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## Upsets all the way

*OLYMPIC REPORT BY MARIANNE TUCKER*

Erik Hansen Olympic Gold medallist, Rome 1960, World and European Champion could only manage 7th place in the final of the 1,000 m. event just in front of Great Britain's Alistair Wilson. The Russian entry in the Womens' 500m. K.2. event obtained only fourth place having been tipped for a gold medal. The U.S.A. women gained a bronze medal in the K.1. event and a silver medal in the K.2. event. Venescu of Rumania who was expected to push Erik Hansen very hard for first place in the 1,000 m. obtained a bronze medal whilst the Swede, Rolf Peterson completely surprised everyone by taking first place.

Alistair Wilson showed great form in reaching the K.1. final - a remarkable achievement in only three years of sprint racing. He is being closely watched by the top European coaches and is considered a serious contender for medals in coming events.

The hottest competition is normally found in the men's K.1. 1,000 m. but this time the women were to fight the closest scrap ever seen. In the heats, thirteen women were within four seconds of each other and in the semi final the first six were within two seconds. Bulgaria, Czechoslovakia and Great Britain were virtually sitting in each others laps in the most desperate race of the whole canoeing event.

Although times of the events are given, it is better not to compare them too emphatically as for some reason the course was slow. The lake was manmade and situated in the foothills of Mount Fuji, the water was very cold and mucky and possibly had some effect on the times although there was no question of drag as it was very deep.

The K.4. 1,000 m. event was treated as the premier event and was only marred by the weather. Unfortunately, Finals Day had the look of a damp, misty Autumn day in England and by the time the finals came only 350 m. of the course was visible from the finishing line. A commentary was given as the race unfolded but the first we saw was when they loomed out of the mist like express trains with the Russians, Germans and Rumanians fighting it out for 1st, 2nd and 3rd place.

The British K.4. had a creditable placing in the semi-final and proved that we are able to produce a K.4. of World class. The Olympic four was only finally selected at the end of July and training together has been a great problem. There was a notable improvement after the two and a half weeks training in Japan.

It is difficult to express the gratitude we felt to the Japanese people for the tremendous welcome they gave us. Everything was timed like clockwork and everything done for the comfort, welfare and entertainment of the visiting nations. The only thing I found a little disconcerting as a woman visiting Japan was that I had to take second place to the men! The men were served first and feted by the Japanese women, even their accommodation at Lake Sagami was more luxurious. However, I am sure they will be brought down to earth once they reach home!

We took part in Japanese Tea Ceremonies, Japanese dances where Alan Edwards made a great hit, were taken on tours, had traditional Japanese meals, in fact, there was nothing lacking. I am sure the Opening Ceremony was fully covered on television and must have made a splendid spectacle but being, as it were, behind the scenes made it even more incredible. Everything was timed to perfection, and considering there were ninety-seven nations taking part comprising of some seven thousand athletes full praise must go to the Japanese for their excellent organisation. Mexico is not to be envied in following the with next Olympic Games.

Great Britain is steadily catching up with the top European countries in canoeing, for some it is a slow and painful process but nevertheless the vital seconds are being pulled back. Junior paddlers in this country are chasing the top British paddlers so their standards should also be rising. Now is the time to start thinking of Mexico and planning for the team that will compete there. There is also a possibility that canoeing will be included in the Empire Games where Britain could walk off with several gold medals so let us all strive to push British sprint paddlers into the top places in International competition and come back with some medals from the next Olympic Games.

Tokyo has been the trip of a lifetime for me and well worth all the hard work that it has entailed. I would like to thank all the people who have helped the various members of the Tokyo team personally, or collectively, by giving financial, and moral support.

# A Sea Canoe

BY MYLES ECKERSLEY

Particular problems require particular answers. Our particular problem has been canoeing in the Solent. It looks peaceable enough maybe, but it is not. It has it's own unique character, and is rarely dull. Over the past ten years it has provided me with endless disasters and the shaking's-of-the-heads of Jonahs who always tell canoeists about to go into the sea that they are courting disaster. Recently I concluded that they may have something, and that it was time that the D was taken out of their anger. Besides, it is a bit galling to have to be picked out of tide races by yachtsmen, who are not happy there anyway.

Our club is a school club, Embley Park C.C., with boys from 12 to 18. Some can roll, but most are not reliable to come up in a choppy sea, where capsizes occur. We canoe most of the year round, in wet suits, and we cannot choose our days, and have to accept whatever the Solent offers in the way of weather. We like to avoid drowning, as this discourages new members and we like to avoid frostbite and the frights of too long in the water. To cut a long story short I have been rationalising my experiences and trying to produce a safer, sweeter conception of Solent canoeing.

The outcome was in two parts, firstly, a canoe that could be easily emptied, and secondly a quick and effective deepwater rescue drill. The most important feature was SPEED, speed in righting and emptying, speed in getting in again.

The canoe first. The problem comes only from the capsize. In a good wind and a fair chop, the average canoe fills to waterloggism in about 30 seconds, by the bouncing action of the waves. Many people do not realise this, having seen the canoe stay fairly buoyant in rivers and lakes in still conditions, upside down. The difficulties of emptying and righting a waterlogged canoe are enormous, if there is a swell and there is a driving wind. Add to this frozen fingers, a frozen body in the water getting desperate, a tide race about ten feet away, and shipping lanes and so on, with an average canoe, you have more than can be coped with, (even with experienced canoeists). It happened too often with me, and the traditional answers were too inefficient for us to accept them as the ultimate answer.

Conclusion number one was, that the canoe was not right. We had mostly Slalom canvas canoes, which had been designed mostly for river work where capsizes were not fundamentally serious, and we had two sweet little buoyancy bags in each which were as about as adequate as a soap bubble.

The Eskimos had an answer with their sealed boats, I bought some Klepper Quirls, hulls only and fitted plywood decks with two bulkheads to seal off the back and front portions of the hull, using fibre glass and resin, with ply. The stern deck was flat, partly to sit on and partly to make the rear part of the cockpit low, so that it could not trap too much water. I then filled up as much as I could of the cockpit with polystyrene buoyancy, and coated this with epoxy resin.

