

Canoeing

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VOL 4 NUMBER 9 AUGUST 1964



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THE KLEVER JET 3

STONDALE SPEED
BOAT

AN INTRODUCTION TO
SARRE

HARLAND WILKES
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Canoeing

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The First Public Demonstration			

Editorially Speaking

In this issue we provide articles on 'Drownproofing', 'Distress Flares', and the 'B.C.U. Approved Lifejacket', and some readers may be wondering if we are not overdoing the safety aspect of canoeing. Naturally, we don't think so or we wouldn't do it, but at the same time we would stress the need to retain a sense of perspective on this subject. It seems to us that there is a danger in some quarters of suggesting that a canoeist who does not wear a life-jacket made to B.S.I. standards in all circumstances is being foolhardy. With this we cannot agree.

We believe the basis of safe canoeing lies in the development of paddling skills and in a critical appreciation of one's paddling ability together with the ability to swim well rather than fast. Given these attributes there are many circumstances when it is unnecessary to wear a lifejacket, e.g. on canals and on rivers such as the Thames and the Avon.

The situation is, perhaps, best summed up in the B.C.U. Safety Poster issued in 1961: "DO PROVIDE BUOYANCY: always air bags in your boat, and a lifejacket for yourself where a capsized would be dangerous - in the sea, heavy rapids, floods, and cold water". To these we would add, "and on any trip where you are likely to be pushed to your physical or paddling limit".

Test Report.

The Klepper Jet 3.

WRITTEN AND ILLUSTRATED BY BRIAN JOHNSON.

This is Klepper's latest fibreglass slalom canoe, being made as well as, but not replacing, the Slalom 63. It was designed and originally made by a German firm called Baschin, but as Klepper have taken the firm over, the canoe is now given the Klepper label.

Basically, the cross-section shape is elliptical, as is the Klepper Sl 63, but on comparing the two boats, I saw that the ends of the Jet are less pointed, which gives to my mind the boat more attractive lines than the Sl 63. A very striking feature of the Jet is that it had indentations on the deck for knee grips, giving the boat the appearance of an E-type Jaguar! This has been done because the deck is very low and to fit the conventional type of knee grip would be difficult. The knee grips are not adjustable but most people found them as comfortable as the normal design.

The seat is moulded into, and suspended from, the cockpit coaming, about two inches further forward than the backrest. This proved a great help when leaning back on telemarks, when one usually gets prodded in the back by the backrest. The seat was quite firm and did not swing sideways, thus enabling the boat and body to move as one. This gave a feeling of confidence and stability when telemarking. When I took the Jet into rough water it handled extremely well, riding the waves beautifully without any tendency for the boat to nose dive. This characteristic was very helpful in upstream gates when the boat just bounced over the waves instead of digging in and losing speed and possibly causing a capsized.



The Jet was extremely manoeuvrable and easy to handle, turning and draw stroking needing very little effort, with its rounded gunwales spilling off the water. Boats with rounded gunwales first appeared last year and have a distinct advantage over the boat with a sharp and well-defined deckline as the water hitting the deck tries to push the boat over, whereas with rounded gunwales the water spills off the boat. The point of no return which is characteristic of boats with sharp chine and gunwale lines has been completely eliminated so that one could recover from what would normally seem to be a position of certain capsizes. It is, therefore, an easy boat to roll having no "stop" on the way up (this is the point at which most beginners fall back).

The "Jet" is made to the weight chosen by the purchaser, and the lighter the boat the better the acceleration was found to be, but it is not always best to order a lightweight version, because there is more strength in a heavier boat and this is especially important in river slaloms because of the rocks. The standard weight is 35 lb., the length 13ft. 4in., and the beam 24½ in.

The Jet 3 has proved itself to be a very popular boat on the Continent and no doubt will do so here as its handling characteristics were excellent. The price of £40 includes built-in buoyancy, knee grips, and adjustable foot rest. The spray cover costs £2 extra. The Jet 3 is obtainable from the Canoe Centre, 18 Beauchamp Road, Twickenham, Middlesex.

Stockholm Sprint Regatta.

Marianne Tucker put up her best ever performance in the international canoe regatta in Stockholm on June 13th-14th. Over the Olympic distance of 500 m she took first place in a time of 2 min. 9.3 secs. which is 1.3 secs. outside the time of the Russian girl who took first place in the World Championships in Jaice (Jugoslavia) last year, and she beat Anneliese Spitz from Austria who took a bronze medal in the World Championships.

Marianne Tucker also took first place in the 4,000 m long distance race Kungsholmen Rundt.

Alistair Wilson took sixth place in the Olympic event Kayak single 1,000 metres in a time of 4.00 min. flat - but it would appear that he has still considerable reserves in him which would allow him to improve in remaining season.

In the long distance event over 9,000 metres Wilson came also sixth in a time 41 min. 48 secs.

An Introduction to Canoe Design Part 1.

BY ALAN W. BYDE.

