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Sponsored Canoeing

The sponsorship of sport by commerce and industry is becoming increasingly widespread, but we wonder if canoeing in this country is receiving, or seeking, its fair share. These thoughts were prompted by the news that in June the Irish Long Distance Championships were sponsored by Coca-Cola and in July, Milk Marketing Board of Northern Ireland is sponsoring a 'Milk for Sport' Regatta in which the winners of the Youth Finals and two senior paddlers will be sponsored by the Milk Marketing Board in the National Championships at Pangbourne.

It may be that the Irish have a touch of the blarney, but off hand we can only think of the Vaux Breweries School of Sport as a major contribution to English canoeing. This excludes, of course, the now defunct 'News of the World' Regatta. We also exclude the trophies which have been presented for various events, which while not to be undervalued do little to bring the financial security which sponsorship on a larger scale can achieve.

There are some senior canoeists who would turn up their noses at the thoughts of commercialism impinging on our sport, but this, surely, is a very narrow attitude. Sponsorship can enable organisers to advertise widely, bring in overseas competitors, and provide facilities which no single club can do, and surely all these things are vital to successful competition. Seeking sponsorship is not easy, but we are sure that a planned assault at national level by the various competitive committees would achieve results.

Test Report



The Seawatch

Gordon Staley of Streamlyte Mouldings (Marine) Ltd., has recently formed a new company, Equipment Imports, to handle mail-order business of such quality products as watches, cameras, and so on. Equipment Imports have submitted to us for a test report the 'Seawatch' which they think will be of especial interest to canoeists.

The watch is strongly constructed with a black face, luminous markings, sweep second hand, and a calendar. It is claimed as shock protected, anti-magnetic, and waterproof. It has a 23 jewel movement, stainless steel back, and, an interesting feature, a rotating bezel divided into sixty segments outside the watch face.

Clearly, to test a product of this type exhaustively is outside the resources of 'Canoeing', but as far as was possible we carried out a number of useful tests. First, we tested it for timekeeping and found that the watch lost a constant two minutes each day. The fact that the loss was constant indicates that the watch is an accurate time-keeper and that correctly adjusted will keep accurate time. We did not attempt adjustment since waterproof watches are usually sealed, and the removal of the back may require that the seals be renewed.

We next tested it for waterproofness in the following fashion: First, it was suspended in a tumbler of water for 15 minutes, then it was put in a water pressure testing tank and tested under simulated depths of 10, 20, 30, 40 feet at 0.444 p.s.i. per foot head. The submersion time for each of these tests was five minutes of which two minutes was spent at the test depth. Whilst still in the test tank the watch was then put through a water temperature test in which the watch was submerged just below the surface and the temperature of the water was varied through a range of from 34 to 90 degrees. Finally, the watch was removed from the tank and left in a tumbler of water for four and a half hours. During all these tests there was no observable leakage of water into the watch. This we felt confirmed the makers claims about the watch.

In appearance the watch is functional rather than beautiful, and the luminosity of the marked parts enabled it to be read clearly in the dark. The marking was such that there could be no confusion as to which way up the watch was in the dark.

It seemed to us that for the sportsman the watch was a good buy, being easily read, waterproof, sturdy, and with the added facility of the rotating bezel for timing.

The watch is available from Equipment Imports, 4 Madeira Drive, Brighton 1, Sussex, complete with nylon strap (ours was white but we think a darker colour would be more practical) at a price of £10. 12s. 8d. plus 5s. postage. This seems to us very good value.

