

Canoeing

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VOL 4 NUMBER 12 NOVEMBER 1964



SPECIAL FEATURES

ESCAPE FROM A HIPPO

ROOF RACKS

DOUBLE CHANNEL CROSSING
BY CANOE

MARIANNE TUCKER
OLYMPIC CANOEIST 1960, 1964

Photo: Aqua-Photo Publicity



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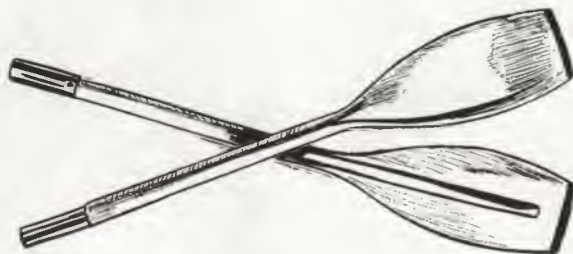
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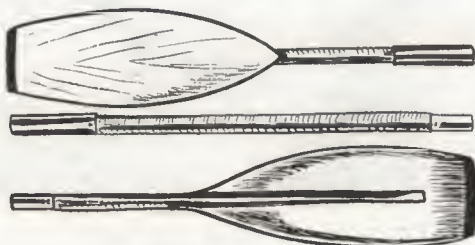
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Canoeing

Volume 4

Number 12

November 1964

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

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The Cost of Canoeing

Four years ago, 'Canoeing' consisted of sixteen pages and cost one shilling, over the years the number of pages has risen to twenty-eight and we have been able to keep the price pegged down. Not only has the price remained static but we have been able to introduce a number of technical improvements to make the magazine more attractive in its appearance.

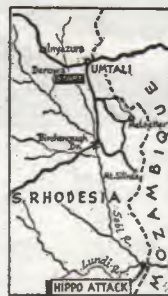
All this has been possible because rising circulation and increased advertising revenue has helped towards more economic production. At the same time, the increase in circulation has brought increased correspondence and has meant that work which the Editorial board has in the past been able to do in their spare time (remember, 'Canoeing' is an amateur production) has grown out of all proportion and some of this has now had to be sub-contracted.

The result of all this is that with our next issue, Volume 5, Number 1, December 1964, we are compelled to increase the price of 'Canoeing' to 1s.3d. per copy which means a postal subscription of 18s. per annum. All existing subscribers will continue to receive the magazine at the old rate until their subscription expires.

Your Editorial Board regret that we have had to make this increase, but feel certain that readers will agree that even at 1s.3d. per copy, 'Canoeing' represents the best periodical value in our sport.

Escape from a Hippo

BY WILLEM VAN RIET



This map shows the route of the trip from the start to the spot where the hippo attacked near the border of Mozambique.

Like a massive crow's foot the Sabi River and its upper tributaries make an impressive pattern on the map between Salisbury and Umtali. From the 5,000ft. highveld to the south of Salisbury the Sabi rushes through rugged country to its confluence with the Macheke from the north and the Tsungwesi from the north-east at 3,000ft. above sea level.

Collecting its maximum water from this huge natural catchment area from December to February, it drops rapidly to 1,650ft. at the Birchenough Bridge. This bridge was our first objective when we set out with our frail canoes on December 19, some 80 river miles upstream on the Sabi at Derowa to the south-east of Inyazura. Eighty miles - to us at least - of unknown hazards.

The hazards might have been unknown, but certainly not the hospitality - even at this early stage. Martin - more about him later - and I arrived at the starting point where the Mennels - a delightful couple and their son, who greatly reduced our problems and gave us a royal send-off on a reasonably small stream already showing signs of the white water we expected to meet later on.

Warnings were plentiful and with good reason; reason enough to have prevented any previous attempt to navigate the Sabi to the north of Birchenough Bridge. Warnings of white-water torrents worse than rapids and warnings of a lurking enemy - the crocodile, which, with its ally the hippopotamus, could change the course of our expedition within seconds.

But I had not travelled 1,500 miles by motor-cycle and 500 miles by car to listen to reason - and neither had Martin Willburger. My companion from Potgieterus had experience in European rivers and last year, unknown to us, risked a solo trip from Beit Bridge to the sea a few days ahead of our own Argus expedition.

Our first objective lay 80 miles to the south. By the first nightfall we had travelled only eight miles round and over boulders and past two small groups of docile hippo with one inquisitive crocodile indicative of a more dangerous attitude to strangers further downstream.

This roughly was our average progress for the next four days.

Four days within the narrow rocky confines of a river ever increasing in volume and speed, sometimes forcing us into portage over rockfalls and past smaller waterfalls.

Caution was the essence of our outlook at this early stage, for a smashed canoe now would end all hope of completing even the first stage. Not only did we have to look after our canoes. Unexpected dangers lurked everywhere. Near the site of a reservoir in the Kondo gorge - part of the Sabi-Lundi development scheme, I unwittingly disturbed a hornets' nest with very nearly dire consequences to myself. Thirteen stings are not very pleasant and for 10 minutes Martin had to watch helplessly as I pranced in pain and did a Zulu stamp with no training. Fortunately I seem to be reasonably immune from the dangerous after-effects and recovered quickly to pursue our course on the waterway.

Shortly afterwards the rocky character changed suddenly into a pleasant narrow winding stream with sandy and reeded banks. Pleasant for a moment only though, for round the first bend in the 20ft.-wide stream we came upon four lumbering hippos in the middle of the river.

