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# DEVIZES TO WESTMINSTER RACE

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1953  
1954  
1955  
1956  
1957  
1958  
1960  
1961  
1962  
1963  
1964



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# Canoeing

Volume 4

Number 6

May 1964

Editor: Brian Skilling    Treasurer: Maureen Dawson    Secretary: Marianne Tucker

Circulation Manager: Charles Ranshaw

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## Editorially Speaking

With Easter past, most canoeists will have given their boats a Spring overhaul and made good those temporary repairs made at the height of last year's season. Traditionally, too, Spring is the time for buying that new boat or perhaps completing the building of one's dream boat. It is fitting, therefore, that we should remind readers of the advantages of insuring one's canoe against loss or damage.

Although there are several companies who will insure canoes, undoubtedly the 'best buy' in policies is that obtainable under the B.C.U. insurance scheme. This scheme has been in operation for several years now and although no-one would deny that there have not been teething troubles, it can be relied upon to give satisfactory cover. It also has the additional advantage that it is specifically tailored to meet the needs of the canoeists rather than being a general small boat policy.

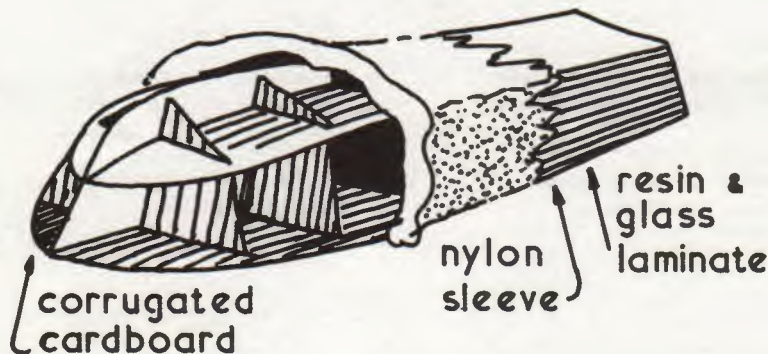
Administration of the scheme has recently been taken over by Ian Pendleton, 21 Windsor Road, Manchester 10, to whom all enquiries should be addressed.

# Making Moulds for Casting in Resin/Glass Laminates Part 2

BY ALAN BYDE

## HULL MOULD IDEAS

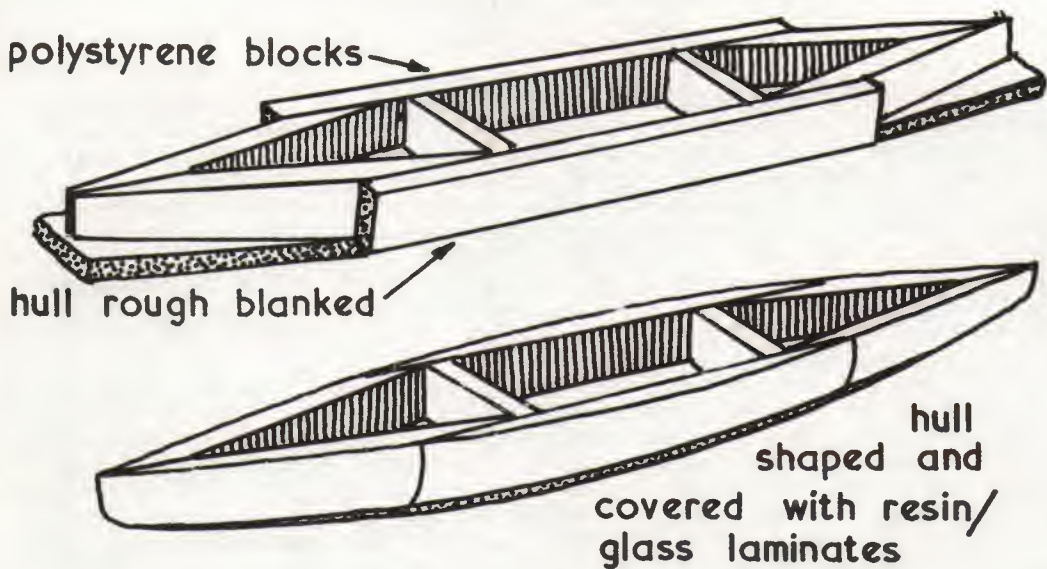
There are many methods which may be used to obtain a hull in glass/resin laminates. Some require complex machinery, rubber bags, steam, suction pumps, blowers, chopped strand cabinets, and so on. There are also simple methods which are suitable for amateur use.



4.

This shows a method I saw explained in an American magazine on boat building. Sections of corrugated cardboard are cut out and slotted together to form an "egg box" as shown (diagram No. 4). A sleeve of nylon or some other synthetic fabric non-soluble in the resin which is to be used, is then pulled over the mould. After adjusting and trimming to shape, it is given a coat of resin, which is allowed to stiffen. Layers of glass cloth and mat follow and a surface coat of glass tissue is applied. Finally, thin polythene sheet is pressed against it to obtain a smooth finish, the surface being rolled with a soft roller to exclude air.

After it has cured, and is hard, the whole is turned right way up, and the cardboard sections torn out. Stiffeners are then fitted, using wood or moulded parts, honeycomb paper being added to give thickness with little weight where needed, e.g. such as the deck, and a boat hull results. This method could be used for canoe hulls, for one off jobs, or for building models for moulds.