Another Threat to Canoeing

Close on the threat to our use of the waterways, comes another which may affect every canoeist wherever he paddles. As we go to press we learn from Mr. F.O.D. Hirschfeld of Tyne Folding Boats that the British Railways S.W. Division have introduced a new scale of charges for boats and canoes sent by goods train. Boats and canoes under 10' in length are charged at a minimum weight of 10 cwt, whilst boats and canoes over 10' in length are charged at a minimum weight of 1 ton. In terms of actual cost, a crated glass fibre canoe being despatched from Twickenham to Ashburton in Devon, a distance of between 180 and 190 miles, would be charged £15. 6s. 1d. for carriage. In other words, the delivery charge was approximately one third of the retail price. In addition, canoes sent by passenger train will be liable for a 100% surcharge over the normal passenger train rates because of bulk.

The Divisional Manager, of the S.W. Division, gave Mr. Hirschfeld to understand that these increases, which had been introduced without notice, were being applied in the S.W. division pending a nationally agreed scale.

The introduction of these vicious charges could affect many canoeists taking delivery of a new canoe, and will, of course, also affect those canoeists wishing to transport their craft by rail in this area. Mr. Hirschfeld has already contacted his M.P., the B.C.U., and the S.B.B.F. We would advise any reader asked to pay these excessive charges to write at once to the B.C.U., to their M.P., and to the controlling body of any body to which they may belong, e.g. their Local Education Authority. To class canoes with other boats in this matter seems to us to be most unreasonable and is an action which must be resisted without further delay.

In the meantime, we are writing to the Public Relations Office of British Railways in order to obtain a statement of national policy.

FAREWELL TO "THE DOC"

After 4 hectic years in competitive canoeing, Bernard Watkin, alias "The Doc" of the Royal Canoe Club, has paddled his last long distance canoe race - at least that's what he tells me. No doubt he will put in an appearance at one or two L-Ds in the future, but for the record his serious racing days are over.

Bernard, who is now 32 years old and a Medical Registrar at the Middlesex Hospital, first became interested in canoeing in 1961, that year entering the Devizes/Westminster race and finishing the course. Then towards the end of '61 at Barts Hospital, Bernard met and teamed up with Charles Evans to paddle doubles. Their first win was in the K2 class at the Blue Waters C.C. "Against the Tide Race", on the Thames. Throughout '62 the pair raced K2 or class 7a, and gained 2nd place at Oxford L-D, Worcester L-D, and 1st place at Chelmer and London River races.

By then the white hat of "The Doc" was becoming a familiar sight at the L-Ds, but it was not until 1963 that in the soft skinned Gannet double, designed by Charles Evans, this pair started winning and breaking the records. At the Leamington L-D in '63 they broke the record, clipped minutes off of it in '64 and '65, and have scored countless wins or records in the Class 6a at almost every major L-D in the country. Throughout his paddling career "The Doc" has raced with seven other partners, Charles not being available, but has always come up with a winning combination.

Now with all the experience he has gleaned in the last four years, I am pleased to hear that Bernard is not going to drop the sport, but take to coaching of other paddlers. Already his ability in this field is showing results, for canoeists from the 63 Coy. R.A.S.C. whose performance and paddling style has improved immensely in the past few months, have been taking coaching from Bernard.

ALL ABROAD

By the time this months magazine is printed, many of our top canoeists will be packing for a trip to the Continent. Eight slalomists, along with a host of supporters, will be competing at the World Championships in Austrai, while the same weekend, 7th/8th August, over thirty paddlers will be competing in the long distance Sella River race in Spain. This is our largest entry yet in this race, and undoubtly our strongest, so maybe we can bring home some medals this year.

WHAT OF THE LADIES.....

It seems some of the ladies feel they are not getting a fair share of the publicity, (re Letters.) For my part, looking back

through press cuttings, I find quite a high proportion are of women canoeists, a pretty face always sells the story! However I'll admit my slalom cuttings do seem to be lacking, due to the distance from London of many events, and the lack of car passengers to subsidize to trips.

This year I again had a full car to the Zaanregatta in Holland, a fine event with the type of racing to suit all our sprint paddlers, and a regatta I feel we should patronize more strongly. Young 17 year old Kay Emerson of the Richmond Canoe Club, paddling in her first international regatta, scored a very good win in the Adspiranten A class, ladies K1 over 500 metres. She was up against paddlers from Holland and Germany, but lead from the start and never looked like being beaten. I'm sure with one gold medal, she will be back to Zaandam next year for more!



