

# Canoeing

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VOL 5 NUMBER 8 JULY 1965



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## The Forgotten Centenary

On the 9th July, 1865, John MacGregor set out in a canoe of his own design to paddle along a thousand miles of Europe's waterways. His resulting book '1,000 miles in the Rob Roy canoe' caught the public imagination and became a best seller overnight, but more important he founded the sport of recreational canoeing, a sport which was to spread throughout the world.

MacGregor, of course, was not the first person to use the canoe for recreation, but he was the first to demonstrate the potential of a well-designed craft and to show the variety of its appeal.

Over the past hundred years the popularity of canoeing has been cyclic, and today we are in the middle of a boom period. At no other time has the sport had so many adherents gathered from such wide social, age, and income groups. It seems a pity, therefore, that the centenary appears likely to pass unnoticed and uncelebrated. Surely this year would have been an occasion for the British Canoe Union to hold some commemorative event, and even to encourage the International Canoe Federation to do likewise.

It is still not too late, however, for the B.C.U. to initiate a commemorative trophy to be awarded annually, possibly, for the most outstanding canoe cruise of the year. After all, cruising is still the backbone of the sport and whilst no canoeist goes touring to collect 'pots' it would be pleasant to see the efforts of some of the latterday pioneers rewarded.

# A Seaworthy Canoe

DESCRIBED BY MYLES ECKERSLEY

Sea canoeing is comparatively backward in comparison with slalom and L.D.-sprint racing. These sports have their specialised boats, which have little to offer in the way of safety at sea. It is strange that the Esquimo kayak has lost, in it's river cousins, its former quality of being a first class sea boat.

Canoe manufacturers find the greatest demand in making Slalom, racing and touring canoes. With the exception of the Esquimo kayaks offered (some of these are dubious in seaworthiness) there are few sea canoes, as such, on the market. It is of interest to note that the Scottish coastal canoeists are the most advanced in their designs out of sheer necessity. They have to provide themselves with sea worthy boats, for cruising round their sea coasts.

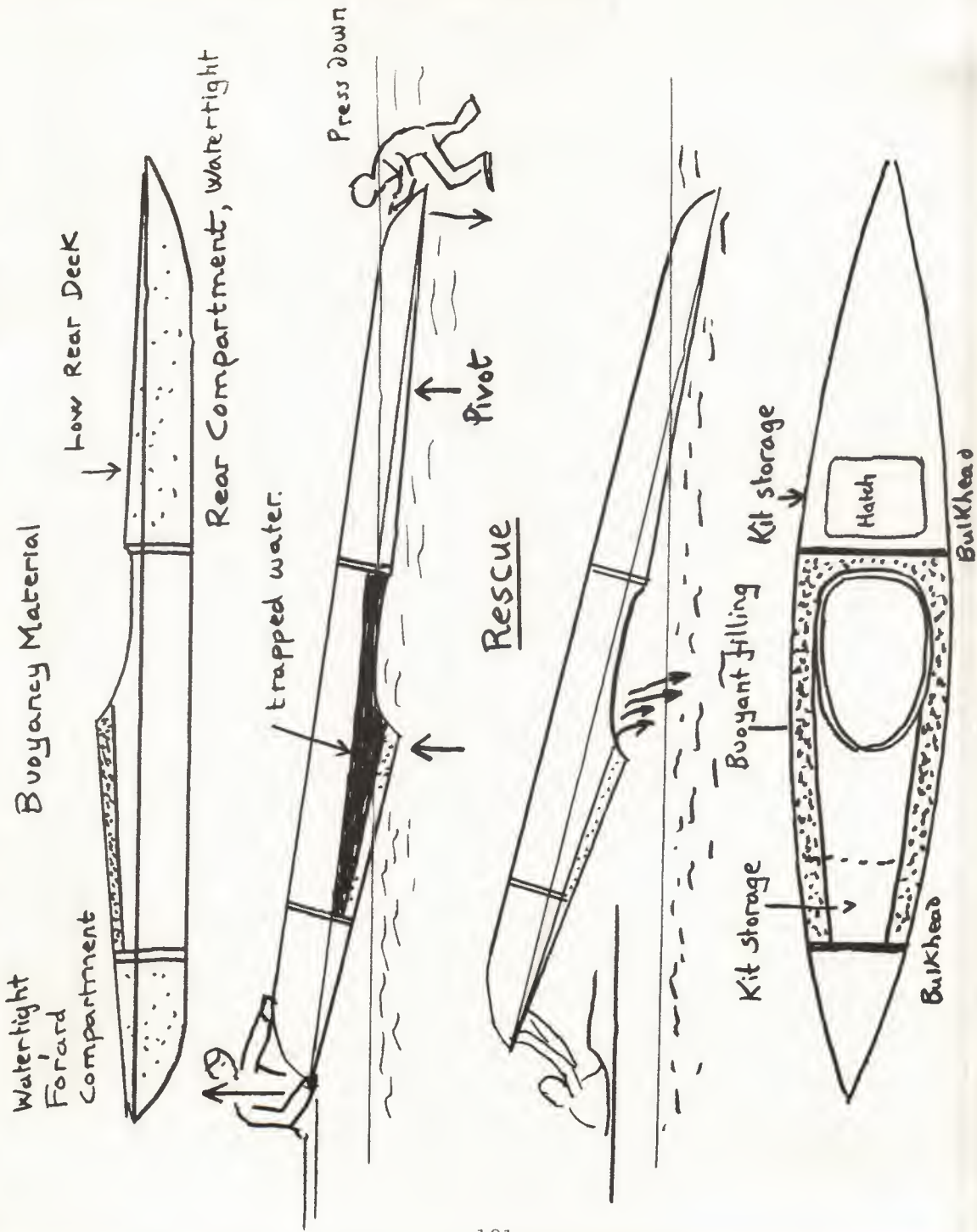
It is not true, however, that sea canoes are limited to one design. Any canoe can become seaworthy by being built seaworthily. Its hull is entirely another matter, and I will not presume to establish principles there, as no one would be 100% right. However, concerning the decks and bulkheads I would like to suggest, as a start, the following:-

- (a) That there is a rear compartment, just aft of the seat, that is watertight.
- (b) That all decking is made watertight and strong enough to resist heavy battering.
- (c) That there is watertight compartment forward, 1/8th approximately of the total length of the boat.
- (d) That all waste space in the canoeist's area is filled with buoyant material, to exclude water.
- (e) That buoyant material is placed along the top deck either under or on top to raise the cockpit and free the vacuum on lifting from capsized.

With canoes built on this idea, it should be possible to evolve canoe competition which was based on group canoeing, based firstly on minimum safety numbers, say two or three, and also to do away with the escort boat.

Escort boats are, in themselves confessions of failure to be seaworthy. It is time that canoes established for themselves standards of sea worthiness, and were not looked upon as poor relations or menaces by their 'seaworthy escorts'.

The three man H rescue, is to my mind, misleading. It works, up to point, except when you really need it, in rough water. Demonstrations in pools and even choppy water prove nothing. As it stands the H rescue invites river boats to go to sea (and it has the blessing of the B.C.U.) and offers them a dubious way out of difficulties. I wonder if it is right that this should be, when the remedy really lies in making canoes that go to sea, seaworthy. It is not the rescue methods that want alteration H rescue, 2 man rescue, or drownproofing of canoeist, it is the CANOE THAT WANTS TO BE DROWNPROOFED



# The American Red Cross Small Craft Schools

b BY RICHARD KAYE

Attending one of the American Red Cross Small Craft Schools is a unique, yet rewarding experience, for it is here that students receive leadership and instructor training in boating, canoeing, and sailing.

Most students use their training in summer camp positions where they will be responsible for the organization and administration of a small craft programme. Others use their training to assist communities with their summer recreation programme.

To better understand the functioning of the Small Craft School, pretend you're a student, and follow along.

A prospective candidate; let's call him Allan, secures a position in a children's summer camp as a canoeing councillor. Allan has an avid interest in canoeing, but is not certified as an American Red Cross Canoeing Instructor. Most Camp Director's recognize the possession of such an authorization as a mark of leadership and competence. The Camp Director tells Allan that he wants him to go to Small Craft School for formal training in Canoeing. The cost of the Small Craft School is \$60.00, which includes room, board, and all materials received. The actual instruction given is free; as the American Red Cross is a non-profit organization and doesn't charge anything for its services to individuals or the community. Some Camp Director's and communities pay either half or all of the students tuition at the school. The next step for Allan is to apply to the Area Headquarters for admission to the school. The \$60.00 must accompany the application. As schools are held all over the country; usually two in each of the following areas: Eastern, Southeastern, Midwestern, and Pacific, Allan will choose a school which is either near his home or near the summer camp he will work in.

