

Canoeing

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VOL 5 NUMBER 7 JUNE 1965



SPECIAL FEATURES

SOME THOUGHTS ON SURFING
ACROSS SOUTHAMPTON WATER
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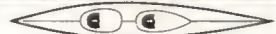
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CONTENTS

Some Thoughts on Surfing	110	Mike Clark Reports -	
Across Southampton Water	114	on competitive canoeing	123
The 'Dolphin'	117	News Flashes	126
The Future Sea Canoeing	121		

The Increase in Postal Charges

As readers will be aware, postal charges are going up and this is the last issue of "Canoeing" which we will be able to send out at 2½d per copy. Next month the charge will be 3d. An increase of ½d does not sound very much, but bearing in mind that almost all copies of the magazine are sent by post and that the increased charges will be reflected in every letter we write, the increase becomes something to be reckoned with.

After much deliberation, your Editorial Board has decided that no increase will be made to the cost of "Canoeing", the price will remain at 1s. 3d. per copy with an annual postal subscription of 18s. We are prepared to hold this figure until the end of the year when it will be necessary to review the situation once more.

If at the end of the year the number of subscribers has increased sufficiently to offset this increase in postal charges, then our price for 1966 will remain unchanged. Readers will appreciate that the more copies we print, the cheaper becomes the cost of each copy. This being so, may we make a special appeal to all our subscribers to boost "Canoeing" amongst their friends and encourage them to take out a subscription. In this way we can beat the rising spiral of prices and continue to provide what we believe is the best value for money in canoeing magazines.

Some Thoughts on Surfing

DEREK C. HUTCHINSON A.R.S.H.

One outgrowth of white-water canoeing which is now very popular is the sport of sea-surfing. Surf, in fact, can be called the white water of the sea. Any size of wave can be used as even comparatively small waves present a challenge, but as the height of the surf increases, so the sport becomes more exciting, exhilarating, and even wildly dangerous.

The first essential is a satisfactory beach. The flatter the beach, the better. The best for surfing is a long, fairly shallow, sandy beach, or on a sand-bank perhaps out some distance from the shore, a place where the swells are steep and come in for a long distance. As the water gets shallower, the waves become steeper until eventually the drag slows down the deeper water while the top carries on and topples over in the form of a breaking wave. The main areas for surfing in this country are the coasts of Devon, Cornwall and South Wales, where the Atlantic rollers are large, but there are, however, many fine surfing beaches on the North Sea Coast which should not be ignored.

Any type of canoe can be used but the best should have small cockpits, with well fitting spray covers and should be fairly long with a straight keel, such as the white water racer or eskimo kayak. Slalom boats can be used but they aren't quite long enough for normal sea work. The best paddles are those with aluminium alloy looms, as they must be able to take considerable strain. They should be about slalom length with a straight blade. A modified wet suit of the type used for underwater swimming will keep the body warm on the coldest of winter days. A thin wool or cotton vest worn under the wet suit will help to reduce friction, and will also tend to slow down the movement of any water which will find its way into the suit. Allowances are made in measurement for this added layer by wet suit manufacturers if the need is explained to them. Put plenty of buoyancy in the canoe because, apart from the obvious need for keeping the canoe afloat, in the event of a "wipe out", or, if you like, a capsize and swamp in a large wave, it will also prevent the canoe completely filling with water. When this happens and the canoe finishes up in very shallow water amongst the breakers, a soft skin canoe is impossible to empty without causing severe strain to the skin and frame. Everyone should wear a life-jacket of course, either those recommended by "Which?" or our own B.C.U. approved life-jacket is very good. I mention this because I read a book on canoeing recently written by two gentlemen who crossed the English Channel together and claimed that they only had one life-jacket between them.

The basic principle of surfing is simply finding a wave to pick up your boat and carry it to the shore. A wave is rather like a moving hill. If you can imagine someone moving a hand along underneath a towel - the lump moving but the surface remaining constant, you will get the idea, but remember of course the surface

of the sea is affected by wind. To get into a position to start surfing means paddling out into the breakers. If a wave looms up, keep paddling so that you don't finish up broadside on to it. If a really big one comes along, keep going leaning forward with your head well down, laying your paddle along the fore-deck, thus going through the wave and coming out the other side. Any attempt to sit erect in the cockpit with your paddle raised above your head will usually result in the wave lifting you out of the cockpit, spray cover and all.

When you are finally through the surf, face the shore, and when the wave you want is five feet behind you, don't forget large waves come in groups, then start paddling forward, as the wave starts to come underneath you, you will feel the canoe begin to rise and tilt forward and pick up speed. At this point paddle harder, leaning well forward. As you feel the boat begin to slide down the surface of the wave, apply a stern rudder, and lean your body to hold the boat at right angles to the wave. As you surf, there is a tendency for the wave to cause you to "broach", that is, turn parallel to the wave. This can also be corrected with a stern rudder, but it must be applied before the canoe has turned too far, otherwise your canoe will not go back to its desired position unless it has plenty of rocker. Care must be taken not to oversteer and turn the canoe past the right angle to the wave, but if this happens quickly apply a stern rudder to the opposite side.

To leave the wave, just allow the canoe to broach. If it won't go into this position, force it by means of a stern rudder. It may be that you are moving at about 20 m.p.h., leaving the wave has been put off too long and it is about to break, in this situation use a High telemark leaning well back and into the wave, this should swing the bows round thus slowing the canoe, and allowing the wave to pass underneath. The High telemark manoeuvre is the one most likely to snap a paddle. When the wave is about to break, this increases the tendency to broach, and can put you in a position of being under a large wave and parallel to it. Don't panic! It is not the end. The procedure here is a "paddle brace" in which the paddle is placed over and behind the breaking wave, the paddler leaning well into the wave in a sort of High telemark. In the case of very large waves where the paddle cannot be placed behind, you must take a breath and thrust the paddle through the wave thus supporting yourself on the upsurge of water inside the wave. If this is done correctly, the deck will be facing the oncoming sea, and you will be carried sideways and at great speed, in a frothing, roaring mass of candy-floss, unable to see or hear. In this sideways moving position it is almost impossible to leave the wave. The best measure is to use a combination paddle brace-cum-draw stroke. Using tactics like this, it is sometimes possible to climb onto the crest and lose the wave, but if this fails, maintain your paddle brace and emerge when the wave has spent itself. This last course can spell danger if there are canoeists on your shore side. If so, bail out quickly to save yourself being skewered, and hope your canoe doesn't wrap itself round the neck of your best friend, or anyone else's best friend for that matter. (There is a strong case for canoeists' crash helmets being worn in heavy surf.) Never surf where there are children or bathers in the water, you could be the

cause of their death. If however, you have an unhampered run ashore sideways and feel yourself capsizing, don't fight the sea, go with it leaning well forward onto the deck with the paddle in the "wind up" position for a roll. In this position you will probably roll over two or three times without any damage to yourself, and when the turbulence subsides, you can complete the roll.