This is the first of a series of articles on how to design your own canoe. You may never do this, but I'm sure that if you understand the principles involved you will look at canoes and canoeing in a more enlightened way.

The first parts are a bit heavy, but it is necessary to state a few definitions so that we are using understood words later on. Many influences affected the writing of this work, but probably the most useful technically was "Naval Architecture and Ship Construction" written by R.S. Hogg and published by The Institute of Marine Engineers, 76 Mark Lane, London E.C.3.

<u>TERMS DEFINED</u> (In the order in which they appear in the text)	
Weight, Total	Weight of hull plus load.
Weight, Load	Weight of contents of hull, i.e. paddler, clothing, food, equipment, etc.
Weight, Hull	Weight of canoe and all fixed parts.
Centre of Gravity	The imaginary point at which the weight may be thought to act.
Displacement	Is equal to the total weight, and is the weight of the displaced water when the loaded canoe is at rest on still water.
Buoyancy	Is the lift which a hull derives from displacing water. It is the value of the displacement and is equal to the total weight when the canoe is at rest on still water.
Centre of Buoyancy	Is the imaginary point at which the weight of water displaced by the hull may be thought to act.
Volume, Total	The space taken up by anything at any given moment. It is the product of the length, width, and depth of the object. It may be a solid, or a liquid or a gas in a container.
Volume, Immersed	Is the volume of the hull under water.
Wetted area	Is the total area of the hull surface covered by water.
Density	Is the relationship between weight and volume. e.g. a cubic foot of clean fresh cold water weighs about $62\frac{1}{2}$ lbs per cubic foot (cu ft). Hot water is less dense than cold, fresh water less dense than sea water, clean water is less dense than dirty water. A cubic foot of polystyrene foam weighs about 2 lb.
Waterline, Natural	Is the water level around the hull when it is at rest on still water.
Waterline, Calculated	(CWL) on drawings. An arbitrary waterline chosen for design and calculation purposes.

Draught	Is the depth of the lowest part of the hull measured from the waterline.
Rocker	Is the curve of the keel line (side view) towards the ends of the hull. Rocker may be positive, or zero, or (rarely) negative. A slalom hull has highly positive rocker with the ends of the keel sweeping up very noticeably to the ends. A racing hull, like a K1 is much closer to the zero, i.e. slightly positive. Negative rocker is usually a fault, or a freak design.
Stability	Call it "stayability". This is the ability of anything to remain where it was put.
Stability, Longitudinal	Is the resistance to pitching movement.
Stability, Transverse	Is the resistance to rolling movement.
Stability, Directional	Is the resistance to turning movement.
Metacentre, Longitudinal	Is the point from which longitudinal stability is measured.
Metacentre, Transverse	Is the point from which transverse stability is measured.
Inertia	Is a product of mass and movement. It is the resistance that everything that has weight offers to any attempt to change its movement, or attitude, or position.
Skin Drag	Is the resistance that one thing offers to another which passes close by, or rubs against it. For instance, sand paper rubbed on the hand offers very great skin drag. Hull surfaces also suffer skin drag from the water passing by. Aircraft which go very fast may suffer from so much skin drag from the air that their surfaces become incandescent.
Couple	When two forces acting on a body are pulling or pushing in different directions and they act at different parts of the body, they will move <u>and</u> turn the body.
Datum line	A reference line from which measurements are made on drawings.
Length, Overall	(LOA) The length of the hull from the extreme ends.
Length, Waterline	(LWL) The length of the hull at the waterline.
Width, Overall	Called beam. The widest part of the hull.
Width, Waterline	The width of the hull at the waterline. This may be less than the beam, or the same. It can never be more.
Cross Section	The shape of a slice taken out of the hull across the beam. Shows width and height (or depth).
Station	The position a cross section occupies on a plan.

Common interval.	The distance between stations on a plan. This is usually constant between adjacent sections.
Offset	The measurement at right angles from a datum line to identify a given point. e.g. "Plan, station five, waterline offset 10 inches".
Elevation	Side view. Shows length and height (or depth).
Plan	Bird's eye view, shows width and length.
Isometric View	A "three dimensional" drawing showing how the finished design will look. A perspective sketch.
Drawings	Comprise plan, elevation, and set of sections also (sometimes) isometric views to explain some important detail.

Definitions are very useful, but only when they are put to use. The following ideas apply to canoe hull design, and require reference to the definitions.

A hull floats because its density is less than that of the water it displaces. A canoe hull is a displacement hull which travels through the water as distinct from a planing hull, which travels over the water, by bouncing over it. An empty hull weighs less than a laden hull, and therefore rides higher in the water than a laden hull because it has to displace less weight of water in order to float.

When designing a hull it is first necessary to determine the displacement of the hull when in use. For a solo canoe this may be as follows:

Hull.....	40 lbs
Equipment.....	10 lbs
Canoeist.....	<u>190 lbs</u>
Total Dis.	<u>240 lbs</u>

Given that a cubic foot of water weighs $62\frac{1}{2}$ lbs, it can be seen that a load of 240 lbs would displace just less than 4 cubic feet of water.