The Area Office will review the application, look for previous training in the Basic Courses of Small Craft, and Water Safety (minimum : Red Cross Senior Life Saving or its equivalent) and judge the need for further training. Upon successful review of the application, (which states that the candidate must be at least 18 years of age at the opening of school,) Allan will receive a letter of acceptance, with a letter stating the dates of the school, what materials and what clothes to bring with him. The school runs for ten consecutive days, and the students may not leave the school at any time until completing the required courses. Three courses are offered to the candidate: Boating, Canoeing, and Sailing. In most cases the student elects two of the three as Instructor Courses, and the third a Basic Courses. Upon successful completion of an Instructor Course, the student is now authorized to teach the Basic Course of Instruction in that area. The Basic Course is, in a broad sense, "public education".

The dates of the schools are usually the 12th of June to the 24th, the 13th to 23rd., etc. This allows those in college to attend, as most colleges finish with exams about the 4th of June. About 90% of the students attending Small Craft Schools are college students, for it is they who hold positions in summer camps.



Upon arrival of the student at the school, he is welcomed by the Director of the School (usually a professional Red Cross worker engaged in First Aid, Water Safety, and Small Craft), given a package of materials which includes: notebooks, pencils, texts, course outlines, and associated materials of small craft nature. Allan is then sent to the medical area where a brief examination is held (the nurse checks heart, respiration, skin rashes, etc.), making sure that the student can withstand the rigorous activity which lies ahead. After the examination, the student is assigned living quarters for his stay at school. This procedure continues until all of the students (usually  $\frac{1}{2}$  male and  $\frac{1}{2}$  female) are registered, medically examined, and assigned quarters. Students are asked to arrive no later than 10 a.m. opening day; and the above procedures are usually completed by noon; following this is Lunch, and then all assemble for a talk by the Director. It is at this time the rules of the school are given, procedures discussed, and the Faculty introduced.

The Faculty is chosen on the basis of their ability, experience, and desire to serve. Most are teachers, business people who give their vacation time to come to the school, and students. A few of the Faculty were students at the school the previous year, and were chosen to be on the Faculty because of their superiority in the subject area. None of the Faculty are paid for their services at Small Craft School.

At registration time, students are assigned Sections; each of the 3 sections having an equal number of students. After the Faculty is introduced, and procedures discussed, each Section goes to a specific area; either boating, canoeing, or sailing. There the "Dean" of the subject (the "Dean" is usually chosen on seniority) will welcome the students, explain what they will be doing the next ten days, and then ask the students if they have any questions, problems, etc. Early dismissal permits the students to arrange their quarters, relax, and possibly take a short swim before dinner. After dinner students proceed to the waterfront to examine the facilities, get used to their surroundings; and at some schools the Faculty puts on a Small Craft Exhibition, showing the students what they can expect to learn while at school. In the evening there is a dance; a get-together, and then off to quarters. Lights out at 10:30 p.m.

For the next ten days, the student schedule looks like this:-

|                 |                 |                 |             |
|-----------------|-----------------|-----------------|-------------|
| Reveille        | 6:45am          | Free Swim       | 6:00-6:20pm |
| Breakfast       | 7:15am          | Dinner          | 6:30pm      |
| Morning classes | 8:00am-10am     | Practice Afloat | 7:30-8:30pm |
|                 | 10:00am-12am    | Evening Seminar | 8:30-9:30pm |
| Free swim       | 12:00am-12:30pm | Recreation      | 9:30-10pm   |
| Lunch           | 12:30pm         | Lights Out      | 10:30pm     |
| Aftern. classes | 2:00pm-4:00pm   |                 |             |
|                 | 4:00pm-6:00pm   |                 |             |

A typical day's programme is outlined below: \*

| Section | 8-10am         | 10-12am        | 2-4pm       | 4-6pm       | 7:30 On |
|---------|----------------|----------------|-------------|-------------|---------|
| 1       | Basic Sailing  | Inst. Canoeing | Inst. Boat  | Inst. Boat  | S       |
| 2       | Basic Canoeing | Inst. Boating  | Inst. Sail  | Inst. Sail  | E       |
| 3       | Basic Boating  | Inst. Sailing  | Inst. Canoe | Inst. Canoe | M       |
|         |                |                |             |             | I       |
|         |                |                |             |             | N       |
|         |                |                |             |             | A       |
|         |                |                |             |             | R       |

\* Student Section depends upon major interests.

Church Services are usually held on Sunday; the remainder of the morning will be divided between the two morning sessions. The same thing applies to a camp aquatic show that is held that afternoon. The reason for the show is to illustrate to the students what they can do in their summer job if their Director calls on them to put on a show or Small Craft demonstration.

Sites of Small Craft Schools are usually held in children's summer camps before the camp season begins. (July 1) The reason for this is that camps can provide the facilities and equipment, plus the privacy needed for such an undertaking. It should be noted that although most camps have good facilities, they rarely have enough equipment. Most of the time, schools are selected for their ability to provide sufficient rowboats and sailboats, for canoes are the easiest craft to bring in if a shortage exists. Usually, the size of the school depends upon the amount of equipment available. There are several Small Craft Schools which only accept 60 students; the school the author teaches at accepts 130 students.

As an insight as to what the student can expect in canoeing, may the following serve as a guide: Canoes will be 15 to 18 feet, in good condition, with correctly located thwarts. (14 inches aft of midship) For each student there will be a paddle of correct size, and a double-bladed paddle with spoon-blades. Also included are kneeling pads. With this equipment, the student will learn the following: Nomenclature, all strokes both basic and advanced, care and repair, recreational activities, teaching techniques, etc. At the end of the course, all students are equated as to their teaching ability and their practical canoeing ability. It must be remembered that the school is one of short term, therefore the Faculty must have faith in the students ability; they must judge whether the student, upon completing the course, will be able to enter into a teaching situation and handle it well. The student is exposed to several of the Faculty in a specific area, so that final judgement lies with many instead of one.

"Small Craft School provides the opportunity for the exhibition of leadership; with the "Follies" put on by the students spoofing the Faculty, the Small Craft Demonstration on Sunday, or the students just helping one another pass a test or teach effectively".. as one student so aptly stated.

# Mike Clark reports on competitive canoeing

## CANOE SLALOM

Since the last week in April the London slalomists have had something of a bumper month, with competitions almost every weekend at Shepperton or Marsh Lock. April 25th the Twickenham C.C. held a 2/3 div. at Shepperton, May 9th Chalfont Park C.C. organized a 1/2 div. at Marsh Lock, while the following weekend the Twickenham C.C. held another slalom at Shepperton, this time for only 4th div. paddlers. On May 22nd Shepperton was invaded by slalomists from the Services, and on the last weekend of the month almost 180 competitors turned up for a 3/4 div. at Marsh Lock, with Windsor C.C. doing a mammoth job of organizing.

The most exciting and spectacular slalom to watch was of course the 1/2 div. at Marsh Lock on May 9th. The weekend was fine, and the conditions for camping and canoeing were very pleasant. With heavy rain during the week, there was plenty of water on the Thames to make the slalom very difficult. The course was quite long, comprising 21 gates for 1st division paddlers, and 17 gates for 2nd and Ladies division. This was the last 1st div. slalom before our canoeists leave for the World Championships, to be held in Spittal, Austria, on 7th/8th August. The selectors must have been very pleased with the result at Marsh, for the three competing members of the British World Team, David Mitchell, Chester C.C., Ken Langford, Manchester C.C., and John Woodhouse, Chester C.C., finished 1st, 2nd, 3rd, while reserve Nigel Morley, Manchester C.C., finished in 5th place. It was unfortunate that Mitchell and Woodhouse entered late, and had only one run over the course, however this did not seem to upset the boys. David Mitchell completed a very spectacular run of 162pts to win, while Ken Langford came second with a fine run of 172pts. John Woodhouse also gained 172pts but had to take third place having missed the first run.

Young 16 year old Steven Felstead, who three weeks before won the Twickenham 2nd division slalom, gaining promotion to the 1st div., did exceptionally well in being placed 11th on such a difficult course as Marsh. In the 2nd division Stephen Leary of Chester C.C., took first place with a lead of almost 60pts over Richard Barrett of Loughborough C.C. Throughout the competition there were many capsizes, but the majority of paddlers were able to "roll" and continue the course. Four ladies however found the water much too difficult and capsized out on both their runs. Full results on "Results" page.