The sides were too steep for us to clamber up and we slowly drifted downstream for the lazy loungers to retreat somewhat ungracefully until in a non-aggressive mood they reversed into a corner for us to pass while we could have touched them with our outstretched paddles.

These heavy-weights of the jungle allowed us a reasonable passage through their watery home, perhaps unwittingly to give up a false sense of security. We had learnt, however, on previous journeys on the Limpopo and Pongola rivers never to relax.

In spite of these short stretches of calm water, our progress was still slow as we struggled repeatedly over waterfalls and long stretches of rapids where in some cases we had to rope our canoes and follow waistdeep using our weight as a brake. Perhaps primitive, but at times there was no alternative but to risk the continuous battering against rocks and outcrops, so that by nightfall we were a mass of bruises and cuts.

This was to continue day after day - on the water, in and under the water, and over the rocks. At times a paddle would be knocked away and a struggle would follow to retrieve it. Once, while manoeuvring the canoe ropewise, the rope slipped from my hands and both canoe and I were washed on to a rocky island, on the edge of the next drop. I had a nasty cut on the knee, but everything was salvaged.

Martin was the next to escape. During a similar operation, he slipped when the rope twisted round his legs and the pull of his boat forced him under water. Fortunately he was able to grasp a boulder to keep his head above water until I reached him. I then pulled him higher and released the rope to retrieve the canoe.

Our canoes naturally soon showed evidence of this continual battle and we had to take time off for repairs. The canoes were the foldable Klepper type and most suitable for the conditions, but nothing could withstand such a continuous battering, so the ribbing and other parts had to be stiffened with splints as we went along.

We took many duckings, but we soon dried in the wind, which, surprisingly, could be freezing in mid-summer, and we spent one of our coldest nights on Christmas Eve to the sounds of frolicking hippos, hyenas and owls.

After December 24 conditions got worse. The river ran steeper and the banks became more inaccessible for us. That day we reached a gorge reminiscent of the Tola Azime and Malala Falls on the Limpopo.

The river forced its way through sheer rock walls of black and red granite bearing signs of erosion through the centuries - to find temporary calm 400 yards further and 60 feet lower in a whirlpool before its next headlong plunge to a lower level. A beautiful sight to behold and remember, but an obstacle at the time. To by-pass meant everything and this was exactly what we had to do. For five hours we struggled and eventually reached the calm water half a mile further on.

Crocodiles we considered our worst enemy. We found them in all sizes along the banks lazing in the sun, but at the first sign of disturbance they would take an almighty plunge into the river and make for deep water irrespective of any obstacle in the way - be it a log or a canoeist. We found that in areas with a spattering of population, these creatures would not necessarily attack a boat on sight. In isolated areas anything strange would upset them and we had to be extremely careful.

Any sharp noise like a pistol shot, however, would frighten them and this we had to do several times.

Soon after our rocky traverse we idled through pleasant reeded bends quite unaware of the next hectic moments. A huge crocodile lay peacefully basking in the sun when we rounded a bend. At the sight of us there was a flurry of legs and tail and a great splash and there was no doubt about his intentions as he made straight for my canoe. I tried a few whacks on the water to frighten him, but it was no good. It was too late to look for my revolver so I paddled as fast as I could. But the croc had the edge as far as speed was concerned and closed in rapidly.

Fortunately, Martin was close behind and fired a salvo of three shots in the air and within two feet of me the reptile dived for deeper water with a swish of the tail. An ominous silence followed this escape as we recovered from the shock. This taught us to be more at the ready with our pistols.

Christmas Day found us hoping for better water as we neared the Odzi River. The previous night had been bitterly cold, but our efforts in by-passing rapids soon warmed us up. In one pool we came across 32 hippos lazing knee-deep in the water. A wonderful sight, and they took not the slightest notice of the passing strangers. In one corner a friendly battle ensued between two, with some calves watching anxiously.

Soon our river spread itself out in a widening course of sandy banks. This was a wonderful sight to us, after having completed some 70 miles of toughest canoeing imaginable. Crocodiles became more numerous and at one stage we found ourselves surrounded by these silent, gliding creatures.

To be continued

Roof Racks

Most canoeists have had the problem of transporting canoes safely on top of an ordinary car. After several attempts at making a rack, R.J. Lawler eventually arrived at a model which he believes to be almost ideal for carrying most canoes. Two canoes can be loaded in two minutes, and they are guaranteed to be secure and will not bounce.

The roof rack unit is made complete with two V-bars and roof fixings. The entire rack is made of steel, including the clamps. It is finished in a stoved enamel.

The rack consists of a square base with pads and clamps to fix it onto the roof. The base is made to fit the roof of the car on which it is intended to travel. This means that the feet can rest on the four corners of the roof, and the weight of the boats and rack does not dent the roof. The size of the rack depends, obviously, on the type of car it is to fit.

Welded onto the base are two V-bars. The Vs are 7' apart, padded and give maximum support to the boat. These wide supports lessen the likelihood of the load being shifted by wind.

Boats can be loaded very quickly. Rubber straps are made the right length to stretch over the canoes it is intended to carry. Obviously, longer straps are needed for wider boats.

A bar with V's at each end can be successfully clamped to an existing rack.