Once experience has been gained, you will find that when you have caught the wave, you can allow your canoe to turn more nearly parallel to it, leaning well forward thus picking up tremendous speed. This is called "sliding the wave" and to do it the boat must either have plenty of fore-and-aft rocker or it must be given rocker by surfing the canoe well over on its side.

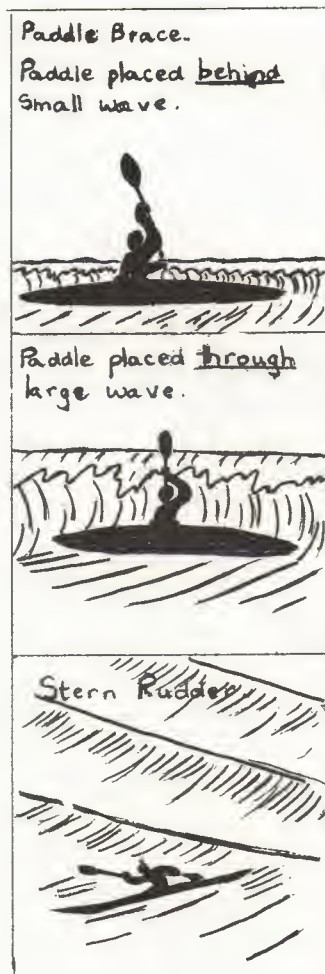
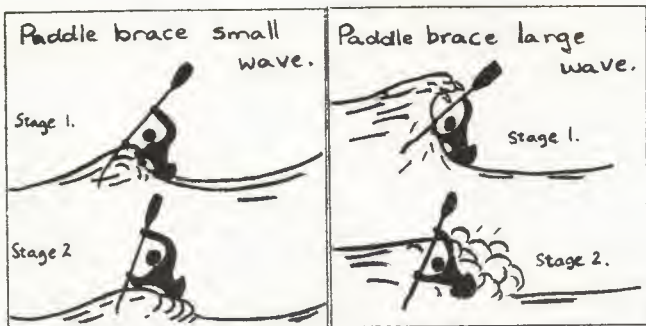
While surfing canoes sometimes tend to overtake the trough at the bottom of the wave, this buries the nose and sometimes all the fore end of the canoe under the water. This is called a "pearl diver" and may be avoided by leaning well back or it will be a prelude to a forward loop. I am told this is a most unhappy experience when done accidentally, as one is slapped down in an inverted position, after the back end has performed an arc through the air. If the water is shallow or the fore end has stuck in the sand on the bottom, all one can do in this event is to twist sideways while in the vertical position and then bail out after hitting the water sideways.

A more advanced form of surfing is the utilization of the "pearl diver", but in reverse, in which the canoe is paddled backwards on the face of a wave as fast as possible and when it is about to break, the canoeist leans well forward with the paddle "wound up" ready in the Pawlata or Screw position, depending on kayak and skill. The canoe will perform a loop end over end, while you roll upright on the back of the wave. The stresses placed on the framework of canoes during this manoeuvre are considerable, and they have been known to "jack-knife", i.e. snap in half and fold over on themselves. Always remember to make sure the water is deep enough, as it is unpleasant to have the back end of your canoe sticking in the sand, after a jolt which goes right through the air. This aerial flight is stopped very abruptly, sometimes in as little as a foot of water. I have experienced this myself and I do not recommend it to even the most enthusiastic of thrill-seekers.

Canoe-surfing is an exciting, invigorating sport but not one for canoeists who are not prepared to master the necessary techniques and to observe all vital safety precautions. It is a new and a developing sport and as such can sometimes present you with an entirely new situation. It is then that strength, presence of mind, and skill in handling your craft can ensure your survival.

SOLENT TRAVEL SOUTH

Mike Orchard of the Solent Canoe Centre is flying out to Australia on May 20th. He is to open a Canoe Centre in Melbourne. His friends will wish him well.



Across Southampton Water

BY A. G. KING

I had brought the canoe from its normal berth at the sailing club the previous day, and now had her tied up on a mud flat below my hotel. Today's trip had, somehow, a special interest, even though it was a mere half-hour journey. I was going to Southampton to do some shopping, which meant berthing my modest craft at the town jetty; it also meant I would be going across the deepwater channel that the main line ocean shipping use.

Doing this for the first time, especially by canoe, carried a touch of adventure about it. To add further to the interest of the occasion, I did not fancy looking conspicuous amongst Christmas shoppers in a weatherbeaten anorak, grimy trousers and muddy shoes. This meant that a change of clothing had to be taken, so suede shoes and a heavy sweater were covered by a pair of slip-over waterproofs.

I had a feeling of excitement within me as I left the hotel and headed down the narrow gravel roadway between the trees and hedges; a bundle under one arm, two paddles under the other. When I eventually emerged from the sheltered cart-track, there was Southampton Water laid out before me - and a wide open sky - oh, such a feeling of space . . . It was a beautiful sight. On either side, the horizon was a haze, coloured in a blend of the finest pastel shades of grey and pink; beyond, a smoky white sky rose above the town and docks; overhead, a clear soft blue sky. A smooth rolling water reflected them all. Marsh grass stretched out along my shore - green and yellow rough dry grass sticking out of mud banks.