Photo's by Aqua-Photo Publicity.

Top: David Mitchell, Chester C.C.

Centre: Jean Battersby, Manchester C.C.

Lower: Steven Felstead, Twickenham C.C.

# Introducing 'Porpoise'

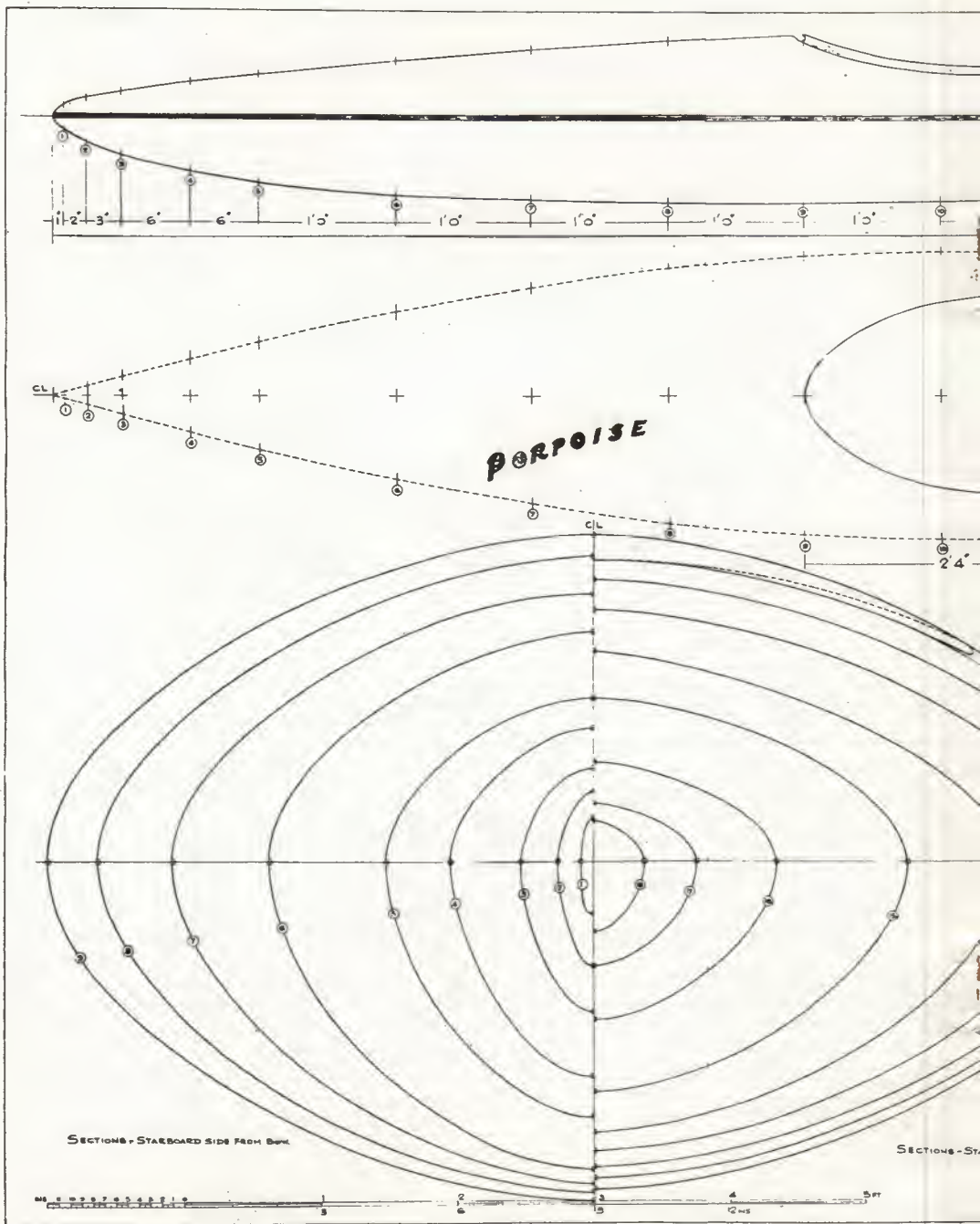
From time to time we have had requests from readers of 'Canoeing' for the lines of a sporty single-seater kayak suitable for constructing in glass fibre. Until now, we have had to reply that there were no plans available and that prospective builders would have to develop their own design. We have also made the point that to simply copy the lines of an existing commercial design is illegal. Last month, however, we received from Peter Godfrey of the Auckland Canoe Club details of a canoe which he had designed for the New Zealand Canoeing Association and which has proved very successful with amateur builders over there.. We are pleased, therefore, to be able to present to our readers the 'Porpoise'.

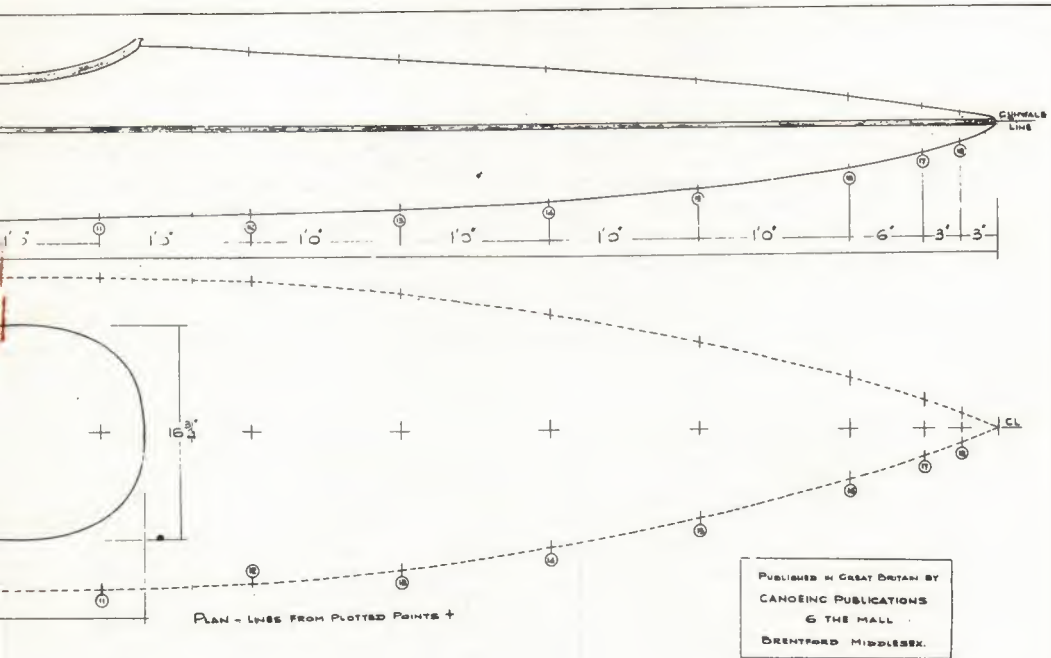
As will be seen from the lines on the following pages, 'Porpoise' is a slalom canoe in the modern trend with rounded gunwales, recessed cockpit, and considerable rocker. Its length is 13'6", beam 24½", and depth 14".

Plans giving full size sections, and the lines to  $\frac{1}{4}$  scale of the 'Porpoise' are available from the Circulation Manager, Canoe Publications, 6 The Mall, Brentford, Middlesex, price 8s. 6d. (Post free).

