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Canoeing

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Editorially Speaking

It has long been accepted that one of the reasons for the slow build-up in popularity of sprint racing has been the high cost of an International K1. Coupled with this has been the difficulty for any club wishing to acquire a taste of K1 paddling to find someone willing to lend suitable boats.

With the development of glass fibre K1's retailing at about £40 the first obstacle has been partially removed, and now the Paddling Racing Committee of the British Canoe Union has gone a long way to removing the second. Briefly, they have acquired six glass fibre racing kayaks and a trailer which are available for hire for use on organised training week-ends. The cost of hiring the six boats will be £3 per week-end plus the expenses of an approved coach to administer the course.

This imaginative step by the Paddling Racing Committee deserves every encouragement, and we are certain that it will be welcomed by many club and youth leaders who have contemplated introducing members to sprint racing but have lacked the resources to do so. Even if only a small percentage of those who take a week-end course go on to take up sprint paddling at national level the spread of knowledge and technique gained must ultimately benefit the whole sport.

Enquiries about hire and coaching facilities for sprint paddling courses should be made to J.Lawes, 18 King Head Hill, Chingford, London, E.4.

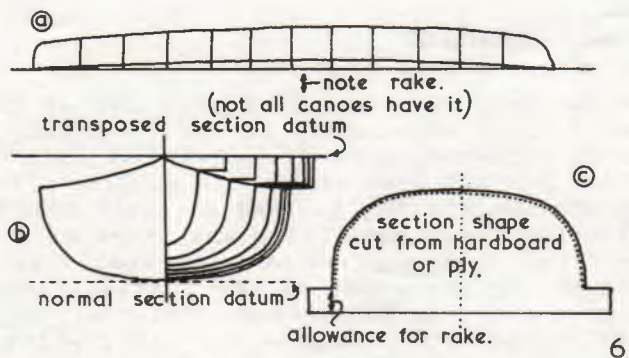
Making Moulds for Casting in Resin/Glass Laminates Part 3

BY ALAN BYDE

MAKING A WOOD AND PLASTER HULL MOULD

I will not go into the many considerations that affect the decision about where the joint must go in the hull. It is sufficient to say that a hull is a closed structure, and unless the most elaborate and expensive moulds are made, it is impossible to make a hull with deck in one moulding. Therefore a joint is required, and the selection of this jointing line affects the construction of the mould. The method Bill Saunders and I used was to make a hollow hull shell, fit it with inwales, and deck beams, and fit a plywood deck. This ensures that there are no joints to be made in the hull below the waterline. There is another method whereby the hull may be halved in a vertical plane, and the deck may be moulded as one with that half of the hull. This leaves a joint along the keel and the deck ridge, which makes for difficulty in obtaining a good joint at the extreme ends of the hull. It has the advantage that in the case of hulls which are symmetrical about a transverse and a longitudinal axis, the one half mould does for the whole canoe, by turning out two casts, and sticking them together like a pea pod. The Canadian type suits this method.

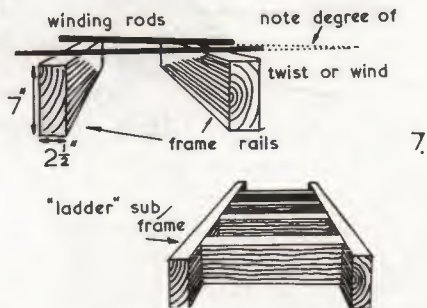
The making of the hull model will be taken in stages, followed by the casting and reinforcement of the final mould.



STAGE ONE

All that the builder of the resin/glass laminated canoe hull requires is a set of drawings showing the hull sections, or half sections full size, and the common interval between each section. These shapes are transferred onto thin ply or hardboard, by tracing paper or carbon paper, or by pricking through. A separate piece of ply, etc., is required for each section shape. If the gunwale line has "rake" (that is where the gunwale line instead of showing a straight line from the side view presents a delicately upcurved line toward the ends, as in the Eskimo kayak) allowance must be made for this curve at this stage. (See (a) The section shape is drawn out as at b, by adding a step up. This may be calculated by simply drawing a line above the section shapes, and measuring up to that. The final shape at the midsection would look something like c.

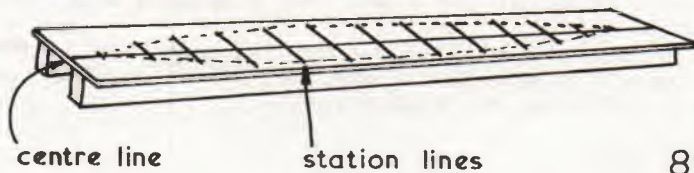
Having transferred (or lofted) all the shapes, obtain some copper wire, enough to wrap around the perimeter of all the section shapes. Measure its diameter. Reduce the size of the shapes by the thickness of the wire (dotted line, c). Put the wire carefully to one side. Cut out the shapes exactly to the inner line, remembering that this sectional shape is most important, and sets the shape of the finished canoe. Errors of more than $\frac{1}{8}$ " will lead to trouble later on.



STAGE TWO

Obtain the use of a large well ventilated preferably warm, place where plaster dust and splashes will not lead to domestic strife. It should be 4 feet longer than the hull, and about six feet wider. The floor should be as level as possible, and not likely to flex under heavy load. Obtain two beams, wood about 7" by 2½" or steel channel 6" by 3", or something similar will do. They should be as long as the longest hull that you are likely to build in that place. You may be building more than one hull model on the building platform. Now level the beams, by using winding sticks or rods as shown in the drawing. This ensures that the beams are exactly parallel. Packing should now be inserted at about two foot intervals so as to reduce the amount of bending in the beams when weight is applied. Spacing blocks are made and fitted to the two beams so that a ladder like frame is obtained.

