

# Canoeing

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VOL 3 NUMBER 12 NOVEMBER 1963



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CHAMPIONSHIPS

CANOEING AND SAFETY

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# Canoeing

Volume III

Number 12

November 1963

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## Editorially Speaking

In the Editorial of the July issue of 'Canoeing' we deplored the fact the recently introduced Chine Canadian Canoe designed by Ken Littlelydke had been adopted by the British Canoe Union as a one-design class and that it had not been made a restricted class in line with all the other racing classes in this country. This Editorial aroused considerable interest and support not only amongst those interested in Canadian canoes but also amongst kayak paddlers who felt that a dangerous precedent might have been established.

Although the British Canoe Union has made no direct comment to 'Canoeing' concerning this Editorial, we are pleased to reprint the following statement from the August, 1963, Racing Newsletter of the B.C.U.:

"Our announcement that the Paddling Racing Committee has approved the Littlelydke design of a Chine Canadian Single has caused some misunderstanding. Though this design is so far the only one which has been approved, it is not the intention to create a one design class, and we shall be glad to receive other designs for consideration by the Committee. The specifications are the same as for the international C.1."

We are sure that both canoeists and canoe manufacturers will be as pleased as we are at the happy ending to this affair. We must point out, however, that any 'misunderstanding' has not been between the B.C.U. and the general public, but between the officials of the B.C.U. itself. The statements made in our Editorial were based on information supplied by the Paddling Racing Committee and we reprint below an extract from a letter dated 15th May, 1963, received from the Secretary of that Committee:

"The Paddling Racing Committee approved the Littlelydke NCC as a "one-design" class. He no doubt would be pleased to supply you with details.

He is also in the process of completing plans for a NCC2."

# Trailer Design

BY ALAN BYDE

Basically a trailer is a device whereby wheels may rapidly be attached to a number of canoes and to a towing vehicle so that the whole lot may be driven along the roads. This must be within the letter of the law, and regulations have been made in order to keep the trailer tower in order. This is by no means authoritative, and for proper guidance, the law must be consulted.

Requirements are:

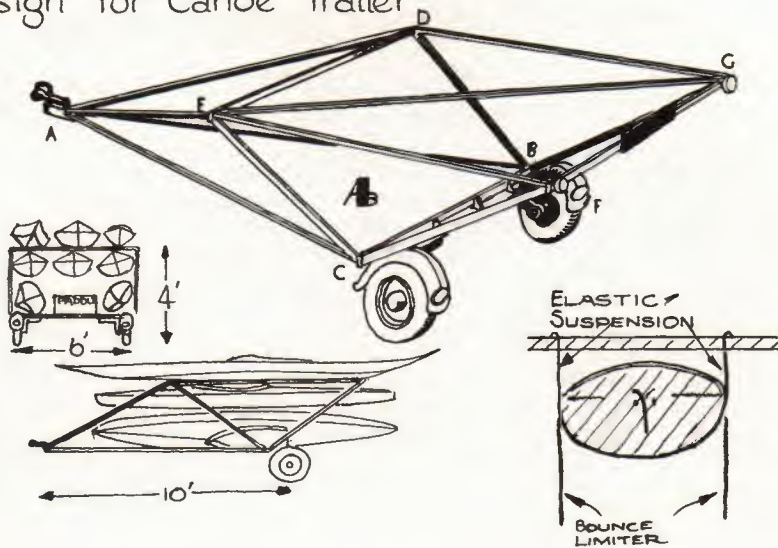
Road wheels must be sprung, and have mudguards. If the trailer's unladen weight is less than 2 cwt, it does not require brakes. Over that weight it must have brakes. It must have a number plate on it showing the number of the towing vehicle. The lettering must be according to the regulations, and be white on black. The letters must be  $3\frac{1}{2}$ " by  $2\frac{1}{2}$ ", be  $\frac{5}{8}$ " thick and  $\frac{1}{2}$ " apart. It must be illuminated fore and aft, at the front by two white lights and at the rear by two red lights, and these lights must not be more than 11" in from the extreme width of the trailer. At the rear there must also be two red reflectors of approved standards. Woolworths best are not always satisfactory. The number plate must also be illuminated. It must satisfy these requirements by day and night.

The trailer must not be more than 8 feet wide or 22 feet long. If the load overhangs the end by more than 12 inches it must be clearly marked by a black and yellow triangle by day and a red light by night at the extreme end of the load. Speed limit is 40 mph for light trailers, but canoes are so bulky they look heavy, and it is unwise to be found doing more than 30 mph.

Experience tells me that all the foregoing is good stuff. The insurance company must be informed of your intention to use the trailer to carry canoes for sporting purposes. If you use it for business, ie buying or selling canoes you must have a proper insurance. Your car insurance will normally cover third party risks on the trailer without extra cost. It will not cover damage to the trailer or to its contents. Private taxation licence, £15 pa, is OK for non commercial use. Canoe coaching is not a commercial use. This has never been tested in court, so a reliable opinion cannot be given by anyone. The police have advised me that this is the case.

Going from use to actual construction, the trailer will normally be used for solo canoes about 15 feet long maximum. It will also carry doubles up to 17ft 6ins. The trailer wheels should be about one foot behind the centre of the load. Half the length of the load is 9 feet, and one foot more is 10 feet. Therefore allow 10 feet from towing hitch to trailer wheel centres. When the trailer is loaded it should have about 56 lbs nose loading. Unladen, it should have at least 14 lbs nose loading. This makes it easier to tow, and limits lurching. The trailer should be wide enough to take three solos side by side, which at 24 inches each, means 6 feet clear between side frames. Basically the canoes can be carried by two cross bars, one front and one aft. These should be half the length of the canoes apart. 6 feet is minimum, 8 feet about right. The centre of this framework (side view) should be 12 inches in front of wheel centres for easy balance, and proper

# Design for Canoe Trailer



nose loading. The wheels should be no wider apart than the framework, which means tucking them inside the frame. They should not be closer together than the track of the towing vehicle, as instability whilst cornering may result. The wheels are best independently sprung, and this is best done by using Flexitor type rubber suspension units. Those which carry 600 lbs are best. The tyres may be two ply, but four ply gives better wall strength, and they can even be used with a medium load if deflated, as the walls hold up. (4ply) The wheels should not be smaller diameter. 16 by 4 are good. Smaller wheels rotate too fast, and even 16" wheels should not go faster than 50 mph, as they can throw their treads, through centrifugal force. The framework should be made of steel, welded together. Bolted joints work, but slacken and twist in use. The cross bars should be capable of carrying 300 lbs each, without bending beyond the elastic limit of the tube and steel. Angle iron is heavy and unsuitable. Round or square section tubes are best. Patent alloy angle sections can be used, but are costly and lack torsional stiffness. The canoes should be suspended on 1" circ ropes or elastic cords. "Octopus" elastic cords are better, but more costly than others. The canoes should hang in loops of rope from the cross bars, so that they do not rub against each other or the frames. There should be a rebound cord to tie them down to the axle cross beam to limit bounce. Each one must have its own bounce limiter. The rails may also carry a layer of canoes tied down on top as on a roof rack. Such a trailer may carry 10 canoes. At 50 lbs per canoe plus gear, this is a load of 500 lbs. The trailer itself will weigh more than 1 cwt, say 150 lbs, so a fully loaded trailer with 600 lb suspension units is 50 lbs overloaded, but if it has 56 lbs nose weight, this means that the car is carrying that 56 lbs of weight, and the suspension is 6 lbs inside safety limit. These units have about 20% overload, but don't overdo it, as shock loads on impact with rough roads must be allowed for.