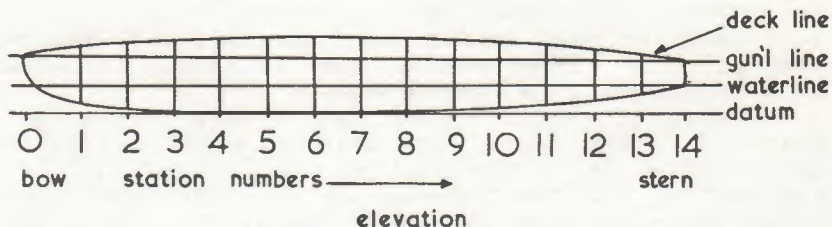
This type of rack should benefit many canoeists and save a great deal of time and worry.

The manufacturer is R.J. Lawler, 11, Chestnut Walk, Shepperton, Middlesex, to whom all enquiries should be addressed.

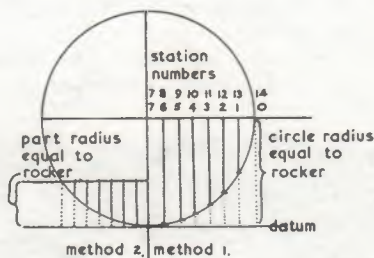


BY ALAN W. BYDE.

Elevation



Having drawn the plan shapes, it is now necessary to draw the side outlines, which should show four important lines, keel, waterline, gunwale, and deck. The same procedure of rough drawing, transferring, redrawing, measuring, checking, remeasuring, and recording should be followed. Where more gentle curves such as rocker are required, these may be derived from a circle, as follows.



Method 1

Describe a circle, radius equal to the rocker desired. This may be 3 inches. Divide the circle into quarters. Working from the centre to the circumference, divide the horizontal radius into as many equal parts as there are stations from maximum beam to either bow or stern. In many cases this is different, so it will be necessary to mark off bow stations and stern stations on opposite sides of the centre and along the same diameter.

Draw a representation of the elevation datum line as a tangent at the lowest part of the circle, so that it is exactly parallel to the horizontal diameter. Drop perpendicular lines from the stations (marked off on the horizontal diameter) to the datum line. These lines will all cross or touch the circumference of the circle. Measure from these intersections down to the datum. Record these measurements. When these are spread out to foot intervals, and measured up from a datum line, it is easy to see that a line joining

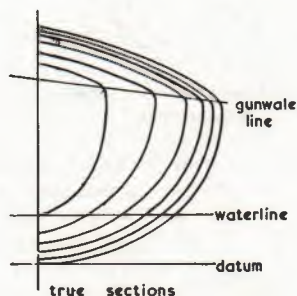
all these points will be a very smooth curve. To mould the bow and stern lines into this rockered curve will require a little easing at the ends.

A rocker calculated in this way gives a barge like entry, as nearly half the lift of the rocker is contained in the last ordinate. To ease this, it is possible to use the flatter part of the circle.

Method 2

Here the horizontal radius has been represented as a half chord of the circle, exactly parallel to the datum. In this drawing the amount of rocker has of necessity been reduced to about $2/5$ of the rocker obtained in Method 1. To obtain the same amount of rocker by Method 2, increase the radius of the circle. The chord is divided as before, perpendiculars are dropped to datum, and measured and recorded.

It is possible to calculate the curves of waterline and gunwale by this method, and it will be seen that method 1 gives a very barge shaped plan.



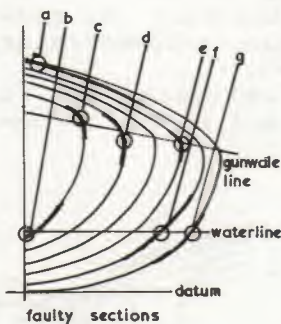
Having made all the measurements, and recorded them onto the chart (drawing 4) it is now possible to plot and draw the sections. Take the rough sheet of paper, and using one edge as the upright or vertical axis of a graph, draw a horizontal axis, using the squared lines as a guide. The length of the horizontal axis must be at least half of the maximum beam (full size). The vertical axis must be at least the overall (full size) height of the canoe from lowest part of the rocker up to the highest part of the deck.

The measurements appropriate to the maximum beam section are plotted first. It will be seen that the chart (drawing 4) gives two ordinates at right angles for each point required. Four points can be plotted with accuracy, at deck, gunwale, calculated waterline and keel. A curved line, the most important line, is drawn to pass through each of the four plotted points. It is now that a canoeist draws on experience, and on the ability to visualise and analyse what characteristics different cross sections will give to a canoe. (Naval Architects have years of calculations and standard sections to help them in this matter).

When drawing this first section, use a very light line. Sight along the lines to check smoothness of curvature. Having obtained the line you require, ink it in. Plot the ordinates for the next

section, draw very carefully to follow the shape of the first section. Take sights along this line, compare, redraw, fiddle about with it and then, when satisfied, ink in. Continue with each section in turn. You should then have something looking like the cross section of an onion, halved.

Note that the lines do follow each other in drawing 7. As they move from the largest to the smallest section, they become progressively further apart. This will give a smooth convex shape to the outside of the hull. Knowledge of contours and map reading should help you to visualise the shape of a hull from a study of the sections.



I have deliberately drawn slight faults into this. "a" shows the deckline touching, perhaps crossing the next one to it. This does not usually happen, as it would give a sagging deck line. "b" shows that the spacing of the rockered points is equal from mid section to the end. This would tend towards a "droopy snoot" appearance from the side. "c" when compared with "d" shows a variation of the height of the gunwale line. This will lead to a wavy edged hull, like a bit of pie crust. "e" shows a sharp edged gunwale line, whereas the rest of the design shows a rounded gunwale line. This would throw up odd highlights if built into a hull. Compare "f" with "g", and it will be seen that the biggest, or master section, has a bit of a tendency to a step at the waterline. This is not necessarily bad, but the next section at "f" shows a tendency to a hollow at this point. The result would be an energy consuming water disturbance if built into a hull, caused by a hollow followed by a bump.