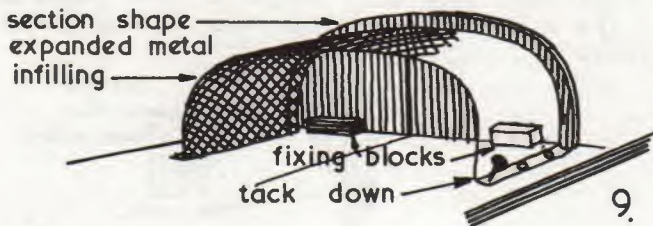
building platform prepared for sections



STAGE THREE

Having made the sub-platform, cover it with plywood, say $\frac{3}{8}$ " thick. Hardboard is barely stiff enough, and may warp when wet plaster touches it. Tongued and grooved boards have too many surface irregularities, and would spoil the levelling of the section shapes. Having fixed the ply deck down, the whole should again be checked for wind, and corrections made if necessary. Draw a dead straight centre line along the centre of the deck. This is the reference line on which the sections are lined up. Mark off this line with points at the common interval apart.

These represent the stations on which the sections will be erected. Draw a line at right angles to the centre line at each station. Nail or glue small blocks at each side of these cross lines so that the section shapes may be fixed to them.



STAGE FOUR

After attaching the sections in proper order, look at it. If it looks right it probably is right. Make corrections now, because it becomes increasingly difficult later on. Obtain some expanded metal, the sort of thing that plasterers use, about $\frac{1}{4}$ " or $\frac{1}{2}$ " mesh. Cut it into strips about $\frac{1}{2}$ " less in width than the common interval, and bend to shape between adjacent sections. Bend the edges so that they may be tacked or nailed to the base board. It should follow a curve about $\frac{3}{4}$ " in from the edge of the sections. Bow and stern infilling will require careful work, but expanded metal may be formed into double curvatures if required.

STAGE FIVE

Now plaster it. You will need about two bags of plaster, or sand and cement. Sand and cement is cheaper, but heavier and less workable when dry. "Syrapite" will do the job but is slow to dry. Polyfilla is excellent but expensive. 1 : 2 Portland Cement or Ciment Fondu with fine sand is cheap but heavy. Keenes cement will do. Once the plaster is wetted it will set in 10 or 15 minutes, so mix small quantities, and get it onto the mould a section at a time. Mix it thick, to a putty like consistency, and use a trowel or your hands to get it on. Take a straight edge to span the gap between adjacent sections, and fill gaps and remove bumps revealed by this check.

Allow the plaster to harden, and then lightly wire brush it, next day, to provide a key for the finishing coat. Do not allow the plaster to dry right out.

STAGE SIX

Take the wire which was used in stage one. Remove the kinks, and lay a piece of wire over the perimeter of each section edge, which should just be showing in the plaster surface. Pin the wire down to the base board. Obtain a whipping batten, a piece of straight grained springy wood, about $\frac{5}{8}$ " square section, and about 6 to 8 feet long. Mix a fine surfacing plaster and work for a smooth shape by using the whipping batten sprung across 5 or 6 sections to obtain a true curve, and filling up to that curve, with plaster. When finished, pull out the wire fill in the marks, and leave it to dry.

(To be continued)

A Note on Cramp

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

Tom Hall's remarks in the April issue of "Canoeing" concerning Life-Saving Jackets raise the problems of cramp - and, may I add, "pins and needles" or "dead" limbs.

Being as brief as possible, we can ascribe cramp to faulty blood circulation, from whatever cause; and we can ascribe pins and needles to a fault in the nerve system.

Faults in the bloods circulation can be: (a) chronic, in the which case bouts of cramp are likely to be chronic also; (b) due, to injury, such as a cut artery, in the which case time will gradually bring about improvement; (c) due to fatigue, cold or exhaustion, in the which case, again, time will bring about improvement but this time more rapidly; or (d) due to a blockage of the circulation.

If your cramp is as (a) then it is high time to see your doctor. Cases (b) and (c) are self-explanatory and need not be gone into now; (d) we will deal with in a moment.

Faults in the nerve system can be ascribed to an injury which cuts the nerve, and again this will not be gone into here. Or they can be ascribed to pressure on the nerve. In fact ultimately most of our aches and pains can be ascribed to just that.

Two vital organs, the femoral artery and the femoral nerve, pass close to the pelvic bone, that hard bit of bone upon which we sit. There is a pair to each leg, one in one buttock, one in the other. If we sit on a hard, flat seat, just on our pelvic bone, then one or the other of these two organs stands to get pinched. If it is the artery, we shall get cramp. If it is the nerve, we shall get pins and needles. This is the commonest cause of these things in a canoe; but it is not the only possible cause. If we are restricted in our sitting position, cramped up, or if we are too "keyed up" the same things may occur. Frequently beginner canoeists learning to roll get too keyed up and get cramp. Long-shanked people in an Eskimo kayak are too restricted and get cramp. All can be ascribed to a faulty sitting position.

Here is an ideal seating arrangement. It may not be practical for everybody; but aim to get near it, and troubles like cramp and dead lines will be minimised.

When you have completed the frame of your canoe but before you have skinned it - or, if your canoe is a "hard skinned" one, when you have built the hull but before you put the deck on - make a seat to fit yours when you have two or three pairs of trousers on. (I did this by heating a sheet of perspex in the oven, and then sitting on it heavily!) Fit this into the canoe.

Put the canoe on some flat floor and sit beside it as though you were sitting in it, at the same height off the floor as your fitted seat.

Note the position and angle of your feet, and put footrests into your frame to match these.



Sit on your seat in the frame, and make sure you have fixed your footrests correctly. If not, adjust them as necessary.

Cover your seat with a piece of closed-cell sponge of about $\frac{3}{8}$ inch thickness. (Closed-cell doesn't absorb water. Open-cell does, and it is horrid sitting on a wet sponge all day!) Make sure that this seat supports you not only at your buttocks but also a little way along your legs as well; 3 or 4 inches is quite enough. With this arrangement your aches and pains should more or less disappear.

In a conversation, Mr. Hall mentioned the possibility of stomach cramp, and suggested that this could cause a man to ball up, consequently pitching him on his face.