We then carried out tests to see if this was effective in righting from capsized. We found, as I expected that she was never waterlogged, and it was not difficult for the man in the water to whip it over, but she did carry a lot of water in the cockpit, which was heavy and made the boat unmanageable with about six inches of water to sit in.

How was the water to be got out quickly, without recourse to the cumbersome H rescue? I tried a plastic pump fitted into the side of the cockpit, with resin. This worked, fitfully, and took over 100 pump strokes to empty, which clearly made it unpractical for speed of emptying.

What next? I experimented with more polystyrene, after spending many hours twiddling about with the canoe in a swimming bath. I noticed that most of the water when the canoe is upside down, lies in the under side of the top deck, and turned it over, and this had the effect of lifting the bow right out of water, so that it took quite a small effort to lift it and free the vacuum that is always formed on trying to empty. So, to follow this up, I made two blocks of shaped polystyrene and put these on the top deck, and covered them with epoxy resin. Ignoring the slightly pregnant look, I tried this and found it effectively helped the emptying process.

The snag that always occurred however was that the boat being elliptical in section, if the wide part of the ellipse was not cleared as it turned, this acted as a scoop and scooped water into the boat again; the cockpit had to be clear, which simply meant that all the rescuing canoeist had to do was to lift the bow at least a foot and this would clear the cockpit from scooping, and turn it clean.

We had now a canoe that was emptiable by a single rescuing canoeist. The next thing was to evolve a drill. We already had a two-man rescue system, which was our adaption of the three man rescue.

The new system works out as follows:-

(1) A member capsizes, and does not roll up. He is in the water, holding his paddle with one hand, the canoe with the other. On the leeward side is the best, by the cockpit.

(2) The rescuer approaches, with his BOW pointing to the BOW of the capsized canoe. This gives him a better field of view, and he is also more out of the way in the remaining part of the rescue.

(3) He puts his paddle, and the rescued's paddle across his coaming, and placing his hands under the bow, lifts the canoe up and across to the central balancing point of his canoe. The rescued, in the water, assists by pushing up at the cockpit. The boat, being now upside down and empty, it is flipped over, making sure that the bow is at least a foot out of water. It is then placed alongside the rescuers canoe.

(4) The rescued puts his hands on the coaming and pulls himself up, lying over the cockpit, until his stomach is there; then he twists his bottom round and drops it into the cockpit. His legs follow soon after. If the rescued is tall he can carry this out on the back deck and climb in from there. It is perfectly possible to stand up in the cockpit, when rafted like this. Anyone who





(i) Emptying



(ii) Emptying



(iii) Righted and preparing to enter



(iv) Rescued - the top deck buoyancy visible here

wished could think of a reason why he or she wanted to stand up, and evolve a drill for that.

(5) The canoeist, being comfortable is then spray-covered largely by the rescuer, with the rescued handing on to the rescuer. This is because in many cases, immersion causes the fingers to seize up and become slow and clumsy.

This drill is practised gives confidence and comfort. At Calshot recently, Norman Brown, our Area Coach, gave a demonstration of this rescue, with me, in the new canoe. We did it in a couple of minutes, in the spot where both he and I had had members capsize with ordinary canoes, and where the rescue operation ran into half hours, and memories of much strain and anxiety, as the wind blows once more and more towards Portsmouth.

The ultimate specification that I am now working on, is a canoe that can be emptied and righted from the water by the capsized canoeist. At any rate, I am now approaching the time when I shall feel confident that we can set out for the Isle of Wight with our Sea Quirls and have no escort boat. Canoes at sea should be self supporting, and have a reputation that is not marred by hazard. At present the average canoe is a danger at sea, without an escort.

# Escape from a Hippo Part 2

BY WILLEM VAN RIET

One tried to snap at Martin's paddle. We tried to leave them behind, and one of them followed ominously, but a shot from my revolver and he disappeared in a splash of foam as his tail slashed the water.

After such a day and such danger, dinner was well deserved and it was Christmas Day. We camped that night 10 miles from Birchenough Bridge and 70 miles and seven days from our starting point. In the embers of our fire we scraped our plates - plates that had been filled with powdered soup as course one, followed by bullybeef and peas, canned fruit for sweets, washed down with four cups of coffee.

Boxing Day we slept late and cruised down to Birchenough in two hours. The imposing silver shape can be seen from miles away rising strangely out of the flat countryside covered with baobab and mopani trees. Baobab trees had in fact been sentinels along the entire trip stretching their ungainly and grotesque arms in all directions as if waving a warning finger at these strange intruders from the city.

Unobserved, two bewhiskered and sunburnt travellers slid their canoes silently on to the empty sand bank below the bridge and made their way up to the welcome porch of the adjoining hotel. We introduced ourselves and soon we were overwhelmed with Rhodesian hospitality.

SAW US OFF

Four days we spent at the bridge waiting for certain Portuguese documents, Four days of listening to warning tales of previous adventurers turned back by crocodiles. Several attempts had been made previously to reach the sea from here - one as recently as last year. I know of one successful venture - that of George Mawdsley about three years ago.

New Year's Eve saw a crowd of interested onlookers and newly made friends on the river bank to wave us good luck as we took to the stream through a winding river bed. It was easy going at first, but warm and sultry.

As we rested after 24 miles we pondered in silence on all the difficulties ahead - and there would be plenty if all the warnings we had been given were based on correct information. Apart from the dangers of the river and its creatures, ahead of us lay the gorges. On aerial photographs we had studied this section - a stretch of 12 miles near the Portuguese border where the now mile-wide river is forced into a chasm only some 200 yards across and deepening every mile until it forms a mighty rift in the surrounding plateau where the water drops 600ft. in 12 miles down to the Portuguese lowlands.

And should we manage this seemingly impossible stretch, we were warned of a giant rogue bull hippo in the huge pool receiving the water from the gorges.

With thoughts of these difficulties and dangers we slept into the New Year and woke early for some splendid shots of the sunrise.