5.

Some time ago, I saw a catamaran (built from two hulls rather like canoes) where the material used for the hulls was expanded polystyrene foam blocks stuck together, shaped, and covered with suitable resin and glass cloth.

Such a construction from material with a very low impact resistance would not be good for hulls subjected to constant knocks. Slalom hulls would be unsatisfactory, but LD racing hulls might benefit from the very low weight of this structure. Remember, however, that styrene is a solvent used in the preparation of some resins, and these could dissolve expanded polystyrene foam with startling rapidity. The foam has a closed cell construction, and even if pierced in many places would float. It has good stiffness, and would hold its shape in the water. Wear and abrasion resistance is very small, the material being friable. This method may also be useful for obtaining a male model for striking a casting mould as the blocks are relatively inexpensive and the mould would be a lot lighter to move about than a wood and plaster one which can be very heavy. Workmanship could be simplified, as gaps left by faulty workmanship could be filled with a filler made from crumpled foam and waterproof glue. This sort of "botched" job is alright for moulds, which only require a perfect exterior, construction being of secondary importance.

(To be continued)

# Know your Capsize Drill

BY OLIVER COCK (B.C.U. NATIONAL COACH)

Most self-taught canoeists are unaware at the beginning of the tippiness of their little vessel. They discover this with a suddenness which also catches them unawares, so much so, in fact, that they are frightened by the experience.

The actual capsizing of a canoe is not of itself very dangerous. What is dangerous is the degree of fear experienced by the occupant. Fear impairs the ability of its sufferer to think. According to the degree of fear experienced, the ability to think is great or small. In maximum fear - sheer panic - the ability to think disappears altogether, "I was frozen to the spot!" How often does one hear such an exclamation?

There are two ways of overcoming fear. People who are involved in dangerous pursuits, such as firemen or men of the fighting services, know that they are going to be frightened. They therefore drill themselves into strict routines so that, when the frightening moment arrives, the habit of the drill takes over when the ability to think has ceased. The stricter the drill and the more it is practised, the more it will take over at the moment of crisis.

The second method of overcoming fear can be employed when, quite honestly, there is nothing to be frightened about. Going into a dark, empty room is frightening. Go into enough empty, dark rooms, and one becomes accustomed to it, realising all the time that there is really nothing to be frightened of!

Both methods have their similarity, since "the drill" in the second case is going into the empty, dark room, and "the practice" is going into it often. Our lesson can therefore be applied to the business (if that is the right word of capsizing a canoe: "learn the drill and practice it often". Eventually and to the amazement of all onlookers, capsizing becomes great fun, something almost to be gone in for. After all, it is the easiest way out of a canoe!

What is the drill? The one that is given below is one which will get you out of any canoe into which you have been able to get. It is given as a drill. Practice it as such until you know it so well that, even in the moment of crisis when you capsize unexpectedly, you automatically do the thing properly. Then go on practicing it some more, just to make sure about it.

1. Lean forward and grasp the gunwales of the canoe as far forward as you can reach.
2. Capsize.
3. Count ten, still with your hands holding the gunwale.
4. Take the spray cover off with your hands, but still leaning forward so that you are looking at the deck or into the cockpit.
5. Put your hands on the gunwales on either side, by your hips, still leaning forward.
6. Still leaning forward, push yourself out of the canoe downwards with your arms, trying to do a forward summersault. Watch for your feet.



7. As soon as you see your feet clear the cockpit you may relax and swim to the surface.
8. Once on the surface, swim as quickly as possible to one end of the canoe and hold onto it. It does not matter which end. Don't touch the canoe until you do get to the end, and Don't try to climb onto the canoe once you are there. Just hold on, and Don't leave go. In a strong wind or heavy sea it can be carried away from you.  
Don't try to right it and climb in. You will get a lot of water into it in the process if you do, and this will hinder rescue operations.  
If your paddle is near to hand, swim with your canoe to collect it. If it isn't within easy reach, leave it. One of your friends who are with you can more easily collect it for you. In any case it is the least expensive of the three of you - you, your canoe and your paddle - to replace.
9. If you are in enclosed waters, such as a river, a canal or a small lake, you can now swim with your canoe towards the bank. Remember that the shortest distance between a point and a line is at right angles to the line, so swim that way, directly to the bank, regardless of the fact that the current of the river is taking you downstream. Don't try to aim for a point on the bank, as you may never get there.  
It is immaterial whether you swim on your back or on your chest, whether you pull or push your canoe at this stage. When you come to capsize on a heavy rapid there are variants to this rule which you will learn when you get there; but at this stage get to the bank comfortably and without hurrying.
10. If you are in open water, such as an estuary, the sea or a large lake, just wait, unless of course you are so near to the shore it's an easy swim in. But don't forget that distances are deceptive in open water. If you have any doubt about being able to swim to the shore, don't try. Just wait. It takes the least energy out of you, and your friends who are with you can easily put you back in your canoe again by the deep water rescue method, even if it is rough.

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#### WHOSE CANOE?

Alongside the raft of the Little Windle Canoe Club are four canoes. One is bright red, one blue, one green and one grey. They belong to the members of the Club Committee whose names are Grey, Carter, Scarlett, and Green.