Oddly enough, until a few days ago I had never had any experience of stomach cramp whatever, in myself or others with me. Neither have I been able to contact anybody else who knows anything of it. My recent experience was with a man whose right leg went completely dead in his canoe. On trying to get out the right side of his stomach went into a spasm of cramp and the effect upon him was exactly the opposite; that is to say he straightened out.

I would very much like to learn more about this particular form of cramp. If any reader can quote specific examples known to him, I shall be delighted to hear from him. I particularly want the degree of cramp, the muscle that went into spasm, and the effect upon the patient.

I hope, otherwise, that what I have written will help the many canoeists - and I know there are a lot - who suffer from these troubles to overcome them.

The Tyne T.S. 64 Folding Slalom Canoe

Who said that canvas boats were "out"? This new folding boat by Tyne proved to be as responsive as glassfibre boats by having features which, at one time, were thought only possible in a moulded canoe. To me the most striking feature was the rounded gunwales, the merits of which have already been proved in glassfibre boats for spilling off water in the rough, making the boat thereby easier to handle and less likely to tip over in white water. This characteristic, which has been achieved on the Tyne by a length of curved glassfibre along the deck line, also makes rolling easier and when I took the boat down to the Baths, although opinion differed as to its "rollability", we came to the conclusion that it was easier to roll than most canvas boats but not quite as easy as most rounded gunwale glassfibre boats. The TS 64 is only 13ft 2 inches long, being just within the international regulations, and so has the advantage of getting through gates more easily than longer slalom boats. The hull was very rockered and responded to the flick of a paddle, seeming almost to turn on a pivot at the centre of the boat. It leaned easily and seemed to turn a little quicker when leaned. I found having the boat rockered at the ends made it much easier to handle at a weir slalom when going into the rough from the side for a high cross, because the water did not affect the boat immediately the bows went in and try to whip them round, but instead allowed the boat to get right into the mainstream before the current made itself felt. I was delighted at the speed of the TS 64 as I was not expecting a fast boat owing to the hull shape, but a sprint race against glassfibre boats showed that the Tyne had quite a good turn of speed.

It is extremely light for a folding boat, weighing only 37 lb., and this gave it excellent acceleration from a standing start. This reduction in weight has been achieved by making the frames thin, but they are also very flexible, which should be an advantage on a rocky slalom course. The skin was also rather thin, and it would be advisable to buy a do-it-yourself repair kit if you intend to go bouncing down some rapids.

It was a generally lively boat to use in white water and showed no vices, riding the waves well. When caught in a trough, however, the nose of the boat tended to dig in and swamp the deck. This was perhaps because of the pointed ends which left little room for air at the ends of the boat.

Being a new design it had one or two minor constructional snags which, I am told by the makers, are being looked into for improvement. At the prow of the cockpit coaming the water tended to rush in and the spray cover, apparently designed for one of large girth, tended to stove in and let water into the boat between the body and the elastic.

The footrest was of ingenious design in that it could be adjusted for rake as well as for length but it had the annoying habit of jumping out of the upper holes and collapsing just when you needed it most. This could quite easily be remedied with a piece of string hairy or otherwise. A crossframe was placed very close to the footrest and could accidentally be pushed out of



position. The whole seat arrangement was commendably firm and the hip boards, when adjusted, gave excellent support for telemarking and rolling. The width of the seat could be adjusted by about two inches by means of two wing nuts and even further adjustment could be obtained quite easily by a little home carpentry.

The kneegrips are supplied unfitted as an extra and are fitted onto a wooden bar by means of hinges. When in use the top part of the knee grips rest on the cockpit coaming giving good bracing support. The bar onto which the kneegrips fit could do with being extended backwards a little further, to suit the smaller canoeist. Once the kneegrips have been fitted in a position to suit the owner of the canoe, they are not quickly adjustable and although I found the test model comfortable, another bulkier canoeist found that he was unable to get his knees into them. When the hip boards, knee grips and foot rest were adjusted correctly they formed a very stable and well braced combination.

Once the knack of assembling and dismantling was obtained, it was an extremely quick action, most of the design being similar to its forerunner the AK. This is important at slaloms where one is often trying to beat the clock to get packed and away on a long journey. If, when the two halves are separated, they are difficult to pull out of the skin, the skin is flexible enough to be easily peeled back off the framework.

One only needs to be without personal transport for a week to realise the advantage of a folding boat which can be taken on buses and trains as personal luggage all over the country and will fit (perhaps sticking out a little) into the boot of a car as the two bags are 7ft and 3ft long.

The boat will undoubtedly be a new rival at the F1 events and should be very popular for continental rapid river touring, where space economy in the car is important.

The TS 64 is very responsive and a joy to handle and the minor constructional criticisms are not beyond relatively easy correction. Yes, who said canvas slalom canoes had "had it"? The boat cost £44.2s.6d. Extras are: Knee grips £1. 5s. Od.

Foot rest £1.15s. Od.

Spray cover £3. 0s. Od.

obtainable from Tyne Folding Boats, Ltd., 206, Amyand Park Road, St. Margaret's, Twickenham, Middlesex.

A Canal is Reborn - Part 2

BY DAVID HUTCHINGS

For almost all the way to Lowsonford the dredged mud could not be dumped on the adjoining land - or carted away - and so about 3 miles of wooden walls about 3'0" high were built along the towing path and the mud was dumped between them. The section was particularly inaccessible and every plank and stake had to be brought in and - ultimately - out on the shoulders of volunteers who struggled and slipped and fell in the mud and the snow and ice of the winter. The dragline worked on an undermined embankment between a swiftly flowing stream and the canal, sometimes it fell and heart-breaking days were lost in forcing it on to its tracks and back into position.

The gates, which weighed up to 4-tons - were hauled, rolled, levered, winched and willed into position from the nearest road point - water transport was not possible at this stage - and three times the old sheerlegs collapsed and the gates crashed down to the chamber floors. Gate fitting techniques were learned, new sills were installed, paddle gear was stripped, overhauled and replaced on new starts, leaking banks were sealed, forests of trees were felled and burnt. The work continued (and has continued) every day - non-stop. In one blinding snowstorm the volunteer lock gate fitter worked until his plane blade was shattered by the ice in the wood and - surprisingly - in March 1961 the narrow boat "Emscote" crept into Lowsonford, again in a snowstorm, and at 9.55 p.m. (when closing time was 10.00 p.m.!!)