1. For Kay Emerson, a gold medal at the Zaanregatta in Holland.
2. Bernard Watkin paddling his last race with R.Stevens at Bath-Bradford.
3. Bernard Watkin paddling with C.Evans, who he partnered for 3 years, taking a broken lock in the Bedford L-D.
4. Bernard Watkin paddling with C.Evans at the 1964 Olympic trials.



Photos by
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Canoe to St. Kilda

BY HAMISH GOW

A canoe trip to St. Kilda, as you can well imagine, has been a topic for discussion and planning in canoeing circles in Scotland for several years now. It being the one last remaining outpost off the west coast of Scotland that had still to be reached by canoe.

There are two main islands in the St. Kilda group which lie 50 miles out in the Atlantic west of the Outer Hebrides. Hirta the larger of the two, commonly known as St. Kilda where the St. Kildans used to live in Village Bay up to 1930; and Boreray lying 5 miles to the northeast.

Village Bay on Hirta which faces southeast, provides the only landing place. The beach being steeply shelved, with sand showing at low tide below large rounded stones. The rest of Hirta and the other islands and stacks in the group consist of precipitous cliff faces particularly Boreray with cliffs rising to 1,245 ft.

My wife Anne, and I, had the right canoe for the crossing. A Clyde double canoe 18 ft. long by 32 inches beam, the only difference from canvas or P.V.C. covering, was that the hull was marine ply with a canvas deck and spraycovers, plus the addition of a small mast, and sail for use in a following wind. The canoe had been well tried and proved on a previous trip across the Minch from the Hebrides to Skye etc. This was last year when on a reconnoitering trip to the Hebrides, we discovered the ideal jumping off position to be a small village called Houghgarry on the northwest coast of North Uist.

We had hoped then, weather permitting, to attempt the crossing, or at least to see St. Kilda visibly, which would give us a bearing for the main attempt the following year. However, it was not to be, although the islands lay about 50 miles to the northwest, and Hirta towered 1,397 ft. above the sea, it remained hidden, I thought due to heavy mist and cloud. I was not unduly worried, for the weather as a whole was pretty bad with strong winds from the southwest bringing in heavy cloud and rain.

In this, as you will see, I underestimated the difficulties, for I was quite sure that with a height of 1,397 ft. something would show up, even if we were 10 to 15 miles off course south or north. This was based on previous experience when the low islands of the Hebrides, even on dull days could be seen quite clearly at distances 30 miles or more.

So the stage was set, having decided June was the best month for weather compared to what we experienced in July 1964. The party consisting of my wife Anne and I in the Clyde double and a close friend of mine John McConville in P.B.K. 15 single; we were transported by dormobile to Morar, 3 miles south of Mallaig at the beginning of June. It was obvious we had to be fit and tuned up for the 50 mile crossing. So the plan was to canoe from Morar to our selected base on North Uist.

This first stage consisted of canoeing up the Sound of Sleat

between Skye and the Mainland and round up the east coast through the Sound of Raasay up to the northern tip of Skye.

We were held up there by bad weather for two days, then a 30 mile crossing of the Minch to Rodel on the southern tip of Harris in the Outer Hebrides. From there we cut across and through the Sound of Harris and round the coast of North Uist to Houghgarry our jumping off base for St. Kilda.

This involved some good hard paddling, taking 5 actual canoeing days out of the 8 it took us to cover the 120 miles from Morar to North Uist. Needless to say we were fit physically and mentally, which I maintain is just as important for success in any venture.