Grey and Green do not own the canoes of the same colour as their names, but the Commodore's name suggests the colour of his canoe. Mr. Green often takes lunch with the Treasurer, and Mr. Carter's rack is next to that of the Slalom Secretary. The Slalom Secretary owns the grey canoe, but the Cruising Secretary does not own the blue canoe. Mr. Grey lent his canoe to the Treasurer for one day last week.

Who are the Commodore, the Treasurer, the Slalom Secretary, and the Cruising Secretary and what colour canoe does each own?

# Test Report

## Moonraker -

## Class 4 -

## Fantastic

BY MARIANNE TUCKER



"Fantastic" by name, this newly designed boat by Messrs. Jenkins and Lancefield has a length of 15 ft., beam 23 ins. and the weight, including seat, floorboard, footbar and rudder is only 22 lbs. The hull covering is non-absorbent P.V.C. coated nylon which is not quite as strong as heavy cotton or flax canvas but it does not rot and the weight hardly increases at all after it has been in the water for a considerable length of time. However, I do recommend that this boat is treated with care especially when portaging and this can be done in view of its extreme lightness. Ladies and juniors can lift it from the water with ease and even long portages would not be too much of a struggle with such a light boat.

The new framework design is very interesting. The cockpit complete with the ply side decks is fitted and glued permanently to the rest of the framework before the hull and deck canvases are fitted. The cockpit thus becomes an integral part of the whole framework, resulting in a very much more rigid layout. There are eight frames across the canoe, all of which are laminated to shape from five layers of hardwood. These frames are, therefore, very strong, and light.

Another interesting feature is that with this new design the hull canvas, or the deck canvas, can be fitted or renewed quite independently of each other. The only parts which have to be taken off when renewing a "skin" are the gunwale rubbing strips, the brass protecting strips at the bow and stern, and the four short beadings.

The footbar is now held in position by shockcord. This enables quick adjustments to be made to the footrest and cuts out the difficulties that can be experienced when trying to bolt home the pins which secure the footrest in a hurry. Often one finds that the footrest isn't in the correct position just when everybody

else is lining up for the start, hence panic stations! The seat and floorboard are similar to the type used in a K.1. or K.2. It is held into the canoe by a method which permits very quick adjustment and there are turn buttons at each side to hold it in position.

Again a lot of thought has gone into the problem of adjusting rudder wires. Two forward wires are permanently fixed to the tiller bar and come back as far as the centre of the cockpit. The other two wires from the rudder are linked to these by means of a very simple, lightweight and foolproof adjuster which is in the most accessible position. Hence wires can be replaced, or adjusted, easily.

I have had an opportunity of paddling the "Fantastic" under the racing conditions. It handles well, is very light and, as has been said, easy to manage at portages. I did find that in the "dirty" water of other boats it was very lively in fact, not dissimilar to a K.1. An inexperienced paddler might find this rather alarming but I would say it is quite a stable boat and once it has been used a few times any paddler would feel "at home" in it. I was quite surprised at the acceleration which can be achieved no doubt due to the fact that at water level the lines become "fish shape" and the hull sections are semi-circular which results in a very fast hull. Indeed, Messrs. Jenkins and Lancefield have upheld the standard that is now expected of them - a first class boat.

Price of factory built canoe complete with rudder assembly, seat, floorboard and footbar	£32. 10s. Od.
Price of pre-fabricated kit to build complete with accessories as above	£21. 10s. Od.

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## Canoeing on the River Dee

At the request of members of my Association I recently wrote to Miss K. Tootill of the Canoe Camping Club and I quote from my letter to her as follows:-

"Canoeing on the River Dee is increasing annually and we hope through you to provide a reminder to members of your Club and other organised canoeing bodies that when your and their members canoe on the waters of the River Dee they are making use of private property wherever the water so used adjoins private land and that it is therefore important for permission to be obtained from the owners of the waters concerned where any organised canoeing activity is to take place and in all cases important to avoid disturbance of fishing and fishery interests, with which my Association is in the main concerned, since otherwise Riparian Owners will have to take action to stop this activity at least during the fishing Season."

I would be most grateful if publicity could be given in the near future in your Journal to the  
D.R. Richards, Bank Buildings, Llangollen, Denbighshire.

# Devizes to Westminster Race 1964

With a fast stream running, dry weather, and cool conditions the experts predicted that this year might see the setting of a fresh D-W record, possibly even the breaking of the 20 hour barrier. But it was not to be. The winning senior crew were K.Aston and R.Donnison of the Royal Marines in a time of 22 hours followed by J.Gmach and D.Johnson in  $23\frac{1}{4}$  hours. This latter is one of the best civilian performances in recent years, and must have been very satisfying indeed for J.Gmach whose glass fibre Accords have been one of the most successful boats used in this race. Third came T.M.Cook and S.Warren (16 Para C.C.) in  $24\frac{1}{2}$  hours.

Although eighty-five senior crews started this year, only thirty-seven finished and there is little doubt that the flood water coming down the Thames was partly responsible. The strong current at the weirs and bridges took its toll of careless and exhausted canoeists and night paddling was particularly hazardous. Errors which under normal conditions would have been retrievable led only to disaster. However, for those that completed the course the organisation at Westminster was first-class and the provision of hot meals and showers must make a most satisfactory end to this marathon. It is to be hoped that the fears of the organisers that County Hall will not be available in future years will prove groundless for it will be extremely difficult to find similar amenities in the Westminster area.