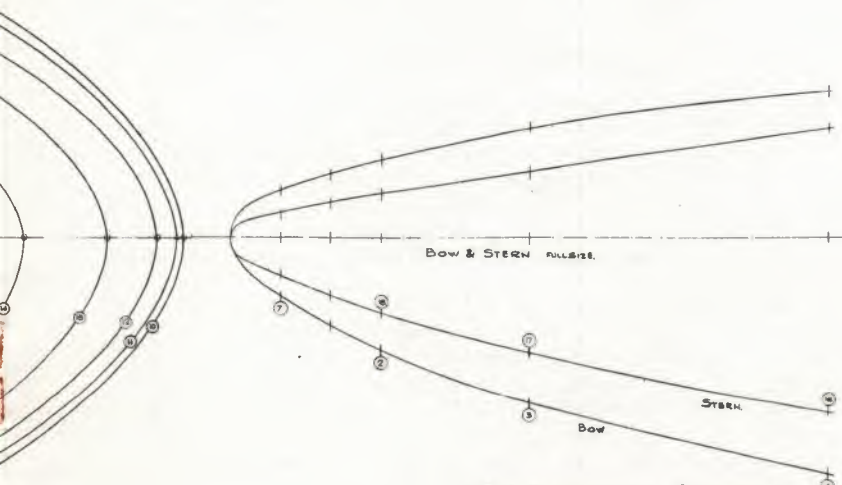
## Note on glass fibre construction

The glass fibre hull is rapidly becoming the most popular of all types of rigid canoe and a number of amateurs have built successful hulls. At the same time, it must be recognised that the method is only economic where several canoes are being built to the same design. It is simply not worthwhile making the necessary moulds if only one or two boats are required. If, however, you do need several canoes for a club or school then the method is well worth considering provided you recognise that making a glass fibre canoe is more akin to cookery than to boatbuilding. The correct selection and measurement of the ingredients is vital to success as is the control of temperature - there is no room for 'guess-timation' in glass fibre work. Bearing these points in mind, if you are still determined to build in glass fibre we would recommend a series of eight articles on building g/f canoes by Bill Saunders and Alan Byde which we published in 'Canoeing' last year. We regret that a complete set of individual copies of the relevant issues is no longer available, but the bound volume of 'Canoeing' No. 4 which includes these articles is available price 20s. (post free).





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**RIGID SLALOM CANOE - 'PORPOISE'**

DESIGN - AUCKLAND CANOE CLUB INC  
 FOR THE NEW ZEALAND CANOEING ASSOCIATION INC.

LENGTH 13'6"  
 BEAM 24 1/2"  
 DEPTH 14"

SCALES -  
 SECTIONS FULL SIZE  
 PLAN & ELEVATION 1/4 SIZE  
 DESIGNED BY PETER GODFREY

BOARD SIDE FROM STERN.

# An Irish Cruise

BY BERNARD SMITH

A few years ago, when browsing through the B.C.U. Guide to the Waterways one wintry evening, I came across a river that seemed to promise the sort of interesting and remote cruising possibilities that just appealed to me. This was the Erne, in Ireland. After a further investigation into its whereabouts I decided that I would go the following summer.

I dismissed as rather imaginative the paragraph that stated that "A good map and a reliable compass are essential for navigating the labyrinth of Lough Oughter". At worst one could just follow the main stream to get through. Nevertheless, for the complete enjoyment of a cruise I agree that a map is necessary, not only to show one where one is, but also to point out any interesting diversions and attractions en-route. A search in the local book-shops etc. for a suitable map produced no result, so I went to the Y.H.A. Sales Department in John Adam Street, adjacent to Charing Cross railway station. Here I purchased three sheets covering the proposed trip, produced by the Ordnance Survey of Ireland, and each one different to the others! A glance at one of them, covering the first part of the trip, showed that whoever had compiled the Guide was not exaggerating. The river flows gently to the sea via a series of lakes, or loughs as they are known in Ireland, and the upper ones (Lough Scrabby and Lough Oughter) in particular are really amazing. To navigate from one end to the other is no simple matter of following the likeliest looking channel between the islands, for most of the islands are really promontories in disguise. One could follow a channel for a mile or so, only to come to a dead end.

Believing the map to be accurate, and the Guide to be true - I was later to realise my mistake in taking anything for granted a propos Ireland - I decided to take my canoe, a folding single, by train to Holyhead, across to Dun Laoghaire on the steamer, and catch another train to Cavan, in the county of that name. From there a walk of a few miles, with the boat and gear on its trolley, would bring me to a suitable starting point between Loughs Scrabby and Oughter.

I set off one warm night in June on the Irish Mail, passed the Customs with no difficulty, and enjoyed a crowded voyage to Dun Laoghaire in the company of countless homewardbound Irish exiles, one of whom - inevitably - produced a fiddle, and kept the rest entertained with an impromptu concert of Irish jigs and medleys.

Dun Laoghaire harbour presented a grand sight in the early morning sunshine, with the sea all a-sparkle, and the mountains to the southward rising from the mist.

A shuttle service connects the harbour station with Dublin, from whence I was to catch my train to Cavan. Alas, someone had "done a Beeching"! The line was closed. I was to discover later that not only was the line, in common with most others across the interior, closed; but the lines had been taken up and the bridges removed so that no trace of them was to be seen. This is most upsetting when on consulting one's map in some remote district,



one is looking for a clearly-marked bridge which is no longer there! But I am jumping ahead. To get to Cavan I had to go by bus, my canoe being loaded up on top on the ample stowage space on the roof by a sweating and cheerfully (I think) swearing conductor. The snag was that by the time I arrived at the bus depot my bus was almost fully loaded with mountains of cases, trunks, bags and assorted boxes of my fellow passengers. So one bag load of boat and gear went on one bus and the rest on a relief. Finally all was loaded and off we went, the driver flogging his vehicle at a furious rate along the twisting Irish roads. We made a longish stop in Navan, where many of the passengers disappeared into a local for a quick one - or two - before moving on. It should be explained that the bars in Ireland are open all day from 10 a.m. onwards, and apart from beer (Guinness of course) sell all sorts of groceries. While I was waiting on the bus an old woman went by, right down the middle of the road, singing "Galway Bay" in a voice so clear it was hard to imagine that it came from so old a frame.

At last Cavan was reached. This is a lovely little town, nestling among the hills. I bought a few supplies - the reader will surely not be thinking I carried potatoes to Ireland! - and set on my way on the last stage of my journey to the Erne.

I found the river soon enough, and after the trudge through the heat of the afternoon, to say nothing of the long journey through the night and morning, I was glad to relax a while by its side before assembling "Mish-Mish". I wasn't going far before camping, for I was already weary, and soon I found a good site, with an adequate supply of firewood, where I pitched my tent for my first night on Irish soil.

It was after I had eaten my supper, and sitting by the fire in the still and peaceful evening with a mug of steaming coffee, that a young and very friendly bullock came along. He seemed to want to share my tent, which of course I could not allow, for it was a very small tent, so I shooed him away. He came back; I shooed him away again. No good. This amusing pantomime went on until dark came, and that meant around eleven o'clock for the evenings are long so far west. Eventually I was allowed to turn in as he went off to his own sleep. The next thing I remember was a noise outside the tent around six the following morning. I looked out, and sure enough it was my young and horned friend of the night before. There was nothing for it but to get up, shooing him away at intervals as I washed, breakfasted, and broke camp for an early start.

I passed the whole day without seeing a single soul. The river flowed gently along through pleasant green country, and eventually entered Lough Oughter, where I discovered the futility of believing that the picture presented by the map could possibly resemble the actual country. It was all right in principle, but owing to the river now entering the lough at a different point to that shown by the map I was most confused. I thought I knew where I was when I stopped to make camp, yet a survey from the top of a hill nearby caused me much study before finding that I was really somewhere else! Still, the spot was in favour of a camper so I stayed. After supper I heard a movement nearby, and soon there came from round the hill - yes, a bullock, or rather half a dozen of them. After my experience of the previous night I was determined to get rid of them properly, so I chased them so far away that I was

# Letters

Dear Sirs,

## Keeping Dry in glass fibre canoes

Fresh from the apparently insoluble problems of access to waterways, may I seek the help of your readers in solving what I hope is a simpler problem.

I have recently changed from a folding kayak to a glass fibre kayak. I have found the latter all that it was claimed to be: a joy to handle, needing no maintenance, and so on. In one respect I find it unsatisfactory, however, and this is in stowage of day cruising oddments. In my folding kayak, gear could be placed on the centre ladder and were thus raised an inch or so above the bottom and were clear of the inevitable small quantity of water that sculls about the bottom from paddle splashes and shoes. In the glass fibre kayak, however, such gear is resting on the bottom and so becomes wet.

Is there a simple answer to this problem of keeping casual gear dry and at the same time immediately accessible?

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

Dear Sir,

## Surfing and Sea Canoeing

May I congratulate Mr. Hutchinson on his article on Surfing in your June edition, it is one of the best and most helpful articles that I have seen in your magazine. I am sure that there is a demand for more information on Sea Canoeing, but I cannot see that there is any real point in the collection of journey logs suggested by Jack Travers. I am sure that he must realise that conditions at sea are continuously changing, a beach will not give the same landing conditions two tides together very often. In fact someones old log could possibly give dangerously misleading information at a later date.