During the first year mistakes had been made but lessons had been learned and these were now applied.

The Royal Air Force and the Royal Engineers had agreed to help, the original volunteers worked with greater confidence and success brought in others, more machines were obtained - or borrowed - including bulldozers and dumpers, hoists and cranes, concrete mixers and compressors, tractors and trailers, pumps and vibrators, and faster progress resulted. In the first year one new gate a week seemed satisfactory, in the second year four gates were measured, delivered and installed in 10 days. Dredging was proceeding at a rate ten times faster than in the first year. Previously one gate had been fitted in a weekend now it was two, before 2 old gates a week were removed now 18 were torn out in two days.

Thus "Emscote" reached Wilmcote - the first motor boat ever to do so - in December 1962 - although ice and difficulties with the rebuilt bridge prevented her then reaching lock 40.

As the final year's work began the canal was struck by the coldest winter in its history. Not one hour was lost - although many were wasted in combating weather conditions - dredging continued and a 1-ton weight was used in an attempt to smash the ice which in places was more than 18" thick, much ice was broken until the weight itself succumbed. For the first time - in spite of the use of sledge hammers, felling axes and - ultimately - power saws - the aqueducts could not be kept clear of ice for up to 8" formed overnight. Hours were spent in starting machines engulfed in smoke and flames from burning diesel-soaked sacks. On the Wilmcote flight many trees were felled and for the first time all of the

locks could be seen. An attempt was made to drain Edstone aqueduct but even as the pumps worked bows of ice formed from the ground to the outlets of the pipes, the pipes became solid, the ice crept into the pumps and the motors were forced to a halt, a drainage plug was withdrawn from the aqueduct but the stream of water from this froze solid, and the work had to be temporarily abandoned.

With the thaw full scale work again began and it was then discovered that the walls of 10 of the 12 locks which virtually compose the Wilmcote flight had closed in beyond acceptable limits (these wall distortions had probably been caused by the leaving of the locks empty so that no water pressure counteracted the outside ground pressures, by ice which had penetrated behind the walls during many winters, and by the nature of Wilmcote clay upon which the locks are based). These locks would have to be virtually rebuilt! The scale of the work was far beyond the labour resources then available - weekend volunteers were supplemented only by a



19 RB's of Western Command
Plant Troop dredging from
sides of canal basin.

very small and unskilled permanent staff - and there was talk of a death blow. After two years work was the scheme to founder only two miles from the goal? In another place an enlightened Prison commissioner was seeking work for prisoners from a Midland gaol, the offer was made, the need was obvious, the first gang arrived early in April and the rebuilding of the first of the offending locks - No.51 - began. This was probably in a worse state than any other, both of the walls had fallen inwards and the lock had broken its back, the side weir had completely disappeared and the underground section of it had collapsed. Consequently both walls had to be rebuilt from top to beyond bottom with the four approach walls and the weir. Reinforced concrete was the primary material for - providing the shuttering was competently assembled - most of the work could be carried out by unskilled labour. The thickness of the new walls varied between 1'0" and 4'0" depending upon the state of the old, along each side of the lock at about 3'0" centres 4'0" cubes of concrete were sunk into the ground and long steel anchor bars connected these to the steel reinforcement in the new

walls. Where difficult curves or corners had to be formed a thin skin of brickwork was used and behind this - tied to the skin by reinforcement - concrete was poured. These methods - which were developed until a complete wall was reconstructed in 6 days - were used throughout the work on the flight, and whereas in previous years it had taken 6 weeks to repair a lock chamber, a Wilmcote lock was rebuilt every 16 days. Heavy power hammers and explosives were used to bring down the walls and up to 200 tons stock of debris and mud had to be carted away - and about the same quantity of concrete brought in.

By 14th October work on the flight was virtually completed - it had been rebuilt in 7 months - and the main working party moved to the basin in Stratford.

To put the basin, its approach, and the barge lock into the Avon into order about 10,000 tons of mud had to be removed, the lock had to be renovated, the four gates and the paddles had to be replaced and a new side weir had to be constructed, a concrete bridge over the lock had to be demolished and replaced by a new bridge over the tail and extensive repairs were required to the basin walls. By the second day of this operation dredging by two 19 RB. dragline excavators of Western command Plant Troop, R.E., - assisted by Royal Pioneers - had begun and the mud was being carted away in lorries driven by prisoners, freely loaned by Messrs. Laing; Nearly 1,000 railway sleepers had been laid up to and around the canal basin, a dump had been set up and the demolition



Frogmen clearing away lost
obstacles in lock 56



First lockgate being installed
by Army Crane

of walls and the digging of the new side weir had begun. At the time of writing (early November) the work is almost completed and the formerly pleasant if somewhat unelevating public garden now more nearly resembles a heavy construction site based perhaps on a disused tank training area. However from the midst of the mud and machines, the diesel fumes and the piles of ballast and cement, the shattered walls and the lanes of glistening sleepers a canal basin and a lock are appearing.

At present in the basin are three dragline excavators (these have been used from the basin side and from floating ramped pontoons) a crane, two concrete mixers, the seven Laing lorries, fork-lift trucks, tractors and trailers, compressors and pumps and about 20 happily disgruntled men who otherwise would be locked-up fitting bootlace tags or sewing mail bags.

On the 11th July, 1964, Her Majesty Queen Elizabeth, the Queen Mother will amidst much celebration ceremonially relink Stratford and the Avon to the inland waterways system of the country, but before then those who have brought the canal back to Stratford resolve to see, at a long disused wharf on a nearby pound, narrow boats unloading their cargoes of sulphur and sugar and fuel oils (the traffic has been offered). They have not been building a boating pool.

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FOR SALE:

Moonraker 4, 1963. Perfect, £17. Webb, Millstones, Manor Park Ave., Princes Risborough, Bucks.