But commanding the view, about a mile across the quiet water, was a colourful display of ocean liners lying at rest, bow to stern. The clear sunshine coming over my shoulder made the white paint of their upper decks stand out like a day-glo poster. The Union Castle boats stood out with the phosphorescent colour of their blue-grey hulls; always clean, majestic-looking ships.

The black bulk of the Queen Elizabeth, way up to my left in the New Docks, was mellowed by a distant mist. Opposite was the Mediterranean curise liner, the Andes, all white with yellow funnel; an excellent centre-piece. Dockside cranes stood up here and there about them. Warehouses, odd tall blocks of flats, and low tree-covered hills formed a backdrop - and all basking in a warm, soft December sunshine.

Despite the present brightness of the scene, it would be dark in two hours - let's get going! Fortunately, a canoe can be floated in the shallowest of water - so it was not difficult to slip out of the shallow waters that extended for some hundred yards before deepening towards the main channel. I was soon heading towards the deep water buoy, and making good progress judging by the way the chimneys of the distant power station seemed to be overtaking the piles of the old pier that lay way out to one side of me.

I now noticed a harbout-board launch approaching fast on my port side. It was a few hundred yards off, but I swear I heard the noise of a loudspeaker for a brief moment, though I could not make out what was said.

Oh well, suppose I shall be turned back. Disappointing after having got this far, but I should have known better, I suppose.

Fancy crossing Southampton Water in a thing like this - and opposite the Ocean Terminal too! But not to moan, it would be a talking point to be picked up out here. In fact, I was a little upset when he went right past my stern with no more notice than to set the water rolling with a wash that caused me to stop paddling and concentrate on keeping upright.

With this possible intruder out of the way, my attention was attracted by a small freighter approaching from my forward port quarter. She seemed a long way off, so I reckoned I would be well over before she reached my area. I was cutting across her path at an angle towards her. I continued on course, with a steady pull on the paddles, for I had intended this to be good exercise - not just a drift in the sun. Occasionally I stopped paddling to check for the strength of the tidal current. This is a routine I am doing at present to learn the whereabouts and effect of any strong tide movements. It was now 22 minutes before first high water. There was no significant effect on the canoe, for according to my check points on the shore, the boat was idling.

On putting the paddle into the water again, I glanced in the direction of the freighter. She had moved a great deal nearer. The length of her starboard side was still visible - which meant I had gained little in crossing her path. I could not hold my present course if I was to stay out of trouble. I decided not to turn back, but to go straight across the deep water, instead of the narrow angle I was taking at present.

The decision was made to alter course. I didn't wait for the rudder to bring the nose of the canoe round - three strong strokes of the paddle on the same side did the job quicker. There was no need to panic, but it was no time to play around. But what's this? As I swung my bow around, a large landing craft came ploughing through the water at a speed that seemed out of all proportion to her shape. She was about 50 feet away, and had come up on my blind side without a sound; she was now cutting across my bow. As I had pushed myself to gain extra speed, in order to carry me clear of the freighter coming down in the opposite direction, I was shocked at this sudden obstacle that caused me to think again. I would not bump into this intruder, but if I carried on at full speed, I would meet her wake before it had time to "round off at the top".

I had to swing round again to avoid being side on to those waves she created. This I did, then reverted to the original plan of freighter evasion. We cleared well, and once again the nose of the canoe was lined up on the town jetty.

The rest of the trip was a mere cruise with my attention held solely on keeping a straight course. The main mast of a boat in dock, lined up with a warehouse window, served as my market buoy.

Even with no strong currents, I soon found my bow point straying off course from paddling with such determined effort, and I was still finding the foot controls very erratic. They worked alright - but how much pressure was required? And quite often - which pedal? - for at times the nose started sqinging back and forth like a pendulum with my determined efforts, and I lost co-ordination. Well, at least it wasn't boring, for I soon had my attention diverted to selecting a berth at the jetty.

The jetty is a solid floating platform. It rose three feet

out of the water all around. Not a ladder or a water level landing stage - they obviously don't cater for canoeists. I pulled in alongside a fourteen-foot, clinker built rowing boat which I used to climb ashore. After tying up, came the job of changing into town wear.

Before walking up the town, I had to notify the harbour-board that I had tied my craft at the jetty. Such was the advice given the previous week when enquiring where to leave a boat when calling in at Southampton. As the harbour-board offices were in the first building I passed on leaving the jetty, there was no point in my neglecting the request of importance created within me as I entered the building, for it was quite impressive.

I knocked on the official-looking mottled glass window at the appropriate desk. I was now beginning to feel apologetic for disturbing these guardians of the mighty shipping port of Southampton. Into my mind came the words, "Please sir, sorry to disturb you sir, may I leave my canoe outside?"

They must have seen me coming, for the office-boy answered my call. He didn't seem to know what to do when given my reason for calling. Credit to him though, for thinking to ask my name - but he didn't do anything with it. I would have felt quite chuffed if he had entered it in a book.

A notice on the counter advertised that the new year's tide-tables were on sale. I bought one to ease my conscience at having disturbed him - or was it to make my journey worthwhile? Why didn't they hang a notice outside - "Canoeists don't bother", or "Anything under 1000 tons - PASS."

Before leaving, I enquired about the shipping arrival and departure times. I didn't fancy meeting the Queen Mary going back. Though I doubted if she would creep up on me unnoticed, it would take ten minutes off my time waiting for the whole of that 80,000 tons to go by.

The office-boy had to consult the more important men at large desks. "I'll show 'em - maybe small, but such vital information is necessary to my voyage." The boy returned to reply, "No, you're alright. A couple of rowing boats going out, but they shouldn't give you much trouble,"

"Hmm, smart answer," think I, "hope the spring tides come up and flood his office floor - and get his feet wet." His all-clear report was disappointing to me. It seemed the return journey would be uneventful. It was - and just as well, for it was dusk when I returned to the dockside.

A gas lamp on the jetty gave me light to stow my parcels, and change into canoeing gear without difficulty. The suede shoes were packed away once more in the polythene bag. I climbed down into the canoe, and settled into position. A fellow in nautical cap handed the paddles to me. He had been cleaning down a launch when I first arrived. We discussed the weather like fellow seamen, and the speed of his launch on the other side of the jetty - 50 knots. But at least I felt more in common with him than with that land-lubber in the harbour-board office.

