

# Canoeing

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## SPECIAL FEATURES

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# Canoeing

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## Editorially Speaking

Looking through this issue and seeing two articles on glass fibre, two new firms advertising glass fibre canoes, plus our regular advertisers many of whom supply canoes of this material, one might be tempted to think that the canoeing world was dominated by this material. This, of course, is far from the truth but it is an indication of the pattern of future development and for this reason we have published the two articles in the same issue.

As we see it, glass fibre is a material with a great potential, and one which has not yet reached its final development. Building a canoe of this material is akin to baking a cake, not only must the right ingredients be used, but they must be mixed in the correct proportions, and then allowed to 'cook' at a controlled temperature if the result is to be satisfactory. The manufacturer knows this, and shapes his production line to meet these exacting requirements and even then the results sometimes fall short of expectations. The amateur may not always be so precise and inevitably the results will be disappointing.

Since it is clear that an increasing number of amateurs are determined to experiment with this material we have invited Bill Saunders, a C.C.P.R. Senior Technical Representative, with considerable experience of amateur glass fibre canoe construction to contribute a series of articles on the subject. We hope this will save some of our readers from costly blunders, but at the same time we would be failing in our duty if we did not stress that this method of construction is not something to be rushed into.

# Scouts on the Dorset Stour

BY JOHN GRIFFIN, SENIOR SCOUT LEADER

The Dorset Stour was not by any means our first choice for a summer cruise, but it was near enough to home to keep our transport costs within reasonable limits. After looking at the map and the BCU Handbook we were not much thrilled by the river, but after a quick "recce" we decided that at least there was enough water to make it interesting.

The party consisted of five Senior Scouts and myself. The boats were a PBK 14 (used as a single and general junk-wagon), a PBK 26, an Osprey Mk II, a glassfibre Moonraker single (the only one we didn't build), and the pride of the fleet, "Jeroboam". This last is a 19ft double designed and built by the lads themselves, and the winner of the home-built class in this year's Arun race. Even with rudder she was a stinker on tight corners.

Our dropping point and first camp-site was at King's Mill Bridge (756172). This is about midway between Sturminster Newton (the upper limit of detailed description in the Handbook) and Marnhull Mill (the upper limit of feasibility in normal conditions). The owner of the site is a Mr. Spicer of Gummershay Farm, about a mile distant, who was quite happy to have us there two nights. The first day was spent in exploring the river above the camp-site, which is very narrow, and in places blocked by high reeds.

On the second day we started the 50-odd mile journey to the sea, and although we did see canoes and other small boats on some of the wider stretches, the people we spoke to gave us the impression that we were the first to go "all the way through" for quite some time. What is most striking about this river is its variety, with narrow twisting stretches reminiscent of the Wye alternating throughout its length with wide and placid Thames-like reaches. There are a number of portages at mills and weirs but none was long enough to justify using the trolley we took with us. There are a number of minor rapids, and several shootable weirs.





As our trip took place in August, vegetation turned out to be quite a headache. Some stretches were covered in water-lilies, or in vile stuff that looked like parsley and made it seem as though we were canoeing through porridge. Others were blocked by reeds so high that one could not see over them even when standing up in the boat. At one point, where the river divides, one of the lads took a different channel to the rest of us, and became completely jammed in the reeds. The water was too deep for him to get ashore, and it took the rest of us quite a time to find him, as the point where his channel rejoined ours was hidden by reeds. Eventually we heard him yelling, saw the tip of his paddle waving above the reeds, and after quite a battle, got him out.

The only capsizes of the trip took place one evening when three of us were going ashore in Wimborne. We had put on our uniforms, and being too idle to launch more than one canoe, we all crammed into the PBK 14. Half the town seemed to be watching from the bridge, and I am sure the splash will be remembered for a long time in Wimborne.

We got on very well with the many anglers we met, but water-bailiffs, real and pretended, were a worry. One fellow blew a police whistle at our approach, evidently expecting constables in water-wings to appear, but then rather gave himself away by demanding boat-permits, which are not issued on the Stour.

The Handbook says that the owner of the fishing rights at Throop Mill, on the lower reaches, objects to boating. On our "rece" we had learned that this gentleman (a Mr. Tomkins) had now passed away. We were told by a neighbouring farmer that in any case Mr. Tomkins had merely rented the fishing rights from the actual landowner, and that the latter would not dream of objecting to us. In view of this we did not expect trouble, but when we reached the Mill (where there is the choice of a portage or shooting a sluice with very little headroom) we were met by a bailiff complete with badge of office.

He said that he was employed by Mrs. Tomkins and that her instructions were to let no boats pass. He was most courteous, agreeing that we were unlikely to scare the fish, and pointing out that he went off duty at 6.30 p.m. anyway. He went with me to telephone Mrs. Tomkins, but she remained adamant. I then explained to her that if she would not let us through, we should have to remain where we were until our transport could collect us at the weekend. Faced with this, she agreed to let us through on the understanding that no more canoeists would ever be given permission.

After the cruise, I wrote to Mrs. Tomkins, thanking her, and asking her permission to give her address to the BCU. I enclosed some photos, in the hope of convincing her that canoeists were not such dreadful people, but the photos must have had the reverse effect, for I have had no reply.

Soon after Throop, and five days after leaving King's Mill, we reached Christchurch, where the Stour meets the Avon and flows into the sea. A full-blooded gale prevented us going out to sea, and indeed on our last day it was all we could do to stay upright inside the harbour.

The week cost a total of £4.10.0. each, including an end-of-cruise celebration in Bournemouth. The only casualties were a small hole in Jeroboam, and two lads who found Chinese food too much for them after a week of camp cooking.

## Martin Rohleder

On Sunday, 3rd November, 1963, Martin Rohleder died as a result of injuries received in a road accident two days earlier. The news of the death of this brilliant and popular slalomist at the end of his most successful season and before his full powers had been developed will shock all who knew him personally or who had watched his artistry on the water.

His talent is a loss to British canoeing but this can be replaced. His friendship, his humour, however, is something that can never be replaced and, for those that knew him, his going leaves life a little bleaker. We know our readers would wish to join us in offering our sympathy to those closest to him.



# Basic Instructions for Repairing

## Glass-Fibre Canoes

BY GORDON STALEY

Glass-fibre repairs to canoes are very simple, though to make a repair imperceptible requires a certain amount of patience at a first attempt, the following hints are designed to simplify most stages of Polyester resin repairs.

Gel Coat Damage. The Gel coat is the coloured surface finish on most of the current manufactured G.F.R. canoes, the average thickness is about .10 thou." this finish is not usually reinforced other than by adding of Granite powder in some cases. If a hull or deck hits, for instance, a rock or wall the damage would probably be a chip or scratch to the Gel finish, the chip can be filled with liquid Gel resin which has the consistency of thick paint, the scratch should not be filled unless very deep, as small scratches can be polished out with (Coachbuilders) cutting paste compound.