# World Slalom Championships

R. Lieser, nr. Spittal, Austria. 10th & 11th August, 1963

REPORTED BY GILES DICKINS

First things first: "these funny English", flat blades and all, took third place in the team event, beaten only by the immaculate East Germans in first place, and the Poles, second by two points; whatever words may be said or written about the championships, that fact says more.

The run that did it was in fact the third, the second being invalid since one of the last gates was down. After some 30 minutes rest, Dave Mitchell, Geoff Dinsdale and Martin Rohleder surpassed themselves, improving on their first run by over 450 points, and collecting only 80 penalties between them on 24 gates. In fact, despite the E. Germans' appearance of mechanical precision (e.g. Glaser tackling upstream gate 8, missing Lange by inches as he shot the fall immediately above it) they were less tidy, amassing 100 pens., and beating us (and the Poles - 50 pens.) on their unequalled speed.

But I must do what for a thoroughly biased English Spectator is difficult, and give an outline of the rest of the championships - much as I'd like to dwell on the F1 team event. First, the course: the Lieser was considerably lower than it had been last year, but there was still an impressive stretch of white water in the middle, where gates 8 to 16 were placed; the rest of the course didn't offer much of a challenge to aspiring world champions. The real test was the 13-16 complex - the positioning of 13 above the main fall forced the competitors to aim well over to the left, but an extremely quick right break-out was needed to avoid 15R just below the huge stopper. This accomplished, they had anything from one yard to 20 or 30, depending on the neatness of their break-out, to paddle upstream, just beside the main tail - for gate 14. From 14 they went back into the tail just below the stopper, paddles flashing to gain a second's grace before they were swept back through 15R - then some ten yards to turn for 16, a downstream gate which, like 15R, was plumb in the centre of the tail. In theory this was very neat - "just edge your stern into the slack water between the rocks on the left bank, and let the current do the work" - but remember there was no practice on the course, and you won't be so surprised that many played safe and broke out to the right of the tail where there was room and time to manoeuvre. However, it could be done and was - even by the funny English. Perhaps the most exciting moment of the whole course was the break-out after 13 - boats took that fall and hit that stopper at every imaginable angle; the moment I shall never forget was when Karl Schroder (W. Germany) made more than half his turn above the drop, to complete it in a vertical dive position, and be spat out just beside gate 14!

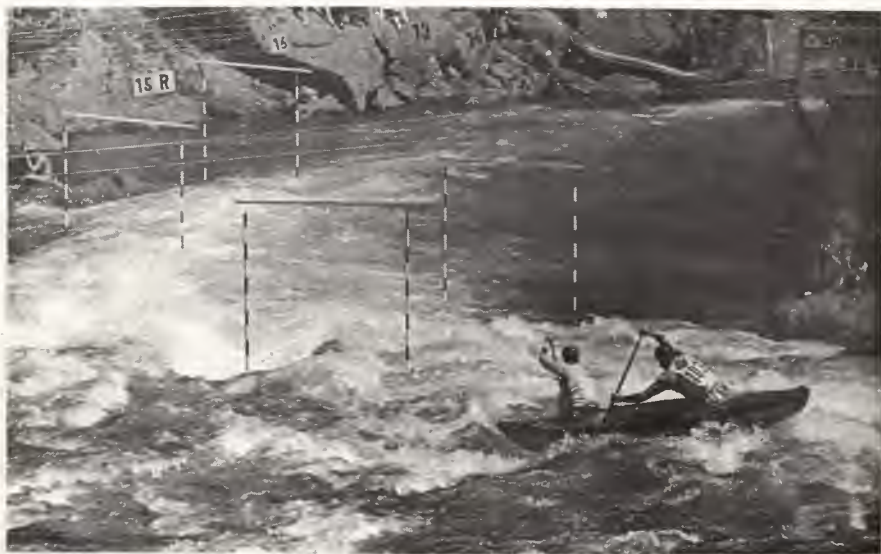
Before the championships the talk was all of the W. Germans' canoes; afterwards, of the E. Germans' canoeists. Klepper, with elaborate security precautions, had produced the first - and probably the last - truly round-gunwaled folding boat; folding,





Left: Edi Rothplety - Switzerland.  
Gate 17.

Below: Rita Tesso & Bernd Wunderlick  
- D.D.R. Gate 13



# Canoeing and Safety

I have been reading 'Canoeing' for one year now and I have been very impressed by the amount and quality of the writing on the subject of safety and canoeing. The arguments for and against Life Jackets and the call for a basic set of safety rules in swimming seem to have been the main points in issue.

In the August issue a correspondent wrote about canoeing being classed as a dangerous sport. Perhaps it is. There is very little reason why it should be any less dangerous than, say, rock climbing or pot-holing. If the WHICH magazine is to be believed then there is hardly a Life Jacket designed that will hold a person face up if he is unconscious in the water. This means that if a canoeist tips out and hits his head on a rock, thus becoming unconscious, he is in danger of drowning.

Certainly canoeing is an exciting sport, and when it comes to slalom canoeing the uncertainty of the different courses adds the spice of danger. This element of the unknown must be instrumental in bringing many people to canoeing.

I think that the basic fault in canoeing is the fact that the British Canoe Union does not have full control of the people who canoe. If anyone wants to learn to swim they either join a club or go in the public sessions where there is a qualified Life Guard to ensure their safety whilst they are in the swimming baths or pool. In canoeing there is no like safeguard. A person buys a canoe and he can then go to the nearest stretch of water without any guidance or supervision. Most B.C.U. members have a basic knowledge of safety and it is possible that it is not B.C.U. members who drown as a result of canoeing.