Our most wonderful moments were the early mornings on the river through the ever-changing scenery with the non-stop music of bird life - grey luries, goliath herons, fish eagles, vultures, hornbill ducks, giant spurwing and Egyptian geese.

After three days, with the river rapidly approaching its narrowing course, we had to be on the watch for unexpected hazards. Twisting and turning between kopples and once round a 100ft.-high island we passed a lonely hippo sentinel with its huge humped back above water and submerging only its eyes as we passed as if to hide itself, ostrich-like, from these strange trespassers.

The changing countryside, the complete isolation, the occasional hippo and crocodile and the low-lying clouds, all added to the serene calm on this day of approach to the gorge. We did not know it. It was to be our last day of calm.

As if as a warning one huge crocodile glided stealthily into the reddish-brown water and followed us to within 5ft. before disappearing in a bundle of foam at our shouts. A thunderstorm broke and for two hours we took shelter from the downpour.

Hippos were still plentiful. We must have passed some 300 of them on our trip, but apart from the occasional inquisitive movement in our direction we were allowed to pass unmolested. Generally we could sense the feeling of animals as they submerged backwards to repose in peace under water. Should they submerge forwards, however, we were always at the ready because the speed under water of these lumbering animals is deceptively fast and dangerous.

After the delay of the storm we were once again tested by rapids. With a few sudden twists and turns we would be drawn into the churning masses of falling water and splashing foam.

Leaving all signs of civilization behind, we entered the real gorge on January 4. Standing on a koppie at the top we could see the length of the rift, apart from one solitary twist in the middle. Cutting through the jungle, the river had eaten its way through a granite bed to form a huge, rugged channel of red and brown granite, ever increasing in depth. In this chasm, with its ever-changing shadows and colours, the channel cut, twisted and zigzagged in calm stretches, rapids and waterfalls of up to 100ft. deep, and its sheer sides forced anyone entering it to follow an inevitable course.

#### REACHED RAINFALLS

For three days we struggled in our canoes through great boiling cauldrons only to be stopped by the next headlong plunge over a waterfall. Then followed the packing and roping of gear and the clamber down precipitous sides to reach the next level. Once the river disappeared completely in a tunnel caused by a rockfall and rushed at the same time over a fall.

Once we were drawn into the vortex of an impossible rapid and were fortunate to reach the anchorage of the rocky walls in time, but only after tremendous paddling against the current.

Weary, but at peace with the world, we camped at night paddling in the hollows of the rocky bed enchanted by the grotesque shadows cast by a faint moon and to the accompaniment of the chatter of baboons on the cliffs and the continuous roar of the water.

And on the third day we reached the main falls, the Chiribira Falls, where the river has an initial drop of some 60ft. to cataract in a wash of white water to another plunge - all in all 200ft. of sheer beauty.

But appreciation of beauty can be subjective! For hours we struggled down the nearly sheer sides, roping and belaying, to reach the zigzag of the river below. Eventually, we took to our canoes again to risk the series of rapids that followed. What appeared to be the end of the gorge lay ahead, but by nightfall it was apparent that the last half-mile would have to be left for the morrow.

It was on January 7 that eventually we struggled over the final precipices to reach the huge pool at the bottom, from where the rest of our journey would be unhampered through the widening and slow-flowing river on its lazy way to the Indian Ocean.

Looking back up the gorge we could hardly believe that it had taken us five days to travel 12 miles. Still - we had come through the wildest stretch on the Sabi - a stretch not known to have been traversed by any White man before.

We were behind schedule and could not relax, so after some general repairs we set out on January 8 for the Portuguese border two miles away on a final lap to the sea - or so we thought.

It was to be our last day on the river. With no sign of the rogue hippo in the pool, we followed the main stream on the right bank with shallow water stretching for 200 yards to the left bank. Canoeing rapidly we were swinging our way round a sweep of the river when suddenly we heard the vicious roar of an enraged hippo. Perhaps because of a hidden calf near by, perhaps because he had been disturbed in his midday slumber, but the first sight I had of him was a terrifying one.

The great animal splashed into the water and with unbelievable speed made straight for me - three tons of enraged muscle.

There was no time to do anything and as he reared within a yard of me I threw my weight to the opposite side and fortunately found shallow water to scramble away - undignified, but as fast as I could. Over my shoulder I shall never forget the sight of the creature. With a rapid succession of grinding movements of the giant jaws he crushed the fragile framework of the canoe and its contents. It all happened within 10 seconds: the reigning peace, the shattering bellow, the mad scramble, and then only the floating debris, with the hippo calmly making his way to deeper water. In 10 seconds it meant the end of the expedition and very nearly the end of me.

My canoe was gone - the remains now slowly following the current down to the ocean. My camera was gone, so was my revolver. Martin, who had been some 20 yards behind, came up to pick up my floating sleeping bag and some clothes.

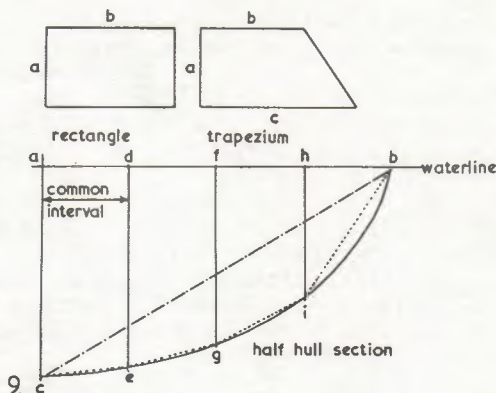
Disappointed, but safe, we salvaged what we could and retired to the bank. For three days we struggled through the wild countryside until we reached the nearest cattle ranch. We had covered some 200 miles - some two-thirds of the length and the most dangerous section of the river. We had seen inaccessible parts of Southern Rhodesia and we had seen wild life at its rawest. We had seen adventure and perhaps the greatest satisfaction we could have was that we were alive to tell the tale.

# An Introduction to Canoe Design

# Part 5

BY ALAN W. BYDE.