Gel Coat Repairs. In any type of glass-fibre repair, all areas must be clean, dry and free from any kind of oil or grease. Garnet paper is handy to clean out large chips, or deep scratches, alternatively a corner of a File will enlarge a small fiddly crack or scratch into an easy to repair Vee shaped cut. To repair such a cut the best method is:

1. Mix in an old clean tin lid a small amount of the appropriate Gel resin with 1-2% of Catylyst, this starts a chemical reaction within the Gel resin which culminates in the resin setting hard (Cured). The pot life is in the region of 10 minutes, and so gives good time to effect the repair.
2. With a small paint brush transfer the Gel resin to the cut until the cut is filled and slightly proud of the surrounding hull surface.
3. Next step is to stretch a piece of Sellotape or Scotch tape lengthwise across the repair making sure that the tape is free from creases, the tape re-produces the correct contour and gives a nice gloss if correctly positioned.
4. Leave until cured before removing the tape, clean the brush with Acetone, then dip the brush into a solution of Detergent and boiling water. All traces of the Gel resin should be removed from the bristles, and in this way your brush will last many repairs without harm.

To Repair Holes and Splits. These should always be repaired from the inside with glass-fibre patches, either cloth or chopped mat. They should be pre-treated with Lay-Up resin which is thinner than the Gel type, and again the Lay-Up resin needs 1-2% of Catylyst to start a cure.

1. Assuming the hole or split is right through the hull shell, the edge of the damage will almost certainly be jagged and uneven, and these rough edges will have to be cut and trimmed with a hacksaw blade even though it will mean making the hole larger until the hole is clean and free of loose particles.
2. Cut out a glass-fibre patch to overlap the hole by at least  $1\frac{1}{2}$ " about three patches of 1oz.sq.ft. should be sufficient for one hole.

3. Impregnate the patches with Lay-Up resin which has been mixed with the 1-2% of Catylst. The ratio is best at 2 parts resin to 1 part glass-fibre. A good method of impregnation is lay the patches on a piece of greaseproof paper applying the resin with an old paint brush. 4. Transfer the patches to the inside of the hole with the brush, and again with the brush stipple the patches into place. If the repair is not in easy reach, tie the brush to a length of wood. The stippling action removes air from the glass-fibre. 5. Stretch a piece of Sellotape over the outside of the hole to stop surplus resin from escaping. 6. Allow the repair to cure at about 70° Fahrenheit/22° Centigrade and when cured hard, remove tape and file a vee cut in hard Lay-Up resin that has come through to the tape. 6. A Gel repair will complete the job.

CLEAN UTENSILS IN BOTH ACETONE & DETERGENT & HOT WATER

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## Our Man in Hong Kong

Major G. Cobbett, M.B.E., R.A.S.C., one of our readers and a BCU (Hon) Coach, has written to us from Hong Kong to say that during the year he and a training team comprising Lieutenant Tony Manaton, R.A.S.C., who did his initial canoeing at the YMCA, Pool Dorest, Staff Sergeant John Rennie, R.A.S.C., and Sergeant W.D. Stafford, R.A.S.C., introduced 50 Chinese boys to the sport of Canoeing.

At a recent presentation, Brigadier T. Haddon, C.B.E., Chief of Staff to the Forces, gave out 36 BCU Novice Certificates to Chinese boys, 5 of the same to Army personnel and one to a British schoolboy who helped as an assistant leader; the latter is the son of the writer, but was examined by Tony Manaton. Two of the Service helpers also achieved their Proficiency Certificates and Badges. It is optimistically expected that these two will soon pass their Instructors Certificates.

The team are now getting ready to run two Proficiency Courses and to conclude the year they then hope to take the best of the students out on a more venturesome voyage, from the southwest coast of the old pirate hide-out on Lantau to the Soko group of islands, bang on the border of the Colony and the Republic of China, thence to the Leper Colony of Hayling Chau from where they will visit a nearby Trappist Monastery. The last day will be a long haul across more open waters to the old Royal Naval ammunition island of Stonecutters from where they will head to the Royal Hong Kong Yacht Club of which Major Cobbett is a member.

# Canoe Building in Cold-Moulded Ply

L. GEE

There are two basic forms of cold moulded ply construction, the first employing veneers and the second thin plywood. In the case of veneers, several skins are used, each formed of narrow strips laid diagonally from keel to gunwale, alternate skins being laid on opposite diagonals i.e. approximately at right angles to each other. Normally an odd number of skins is used, so that the grains of the surface veneers, inside and outside the boat run in the same direction. This construction, which resembles that of sheet plywood is intended to balance and correct out those stresses set up by changes in moisture content.

Where the shell is moulded in thin plywood, it is customary to use only two skins, plywood being more stable than veneer. Again each skin is composed of narrow strips laid diagonally from keel to gunwale, the skins being laid at approximate right angles to each other.

It is becoming common for the keel and hog to be omitted where the shape of the canoe is such as to permit running the planks from gunwale to gunwale. In this way, some weight is eliminated making a lighter canoe or permitting a stronger shell and therefore more nearly approaching the ideal monocoque construction.

## VENEER v PLYWOOD

Although the choice between moulding in veneer or ply is largely a personal one, there are certain considerations which affect that choice. Care is needed when moulding in thin veneer, to avoid the formation of bubbles between the skins. Once the glue has set, such bubbles are not easily dealt with. This fact, coupled with the need for at least three skins, makes moulding in veneer a relatively slow business, but the result is a very strong and light shell. The use of plywood largely overcomes the question of bubbles and the need for only two skins makes this method a rather quicker means of producing a moulded shell. There are however, a few snags, the first of which is the tendency of the



plank edges to curl up and the second, the relative reluctance of even very thin ply to bend easily. These features mean that the stapler and  $\frac{1}{4}$ " staples, so useful in veneer moulding are no longer strong enough for the job and alternatives must be sought. Fortunately these drawbacks can be eliminated, though at the price of a small loss in strength. The technique is to cut the planks from the sheet of ply diagonally across the face grain at an angle corresponding to that which the planks make to the keel. Thus the face grain of each plank will now follow the fore and aft lines of the completed boat. Planks cut in this way become most docile and the ultimate loss in strength is not as great as might at first be supposed.