The Junior Event was won by D.E.Irving and M.E.Harrison of A.A.S.Harrogate in 19hr.38min. Second place was shared between C.J.March and F.M.James (R.M.C.C., Deal) and T.Rickards and T.A.Branchflower of Metropolitan Police Cadet Corps both returning times of 20hr.34min. The A.A.S.Harrogate took the fourth place with a time of 20hr.58min. returned by J.E.Frith and R.H.Wood.

The increasing popularity of the Junior Event is beginning to provide the organisers with some headaches, for the arrival of over a hundred canoeists at the daily finishing point all within a short time of each other provides a tremendous strain on resources. This is particularly so at Westminster where the short run down the tideway gives little opportunity for the field to spread out. The result is that with the best will in the world, competitors cannot be provided with the end-of-race facilities they deserve. Possibly, in the future we may see this develop into an event with an entry restricted to those who have proved themselves in some earlier race. A pity, perhaps, but if the field continues to expand it may be inevitable.

## RESULTS (Subject to confirmation)

Challenge Cup:	K.Aston and R.Donnison
Designer's Trophy:	J.L.Gmach & Co.
Civilian Trophy:	J.Gmach and D.Johnson
Service Trophy:	K.Aston and R.Donnison
Reserve Forces' Trophy:	W.Swales and J.Meston
Team Trophy	Not awarded
Tyne Folding Canoe Trophy:	F.A.Dunning and G.A.Hague
Wiltshire Gazette Shield for Juniors:	D.E.Irving and M.E.Harrison
Team Trophy (Junior):	A.A.S.Harrogate.



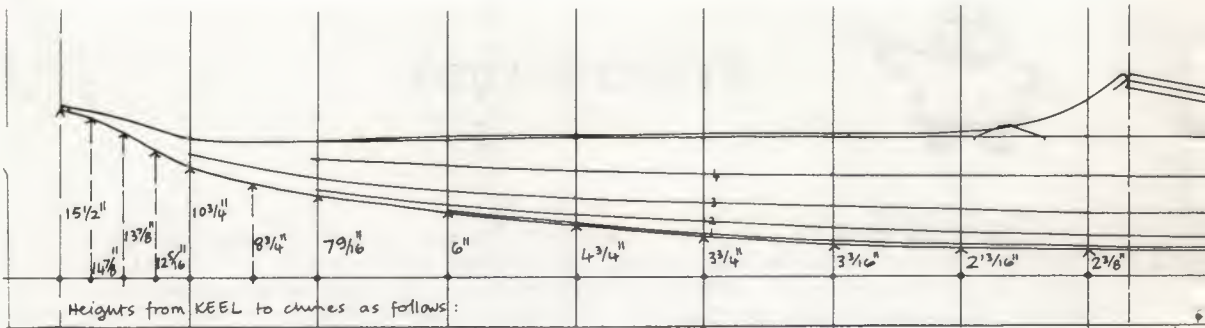
## Project Eskimo

In this country when we talk of 'Eskimo kayaks' most people instinctively think of the Greenland Eskimo kayak with its distinctive profile and hard chine construction. It may then come as a shock to many of our readers to see the lines of the West Hudson Bay kayak shown overleaf. The cross-section is multi-chined and give every indication of the kayak being both lively and fast, while the run of the lines for and aft has a gracefulness which is absent in the angular Greenlander.

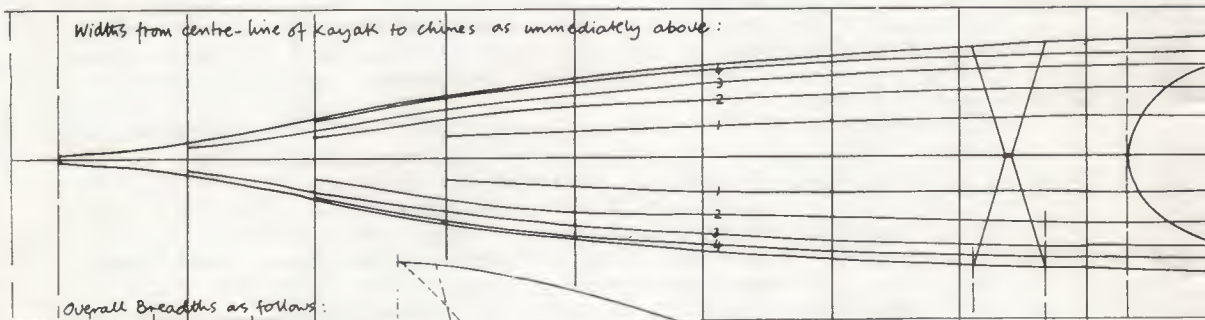
The kayak from which the lines have been drawn is normally on permanent exhibition in the British Museum, and it was taken down specially for us to study. The following technical details will be of interest.

The length is  $18'5\frac{1}{2}"$  with a beam of  $20\frac{7}{8}"$  and the covering is of sealskin. The gunwales are  $3\frac{7}{8}"$  by  $13/16"$ , the keelson is  $\frac{1}{2}"$  deep by  $\frac{7}{8}"$  wide and the chine stringers, three each side of the keelson, are all  $\frac{1}{2}"$  by  $\frac{1}{2}"$ . The ribs are secured to the stringers by a thong which is in one continuous length from rib to rib and runs the complete length of each stringer. The thong goes along the side of the stringer and forms a loop in front of the rib, it then leads through a hole in the stringer goes round the back of the rib, through the loop and onto the next rib. The beam under the fore part of the man-hole hoop has a maximum depth of 2" in the centre narrowing to  $\frac{3}{8}"$  at the gunwale. The hand grip is 3" wide, 1" thick at the top and  $\frac{3}{4}"$  at the bottom. The hoop is  $1\frac{1}{4}"$  by  $7/16"$  with a diameter of  $18\frac{1}{8}"$ , and the skin is drawn up to a neat diamond shaped nick on the inside and secured to a thong which is in a groove all round the outside.