At this stage, you have the plan view, elevation, and sections. It is now necessary, if you are to pass on the essential information about this hull, to work out a relationship between draught and buoyancy. This can be represented by a buoyancy curve. To establish the four essential points on this curve, three quite detailed calculations are necessary. The fourth point is the origin of the axis. Each of the three calculations is made by the following method.



The first small drawing is a rectangle. Its area is 'a' multiplied by 'b'. Next to it is a trapezium. It has two parallel sides, 'b' and 'c'. The distance between them, measured at right angles to them, is 'a'. Its area is  $\frac{1}{2}(b + c) \times a$ . That is, the mean length of the two parallel sides multiplied by the distance between them.

Next, there is a larger drawing which shows a half full section below the waterline. As almost all hull sections are, or should be, symmetrical about a central axis a half section is all that is required. The area of the full underwater section is obviously double this. How does one discover the area? The section has three corners, a, b, and c. If one uses the formula for finding the area of a triangle, which is  $ab \times \frac{1}{2}ac$ , a large part of the section would be left out of reckoning, i.e. the segment bcegi. If the section is divided into (say) four equally wide subsections, the first three, adce, dfge, and fhig are all reasonably close to being trapeziums. The subsection hbi is a triangle, which only omits a small segment, contained between this curve and dotted line. This is the error which is found with this system, which always gives a slightly reduced buoyancy in calculation compared with actual buoyancy. It might add up to  $\frac{1}{4}$ " in draught in practice or even less. The method is called the "Trapezoidal rule". There are other methods which offer less error, Simpson's rule, and Tchebycheff's rules, and users of integral calculus will see possibilities in that.

The method is derived as follows. The area abc is the sum of the smaller areas made as above. Using the formula for the calculation of the area of a trapezium, and noticing that a triangle is simply a trapezium with one of the parallel sides reduced to zero, the following sum is obtained.

First area	common interval	x	$\frac{1}{2}(ac + de)$	plus	
Second area	"	"	x	$\frac{1}{2}(de + fg)$	plus
Third area	"	"	x	$\frac{1}{2}(fg + hi)$	plus
Fourth area	"	"	x	$\frac{1}{2}(hi + zero)$	

You will have noticed that each calculation has factors common to the next calculation. "Common interval" appears in each one,  $\frac{1}{2}$  also, and the sides, except the end ones, appear in adjacent calculations.

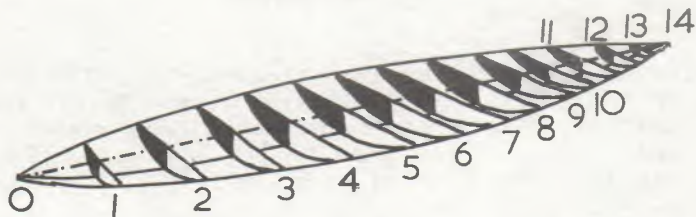
The sum may now be simplified as follows:

Total Area abc = common interval x  $\frac{1}{2}(ac + de + de + fg + fg + hi + hi + b)$

Or = common interval x  $\frac{1}{2}(ac + 2de + 2fg + 2hi + b)$

Which becomes = common interval x  $(\frac{1}{2}ac + de + fg + hi + \frac{1}{2}b)$   
 This may be expressed for general use as, "the area is equal to the common interval multiplied by the sum of half the end ordinates plus all the other ordinates".

Note that the common interval will always be altering in canoe design, if the section is divided into four equally wide parts. That would also introduce fractions. It is easier to use a common interval of 2 or 3 inches, and make a separate calculation for the end triangle which should be kept as small as possible.



You will see that the underwater sections of the hull, when all strung together in proper order, will look something like this. Calculations for area will have to be made for 0, 1, 2, 3, 4, etc. to 14. Even though 0 and 14 have areas which are obviously zero, they must be included, as the common interval which is by definition constant between 1 and 2, 2 and 3, etc. may be less between 0 and 1 and 13 and 14. The volume of the underwater sections of the hull are calculated in the same way that the areas of each section were calculated.

Underwater Volume =

$$\text{Common Interval} \times \left( \frac{1}{2} \text{ area } 0 + \text{ area } 1 + \text{ area } 2 + \dots + \text{ area } 13 + \frac{1}{2} \text{ area } 14 \right)$$

Note. If the common interval varies at the ends, the calculations must be made as follows.

End Volume, 0 to 1, = interval x  $(\frac{1}{2} \text{ area } 0 + \frac{1}{2} \text{ area } 1)$

End Volume, 13 to 14, = interval x  $(\frac{1}{2} \text{ area } 13 + \frac{1}{2} \text{ area } 14)$

Rest, 1 to 13, = common interval x  $(\frac{1}{2} \text{ area } 1 + \text{ area } 2 + \dots + \text{ area } 12 + \frac{1}{2} \text{ area } 13)$

# Mike Clark reports

## The Army Kayak Championships

At the beginning of this year the Army formed a Canoe Union, based at Harrogate. Its aim is to help and advise units wishing to start canoe clubs, improve watermanship in the Service, and promote race and slalom meetings. In June, within six months of its formation, the Union held an L-D and Slalom Championship on the Thames. Both these events were well attended, for in L-D at least, the Army is quite experienced. However it was with great interest that I attended the first Army Sprint Championships at Pangbourne on the 3rd October - for all units sprint is very much a new sport.

True to the Army tradition, the organisation of the regatta was faultless, and I am sure they even had the weather under control, brilliant sunshine, little wind, and almost no current on the Thames. Over 120 competitors took part, and the programme ranged from 250m to 5000m for K1's, K2's, K4's, L-D class 3/4 and class 6/7.

Of the racing, the team from Army Apprentices School, Harrogate, almost had a field day, by winning 15 of the 22 finals! The most outstanding paddler of the Harrogate team, and of the whole regatta, was R. Pawlow. This young paddler won five individual events, K1 novice 250m, 500m, 1000, class 3/4 1000m and 5000m events, and also helped the Harrogate novice K4 paddle to victory. Other outstanding performances came from Axworthy and Clarke, also of Harrogate, in the youth K2. This pair easily won the 500m and 1000m events, with Clarke joining team-mate Wink to win the K2 5000m event. Harrogate has been the main centre of Army canoeing for a few years now, and at this regatta the team can be well pleased with their efforts, gaining both Novice Team Championship and the Youth Championship.