#### WHY MOULD

Cold moulding is probably the easiest way for the amateur to produce a round bilged canoe which is rather lighter than glass fibre and free from the pollyleafing so noticeable in lath and canvas. Repairs are fairly easily effected though seldom necessary, as moulded ply is surprisingly resilient provided that no framing is incorporated. The behaviour of a rigid round bilged canoe in rough water, and its qualities of speed are well enough known to require no elaboration, and there remain only the questions of cost and building time. The materials for a moulded ply canoe cost about the same as for say, a Kayel or lath-and-canvas canoe of similar size and type, and the time taken in moulding is very little more than either of these two methods of construction. The chief snags are, cost and time of building the mould over which the canoe is built and the cost of a staple gun. Both of these items may be written off against several canoes, or they may be sold when no longer needed.

If an individual canoe is desired, or better still, if several people can agree on a design, then cold moulding takes a lot of beating both as a method of building and as a finished canoe.



# Canoe Building in Glass-Fibre/Resin - Part 1

The advent of glassfibre into the canoe-building world has resulted in the usual rash of extravagant claims about its excellence followed by the equally usual ache of examples of its unreliability. On the one hand, eulogies about the rollicking, rock-bashing capabilities of this new material; on the other, counter claims about the shuddering, shatterability that some glassfibre canoes have demonstrated at most inopportune moments. Let us, in the usual British way, take the middle line. No material so far available is superior in so many ways; equally, no material can be expected to stand up to prolonged (and often unnecessary) beatings without failing, particularly if it has been fabricated incorrectly.

The main drawback to glassfibre is that of cost; the professional canoe-builder who has to gauge an unknown market, sink a good deal of capital into a relatively new technique, chance his arm with something not yet fully accepted, needs to proceed carefully - he has to sell his canoe as well as make them - small output means relatively large overheads which in turn means a canoe that is a good deal more expensive than the more traditional types. The amateur hasn't so much to lose and because his livelihood is not dependent on the outcome, he can often turn out a reasonable job which has cost, in terms of hard cash, less than the professional counterpart.

It seems that there are many without experience of the medium who are brave (or rash?) enough to want to try it and the following notes are written to help these people. They are in no way an exhaustive treatise, but rather a basis on which the individual can learn by his own experience; a guide to the 'wet lay up process' - the most popular method of fabricating glassfibre with polyester resin. No doubt, those with experience will disagree on some points - any resulting discussion will no doubt be welcomed, not the least by the Editor. However, I can claim that the methods explained have proved successful practically with, so far, only one example of incomplete success and they have worked with groups with no previous experience of any canoe-building.

At this stage, the availability of a mould is assumed - (mould-making will be dealt with subsequently) but successful experience of laying up shells and handling the materials over a period is recommended before undertaking such a project - mistakes can prove costly in both time and money.

## THE MATERIALS

Since the materials used are relatively new, much experimental and testing work needs to be done before the method allows much latitude. However, with care and diligence, the amateur can produce a canoe which is very little (if any) more expensive and certainly much stronger and more easily maintained than the traditional types, i.e. if the cost of the mould is excluded. The manufacturers of the raw materials are continually researching in an endeavour to improve their products and are usually very helpful to genuine requests for information.

## 1. Polyester Resins

There is a large range of these developed to suit particular moulding methods or the use to which the final product is to be put. For example, some are produced for hot setting techniques; some for wet lay up methods; some are particularly suitable for electrical components, others for situations where water resistance is important. Any reputable firm will gladly give guidance and recommend the resin particularly suited to the job in hand. Some are able to supply a thixotropic grade which has the very useful property of being non-draining, important where near-vertical surfaces are involved, and there is also a 'flexible' grade which improves resilience and impact strength. Advice on relative quantities to be used in a mix should always be sought, e.g. if more than 10% of some flexible grades are used the resultant shell will remain 'tacky'

## 2. Activators

Most grades of resin have a guaranteed shelf life of at least six months. Before they can be used they require "activating", by the addition of other materials, to enable the necessary chemical changes to take place. We are concerned with a catalyst (sometimes called the "initiator") which starts the reaction, but which is relatively slow, giving a life of 8 - 30 hours to the mix, and an accelerator (or "promoter") which speeds up the reaction depending on the relative amount used (with normal mixes giving 30 minutes "life").

"Strong" mixes (i.e. when relatively large amounts of accelerator are used) can be dangerous when near the gelling stage, since the reaction is highly exothermic i.e. great heat is generated and copious fumes given off. Mixing catalyst and accelerator directly, even in very small amounts, can produce a dangerously violent chemical reaction and this risk of explosion must be recognised.

## 3. Additives

These include fire proofing, filling materials, etc., but for our purpose, only pigments need to be considered. These, best used in paste form, impart permanent colour to the job. A "seeable" colour in the red/yellow range, e.g. Neon Red, Fire Orange, Blaze, is recommended from the safety angle. Fluorescent finishes, first-rate for canoes, are now available, but need slightly different treatment if the best results are to be obtained.

## 4. Reinforcing Materials

As with resins there is a large range available and the following are of immediate interest.

### (a) Chopped Strand Mat

This, combined with the resins, normally constitutes the main "body" of the job. In the trade, it is regarded as a low cost, general purpose reinforcement, but is certainly sufficiently strong for our purposes. It consists of 2" long strands randomly distributed and bonded together to form a rather stiff but fairly easily disturbed mat. The low alkali type is most suitable for canoe construction. It is normally available in widths of 36" (easier to handle) and 54" and in weights of 1, 1½ and 20zs / sq. ft. The 1½ ozs. is recommended for most jobs.

(b) Glass Cloth

This can be used in conjunction with (a). Though more expensive, it is stronger than (a) weight for weight. Some amateurs have found that there is a tendency for laminations to part where different materials are used together and for simplicity and cheapness (at the expense of a little extra weight) chopped strand mat throughout gives a satisfactory job under most conditions. Cloth is available in a large variety of weaves, widths and weights and the type used is dependent on what strength is required, how important the final weight of the finished job is, and considerations of cost. Woven rovings are heavy type cloths which are very efficient but more expensive and heavier.

(c) Surface Tissue

This enhances the appearance and makes "kinder" the outer surfaces of the job and can also be used to strengthen the gel coat (though some people no longer recommend this). It is a fine, tissue paper-like glass mat.

Various combinations of reinforcing materials can be used. In general terms, cloth gives 50% and woven roving 100% increase in tensile strength, however, they are more costly than chopped strand mat and sometimes bring other problems particularly if used in the variable conditions under which the amateur often works. The simple combination of gel coat (with surface tissue if desired), 2 laminations of 1½ ozs. mat and an inner surface tissue seems to pose the least problems, is cheap and gives good results. It is worthwhile finishing the inner surface with surface tissue and/or "painting" on a thin coat of resin when gelling of the laminations is well advanced.

5. Release Agents

Unless the builder is to be left with hacked-off pieces of hull and a rather chopped about mould, or a hull with a mould permanently attached, it is essential to have an efficient system of releasing the finished hull from the mould. We are concerned with two agents - a rather soft wax polish type and a liquid type which are used in conjunction to give a very efficient two-stage process.