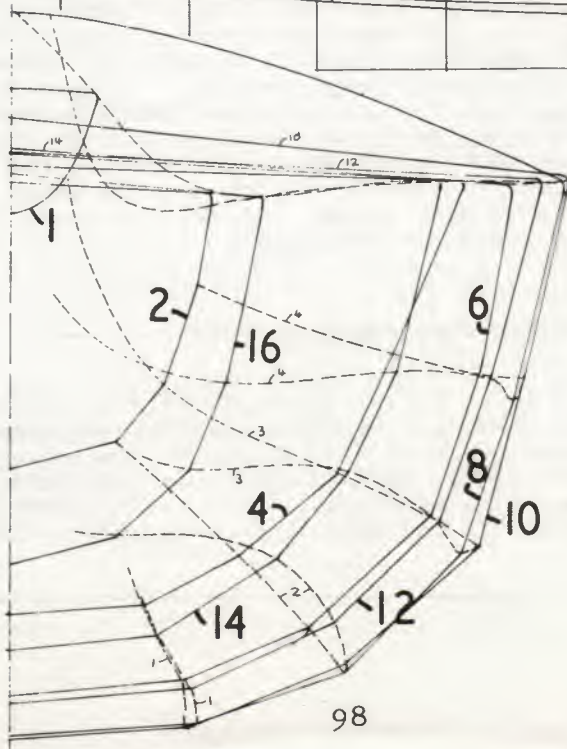
Copies of the lines of this kayak drawn to a scale of one-tenth, with the cross-sections drawn to a scale of one-quarter with full detailed dimensions are available price 3s. 6d. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex. The drawing has been numbered Project Eskimo 5.

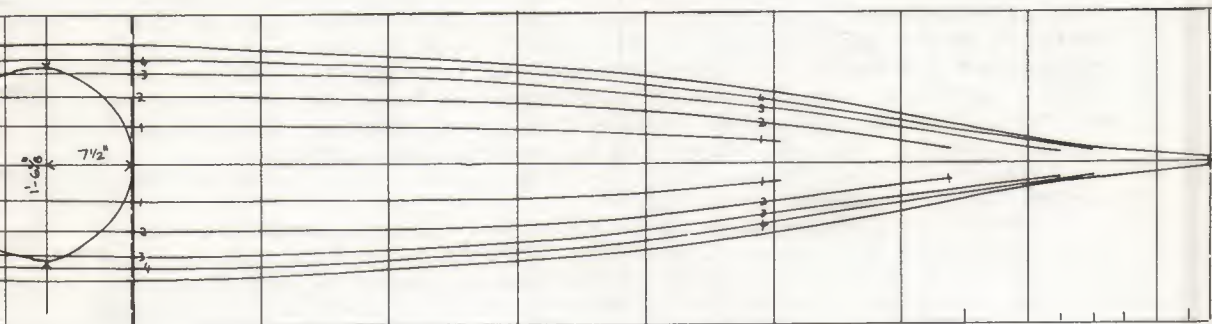
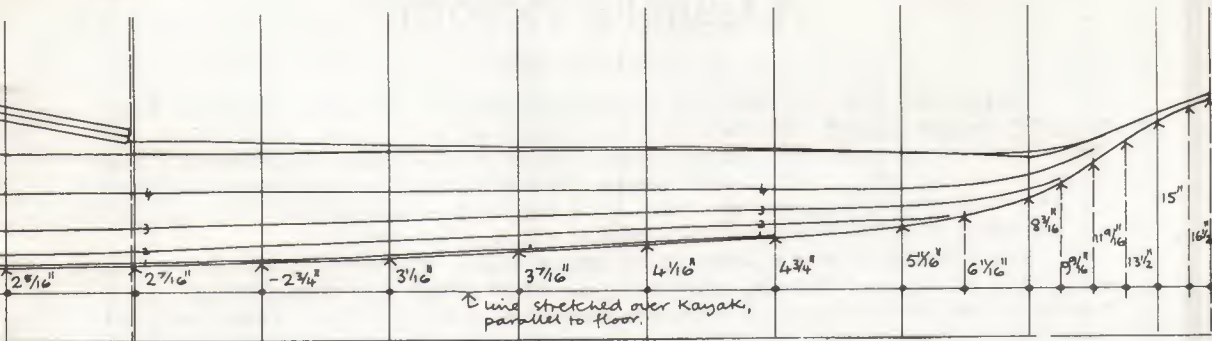


Side view.



Plan.





Measured on 20 July 1963 by courtesy of A. Digby Esq., Curator of the Ethnographical Department, by Charles Ranshaw, Brian Skilling or John Brand. I have eight photographs of the kayak or I believe Mr Ranshaw has about the same number. The kayak is permanently exhibited at the museum.