Having drawn and checked and adjusted all your sections in this way, take a clean sheet of paper, and using one edge, as above, prepare to draw your sections properly. Cut out the biggest shape. Pin it down on the clean sheet. Draw round it. I used a UNO pen number two. Take it off, cut out the next shape. Centre it in position with the first shape, and draw round it as before. Proceed in this way until all the shapes are transferred. Check this drawing. Be critical. Adjust your shapes again if necessary. Remember paper and ink and time spent in drawing are a lot less expensive than wood & plaster and fibreglass & time spent in building a bad hull.

(To be continued)

Double Channel Crossing by Canoe

BY CAPT. F.G.E. GRANGE, R.E.

After paddling for a year in Dover Harbour the Canoe Club of the Junior Leaders Regiment Royal Engineers could not resist the challenge of crossing the Channel any longer. Plans were made and other units invited to take part. The weekend of 18/19 July 1964 was chosen as the most suitable with neap tides.

The Regiment's Watermanship Wing rallied escort craft and used their experience from crossing every weekend in the yacht 'Boleh', to plot the course. On Thursday 16th July 1964 guest canoeists arrived from the Junior Tradesmens Regiments at Rhyll and Troon.

On Friday the whole flotilla assembled at St. Margarets Bay to practice sea and capsize drills. Everyone soon learnt their formation positions and what particular craft was going to escort them during the crossing. The canoes were given a final check over, everything ready to go, the returned canoeists to Old Park Barracks for a good nights rest and a constant radio weather report watch.

At 0630 hrs Saturday 18th July 1964 weather reports were taken from the RAF and BBC and everything was perfect except local fog patches. The visibility at St. Margarets Bay was 2 miles and likely to improve so the decision was made to, GO!

Boleh motored into the Bay at 0850 hrs and immediately took a party of 10 canoes from Rhyll and Troon in escort for their crossing. The other party from Dover, of 15 canoes put final touches to their craft while they waited for their start. At 0955 hrs they set



THE START ST. MARGARETS BAY

off, the sea had a slight swell and visibility improving to 3 miles. The motor vessel Bluebird set the course of 140° and everyone settled down to a constant stroke for the next five or six hours. After 30 mins the South Goodwin Lightship came into sight and the other party with Boleh also, just beyond the lightship.

A sandwich and drink of water for lunch and Boleh's party were almost out of sight behind and after a strong hours paddle the Dover Patrol Memorial on Cap Blanc appeared through the haze. This seemed to stay in position without getting any nearer for two hours until 1400 hrs when at last we could see our objective, Sandgatte. The tide was now taking us fast down the channel and at 1400 hrs we beached just west of the village. The wind had got up slightly by this time and a 4 ft surf was raging on the beach. Capt. Grainger and Cpl. Collier were caught and thrown onto the beach underneath their canoe, to the amusement of the sunbathers.

Boleh and the other ten canoes were just in sight and so we had enough time to find a camp site. A place was found on the cliff, west of the village of Sandgatte, 20 yds from the beach and 100 yds from the village. At 1600 hrs the surf was really getting angry and the ten canoes from Ryll and Troon fought their way ashore, very wet.

The escort craft quickly discharged our camping kit via human chain through the surf, then sailed on to Calais Harbour for the night. The canoeists quickly set up camp and had a meal and after a short rest explored the Cliffs and Sandgatte.

Sunday 19th July 1964 dawned with a fresh wind, heavy surf on the beach, and white horses in the Channel. A weather report from the escort vessels in Calais confirmed that the return crossing was off. With pleasure, the canoeists settled down to a days rest.



ON THE WAY WITH ESCORT VESSEL BLUE BIRD

The village of Sandgatte proved to be a splendid resting place with excellent sea food and fine wine. Unfortunately Sunday passed too quickly and with a stroke of luck the weather was perfect for our return paddle on Monday.

With most of the village and holiday makers out to wave goodbye we set out for home. This was quite an uneventful crossing for the canoeists but Bluebird lost her rudder and the Harbour Launch, with the 2IC/CI in command the crossing, had to help her with repairs. The canoeists carried on.

The South Goodwin Lightship appeared through the haze again and soon we were approaching the beach at St. Margarets. The shore party had an excellent cup of tea waiting, the best welcome back to England we could have had. J/Spr Roberts of 'C' Squadron summed up everyones' feelings in one sentence, "I'm not too happy about it today, but I will be tomorrow".

The Channel was conquered in both directions and everyone was left to check his canoe and possibly think of what to paddle next.

RESULTS

Times

<u>Party No 1</u>	Junior Tradesmen's Regt	St Margarets Bay to Sandgatte	
	Rhyll and Troon plus two canoes from Dover.		6 hrs 55 mins. 8 hrs 0 mins.
<u>Party No 2</u>	Junior Leaders Regt RE	St Margarets Bay to Sandgatte	
			5 hrs 40 mins. 6 hrs 0 mins.

This bettered the record previously held, by the Regiment for a mass crossing, 5 hrs 55 mins.