Going on, are the rules of safety stringent enough or even relevant to the needs of a capsized canoeist? How many canoeists know that in over 90 out of 100 cases a human body will float with some part of the frame out of the water? If a person is in the water all he has to do to keep afloat, provided that he is conscious, is to move his hands downwards alternately or together. Some race conditions have a set distance for any canoeist to swim before they are eligible to enter. This distance if it is under 800 yards is not worth the paper it is written on.

A canoeist is expected to move a canoe forwards, backwards, sideways and at all angles with quite a considerable amount of skill. Similarly, if he is to feel fully confident in any type of water he must be able to do all these things whilst he is swimming. He must know automatically what to do when he has to swim. There must be no fear or hesitation. If a person can only swim 50 yards he is a latent source of danger to both himself and to others. A much more pertinent test would be to require canoeists to hold either the A.S.A. Silver Award on the personal survival scheme, or alternatively, the Royal Life Saving Bronze Medallion would be a satisfactory standard to achieve. To get either of these awards a person must be aware of what to do when he is in the water. It is possible for someone to be able to swim 100 yards in a swimming pool but to lose his nerve completely on a river or lake where he cannot see the bottom.

In conclusion I feel that a Life Jacket which is light and safe must be designed, and, if it is in production now it must be publicised to the full. Secondly the B.C.U. must try to get a

# Going Down the Teifi

MYLES ECKERSLEY

The Teifi, for those few who do not know, is pronounced so that it rhymes with gravy. Llanfair Clydogau probably rhymes with 'go man, go'; that was where we started from, a party of seven from Embley Park School Canoe Club. We have five Tyne rigid AK's and two fibre glass Klepper 63's and the boys had had a year to get used to the Slalom type of canoe, in local waters of Hampshire. At least we had a chance of getting to the end.

It must be rare in Britain to be able to say that we spent five days canoeing and camping without a single drop of rain, and, sunshine from dawn to dusk on every day without ceasing. Sounds like a fairy tale, or a fishing story, take it or leave it, frankly, I am beginning to disbelieve myself. Down the Teifi, with the Guide to the Waterways of Great Britain in one hand, a fan to keep cool in the other, and paddles, somewhere, anywhere, and the braces of our spray covers making a strange white silhouette on sunburnt chests, which had no connection with the suggestion that we were wearing the top halves of Bikinis.

The Teifi, as it says in the Book, starts as a lamb and goes out like a lion. In the early stages the hazards are long stretches of meandering flat water, punctuated by barbed wire fences. The fence at Llanfair Clydogau, mentioned in the Guide has recently been removed however, after an accident to a girl in canoe who collided with it. The fence was removed by the local people, and there can be few rivers in the British Isles where the inhabitants are more friendly to canoeists. One can only hope that nothing will happen to spoil this relationship.

A unique hazard, to me at least, was my narrow escape from being decapitated. I was just about to launch myself down one more grade II rapid when a shout from behind made me duck, just in time to avoid the wire of an electric fence strung at neck level across the river. The boy behind me heard the ticking of the machine and then saw the practically invisible wire. Some were shocked as they passed under it, my shock was psychological.

Another unusual feature were the herds of cattle that would stand in the shallow rapids, cooling their trotters. We considered that if they would stand still we could use their legs as slalom poles, and give a bonus to anyone collecting a little milk on the way. In fact, the cows always moved away before we reached them.

Our first good rapid was at Llanwllni, a beautiful gorge with a narrow V channel. Hereby stands a cautionary tale. The leading canoeist, despite the fact that he had strict orders to stop and inspect before going down big rapids, went straight on regardless into this one, and promptly capsized. He was our best canoeist, poor lad, a pity he had to go like that, the Coroners verdict, death by non-inspection. Luckily, only a tale. From then on, the point of inspection got home.

Going over one's first big rush of water, is something never to be forgotten and no other rapid is quite the same, unless it's harder. This gorge was a wonderful setting. The high trees covered rocks of the gorge, the towering medieval bridge all ancient and venerable, as wild as a mountain goat.

The stretch to Llandyssul became faster and progress less slog, slog, there being a small rapid every 100 yds or so. At no point did we have to portage as there was enough water to negotiate nearly all the small rapids. Others did need careful choice of passage to avoid being stuck. The canvas canoes had four or five holes, total.

Llandyssul took us a morning to get down, with the seven canoes and four cine cameras, and enthusiasts who wanted to do it again. We inspected carefully, and spent the night thinking about what we would do. The top one included a big stopper which we all enjoyed, eventually. The gorge has a slightly Venetian appearance, with the house overhanging the river, and the gondolas lazily nosing their way down the Grade IV rapid, upside down.

The last rapid was that sharp right hand bend, and towering rock wall on the left. I hit this wall with a resounding bang that shook Llandyssul and sent me, in a heap, into the bows of the canoe with my head just sticking out of the cockpit. Providence guided me down the boil on an even keel. Others got through successfully, putting on that modicum of momentum necessary to get round. Others capsized.

Some of our party were anglers and spent a lot of time picking out the spinners, hooks and lines that had got hooked up in the trees on the banks of the river. The collection became more and more impressive, and if any angler of the Teifi reads this article, apply to me for their favourite spinner. Perhaps due to endless sunshine (sorry to rub it in) there were no anglers at all in the river, or on the bank.

In this expedition, I tried an experiment, having had some experience of other canoe trips, in less fine weather. No doubt horror will be registred by the legitimate canoe camper at what may seem to be cheating. I was determined that nothing was going to be carried in the canoes, that each canoe should be as the boys normally canoed, and that nothing like bedding clothes and food were going to get wet. Perhaps if we had had enough real waterproof bags I might have changed my ideas, but we had not the money to spend on proper bags..... and I have never found any makeshift bag that was waterproof yet.. anyway, to cut a long excuse short, we had two vehicles. All gear was loaded in, and my wife and two children very kindly agreed to be the link.

They drove off and met us at a rendezvous. She and I would then drive back to pick up the other vehicle and come back to the camp, and so on.

It does mean that canoes are in a competition state, are light, and that everyone has a lot more energy to enjoy themselves, which is no mean consideration with six boys to keep happy. But, I have no doubt I shall have to agree with anyone that says this is sacrilege, but then, today's sacrilege is tomorrow's orthodoxy.

After the Teifi we went to the sea, and did a day and half in the surf. There are some good beaches there and we were able to practice rolls and surfing to our hearts content.