6. Cleaning Agents

Once the resin is activated nothing will stop the gelling and hardening processes. Unless they are to be written off, all tools should be cleaned with a suitable agent immediately the work is completed (and sometimes during the processes). Acetone is recommended as a cleaning agent.

7. Glass-fibre Tape

This is used for strengthening joints and for fixing half-frames, inwale strips, etc., if composite glassfibre/plywood method is employed.

(To be continued)

# Chelmer Junior Handicap Race

This year the Junior Handicap Race was organised as part of Chelmsford official celebrations to mark the 75th anniversary of the incorporation of the Town as a Borough, thereby drawing attention to the importance of the river as an amenity of the town both past, present and in the future.

As in previous years the race was organised by the Chelmsford Boating Club and owing to a flood prevention scheme, now being carried out, the course this year was from Barnes Mill to Hoe Mill, Ulting. The total distance being seven miles.

The paddlers set out at intervals according to their handicap.

The main object of this annual event is to encourage youngsters to take up the competitive side of canoeing, in particular those who do not as yet own one of the specialised canoes now required in L-D events. It thereby acts as a bridge from touring to L-D racing. The organisers were gratified to find that a fair number of the competitors were newcomers to competitive canoeing.

## Results

### Under 16s

|     |            |             |                                  |
|-----|------------|-------------|----------------------------------|
| 1st | A. Baldwin | Hatfield YC | <u>Actual Time</u><br>1h 13m 45s |
| 2nd | R. Bloxham | "           | 1h 17m 53s                       |

### Under 19s

|     |           |           |            |
|-----|-----------|-----------|------------|
| 1st | M. Mean   | "         | 1h 7m 42s  |
| 2nd | A. Miller | Harlow CC | 1h 14m 39s |

### Ladies

|     |                           |                           |            |
|-----|---------------------------|---------------------------|------------|
| 1st | M. Dover                  | Chelmsford BC             | 1h 48m 13s |
| 2nd | (S. Liversedge<br>G. May) | Aylesbury<br>Sch. Bromley | 1h 54m 30s |



P. Sheckleton of Chelmsford B.C. passing the finish.



M. Mean of Hatfield Y.C. Ist. Single to finish.



# News of the B.C.U.

The end of November is the time when all nominations for the Council of the British Canoe Union must be in the hands of the Secretary. Also due on this date are any proposals which members wish to be discussed at the Annual General Meeting in January. With the Union standing at its highest point ever both with regard to finances and membership it is important that members take this annual opportunity of making their wishes known to Council and of seeing that the officers elected are those who are in close touch with present day conditions.

It seems likely that the administrative changes forecast in the August issue of 'Canoeing' are likely to come about in the New Year and while at the time of going to press we cannot say more, we can reveal that some honorary officers of the Union are likely to be able to spend more time in their canoes than previously.

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## Letters

Dear Sir,

### Do You Wear A Foamdome?

With the increasing use by white water canoeists of crash helmets, is it not time that canoeists evolved a suitably descriptive term for this kind of headgear? Since the motor-cyclist's term 'skidlid' is inappropriate, may I suggest we adopt the term 'foamdome'?

Yours faithfully,  
Norman Tilley,  
London. W.13.

Dear Sir,

### Paddle Your Own Canoe

I have been an individual member of the B.C.U. for more than twenty years, but I had built two canoes and discarded them for a bought one by the time I joined.

Much as we all admire and work for, or wish for, the success of Club Canoeing, I trust too much water has not passed under the bridge to let us forget the phrase "Paddle Your Own Canoe".

Youth's desire to prove its power to master its surroundings - finds a wonderful outlet in going off alone in a canoe, begged, borrowed or home-made.

Surely most canoes today are still used in this way, and these youths are with their parents consent(!) at Gods Mercy, and far safer than on the road.

This being so we must use all means of communication to youth, advocating safety, clubs and union, the need for giving the basic life jacket or old inner tube stowage space, with some weather and wind law not to mention tides or currents to help youth's early adventures.

Yours faithfully,  
A. Colvill

Dear Sir,

### Medway Challenge Rally

The next in the series of Medway Challenge Rallies will be held on December 1st. when the start for the Doubles will be from Tonbridge. This course is over 30 miles and 9 lock portages and is the original Challenge course first raced nearly 5 years ago by teams from H.M. Borstal, Rochester and H.M.S. Pembroke, Chatam, R.N. The present course record of 4 hours 6 minutes is held by the Blue Waters Canoe Club, but this is certain to be seriously challenged at the next meet. The last 11 miles of the course are on the tidal waters of the Medway: conditions generally during winter Rallies offer a reasonable challenge to those under training for the D/W. Classes for racing are similar to those used in the D/W. A small charge is made for entries to cover the cost of the personal trophies awarded to winners of classes. ALL competitors who complete the course are awarded Certificates of Performance as a permanent record of their entry.

For the information of Clubs which cater for adventure training, the Rallies also include Wayfinding events. These are competitive map-reading walks: the map-reading is an essential feature of the events. Walkers operate in pairs and many were posted "missing" on the recent Rally because their map-reading was not quite as good as it might have been.

Enquiries concerning the Medway Challenge Rally will be very welcome. Lone-wolf canoeists in London and Kent will be particularly. The Four Admirals Club which organises the events is an association of such people who wish to meet competitively at regular and frequent intervals but have no desire to belong permanently to a club. At the same time we accept the existence of clubs and a Challenge Trophy is awarded annually on the basis of the performance points scored by club team entries over a year.

A point of special interest to would-be competitors is that the wearing of life jackets is compulsory and failure to do so can result in disqualification. Objections to this rule always evaporate very quickly when the objector is asked to sign a statement absolving the organisers in the event of a fatal accident.

Yours faithfully,  
P. Antwis,  
Four Admirals Club,  
38, Hill Road,  
Rochester,  
Kent.

Dear Sir,

### White Water Crash Helmets

I had experience in a recent slalom event, of the danger of using an improvised helmet for canoeing in white water. The helmet in question was a solid glassfibre type without any outlet holes, which, after capsizing, filled with water, and the weight held me under the surface. It is time that helmets were made in this country specifically for canoeing.

Yours faithfully,  
M. Pindar

Dear Sir,

Nov. issue: page 208: para. 1.

If you will forgive an awful pun "I cannot A Bide A.Byde's English in this para." We must think not only of canoe-men reading our magazine, but anyone who - being a non-canoeist - might pick it up for enlightenment. So:

"Basically, a trailer is.. (please read lines 1 and 2). No! Wheels are NOT "rapidly attached to a number of canoes AND TO a towing vehicle". If they are attached TO the canoes, do the latter string along in single file - or in column of 4's? What an extraordinary procession! And "to a towing vehicle"? Doesn't it already HAVE wheels? Why add more?