FOR SALE:

Hammer, 18ft. folding single Kayak - £15. C.Black, 18 Beaufort Ave., Kenton, Harrow, Middlesex.

Book Reviews

ADVENTURES IN CANOEING by Nigel Hunt
(Pelham Books, 15s.)

Although the past few years have seen a flurry of new canoeing books most of them have followed much the same formula and the information given has only varied in depth and emphasis according to the tastes and knowledge of their particular authors. Nigel Hunt, therefore, is to be congratulated upon his original treatment of our sport, for in 'Adventures in canoeing' he breaks away from the familiar pattern and presents canoeing as an adventure sport based on the expert handling of a specialist canoe - the slalom kayak. Let me give but one example: the chapter on learning the Eskimo Roll precedes the chapter on general canoe handling.

The authors treatment may shock and anger those readers who have learnt, and teach, by more conventional methods but on reflection they will be forced to admit that the information given is sound and that the instruction goes further than any yet published British canoeing book. They will be forced to admit, too, that there is a zest about this book which must stir the blood of anyone with a spark of life and a love of water within them. The vignettes of canoeing highlights scattered throughout the book also help to build up this air of adventure. Clearly, the author is an enthusiast with the ability to pass on his enthusiasm to his readers.

But, like so many enthusiasts, the author spoils his case by overstatement and in this case it is his championship of the slalom kayak which is the weakest part of his book. In pleading for the use of the specialist slalom canoe, the author has overlooked the fact that the slalom canoe has become so specialised that a separate kind of boat is being developed for white water racing. Again, he suggests that the L.D. racing canoe is suited for river cruising but overlooks the fact that the L.D. canoes are also becoming so specialised and built to such a light weight that it would have to be a well-to-do canoeists who would use a boat of only 22 lbs. weight for the knockabout of canoe touring. I would accept his arguments if we consider the designs of say, two years ago, but for the specialist designs of 1964 I doubt it, and for the specialist designs of 1965 and 1966 I am sure they will not be acceptable as all-purpose canoes. Fortunately, many of the manufacturers do stock the less extreme designs and these are the canoes which the author would have done well to recommend or at least acknowledge their existence. However, these are matters of opinion and while it would be wrong to begrudge the author the right to his, one can only regret that they are stated so emphatically as to, perhaps, mislead the novice into thinking that they are incontrovertible facts.

Readers who are already members of the small world of canoeing may be wondering who is this man Nigel Hunt who is clearly not without experience. The answer as far as we can reveal it is that Nigel Hunt is a pseudonym for someone who from textural evidence is skilled in potholing and mountaineering as well as canoeing, is

also associated with 'adventure' schools, and is a friend of Chris McAllister. We offer no prizes for the answer, but no doubt the game of hunt the author may encourage the closer reading of the text.

This book is an adventure in authorship, and like so many adventurers there are times when the author may be a little unsure of the path, but the important thing is that the ultimate goal is reached and we are presented with a fresh and lively introduction to our sport and one which may well cause the 'old hands' to move out of their ruts, or should it be drains.

THIRTEEN RIVERS TO THE THAMES by Brian Waters
(Dent, 25s.)

The Thames is without doubt the most written about of all our English rivers and yet its tributaries are almost completely neglected except where they pass through some beauty spot such as Bourton-on-the-Water. This book, therefore, is to be welcomed as the author describes in details his journeys from the source to the mainstream of thirteen of the waters which go to swell the mighty Thames. Travelling on foot and sometimes by coracle Brian Waters has time to stop and stare, and give us a leisurely armchair travelogue in the tradition of this 'Severn Tide' and 'Severn Stream'.

Canoeists in the south east of England may well be encouraged to explore these lesser waterways and provided they do not go to late in the year when reeds, often growing to four and five feet in height, obscure the passage way they will find some good paddling. Indeed, should they venture forth when the flood water is running they will do well to learn the lessons expounded by Nigel Hunt before they go, for the tight corners, the overhanging trees, the cattle fences will provide a challenge for even the most experienced.

But, essentially these are rivers for the leisurely canoeist to be undertaken under a spring sky when there is time to pause and study with the author the English countryside with its scars and medals of a more feudal time. If a river is something more to you than a challenge to your paddling technique then you will enjoy this book.

Just one criticism, it is a pity that instead of giving two small scale general maps at the end of the book that the author had not given a more detailed map to each river alongside the appropriate chapter.

**SEND AN S.A.E. TO OUR CIRCULATION MANAGER
FOR A LIST OF 'CANOEING' HOME-BUILDING PLANS**

Observations on the 1964 D/W Race

BY ERIC HOPPER

The Committee and Officials are to be congratulated on yet another successful Easter Race and the work involved in such a venture should be borne in mind when reading the following.

Working on the premise that there is nothing which cannot be improved, the following observations are put forward in the hope that constructive discussion will follow to make the 1965 event even nearer the ultimate.

KIT

Some objective standards for each item should be drawn up and published well before the race. If this is done we should be able to avoid such ludicrous situations as that of the competitor jumping on his plastic groundsheet to prove (successfully) that it was "stout". Furthermore by what quirk of the official mind is a mess tin not acceptable as a drinking vessel?

By all means have rigidly enforced standards but please make them objective rather than subjective.



KIT CHECKS AND TIMING

In the Junior class I doubt if kit checks are really necessary between the start and finish of each stage, checks AT the start and finish should suffice.

If checks are deemed necessary then something must be done to avoid the anomaly of timing the start and finish to the nearest second and timing kit checks to an arbitrary ten minutes. Furthermore the piling up of competitors and the plight of cold and wet paddlers hanging about, whilst waiting for the remainder of the ten minutes to elapse must be avoided.

Why not check by random selection allowing a maximum of ten minutes but giving paddlers the choice of waiting or carrying on before the ten minute period has elapsed, taking all times by a stop watch.

THE START ON THE LAST DAY

Because of the fast current, the start at Ham was chaotic and some improved system should be devised for future years.

Perhaps a better place to start would be in the still water immediately downstream of the lock at Teddington, giving the fast paddlers the pole positions.