We all found that the rigid A.K.'s and the Klepper 63's made good touring canoes, and the tendency of the manoeuvreable Kleppers to weave about was just a matter of getting used to, and it was surprising how soon one could maintain a straight course in long paddles. Whatever is said about the relative merits of fibre glass

and canvas skin I cannot see that the soft skin will ever be outdated because it is the nursery pram of all canoeists, and no canoeist can really claim to be one until he has gone through the ritual of making frame, and skinning it. It's the link with the coracle of the Teifi, and perhaps one day the B.C.U. will make it compulsory for their Proficiency Certificate that each candidate must have got his fingers covered with rubber solution, trying to make the stem and stern of their canoe waterproof.

The day we returned to our homes, the rain began, and it has not stopped for three days. No comment.

We had had our summer, and I can think of no better way of having it than going down the Teifi; next year..... Europe?

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From reader J.H.Manning, we have received this little-known picture of John MacGregor. It appeared in 'Pictorial Chronicles of the Mighty Deep' published c 1890. The running headline was 'The Wonders of the Deep', and gives some indication of the awe in which MacGregor was held by his contemporaries.

From 'Pictorial Chronicles of the Mighty Deep' ed. Francis Watt. Published by Frederick Warne c 1890

# The "Dalesman"

DESCRIBED BY CHRIS McALLISTER

Let's face it - whatever recently voiced opinions to the contrary may have been saying - the soft-skinned canoe is still with us. Many who build their own canoes, novices especially, prefer them to plywood craft, and very few amateurs have had much success as yet with glass fibre - it's messy anyhow. In the present context, that of Slalom and Wild Water paddling where a clean cross-sectional shape is imperative both handling and performance-wise, the soft-skinned boats, whether rigid or folding have always had the edge on the hard-chine plywood types.

Of course there are kits available for rigid soft-skinned slalom kayaks. They cost about £17 which does not include paddles or spraycover. Though they are good value for money, it is still a fair-sized cheque to sign, and delivery could be delayed. Building instead from a set of plans, one can start work immediately cutting the frames out for an outlay of just over £1 and the rest of the cost can be spread over a period if necessary. Leeds Canoe Club looked around for a set of plans of soft skinned slalom boat for our members to build, only to find that there were none available. This led us in early 1963 to produce the "Dalesman" in plan form. Already several have been built.

The shape is developed from a well-known and highly successful one, suitably adapted for rigid construction. The structure too, is well-tried. The experience gained in several winters of canoe-building and summers of canoe-bashing has resulted in a boat which keeps its shape and stays in one piece, while remaining light enough to handle easily, both in and out of the water. Dalesmen built so far have weighed from 32 to 37 lbs. Ruggedness is the keynote of the design; instead of the  $\frac{1}{2}$ " x  $\frac{3}{4}$ " stringers being weakened by having screw clearance holes drilled through them, the stringers are notched into the frames, glued, and the joints reinforced with small metal brackets; these are easily made.



The working drawings are intended to be easy to use. The plywood parts are drawn out full size and the entire sheet containing the frames can be pasted onto a third of a standard sheet of waterproof or Marine quality plywood and work commenced immediately. While waiting for the Parana Pine to be delivered, Dalesman-builders busy themselves with paddles, kneegrips, and the spraycover; all these accessories will be needed before the boat is complete, and it is best to start work on them early. Paddle-blades and kneegrips are included on the plans, and the detailed Building Instructions tell you how to make a spraycover.

Assembly is quite straightforward. The Keel/Keelson is set up with a  $2\frac{1}{2}$ " rocker under each of the extreme frames, and the stress induced by this is counterbalanced by fitting the deck stringer from end to end initially, only cutting away the centre section when the deck plywood has been fitted. The cockpit coaming is built up from curved pieces of ply. The kneegrips are made from "Perspex" bent to shape over a gas-flame. Skinning is easy; a portable electric fire being used to soften the PVC/canvas to the point where it can be stretched over a double contour; it does not require a tailored seam along the centre line of the keel, as with a folding boat.



Copies of the plans for building the 'Dalesman' with full instructions are available, price 14s.6d. (post free), from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

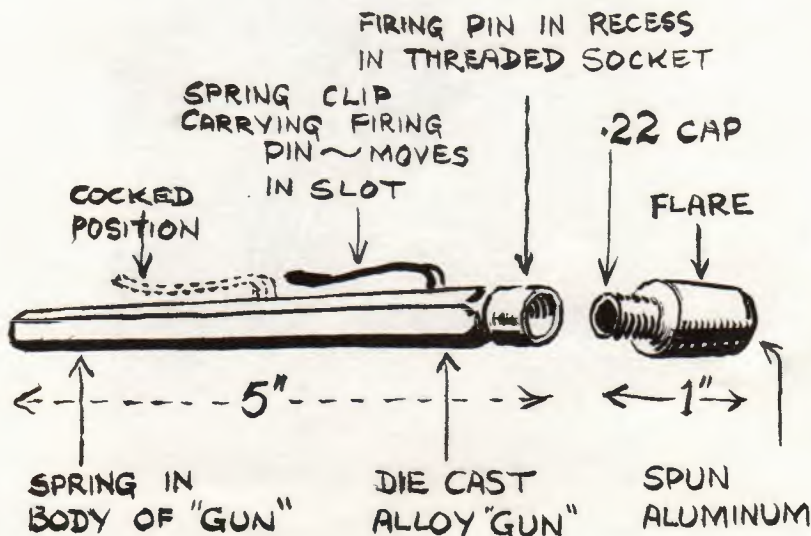
# A Pocket Flare

BY ALAN BYDE

Recently I had the pleasure of going to Eskdale Outward Bound Mountain School, and saw the pocket flare, shown in the below drawing. It works as follows.

The flare capsule is screwed into the gun, the clip being cocked against the pressure of the spring within the gun body. The assembly is held away from the body, and the spring released by thumb pressure. The clip flies up the slot in the gun and the firing pin strikes the percussion cap in the base of the flare capsule. This explodes and propels the contents of the capsule about 50 feet into the air. The flare ignites, and slowly sinks down, remaining alight for about 5 seconds. Firing the gun sounds like a starters pistol. There are four types of flare, three colours, and an explosive flare which explodes up in the air with a very loud crack.

I should think that this flare is ideal for mountain rescue, among crags and rocks. Its use by canoeists in mist, offshore winds, and storm conditions etc., may be of doubtful success. It may justify testing with that in mind. It is very light and portable, is completely waterproof, and can be put in a pocket of an anorak, or in a pouch on a lifejacket. Charging and firing should be simple. The biggest drawback? I'm told that it is unobtainable in this country, and has been obtained via the German Outward Bound Organisation. If sufficient interest is aroused, it may be made available to canoeists.





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# grants

## FOR AMATEUR SPORTS CLUBS

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The Government has recently announced a substantial increase in its help to sports bodies. Here is a brief outline of capital grants now available to local voluntary sports clubs from the Ministry of Education.