The Sandhurst novice K4s were a great disappointment, for on form they should have "walked" this event. During the season their crews have raced at a number of regattas, and in practice had put up quite reasonable times. However at the championships they were sorely beaten by crews, in K4s for the first time, from Harrogate and JLR RE Dover.

By civilian standards the regatta times were poor, and it will take some time for the units to master the skill and technique required for sprint racing. If the skill was lacking, the enthusiasm and determination to succeed in this sport was very much in evidence, and it could well be that in a few years we shall see an Army crew taking a "place" in the National Championships.



Youth K4 winners,  
Harrogate AAS,  
crew Wink/Clarke/  
Axworthy/Smith

Photo:-  
Aqua-photo Publicity

ARMY SPRINT KAYAK CHAMPIONSHIP RESULTS. FINALS ONLY.

K1	250 metre	Novice.	Pawlow	AAS Harrogate	1min 8sec.
K1	500 m	Novice.	Pawlow	AAS Harrogate	2min 23sec.
K1	1000m	Novice.	Pawlow	AAS Harrogate	5min 20sec.
K1	5000m	Novice.	Norris	Lancs Fus.	28min 33sec.
K2	500 m	Novice.	Davis/Storer	AAS Harrogate	2min 11sec.
K2	1000m	Novice.	Stimpson/Gill	63 Para Coy RASC	4min 48sec.
K2	5000m	Novice.	Stimpson/Gill	63 Para Coy RASC	26min 42sec.
K4	1000m	Novice.	Storer/Davis/Pawlow/Wood	AAS Harrogate	4min 21sec.
NCK	1000m	Novice.	Barton	RMA Sandhurst	5min 50sec.
3/4	1000m	Novice.	Pawlow	AAS Harrogate	5min 29sec.
3/4	5000m	Novice.	Pawlow	AAS Harrogate	27min 46sec.
6/7	1000m	Novice.	Edsell/Hazan	RMA Sandhurst	5min 28sec.
6/7	5000m	Novice.	Wood/Fairminer	AAS Harrogate	28min 38sec.
NOVICE TEAM CHAMPIONSHIP				AAS Harrogate	

ARMY SPRINT KAYAK CHAMPIONSHIPS. FINALS ONLY YOUTH

K2	500 metre	Youth	Axworthy/Clarke	AAS Harrogate	2min 10sec.
K2	1000m	Youth	Axworthy/Clarke	AAS Harrogate	5min 04sec.
K2	5000m	Youth	Wink/Clarke	AAS Harrogate	26min 47sec.
K4	1000m	Youth	Axworthy/Clarke/Wink/Smith	AAS Harrogate	4min 24sec.
NCK 1	1000m	Youth	Smith	AAS Harrogate	6min 02sec.
3/4	1000m	Youth	Wink	AAS Harrogate	5min 55sec.
3/4	5000m	Youth	Wink	AAS Harrogate	31min 17sec.
6/7	1000m	Youth	Ward/Walton	JLR RE	5min 30sec.
6/7	5000m	Youth	Ward/Walton	JLR RE	29min 12sec.
YOUTH TEAM CHAMPIONSHIP				AAS Harrogate	



# Letters

Dear Sir,

## Are there too many canoeists?

It is not often we see in print such utter nonsense as the letter from Mr. Norman Tilley, in your November issue. A more selfish attitude to any sport or endeavour is difficult to imagine; and it stinks of something else, which is probably an unhealthy form of class distinction. Let him "be cast into the wilderness" as he suggests he may be. At least he will be out of the way, and will not insult all those right thinking and dedicated people who are trying to popularise healthy recreational activities, and provide an alternative to tinned entertainment, boredom, and petty crime. The Duke of Edinburgh's Award Scheme, the various Education Authorities' Outdoor Pursuits Centres, the Outward Bound Schools, Canoe Clubs, and H.M. Services, are but a few of the far thinking bodies who have realised the value of the sport of canoeing. Is all this to be thrown away, or discouraged, so that Mr. Head-in-the-sand Tilley can have the River Wye to himself once more? I too remember the River Wye twenty-five years ago, but I also see with great hope and encouragement, the part our sport is playing in moulding the youth of our Nation. True, there are untidy canoeists, rowdy canoeists, and canoeists who just do not know the rules of the game. But these are a minority, and usually need only instruction on the right lines.

Mr. Tilley should search out a few truths before he rushes into print with his criticisms. He seems to imagine that vast fortunes are being made by those who write books on canoeing, or manufacture the equipment for the sport. The following should be made quite clear to him:- Two important publications, "Canoeing" and "Canoeing in Britain" are non-profit making magazines. Most of the books on canoeing are written by educationists whose main desire is to share their knowledge, and they are lucky if they financially 'break even' on their efforts. I have yet to see a 'top of the pops' in canoeing books. As for the manufacturers; I would ask Mr. Tilley to point out the big lucrative businesses. I can only assume that other canoe manufacturers must think as I do, otherwise they would not be making canoes. Our job is rather a vocation than big business. I was an educationist and I now build canoes, because I like canoes, the sport of canoeing, and the people who participate in that sport. Luckily my business has other sources of income from which I can occasionally subsidise the canoe building, especially when it comes to development work. If we wanted to make a fortune we would turn our workshops over to manufacturing something 'useful' like chairs and tables. To say that canoes were proportionally cheaper twenty-five years ago is utter nonsense. Its like comparing a wooden wheeled cart with a modern motor car; and no doubt Mr. Tilley has accepted higher wages from time to time.

I suggest to Mr. Tilley (when he returns from his self inflicted sojourn in the wilderness) that he would find much more interest in his sport, and gain a lot of pleasure, if he helped to instruct the new generation to canoeing, rather than try to hinder them.

Yours faithfully,  
W.J. Jenkins,  
Moonraker Canoes.