A solo canoe might be expected to have a draught of about $4\frac{1}{2}$ ", fully loaded. This is, at this stage, an approximation, and is based on experience. It must be checked later when the design is drawn to find out how accurate it is in fact. The calculations necessary for this are described later.

The centre of gravity of a hull is an imaginary point. When the canoeist is in place, it may be a point just in front of his navel. A ball bearing has its centre of gravity dead centre. Even complicated shapes like a canoe have a centre of gravity which may be measured.

The centre of buoyancy is the centre of gravity of the water which would have been there if the underwater part of the canoe had not taken its place. Obviously the upthrust of the buoyancy must exactly equal the weight of the loaded canoe. If it were

greater than the canoe would rise up. If it were less, then the canoe would sink down. However, the centre of gravity and the centre of buoyancy are two different places, although the value of the weight and upthrust is the same in each case. The centre of buoyancy is below the waterline and the centre of gravity.

The ideas above are to do with weight. If a thing has weight, it must occupy some space. It has volume. The volume occupied by a pound of foam plastic is a great deal more than that occupied by a pound of lead, but they still weigh the same. Volume can be described by linear measurements in three dimensions, length, breadth, and depth. It is three dimensional. Weight is related to volume, by density.

Density is the relationship between weight and volume, for instance, a cubic foot of cold fresh water weighs $62\frac{1}{2}$ lbs. Its density is $62\frac{1}{2}$ lbs per cubic foot. Four cubic feet of water would weigh 250 lbs. 250 lbs weight of water would occupy a tank 4 cubic feet in volume. A tank of water measuring 2ft by 2ft by 1ft would weigh 250 lbs. (plus the weight of the tank,) so long as the density of the water is $62\frac{1}{2}$ lbs per cubic foot.

To be continued

Distress Signals for Boats.

More and more people in Britain spend their leisure messing about in boats and every year there are tragedies. Some of these could be avoided if boats carried efficient means of drawing attention to their distress, so, for the June "Which?", CA tested 17 distress signals.

The "Which?" tests were of three sorts: reliability, effectiveness in use, and ease of firing.

All 17 signals - rockets, hand flares and smoke signals - were let off from a launch while CA's observers, posted at 6 different points from 2 - 15 miles away, recorded what they saw. This test was carried out in daylight and at night. Although the observers knew when and where to look, some of them did not see the rocket stars at all. None could be seen from 8 miles away in daylight, nor from 15 miles at night.

For the reliability tests CA treated the signals in 5 different ways: one sample of each signal spent 6 weeks in the open, exposed to sea air but protected from rain; a second was exposed to wind and weather for six weeks - and nearly 4 inches of rain fell in this time - and a third spent its six weeks in a splash-proof box over the propellor of a diesel launch in regular use at sea (this was to see if the signals were affected by the sort of vibration they might get on a boat); a fourth sample was immersed in sea water for 10 minutes and a fifth sample for one minute at a depth of 1 inch, with the cap off, ready to use. "Which?" then tried to let off the five treated samples of each distress signal. All five samples of four of the 17 signals worked satisfactorily. Seven more fired

after all these tests, but behaved abnormally after one or other of them. One almost burnt the user's hand and another burnt through the bottom of its case. Some samples of the five remaining brands failed to go off.

"Which?" then tested the signals to see how well they burnt in the water, and how easy they were to use if you had cold, wet hands.

"Which?" concludes that hand flares would be most useful for a small boat keeping close to the shore but they may not attract attention from a long distance; rockets, which show at a greater height, or which produce a succession of stars, may be more useful for boats going further out from shore; smoke signals have only a limited usefulness as distress signals because the smoke disperses quickly but could serve to mark your position if someone was already looking for you.

"Which?" recommends 4 devices for small boats for inshore sailing, 2 of which were EEST BUYS, and one parachute rocket for boats going further out to sea. Two were Not Recommended because they could be dangerous when being fired.

"Which" is available from the Consumer's Association on a subscription of £1 per year, but copies may be seen at most public libraries.

Chelmer Canoe Race.

REPORTED BY J. E. MARRIAGE. PHOTOS E. BOESCH

The 12th annual Chelmer Canoe Race was held on Sunday 14th June. As usual this was organised for the Chelmsford Boating Club over a 13 mile course between Chelmsford and Heybridge Basin. All nine locks along the course were portaged.

With heavy rain since the previous day, the organisers had fears that this would continue throughout the day of the event but this weather cleared and resulted in a noticeable current on a normally placid waterway helping paddles to fast times. In several cases the record times were broken.

The race was started by Lt. Col. Hall a patron of the club and prizes were presented by Mrs. Fish of Canoe Touring Club.



Start of 3B at Chelmsford.



Savage & Brown Class 5.
Maidenhead C.C.
at Heybridge Basin.

Embarking at Chelmsford
for Chelmer Race.