May I ask for an article on Eskimo Kayak design by an expert designer. It would seem to me that the banana boat shaped Kayaks that have appeared in these pages over the last months must be so shaped for some reason but why should we continue to produce this slow shape. Also one may well ask what advantage a pin pointed bow extremity will be when there are no ice flows about. Let us have the best possible Sea Canoe, but please let us have one designed for our sea conditions and not a freak with the only real advantage of being different.

Yours faithfully,  
John T. Marks,  
136, Hurdis Road,  
Shirley, Solihull,  
Warks.

Dear Sir,

Too Many Canoeists

Like Mr. Cavender I do not wish to flog this matter, particularly as I suspect that neither of us have the time to do anything but argue from speculative generalities. e.g. "20% of canoeable water now available is directly the result of the efforts of the B.C.U. and another 20% is directly the results of the I.W.A."

Mr. Cavender asks what I consider 'worthwhile action'? I consider the recent action of the Canoe Camping Club, in encouraging members to lobby their M.P.'s worthwhile. I would consider it worthwhile for the B.C.U. to test the law on the use of the waterways - a recent article in 'Light Craft' by a barrister seems to suggest that the position is not quite as stated in the B.C.U. Guide. I would consider it worthwhile if the B.C.U. had found time to make a statement on this controversy to the readers of 'Canoeing' (I exclude Mr. Baker's flippant contribution as he is no longer a B.C.U. official). I would consider it worthwhile for the B.C.U. to issue a list of rivers which were 'free', 'doubtful' and 'forbidden'. I would consider it worthwhile if the B.C.U. showed signs of militancy as a body fighting for our 'rights'. I am not advocating militancy by individual canoeists whilst on the water.

I believe that the time has come when a stand should be made once and for all. The question is a simple one, "Are canoeists to be allowed to canoe the waterways of this country without hindrance, as in other countries, or must we confine our activities to the sea and the navigations?" I believe that a firm answer to this question, even if it goes against us, would be better than the present uncertain position.

In conclusion, and at this point I propose to withdraw from further controversy, may I thank the Editor for the hospitality of these pages to air this controversy. Whoever is right, there can be no doubt that a problem exists and this problem will not grow smaller by ignoring it.

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

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(continued from page 141)

sure they would never return - but they did! Once more I was obliged to remain awake until night fell, passing the time in studying the map and drinking coffee, pausing now and then to throw a stone as my unwanted guests came cautiously nearer. This was to be my lot for every night but one until I reached Belleek, my journey's end. I got used to it, but never grew to appreciate it and if I had had my way every head of cattle in Ireland would have been stacked in corned-beef tins long before I reached Belleek!

(to be continued)

# New Look for Racing Kayaks

Due to arrive any day now from Denmark are two new racing kayaks from the well known firm of Struer and designed by the world's premier canoe designer, Jorgen Samson. The boats are a single seater kayak to be called the Hunter, and a two seater to be called the Glider.

The canoes retain the angular gunwale line which proved so successful in the earlier pointed and the forebody is even narrower to permit a more efficient paddle stroke. Most striking feature of the design is that in the fore and aft sections a rounded gunwale has been adopted and the hull blends smoothly into the deck. Only amidships is there a clearly defined gunwale line and this has only been retained in order to keep within the international minimum dimensions.

Preliminary drawings show that the underwater shape is 2 cm. narrower on the critical waterline beam and that the sections are rather more V'd than on the current models with a smaller wetted surface. This should all add up to a greater maximum speed in both spurts and over distances. Improvements have also been made in the rudder assembly and in the seating adjustments.

The more complicated mouldings required for these new designs make it likely that there will probably be some increase in price. Likely price of the Hunter K1. is £103, and the Glider K2. is £126.

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## CHELMER CANOE RACE

It was a bitterly cold Sunday on May 30th when the Chelmsford Boating Club held their thirteenth annual Chelmer Canoe Race. This started from Barnes Mill, Chelmsford and ended at Heybridge near Maldon, a total distance of 13 miles. All nine locks on the way were portaged. For this years race there was a record entry of nearly 80 canoes representing more than 25 clubs from all over England.

A touch of glamour was provided at the start of the race when Miss Lynda Brown Chelmsford Carnival Queen started the competitors off at 5 minute intervals between classes.

There was one major change this year in the race. Instead of ending at Heybridge Basin, the race was shortened to finish at Heybridge village, to enable competitors to make use of the facilities of the Bentall Social Club. To mark the use of these facilities, Mr. S. Cutler, Managing Director of Bentall Ltd. presented the prizes, who expressed his admiration of the stamina and health of the canoeists. He thought that the sport was an excellent one as it encouraged initiative.

J.E. Marriage

# News Flashes

## 'TONIGHT' ON THE SEVERN

Fyfe Robertson of B.B.C.'s 'Tonight' programme ventured down the Severn in a Klepper Aerius early this month. As a newcomer to canoeing Fyfe Robertson received some initial coaching from Geoff Blackforth before setting out on his voyage.

## THE CANADIAN CANOEIST

'The Canadian Canoeist' is the duplicated magazine of the Canadian Canoe Association of Great Britain and attempts to gather together information likely to be of interest to single-bladed paddlers. Percy Blandford has just taken over the editorship and plans to bring it out at quarterly intervals. The annual subscription is 5s. and should be sent to Frank Luzmore, 31 Petersham Road, Richmond, Surrey.

## THE FORGOTTEN CENTENARY

Readers are reminded that they can obtain copies of John MacGregor's book '1,000 miles in the Rob Roy canoe' from The Secretary, British Canoe Union, 26-29 Park Crescent, London W.1. The price is 10s.6d. (post free).

## THAMES TIDEWAY RUN

The C.C.P.R. (London and South Eastern Region) are organising a trip from Putney to Tower Bridge on Sunday, 27th June. The cruise is organised with a view to giving youngsters experience on this kind of water. Further details from C.C.P.R., 26 Park Crescent, London, W.1.

## HOLIDAYS ARE HERE AGAIN

Like everyone else the staff of 'Canoeing' like to take a summer holiday and since we produce this magazine in our spare time publication dates may be a little erratic. We are sure readers will forgive us if their copy of 'Canoeing' does not arrive with its usual promptness.

SMALL ADS. 3d. per word. (Box Numbers 1s. 6d.)

### FOR SALE:

Folding Klepper T67 White Water Canoe in perfect donction. £30 o.n.o. Lloyd, 61 Upton Park, Slough, Bucks.

### FOR SALE:

N.C.K. 1. Kayel. Little used and in excellent condition. £20 o.n.o. "Rivertrees", Wargrave Road, Henley-on-Thames, Oxon.

### FOR SALE:

Klepper T.65. Excellent condition, with paddles, carrying bags and spraycover. Enquiries to: W.Roos, 76 Moorcroft Road, Moseley, Birmingham, 13.

### FOR SALE: Veneer Limfjorden and N.C.K. 1. -

WANTED: Pointer K1 in fibre, etc. - Cook, Rowton Castle, Salop.

### WANTED:

Individual wishes to exchange or pay for canoe club blazer badges for details write Richard Kaye, 3465 Fish Avenue, Bronx, New York 10469, USA.

# Results

Wildwater Race- Monschau, Germany- May 1st 1965.

| Men's Kayak Single. | 1. Marcel Beaujean | Sauheid.     | 20 min. | 52 sec. |
|---------------------|--------------------|--------------|---------|---------|
|                     | 15. John Woodhouse | Chester      | 22      | 1       |
|                     | 16. Dave Mitchell  | Chester      | 22      | 2       |
|                     | 21. Ken Langford   | Manchester   | 22      | 17      |
|                     | 110 started.       | 92 finished. |         |         |

Women's K.1

|  |                      |             |    |    |
|--|----------------------|-------------|----|----|
|  | 1. Kirsten Schmidt   | Celle       | 16 | 43 |
|  | 13. Jean Dattersby   | Manchester  | 18 | 52 |
|  | 18. Lesley Galverley | Manchester  | 19 | 4  |
|  | 19. Heather Goodman  | Lakeland    | 19 | 10 |
|  | 24 started.          | 21 finished |    |    |

Slalom. Monschau, Germany May 2nd 1965

| Men's K.1           |             | 1st run      | 2nd run   | Better |
|---------------------|-------------|--------------|-----------|--------|
|                     |             | Pen. Time    | Pen. Time | Total  |
| 1. Dieter Schreiber | Hattersheim | 10 238.4     | 90 238.4  | 248.4  |
| 5. Ken Langford     | Manchester  | 20 242.6     | 150 240.1 | 262.6  |
| 14. Bohn Woodhouse  | Chester     | 370 244.2    | 0 290.1   | 290.1  |
| 25. Dave Mitchell   | Chester     | 70 245.4     | 80 238.6  | 315.4  |
|                     | 78 started. | 73 finished. |           |        |