Having arrived at our base on Tuesday of the second week we rested and stocked up with 10 days supplies for St. Kilda and waited for the right conditions. Two days later on Thursday evening the forecast I was waiting for came through. Force 4 to 5 southeast winds for tomorrow Friday the 11th June. At 4-30 that morning we were up, breakfasted, packed and off in the canoes by 6 o'clock, this was it.

However, about 4 miles out, John came alongside in the single and said he did not feel up to it. As the wind was blowing us quickly offshore and the seas were mounting rapidly, it was no place to debate the matter and we realised he should turn back at once. This is something I appreciated very much then and even more so after, for if we had known what lay ahead we also would have turned back.

My calculations were quite simple, as the St. Kilda group lay about 50 miles west and 30 miles north of our starting position, we headed out to the Haskeirs, two rocky islands lying 8 miles due west and then continuing on the same course for another 12 miles, using the gap between the Haskeirs as a back marker. A lot depended on the southeast wind which was freshening, for this was the key to our success. Now 20 miles out from North Uist up went the small sail and we bore off with the wind now practically behind. With Anne in front holding the two cords attached to the bottom corners of the small triangular sail, which blossomed out like a small spinnaker and myself paddling, I was quite confident we were making a good 4 miles an hour, and by 2 o'clock in the afternoon, when we should be about 8 hours and 32 miles out, we should sight the St. Kilda group. The next two hours I would not like to repeat again. Cloud and rain had come up with the wind and there was nothing to be seen, behind or in front.

Our world consisted of grey skies and the heaving empty swell, broken into bursting crests by the southeast wind. On top of that Anne became sick, fortunately she was not too bad and recovered later on. The position became quite serious indeed. Each time we topped the swell, we both strained our eyes in the direction of St. Kilda. Each time hoping for a glimpse of land and I began to wonder if the islands existed at all.

At 3 o'clock we should be on the 26 mile mark, surely something would show up then, only 14 miles between us and St. Kilda, or was the wind and the swell pushing the canoe off course. I tried to

allow for this and kept altering position paddling and sailing across the wind.

The hour between 3 and 4 was terrible, Anne was hunched up in the front cockpit holding on to the sail, and it was here that the mental battle really started. Did I have faith in my judgement? The canoe was coursing along alright but I was really concerned for Anne, she had not spoken for a while and I had given up trying to reassure her, as we were both at a very low ebb, when Anne turned round and said "I am just dying to crawl into a nice dry sleeping bag when we reach St. Kilda".

At 5 minutes past 4 and slightly to the right and front of us I sighted the darker shape of land appearing through the mist and rain. Anne could not see it at first for the sail, but on swinging the canoe round so that the sail filled out to the right, there it was straight ahead - land. I leave you to imagine the relief to both of us.

Our joy was only short lived for on closing with the cliffs, of which only the bottom 150 ft. or so were showing, we soon discovered it was not Hirta, but Boreray which lies about 5 miles to the northeast. Land yes, but girded by cliff and rock which made it impossible in the conditions to land. In desperation we actually set out into the teeth of the now unfriendly southeast wind in the direction of Hirta. At one point it must have been staring us in the face, a mile or two in front of us, invisible in the mist. Only this time I was determined not to lose sight of Boreray, which was fast disappearing astern. So back we went to shelter off the tremendous cliffs towering 1,245 ft. above us on the west face of the island.

The time was now about 8 o'clock so we set about making ourselves as comfortable as possible in the canoe until daylight broke the next morning. Anne unstepped the mast and hauled out the sleeping bag and dry clothing, changed, and then while I steadied the canoe, somehow Anne wriggled into her sleeping bag and with her legs pushed up into the bow and her head resting against the backrest, assured me she was warm and quite comfortable, so far so good. It being impossible for me to do likewise due to the foot pedals manipulating the rudder in the cockpit.

Sustenance was at hand however, in the form of a bottle of whiskey we had to celebrate our arrival on St. Kilda. A few drams and I was feeling fine and actually beginning to enjoy our predicament, though I had to reassure Anne that it would take more than a bottle of whiskey never mind a few drams, the way I was feeling to upset the canoe.