Class 1.	1.	Chapman A.	Royal C.C.	start	12.05p.m.	1.47.10
	2.	B.Smith	R.A.F.	"	"	1.50.30
2A.	1.	Hastings P.	Cambridge. U.	"	12.00p.m.	1.56.42
	2.	Dearling P.	Independent	"	"	2.10.48
2B.	1.	Frampton	R.A.S.C. Taunton	"	"	2.34.30
3A.	1.	Pumphrey R.	Cambridge U.	"	12.45p.m.	1.56.42
	2.	Stoneley A.	"	"	"	1.59.13
3B.	1.	Mean M.	Hatfield Y.C.	"	12.50p.m.	1.43.33
	2.	Freeman R.	Lincoln C.C.	"	"	2.02.22
4A.	1.	Lancefield R.	Bradford R.C.	"	12.30p.m.	1.55.43
	2.	Pereira K.	Royal C.C.	"	"	1.57.24
4B.	1.	Miller A.	Harlow C.C.	"	12.35p.m.	1.57.08
	2.	Franklin M.	"	"	"	2.00.49
5.	1.	Hollier/Wade	Hatfield Y.C.	"	12.55p.m.	1.52.28
	2.	Lawler/Rabjohn	Richmond C.C. (mixed crew)	"	"	1.45.35
6A.	1.	Watkin/Evans	Barts Hospital	"	12.20p.m.	1.45.38
	2.	Deakins/Smith	Cleethorpes C.C.	"	"	1.51.50
6B.	1.	Fraser/ Chandler	R.A.S.C. Taunton	"	12.25p.m.	2.00.42
	2.	Hughes/ Wielopclski	All Arms Jn Leaders	"	"	2.05.08
7A.	1.	Parker/Oliver	Lincoln C.C.	"	12.10p.m.	1.50.04
	2.	Orchard/Payton	Southampton C.C.	"	"	2.02.08
7B.	1.	Grant/Oliver	Lincoln C.C.	"	12.15p.m.	1.54.14
	2.	Watson/Thomas	Hatfield Y.C.	"	"	1.54.22
7C.	1.	Oliver/Buckett	Southampton C.C.	"	12.10p.m.	2.22.08

Class 5: Lawler/Rabjohn mixed crew not eligible for points:
Fish/Watson. Canoe Touring Club officially placed
2nd. time 1.48.54.

The First Public Demonstration of Drownproofing in Britain.

REPORTED BY TOM HALL.

DROWNPROOFING:- A set of simple skills and attitudes devised to keep a person alive in deep water indefinitely regardless of age or ability to swim.

On the 27th of May the first public demonstration of drownproofing was given by boys from the Outward Bound Sea School together with children from the village of Aberdovey at the new swimming pool in the Shell Centre, London. The demonstration was directed by Captain J.F. Fuller, M.B.E., the Warden of the Sea School and was given to mark the publication of the book **DROWN-PROOFING** by Fred Lanoue.

Mr. Lanoue has perfected drownproofing during the past twenty-five years with students at the Georgia Institute of Technology, where he is Professor of Physical Education and Head Swimming Coach.

Captain Fuller was taught drownproofing by Fred Lanoue when at the Peace Corp Training Camp, Puerto Rico and has been passing on his knowledge to about 1,000 students a year since 1962.

Directly after the preliminaries were over the demonstration commenced with the lads from the Outward Bound Sea School throwing into the deep end of the pool two lads who were bound by thick elastic bands at the ankles, knees and wrists (hands behind their backs). These two lads were left to continue their drownproofing technique throughout the remainder of the demonstration which lasted approximately 45 minutes. At no time were they assisted in any way nor did they come into contact with the sides of the pool. Captain Fuller assured the audience that some of the students at the Sea School were able to stay afloat for over 6 hours after only a few lessons.

It was clearly shown throughout the demonstration, by the children and lads, that once the simple skills are mastered drownproofing can be a valuable aid to any-one who is going on or in deep water.

Other items demonstrated were "How to travel long distances without getting tired", "Staying afloat and swimming with clothes on" and "Floatation Devices" these being some of the items covered in the book. A most interesting, well thought out and convincing demonstration.

Lifemaster Life Jackets

Having heard several reports about the supply and quality of the B.C.U. approved 'Lifemaster' lifejacket which indicated that all was not well, we wrote to the manufacturers for an authoritative statement on the matter. The letter we received from Vacuum Reflex Ltd., is given on opposite page.

Dear Sir,

Thank you for your letter of the 13th June. The situation is as follows.

Several weeks ago we received the proofed fabric to continue the production of B.C.U. approved "Lifemaster" Lifejackets. Our inspection determined upon delivery that the cloth was porous and unsuitable for use. Strenuous efforts were made to find a readily available alternative without success so that we were, and in fact still are, unable to continue production in the original type of material until later this year.

But we were very conscious of the need to provide adequate equipment for canoeists, so we made a superior version which we called the B.C.U. Mk. 2 and these are, and for some time have been, available through Messrs. Ottersports Ltd. and also the Canoe Centre. We will continue to make and supply these until such time as acceptable fabric is available, when production of the Mk. 1 will recommence.