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### **Organisations Now Eligible**

Grants can now be given to clubs catering for a single sport as well as to those with many sports activities, provided that club membership is open to the public in general.

---

### **Schemes That Can Be Assisted**

Help can be given with the cost of provision and extension of sports facilities such as:—

- playing fields
- indoor and outdoor courts
- sports pavilions and halls
- swimming baths
- boat houses
- purchase of necessary land

Grants can also be claimed on equipment for new buildings and playing fields.

---

### **Grant Payable**

Up to half of the cost of any approved scheme can be met, provided that the club can show that it needs the money. The maximum grant will normally be £10,000.

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### **Planning**

Good advance planning will ensure that club funds as well as public money are spent to the best advantage. Advice may be obtained from local offices of the Central Council of Physical Recreation and the National Playing Fields Association. Where sports buildings are to be erected it is usually desirable to employ an architect. Planning permission from the local authority will probably be needed. It will often save time if the Ministry of Education is consulted at an early stage about large or complicated projects.

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### **How To Apply**

Write to the Ministry of Education (F.E.II Branch), Curzon Street, London, W.1 or to the Ministry of Education (Welsh Department), 8 Cathedral Road, Cardiff, for application forms and a memorandum giving further information about grants.

# Bound Volumes of 'Canoeing'

We are having some copies of Volume Number 3, which closes with this issue, bound up. The format will be the same as previously, i.e. title on the spine, stiff illustrated boards covered with a transparent laminate, and in the style known to the trade as 'perfect' binding. The cost of these will be £1 per volume (post free). Orders are being taken now.

As last year, we are prepared to bind up readers' own copies of Volume 3 at the same time as our stock copies are being bound. The charge for this will be ten shillings per volume, and it is stressed that all individual copies must be in perfect condition otherwise success cannot be assured. Copies for binding, plus the ten shillings, must be at the Editorial Office by 7th November, 1963. It is anticipated that orders will be completed early in the New Year.

We are still able to supply bound copies of Volumes 1 and 2 from stock, price £1 per volume (post free). We particularly recommend them to Clubs and Libraries.

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## The John Chase Trophy

This annual event for youth attracted a wide range of entries to Lake Windermere on the 1st September and competitors came from the Scouts, Sea Cadets, Approved Schools, Youth Clubs in addition to a number of individual entries. The times were fast, and all but one single were awarded a certificate of merit. A noteworthy effort was that made by R.A. Lister who came in second, a fine achievement made after recovering from a broken spine. The award for the best home made canoe went to A. Roberts for a beautifully finished Sports Dipper.

After the event a demonstration of advanced canoeing techniques was given by the C.C.P.R. North Eastern Region under the leadership of Bill Saunders.

The prizes were awarded by Tom Price, Warden of the Eskdale Outward Bound Mountain School, who commenting on the high standard of endeavour shown, encouraged the boys to attempt to emulate the experts. He suggested that a canoe should be more than just a 'Boat' to a canoeist, rather it should be an extension of the personality.

### The John Chase Trophy Doubles

Castle Howard School

Average Team Time: 1hr. 23min. 01sec.

### The John Trophy Singles

Dewsbury Sea Cadets

Average Team Time: 1hr. 22min. 28sec.

### Winner of events

#### 1. Doubles

S. Bell  
P. Batey

} 1hr. 21min. 26sec.

#### 1. Singles

K. Blakeley

1hr. 18min. 6sec.

at any rate, within the meaning of the act, though a special I.C.F. meeting had to be called to decide whether they were eligible for the F1 slalom. The basis of the construction was a fibreglass canoe, with a strip 12" wide cut from the hull and one 18" wide from the deck. Imagine this object to be cut into fore and aft section, and you have a picture of the "gunwale boards" of the as-yet-unnamed Klepper. The boat is completed with a minimum of tabular aluminium frames and stringers, and excellent fibreglass seat unit with adjustable hip-boards, and a very normal-looking Klepper skin in heavy rubberised canvas and blue deck material. The result of all this ingenuity and excellent craftsmanship is a boat slightly weaker and heavier than a fibreglass rigid, not quite achieving the perfect contours of the latter, and far more complex in construction and maintenance. Were it not for the regulations defining F1's, and the fact that there is no R1 class in the World championships until 1967 at the earliest, all this skill might have been better directed.

One lesson of the results, perhaps, was that the boat is less important than the man in it; certainly the boats in which the four East Germans came 1st, 2nd, 5th and 6th looked very ordinary beside the new Kleppers. Their construction was conventional, though using tubular aluminium for the frames and stringers, with a ladder of ash and a light skin and the shape rather reminiscent of the J.S. Mk. V1, perhaps with a slightly increased rocker. The fantastic result hardly surprised anyone who had watched the event, for it was very evident that the E. Germans were in complete control; often one had the strange impression that they didn't even look at the easier gates, but were so sure of themselves they could concentrate entirely on speed. Since the individuals took place after the team event, it was somewhat surprising that the new champion, Jurgen Bremer, was the one E. German who had not had the advantage of two runs down the course the previous day - and did the E. German team manager really consider him the weakest of the four, or was he saving him as a big surprise, for so clear a winner was he that his slower first run was better than anyone else's, and was only surpassed by his team-mate Luber in the second runs.

With the winning run a clear round in 266.7 secs., and Dave Mitchell producing a second run of 334.9 + 30 pens. for us, we have no reason to be ashamed, but so high is the standard in the world class that this effort only produced 24th place. But, as Keith White has always said, what would really give us something to be proud of would be producing three canoeists of such consistent quality that we gain a respectable place in the team event - and third against the fierce competition of Spittal, 1963, is respectable if anything ever was!

# Letters

Dear Sir,

I am very much concerned on reading the October issue of "Canoeing" that the previous title of "Letters" article Down With Folding Canoes seems to suggest that I am against the lath and canvas canoe, this is not so, could you please therefore print in the next issue of "Canoeing" that the choice of title Down With Folding Canoes was not my own, and please print that far from being anti-lath and canvas, "I have the highest regard for these craft especially the Sphuler Mk.6., and the Sports Kestrel".. I apologise for all the inconvenience I have caused you in what is sometimes a thankless task.

Yours faithfully,  
Gordon N. Staley,  
Steamlyte Mouldings (Marine) Ltd.

(The choice of this heading was an Editorial one, and the intention was to use the title of the original article 'Down with canvas canoes' and so preserve continuity. In a moment of editorial aberration 'canvas' became 'folding' and the result was misleading. Apologies. Ed.)