"This must be within the letter of the law".... WHAT must? The whole "lot", I suppose. But can't one better express it?

"And regulations have been made IN ORDER to keep the trailer tower IN ORDER" Phew! And what tower? None has been mentioned - only wheels - and low ones at that. What is "towering"?

"This is by no means authoritative". What is? The trailer tower was the last noun mentioned. Must be its towering authority!? If the writer means: The following data is by no means ..... then why not say so, and why give so many figures and data if they are NOT authoritative? He says definately "The requirements are":-

I think the author must not have bided his time, and thought of what he was writing, but must have gone overboard and taken a crop too much... of water or something "Basically" (see line 1) made of water! Could he have meant to write:

"Basically, a trailer is a device whereby a number of canoes may be towed along the roads behind a vehicle. It consists of a light framework, supported on small wheels, so constructed that it will carry several canoes at a time, side by side and one above another. But the width, length and height of the trailer are subject to legal requirements, of which the following is only a summary....."

Later, our friend writes (para. 4, line 1): "Experience tells me that all the foregoing is good stuff." Well, may be: but I think I would have written: .... is sound common-sense. "Stuff" is quite the wrong word.

I have just entered my 70th year, and experience tells me that the writing of simple, clear, unequivocal English is not easy and requires careful thought and a nice choice of the RIGHT word. But it is worth the striving.

Yours faithfully,  
Frederic Moss.

(This poses an interesting problem as to how far one should go in withholding the editorial blue pencil in order to preserve the individual flavour of an author's work. The problem becomes even greater when the author is well-known for his individualistic treatment of the written and spoken work. On reflection we feel that in a straight article such as this, as opposed to a 'Splodge' narrative, we should have used our blue pencil more vigorously. Ed.)

# News Flashes

## CANOEING IN BRITAIN

After almost a year's hibernation, 'Canoeing in Britain' the quarterly bulletin of the B.C.U. is to come to life again on the 10th December. The Editor will be Jack Levison and we are told that changes in style, format, and content are to be introduced.

## BASCHIN CANOES TAKEN OVER

The Continental firm of Baschin who specialised in the production of glassfibre slalom and white water canoes has ceased to exist as a separate entity. Their designs have been taken over by Klepper whose U.K. agent is, of course, the Canoe Centre.

## 'CANOEING' PLANS LIST

We have now prepared an illustrated list of our canoe building plans which readers can obtain by sending a stamped, addressed envelope to our Circulation Manager, 6 The Mall, Brentford, Middlesex.

## TYNE SLALOM NEW LOOK

Tyne Folding Boats report that they have modified the deck line of their glassfibre slalom and white water canoe thus reducing the depth by approximately two inches.

## CHRISTMAS IS COMING

A year's subscription to 'Canoeing' would make an excellent Christmas present.

## CANOEING AND SAFETY

The article in last month's 'Canoeing' was by John Cardwell. We apologise for the inadvertent omission of this credit title.

## TWENTY SLALOM AND WHITE WATER CANOES

The news that John Critchley had obtained the U.K. agency for Mendesta canoes prompted us to count up the number of slalom and white water designs now available in this country. We reached the astonishing figure of twenty different models, and this is without counting two designs shortly to be introduced by an established manufacturer who has so far not catered for this field.

## WITHAM VALLEY CANOE CLUB

A new canoe club has been established in the Lincoln area. All aspects of the sport will be catered for, and prospective members should contact Jack Birkett, Wigford Yard, High Street, Lincoln.

## ATTENTION

MacGregor's '1,000 miles in the Rob Roy canoe' is selling steadily. Have you ordered your copy yet from B.C.U. Supplies? The price is 10s. 6d. post free.

# RESULTS

THE LEE & STORT DEVELOPMENT COMMITTEE  
Long Distance Canoe Race  
Held on Sunday 6th October 1965

RESULTS SHEET (CONT'D)

| Class 6a (Juniors)        | Club        | Time       |
|---------------------------|-------------|------------|
| Watts & White             | C.F.C.      | 1. 47. 25. |
| Horse & Haywood           | Chelmsford  | 1. 58. 08. |
| Van Bailein & Parry       | A.A.J.L.Rgt |            |
| Gentle & Franklin         | Harlow      |            |
| Ritchie & Grisle          | A.A.J.L.Rgt |            |
| Crozier & Moore           | A.A.J.L.Rgt |            |
| Class 6b (Ladies) & Girls | Harlow      | 1. 55. 0.  |
|                           | Harlow      | 2. 01. 18. |
|                           | Harlow      | 2. 07. 00. |
|                           |             | Scratched  |
| Class 7a (Seniors)        | Harlow      | 1. 52. 33. |
|                           | Worcester   | 1. 55. 12. |
|                           | Chelmsford  | 2. 04. 40. |
|                           | Chelmsford  | 2. 10. 15. |
| Class 7b (Juniors)        | Harlow      | 0. 53. 20. |
|                           | Harlow      | 0. 58. 05. |
|                           | Southampton | 1. 01. 45. |
|                           | Wardens End | 1. 04. 25. |
|                           | Harlow      | 1. 07. 25. |
|                           | Harlow      | Scratched  |
|                           | Harlow      | Scratched  |
| Class 7c (Ladies)         | Harlow      | 1. 16. 30. |
|                           | Southampton | 1. 20. 20. |
| Class 7d (Seniors)        | Harlow      | 2. 19. 15. |
|                           | Worcester   | 2. 26. 40. |
|                           | C.F.C.      | 2. 30. 00. |
|                           | C.F.C.      | Retired    |
| Class 8a (Juniors)        | Harlow      | 0. 57. 15. |
|                           | C.F.C.      | 1. 00. 30. |
|                           | Harlow      | 1. 00. 45. |
|                           | Southampton | 1. 08. 40. |
|                           | Chelmsford  | 1. 08. 51. |
| Class 8b (Ladies)         | Harlow      | 0. 59. 40. |
|                           | Chelmsford  | 1. 11. 00. |
|                           | Chelmsford  | Scratched  |
| Class 9 (Seniors) & Boat  | Harlow      | 1. 40. 05. |
|                           | Chelmsford  | 1. 54. 36. |
|                           | Harlow      | 1. 57. 37. |
|                           | Harlow      | 1. 58. 33. |
| Class 10a (Seniors)       | Harlow      | 1. 54. 17. |
|                           | Chelmsford  | 2. 01. 33. |
|                           | Harlow      | 2. 04. 40. |
|                           | Harlow      | 2. 13. 15. |