You can therefore tell your readers that the B.C.U. "Lifemaster" is not out of production, nor is it going out of production albeit available from one or two suppliers only for a limited period.

This is an unfortunate situation that has arisen from circumstances entirely outside of our control, and we can appreciate how the rumour arose. We trust that you will now be able to allay the fears of any club, person, or in particular, authority responsible for childrens safety, and we would further assure you and canoeists generally that we are taking steps to ensure that these circumstances cannot occur again.

Thanking you for your interest.

Yours faithfully,
P.C. Mulley,
Technical Sales Manager
Special Products Division.

DROWNPROOFING by Fred Lanoue
(Published by Herbert Jenkins Ltd., Price 13s/6d.)

Here is a book which I feel is excellent value for money. Not only does it tell you how to quickly master the simple skills required for drownproofing it also contains 42 diagrams. The text is quite clear and is easily understood. In addition to the full instructions for learning drownproofing the author deals with numerous other aspects of life-saving and swimming.

The chapter on "How to Teach a Course in Drownproofing" is very interesting and is followed by the Full Georgia Tech. Survival Course Based on Drownproofing.

The final chapter contains "Some Interesting Aspects of Swimming" and here the author explains how to deal with cramp and injuries, devotes some space to The Great Stomach Cramp and answers many questions such as Swimming after Eating, Swimming with Colds, Sinus and Ear Trouble and so on. Did you know that there is a right and wrong way of coughing and choking in the water??

As an additional water survival technique this is first class.

Elephants and a Canoe.

BY BERNARD JOHNSON.

The Teak trade depends to a large extent upon the elephant for the extraction of logs from the jungles of Burma and Thailand, and those engaged in the industry have made a side product in relating their experiences as travel books. In reading Howard Marshalls account *Elephant Kingdom* (Hale, 1959) however there is a difference, for when the time came for the annual count of teak logs stranded on the river banks after the drop of the floods, he was un-expectedly provided with "a tidy mixture of canvas and struts wrapped in an old sack".

This bundle proved to be a folding canvas canoe, which had been chosen because the river was considered too fast for any other craft. A perspiring hour was spent in the tropical sunshine in sorting the bundle to a shape which Marshall considered to resemble a canoe seen years before at the sea-side. It was then dismantled and packed again in the sack ready for the expedition.

Deposited at the rendezvous next morning at the head of a creek, together with the bundle and a nervous native clerk who was to be crew, the land support party was dismissed.

The canoe again assembled and the thirty-odd-day journey about to commence, it was found that the land party had taken the paddles with them! Obliging villages hacked two club-like slabs of wood from branches to act as paddles. Launching in a quiet pool, the crew tried out their new craft, and then ventured on to the main stream, where with exhortations of "paddle right", "paddle left", a circuitous course was made to avoid the hazards of the rock strewn channel. The Babu associating speed with danger was loth to paddle hard with the result that the canoe approached it's first rapid too slowly, and his final frenzy of effort resulted in the canoe turning completely around so that it descended stern first!

Fortunately, on this first day there were few logs to tabulate but it was after dark when the pressure lights of the land party's camp were eventually seen, and the un-enthuastic canoeists were welcomed into camp for the night. Comparatively quiet waters on the second day were welcome but the turbulence of the river on the third day when entering the Chieng Dao gorge gave rise to misgivings as to what might be ahead. Discussing whether to protage several hundred yards around a particularly notorious rapid or to take a chance and shoot it, the decision was taken for them as the river was blocked by a log jam. Two bamboo rafts now engaged in taking the camp gear could not pass this spot either and it was decided to let the elephants drag these up the river-bank with chains, along a short stretch of road and then re-float below the log jam. The first part of this operation worked well but when the rafts reached the metalled road the noise of the bamboos of the rafts on the hard surface was such that the elephants bolted and scattered the rafts to pieces.

The next day the count in the gorge section was completed with the un-expected arrival of a good sized fish which leapt into the canoe, where it was clubbed to such effect that a hole was made in the canvas hull. After drying out on a sand bar, repairs were effected by adhesive tape and rubber solution.

A pleasant interlude now followed while the teak-wallas visited a tobacco farm and grading station where they were most courteously entertained by the Siamese in charge and admired the dainty Lao girls at work. Mention is also made of the delightful twice daily bathing parades of the inhabitants of the rivirine villages, which take place with complete decorum, the sexes completely segregated.

The next day the canoe snagged on a hidden obstacle and sank like the proverbial stone. It being misty it was a long time before the canvas could be dried out for repair, and within minutes of this being accomplished the canoe and its crew were once more on the river bottom. In their haste the teak-wallas had forgotten to bolt the spars with the result that not only had the canvas been split but the framework had also been damaged. More repairs, the struts where broken being splinted with adhesive tape without which the journey could not have continued.