I pulled away from the jetty with firm, steady strokes of my paddles. These should impress my 50 knots friend as to my nonchalant attitude towards the uninviting dark water I was heading for - if only I could keep the canoe going straight.

The "Dolphin"

DESIGNED BY RON BROAD

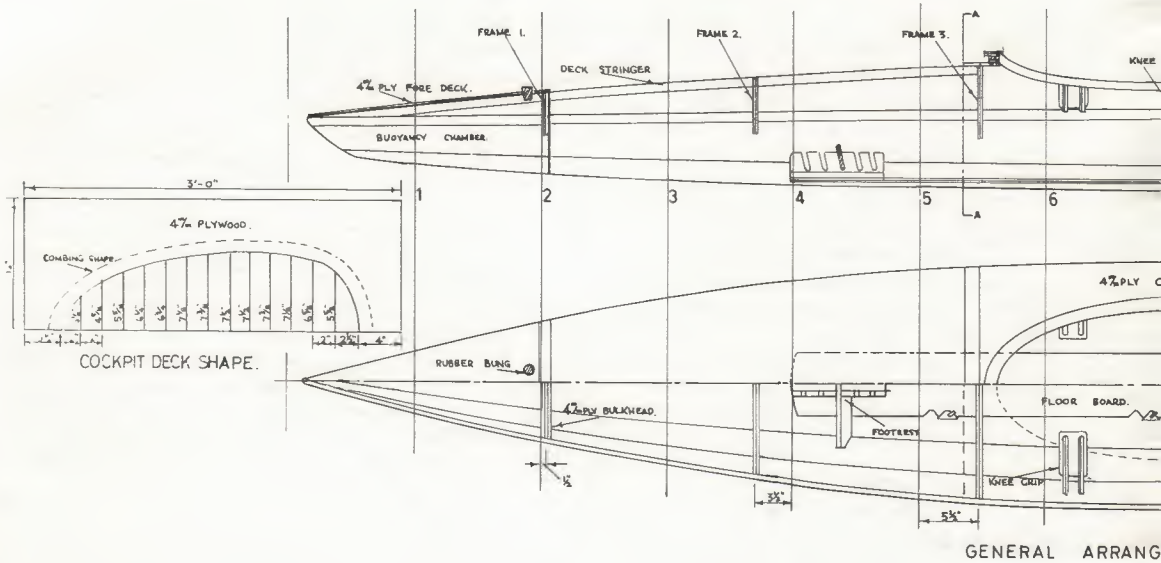
In November 1963, we published details of the "Dalesman", a slalom and white water canoe developed by the Leeds Canoe Club. The plans for this lath-and-canvas canoe have proved extremely popular over the past eighteen months and we have had requests for copies from as far afield as New Zealand and the United States. One of the early builders of the "Dalesman" was Ron Croad of Watford, who built one with his school canoe club. Prior to this, Ron had always built plywood kayaks of the Littledyke construction, and whilst he was enthusiastic about the "Dalesman's" performance he still preferred the plywood construction for the kind of canoeing his club tackled.

This is not the place to go into the relative merits of plywood versus lath-and-canvas for canoe construction, suffice to say that about a year ago Ron conceived the germ of an idea of building a plywood "Dalesman". While he was mulling the idea over in his mind, Ron took time off to build a plywood replica of the Cambridge Greenland Expedition kayak (Canoeing, July 1964), which incorporated several novel constructional ideas. This completed, he returned to his original idea of the plywood "Dalesman", and this winter built two prototypes. The result is to be seen on the following pages - the "Dolphin".

Although inspired by the "Dalesman", the lines have been slightly modified to suit the new method of construction. For readers unfamiliar with the Littledyke technique, it consists of cutting out plywood panels, joining them together with copper wire and sealing this joint with glass fibre. The result is a light but strong shell. The new design has a double chined hull with ply half-decking around the cockpit and at the stem and stern. This enables built-in buoyancy tanks to be fitted and gives ease of access for repairs through the PVC/canvas deck. If desired of course, it is quite simple to modify this arrangement to fit an all-plywood deck and buoyancy of polystyrene foam.

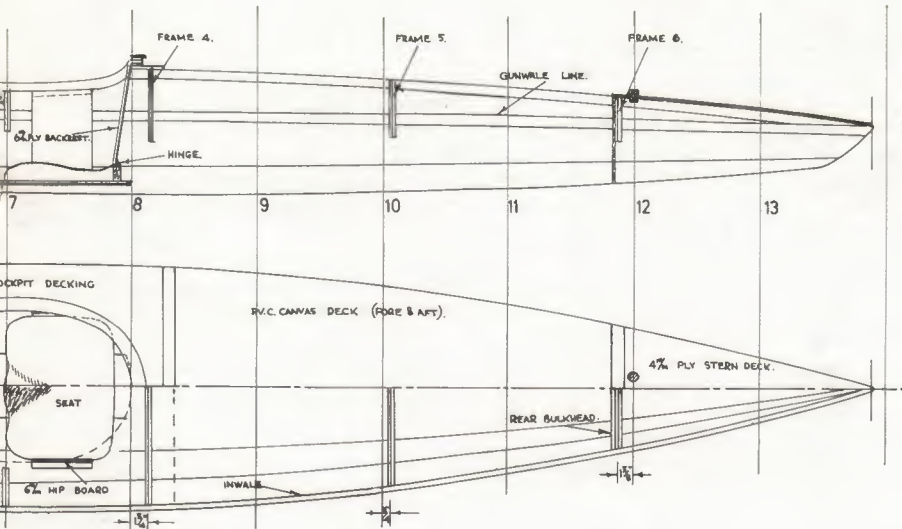
We believe the resulting kayak to be one of the prettiest plywood shapes yet produced with particularly easy lines at the stem and stern sections. On the water it has displayed no vices being very manoeuvrable and easy to roll. Because of its double-chine construction, the strakes flow into each other at a shallow angle and this means that the lateral movement is extremely smooth for a chine canoe and this gives the paddler almost absolute control when the canoe is heeled over. All in all, we think that the canoe builder who is looking for a high performance canoe built in plywood will find it in the "Dolphin".