Wherever you may be send your contributions - articles, letters, photographs, cartoons, to the Editor, 1 North Lodge, The Green, Ealing. W.5.

Mike Clark reports

Olympic Canoe Prospects

Our six-strong canoe team, Marianne Tucker, Alistair Wilson, Peter Lawler, Glen Palmer, Alan Edwards, and Bob Lowery, flew out to Tokyo, along with the athletic team, on Sunday 27th September. After the marathon journey of over thirty hours, our paddlers should meet with quite favourable climate conditions. At this time of the year the temperature in Tokyo is around 70 deg. but a little rain causes a slightly humid atmosphere. In time, Japan is nine hours ahead of us, but with three weeks training on Lake Sagami, before the regatta, the team should be well attuned to the change.

Man-made Lake Sagami took seven years to construct, and is 58 km. from Tokyo. At the Sagami Village everything possible seems to have been provided for the competitors. Not only do they have a launch for training, but the use of a car with driver, and an interpreter.

Marianne Tucker, now 26 years old with eight years competitive canoeing behind her, reached the semi-finals of the woman's K1 500m event at the Rome Olympics. In recent months she has shown a form that should gain her a place in the finals at Tokyo. Alistair Wilson, from the Kyle Canoe Club, leads the team, and competes in both K1 and K4 events. Although he may be lacking in experience of this class of competition, he by no means lacks determination. Four years ago he was unheard of, and at the 1961 Serpentine regatta, no-one took much notice of the lone Scot, racing in his first sprint regatta. Since then he has never looked back, and has dominated the sport for the last three years. The thrilling K4 event is in the Olympic programme for the first time, and at a week's work-out at the Royal Canoe Club, Brian Woods, the team coach and manager, tried different combinations from the five paddlers before selecting the final crew. The K4 now to race at Sagami, Wilson/Lawler/Palmer/Lowery, looked very impressive on the water, and there is great hopes of them gaining a place in the final.

20th OCTOBER 1964

On this day the British Canoe Team will be competing in the heats of the Olympic regatta at Lake Sagami, Japan. For them the travelling is over - the hours of torturous training are over - nothing in the World matters now, save to paddle off the start with more effort, more drive, more determination, and with more speed than they have ever done before.....



Top. OLYMPIC CANOE TEAM

Left to Right: G.Palmer/A.Wilson/M.Tucker/R.Lowery/D.Lawler/A.Edwards

Lower. K4 TEAM

Wilson, Palmer, Lowery, Lawler

Photos by Aqua-Photo Publicity

Bound Volumes of 'Canoeing'

We are having some copies of Volume Number 4, which closes this issue, bound up. The format will be the same as previously, i.e. title on the spine, stiff illustrated boards covered with with a transparent laminate, and in the style known to the trade as 'perfect' binding. The cost of these will be £1 per volume (post free). Orders are being taken now.

As in previous years, we are prepared to bind up readers' own copies of Volume 4 at the same time as our stock copies are being bound. The charge for this will be ten shillings per volume, and it is stressed that all individual copies must be in perfect condition otherwise success cannot be assured. Copies for binding, plus the ten shillings, must be at the Editorial Office by 7th November, 1964. It is anticipated that orders will be completed early in the New Year.

We are still able to supply bound copies of Volume 3 from stock, price £1 per volume (post free). We particularly recommend them to Clubs and Libraries. We regret that bound copies of Volumes 1 and 2 are no longer available.

Letters

Dear Sir,

Are there too many canoeists?

It is with some alarm that I read with increasing frequency the enthusiastic reports of the growing number of people indulging in canoeing. All the writers, and in this I am afraid I must include your Editorial staff, seem to assume the sport is in some way better off with every increase in the number of participants. But, is this really so?

Twenty-five years ago canoeing was much less popular, but I can recall none of the present troubles with the land-owners. In spite of the smaller market, canoes were just as cheap if not cheaper, proportionally, than they are today. Indeed, it is difficult to see what benefits the increase in the numbers of canoeists has brought to the sport in this country, as far as I can see it has only brought restrictions and disrepute.

It is my opinion that the only people who are benefitting from the present boom are the manufacturers of canoes and the authors of the numerous, dare one say too numerous, books on the sport.

Will I be cast into the wilderness if I suggest that instead of trying to encourage the spread of canoeing, we would be better served if we tried to discourage people from taking up the sport.

Yours faithfully,
Norman Tilley,
Chiswick, W.4.

Dear Sir,

L.D. Racing and The Services

With reference to Mr. R.F. Williams' letter in your August edition "L.D. Racing and the Services". He says that only the very best get the chance to compete. Nonsense Sir! The Services have never been more sport-minded than they are now. Anyone who is keen enough can compete in whatever is his chosen sport, often getting his equipment bought for him and his expenses paid too. Admittedly, in the R.A.F. at least canoeing is not a recognised sport as yet, but many individual units have clubs, with good craft and B.C.U. trained instructors. I am a regular airman, yet I have never had any difficulty in getting off at weekends - except for essential shift-workers the R.A.F. works only a five-day week - to race in places as far apart as Windermere and Exeter, and most places in between.

No, never let it be said that the Services ever handicapped a man who wants to take part in sport.

Yours faithfully,
Bernard Smith.

Dear Sir,

Sprint kayaks, canoes & paddles

I omitted to give you an amendment to our brief to units on Kayaks etc. which I produced recently.

I wonder if you could print this in an issue as we might otherwise be accused of being behind the times'. See 'Sprint kayaks, canoes and paddles' Canoeing, September 1964.