THE FINISH

With canoes coming off the water at close intervals one kit check official can hardly be expected to cope and more should be done to clear the paddlers quickly.

The committee would do well to remember that any system evolved exists for the paddler, the paddler does not exist for the system, furthermore in view of the current interest in the race is it not time that the event was sponsored by a National Newspaper?

RESULTS

Competitors have a moral right to know the results of the race within a short time of the last man finishing and there is no valid reason for not having the provisional results displayed at Westminster. It is most important that these provisional results should detail paddling times, kit checks and penalties incurred.

One obvious side effect of displaying results at the finish would be that since most competitors would stay at Westminster for some time in order to see the results, a more fraternal atmosphere would be developed.

GENERAL

Whilst supporting the view that the race should be held over the existing course I feel that with only two classes there is too sharp a cut-off at 19 years of age, a Junior becoming a Senior overnight.

A paddler of 19 is neither mentally nor physically prepared for a non stop paddler of 125 miles and it would seem appropriate to introduce an Intermediate Class to cater for the age group 19 to 22 or 23. This class would have one scheduled stop at say Reading and would therefore act as a transitional class between Junior and Senior.

In conclusion, as a civilian coach to an Army team may I ask for less discrimination against the Services who have done much to build up interest in this Easter event?

News Flashes

'LIFEMASTER' LIFEJACKET INSTRUCTIONS

We have been pleased to receive a copy of an instruction leaflet which is now being issued with 'Lifemaster' lifejackets. The leaflet deals with the nine different models of these jackets and gives instructions for both maintenance and operation.

CANADIAN CANOE WORKING PARTY

The British Canoe Union is to establish a working party to consider the future development of Canadian canoeing in this country. It is intended that the working party will be convened towards the end of the summer when the pressure of active canoeing has eased off somewhat.

B.C.U. MEMBERSHIP

At the end of April, the individual membership of the British Canoe Union stood at just over 2,000 with a Club membership of 190. Income from subscriptions already exceeds that of last year. Individuals who intend to compete in canoe events are reminded that membership of the B.C.U. is essential, and if their B.C.U. subscription is part of their Club subscription they are advised to make certain their name has gone forward to the B.C.U.

TRANSPARENT ALLOY SHEAVING

The Canoe Centre are now selling a transparent sheaving for covering alloy paddle shafts. The new material enables paddlers to 'personalise' their paddle shafts before covering and is claimed to be easier to affix than the more usual opaque variety. Cost is 1s. per foot.

LLANGOLLEN 1st & 2nd DIVISION SLALOM

This slalom organised by the Manchester C.C. and which was to have been held on the 3rd May will now take place on the 31st May. The Start will be at 9 a.m. prompt.

CAMBRIDGE EXPEDITION GREENLAND KAYAK

Ron Croad, a woodwork master at Watford Technical High School, has just completed a plywood replica of the Cambridge Expedition Greenland Kayak featured in the February, 1964, issue of 'Canoeing'. Plans for this design should be available shortly.

BOUND VOLUMES OF 'CANOEING'

It is with regret that we announce that bound copies of Volume 1 of 'Canoeing' are now exhausted. Volumes 2 and 3 are still available, price £1 (post free), from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

RESULTS

DEVIZES/WESTMINSTER CANOE RACE 1964 16th year

JUNIOR CLASSES

94 crews entered, 51 crews finished

WINNERS of the WILTSHIRE GAZETTE SHIELD in a paddling time of 19hrs.25min.42secs.

using an "Accord", DAVID IRVING of the Army Apprentices School, Harrogate.

Committee's Medal for 2nd place in 20hrs.2mins.9secs.

MICHAEL FRANCIS & CAMERON MARCH of the Royal Marines, Deal.

Committee's Medal for 3rd place in 20hrs.16mins.10secs.

CHRISTOPHER LLOYD & DAVID WILLIAMS of the Junior Leaders Regt. R.E. Dover.

Committee's Medal for the design of the winning canoe, Mr. Joergen Samson of Denmark

WINNERS of the WILLIAM BIRD TROPHY for the fastest Home Built Canoe in 22hrs.34m.49s.
C.J. BALL & KENNETH GILES of the Metropolitan Police Cadets.

The Committee's Medal for the design of the fastest Home Built Canoe

Mr. Maurice B. Trueman.

WINNERS of the D/W TEAM TROPHY for Juniors, presented by the Lancashire Regt. for
the fastest team of four crews from any one club or unit, in an average time of
20hrs. 43 mins. 23 secs, The ARMY APPRENTICES SCHOOL C.C. Harrogate.

WINNERS of the ROYAL MARINES TROPHY for the fastest junior crew in a rubber
collapsible canoe, in a time of 3hrs. 59mins. 13secs. using a Kieppor Aerius,
CHRISTOPHER BRANTFORD & IVAN RICHARDS of the Wiltshire Constabulary Cadets.

Junior Placemen	Club	Paddling Time	No.
1st M. Harrison & D. Irving	A.A.S. CC Harrogate	19hrs.25m.42s.	63
2nd C. Lloyd & D. Williams	Royal Marines, Deal	20 " 2 " 9 "	74
3rd C. Lloyd & D. Williams	J.L.R. RE. Dover	20 " 16 " 10 "	32
4th T. Brackflower & R. Richards	Mt. Pol. Cadets	20 " 16 " 12 "	50
5th J. Harvey & V. Hendy	Corwall Pol. Cadets	20 " 33 " 46 "	93
6th R. Pritch & L. Wilkinson	A.A.S. CC Carlisle	20 " 40 " 14 "	65
7th J. Pritch & R. Wood	A.A.S. CC Harrogate	21 " 10 " 39 "	60
8th R. Paslow & D. Wink	" "	21 " 10 " 20 "	64
9th R. Rainbridge & A. Chambers	Metr. Pol. Cadets	21 " 23 " 34 "	52
10th J. Kirkman & D. Pinder	A.A.S. CC Harrogate	21 " 29 " 13 "	52
11th P. Finch & C. Rorrothy	Caterham Rover Scouts	21 " 30 " 13 "	12
12th D. Burgess & M. P. Pe	H.M.S. Pigeart CC	21 " 30 " 53 "	12
13th D. Burgess & M. P. Pe	H.M.S. Gasconne CC	21 " 32 " 44 "	43
14th A. Adams & J. Hetherington	Metr. Pol. Cadets	22 " 1 " 22 "	48
15th I. Harris & J. Hayes	RAF Halton CC	22 " 18 " 16 "	95
16th A. Palmer & H. Lombart	Metr. Pol. Cadets	22 " 26 " -- "	53
17th D. Burgess & M. Goodbald	A.A.S. CC Harrogate	22 " 33 " 3 "	61
18th A. Palmer & H. Lombart	Metr. Pol. Cadets	22 " 34 " 18 "	49
19th D. Burgess & M. Goodbald	" "	22 " 34 " 49 "	55
20th C. Ball & K. Giles	" "	22 " 34 " 49 "	55