Plans with full building instructions for the "Dolphin" are available from the Circulation Manager, Canoeing Publications, 6, The Mall, Brentford, Middlesex, price 14s. 6d per set (post free).



GENERAL ARRANG





SECTION A-A.

LEMENT DRAWING.



ACROSS SOUTHAMPTON WATER (Continued from page 116)

Once I had left the docks behind me, the dark shadows gave way to an uninterrupted stretch of moonlit water. The black outline of the Hythe shore disclosed only an odd light or two to mark my destination. Apart from large flocks of seagulls that dotted the water as though asleep, there was nothing to distract my attention from the two windows on shore that acted as my beacon.

Half an hour of paddling in what had become a world of my own. The gentle noise as the canoe cut a way through the water. Spray from the paddles blowing on my face. The gulls rose in a crowd from the direction in which I was heading. They were silent but for the flapping of their wings and an occasional muffled squawk. The night absorbed them. The shapes of trees showed themselves on nearing the inlet to which I was now guessing my way. My shoulders were now aching, so I was quite content to glide silently into the shallows of the inlet. Despite the dark, I found my place on shore and heaved the canoe onto the bank as though it were a regular chore.

I was feeling satisfied now - the canoe tied down for the night, my arms loaded with parcels and paddles, but as I stepped away, one of my feet found a watery mud patch that filled my right shoe with cold, thick, wet ooze.

I swore - and continued walking . . . all part of the fun I guess.

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FOR SALE:

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FOR SALE:

P.B.K. touring canoe with paddles, rudder, spray-deck etc.. condition as new. £18. Apply to: 86a Victoria Road, Ruislip Manor, Ruislip, Middlesex.

FOR SALE:

Veneer Limfjorden K1, £25, and NCK.1, £15. WANTED: Fibreglass Limfjorden. Cook, Rowton Castle, Salop.

FOR SALE:

Tyne short folding single. Little used, £15. 11 ft. Rigid single, frame only, £3. Riddihough, 41 Harper Road, Salisbury. Tel: 3054.

FOR SALE:

Mendesta 401, green, hardly used, complete paddle and spraydeck, £35. Also J.S. Mk. VI, frame good, skin needing attention, £7. Also P.B.K. 13 and paddle, £7. D.B. Hutchins, 5 Breech Lane, Walton o.t. Hill, Tadworth. Surrey.

The Future Sea Canoeing

BY JACK TRAVERS

Far from being something new in the way of a canoeing activity as some people seem to regard it, sea canoeing is one of the oldest aspects of the sport, although perhaps one should remember that for many centuries its purpose was hunting and trading rather than sport. Admittedly although it has been popular in parts of Scotland for a number of years, it is only comparatively recently that there has been an increase in this particular aspect of canoeing in the south. Now it seems that this increase may well be accelerated by the closing of parts of rivers and inland waterways. Furthermore whereas the slalomist may have to travel over 200 miles to a river worthy of his skill, wherever he lives in Britain no sea canoeist need travel as much as 100 miles to reach the nearest coast.

In anticipation of an increase in numbers I feel that much more of the fun and interest of coastal canoeing can be shared if those who already enjoy it will pass on their knowledge or make it available to the newcomers. At the C.C.P.R. S.W. Region Sea Canoeing Course in Poole Harbour last summer it was agreed by all that if individuals or clubs who regularly used the sea would keep logs of all their expeditions the information would be invaluable to leaders of school-parties and youth organisations who wished to break fresh ground for summer holidays. So far I have received some very constructive information on coastal waters including a first class report and log from the Outdoor Activities of the West Ham Educational Authority on an expedition in the estuary of the Blackwater. Whereas, as detailed a report as possible is welcome, what is needed basically is simply location, date, point of start and type of shore, state of tide, direction and strength of wind, notes on currents/rips etc., landmarks, point of landing and type of shore and any other points of interest. If I live long enough to collate all this it could prove well worthwhile.

I would go further than Derek Hutchinson and say that from a canoeists point of view a compass is only of value to show him the general direction of land, should the weather suddenly close in, and to prevent him from paddling in circles. The compass should in fact be attached to the canoe and not to the canoeist. Transits and land marks generally are by far the best method of navigating since we are not affected to any extent by deep and shallow water channels. Therefore a careful study of an ordnance survey map as well as local charts should be made before an expedition sets out. If one can memorise half a dozen distinct landmarks quite a good distance of coastline can be covered. Incidentally a reasonable standard of map reading is required to ensure that the landmarks can in fact be seen from the sea!

Above all I recommend tapping local knowledge as much as possible before any expedition is undertaken. Tidetables and charts should always be supplemented by information on local currents etc. gleaned from fishermen, harbourmasters, yachtsmen and even local canoeists. Much of the interest is surely derived from carrying out paper recce's with chart and map as well as the

physical visit to the area to be canoed. In this way sea canoeing can be enjoyed all the year round even in the wildest, coldest weather from the depth of one's armchair and may also be used in schools from an educational angle.

A point for discussion. Can anyone give me ideas on what he takes on a sea expedition lasting say 24 hours? In other words one night is spent ashore. I am in the process of fitting out my own Baffinland Kayak with a number of what I hope will be useful gadgets. But that's another story.

NEW LOOK FOR RACING KAYAKS

The Canoe Centre report that they are at present awaiting the arrival of two new designs by Struer's - a K.1. and a K.2. The boats have a new underwater shape and rounded gunwales. Full details next month.

CANOEOING PERIODICALS by The Editor

By law, all publishers of magazines are required to file a copy of each issue with the British Museum and as a result, it is possible to study back issues of the various canoeing magazines which have been published from time to time. The files at the British Museum contain the following magazines of interest to the canoeist; "Canoeing", "Canoe Camper", "White Water", "Canoe and Small Boat" and "Model Yachtsman and Canoeist".

Unfortunately, for some obscure reason, the British Museum does not have any copies of a 19th century magazine entitled "The Canoeist". This magazine was first published in June, 1870 as the magazine of the Royal Canoe Club, and ran for seven or eight issues before expiring in 1874 or '75. In 1876 it was re-started as an independent magazine issued monthly for the first year and then quarterly for another year before it too expired. Later it was re-founded under the editorship of T.H. Holding, but for how long he held the reins, I am unable to say, although it is likely that it did not survive the mid-eighties.