Dear Sir,

L.D. Racing and the Services

Captain Braund's letter on the difficulties besetting Army canoeists makes me weep - crocodile tears. It is unfortunate that the Army cannot afford to buy canoes for everybody and provide transport, but the civilian lad against whom he is competing has to save up and buy his own canoe and organize and pay for his own transport as well as Club fees.

Believe me, the youngsters in a Civilian Canoe Club find this a real problem, but find ways of overcoming the difficulties. May I suggest that if servicemen are only interested in canoeing when everything is laid on for them, they cannot be true canoeists at all.

We certainly find at slaloms that where equipment is provided by service units and council-sponsored youth clubs, competitors are not very careful to ensure that they do not pick up private equipment and leave their own behind!

Yours faithfully,  
A.D. Johnson  
Twickenham Canoe Club

Dear Sir,

Serpentine Regatta 1964

May I reply through your columns to Mr. Travers letter on the subject of the unfortunate incident during the Youth Championship Finals.

With all due respect I feel Jack is making rather a lot of an isolated "one in a million" happening, especially as it subsequently turned out that a medical condition was responsible for the competitors black-out.

Considering the large number of events during the Sprint and L.D. Racing seasons the number of reportable incidents are negligible and speak well for the normal safety precautions i.e. certification that the entrant can swim at least 50 yards, fitment of Buoyancy to the Canoes, carrying of life-jackets (to be worn the Organisers consider local prevailing conditions warrant it) etc.

Because Area Youth Championships need not necessarily be embodied within established Regattas, and of the uncertain quality of some Novice Competitors, it is essential to make it mandatory that Life-jackets are worn during these events.

The National Finals, however, being incorporated in the Serpentine Regatta, are subject to the Rules of that Regatta in which the wearing of Life-jackets is optional.

As only the cream of Youth paddlers reach the National Finals, it can be assumed that they are of a sufficiently high standard to conform with these rules, and it would be most unfair to insist they suffer the handicaps and discomfort whilst the other 90% of Canoe and Rowing entrants are not so committed.

Being wise after the event, it is clear that the Safety Boats were not strategically placed to best advantage, but there was a

large expanse of water to cover, and the incident could have happened at any stage of the race.

One lesson I feel is to be learned, in view of the extremes of exertion called for in competitive canoeing it should be written into the rules that every competitor should have a comprehensive medical check-up before each racing season and certify the fact on Entry Forms, both as a safeguard to the B.C.U., and of their own physical well-being, and I have every intention of proposing this change at the next A.G.M.

Yours faithfully,  
Jack Thomas,  
National Organiser,  
B.C.U. Youth Championships

Dear Sir,

I would like to take this opportunity of writing to let the many friends I have made during the past few years in Canoeing that owing to my transfer from North Sea Camp to H.M. Prison Liverpool I will be unable to attend the L/D races so often as I would wish. I would like to express on behalf of the members of the Club and myself, my appreciation to all who have made canoeing such fun and pleasure, and for the help and kindness shown on numerous occasions to us all. I shall miss my canoeing, but hope to keep in touch through the magazine "Canoeing".

North Sea Camp will continue to operate and all correspondence should be sent to F. Collins (Staff).

May I wish all the best of luck to all our L/D paddlers and hope to see you all at some time.

Yours faithfully,  
J. Campbell (Staff)  
North Sea Camp

Dear Sir,

Save a Stamp for SPARKS

In the March issue of "Canoeing" you published an appeal on behalf of "the most lively order of gay SPARKS" (Sportsmen Pledged to Aid Research into Crippling).

Since becoming a member of SPARKS I have agreed to organise a collection of used postage stamps (British and Overseas) which we are able to sell and use the proceeds to further the work of our organisation.

May I appeal to you and your readers to help by collecting all the postage stamps received at home and at work and send them to me at the following address.

Yours faithfully,  
Alan Toplis,  
75, Willows Road,  
Walsall,  
Staffs.

# Book Reviews

CLIMBING, CANOEING, SKI-ING AND CAVING by Anthony Greenbank  
(7s. 6d. Eliot Right Way Books)

Climbing, canoeing, ski-ing and caving, all covered in on short book and by one author. The mind boggles at the prospect and a book reviewer can hardly be blamed for approach such a volume with reservations. The first question which springs to mind is 'Why?'. The answer is simply that these are all activities pursued by the 'adventure' schools such as the Outward Bound, and it is probable that only in the ranks of an instructor of these schools that an author competent to deal with all four topics would be found. Such a man is Anthony Greenbank.

The canoeing section of the book occupies twenty-six pages of which six are devoted to sailing a paddling canoe. This seems a disproportionate amount to give to a fringe activity particularly as the type of canoe suited for the kind of canoeing described in the earlier sections is unlikely to be suitable for adaption to sailing. The general information given, however, is sound even though sketch in parts - particularly on choice of equipment - and there is an air of enthusiasm about the whole thing.

This enthusiasm is also to be found in the pages on climbing, ski-ing and caving, and although we know nothing of these topics this book certainly whets the appetite. This we think is the justification for the book - it whets the appetite. If you have already decided that canoeing is your sport then there are other more comprehensive books which will suit your purpose better, but for the school or youth club library where the intention is to stimulate interest in 'adventure' activities then this book could hardly be bettered both in content and price.

NAVIGABLE RIVERS OF YORKSHIRE their history and traditions,  
by B.F. Duckham (7s. 6d. Dalesman Publishing Co.)

The story of our inland waterways is a fascinating one and we are fortunate that the post-war interest in them has resulted in a considerable amount of documentation. Much of this, however, has been concerned with the general development of canals rather navigations, i.e. rivers made navigable, and all too often the demands of space have meant that particular areas have had to be dealt with in a superficial manner. The author of this short book has done a useful service by dealing with one corner of England in depth.

The book covers the early use of the natural rivers and goes on to tell of the improvements which were made, and finally closes with the struggle with the railways. Also included is a fascinating chapter telling of the lives of those who worked the waterways and the kind of craft they used..

