.	N.J.Parker/L.Oliver	Lincoln	1.45.40	1st. 5
2.	M.Brooks/J.Bourdon	Viking	1.53.59	2nd. 3
3.	Rhodes/Hanson	North Sea Camp	1.57.03	3rd. 1
<u>Class 6a</u>				
8.	Gray/Lancefield	Worcester	1.46.24	1st. 5
10.	W.Dodd/R.Goodman	Leamington	1.47.44	2nd. 3
9.	Campbell/Pye	North Sea Camp	1.48.13	3rd. 1
	D. Deaking/R.Smith	Cleethorpe	Hold	-
<u>Class 3a</u>				
16.	S.Hollier.	Hatfield	1.51.42	1st. 5
14.	N.Lilley	Lincoln	1.55.50	2nd. 3
18.	R.Wade	C.T.C.	2.12.00	3rd. 1
<u>Class 4a</u>				
21.	S.W.Smith	Worcester	1.53.44	1st. 5
20.	F.Turley	Birmingham KRC	2. 8.56	2nd. 3
22.	P.H.Smith	Worcester/	2.16.19	3rd. 1

		<u>Junior Results</u>		
<u>Race No.</u>	<u>Name</u>	<u>Club</u>	<u>Time</u>	<u>Pos. Points</u>
<u>Class 6b</u>				
44	Green/Grundy	Hewell Grange	1.19.28	1st. 5
47	Hewitt/Taylor	Galley	1.21.0	2nd. 3
41	Elsay/Kitchie	Towyn.J. Leaders	1.21.14	3rd. 2
38	Young/Butler	North Sea Camp	1.21.44	4th. 1
<u>Class 7b</u>				
34	Smith/Brandy	Towyn.J. Leaders	1.20.38	1st. 5
32	Hawkes/Fraser.W.N.M.J. Leaders		1.22.05	2nd. 3
35	Anderson/Parry	Towyn.J. Leaders	1.23.31	3rd. 2
31	Jupp/Wickings	N.M.J. Leaders	1.24.55	4th. 1
<u>Class 3b</u>				
51	I.Grant	Lincoln	1.18.25	1st. 5
52	J.Oliver	"	1.21.23	2nd. 3
55	J.Bloxham	Hatfield	1.22.05	3rd. 2
59	G.Onion	Galley	1.24.11	4th. 1

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