Dear Sir,

## Safety

It was somewhat heartening to see such a spirited reply in the October issue to my letter printed in the August number. Nothing of course is more humiliating than being ignored. Miss Bryant must excuse me however if my scepticism prevents me from retracting a single remark. I am indeed fully aware that the bodies mentioned in her letter meet to talk from time to time, and a perfectly splendid chinwag they enjoy no doubt, but it is positive results one is really concerned with.

The illustrated Do's and Don'ts cards are good, although my own opinion is that the knowledge of these should be one of the qualifications for a novices or proficiency award. In fact one could go further and suggest that the knowledge of these commonsense rules be a prerequisite for entry into any first-class canoe club. Particularly those clubs in which the emphasis is on younger members i.e. cadet organisations, youth clubs, schools etc.

With reference to your footnotes to Miss Bryant's letter, I too remember the competition run by Canoeing for ideas of designs for a Safety Handout. It was indeed disappointing that the ruling body for canoeing in this country promptly squashed the whole idea. One would have thought that the Powers-that-be would encourage handouts and the active spreading of the gospel of safety however "macabre" some of the literature may appear. Or will they continue to discuss these matters ad infinitum?

Is it of interest to anyone that the two national newspapers which I read daily have between them reported 8 fatal canoeing accidents between May and the end of August this year?

Yours faithfully,  
Jack Travers,  
Beckenham.

# News Flashes

## BRITISH MUSEUM GREENLAND KAYAK, MARK II

The scaled-up version of the B.M. Greenland Kayak mentioned in our September issue is now finished and building plans for lath and canvas construction are now available. Intended for the larger paddle, the length is 19'3", beam 20½". Price of the plans is 12s.6d. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

## NEW NCK 1 AND NCK 2 DESIGNS

Percy Blandford has produced plans for an NCK 1 with traditional construction, and will be following this with NCK 2 plans early in the New Year.

## CANOE CENTRE TO MAKE THEIR OWN PADDLES

The Canoe Centre have recently installed additional equipment to enable them to produce their own paddle blades. It is intended that both touring and competition blades will be made, and in some cases a reduction in price will be possible.

## RACING COACHES AND INSTRUCTORS

The B.C.U. Paddling Racing Committee are organising a series of courses for racing coaches and instructors. The first is on the 26th/27th October at Twickenham, and the second will probably be at Leamington on 29th February/1st March. Further details from Hein Thelen, 13 Campden House, Harben Road, N.W.6.

## NATIONAL L.D. COACH

The B.C.U. L.D. Committee has appointed Mr. D. Green, 2 Highfield Road, Impington, Cambridge as National L.D. Coach.

## B.C.U. MEMBERSHIP SCHEME APPROVED

At the last B.C.U. Council Meeting formal approval was given to the adoption of the revised membership scheme proposed at the last A.G.M. Briefly, membership of the B.C.U. is now on an individual basis, rather than a Club basis as previously.

## ROUND GUNWALE ESKIMO KAYAK

A new firm is entering the canoe manufacturing market in the field of glass fibre. Their first boat will be a round bilge/round gunwale canoe developed from a Greenland kayak. The designer is Tom Hall.

## WHITE WATER REGATTA

Chalfont Park C.C. are holding a white water regatta weekend on the Usk during the week-end 2nd/3rd November. Further details from S. Fraser, 553 Romford Road, London E.7.

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Continued from page 212

grip on the floating canoeists who form a dangerous pool of novices. Finally the importance of being an apt confident swimmer must be emphasised.

# RESULTS

## 1963 CHAMPIONSHIP RESULTS

### Senior Singles (Individual Challenge Trophy)

|               |                |        |           |
|---------------|----------------|--------|-----------|
| 1) S. Smith   | Worcester C.C. | 8 Wins | - 20 pts. |
| 2) R. Wade    | C.T.C.         | 7 "    | - 20 "    |
| 3) S. Hollier | Hatfield Y.C.  | 6 "    | - 20 "    |

### Rhodes-White Trophy

R. Wade - C.T.C.

### Senior Doubles (Pairs Challenge Shield)

|                           |                  |        |           |
|---------------------------|------------------|--------|-----------|
| 1) L. Oliver<br>H. Parker | Lincoln C.C.     | 9 Wins | - 20 pts. |
| 2) R. Still<br>A. Young   | Royal C.C.C.     | 6 "    | - 20 "    |
| 3) J. Campbell<br>P. Pye  | North Sea C.C.C. | 3 "    | - 18 "    |

### Junior Singles (Sella Cup)

|              |               |        |           |
|--------------|---------------|--------|-----------|
| 1) L. Grant  | Lincoln C.C.  | 7 Wins | - 20 pts. |
| 2) T. Mean   | Hatfield Y.C. | 4 "    | - 20 "    |
| 3) R. Watson | C.T.C.        | 3 "    | - 18 "    |

### Junior Doubles (Bruce Challenge Cups)

|                             |                    |        |           |
|-----------------------------|--------------------|--------|-----------|
| 1) M. Manning<br>K. Thomson | Worcester C.C.     | 4 Wins | - 20 pts. |
| 2) Jupp<br>Wickings         | R.A.S.C. J.L.R.    | 2 "    | - 16 "    |
| 3) R. Grundy<br>R. Green    | Hewell Grange C.C. | 1 "    | - 14 "    |

## 1963 CLASS CHAMPIONSHIPS : SENIORS

|                 |                                  |                              |            |
|-----------------|----------------------------------|------------------------------|------------|
| <b>Class 1.</b> | 1) B. Lowery                     | Royal C.C.                   | 11 points  |
|                 | 2) C. Hare                       | Hartlepoons W. C.            | 11 "       |
|                 | 3) A. Chapman                    | Royal C.C.                   | 10 "       |
| <b>Class 2.</b> | 1) R. Wade                       | C.T.C.                       | 20 points  |
|                 | 2) T. Shenton                    | Royal C.C.                   | 18 "       |
|                 | 3) D. Arnold                     | Royal Marines                | 8 "        |
| <b>Class 3A</b> | 1) S. Hollier                    | Hatfield Y.C.                | 20 points  |
|                 | 2) M. Lilley                     | Lincoln C.C.                 | 11 "       |
|                 | 3) A. McQueen )<br>D. Mitchell ) | Berwick C.C.<br>Chester C.C. | 5 "<br>5 " |
| <b>Class 4A</b> | 1) S. Smith                      | Worcester C.C.               | 20 points  |
|                 | 2) A. Chapman                    | Royal C.C.                   | 18 "       |
|                 | 3) R. Fish                       | C.T.C.                       | 12 "       |
| <b>Class 5</b>  | 1) R. Still, A. Young            | Royal C.C.                   | 20 points  |
|                 | 2) L. Blackmore, J. Burr         | R.L.S.C.C.                   | 8 "        |
|                 | 3) D. Haycock, J. Marshall       | Viking C.C.                  | 6 "        |
| <b>Class 6A</b> | 1) J. Campbell<br>P. Pye         | North Sea C.C.C.             | 20 points  |
|                 | 2) R. Grey<br>R. Lencefield      | Worcester C.C.               | 20 "       |
|                 | 3) B. Watkins<br>C. Evans        | Royal C.C.                   | 20 "       |
| <b>Class 7A</b> | 1) M. Parker, L. Oliver          | Lincoln C.C.                 | 20 points  |
|                 | 2) H. O'Brien, T. McInerney      | North Sea C.C.C.             | 11 "       |
|                 | 3) J. Bourden, H. Brooks         | Viking C.C.                  | 9 "        |
|                 | J. Woolley, B. Owen              | R.L.S.C.C.                   | 9 "        |