It is to be regretted that such a fascinating little book has no index, and that although the author lists his sources it is left to the reader to discover for himself the origins of any statements. The provision of either item would have required little effort on the part of the author, but their absence must involve the reader in considerable effort. Finally, one curious oversight: the author recommends the scarce out-of-print 'Bradshaw's Canals' to the present day holiday maker, but makes no reference to the current standard work 'Edwards' 'Inland waterways'.

# News Flashes

## SURFING SUPPLIES

As a result of his canoe surfing week-ends, Geoff. Dinsdale, has become interested in surfing with a surf board. He has now designed his own surf board and this has been manufactured in glass fibre by the Canoe Centre. It is expected that in the near future these boards will be available commercially.

## BINDING OF BOOKS AND MAGAZINES

We have been asked by several readers whether we can arrange for the binding of books and magazines other than our annual offer with regard to the immediate past volume of 'Canoeing'. We regret we are unable to do so, but we can recommend the work of Mr. E.R. Newmarch, 9 Priory Avenue, Hoex Street, London E.17, who offers a prompt service at reasonable prices. Any enquiries should be made direct to Mr. Newmarch.

## DOUBLE CHANNEL CROSSING BY CANOE

The author of the article in last month's issue entitled 'Double Channel crossing by canoe' was incorrectly given. This should have read 'by Capt. F.G.E. Grainger, R.E.'; the photographs were by Ray Warner.

## B.C.U. CANOE CONFERENCE

The Annual Home Counties Canoe Conference is to be held on Saturday 12th December from 10.30 a.m. to 6.30 p.m. at Holland Park School, Arlie Gardens, London W.8. In addition to lectures, discussions, and demonstrations, various manufacturers will be exhibiting. 'Canoeing', of course, will also be there. Further details from the B.C.U. Secretary.

## WINTER TRAINING FOR L.D. PADDLERS

The L.D. Racing Coach, David Green, has just issued the first of a monthly series of coaching instructions to help L.D. paddlers with their winter training. Those interested in receiving a copy should contact David Green, at 2 Highfield Road, Impington, Cambridge.

## MARTIN ROHLEDER MEMORIAL TROPHY

Maurice Rothwell of Manchester Canoe Club tells us that the Martin Rohleder Memorial Trophy is almost finished. The trophy depicts a canoeist in action and has been cast in bronze. This memorial will perpetuate the memory of a fine sportsman, member of the British Slalom Team, 1963, who was killed so tragically last November.

# Results

## OLYMPIC RESULTS.

### FINALS.

#### 500 Meters K.1. Women.

1st.	L. Khvedosiuk	Hussia	2.12.87
2nd	H. Lauer	Rumania	2.15.35
3rd	M. Jones	U.S.A.	2.15.68
Semi Final - M. Tucker		Gt. Britain	2.15.56

#### 1,000 Meters K.1. Men.

1st.	R. Peterson	Sweden	3.57.13
2nd.	H. Mihaly	Hungary	3.57.28
3rd.	A. Vernescu	Rumania	4.00.77
X 8th	A. Wilson	Gt. Britain	4.05.80

#### 1000 Meters K.4. Men.

1st	Russia	3.14.67
2nd	Germany	3.15.39
3rd	Rumania	3.15.51
Semi-Final - Gt. Britain		

#### 1000 Meters K.2. Men.

1st.	Sjodelius/Utterberg	Sweden	3.38.54
2nd.	Guerts/Hoekstra	Holland	3.39.30
3rd.	Buker/Zander	Germany	3.40.69

#### 500m. K.2. Women.

Esser/Zimmermann	Germany	1.56.95.
Perrier/Fox	U.S.A.	1.59.16
Lauer/Sideri	Rumania	2.00.25

### NOMADS CANOE CLUB

#### River Wyo Long Distance Race October 25th 1964

X X X X X X X

<u>Class 1</u>	Worcester c.c.	2-6-15
1.	Fengwerne b.c.	2-18-28
2.	Nomads c.c.	2-46-10
3.		
<u>Class 2A</u>	Jnr. Ldr. Bat. RASC	2-41-24
1.		
<u>Class 3A</u>	Galley c.c.	2-14-25
1.	Southampton c.c.	2-40-40
2.	Southampton c.c.	3-18-55
3.		
<u>Class 4A</u>	R. Pike transferred to Class 3A	
1.		
<u>Class 6A</u>	Lincoln c.c.	2-0-32
1.	Bradford-on-Avon/ Worcester c.c.	2-0-32)
2.		2-0-4
--	C. Chandler transferred to Class 1	2-0-4}
<u>Class 7A</u>		
1.	M. Bavo/B. Morgan	2-00-25
2.	Galley c.c.	2-13-08
3.	Southampton c.c.	2-15-20
	Nomads c.c.	
<u>Class 2B</u>		
1.	Nomads c.c.	1-21-04
2.	Nomads c.c.	1-27-26
3.	Galley c.c.	1-28-10
<u>Class 3B</u>		
1.	Bradford-on-Avon b.c.	1-23-02
2.	Southampton c.c.	1-27-16
3.	Norton School c.c.	1-28-4
<u>Class 4B</u>		
1.	279 Birmingham s.s.	1-23-14
2.	279 Birmingham s.s.	1-37-15
3.	279 Birmingham s.s.	Scratched

#### JUNIOR, LADIES & NOVICE EVENTS over 8 mile course

LEE & STORT L.D. CANOE RACE, 4th October 1964

RESULT SHEET

**CLASS 7B**

1	729	T.Thomas/D.Watson	Hatfield C.C.	1	22	26
2	731	B.Davies/P.Ratcliffe	Norton C.C.	1	27	10
3	721	B.Booth/D.Rogers	Southampton C.C.	1	30	55

**CLASS 7C**

1	741	Miss L.Oliver/ Miss S.Luckett	Southampton C.C.	1	31	46
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**CLASS 1**

Posn.	No.	Name	Club	Hrs.	Time Min.	Secs
1	104	N.Lilley	Lincoln C.C.	2	0	15
2	103	P.Gardner	Rose Hill C.C.	2	3	45
3	105	D.Green	Viking K.C.	2	4	15