Women's K.1

|                      |            |              |           |       |
|----------------------|------------|--------------|-----------|-------|
| 1. Kirsten Schmidt   | Celle      | 210 320.4    | 0 298.8   | 298.8 |
| 6. Jean Dattersby    | Manchester | 240 296.6    | 100 310.2 | 410.2 |
| 8. Heather Goodman   | Lakeland   | 130 305.4    | 200 302.8 | 435.4 |
| 18. Lesley Galverley | Manchester | 600 288.8    | 470 248.5 | 718.5 |
|                      | 18 started | 18 finished. |           |       |

K.1 Teams.

|                                  |                   |              |       |
|----------------------------------|-------------------|--------------|-------|
| 1. Englet-Gerstgrasser-Trojovsky | Schwab.Augsburg   | 10 301.8     | 311.8 |
| 5. Galverley-McLeod-Thompson     | Great Britain "B" | 60 351.6     | 411.6 |
| 6. Langford-Mitchell-Woodhouse   | Great Britain "A" | 120 331.2    | 451.2 |
|                                  | 22 started        | 19 finished. |       |

Combination placings. (Combined results of Wildwater Race and Slalom).

|                     |            |              |
|---------------------|------------|--------------|
| 1. Dieter Schreiber | Sauheid    | 1 + 8 = 9    |
| 6. Ken Langford     | Manchester | 21 + 5 = 26  |
| 7. Dave Mitchell    | Chester    | 25 + 16 = 41 |

ROYAL CANOE CLUB

Trowlock Island  
Teddington  
Middlesex.

ARDOSSAN CANOE CLUB  
ROUND CUMBRAE DOUBLES RACE

| Place | Names                   | Club                | Type of Canoe     | Handicap | Finishing Time |
|-------|-------------------------|---------------------|-------------------|----------|----------------|
| 1st   | J. Macintyre-A. Green   | Ardoosan/Irvine     | Modified P.B.K.29 | Scratch  | 1 hour 45 mins |
| 2nd   | J. Spiers-B. Beeley     | Irvine              | Wilson Class "A"  | 16 mins  | 1 hour 53 mins |
| 3rd   | D. Manning-D. Goldthorp | Scottish Hostellers | Class "A"         | 19 mins  | 1 hour 55 mins |

23rd May 1965

RESULTS SUMMARY - 3RD ANNUAL LONG DISTANCE RACE 16TH MAY 1965

CLASS 1 (A) SENIOR K.1.

|               |                           |         |
|---------------|---------------------------|---------|
| 7. C. Evans   | Royal Canoe Club          | 1.53.09 |
| 6. P. Gardner | Riverside Activities C.C. | 1.53.45 |
| 1. R. Parker  | Richmond C.C.             | 1.55.30 |

CLASS 1 (B) JUNIOR K.1.

|                     |                 |         |
|---------------------|-----------------|---------|
| 12. R. Oliver       | Lincoln C.C.    | 1.06.08 |
| 11. G. Lacey        | Leemington C.C. | 1.06.14 |
| 113. Mrs. M. Tucker | Richmond C.C.   | 1.07.28 |

CLASS 2 (A) SENIOR N.C.K.1.

|               |             |         |
|---------------|-------------|---------|
| 82. W. Machin | Galley C.C. | 2.12.27 |
| 15. D. Lewis  | Harlow C.C. | 2.20.42 |
| 17. R. Fish   | C.T.C.      | 2.22.35 |

CLASS 2 (B) JUNIOR N.C.1.

|                |             |         |
|----------------|-------------|---------|
| 19. I. Balfour | Nomads C.C. | 1.14.56 |
| 83. G. Maughan | Galley C.C. | 1.16.12 |
| 21. J. Barber  | C.T.C.      | 1.26.31 |

CLASS 3 (A) SENIOR HAND SKIN SINGLES

|               |                |         |
|---------------|----------------|---------|
| 84. S. Smith  | Worcester C.C. | 2.09.04 |
| 24. J. Holmes | Lincoln C.C.   | 2.12.29 |
| 86. Cpl. Jack | 63 Para.       | 2.13.12 |

CLASS 3 (B) JUNIOR HAND SKIN DOUBLES

|                 |                  |         |
|-----------------|------------------|---------|
| 90. J. D. Moore | 279 B'ham Scouts | 1.09.54 |
| 35 R. Freeman   | Lincoln C.C.     | 1.10.00 |
| 30. S. Ash      | Harlow C.C.      | 1.12.05 |

CLASS 4 (A) SENIOR SOFT SKIN SINGLES

|                |              |         |
|----------------|--------------|---------|
| 42. K. Pereira | Lincoln C.C. | 2.10.00 |
| 44. A. Lews    | Lincoln C.C. | 2.13.25 |
| 41. A. Miller  | Harlow C.C.  | 2.20.52 |

CLASS 4 (B) JUNIOR SOFT SKIN SINGLES

|                 |                   |         |
|-----------------|-------------------|---------|
| 46. M. Franklin | Harlow C.C.       | 1.15.42 |
| 48. T. McCool   | Viking Kayak C.   | 1.16.55 |
| 50. S. Gray     | J.L.R. (R.A.S.C.) | 1.16.55 |

CLASS 4 (C) LADIES SOFT SKIN SINGLES

|                  |                  |         |
|------------------|------------------|---------|
| 52. K. Emerson   | Richmond C.C.    | 1.18.06 |
| 93. L. Oliver    | Southampton C.C. | 1.18.08 |
| 53. A. Huskisson | Royal C.C.       | 1.18.44 |

CLASS 5 (A) SENIOR K.2. DOUBLES

|                          |               |         |
|--------------------------|---------------|---------|
| 57. M. Parker/L. Oliver  | Lincoln C.C.  | 1.43.39 |
| 60. R. Stevens/D. Jordan | Royal C.C.    | 1.46.12 |
| 61. S. HOLLIER/R. Wade   | Hatfield C.C. | 1.46.52 |

CLASS 6 (A) SENIOR SOFT SKIN DOUBLES

|                          |               |         |
|--------------------------|---------------|---------|
| 67. B. Watkin/M. Boshor  | Royal C.C.    | 1.57.48 |
| 66. M. Foulger/R. Cundy  | Hatfield C.C. | 1.58.55 |
| 64. D. Bennett/M. Brooks | Viking K.C.   | 1.59.54 |

CLASS 7 (A) SENIOR HAND SKIN DOUBLES

|                     |                  |         |
|---------------------|------------------|---------|
| 71. Dalton/Kavanagh | Richmond C.C.    | 1.59.00 |
| 109. Stimpson/Evans | 63 Para.         | 2.00.00 |
| 73. Oliver/Williams | R.M.A. Sandhurst | 2.08.43 |

CHALFONT PARK CANOE CLUB

10th May, 1965

Marsh Lock Slalom

| 1st Division |                   | 1st run    |        |      | 2nd run |      |      | Btr. | %    |
|--------------|-------------------|------------|--------|------|---------|------|------|------|------|
|              |                   | Time       | Pen.   | Tot. | Time    | Pen. | Tot. |      |      |
| 1.           | Dave Mitcnell     | Chester    | NO RUN |      | 142     | 20   | 162  | 162  | 59.1 |
| 2.           | Ken Langford      | Manchester | 152    | 20   | 172     | 146  | 90   | 236  | 172  |
| 3.           | John Woodhouse    | Chester    | NO RUN |      | 152     | 20   | 172  | 172  | 62.8 |
| 4.           | Stuart Hodgson    | Colne      | 180    | 0    | 180     | 174  | 60   | 234  | 180  |
| 5.           | Nig Morley        | Manchester | 173    | 60   | 233     | 151  | 40   | 191  | 191  |
| 6.           | Raymond Calverley | Manchester | 161    | 40   | 201     | 190  | 40   | 230  | 201  |
| 7.           | John MacLeod      | Manchester | 157    | 50   | 207     | 169  | 60   | 229  | 207  |
| 8.           | Malcolm Thompson  | Worcester  | 188    | 40   | 228     | 188  | 80   | 268  | 228  |
| 9.           | David Olorenshaw  | Leamington | 181    | 70   | 251     | 267  | 40   | 307  | 251  |
| 10.          | David Morton      | Carlisle   | 221    | 100  | 321     | 203  | 60   | 263  | 263  |