Two days of revelry in civilisation at Chiangmai in company with other Europeans and then on along the now busy stretches of river which became a highway. Here was not only the counting of teak logs but the police work in looking for log thieves, and although many houses were seen of newly sawn teak boards the occupiers were universally innocent of any information. Apart from thefts of logs many were also "borrowed", tied up to the bank where they acted as floating landing stages, laundries and latrines. Checking the ownership of these was sometimes odiferous work and caused amusement to the villagers as well as embarrassment and annoyance to the counters.

Before the end of the journey an outside irrigation barrage constructed entirely of bamboo was encountered. This held back a fair size lake, and a "navigation" channel was left which took the bulk of the water flow. Although full of confidence after the hundreds of miles on the river, this channel was a surge of broken water between jagged bamboos and more suited to a fish-run. Rather than face the tedium of a long portage, and full of forboding the crew decided to risk the chute and were soon swimming in the pool below the barrage, the canoe having been speared by a bamboo and once again gone to the bottom.

A few more days found the much battered and patched canoe at the main rafting station where it would no doubt be prepared for some unsuspecting teak-walla the following year.

NATIONAL CHAMPIONSHIPS 1964

500 and 1,000 metres events

The 1964 National Championships will be held at Pangbourne on Thames on Saturday, July 25th, and Sunday, July 26th. The regatta headquarters will be, by the kind permission of the Trustees, in the grounds of the Child-Beale Trust. Camping facilities are available in the field known as Shooters Hole where Mr. Kent is in charge of the grounds.

Letters

Dear Sir,

L.D. Racing and the Services

With reference to Brian Webbs letter in the July edition of "Canoeing", about L.D. and the Services.

May I point out that many people in all the services would like to compete in L.D. races all through the season, against civilians only the very best get the chance.

Tom Shenton for instance, but even he has to do a lot of service work during the day.

The main reason we don't get the chance though is that the primer a job of a fighting service is to defend the country in times of danger, and the people in charge don't think that canoeing is a good enough reason for a man not to work with the rest of his unit in times like this.

Also unlike civilians, we have to do week-end duties, which doesn't leave much time to race off every week-end to enter canoe races all over the country. Even if the average service man could afford to, because the forces don't help much.

Now perhaps Brian Webb will have a different view of service canoeists.

Yours faithfully,
R. F. Williams,
Deal, Kent.

Dear Sir,

Having just visited the 1st. International Watersport & Sub Aqua Show, we were most disappointed to see that only one manufacturer of canoes and accessories apparently thought it worth their while to exhibit. We feel that in view of the excellent showing of the other branches of watersports, the canoeing fraternity has lost a great chance of promoting this fine sport amongst more of the public who as yet know little of this activity.

Yours faithfully,
M. Cromer Hon. Sec.,
30th. Hammersmith Scout
Group (Canoe Section)

(We sympathise with Mr. Cromer's disappointment over this exhibition, and have heard similar comments expressed concerning the Boat Show and the Camping Exhibition. What is not generally appreciated, however, is that the commercial rates for exhibiting at this kind of show may well be in the region of £300 to £500, and this requires considerable sales of canoes costing from £15 to £50 to recover expenses even before any profit is made. We of 'Canoeing' have long advocated that the B.C.U. and the C.C.P.R. should organise a week-long canoeing festival at a riverside site with marquees for the exhibitors, camping facilities for visitors, with displays afloat, coaching sessions, social events and regatta events both serious and rag. Done in this way we believe that fees to exhibitors could be kept to a sufficiently low level to attract the smaller firms who at present simply cannot afford to compete with the large manufacturers of other sports goods who attend the major exhibitions. Ed).

Percy Blandford is one of the most prolific writers on canoe and small boat handling and over the years he has gathered a vast fund of water lore. Some specialist canoeists are inclined to regard his designs and his approach to canoeing as too conservative but on analysis this often proves to mean that he does not cater for their kind of canoeing. For the newcomer to the sport and for those who find the appeal of canoeing lies in our more placid waterways, then Percy Blandford has a great deal to offer.

In 'Holidays afloat' he sets out to give advice to those who would like to try a boating holiday and who are not sure how to go about it. He covers boats from canoes to cabin cruisers and cruising grounds from canals to coastal waters. Along with this are chapters on watermanship, boat handling, and hiring. Altogether a most comprehensive survey written in the author's usual easy-to-read style.

Since the space devoted to canoeing is necessarily limited most of our readers would find one of Percy Blandford's other books a better buy if they only want canoeing information, but if they are thinking of trying another kind of holiday afloat then this book is a good starting point. It is also the book to recommend to those people whom we all meet from time to time who on learning that we are canoeists say 'Canoeing's all very well but I'd like to try something bigger. What do you suggest?' The answer from

HOW TO BUILD AND MANAGE A CANOE Vol.1, 3rd edition
by Alec R. Ellis and C.G. Beams (Brown, Son & Ferguson)

This book first appeared in 1949 as part of a two volume work, the first of which gave building instructions and advice on canoe handling whilst the second volume consisted of a set of plans for a hard chine canvas covered kayak with a length of 16'2" and a beam of 33". In this third edition the author has revised Volume One, but the plans remain unchanged. The result is disappointing.