The text is:-

Recent developments

During 1964 Mr. R. Vardy of 30 Cavan Road, Redbourn, Herts. has produced a very good K1 craft priced at £40. The craft is made of birch veneer lined with glass fibre. It produces very good results and seems to be capable of times similar to those produced by the Streuer K1.

It is certainly better than any glass boat and is also very tough and easily repaired, a problem with the very expensive Streuer.

The firm also produce a class 3 and 7 boat of similar construction and hope to make a K2 soon. Both the K1 and Class 3 are ideal craft at the price for units unable or unwilling to pay the price for Streuer.

Yours faithfully,
Major R.G. Jones
Chairman Army Paddle
Racing Committee.

Dear Sir,

B.C.U. Approved Lifejacket

Belatedly, but relieved and delighted, we are now able to re-introduce the B.C.U. lifejacket to all interested retailers again, and hence, make them readily available.

To differentiate between the original, the "stop gap" variant and the current production, we have called them respectively the "B.C.U. approved Lifemaster" Mk. 1, 2 and 1A.

These latter will sell at the original price, but have been improved to provide for a larger neck opening in the deflated state without affecting the performance.

Several times the original and the Mk. 2 variants were criticised for their restricted neck opening and we hope now to have alleviated if not cured the problem.

Similarly, the waist strap length has been increased to provide for those of more ample girth.

It is terribly unfortunate that almost the entire season has passed since our original problem arose, but we had to be sure that our alternative fabric was going to be both available and acceptable, and this too time.

Perhaps you can find a corner of your editorial page to inform your readers that these jackets should now be readily available.

Yours faithfully,
P.C. Mulley
for Vacuum Reflex Ltd.

News Flashes

POOLE HARBOUR CANOEING IN 2000 B.C.

A complete 24ft oak dugout canoe has recently been dredged out of Poole Harbour in Dorset. The canoe is believed to belong to the bronze age and is probably about 4,000 years old. It is reported to be in an excellent state of preservation.

A NEW COACHING AWARD

We understand that the B.C.U. are introducing a new coaching award - that of Senior Instructor. It is intended that this new award will fill the rather wide gap which at present exists between the Instructor and the Coach. Some slight tightening up of the regulations for the 'Coach' award are also being introduced.

VOLUMES 1 and 2 OF 'CANOEING'

Our supplies of bound copies of Volume 1 and Volume 2 are now exhausted and we regret there is no possibility of any reprinting. We do, however, still receive requests for copies of these and if any reader has any bound volumes to dispose of we should be grateful if they would let us know in order that we can put them in touch with prospective purchasers. A limited number of bound copies of Volume 3 complete with index are still available, price 20s. from The Circulation Manager, 6 The Mall, Brentford, Middlesex.

RAPID RIVER RACES ON THE DEE

There will be a series of four of these races from the Horseshoe Falls or Chain Bridge to a short distance above Llangollen Bridge (a distance of about 2 miles) on Sundays:

Nov. 8th 1964; Dec. 13th 1964; Jan. 17th 1965; Feb. 14th 1965.

Note that this year the Angling Association have only given permission for practice on the day preceding the events and not for any time during the winter as last year. It is possible however that they might consider special applications for other week-ends.

Prizes will be awarded for each event and a trophy will also be awarded for the best average of the series calculated in accordance with the slalom rules, i.e. a competitor's score will be that which gives him his best result, either:

His unchanged best percentage.

TEN less than the average of his best two percentages.

FIFTEEN less than the average of his best three percentages.

In answer to a query as to whether we can accept entries from non-members of the B.C.U. we would say that such entries could only be accepted under the concession that a newcomer to competitive canoeing can enter during his first year but that for any entries in subsequent years he must join the B.C.U.

Further details from C.M.Rothwell, 21 Windsor Road, Manchester.

LLANGOLLEN 1st & 2nd DIVISION SLALOM - Sunday November 15th 1964

The second slalom at Llangollen this year is being held consequent upon the cancellation of the Midland C.C. Lune Slalom originally scheduled for this date. Details from Manchester Canoe Club.

RESULTS

THIRD DIVISION 3rd & 4th DIVISION SLALOM 6th September, 1964

	1st Run Pen-Time	2nd Run Pen-Time	Total Pen-Time	Best %
1. Alan Maraden	10 93	103	84	84
2. Mike Adams	40 82	122	40	53.2
3. Roger Stacey	30 97	127	60	77.1
4. Robert Carr	120 112	232	80	92
5. Stephen Thwaites	80 105	165	80	137
6. Brian Palmer	110 103	213	80	145
7. Don Howe	80 127	207	60	155
8. Rodney Hutter	120 106	207	60	160
9. John Chapman	100 115	204	100	170
10. Spike Clarke	110 109	219	100	107.5
11. Derek Barry	130 155	265	180	138.5
			150	138.6
			184.5	165.6
			Average	168
			Mod. Average	158