The time past quite pleasantly, the occasional gannet or fulmar wheeling overhead, and two seals kept popping up, their bewinked snouts gazing at us in a friendly sort of way. The main thing was we were safe, and apart from a slight joggle coming off the cliffs, I experienced a strong feeling that the elements of wind and sea with the high cliff face above, were now protecting us. Occasionally the canoe drifted too near the cliffs, and I would start with the sound of the swell falling back off the cliffs into the sea.

Anne by this time had actually dozed off to sleep, warm and snug in her sleeping bag, as we swayed gently to and fro in the canoe, and waited for dawn.

About midnight, Anne stirred and sat up, and asked what the time was.

Meanwhile the canoe had drifted out from the cliffs, and there, 5 miles to the southwest, and although it was now fairly dark, the mist had lifted enough for the bottom half of Hirta to show up,

No time was wasted in getting under way. With Anne still in her sleeping bag, we literally flew over the 5 miles or so into Village Bay and clambered ashore beside the jetty at 2 o'clock in the morning after 20 hours in the canoe.

Somehow or other we lifted the canoe ashore, pitched the tent behind the ruined storehouse, and drifted off into a deep sleep, while the ground seemed to heave and pitch about. We knew no more till the following afternoon.

We spent a very pleasant week on the island. The Nature Conservancy and the Army based there, were most considerate, and saw to it that our wet gear etc. was dried out, and that we did not lack for anything in the way of supplies.

The island itself is a wonderful place for those who appreciate the grandeur and beauty of outlying places. The main difference from any of the other islands off the west coast of Scotland is the weather, they have a climate all of their own making. Due, no doubt, to their isolation out in the Atlantic.

For only a few hours on one day in the week we were there, was it clear enough to see the tops on the island. The rest of the time, they were covered in thick mist and cloud, even on a sunny day, when you could see the sun shining on the sea a few miles out. Therein lies the main problem in finding the St. Kilda group in over 40 to 50 miles of open sea.

The weather was too unsettled to canoe back to the Hebrides, which we intended doing, and time was running out. But fortunately for us there was a landing craft going back to Uist at the end of the week and they very kindly shipped us aboard, giving us V.I.P. treatment, until they saw us ashore at North Uist.

Our luck was still holding in the way of a puffer, one of the small inter-island cargo boats, which was going to Oban, where by this time our compatriots had arrived to convey us back home in triumph.

Reading this epistle over, one would say we were very lucky to succeed in the crossing at all. But what venture does not have, or need, its share of luck to achieve success. Plus the fact, that the position of St. Kilda 50 miles out from the Hebrides, has been more or less imprinted in my mind over the past 5 years or so.

To finish, if any party of canoeists consider touring the islands off the west coast of Scotland, I will be pleased to furnish any information I may have, concerning the nature of the coastline, tides and camp sites etc.

Come by all means, for if one respects the sea and the elements, it is a paradise for the canoeist who wants to get away from it all, and seeks a bit of adventure.

Not until noon the next day did I meet with a fellow human. I had left "Mish-Mish" on the shores of Lough Oughter, and was walking along a lonely track to join the road to the nearby town of Killashandra. I needed a few provisions, and more important I needed a set of eating "irons". I had forgotten to pack any, and had made do up to that time with a sheath-knife, a spoon carved by hand from a piece of wood, and a set of fingers! However, before I could reach the town I was amazed to see a large car coming in a cloud of dust toward me. I say amazed for the track led nowhere. As they approached I could see that the driver was a policeman. So was his companion, but in plain clothes. They politely enquired my business, which I thought - being a peaceful citizen - was a bit of a liberty. As soon as they heard my accent though their attitude was only too friendly. They asked how I was travelling, where I was bound, and then told me all the things I must see along the way. They apologised for their stopping me, but they had to be suspicious of strangers on account of the I.R.A. They left me with cheery waves and wishes for a good holiday. I met the leader of the pair a couple of days later in Belturbet, and on recognising me he enquired if all was all right and if I was enjoying my trip.