# British Museum : W. Hudson Bay Kayak.

Size: 18' 5 1/2" x 20' 8" x 16 1/2"

CANOEING 'PROJECT ESKIMO', 6 The Mall, Brentford, Middlesex.  
John Brand, ARIBA, AA Dipl., Bramble Tye, Stanway Green, Colchester,  
7. October 1963. Essex.

# A Canal is Reborn

BY DAVID HUTCHINGS

Construction of the Stratford-upon-Avon canal began in 1793 and 23 years later the navigation reached the Avon at Stratford. 26 miles of canal, 56 locks, numerous bridges and 4 aqueducts had been constructed. For some years the waterway - which was linked to the Warwick/Birmingham canal at Lapworth - prospered and carried up to nearly 200,000 tons of goods annually.

The railway came and in common with other prosperous, or strategically important, canals the Stratford was bought out by a company which eventually became parts of the Great Western and it met the normal fate of those which fell into the hands of this otherwise excellent company. Navigation was discouraged and trade dwindled, the process was accelerated by petty restrictions, which made life difficult for the boat crews, and by an almost complete lack of maintenance which made near-impossible the passage of their boats to and from the Avon. The last commercial boat - it is understood - reached Stratford in the late 1920's, this started with a full cargo, it dragged itself through weed beds and over endless mud banks and at each road bridge cargo was removed until barely 5-tons finally reached Stratford by water (or swamp).

Boats did not stop using the Stratford canal because they wanted to but because they had to.

Except for the passage of an occasional lengthsman's punt along short sections navigation ceased. The River Avon had become derelict and thus the circle of navigable water comprising the Severn, the Avon, the Worcester/Birmingham canal and the Stratford canal was broken. Stratford ceased to be a centre of inland navigation and the canal, which remained a Statutory Navigation, awaited only the time to die. During the war the waterway decayed further and became a source of danger and of smells, of considerable expense to its proprietors, and of inconvenience to riparian owners. In 1947, for better or for worse - for canals, as was soon seen, for worse - came Nationalisation Informed public opinion, led by the Inland Waterways Association, then recently founded by Robert Aickman and others, hoped that the nation would at last achieve an integrated transport system, that roads, railways, and canals would each carry the cargoes best suited to them. This hope was dashed and the struggle for the survival - and ultimately the full use and development - of our inland waterways, which has now continued for 15 years, began. Canals were fought for and saved, others were lost but little was done - because little hope remained - for the southern section of the Stratford canal. Inspections were carried out, reports were produced, but many seemingly more vital waterways occupied the attention of the campaigners and the winding rural waterway, once part of a thriving transport complex, was left to moorhens and blanket weed, to dry rot and to frost.

August 1958. The final blow was poised. Warwickshire County Council with the blessing of the Stratford-upon-Avon Borough Council and the approval of British Transport Waterways applied to abandon the canal under the 1888 Railways and Canals Act. This most cynical





A "good" lock before repair.



Removing demolished wall and mud from lock 43. Wilmcote flight. Summer 1963.

Act permits the abandonment of a canal if it can be proved that it has not been navigated for at least three years before the date of the application, and it is not difficult to ensure that no craft shall use a waterway for the requisite period, certainly little extra effort was required upon the parts of the then British Transport commission to ensure that no boats passed down the Stratford canal. In many places the waterway was impassible - except to a bulldozer - only one Lock was workable and this was padlocked, chambers had crumbled, gates had rotted and fallen (70 out of 74 were beyond repair) weirs had been lowered, all of the paddles were missing or near useless, trees grew across the waterway and in the pounds, acres of weed and hundreds of thousands of tons of mud choked the channel, the towing path hedge had run riot, bridges had decayed and for  $6\frac{1}{2}$  miles the banks were porous.

The Abandoners (who loudly claimed that about £7,000 could be saved on the cost of a replacement road bridge if the canal could be closed but failed to mention that the cost of Abandonment was about £120,000) had reason to be confident. The Inland Waterways Association and the Stratford Canal Society fought back, protest cruises - over one of the few "navigable" sections of the waterway - public meetings (one of which crammed Stratford town hall to beyond its doors), petitions, door to door canvasses, film shows, television and sound broadcasts were organised and prominent people addressed the enthusiastic, indignant crowds. The State steam roller was not to have an uninterrupted passage.

A rumour was discovered, followed up, confirmed.

A - presumably - ill-fated clerk in some obscure British Waterways office had during the vital period issued a canoe ticket.

This was enough. In the right hands - and the right hands were ready - it was an irresistible weapon, the blow was struck, the steam roller shuddered to a halt, paused - and retreated.

Thus was the canal saved. But for what?

In the Inland Waterways Association was a man who influential within the National Trust and he provided the link. The Trust was persuaded to attempt to take and restore - not merely "preserve" - a canal which was probably in a worse condition than any other Statutory Navigation in Great Britain. For two years negotiations proceeded the only outward indication of progress being requests for information or for the confirmation of facts. The miracle occurred, under Act of Parliament the canal was taken over, initially for 5 years then - if the Trust wished it - for ever.

In addition to the initial cost of Abandonment mentioned above there would have been an annual maintenance cost in perpetua of perhaps £2,000 (abandoned canals cannot be ignored), the cost of effectively filling in would have been about £1,000,000. Officially the cost of restoration was about £100,000 but the canal - it was decided - would have to be restored for about £45,000. A campaign for funds was launched and - with £20,000 from the Ministry of Transport - brought in the full sum within six months.