FOURTH DIVISION

1. Colin Northcote	10 100	110	70	81	151	110	98.8
2. Mike Wigham	80 104	107	20	92	117	112	92.5
3. Eric Cooper	80 104	107	20	92	117	112	92.5
4. Jim Smith	80 96	176	20	120	120	120	62.1
5. Gordon Stephenson	260 76	334	60	183	143	143	76.4
6. Bob Jeffrey	20 128	148	60	175	256	148	79.1
7. Owen Davies	150 93	246	60	99	159	159	85.0
8. Richard Prince	130 95	225	30	131	161	161	86.1
9. Roger Patman	130 95	225	30	131	161	161	86.1
10. David Swift	120 92	212	60	108	168	168	89.5
11. David Swift	70 101	171	80	89	169	169	90.4
12. Bob Brown	100 84	174	retired	171	91	91	91.4
13. Geoff Evans	90 102	172	100	84	184	172	92.0
14. Adrian Todd	80 101	215	80	89	179	179	95.4
15. John Baines	120 101	215	180	170	260	260	118.1
16. Harry Calderley	200 239	519	140	178	262	262	166.1
17. Brian Evans	200 125	325	140	178	262	262	166.1
18. Michael Sharples	120 149	269	80	121	291	269	143.4
19. Tom Campbell	130 175	303	130	161	291	291	155.6
20. Derek Fenn	380 121	492	210	119	339	359	175.5
21. Keith Holdrum	290 121	411	290	145	435	411	319.4
22. Brian Mottram	400 112	512	300	164	445	445	238.0
23. Brian Mottram	290 146	456	290	164	454	454	242.8
24. Mike Armstrong	390 128	518	450	88	518	518	277.0
			Average	96	368	368	183.1
			Mod. Average	187	286	286	157

LADIES DIVISION

1. Leslia Gayverley	60 78	158	40	75	115	115	41.8
2. Wendy Brown	80 141	261	80	111	151	151	69.4
3. Audrey Keorle	120 135	345	120	140	260	260	124.9
4. Anne Braithwaite	290 239	528	200	262	462	462	168.0
5. Eileen Sharples	250 224	474	310	163	473	473	172.0
			Average	96	368	368	183.1
			Mod. Average	275	308	308	157

IRVINE CANOE CLUB Laprock Rock L.D. Race 27th August 1964

Due to bad weather the race was held on the alternative course, the Estuary of the River Garnock.

PLACE	NAME	CLUB	TYPE OF CANOE	TIME Min. Sec.
SINGLES				
1	J. Rowell	Kyle	N.C.K.I.	73. 12
2	J. Young	Kyle	Kyle Single	74. 10
3	B. Brockie	Kyle	N.C.K.I.	74. 10
4	S. McIvor	Kyle	N.C.K.I.	75. 37
5	J. Hendry	Kyle	Loch Lomond	77. 20
6	J. MacIntyre	Ardrrossan	J. Reid Design	78. 24
DOUBLES				
1	J. McCauley	Scotia	P.B.K. 18	85. 25
2	G. McDonald G. McPherson J. Morrison	Glasgow University	Wilson Class "A"	105. 50

NOTE:- The Davies Handicap System was used. Time given is the time from the start of the race not the individual padding time.

READING KAYAK CLUB SLALOM

DIVISION 1		DIVISION 2		DIVISION 3		DIVISION 4	
NAME	CLUB	NAME	CLUB	NAME	CLUB	NAME	CLUB
1. Brian Sawyer	Chalfont PK. CC	1. John Andrews	Worcester CC	1. John Andrews	Worcester CC	1. John Andrews	Worcester CC
2. Mick Wigmore	Chalfont PK. CC	2. Steve Nash	Reading KC	2. Steve Nash	Reading KC	2. Steve Nash	Reading KC
3. Richard Barrett	Loughborough CC	3. Sandy Davidson	Royal Navy KA	3. Sandy Davidson	Royal Navy KA	3. Sandy Davidson	Royal Navy KA
4. David Haly	Denstone College CC	4. Colin Gray	Worcester CC	4. Colin Gray	Worcester CC	4. Colin Gray	Worcester CC
5. Peter Reeve	Leamington	5. E. J. Gagg	Worcester CC	5. E. J. Gagg	Worcester CC	5. E. J. Gagg	Worcester CC
6. Rooney Witter	Chester CC	6. B. Willis	Sovenary CC	6. B. Willis	Sovenary CC	6. B. Willis	Sovenary CC
1st Run		1st Run		1st Run		1st Run	
180 81	261	250 117	367	250 117	367	250 117	367
20 94	114	90 109	192	90 109	192	90 109	192
30 101	131	20 93	113	20 93	113	20 93	113
30 111	121	30 112	142	30 112	142	30 112	142
30 107	127	80 172	232	80 172	232	80 172	232
30 126	136	10 182	132	10 182	132	10 182	132
Pen-Time Tot.		Pen-Time Tot.		Pen-Time Tot.		Pen-Time Tot.	
10 89	99	10 89	99	10 89	99	10 89	99
20 94	114	20 94	114	20 94	114	20 94	114
20 96	116	20 96	116	20 96	116	20 96	116
30 112	142	30 112	142	30 112	142	30 112	142
80 172	232	80 172	232	80 172	232	80 172	232
10 182	132	10 182	132	10 182	132	10 182	132
2nd Run		2nd Run		2nd Run		2nd Run	
10 89	98	10 89	98	10 89	98	10 89	98
20 99	109	20 99	109	20 99	109	20 99	109
20 93	113	20 93	113	20 93	113	20 93	113
30 111	121	30 111	121	30 111	121	30 111	121
80 172	232	80 172	232	80 172	232	80 172	232
10 182	134	10 182	134	10 182	134	10 182	134
Pen-Time Tot.		Pen-Time Tot.		Pen-Time Tot.		Pen-Time Tot.	
200 122	322	200 122	322	200 122	322	200 122	322
70 177	247	70 177	247	70 177	247	70 177	247
220 172	392	220 172	392	220 172	392	220 172	392
370 236	606	370 236	606	370 236	606	370 236	606

DAE ESTUARY RACE - 13th September 1964

RESULT SHEET

The weather was bad enough this year to take the start to a sheltered spot. As this shortened course by a mile no record times available.