THE LEE & STORT DEVELOPMENT COMMITTEE  
Long Distance Canoe Race  
Held on Sunday 6th October 1965

RESULTS SHEET

| Class 1 (Seniors)        | Club            | No. | Time       |
|--------------------------|-----------------|-----|------------|
| Maycock                  | Viking          | 102 | 1. 47. 25. |
| Salter A.O.C.            | Richmond        | 100 | 1. 58. 08. |
| Class 2 (Seniors)        |                 |     |            |
| Wade, R.                 | C.F.C.          | 204 | 1. 55. 0.  |
| Ballett, J.              | Harlow          | 201 | 2. 01. 18. |
| Rightingale, R.          | Chelmsford      | 202 | 2. 07. 00. |
| Soloman, J.              | Independent     | 203 | Scratched  |
| Class 3a (Seniors)       |                 |     |            |
| Hollier, S.              | Hatfield Y.C.   | 300 | 1. 52. 33. |
| Lancefield, R.           | Worcester       | 303 | 1. 55. 12. |
| Cheriton, P.             | Chelmsford      | 304 | 2. 04. 40. |
| Jones, I.                | Chelmsford      | 302 | 2. 10. 15. |
| Class 3b (Juniors)       |                 |     |            |
| Moss, M.                 | Hatfield Y.C.   | 355 | 0. 53. 20. |
| Stobhas, S.              | Hatfield Y.C.   | 352 | 0. 58. 05. |
| Dalrymple, D.            | Southampton     | 354 | 1. 01. 45. |
| Papion, D.               | Wardens End     | 356 | 1. 04. 25. |
| Blohm, P.                | Hatfield Y.C.   | 353 | 1. 07. 25. |
| Baldwin, A.              | Hatfield Y.C.   | 350 | Scratched  |
| Class 3c (Ladies)        |                 |     |            |
| Oliver, L.               | Southampton     | 371 | 1. 16. 30. |
| Gillespie, M.            | Southampton     | 370 | 1. 20. 20. |
| Class 4a (Seniors)       |                 |     |            |
| Ferreira, K.A.           | Royal           | 402 | 2. 19. 15. |
| Moran, N.                | C.F.C.          | 401 | 2. 26. 40. |
| Mutharo, B.              | C.F.C.          | 403 | 2. 30. 00. |
| Fish, R.                 | C.F.C.          | 400 | Retired    |
| Class 4b (Juniors)       |                 |     |            |
| Jordan, D.               | Harlow          | 451 | 0. 57. 15. |
| Stevens, R.              | C.F.C.          | 450 | 1. 00. 30. |
| Orchard, R.              | Richmond        | 453 | 1. 00. 45. |
| White, M.J.              | Chelmsford      | 452 | 1. 08. 40. |
| White, M.J.              | Chelmsford      | 454 | 1. 08. 51. |
| Class 4c (Ladies)        |                 |     |            |
| Tucker, M.               | Richmond        | 473 | 0. 59. 40. |
| Ries, M.                 | Chelmsford      | 472 | 1. 11. 00. |
| Lewis, V.                | Chelmsford      | 470 | Scratched  |
| Class 5 (Seniors) & Boat |                 |     |            |
| Deasling & Exeter        | Viking & Exeter | 501 | 1. 40. 05. |
| Sutton-Pratt             | Independent     | 500 | 1. 54. 36. |
| Chambers & Hodges        | Harlow          | 502 | 1. 57. 37. |
| Lewis & Stobhas          | Richmond        | 503 | 1. 58. 33. |
| Class 6a (Seniors)       |                 |     |            |
| Jackson S.               | Royal           | 602 | 1. 54. 17. |
| Mott & Rightingale       | Chelmsford      | 601 | 2. 01. 33. |
| Bennett & Wheatley       | Viking          | 600 | 2. 04. 40. |
| Wheatley                 | Harlow          | 603 | 2. 13. 15. |