On 31st October 1960 the Trust accepted a  $13\frac{1}{2}$  mile long liability, there was no staff - except for one disgruntled, displaced lengthsman - no equipment, no money, no depot (it had been



let to a car component packing firm) no experience and no plans. It was vaguely hoped that help would come from volunteers and the Services, and it was blithely assumed that somehow the necessary knowledge would be gained. Those who were to do the job had nothing and knew nothing but they began with one overwhelming advantage, they were not Experts and therefore did not know what could not be done.

In March 1961 the back-breaking grind to Stratford began. A small portion of the depot had been occupied, an old dragline had been bought, and an unwilling Irishman borrowed to operate it. Five years was too long and a 3-year programme was drawn up.

Year 1	.. to Lowsonford	10 locks	2½ miles.
Year 2	.. to Wilmcote	19 locks	11 miles.
Year 3	.. to Stratford-upon-Avon.	36 locks	13¼ miles.

(To be continued)

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#### ANSWERS TO WHOSE CANOE (Page 93)

The Commodore, Mr. Scarlett, owns the red canoe. The Treasurer, Mr. Carter owns the blue canoe, the Slalom Secretary, who is Mr. Green, owns the grey canoe, and the green canoe is owned by Mr. Grey, the Cruising Secretary.

# News Flashes

## CANOEING IN JUGOSLAVIA

The Kayak Touring Club are going to Jugoslavia this Summer, and plan to cruise down the Adriatic Coast. They have two or three spare places in the party, and any reader wishing to join the cruise should contact Bill Gibbons, 63 Nutter Lane, London E.11.

## CANOE COACHING

The officers of the Kent Canoe Club are prepared to journey to any part of Kent to give instruction to groups of members in all aspects of canoeing, providing that their expenses (the bare minimum) are met by those wishing to take advantage of this service.

## ROUND GUNWALE FOLDING SLALOM CANOE

Tyne Folding Boats have just produced what they claim is the first genuine folding canoe with rounded gunwale. The framework follows conventional pattern except that the gunwale stringer is replaced with a moulded piece of glass fibre to give the requisite curve. The price is £44. 2s. 6d.

## WEIGHT TRAINING FOR CANOEISTS

Alan Toplis of 75 Willows Road, Walsall, Staffs., is gathering details of weight training methods used by canoeists and would be grateful to receive details of any training schedules. When completed, the survey will be circulated to those interested.

## THE UPPER URE

It will be necessary in future to obtain permission from Lord Bolton's Agent before attempting to canoe the Upper Ure between Aysgarth and Middleham Bridge. The address to write to is: The Estate Office, Wensley 214, LEYBURN, Yorks. It should be noted that permission to launch at Hestholme Farm will not be given. Any canoeists requiring further information about the Yorkshire Rivers are recommended to get in touch with the Touring Committee's 'Agent' in the area; C.E.McAllister, 11a Springfield Mount, LEEDS 2:

Bevere Slalom, 3rd Division, Ladies, and 3rd and 4th Div. team. Also Canadian event. On the 7th of June. Organised by the Worcester and Royal Leamington Spa Canoe Clubs. Secretary, 3 Aconbury Close, Worcester.

## COACHING SCHEME - CHANGE OF ADDRESS

Geoff. Sanders, Hon. Secretary of the National Coaching Scheme, informs us that from Whitsuntide (May 15th) his address will change from: 33 Orchard Avenue, Solihull, Warwicks  
to: 4, BARSTON LANE, SOLIHULL, WARWICKS.

His telephone number will then be SOLihull 2391.

# RESULTS

Oxford University Canoe and Kayak Club L.D. Race, March 8, 1964.

ROYAL CANOE CLUB LONG DISTANCE RACE 22nd MARCH, 1964.