The revisions consist largely of alterations to addresses and changes of prices and the result is that the reader is presented with a picture of canoeing as it was fifteen years ago. Since then canoe techniques have developed, new materials have been introduced, and our ideas as to acceptable dimensions for canoes have been drastically altered. Throughout this book there is evidence that the author has not kept up with recent trends, or for reasons of economy has not chosen to include them in this revised edition. This is a pity for much of the advice given is sound, but the result is that the novice who buys this book and builds this canoe will be disappointed when he compares it with those of any fellow canoeists whom he may meet. In other words he will have expended a great deal of time, effort, and money and will not have achieved the best results. He may even be turned away from canoeing because it is not what it had been 'cracked up to be'.

The concept behind this book is a good one but what was needed was a true 'third edition' not a 'first edition with minor revisions'.

News Flashes

NEW CANOE CATALOGUE AVAILABLE

The Solent Canoe Centre which was established earlier this year have just produced a new catalogue showing the range of canoes and equipment available. The selection includes goods from Percy Blandford, Ken Littledyke, Canoeing Publications, Canoe Centre, Gmach, Jenkins and Lancefield, and Avoncraft. Southern canoeists are indeed fortunate in being able to see such a comparative display at 166 Bitterne Road, Southampton.

EARLY CANOE TROPHY DISCOVERED

The Daily Mirror recently reported that one of its readers had discovered in a junk shop a trophy encribed "Royal Canoe Club, First Prize. Nautilus Canoes. 1876. 'Nora'". We wonder how many other early canoe relics are lying forgotten and unrecognised. Did you know, for instance, that the records of the British Canoe Association founded in 1887 and forerunner of the B.C.U. are lost without trace.

A BRITISH K1 FOR TOKYO?

Recent tests by some of our top paddlers of a K1 developed by Bob Vardy of Avoncraft have shown this to be an extremely fast boat. Racing paddlers are now wondering whether we may yet see Britain break into the Scandinavian kayak building industry, and whether there is a possibility of at least one of the British Olympic team using a British built kayak.

CANOE ASSOCIATION OF NORTHERN IRELAND

A Canoe Association of Northern Ireland is being formed and the steering committee is anxious that all canoe clubs, canoeing sections, schools and groups in the area should make themselves known. All enquiries should be addressed C/o C.C.P.R., 49 Malone Road, Belfast 9.

THE DRIFT TO THE NORTH

Following the news that the Canoe Camping Club are planning to hold their next A.G.M. away from London, we learn that the B.C.U. has approached a midlands club with a view to holding the next A.G.M. outside of London.

FULL TIME B.C.U. UNION

The appointment of a full time secretary for the B.C.U. which has been under negotiation for nearly a year now is expected in the very near future. By the time this issue is published it is expected that the final shortlist will have been drawn up and an interview date will have been fixed.

ROYAL LEAMINGTON SPA & WORCESTER CANOE CLUBS
BEVERE WEIR SLALOM

7th June 1964

RESULTS, INTERNATIONAL LONG DISTANCE CANOE RACE, 7th JUNE 1964

INTERNATIONAL TEAMS, CLASS 5

- | | |
|----------------------------|------------|
| 1. A. Young, H. Still, | 1. 40. 37. |
| 2. D. Shankland, C. Evans, | 1. 51. 40. |
| 3. E. Lawrence, A. Roman, | 1. 59. 58. |

ENGLAND,
WALES,
IRELAND.

CLASS 1.

- | | |
|-----------------|------------|
| 1. A. Chapman, | 1. 57. 12. |
| 2. P. Feeney, | 2. 07. 03. |
| 3. D. Duffield, | 2. 07. 31. |

Royal C.C.
Exeter C.C.
Bradford on Avon R.C.

CLASS 2A.

- | | |
|-----------------|------------|
| 1. P. Eastings, | 2. 07. 31. |
| 2. P. Morgan, | 2. 14. 37. |
| 3. B. Hope, | 2. 23. 37. |

Cambridge C.C.
Gailly C.C.
C.T.C.

CLASS 2B.

- | | |
|-----------------|------------|
| 1. C. Union, | 2. 27. 12. |
| 2. B. Robinson, | 2. 30. 47. |
| 3. I. Palfour, | 2. 36. 35. |

Gailly C.C.
Royal Leam-Spa C.C.
Nonads C.C.

INTERNATIONAL TEAMS, CLASS 3A.

- | | |
|-----------------|------------|
| 1. S. Smith, | 1. 57. 04. |
| 2. Z. Pers. re. | 2. 10. 56. |
| 3. F. Crowley, | 2. 12. 51. |

ENGLAND,
WALES,
IRELAND.

CLASS 3A.