## 1963

### CLASS CHAMPIONSHIPS : JUNIORS

|                 |                           |                    |           |
|-----------------|---------------------------|--------------------|-----------|
| <b>Class 3B</b> | 1) I. Grant               | Lincoln C.C.       | 20 points |
|                 | 2) H. Mean                | Hatfield Y.C.      | 20 "      |
|                 | 3) J. Oliver              | Lincoln C.C.       | 10 "      |
| <b>Class 4B</b> | 1) R. Watson              | C.T.C.             | 18 points |
|                 | 2) G. Palmer              | Worcester C.C.     | 15 "      |
|                 | P. Strassheim             | Hartlepoons K.C.   | 15 "      |
| <b>Class 6B</b> | 1) W. Manning, H. Thomson | Worcester C.C.     | 20 points |
|                 | 2) R. Green, R. Grundy    | Hewell Grange C.C. | 14 "      |
|                 | 3) Samorzewski, Collins   | A.A.J.L.R.         | 10 "      |
| <b>Class 7B</b> | 1) Jupp, Wickings         | P.A.S.C. J.L.R.    | 16 points |
|                 | 2) Bewdley, Smith         | A.A.J.L.R.         | 11 "      |
|                 | 3) Hawkes, Fraser         | R.A.S.C. J.L.R.    | 10 "      |

## 1963 HASLER TROPHY

|                                |            |
|--------------------------------|------------|
| 1) ROYAL C.C.                  | 209 Points |
| 2) WORCESTER C.C.              | 121 "      |
| 3) LINCOLN C.C.                | 114 "      |
| 4) C.T.C.                      | 111 "      |
| 5) ROYAL LEAMINGTON S.C.C.     | 86 "       |
| 6) HATFIELD Y.C.               | 83 "       |
| 7) HARTLEPOOLS K.C.            | 76 "       |
| 8) NORTH SEA CAMP C.C.         | 60 "       |
| 9) A.A. J.L.R.                 | 56 "       |
| 10) J.L.R. (R.A.S.C.)          | 43 "       |
| 11) VIKING K.C.                | 43 "       |
| 12) RICHMOND C.C.              | 31 "       |
| 13) CHESTER C.C.               | 27 "       |
| 14) GAILLET C.C.               | 24 "       |
| 15) SUNDERLAND C.C.            | 23 "       |
| 16) HEWELL GRANGE C.C.         | 18 "       |
| 17) EASTBOURNE C.C.            | 15 "       |
| 18) HARGREAVE ARMY APP. SCH.14 | 14 "       |
| 19) CHELMSFORD B.C.            | 13 "       |
| 19) BIRMINGHAM Y.R.C.          | 13 "       |

## LONDON RIVER RACE RESULTS 1963

| Place   | Junior Race - September 7th - Mortlake to Richmond<br>New record          | TIME TAKEN |
|---|---|------------|
| 1st   | M. Mean, Hatfield Youth Club  | 30m.30s.   |
| 2nd   | T. Thomas " "   | 32m.15s.   |
| 3rd   | S. Ash, Harlow Canoe Club   | 32m.18s.   |
| <b>Touring Canadian Mixed Pairs, Mortlake to Richmond</b>     |   |            |
| Previous record, 35mins. Margaret White & B. Gilks, Rich.C.C. |   |            |
| 1st   | Mary Satchell & B. Jansen, Royal Canoe Club                               | 38m.--     |
| 2nd   | Kay Emerson & B. Clark, Richmond Canoe Club                               | 39m.30s.   |
| 3rd   | Joan Chalmers & R. Bending, Skiff & Punting Club<br>(Upset by heavy wash) |            |

## FOLLOWING CLASSES FROM GREENWICH TO RICHMOND, Sept. 15th.

| Place  | RIGID SINGLES - Max. length 17'0"                 | TIME TAKEN  |
|--|---|-------------|
| 1st  | T. Shenton, Royal Canoe Club                      | 2hrs37m30s. |
| 2nd  | M. Mean, Hatfield Youth Club                      | 2 " 37'42"  |
| 3rd  | M. Lilley & I. Grant (tied), Lincoln Canoe Club   | 2 " 58'43"  |
| <b>RIGID DOUBLES R2 (b) Max. length 17'0"</b>                        |   |             |
| Previous record, 2hrs.29m.11s. J. Campbell & A. Barrs, HSC           |   |             |
| 1st  | M. Parker & L. Oliver, Lincoln Canoe Club         | 2hrs31m18s. |
| 2nd  | B. Watkin & M. Boshier, Royal Canoe Club          | 2 " 40m46s  |
| 3rd  | G. Cazaly & B. Elmer, 9 Para. Sqdn. RE            | 2 " 50m08s  |
| <b>RIGID DOUBLES R2 (a) Min. length 17'0"</b>                        |   |             |
| Previous record 2hrs.7m.13s. B. Pratt & A. Young, Royal CC           |   |             |
| 1st  | A. Young & R. Still, Royal Canoe Club             | 2hrs20m21s  |
| 2nd  | B. Pratt & A. Ubbens, " "                         | 2 " 24m03s  |
| 3rd  | D. Gautier & J. Jackson, Ex Weston Bay Canoe Club | 2 " 46m21s  |
| <b>FOLDING DOUBLES</b>   |   |             |
| Previous record 2hrs.25m.14s. A. Oakley & T. Leggatt, Thameside C.C. |   |             |
| 1st  | J. Neston & R. Hodgson, RHFWA, Tyne               | 2hrs43m50s  |
| 2nd  | R. Fish & H. Moran, Canoe Touring Club            | 2 " 47m15s  |
| <b>CANADIAN TOURING PAIRS</b>  |   |             |
| Previous record, A. Perken, CCC. & R. Pratt, Rich CC. 2hrs.51m.      |   |             |
| 1st  | B. Jansen & V. Handscombe, Royal Canoe Club       | 3hrs25m13s  |

In all classes 33 canoe entires, 56 competitors.