## RESULTS SHEET

Race No.	Name	Club	Position	Time h. m. s.	Points	Class	Hour	Mins	Secs.	
<b>CLASS 1</b>										
3	D. Shankland	Llandaff	1	1 51 57	5	Class 1	Richmond C.C.	1	24	
7	P. Pawler	Richmond	2	1 58 26	3					Royal C.C.
1	S. Hollier	Hatfield Youth Centre	3	2 06 20	2					Hatfield C.C.
<b>CLASS 2</b>										
10	T. Shenton	RCC	1	2 07 46	5	Class 2a	Worcester C.C.	1	34	
13	P. Hastings	Camb. Univ.	2	2 08 34	2					Cleethorpes C.C.
9	R. Wade	Hatfield Youth Centre	3	2 08 59	2					Sandhurst C.C.
<b>CLASS 3a</b>										
20	R. Humphrey	Camb. Univ.	1	2 04 41	5	Class 3b	Richmond C.C.	-	42	
21	S. Smith	Worce.	2	2 07 41	3					Hatfield C.C.
22	P. Lancefield	Bradford-on-Avon	3	2 16 55	2					Lincoln C.C.
	M. Mean	Hatfield Youth Centre	1	1 30 26	5					Lincoln C.C.
24	M. Mean	Hatfield Youth Centre	1	1 34 22	2	Royal C.C.	1	41	52	
29	B. Stevens	Richmond	2	1 36 50	2		1	49	22	
25	A. Baldwin	Hatfield Youth Centre	3	1 36 50	2		1	45	20	
<b>CLASS 4a</b>										
32	K. Pereira	Barts.	1	2 17 45	5	Class 4c	Richmond C.C.	-	38	
30	P. Smith	Worce.	2	2 26 54	3					Royal CC
31	P. Turley	Birm. KRC	3	2 31 10	1					
<b>CLASS 4b</b>										
79	Mrs. M. Tucker	Richmond	1	1 32 15	5	Class 5	Galley C.C.	1	21	
34	Dalrymple	Southampton	2	1 38 14	3					Hatfield C.C.
36	R. Hopkins	Vikings KC	3	1 44 09	2					Royal C.C.
<b>CLASS 5</b>										
42	Machin, Morgan	Galley CC	1	1 45 13	5	Class 6a	Royal C.C.	1	25	
46	Maycock, Marshall	Viking KC	2	1 47 04	3					Richmond C.C.
44	Pratt, Chapman	RCC	3	1 50 59	2					Sandhurst C.C.
<b>CLASS 6a</b>										
55	Watkin, Even	Barts.	1	1 56 13	5	Class 6b	Galley C.C.	1	21	
52	Deakins, Smith	Cleethorpes CC	2	2 04 55	3					Hatfield C.C.
56	Bennett, Brooks	Viking KC	3	2 06 43	2					Royal C.C.
<b>CLASS 6b</b>										
63	Taylor, Hewitt	Galley CC	1	1 38 36	5	Class 7a	Royal C.C.	1	25	
62	Fraser, Chandler	JLR RASC	2	1 40 39	3					Richmond C.C.
60	Bridson, Lawton	JLR Towyn	3	1 41 40	2					Sandhurst C.C.
<b>CLASS 7a</b>										
68	Still, Young	RCC	1	1 58 28	5	Class 7b	Richmond C.C.	1	32	
71	Campbell, Pye	North Sea Camp CC	2	2 01 50	5					Richmond C.C.
70	Cavanagh, Dalton	Richmond	3	2 10 33	2					
<b>CLASS 7b</b>										
77	Jupp, Wickens	JLR RASC	1	1 32 28	5	Class 7c	Richmond C.C.	1	45	
74	Brandie, Parry	JLR Towyn	2	1 34 59	3					
72	Highe, Wtlopolaki	JLR Towyn	3	1 39 42	2					



Photo by E. Bessch

WEDDAY CHALLENGE RACE  
TONERIDGE TO ROCHESTER (30 MILES)  
SUNDAY MARCH 15th. 1964  
DOUBLES  
Over 17 ft.

- |                                |   |                 |
|--------------------------------|---|-----------------|
| 1. R. Hatfield<br>S.A. Wade    | Hatfield<br>Y.C.C.                          | 3hrs. 24 mins.  |
| 2. D.H. Johnson<br>J.L. Onsch  | N.Z.<br>C.C.                                | 3hrs. 35 mins.  |
| 3. T. Richards<br>Blanchflower | Metrop. Police<br>C.C.                      | 3hrs. 48 mins.  |
| 4. M. Goodchild<br>W. Burgess  | Metrop. Police<br>C.C.<br><u>HOME-BUILT</u> | 3hrs. 52 mins.  |
| 1. M. Kidmans<br>K. Giles      | Metrop. Police<br>C.C.                      | 4 hrs. 02 mins. |
| 2. M. Macdougall               | Papercourt<br>Brighton                      | 4 hrs. 35 mins. |
| 3. A. Richards<br>A. Stainby   |   | 4 hrs. 36 mins. |
| 4. P. Richards<br>M. McCluney  |   | 5 hrs. 00 mins. |

WEDDAY JUNIOR CHALLENGE RACE  
EAST FAIRLIGHT TO ROCHESTER (15 MILES)  
DOUBLES  
Over 17 ft.

- |                                |                       |                |                             |
|--------------------------------|-----------------------|----------------|-----------------------------|
| 1. D.H. Williams<br>C.J. Lloyd | Junr. Leaders<br>R.E. | 1hr. 56 min.   | <u>HOME BUILT</u>           |
| 2. D. Rhodes<br>G. Church      | Woolwich<br>C.C.      | 1hr. 59 mins.  | D. Greenway<br>R. Swift     |
| 3. D.A. Wilson<br>J.P. Webster | Junr. Leaders<br>R.E. | 2hrs. 07 mins. | Papercourt C.C.<br>Brighton |
| 4. J.G. Graham<br>S.H. Herrett | Junr. Leaders<br>R.E. | 2hrs. 37 mins. | 2 hrs. 12 mins.             |

SINGLES

- |             |               |                |
|-------------|---------------|----------------|
| McGuiness   | Blue Waters   | 1hr. 53 mins.  |
| Pound       | Woolwich C.C. | 1hr 59 mins.   |
| Chamberlain | Blue Waters   | 2hrs. 05 mins. |
| Duncan      | Woolwich C.C. | 2hrs. 10 mins. |
| Riley       | Blue Waters   | 2hrs. 19 mins. |
| Gay         | Woolwich      | 2hrs. 25 mins. |

\*\*\*\*\*

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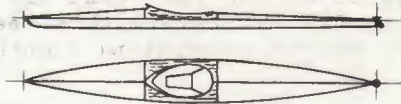
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CLOSING DATE FOR ENTRIES—27th JUNE, 1964.

CUT HERE

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1st choice												
2nd choice												
3rd choice												
4th choice												
5th choice												
6th choice												
7th choice												
8th choice												
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