| 2nd Division |                 |            |     |     |     |     |     |     |     |      |
|--------------|-----------------|------------|-----|-----|-----|-----|-----|-----|-----|------|
| 1.           | Stephen Leary   | Chester    | 155 | 80  | 235 | 165 | 10  | 175 | 175 | 52.6 |
| 2.           | Richard Barrett | Loughboro  | 184 | 60  | 244 | 174 | 360 | 534 | 244 | 73.3 |
| 3.           | Rodney Witter   | Chester    | 172 | 230 | 402 | 207 | 40  | 247 | 247 | 74.2 |
| 4.           | Brian Johnson   | Twickenham | 179 | 70  | 249 | 254 | 20  | 274 | 249 | 74.8 |
| 5.           | Norman Jackson  | Manchester | 178 | 170 | 348 | 191 | 70  | 261 | 261 | 78.4 |
| 6.           | David Oliver    | Loughboro. | 170 | 100 | 270 | 166 | 170 | 336 | 270 | 81.1 |
| 7.           | Bryon Sawyer    | Chalfont   | 172 | 180 | 350 | 153 | 120 | 273 | 273 | 82.0 |
| 8.           | Ian Rabjohns    | Loughboro. | 222 | 70  | 292 | 215 | 230 | 445 | 292 | 87.7 |
| 9.           | Alan Gosling    | Birmingham | 195 | 180 | 375 | 183 | 110 | 293 | 293 | 88.0 |
| 10.          | Chris Masters   | Reading    | 242 | 60  | 302 | 207 | 90  | 297 | 297 | 89.2 |

BEVERE SLALOM

2nd MAY 1965

FINAL RESULTS

| Pos.                  | Name           | Club         | First Run |      |      | Second Run |      |      | Best | %    |
|-----------------------|----------------|--------------|-----------|------|------|------------|------|------|------|------|
|                       |                |              | Time      | Pen. | Tot. | Time       | Pen. | Tot. |      |      |
| <b>THIRD DIVISION</b> |                |              |           |      |      |            |      |      |      |      |
| 1                     | N. Jackson     | Manchester   | 198       | 80   | 278  | 204        | 220  | 424  | 278  | 57.8 |
| 2                     | N. Hutchins    | Bristol      | 197       | 230  | 427  | 202        | 80   | 282  | 282  | 58.6 |
| 3                     | C.J. Mortlock  | Manchester   | 211       | 80   | 291  | 230        | 190  | 420  | 291  | 60.5 |
| 4                     | R. Pierce      | Wolverh'pton | 256       | 180  | 436  | 258        | 130  | 388  | 388  | 80.7 |
| 5                     | J.M. Roberts   | Bris'ol      | 247       | 150  | 397  | 224        | 310  | 534  | 397  | 82.5 |
| 6                     | S. Hatton      | Manchester   | 228       | 170  | 398  | 228        | 170  | 398  | 398  | 82.7 |
| 7                     | G.P. Goldsmith | Brighton     | 229       | 170  | 399  | Scratched  |      |      | 399  | 83.0 |
| 8                     | R. Goldsmith   | Brighton     | 264       | 150  | 414  | 250        | 130  | 380  | 414  | 86.1 |
| 9                     | R.S. Jenkinson | Worcester    | 308       | 110  | 418  | 236        | 250  | 486  | 418  | 86.9 |
| 10                    | R. McLauchrie  | Wolverh'pton | 235       | 200  | 435  | 316        | 220  | 536  | 435  | 90.4 |

LADIES DIVISION

|   |                |          |          |     |      |     |     |     |     |       |
|---|----------------|----------|----------|-----|------|-----|-----|-----|-----|-------|
| 1 | M.R. Bellord   | Chalfont | Capsized |     |      | 363 | 240 | 603 | 603 | 125.4 |
| 2 | P.M.J. Squires | Coventry | 411      | 320 | 731  | 359 | 460 | 819 | 731 | 152.0 |
| 3 | H. Hodges      | Chalfont | 371      | 640 | 1011 | 318 | 510 | 828 | 828 | 172.1 |

13th BEDFORD ST. NEETS CANOE RACE 2nd MAY 1965

Result Sheet

| Class     | Name                  | Club                  | I.C.U. Ranking Race |      |      |
|-----------|-----------------------|-----------------------|---------------------|------|------|
|           |                       |                       | Time                | Pen. | Tot. |
| Class 1a  | A. ACTON              | WOLVERHAMPTON C.C.    | 2.12.7.             |      | 5    |
|           | C. EVANS              | ROYAL C.C.            | 2.16.30             |      | 3    |
|           | P. GARDNER            | RIVERSIDE ACT. OXFORD | 2.17.3.             |      | 2    |
| Class 2a  | K. BIDDLESTONE        | WOLVERHAMPTON C.C.    | 2.25.06             |      | 5    |
|           | W. MACHIN             | GALLEY C.C.           | 2.35.32.            |      | 3    |
|           | A. MILLER             | HARLOW C.C.           | 2.36.46.            |      | 2    |
| Class 3a  | A. STONLEY            | CAMBRIDGE U.C.C.      | 2.20.52.            |      | 5    |
|           | T. SHENTON            | ROYAL C.C.            | 2.31.21.            |      | 3    |
|           | P.J. RONEY            | GAYNES HALL C.C.      | 2.34.31.            |      | 2    |
| Class 4a. | K. YATES              | WOLVERHAMPTON C.C.    | 2.30.13.            |      | 5    |
|           | A. LAWS               | LINCOLN C.C.          | 2.35.20.            |      | 3    |
|           | R. LEEES              | CAMBRIDGE U.C.C.      | 2.35.55.            |      | 2    |
| Class 5a. | M. PARKER/L. OLIVER   | LINCOLN C.C.          | 2.06.50.            |      | 5    |
|           | S. HOLLIER/B. WADE    | HATFIELD C.C.         | 2.08.0.             |      | 3    |
|           | PAGN/NELLI/JUPP       | 63 COY R.A.S.C.       | 2.13.20             |      | 2    |
| Class 6a  | DRAGINS/SMITH         | LINCOLN C.C.          | 2.19.28             |      | 5    |
|           | D. BENNETT/M. BROOKS  | VIKING K.C.           | 2.24.38             |      | 3    |
|           | M. FOULGER/R. CANDY   | HATFIELD C.C.         | 2.25.52             |      | 2    |
| Class 7a  | COOK/SIMPSON          | 63 COY R.A.S.C.       | 2.20.0.             |      | 5    |
|           | M. BAYE/B. MORGAN     | GALLEY C.C.           | 2.25.35.            |      | 3    |
|           | D. DILLIMPLE/D. DAVIS | SOUTHAMPTON C.C.      | 2.25.40             |      | 2    |

Banking Event Results. Milk for Swaine - Lisburn - Belfast

Class 2.

May 8th 1965 3p.m. Approx 8 mls (Chalfont Canoe Club)

Personal pts. Club pts.

Mens Doubles.

| Name           | Club     | Budding Time |   | Personal pts. | Club pts. |
|----------------|----------|--------------|---|---------------|-----------|
|                |          | H            | M |               |           |
| 1. G. Glasgow  | Belfast  | 1            | 1 | 33            | 20        |
| G. Nevin       |          |              |   |               |           |
| 2. E. Lawrence | W.M.K.C. | 1            | 9 | 5             | 15        |
| M. Lowry       |          |              |   |               |           |
| 3. E. Crowley  | Epsior   | 1            | 9 | 31            | 10        |
| S. Tooley      |          |              |   |               |           |

Class 3.