NAME	CLUB	Place	Time
Giles J Senior	K.T.	1	1h24m
S. Evans	Devon Hospital	2	1h28m
P. Davies	Devon Hospital	3	2h 0m
J. Bentley	Exeter	Retired.	
B. Purnoy	Exeter	Retired.	

Class 2A Senior Vets.

D. Lewis	Festiniog	1	1h34m
K. Fish	Canoe Touring	2	1h38m
M. Ford	Exeter	Scratched	
S. Watkins	Barns Hospital	Retired.	

Class 2B Junior Vets.

M. Foley	Exeter	1	1h37m
I. Blair	Rowds	2	1h45m
R. Rapen	Rowds	Retired - engine	

Class 3A Senior hard-skinned Singles.

M. Mann	Hatfield Youth Centre	1	1h28m
H. Weldon	Bredford-on-Avon R.C.	2	1h42m
B. Hill	Westinghouse	Retired - engine	
M. Lows	Canoe Touring	Retired	
P. Heatings	Cambridge	Scratched	
S. Smith	Worcester	Retired	
P. Boulton	Lancaster	3	1h46m

Class 3B Junior hard-skinned Singles.

R. Orchard	Southampton	1	1h45m
R. Wites	Westinghouse	2	1h46m
T. Thomas	Hatfield Youth Centre	3	1h47m
A. Baldwin	Hatfield	4	1h58m
J. Jifflewood	Bredford-on-Avon	5	2h 4m
J. Turley	Royal Leamington Spa	Retired	

Class 4A Senior Folding & Soft-skinned Singles.

R. Still	Royal (Late entry)	1	1h31m
B. Andrews	Icecatir Hiro	2	1h41m
B. Plunbro	Canoe Touring	3	1h44m
R. Innesfield	Bredford-on-Avon R	Scratched	
P. Turley	Birmingham Kayak	4	2h 4m
R. Pike	Galley (Late entry)	Retired	

Class 4B Junior Folding & Soft-skinned Singles.

M. Miller	Brerlow	1	1h34m
D. Dalrymple	Southampton	2	1h41m
J. Roberts	Wentworth	3	1h51m
M. Jordan	Canoe Touring	4	1h54m
D. Franklin	Harlow	5	2h 4m
M. Vickers	Exeter	6	2h 15

NAME CLUB FINEO TIME

Class 5 Open M's.

S. Hollier	Hatfield Youth Centre	1	1h14m
R. Webb	Exeter	2	1h30m
R. Moore	Exeter	3	1h39m
M. Pearson	Royal (Late entry)		
A. Basher			
R. Pratt			

Class 6A Folding & Soft-skinned Doubles.

T. Burton	1st. Southbourne Sea Scouts	1	1h26m
M. G. Jackson	Lincoln	Scratched	
M. J. Holmes	Barns Hospital	Retired	
B. Watkins			
S. Evans			

Class 6B Junior & Ladies Soft-skinned Doubles.

M. Purhead	Royal Leamington Spa (Late entry)	1	1h37m
D. Purhead	1st. Southbourne Sea Scouts	2	1h56m
T. Ingham			
P. Sillon			
C. Purhead			
R. Moore			

Class 7A Senior Hard-skinned Doubles.

M. Bavo	Galley (Late entry)	1	1h30m
A. Burgen	Southampton	2	1h34m
D. Orchard			
M. Davin			
M. Stoy			
B. Webb			

Class 7B Junior & Ladies Hard-skinned Doubles.

B. Booth	Southampton	1	1h37m
M. G. Oliver	Southampton	2	1h38m
M. S. Buckett	Hatfield Youth Centre	3	1h51m
T. Thomas			
D. Watson			
M. H. Baldwin	Southampton	4	1h52m
M. S. Collins			
S. Walters	Southampton	5	2h 1m
R. Rutherford			
A. Grifone			
M. Gollsworthy	Chicolden	6	2h15m

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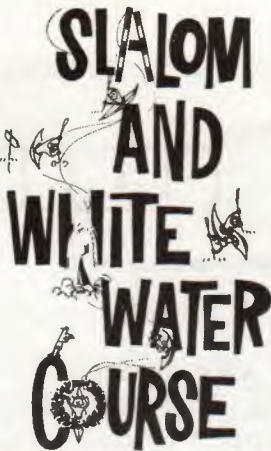
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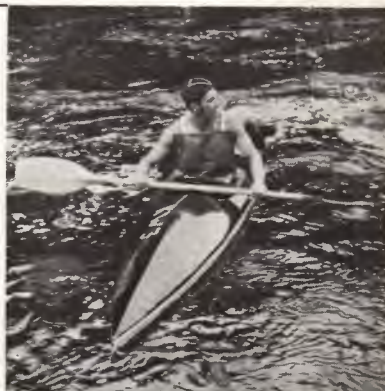
Division 1 1st. Dave Mitchell in a KW.3.

Ladies 1st. Heather Goodman in a KW.3.
2nd. Jean Batesby in a KW.1.

Team Event 1st. Chester "A" Team
Dave Mitchell in a KW.3.
Glyn Davies in a KW.3.
John Woodhouse.

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