Returning from my outing to Killashandra I pressed on, to camp opposite a small island on which stood Clogoughter Castle. I met two anglers in a boat on my way to the shore, who showed me the best spot to camp and were only too willing to share a drop of supper with me. They told me the story of the castle, how Owen Roe O'Neill, the darling of Ireland, the victor of Benburb, was secretly poisoned by Cromwell's men in 1649. They also gave me a lot more of the local history, meanings of some of the place-names, and so on. I was sorry when they took their leave, for they had been good company.

My journey proceeded in perfect weather, with no untoward incident except for being chased by a pair of swans at one point, out of the maze of Lough Oughter with its tricky navigational problems, through Belturbet and on to Upper Lough Erne. Here I saw my first pleasure boats since my fishing friends, a fleet of Snipe dinghies racing in a spanking breeze. Shortly after this I crossed the border into Northern Ireland. A large launch came screaming across the lough towards me, making a splendid sight as she ploughed through the choppy water under full power. As she came close I could see two figures on deck, and caught the glint of field glasses held on me by one. Closer still and I was disconcerted to discover that the other held a sten-gun at the ready! They were a police patrol, the border running across the lough being their beat. Once more I explained that I was an Englishman on holiday, and they wished me a pleasant trip and disappeared.

I reached my destination for the night - Iniskillen - wet from spray and hungry. I decided to eat in the town for a change so I disembarked, to find that the place was crowded. It was July 12th, Orange Day, and a time for celebrating. As it was Sunday the main celebrations and parade of bands and Orange Lodges

(rather akin to our R.A.O.B. as far as I could gather) were to be held the following day. This was too good to miss, so instead of finding a camp site beyond the town I took a room, getting a comfortable bed and an excellent breakfast for my money. The parade the next day was really something. Two hundred bands, varying from half a dozen flutes to the regimental band of the Iniskillen Fusiliers, complete with kilts, drum-major and all the trimmings, marched through the town, playing a selection that varied from "Sussex By The Sea" to "Scotland The Brave"! The men from the lodges went past, all with orange sashes, carrying their colourful and beautifully-worked banners, on which were depicted William of Orange crossing the Boyne, the siege of Derry, and others. Having seen some celebrations, Hogmaney in Edinburgh, V.E. Day, (although I was but young), Ramadhan in Egypt, and many more, I must confess that no race celebrates with anything like the fervour of the Irish on Orange Day. I was glad there was no violence in the festivities, for all the police carried the inevitable sten-gun!

As evening came on I said farewell to the town and pushed on to Devenish Island in Upper Lough Erne. Besides containing the ruins of an abbey, complete with a fine example of an Irish round tower - originally built by the monks as a refuge for themselves and the abbey valuables against the Norse raiders - I foresaw the added advantage that it should be free of cattle! I pitched the tent within a few yards of the abbey ruins and went exploring, noting no signs of cattle anywhere near. The tower was indeed perfect. I later discovered that it is one of the two surviving examples in perfect condition in all of Ireland.

It was while I was cooking my supper that they came - the cattle! Over the brow of a hill a head appeared, looked quizzically at my camp, then disappeared. He was soon back - with the rest of the herd! I don't know if they came from the other side of the island, swam from the mainland, or were really leprachauns in disguise, but I cursed them soundly as I dashed in circles round my camp, waving a stick to scare them off, and nipping back to the fire to prevent disaster overtaking my chops and potatoes. Inevitably, it was dark before I could crawl thankfully into my sleeping-bag. Determined to beat them I rose before dawn to prepare breakfast. I had hardly got the kettle on before they came back! I counted them as they circled and nudged in closer. Fifty head! This time they had me beaten. The only way I could keep them off my tent was by breaking camp and pushing off to another island for breakfast, leaving them sniffing and pawing at the ground where my tent had been.