**CLASS 2B**

1	211	I.Balfour	Nomads C.C.	1	32	43
2	213	S.Ash	Harlow C.C.	1	33	37
3	212	R.Lepage	Nomads C.C.	1	37	26

**CLASS 3A**

1	305	M.Wean	Hatfield Y.C. C.C.	1	53	30
2	306	S.W.Smith	Worcester C.C.	2	4	55
3	310	A.Stonley	Cambridge Univ.C.C	2	11	15

**CLASS 3B**

1	323	A.Baldwin	Hatfield Y.C.	1	24	08
2	334	R.Freeman	Lincoln C.C.	1	25	47
3	329	K.Kantle	Harlow C.C.	1	30	41

**CLASS 4A**

1	406	K.Pereira	Independent	2	22	47
2	405	F.Royle	Independent	2	25	45
3	402	B.Pluthero	C.T.C.	2	27	35

**CLASS 4B**

1	424	A.Miller	Harlow C.C.	1	26	16
2	425	M.Franklin	Harlow C.C.	1	29	51
3	422	J.Hoore	279 Birmham Scouts	1	31	07

**CLASS 4C**

1	443	Miss B.Nean	Hatfield Y.C.	1	45	22
2	442	Miss P.Endean	Harlow C.C.	2	4	18
3	441	Miss C.Mann	Chelmsford B.C.	2	30	00

**CLASS 5**

1	501	S.Hollier/B.Wade	Hatfield Y.C.	1	45	17
2	505	M.Parker/L.Oliver	Lincoln C.C.	1	48	34
3	509	D.Rabjohns/R.Lawlor	Richmond C.C.	2	3	25

**CLASS 6A**

1	619	B.Watkins/C.Evans	Barts C.C.	1	57	25
2	609	D.Deakins/Mr. Smith	Lincoln C.C.	2	0	45
3	601	D.Bennett/Mr. Brookes	Viking K.C.	2	2	10

**CLASS 6B**

1	629	I.Grant/R.Oliver	Lincoln C.C.	1	19	15
2	631	G.Onlon/T.Ridyard	Galley C.C.	1	21	44
3	625	M.Purchas/D.Purchas	Leamling Spa C.C.	1	26	02

**CLASS 7A**

1	715	M.Bave/B.Morgan	Galley C.C.	2	1	12
2	719	R.Still/D.Jordan	Royal C.C.	2	2	37
3	701	M.Orchard/W.Perry	Southampton C.C.	2	9	15

SHEPPERTON 2nd & 3rd DIV. SLALOM - October 19th  
jointly by TWICKENHAM and WINDSOR CANOE CLUBS

SECOND DIVISION

	Pen.	Time	Total
1. John McLeod	Manchester	10	149
2. Brian Johnson	Twickenham	10	163
3. Richard Barrett	Loughboro' Coll.	20	146
4. David Bennett	Manchester	40	178
5. Robert Gray	Worcester	20	158
6. Steven Felstead	Twickenham	30	150

LADIES

1. Jean Battersby	Manchester	20	199
2. Margaret Ballard	Chalfont	20	192
3. Honor Hodges	Chalfont	280	198

THIRD DIVISION

1. Chris Skellem	Worcester	10	135
2. Pat Boddington	Loughboro' Coll.	20	131
3. Mick Ramsey	Chalfont	10	143
4. Tim Riddinough	Farnborough	20	135
5. Mick Hill	Midland	0	166
6. Peter Reeve	Leamington	20	149

LLANDYSSUL SLALOM 4th OCTOBER, 1964

FINAL RESULTS

1ST. DIVISION

Pos.	Name	Club	First Run Time.Pen.Tot.	Second Run Time.Pen.Tot.	Best	%
1	D. Mitchell	Chester	267 - 267	268 30 298	267	70.7
2	K. Langford	Manchester	271 140 411	275 - 275	275	72.8
3	J. Woodhouse	Chester	281 140 321	272 70 342	321	85.0

2nd. DIVISION

1	R. Galverley	Manchester	286 60 346	279 90 369	346	85.7
2	S. Leary	Chester	302 150 452	298 60 368	368	88.7
3	R. Gray	Worcester	299 60 359	303 60 363	359	88.9

LADIES

Pos.	Name	Club	First Run Time.Pen.Tot.	Second Run Time.Pen.Tot.	Best	%
1	H. Goodman	Lakefield	346 130 476	328 70 398	398	86.7
2	J. Battersen	Manchester	353 100 453	336 100 436	436	95.0
3	L. Calverley	Manchester	310 140 450	353 240 593	450	98.0

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## Some recent successes

Llandysull Slalom October 4th.

1st. Div. 1. D.Mitchell K.W.3

2. K.Langford

3. J.Woodhouse K.W.3

4. D.Olorenshaw K.W.4

2nd. Div. 1. R.Calverley K.W.3

2. S.Leary K.W.3

Ladies Div.

1. H.Goodman K.W.3

Team Event Manchester 'A'

K.White K.W.3

K.Langford

R.Calverley K.W.3



Wharfe Slalom October 11th.

Open Event 1. D.Mitchell K.W.3

2. K.Langford K.W.3

3. J.Woodhouse K.W.3

4. R.Calverley K.W.3

3rd. Div. 1. R.Barrett K.W.3

2. P.Boddington K.W.3

Ladies Div.

1. L.Calverley K.W.3

Team Event Chester 'A'

D.Mitchell K.W.3

J.Woodhouse K.W.3

S.Leary K.W.3

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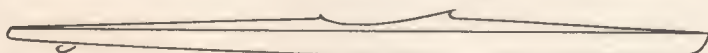


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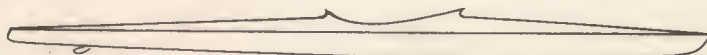


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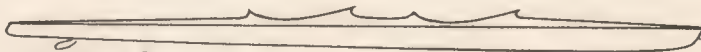
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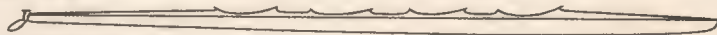
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