| Class 6b (Juniors)              | Club          | Time                               |
|---------------------------------|---------------|------------------------------------|
| Matt & White                    | C.F.C.        | 655                                |
| Horse & Haywood                 | Chelmsford    | 651                                |
| Van Bailein & Parry             | A.A.J.L.Rgt   | 654                                |
| Gentle & Franklin               | Harlow        | 652                                |
| Ritchie & Grisle                | A.A.J.L.Rgt   | 653                                |
| Crozier & Moore                 | A.A.J.L.Rgt   | 650                                |
| Class 6c (Ladies) & Girls       | Harlow        | 670                                |
|                                 | Harlow        | 671                                |
| Class 7a (Seniors)              | Harlow        | 700                                |
|                                 | Southampton   | 701                                |
| Class 7b (Juniors)              | Harlow        | 753                                |
|                                 | Harlow        | 750                                |
|                                 | Harlow        | 752                                |
|                                 | Southampton   | 751                                |
| Cups                            |               |                                    |
| Fastest Single (Senior)         | Maycock       | 102                                |
|                                 | Junior        | 355                                |
|                                 | Meas          | 473                                |
|                                 | Lesly         | 475                                |
| Fastest Double (Senior)         | Green & Peart | 501                                |
|                                 | Junior        | Thomas & Watson                    |
|                                 | Ladies        | Endean & Tripp                     |
| Club with most points           | C.F.C.        | 670                                |
| <b>CANOEING RESULTS</b>         |               |                                    |
| <b>1. MEN'S CHALLENGE RALLY</b> |               |                                    |
| Doubles Class Bx                |               |                                    |
| 1st.                            | Batling-Saith |                                    |
| 2nd.                            | Artvis        | 4A's.C. 1h-57m. New Course Record. |
| 3rd.                            | McGinniss     |                                    |
| 4th.                            | Artvis        |                                    |
| 5th.                            | Campbell      |                                    |
| 6th.                            | Artvis        |                                    |
| 7th.                            | Artvis        |                                    |
| 8th.                            | Artvis        |                                    |
| 9th.                            | Artvis        |                                    |
| 10th.                           | Artvis        |                                    |
| 11th.                           | Artvis        |                                    |
| 12th.                           | Artvis        |                                    |
| 13th.                           | Artvis        |                                    |
| 14th.                           | Artvis        |                                    |
| 15th.                           | Artvis        |                                    |
| 16th.                           | Artvis        |                                    |
| 17th.                           | Artvis        |                                    |
| 18th.                           | Artvis        |                                    |
| 19th.                           | Artvis        |                                    |
| 20th.                           | Artvis        |                                    |
| 21st.                           | Artvis        |                                    |
| 22nd.                           | Artvis        |                                    |
| 23rd.                           | Artvis        |                                    |
| 24th.                           | Artvis        |                                    |
| 25th.                           | Artvis        |                                    |
| 26th.                           | Artvis        |                                    |
| 27th.                           | Artvis        |                                    |
| 28th.                           | Artvis        |                                    |
| 29th.                           | Artvis        |                                    |
| 30th.                           | Artvis        |                                    |
| 31st.                           | Artvis        |                                    |
| 32nd.                           | Artvis        |                                    |
| 33rd.                           | Artvis        |                                    |
| 34th.                           | Artvis        |                                    |
| 35th.                           | Artvis        |                                    |
| 36th.                           | Artvis        |                                    |
| 37th.                           | Artvis        |                                    |
| 38th.                           | Artvis        |                                    |
| 39th.                           | Artvis        |                                    |
| 40th.                           | Artvis        |                                    |
| 41st.                           | Artvis        |                                    |
| 42nd.                           | Artvis        |                                    |
| 43rd.                           | Artvis        |                                    |
| 44th.                           | Artvis        |                                    |
| 45th.                           | Artvis        |                                    |
| 46th.                           | Artvis        |                                    |
| 47th.                           | Artvis        |                                    |
| 48th.                           | Artvis        |                                    |
| 49th.                           | Artvis        |                                    |
| 50th.                           | Artvis        |                                    |
| 51st.                           | Artvis        |                                    |
| 52nd.                           | Artvis        |                                    |
| 53rd.                           | Artvis        |                                    |
| 54th.                           | Artvis        |                                    |
| 55th.                           | Artvis        |                                    |
| 56th.                           | Artvis        |                                    |
| 57th.                           | Artvis        |                                    |
| 58th.                           | Artvis        |                                    |
| 59th.                           | Artvis        |                                    |
| 60th.                           | Artvis        |                                    |
| 61st.                           | Artvis        |                                    |
| 62nd.                           | Artvis        |                                    |
| 63rd.                           | Artvis        |                                    |
| 64th.                           | Artvis        |                                    |
| 65th.                           | Artvis        |                                    |
| 66th.                           | Artvis        |                                    |
| 67th.                           | Artvis        |                                    |
| 68th.                           | Artvis        |                                    |
| 69th.                           | Artvis        |                                    |
| 70th.                           | Artvis        |                                    |
| 71st.                           | Artvis        |                                    |
| 72nd.                           | Artvis        |                                    |
| 73rd.                           | Artvis        |                                    |
| 74th.                           | Artvis        |                                    |
| 75th.                           | Artvis        |                                    |
| 76th.                           | Artvis        |                                    |
| 77th.                           | Artvis        |                                    |
| 78th.                           | Artvis        |                                    |
| 79th.                           | Artvis        |                                    |
| 80th.                           | Artvis        |                                    |
| 81st.                           | Artvis        |                                    |
| 82nd.                           | Artvis        |                                    |
| 83rd.                           | Artvis        |                                    |
| 84th.                           | Artvis        |                                    |
| 85th.                           | Artvis        |                                    |
| 86th.                           | Artvis        |                                    |
| 87th.                           | Artvis        |                                    |
| 88th.                           | Artvis        |                                    |
| 89th.                           | Artvis        |                                    |
| 90th.                           | Artvis        |                                    |
| 91st.                           | Artvis        |                                    |
| 92nd.                           | Artvis        |                                    |
| 93rd.                           | Artvis        |                                    |
| 94th.                           | Artvis        |                                    |
| 95th.                           | Artvis        |                                    |
| 96th.                           | Artvis        |                                    |
| 97th.                           | Artvis        |                                    |
| 98th.                           | Artvis        |                                    |
| 99th.                           | Artvis        |                                    |
| 100th.                          | Artvis        |                                    |

**LEEDS CANOE CLUB** 1963

**THE TANFIELD SLALOM**  
October 13th, 1963.

C.E. McAllister:  
33 Claremont Rd.  
LEEDS 6. Tel. 571322.

**Third Division.**

| Posn.                          | Name             | Club       | Pen. | Tim. | Tot. | Pen. | Tim. | Tot. | P.   |
|--------------------------------|------------------|------------|------|------|------|------|------|------|------|
| Modified Average Score - 355.6 |                  |            |      |      |      |      |      |      |      |
| 1.                             | Chris Webb       | Manchester | 10   | 241  | 251  | 50   | 243  | 293  | 70.6 |
| 2.                             | David Bennett    | Manchester | 100  | 232  | 332  | 40   | 231  | 271  | 76.2 |
| 3.                             | Philip Brownhill | Manchester | 140  | 242  | 382  | 40   | 234  | 274  | 77.0 |
| 4.                             | Billy Holmes     | Manchester | 50   | 257  | 307  | 180  | 228  | 408  | 78.9 |
| 5.                             | Derek Horton     | Carlisle   | 20   | 249  | 269  | 30   | 274  | 304  | 83.5 |
| 6.                             | Derek Holmes     | Manchester | 80   | 236  | 316  | 30   | 274  | 304  |      |

**Ladies Division.**

| Posn.                          | Name              | Club        | Pen. | Tim. | Tot. | Pen. | Tim. | Tot. | P.    |
|--------------------------------|-------------------|-------------|------|------|------|------|------|------|-------|
| Modified Average Score - 525.3 |                   |             |      |      |      |      |      |      |       |
| 1.                             | Jean Battersby    | Manchester  | 150  | 332  | 482  | 180  | 297  | 397  | 75.6  |
| 2.                             | Lesley Calverley  | Manchester  | 150  | 363  | 513  | 180  | 269  | 369  | 82.5  |
| 3.                             | Wendy Bayes       | Lakeland    | 230  | 293  | 523  | 140  | 333  | 473  | 106.7 |
| 4.                             | Reesa Perrell     | Carlisle    | 310  | 357  | 667  | 220  | 403  | 623  | 118.0 |
| 5.                             | Margaret Allford  | Chalfont    | 310  | 357  | 667  | 220  | 403  | 623  | 122.8 |
| 6.                             | Elizabeth Andrews | Saar V-Lley | 240  | 405  | 645  | 260  | 396  | 656  |       |

**Fourth Division.**

| Posn.                        | Name             | Club        | Pen. | Tim. | Tot. | Pen. | Tim. | Tot. | P.   |
|------------------------------|------------------|-------------|------|------|------|------|------|------|------|
| Modified Average Score 413.8 |                  |             |      |      |      |      |      |      |      |
| 1.                           | John D. Roberts  | Vortwater   | 40   | 259  | 299  | 30   | 213  | 243  | 58.7 |
| 2.                           | John MacLeod     | Manchester  | 70   | 237  | 307  | 20   | 240  | 260  | 62.8 |
| 3.                           | Mike Adams       | Carlisle    | 30   | 237  | 267  | 40   | 224  | 264  | 63.6 |
| 4.                           | Ken Harrop       | West Yorks. | 30   | 247  | 277  | 500  | 196  | 696  | 66.9 |
| 5.                           | Peter Reeve      | Leamington  | 30   | 272  | 302  | 90   | 230  | 320  | 73.0 |
| 6.                           | Stephen Thwaites | Lakeland    | 120  | 299  | 379  | 50   | 253  | 303  | 73.2 |