At the present time, I know of the following locations for copies of "The Canoeist":

Issue No.1	June, 1870	Birmingham Reference Library
Issue No.7	August, 1874	My own collection
Volume No.1	Jan/Dec, 1876	John Soulsby

I think it is important that if any other copies exist that their locations should be recorded and if possible, they should be photocopied or microfilmed. If any of your readers possess copies of "The Canoeist" or know of the location of any copies, I should be very pleased if they would write to me at 1, North Lodge, Ealing Green, London, W.5. with a view to making arrangements for these magazines to be copied.

Mike Clark reports

on competitive canoeing

The Thames Race

On Sunday 11th April the third ranking long distance canoe race of the season was staged on the Thames by the Canoe Touring Club. The course, approx. 8 miles for the Juniors and approx. 13 miles for the Seniors, was on the Richmond and Teddington Reaches of the Thames, Seniors having to portage Teddington Lock twice. Weather conditions were pretty mixed, typical of April, with brilliant sun one minute, hail and drenching rain the next, while competitors had to cope with choppy water and a very gusty fresh wind. This L-D attracted just over 100 crews, which was quite good, but a drop of almost 30 crews from the recent Leamington race entry. Paddling standard was very high, and spectators were treated to some close and exciting finishes.

In the Senior events, P. Gardner of the Riverside Canoe Club, repeated his success from Oxford L-D, by again winning the K1 class. In second place, half a minute down, was R. Parker of Richmond C.C., a paddler familiar to many sprint canoeists, making a very welcome return after a number of years away from competitive canoeing. In the K2 event there was a fine battle for first place between Lincoln, Hatfield and Leamington clubs, with the three crews finishing within a minute of each other. Oliver and Parker from Lincoln, portaged Teddington Lock just ahead of the Hatfield crew, Wade and Hollier, and managed to hold this slim lead to the finish. Sowman and Bolan of Leamington, were hard on the tail of Hatfield, to finish in third place, only 16 seconds down. Cook and Stimpson of 63 Coy. R.A.S.C. (Para Bde.) won the Senior Hard Skin Doubles with a time of 1hr. 49mins. 09secs. However for these boys, hard in training for the D-W, this race must have seemed more like a sprint than an L-D!



Start of Ladies Events at C.T.C. L-D

Easter Canoe Marathon

Over Easter weekend some 160 crews of enthusiastic canoeists set forth from Devizes, Wiltshire, to race to Westminster, London - The 17th Devizes to Westminster Canoe Race. This race is probably the longest and toughest of its kind in the World - 125 gruelling miles, with 77 locks to portage. The Senior race is non-stop, while in the Junior event, paddlers take three and a half days to cover

the course, camping over-night, and only their actual paddling time is recorded. The two-man canoes, many of them sleek international K2 class kayaks in wood or glassfibre, start at Devizes, and race for fifty-four miles along the Kennet and Avon Canal. Reaching Reading, competitors portage on to the Thames, and race for another seventy-one miles down-stream, to finish at Westminster. The D-W not only demands extreme physical fitness, but taxes to the uttermost the teamspirit, skill, stamina, and sheer guts of each crew!

In past years crews from H.M. Forces have dominated the race, in fact since 1954, one club has dominated the race - The Royal Marine Canoe Club. Paddlers from the Marines have won the Senior event TEN times, and at present hold the record of 20hrs. 23mins, set in 1962 by G.Howe and C.Tandy. This year however, despite a strong Marine entry, the winning Senior crew were from 63 Coy R.A.S.C. (Para Bde). On form the race could have only been between the Marines and Paras, so with both teams starting from Devizes within an hour of each other, it developed into the most exciting D-W I've yet followed. The Para team was at a peak of fitness, and from the start they set a really cracking pace. Along the canal Marine and Para crews were all in striking distance of each other, and the position constantly changed, Para over-taking Marine, Marine over-taking Para. However after some forty miles, T.Cook and M.Stimpson of 63 Coy., paddling at a very high rate, had built up a lead of almost half an hour over the record holders Howe and Tandy. Completing the canal in just over nine hours, and once on the "live" water of the Thames, Cook and Stimpson's pace did not slacken. Spurred on by a host of supporters, this fine Para crew completed the course in 20hrs. 27mins. 22secs, to win only four minutes outside the record! An hour behind into second place came Marine crew Howe and Tandy, followed by team-mates Bambridge and Aston.

The fastest civilian crew, M.Bosher and N.Lilley of Royal and Lincoln Canoe Clubs, winning the D-W Civilian Trophy, were placed sixth overall, with a time of 24hrs. 08mins. 35secs. After only four short weekends of training together, these two paddled exceptionally well to finish so high in the result.

In the Junior race, skilful paddling was shown by boys from the Junior Leader/R.E. Dover, 18 year old D.Williams and C.Lloyd taking/Regt. first place, while 17 year old team-mates, D.Evans and C.Haskey, paddled into second place. Army Apprentices from the Harrogate School, were hoping to gain a hat-trick of wins in the team and individual race, but were unfortunate to lose one of their best crews shortly after the start with a minor injury.

Conditions for the race were very good on the first two days, and it was surprising that out of 158 starters, only 77 crews finished the course. Of this race, more than any other, it can be truly said that "it is not the winning" or even the taking part that counts, but the great personal achievement of having completed the 125 miles.



TOP: Junior Campsite at Ham
MIDDLE: M.Bosher/N.Lilley Portage Dummill Lock
BOTTOM: T.Cook/M.Stimpson at Devizes Start

Photos: AQUA-PHOTO PUBLICITY

News Flashes

FUR COATS ON THE TEIFI

"There is a danger that wild mink may become a major pest in the countryside" said the Ministry of Agriculture, Fisheries and Food recently when announcing the appointment of additional staff to attempt to control them. Escaped American Mink are now breeding wild in some areas (Notably on the West Wales Teifi, the Hampshire Avon and the Devon Teign), where they have raided poultry houses, pheasantries and rivers for food. Mink are a notifiable pest; MAFF officers must be informed of their presence.