Mens Singles

|                 |           |   |    |    |    |
|-----------------|-----------|---|----|----|----|
| 1. M. Alexander | Belfast   | 1 | 4  | 37 | 25 |
| 2. J. Kelly     | Kilcullin | 1 | 10 | 56 | 20 |
| 3. V. Hall      | W.M.K.C.  | 1 | 11 | 56 | 15 |

MARSH LOCK SLALOM (30th May)

| Third Division (Provisional)     | Total Pen. | 178 |
|----------------------------------|------------|-----|
| 1st R. Parr Newcastle            | "          | 179 |
| 2nd G.P. Goldsmith Brighton      | "          | 190 |
| 3rd R.S. Goldsmith "             | "          |     |
| Fourth Division (Final)          | Total Pen. | 176 |
| 1st T. Grimes Windsor            | "          | 207 |
| 2nd M. Atkinson Denstone College | "          | 223 |
| 3rd R. Doncaster Windsor         | "          |     |
| Ladies Division (Final)          | Total Pen. | 177 |
| 1st J. Battersby Manchester      | "          | 209 |
| 2nd H. Gooden Lakeland           | "          | 333 |
| 3rd M. Bolland Chalfont          | "          |     |
| Novices Division (Final)         | Total Pen. | 162 |
| 1st R. Still Royal               | "          | 187 |
| 2nd N. Taylor Haverdusters C.C.  | "          | 211 |
| 3rd P. Hazleton Chester          | "          |     |

COMBINED SERVICES CANOE REGATTA - SPRINT RACING *Results*

| EVENT         | PLCE | ARMY SENIOR                         | TIME    | UNIT           | RN/RM SENIOR                               | TIME    | JUNIOR                    | TIME     | UNIT      |
|---------------|------|-------------------------------------|---------|----------------|--|---------|---------------------------|----------|-----------|
| K1<br>500m    | 1    | Dvr Jupp                            | 2.16.4  | 63 Coy         | S. Sub Lt Evans                            | 2.00.3  |                           |          |           |
|               | 2    | " Warren                            |         | " "            | Sgt Shenton                                | 2.03.4  |                           |          |           |
|               | 3    | A/T Pawlow                          |         | Harrogate      | Mne Chapman                                | 2.12.5  |                           |          |           |
| K2<br>10,000  | 1    | Dvrs Cook/Stimpson                  | 48.41.4 | 63 Coy         | S/S/Lt Evans                               |         | A/T Cook/Sherman          | 51.20.3  | Harrogate |
|               | 2.   | " Pagnanelli/Evans                  | 48.51.8 | " "            | Sgt Shenton<br>C/Sgt Howe                  | 46.2.0  | J/Spr Flook/Talbot        | 52.31.0  | RE        |
|               | 3.   | Cap <sup>t</sup> Kenyon/WO I Daniel |         | HQ 16 Para Bde |  |         | " Johnson/Co <sup>t</sup> | 54.13.7  | "         |
| 3/4<br>1,000m | 1    | Cpl Jack                            | 5.28.4  | 63 Coy         |  |         | J/Spr Haskey              | 5.39.5   | RE        |
|               | 2.   | A/T Pawlow                          | 5.43.1  | Harrogate      |  |         | " Coe                     | 5.55.8   | "         |
|               | 3    | J/Cpl Walton                        | 5.52.8. | RE             |  |         | A/T Axworthy              | 6.03.4.  | Harrogate |
| 3/4<br>5,000m | 1    | Cpl Jack                            | 28.22.0 | 63 Coy         | Mne Mend                                   |         | J/Spr Haskey              | 29.52.5  | RE        |
|               | 2    | A/T Pawlow                          | 28.24.0 | Harrogate      | Cpl Allen                                  |         | " Coe                     | 30.55.6  | "         |
|               | 3    | O/Cat Spence                        | 28.56.0 | RMA            |  |         | A/T Axworthy              | 32.28.4. | Harrogate |
| 6/7<br>1,000m | 1    | Dvrs Stimpson/Cook                  | 5.11.0  | 63 Coy         |  |         | J/Spr Johnson/<br>Coe     | 5.36.5   | RE        |
|               | 2    | J/Sgt Evans/J/Cpl Walton            | 5.27.8. | RE             |  |         | A/T Cook/Sherman          | 5.45.8   | Harrogate |
|               | 3.   | JUO Oliver/S/Cdt Williams           | 5.30.6  | RMA            |  |         | A/T Playford/Lowe         | 6.02.3   | Carriale  |
| K1<br>1,000m  | 1    | Dvr Jupp                            | 4.57.0  | 63 Coy         | S/S/Lt Evans                               | 4.46.3  | J/Spr Haskey              | 5.29.0   | RE        |
|               | 2.   | Cap <sup>t</sup> Kenyon             |         | HQ16 Para Bds  | Sgt Shenton                                | 4.53.3  | A/T Green                 | 6.54.9   | Harrogate |
|               | 3.   | Dvr Warren                          |         | 63 Coy         | Mne Chapman                                |         |                           |          |           |
| K2<br>1,000m  | 1    | Dvrs Jupp/Warren                    | 4.32.6  | 63 Coy         | S/S/Lt Evans                               |         | A/T Sherman/<br>Cook      | 5.11.0   | Harrogate |
|               | 2.   | " Cook/Stimpson                     | 4.41.0  | " "            | Sgt Shenton<br>C/Sgt Tandy/<br>Mne Chapman | 4.28.8  | J/Spr Girling/<br>Ashley  | 5.17.3   | RE        |
|               | 3    | " Pagnanelli/Evans                  |         | " "            |  |         | " Talbot/<br>Flook        | 5.18.2   | "         |
| K3<br>5,000m  | 1    | Dvrs Jupp/Warren                    | 26.02.9 | 63 Coy         | S/S/Lt Evans                               |         | J/Spr Talbot/<br>Flook    | 28.55.3  | RE        |
|               | 2.   | " Cook/Stimpson                     | 26.50.4 | " "            | Sgt Shenton<br>C/Sgt Tandy/<br>Cpl Howe    | 25.11.0 | " Girling/<br>Ashley      | 29.14.1  | "         |
|               | 3.   | " Pagnanelli/Evans                  |         |                |  |         | " Johnson/<br>Coe         | 29.30.4  | "         |

CHELMER RACE 1965

|                                       |            |               |         |                                       |                   |                         |         |
|---------------------------------------|------------|---------------|---------|---------------------------------------|-------------------|-------------------------|---------|
| <u>Class 1A. K.1.</u>                 |            |               |         |                                       | <u>3B</u>         |                         |         |
| 1.                                    | N. Dilley  | Lincoln C.C.  | 1.43.20 | 1.                                    | R. Freeman        | Lincoln C.C.            | 1.43.17 |
| 2.                                    | R. Lawler  | Richmond C.C. | 1.44.24 | 2.                                    | S. Ash            | Harlow C.C.             | 1.47.24 |
| 3.                                    | J. Green   | Viking K.C.   | 1.46.33 | 3.                                    | J. Moore          | 279th Birmingham Scouts | 1.47.57 |
| <u>1B</u>                             |            |               |         | <u>2C</u>                             |                   |                         |         |
| 1.                                    | R. Oliver  | Lincoln C.C.  | 1.43.20 | 1.                                    | Miss L. Oliver    | Southampton C.C.        | 1.57.00 |
| 2.                                    | I. Grant   | "             | 1.51.06 | 2.                                    | Miss Huskisson    | Royal C.C.              | 1.59.00 |
|                                       |            |               |         | 3.                                    | Miss S. Jackson   | "                       | 2.05.49 |
| <u>2A. N.C.K.1.</u>                   |            |               |         | <u>4A. Soft Skimmed Single Kayaks</u> |                   |                         |         |
| 1.                                    | W. Machin  | Gailey C.C.   | 1.53.59 | 1.                                    | K. Pereira        | Lincoln C.C.            | 1.47.16 |
| 2.                                    | D. Lewis   | Harlow C.C.   | 1.57.29 | 2.                                    | A. Miller         | Harlow C.C.             | 1.48.34 |
| 3.                                    | D. South   | C.T.C.        | 1.59.03 | 3.                                    | A. Laws           | Lincoln C.C.            | 1.52.51 |
| <u>2B</u>                             |            |               |         | <u>4B</u>                             |                   |                         |         |
| 1.                                    | I. Balfour | Nomads        | 1.57.20 | 1.                                    | M. Franklin       | Harlow C.C.             | 1.53.09 |
| 2.                                    | G. Hunt    | Harlow C.C.   | 2.03.51 | 2.                                    | R. Goodall        | Gailey C.C.             | 2.00.05 |
| 3.                                    | H. Blake   | Gailey C.C.   | 2.10.28 | 3.                                    | P. Trigg          | Lincoln C.C.            | 2.01.00 |
| <u>3A. Hard Skinned Single Kayaks</u> |            |               |         | <u>5A. Double Kayaks</u>              |                   |                         |         |
| 1.                                    | R. Cundy   | Hatfield Y.C. | 1.46.18 | 1.                                    | Parker/Oliver     | Lincoln C.C.            | 1.31.26 |
| 2.                                    | K. Cantle  | Harlow C.C.   | 1.51.10 | 2.                                    | Kirby/Bosher      | Royal C.C.              | 1.39.36 |
| 3.                                    | J. Flavell | Lincoln C.C.  | 1.51.25 | 3.                                    | Burry/Carr Savage | Maidenhead C.C.         | 1.44.05 |



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