**ROYAL LEAMINGTON SPA & WORCESTER CANOE CLUBS**  
**BILSH WATTS SLALOM 6th OCTOBER 1963**

**FINAL RESULTS**

| Posn. | Name            | Club       | 1st Run |      |      | 2nd Run |      |      | Best | %ge.  |
|-------|-----------------|------------|---------|------|------|---------|------|------|------|-------|
|       |                 |            | Pen.    | Tim. | Tot. | Pen.    | Tim. | Tot. |      |       |
| 1     | Dave Mitchell   | Chester    | 110     | 217  | 327  | 30      | 221  | 251  | 251  | 58.5  |
| 2     | Martin Rohleder | Manchester | 160     | 215  | 375  | 40      | 229  | 269  | 269  | 62.7  |
| 3     | Geoff Dinsdale  | Twickenham | 70      | 215  | 285  | 140     | 252  | 392  | 285  | 66.4  |
| 4     | Frank Everleigh | Warren     | 130     | 274  | 404  | 40      | 266  | 306  | 306  | 71.3  |
| 5     | Rigel Moraby    | Manchester | 260     | 256  | 516  | 100     | 245  | 345  | 345  | 80.4  |
| 6     | Glyn Davies     | Chester    | 270     | 254  | 524  | 120     | 243  | 363  | 363  | 84.6  |
| Posn. | Name            | Club       | Pen.    | Tim. | Tot. | Pen.    | Tim. | Tot. | Best | % ge. |
| 1     | Eric Taylor     | Onprey     | 340     | 277  | 617  | 160     | 254  | 414  | 414  | 77.8  |
| 2     | Peter Rogers    | Chalfont   | 260     | 324  | 584  | 130     | 293  | 423  | 423  | 79.5  |
| 3     | Roger Hood      | Middland   | CAP.    | 170  | 271  | 441     | 441  | 441  | 441  | 82.9  |
| 4     | Colin Manton    | Leamington | 160     | 264  | 444  | 390     | 252  | 642  | 444  | 83.5  |
| 5     | Jim Harrison    | Middland   | 280     | 274  | 554  | 190     | 268  | 458  | 458  | 86.1  |
| 6     | Charlie Greaser | Chalfont   | 400     | 218  | 618  | 230     | 265  | 495  | 495  | 91.1  |

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

**LINCOLN CANOE CLUB - POSSE RACE 13th OCTOBER, 1963.**

Seniors 12 miles, Juniors and Ladies 8 miles.

| CLASS     | 1. POSITION | NAME             | CLUB                 | TIME                          |
|-----------|-------------|------------------|----------------------|-------------------------------|
| CLASS 1A. | 1.          | R. J. LANCEFIELD | WORCESTER C. C.      | 2hrs 5min 26s                 |
|           | 2.          | R. J. FLAVELL    | LINCOLN C. C.        | 2hrs 5min 26s                 |
|           | 3.          | R. GRAY          | WORCESTER C. C.      | 2hrs 9min 44s                 |
| CLASS 2B. | 1.          | M. MEAN          | HATFIELD Y. C.       | 1hr 19min 50s                 |
|           | 2.          | I. GRANT         | LINCOLN C. C.        | 1hr 20min 18s                 |
|           | 3.          | R. FREEMAN       | LINCOLN C. C.        | 1hr 23min 51s                 |
|           | 4.          | A. LAWS          | LINCOLN C. C.        | 1hr 26min 06s                 |
|           | 5.          | R. FLOOMER       | HATFIELD Y. C.       | 1hr 36min 20s                 |
|           | 6.          | R. BLOUNT        | HATFIELD Y. C.       | 1hr 36min 20s                 |
| CLASS 4A. | 1.          | N. LILLEY        | LINCOLN C. C.        | 2hrs 7min 51s                 |
|           | 2.          | K. L. FERREIRA   | ROYAL C. C.          | 2hrs 22min 7s                 |
|           | 3.          | J. HOLMES        | LINCOLN C. C.        | 2hrs 45min 18s                |
| CLASS 4B. | 1.          | G. OHION         | GAILLEY C. C.        | 1hr 23min 44s                 |
|           | 2.          | B. STEVENS       | RICHMOND C. C.       | 1hr 24min 46s                 |
|           | 3.          | R. OLIVER        | LINCOLN C. C.        | 1hr 27min 36s                 |
|           | 4.          | J. IRVING        | LINCOLN C. C.        | 1hr 34min 37s                 |
|           | 5.          | J. HOLMES        | CLEETHORPES C. C.    | 1hr 55min 28s                 |
| CLASS 4C. | 1.          | H. TUCKER        | RICHMOND C. C.       | 1hr 26min 44s                 |
|           | 2.          | S. JACKSON       | ROYAL C. C.          | 1hr 41min 43s                 |
| CLASS 5.  | 1.          | MACHIN/HORGAN    | GAILLEY C. C.        | 1hr 45min 36s                 |
|           | 2.          | LAWLER/SALTER    | RICHMOND C. C.       | 1hr 54min 18s                 |
| CLASS 6A. | 1.          | G.MPBELL/PYE     | NORTH SEA CAMP C. C. | 1hr 57min 25s                 |
|           | 2.          | DEAKINS/SHITH    | CLEETHORPES C. C.    | 2hr 61min 19s                 |
| CLASS 6B. | 1.          | SHUTE/ALLEN      | NORTH SEA CAMP C. C. | 1hr 21min 7s                  |
|           | 2.          | BUTLER/ELLISON   | NORTH SEA CAMP C. C. | <del>1hr 21min 7s</del> N.E.T |
| CLASS 7A. | 1.          | PARKER/OLIVER    | LINCOLN C. C.        | 1hr 55min 21s                 |
|           | 2.          | HOLLIS/WADE      | HATFIELD Y. C.       | 2hr 28min 21s                 |
|           | 3.          | O'BRIEN/C.RESS   | NORTH SEA CAMP C. C. | 2hr 41min 06s                 |
| CLASS 7B. | 1.          | JONES/DUFFY      | NORTH SEA CAMP C. C. | SCRATCHED                     |
|           | 2.          | WATSON/THOMAS    | HATFIELD Y. C.       | 1hr 22min 10s                 |

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| 4.   | Robert Carr     | Leeds                        |      |      |      |      |      |      | 55   | 50    |
| 5.   | Ian Pendleton   | Forth                        |      |      |      |      |      |      | 55   | 50    |
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