GLASS FIBRE K.1. FOR WOOLWICH C.C.

Tom Hall of Woolwich Canoe Club tells us that Bob Vardy of Avoncraft Canoes has agreed to them building a limited number of K.1's in glass fibre to his plywood designs. The canoes will only be for club use and it is not intended that they will be available for re-sale.

DAVID NIVEN BORROWS "CANOEING" GREENLAND KAYAK

As readers are aware, Canoeing Publications owns the sealskin kayak which the 1962 Cambridge Greenland Kayak Expedition brought back to this country. We keep this kayak for the purpose of lending out to exhibitions and displays. Latest application has come from Metro Goldwyn Mayer who are using it as a prop for a film currently being made and starring David Niven.

RESULTS PLEASE

With the competitive season now upon us, can we make our annual appeal for all secretaries to send the results of events directly to the Editorial Office, 1, North Lodge, Ealing Green, London, W.5. as soon after the event as possible. Only by your co-operation can we give results in the following issue of "Canoeing".

WHO SENT THE ENVELOPES

Several weeks ago, there arrived at the Editorial Office two parcels containing a thousand envelopes. Unfortunately, there was no indication from whom the envelopes had come, and as one of the parcels was rather battered, it may be an enclosed letter had been lost. We should be grateful if the reader who sent them would contact the Editor in order that we may express our thanks. Our only clue is that the postmark was "Ruislip".

CHELMER CANOE RACE

The annual Chelmer Canoe Race organised by the Chelmsford Boating Club will be held on Sunday, May 30th. This is a national L-D race. It will commence at Chelmsford and end at Heybridge, Maldon, a total distance of 13 miles.

The Club have been fortunate in being able to arrange a new finishing position at Bentall's Social Club and there will be full changing facilities etc. there together with that basic requirement for modern canoeing - a large car park!

Full details together with entry forms can be obtained from Mrs. M.A. Marriage, Budds Farmhouse, Highwood, Chelmsford, Essex.

Results

LEAMINGTON RIVER RACE

APRIL 4th 1965

No Name Club Start Finish Time Pos

Class 1a Kls (Seniors)

2	A. Wilson	Kyle CC	12-34-00	14-01-12	1-27-12	1st
1	P. Gardener	Oxford Riverside	"	14-05-50	1-31-50	2nd
7	N. Lilley	Lincoln CC	"	14-06-14	1-32-14	3rd

43mins. 20secs.
46mins. 30secs.
47mins. 45secs.
53mins. 40secs.
56mins. 34secs.

Class 3b Singles (Juniors)

49	S. Ash	Harlow CC	12-39-00	14-22-30	1-43-30	1st
58	A. Baldwin	Hatfield YC	"	14-24-35	1-45-35	2nd
61	K. Blakel	Dewsbury AC	"	14-25-45	1-46-05	3rd

Belfast C.C.
Belfast C.C.
Killadren C.C.
Co. Dublin
Belfast C.C.
Belfast C.C.

Class 2a NCKls (Seniors)

20	K. Biddlestone	Wolverhampton	12-48-00	14-29-06	1-41-06	1st
19	K. Yates	Wolverhampton	"	14-30-01	1-42-01	2nd
22	W. Machin	Gayley CC	"	14-32-13	1-44-13	3rd

Belfast C.C.
Belfast C.C.
Killadren C.C.
Co. Dublin
Belfast C.C.
Belfast C.C.

Class 2b NCKls (Juniors)

29	I. Balfour	Nomads CC	12-42-00	14-32-14	1-50-00	1st
30	R. Lappage	Nomads CC	"	14-43-22	2-01-22	2nd
31	B. Hughes	Nomads CC	"	14-43-43	2-01-48	3rd

Class 3a Singles (Seniors)

46	S. SMITH	WORCESTER CC	12-34-00	14-34-16	1-44-16	1st
36	T. Thomas	Hatfield YC	12-50-00	14-36-00	1-46-00	2nd
40	K. Gantle	Harlow CC	"	14-36-10	1-46-10	3rd
38	P. Ronev	Gaynes Hall CC	"	14-39-04	1-49-04	4th

Class 1b Kls (Juniors)

13	G. Lacey	Leamington CC	12-32-00	14-08-50	1-36-50	1st
17	R. Oliver	Lincoln CC	"	14-09-05	1-37-35	2nd
16	I. Grant	Lincoln CC	"	14-15-10	1-43-10	3rd

Class 4b Singles (Juniors)

85	M. Robinson	Leamington CC	12-44-00	14-37-27	1-53-27	1st
87	M. Franklin	Harlow CC	"	14-37-30	1-53-30	2nd
148	R. Goodall	Gayley CC	"	14-43-50	1-59-50	3rd

Class 4c Singles (Ladies)

70	K. Emmerson	Richmond CC	12-37-00	14-31-45	1-54-45	1st
72	A. Huskisson	Barts Hospital	"	14-35-08	1-58-08	2nd
69	S. Jackson	Royal CC	"	14-39-10	2-02-10	3rd

Class 5a K2s (Seniors)

90	A. Edwards/G. Palmer	Worcester CC	12-30-00	13-53-00	1-23-00	1st
91	S. Hollier/R. Wade	Hatfield YC	"	13-54-50	1-24-50	2nd
89	M. Parker/L. Oliver	Lincoln CC	"	13-55-12	1-25-12	3rd

Class 5b K2s (Juniors)

99	D. Jordan/R. Stevens	Royal CC	12-32-00	14-02-30	1-30-30	1st
100	Clark/Gray	RASC Junior Idre	"	14-17-18	1-45-18	2nd
101	P. Baker/C. Thorne	Leamington CC	"	14-30-45	1-58-45	3rd

Class 6a Doubles (Seniors)

103	B. Watkin/C. Evans	Royal CC	12-52-00	14-22-25	1-30-25	1st
102	M. Brooks/D. Bennett	Viking KC	"	14-29-16	1-37-16	2nd
105	D. Green/B. Lyons	Viking/Richmond	"	14-31-40	1-39-40	3rd

Class 6b Doubles (Seniors)

112	G. Onion/J. Maughan	Gayley CC	12-46-00	14-29-00	1-43-00	1st
116	R. Miller/C. Hillman	Worcester CC	"	14-30-04	1-44-04	2nd
115	Barker/Stoddart	Hewell Grange CC	"	14-34-20	1-50-20	3rd

MENS SENIOR CLASS 3

time

BELFAST CANOE CLUB
24th April, 1965

MENS SENIOR K2 EVENT

39mins. 15secs.
39mins. 28secs.
40mins. 45secs.
50mins. 50secs.