- | | |
|--------------|------------|
| 1. S. Smith, | 1. 57. 04. |
| 2. M. Mean, | 1. 57. 09. |
| 3. Morris | 2. 09. 00. |

(ENGLAND)
Worcester C.C.
Fasfield Y.C.
Juv. Ldrs. Merioneth.

CLASS 3B.

- | | |
|-------------------|------------|
| 1. J. Littlewood, | 2. 13. 50. |
| 2. A. Baldwin, | 2. 23. 57. |
| 3. A. Laws, | 2. 28. 24. |

Bradford on Avon C.C.
Hatfield C.C.
Lincoln C.C.

Canadian Singles

Pos.	Name	Club	1st Run		2nd Run		Best		
			Pen	Time	Pen	Time			
1	Powell R.	Worcester	80	265	345	110	279	389	345
2	Olerenshaw D.	R.L.S.C.C.	200	394	594	90	344	434	434
3	Thompson M.	Worcester	180	338	518	140	298	438	438
<u>Canadian Doubles</u>									
1	Powell	Worcester	180	276	456	160	236	416	416
2	Manton	R.L.S.C.C.	150	343	493	Scratched		493	
3	Gray	B'ham/ Worce.	250	359	609	180	370	550	550

Team Event

Pos.	Club	Pen.	Time	Total
1	Twickenham	340	302	642
2	Manchester	350	325	675
3	R.L.S.C.C.	480	310	790

Ladies Division

1	Geckow, H.	50	235	285	100	233	333	285	58.06
2	Ballard, M.	100	224	414	310	351	661	414	84.35
3	Barber, M.	207	450	530	130	331	461	461	95.92

Wickland
Chalfont
R.L.S.C.C.

Third Division

Pos.	Name	Club	1st Run	2nd Run	Total	Pen.	Time	Tot. Best	Page.
1	Felstead S.	Wickham	60	203	262	50	245	295	262
2	Holmes D.	Worcester	70	270	340	90	239	329	282
3	Walker G.	Clare	40	271	411	60	234	294	294

RESULTS OF TIME TRIALS
28th JUNE.

K.1. 1000m. Men

<u>1st Trial</u>		<u>2nd Trial</u>	
A. Wilson	4.00.9	A. Wilson	4.02.5
P. Lawler	4.05.0	P. Lawler	4.13.4
A. Edwards	4.10.9	T. Shenton	4.20.9

K.4. 1000m. Men

<u>1st Trial</u>		
A. Wilson/G. Palmer/A. Edwards/T. Shenton		3.23.2
B. Still/A. Young/R. Lowery/E. Cronk		3.29.5
D. Maycock/J. Marshall/R. O'Keefe/P. Lawler		3.32.0

K.4. 1000m. Men

<u>2nd Trial</u>		
A. Wilson/G. Palmer/A. Edwards/T. Shenton		3.25.2
D. Maycock/J. Marshall/R. O'Keefe/P. Lawler		3.35.4
B. Watkins/C. Evans/R. Lawler/A. Salter		3.38.6

K.1. 500 Ladies

<u>1st Trial</u>		<u>2nd Trial</u>	
M. Tucker	2.15.0	M. Tucker	2.15.4
D. Rabjohns	2.25.5	D. Rabjohns	2.23.4

K.2. 1000m.

<u>1st Trial</u>		<u>2nd Trial</u>	
J. Marshall/D. Maycock	3.45.4	* B. Lowery/E. Cronk	3.58.2
B. Lowery/E. Cronk	3.54.6	J. Marshall/D. Maycock	3.58.4
A. Edwards/G. Palmer	3.54.8	A. Edwards/G. Palmer	4.01.9

*due to error this time cannot be confirmed as accurate

TWICKENHAM CANOE CLUB
Shepperton Slalom - June 21st 1964.

Division 3

Pos.	Name	Club	First Run			Second Run			Better Run
			Pen	Time	Total	Pen	Time	Total	
1	Mike Hillyard	Chalfont	70	208	278	160	221	381	278
2	Derek Holmes	Manchester	160	264	424	70	231	301	301
3	Paul Campitt	Worcester	20	282	302	220	328	548	302

Division 4

1	John Roberts	Bristol	80	218	298	40	164	204	204
2	Bob Goldsmith	Papercourt	350	183	533	50	159	209	209
3	Bill Burbidge	Oxford Univ.	40	233	273	40	182	222	222



CLAUDE MENDES DA COSTA, the designer and manufacturer of Mendesta canoes, on a recent business trip to the country took part in the Llangollen Slalom at the end of May.

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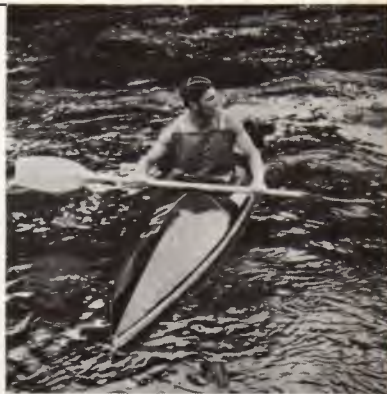
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