DEVIZES/WESTMINSTER CANOE RACE 1964 16th year

90 Crews entered, 42 crews finished

WINNERS of the D/W Challenge Cup, the Illuminated Scroll and the Plaques by
"Light Craft" in a time of 21hrs.46mins.11secs., using an "Accord"
KENNETH ASTON & RALPH DOWNISON, Royal Marines Canoe Club, Poole.

Plaques by "Light Craft" for 2nd place in a time of 23hrs.1min.3secs.
JOHN OMACH & DALE JOHNSON of the RCJ & New Zealand Kayak Club respectively.

Plaques by "Light Craft" for 3rd place in a time of 24hrs.35mins.43secs.
ROGNEALD DODDS & OZELL EDMONDS, Royal Marines Canoe Club, Poole

WINNERS of the DESIGNED'S TROPHY for the design of the winning canoe

Mr. Joergen Samson of Denmark

WINNERS of the D/W CIVILIAN TROPHY presented by P.J. Jennings Esq. of Devizes
for the fastest Civilian crew in a time of 23hrs.1min.3secs
JOHN OMACH & DALE JOHNSON.

WINNERS of the D/W SERVICES TROPHY presented by the Royal Marines Canoe Club for
the fastest Service Crew, KENNETH ASTON & RALPH DOWNISON, Royal Marines Canoe Club.

The D/W Senior TEAM TROPHY presented by the Lancashire Regiment was not run by any
team this year.

WINNERS of the FRED BARKETT TROPHY for the fastest Home Built Canoe in a time of
21hrs.46mins.11secs. JOHN DAVIDGE & LESLIE KINGSTON of the 3rd Epsom Senior Scout.

WINNERS of the D/W RESERVE FORCES TROPHY presented by the 10th Pam. Regt. (TA) for
the fastest Reserve Forces Crew in a time of 25hrs.19mins.
DAVID BIRCH & SIMON BODDINGTON of the 4th Wales (TA) CC.

WINNERS of the TIME CHALLENGE CUP for the fastest senior crew in a rubber
collapsible canoe in a time of 3hrs.45mins.30secs. using a Kieppor PS 11
FREDERICK DUNNING & GEORGE HADGE of the Royal Marines Canoe Club.

WINNER of the Committee award for the design of the fastest Home Built Canoe, a
Lancashire Chinese Kayak, by Committee member David Keane.

Senior Placings	Club	Time taken	No.
1st K. Aston & R. Johnson	R.M.C.C. Poole	21hrs.46m.11s.	133
2nd J. Omach & D. Johnson	RCJ & New Zealand Kayak Club	23 " 2 " 9 "	117
3rd R. Dodds & S. Edmonds	R.M.C.C. Poole	23 " 35 " 43 "	132
4th R. Dodds & S. Edmonds	16 Pam. Regt.	24 " 59 " 59 "	176
5th P. Finch & C. Rorrothy	1st R.W.F. CC	24 " 42 " 46 "	172
6th L. Birchmore & J. Burr	Brady Boys Club	24 " 54 " 15 "	110
7th D. Burgess & S. Boddington	4th Wales (TA) CC	25 " 19 " -- "	158
8th R. W. Malin	Abingdon Canoeists	26 " 25 " 23 "	182
9th F. Dunning & G. Hagu	R.M.C.C. Poole	26 " 45 " 38 "	131
10th J. Dunning & I. Kingswood	3rd Epsom Senior Scouts	27 " 34 " 34 "	100
11th J. Dunning & M. Sutton-Pratt	Oatlands CC	27 " 56 " 6 "	134
12th J. Aston & W. Swales	R.M.F.V.R. Tyne	28 " 12 " 17 "	187
13th G. Millar & J. Woods	H.M.S. Caledonia CC	28 " 3 " 25 "	128

ROYAL LEAMINGTON SPA CANOE CLUB
LEAMINGTON RIVER RACE, APRIL 12th 1964

CLASSIFIED RESULTS

Pos:	Name:	Club:	Time:
<u>Class 1a. K1s: (Open):</u>			
1st	A. Vileon	Kyle C.C.	1.28.09
2nd	D. Shankland	Llandarf	1.30.05
3rd	T. Sovman	Leamington C.C.	1.31.22

<u>Class 2a. NCK 1s: (Seniors):</u>			
1st	J. Kidd	Leamington C.C.	1.41.37
2nd	P. Hastings	Cambridge U.C.C.	1.41.45
3rd	E. Owen	Leamington C.C.	1.54.19

<u>Class 2b. NCK 1s: (Juniors):</u>			
1st	G. Leacy	Leamington C.C.	1.43.48
2nd	N. Bryan	K.E.V. & Camphill School	1.48.22
3rd	J. Richards	Nomads	2.40.12

<u>Class 3a. Hard Skin Singles: (Seniors):</u>			
1st	S. Smith	Worcester C.C.	1.39.17
2nd	N. Lilley	Lincoln C.C.	1.40.06
3rd	Norris	A.A.J.L.R.	1.42.27

<u>Class 3b. Hard Skin Singles: (Juniors):</u>			
1st	M. Mean	Hatfield Y.C.	1.39.14
2nd	B. Stevens	Richmond C.C.	1.41.11
3rd	R. Freeman	Lincoln C.C.	1.46.17