1. N. Alexander
2. T. Tyrrell
3. P. Maloney
MEN'S JUNIOR CLASS 6
1. J. Geary
2. R. Jamieson
Espair C.C. Dublin
W.W.K.C. Dublin
Belfast C.C.
Belfast C.C.

MANCHESTER CANOE CLUB

(AFFILIATED WITH BRITISH CANOE UNION)

GRANDTULLY SLALOM

River Tay

Easter Sunday, 18th April 1965

		1st run			2nd run			Btr. %	
		Time	Pen.	Total	Time	Pen.	Total		
<u>FIRST DIVISION</u>									
1.	Ken Langford	Manchester	225	30	255	208	0	208	208 58.9
2.	Dave Mitchell	Chester	226	40	266	208	0	208	208 58.9
3.	John Woodhouse	Chester	246	70	316	214	10	224	224 63.5
4.	Philip Brownhill	Manchester	220	190	410	226	40	266	266 75.4
5.	David Bennett	Manchester	288	140	428	260	20	280	280 79.3
6.	Malcolm Thompson	Worcester	372	200	572	272	20	292	292 82.7
<u>SECOND DIVISION</u>									
1.	Brian Palmer	Forth	202	140	342	174	50	224	224 62.0
2.	Rodney Witter	Chester	197	130	327	206	80	286	286 79.2
3.	Dave Malby	Denstone College	199	100	299	219	340	559	299 82.8
4.	Allan Sharples	Manchester	221	140	361	201	100	301	301 83.4
5.	Alan Edward	Worcester	209	170	379	186	120	306	306 84.8
6.	Chris Skellern	Worcester	219	100	319	Capsized		319	88.4

LADIES

1.	Jean Battersby	Manchester	Capsized			199	80	279	279 77.3
2.	Heather Goodman	Lakeland	240	240	480	228	270	498	480 133.0
3.	Lesley Calverley	Manchester	211	330	541	204	310	514	514 142.4

Percentages calculated to the 2nd Division average (361)

TEAMS

1.	Manchester A (Ken Langford, John MacLeod, Nig Morley)	258	100	358
2.	Chester (Dave Mitchell, Robin Witter, John Woodhouse)	262	100	362
3.	Manchester B (David Bennett, Philip Brownhill, Pay Calverley)	285	440	725
4.	Jarlisle	280	680	960

TWICKENHAM CANOE CLUB

Shepperton Slalom - 25th April 1965

RESULT SHEET

	Position	Name and Club	1st Run			2nd Run			%
			Pen	Time	Tot	Pen	Time	Tot	
1.	Steve Felstead	Twickenham	120	108	228	Nil	116	116	116 71.6
2.	Gordon Svenson	Warren	80	109	189	10	111	121	121 74.7
3.	Ian Rabjohns	Loughboro'	30	123	153	20	106	126	126 77.7
4.	Patrick Boddington	Loughboro'	70	122	192	10	121	131	131 80.9
5.	Chris Skellern	Worcester	20	113	133	60	110	190	133 82.1
6.	William Holmes	Manchester	30	125	155	20	120	140	140 86.4

3rd Division

1.	Colin Gray	Leicester	Nil	118	118	70	110	180	118 64.5
2.	Nick Hutchings	Bristol	120	92	212	20	98	118	118 64.5
3.	Alan Taylor	Twickenham	Nil	124	124	60	116	176	124 67.8
4.	Robert Goldsmith	Brighton	120	100	220	20	109	129	129 70.6
5.	Stephen Jenkinson	Worcester	20	113	133	90	111	201	133 72.7
6.	David Swift	Leeds	40	129	169	30	121	151	151 82.5

LADIES

	Position	Name and Club	1st Run			2nd Run			%
			Pen	Time	Tot	Pen	Time	Tot	
1.	Jean Battersby	Manchester	30	118	149	10	119	129	129 48.9
2.	Heather Goodman	Lakeland	70	120	190	30	108	138	138 52.2
3.	Margaret Bellord	Chalfont	90	178	268	20	152	172	172 65.2
4.	Lesley Calverley	Manchester	90	118	208	90	123	213	208 78.8

CANOE FOURING CLUB: ANNUAL L.D. RACE

RESULTS, 1965

CLASS 1 (a) SENIOR K. 1.

1. P. Gardner
2. R. Parker
3. N. Lilley

120% = 2.06.54

- Riverside C.C.
- Richmond C.C.
- Lincoln C.C.

RECORD

- Lowery 1.45.45
- 1.39.04 (1964)
- 1.49.35

CLASS 5 (a) SENIOR K. 2.

1. L. Oliver/M. Parker
2. R. Wade/S. Hollier
3. A. Sowman/L. Boleam

120% = 1.57.01

- Lincoln C.C.
- Hatfield Y.C.
- Leemington Spa C.C.

CLASS 4 (a) SENIOR SOFT SKIN SINGLES.

1. K. Pereira
2. A. Maller
3. A. Laws

120% = 2.22.24

- Lincoln C.C.
- Harlow C.C.
- Lincoln C.C.

1.37.31

- 1.38.00
- 1.38.16

Smith 1.58.00
(1964)

1.58.40
2.00.03
2.06.15

1.58.40
2.00.03
2.06.15

1.55.48
2.01.30
2.05.40

Cambridge Univ. C.C.
Canoe Touring Club
Harlow C.C.

1. A. Stoneley
2. D. South
3. K. Cantle

120% = 2.18.58

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Lesley (Canuck), John (Invader), Danny (Rapide),
Andy & Mike (Hustler).

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COMPLETE SPORT-KITS RANGE

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