Prizes presented by Alderman A.E. Weston, Esq., of Devises at the Castle Hotel Richmond, by courtesy of R.W. Hatcher, Esq.

P. Lumore - Organising Secretary,  
31 Petersham Road,  
Richmond,  
Surrey.

461 paddlers from 60 Clubs competed in the 15 ranking L.D. races and scored a total of 1445 points.

SUNDERLAND L.D. RACE, SEPTEMBER 15th, 1963

| CLASS     | Name             | Time    | Points |
|-----------|------------------|---------|--------|
| CLASS 1.  | E. Hanneen       | 2-19-0  | 5      |
|           | C. Hare          | 2-29-45 | 3      |
|           | B. Lyth          | 2-43-30 | 1      |
| CLASS 2   | B. Wade          | 2-29-30 | 5      |
|           | D. Lunn          | 2-38-30 | 3      |
|           | R. Smillies      | 2-45-45 | 2      |
| CLASS 4a. | S.W. Smith       | 2-20-0  | 5      |
|           | P.H. Smith       | 2-42-30 | 3      |
| CLASS 4b. | P. Strassheim    | 1-32-0  | 5      |
|           | A. Musgrove      | 1-34-0  | 3      |
|           | T. Gibbons       | 1-37-30 | 3      |
| CLASS 6a. | Cambell/Pye      | 2-17-0  | 5      |
|           | O'Brien/Carless  | 2-22-45 | 3      |
|           | Harrison/Kirkman | 2-24-45 | 2      |
| CLASS 6b. | Wink/Pawlaw      | 1-27-45 | 5      |
|           | Young/Butler     | 1-29-45 | 3      |
|           | Frith/Farmer     | 1-32-0  | 2      |

Ladies Division  
 Jean Battersby  
 Margaret Bellord  
 Sue Buckell  
 Wendy Bayle  
 Anthea Thompkins

III Division  
 Bob Kenyon  
 Peter Boulton  
 Alan Gossling  
 David Bennett  
 Paul Lambitt  
 Ian Rabjohns

IV Division  
 Chris Richardson  
 Steven Folstead  
 David Poole  
 Bob Grimes  
 Roger Parr  
 Colin Gregory  
 Mike Ramsay  
 David Malby  
 Keith Webster  
 Alan Taylor

EXE ESTUARY RACE - 8th September, 1963.

RESULTS SHEET

Weather conditions this year were quite hazardous. Several capsize provided the rescue launches with more work than usual. Race was slower than usual owing to a late start and the fact that the tide changed before competitors reached Topsham.

| NAME  | CLUB                 | No. | Place | Time         |
|---|----------------------|-----|-------|--------------|
| <u>Class 1 Senior K.L.</u>                  |                      |     |       |              |
| Record - 1956 - C. Gaultier (1hr. 36mins.)  |                      |     |       |              |
| D. Sims                                     | Royal Leamington Spa | 7   | 1     | 1hr. 42mins  |
| B. Peeney                                   | Exeter Canoe Club    | 5   | 2     | 1hr. 53mins  |
| W. Serjeant                                 | Exeter Canoe Club    | 4   | 3     | 2hr. 36mins  |
| <u>Class 2 Senior H.C.K.L</u>               |                      |     |       |              |
| Record - 1957 - P. Lee (1hr. 36.)           |                      |     |       |              |
| R. Wade                                     | Canoe Touring Club   | 9   | 1     | 1hr. 45mins. |
| W. Sherton                                  | Royal C.C.           | 8   | 2     | 1hr. 47mins. |
| D. South                                    | Canoe Touring Club   | 11  | 3     | 1hr. 56mins. |
| <u>Class 3A Senior hard Skinned Singles</u> |                      |     |       |              |
| Record - 1962 - B. Pascook 1hr 56mins.      |                      |     |       |              |
| R. Smith                                    | Cleotherps C.C.      | 14  | 1     | 2hr. 17mins  |

Class 3B Junior Hard Skinned Singles - No Record

|  |                      |    |   |              |
|--|----------------------|----|---|--------------|
| I. Grant   | Lincoln C.C.         | 65 | 1 | 2hr. 30secs  |
| J. Turley  | Royal Leamington Spa | 15 | 2 | 2hr. 27mins  |
| R. Orchard   | Southampton C.C.     | 16 | 3 | 2hr. 51mins  |
| <u>Class 4 A Senior Folding &amp; Soft Skinned Singles</u> |                      |    |   |              |
| Record - 1961 - B. Lawler 1hr. 36mins.                     |                      |    |   |              |
| S. Smith   | Worcester C.C.       | 26 | 1 | 1hr. 51mins. |
| F. Turley  | Birmingham C.C.      | 27 | 2 | 2hr. 2mins.  |
| K. Pereira   | Royal C.C.           | 22 | 3 | 2hr. 7mins.  |
| <u>Class 4B Junior</u>                                     |                      |    |   |              |
| Record - 1962 - G. Palmer 1hr 40mins                       |                      |    |   |              |

|            |                    |    |   |             |
|------------|--------------------|----|---|-------------|
| R. Watson  | Canoe Touring Club | 30 | 1 | 2hr 45secs. |
| R. Stevens | Canoe Touring Club | 32 | 2 | 2hr 1mins.  |
| D. Jordan  | Canoe Touring Club | 31 | 3 | 2hr 11mins. |

TAY CANOE CLUB.

WILD WATER RACE - SUNDAY, 1st SEPT., 1963.

From Stanley Weir to Fishponds on the River Tay.

| PLACE | COMPETITOR'S NAME | CLUB                | TIME                |
|-------|-------------------|---------------------|---------------------|
| 1     | Brian Brockie     | Kyle                | 15 mins. 26.5 secs. |
| 2     | Duncan Winking    | Scottish Hostellers | 15 mins. 45 "       |
| 3     | John Roberts      | Venturer            | 15 mins. 59 "       |

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(Special prices to members of the B.C.U.)

|  |      |
|--|------|
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|--|----|----|------|
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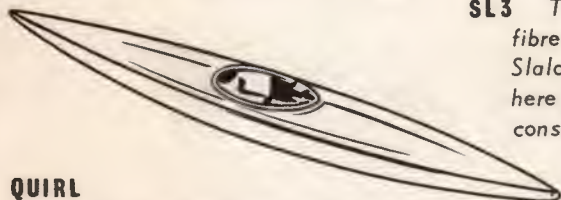
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