<u>Class 4a. Soft Skin Singles: (Seniors):</u>			
1st	Pereira	Royal C.C.	1.44.00
2nd	R. Lancefield	Redwood-Monon	1.45.06
3rd	P. Turley	B'Ham K.R.C.	1.57.08

<u>Class 4b. Soft Skin Singles: (Juniors):</u>			
1st	D. Jordan	Canoe Touring Club	1.47.10
2nd	R. Orchard	Southampton C.C.	1.49.07
3rd	P. Trigg	Lincoln C.C.	1.51.10

<u>Class 5. K2s: (Open):</u>			
1st	A. Edwards/G. Palmer	Worcester C.C.	1.21.32
2nd	W. Machin/B. Morgan	Gayley C.C.	1.23.07
3rd	Maycock/Marshall	Viking C.C.	1.23.42

<u>Class 6a. Soft Skin Doubles: (Seniors):</u>			
1st	Watkins/Evans	Bart Hospital	1.34.33
2nd	Bave/Ridyard	Gayley C.C.	1.36.28
3rd	Smith/Deakins	Cleaethorps C.C.	1.41.42

<u>Class 6b. Soft Skin Doubles: (Juniors):</u>			
1st	Grant/Oliver	Lincoln C.C.	1.40.31
2nd	Purchase/Purchase	Leamington C.C.	1.43.47
3rd	Taylor Huxtable	Hewell Grange	1.49.00

<u>Class 7a. Hard Skin Doubles: (Seniors):</u>			
1st	Still/Young	Royal C.C.	1.32.13
2nd	Oliver/Parker	Lincoln C.C.	1.37.09
3rd	Cavanagh/Daton	Richmond C.C.	1.42.09

<u>Class 7b. Hard Skin Doubles: (Juniors):</u>			
1st	Stubbs/Hadley	K.E. VIII Camphill	1.49.35
2nd	Allsop/Wood	Hewell Grange	1.51.55
3rd	Jones/Dick	R.E.M.E. Jun. Ldrs.	1.53.07

RIVER RIBBLE 26th April 1964

<u>THIRD DIVISION</u>		1st run	2nd run	Pen. Fine Total	Btr. %
1.	Phillip Brownhill	20	182	217	202 57.7
2.	Steve Falstead	220	190	410	30 481 211 60.3
3.	Mike Adams	100	193	293	40 192 232 232 66.3

LADIES

1.	Heather Goodman	50	175	225	20 173 193 193 49.2
2.	Jean Battersby	60	197	257	30 193 223 223 56.9
3.	Margaret Bellord	150	210	360	60 210 270 270 68.9

FOURTH DIVISION

1.	John Halmshaw	40	222	262	30 167 197 197 52.4
2.	Stephen Leary	150	205	355	50 167 217 217 57.7
3.	Peter Hughes	100	172	272	50 169 219 219 58.2

TEAM EVENT

1.	Carlisle (Brian Cook, Michael Adams, David Horton)	200	247	447
2.	Manchester C. (Desek Harry, Alan Kennedy, Phillip Brownhill)	770	298	1068
3.	Forth (Allan Sharples, Ian Pendleton, John Roberts)	850	249	1099

BRISTOL CANOE CLUB

Results of 4th Division Slalom held at Bath on 12th April 1964.

Position.	Name.	Club.	Time	Penalties	Total	Better			
						Run	%		
1.	Roger Holman	Bristol	139	90	229	145	20	165	43
2.	Mike Hilliard	Chalfont	149	280	349	156	40	196	51
3.	Ian Harvey	Ilford	160	145	305	145	100	245	51
4.	Chris Hawker	Bristol	186	100	286	204	160	364	286
5.	John Roberts	Coventry	160	140	300	247	50	297	77.3
6.	Bill Smith	Coventry	233	300	533	220	100	320	81.3
7.	Peter Jenkins	Warren	176	410	586	234	90	324	84.1
8.	Simon Besson	Portway Sch	193	360	553	195	140	335	84.1
9.	Eric Daley	Kennet Val	130	360	490	225	140	345	85.2
10.	James Dale	Warren	154	210	364	150	230	380	85.2

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ALL YOU DO

Here are twelve suggestions designed to lead to the best possible performance by the Great Britain team at the 1968 Olympic Games. Use your skill to select EIGHT suggestions likely to be of the greatest benefit and place them in order of importance.

Print the identity letters of your selections in the appropriate places in the first downward column of the entry form. The other columns are for additional attempts.

You may make up to a maximum of 12 attempts on each entry form, and send as many official entry forms as you like. A donation of 3d. to the Olympic Appeal Fund must be sent for every attempt and a donation of 3/- will entitle you to twelve attempts.

A panel of judges will award the prizes to the senders of the three entries they consider best. In the event of ties, an eliminating contest will be held. A copy of the full rules may be obtained by sending a s.a.e. to the organisers of the contest.

The Judges, and Members of the B.O.A. Council and employees of the B.O.A., their agents and I.C.T Ltd. — and their families, are not eligible to enter. All winners will be notified by post.

CLOSING DATE FOR ENTRIES—27th JUNE, 1964.

— CUT HERE —

ENTRY FORM	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9	Col. 10	Col. 11	Col. 12
1st choice												
2nd choice												
3rd choice												
4th choice												
5th choice												
6th choice												
7th choice												
8th choice												
DONATIONS ▶	3d.	3d.	3d.	3d.	3d.	3d.	3d.	3d.	3d.	3d.	3d.	3d.

Entries in a sealed envelope (3d. postage) must be sent to:—

“TRIP TO TOKYO” CONTEST, P.O. Box 27/4000, LONDON, W.1.

NAME (Mr./Mrs./Miss)

ADDRESS

To cover the above entries I enclose cheque/P.O. value
and I agree to abide by the rules of the contest.

Send crossed postal order or cheque payable to the “Trip to Tokyo” Contest.

Donations — after deduction of expenses — will go
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