Upper and Lower Loughs Erne, I discovered, can produce a pretty nasty chop in bad weather, and I was due for my share of that. One full day I spent in the tent as an alternative to facing a day's hard paddle into the wind, rain and waves. The next day was not much better. I stopped on the lee side of a small island to dry out a bit over a fire and brew some coffee, but by evening I was just as wet and cold as before. However, it was not always bad, and even when it was there was the satisfaction of having defeated the elements in reaching my goal. The country was changing

too, with a magnificent escarpment, rather like some of the Yorkshire fells, away to the West of Lower Lough Erne.

All too soon I reached Beleek, still with a couple of days before I must return to England. The camping thereabouts was not too good, so I packed up "Mish-Mish" and my tent in preparation for the journey home and took a room for two days. The "Guide" told me that the river from Beleek to Balyshannon, some six miles away, was "... a series of impassable cataracts, finally falling sheer for fifteen feet to the sea at Ballyshannon". Since that was written, however, two hydro-electric works have been built, and the river is now a series of placid lakes, flooding a lot of the area. These are not shown on the map, nor is the road shown where it is now. I know for I walked to Ballyshannon one day. The other I spent in seeing the fine work being produced in the Belleek pottery factory. Here one can see real craftsmen indulging in magic - the magic of transforming dead clay into the fragile figures of fantastic detail, such are the products of the famous Belleek works.

The next day I caught the bus to Armagh, and thence - wonders of wonders - by train to Belfast, and a very comfortable train at that.

Leaning over the rail of the steamer to Heysham I thought back over a holiday full of interest, of friendly people, a lovely green land, and a river of the most varied character imaginable.

William Allingham (1824 - 1889) voiced my thoughts for me when he wrote:

"My loving friends I'll bear in mind,
and often fondly turn
To think of Belashanny and the winding
banks of Erne".



Letters

Dear Sir,

One Design Class Canoeing

I am a newcomer to competitive canoeing from the worlds of sailing and athletics. Many things have surprised me but particularly that in a sport which deals largely with youngsters, all the boats are 'restricted classes'.

Competitive sailors sail either 'restricted' classes or 'one design' boats. The rules of the 'restricted classes' give measurements, weights and materials and then allow the designer to go mad and produce a faster boat each year. It is often reckoned in the sailing world that these classes are for the rich man who can afford a new boat each year.

'One Design' classes have each boat so similar to the next that the entire accent is on sailing ability. People who sail 'one design' classes keep their boats for years and do not have to spend the first months of a season getting used to a new boat. One design boats are designed by the really great men who can produce a timeless design like the 'Firefly' and the 'Finn'.

In canoeing is it not surprising that nothing like a 'one design' exists. Is there not a place in L.D. Racing for instance for a design which is good enough to last for ten years and which will place every competitor on the same footing? Would not this change the conversation of canoeists from planning tendencies and "Oh, she digs her nose in" to discussions about tactics and training methods. Perhaps we do not have a designer who is capable of producing a canoe that will last as long as a 'Firefly' or a 'Finn' without becoming out of date. Perhaps the manufacturers make more money when they annually tender last year's model redundant.

Yours faithfully,
David Cook,
Rowton Castle.

Dear Sir,

The Neglected Ladies

Mike Clark's report on competitive canoe slalom has quite put me out. It is his report in the July issue of 'Canoeing'. I don't mind him saying "four ladies, however, found the water much too difficult and capsized out on both their runs, full results on Results Page". When I turned to the Results Page nothing is mentioned of the women's results at all. So everyone must assume all the women capsized. That is what I feel put out about. As Jean, Lesley, and myself, are also members of the British team I do think we are worthy of being mentioned as well.

I don't think we are getting a fair enough mention in any reports this year. I think we ought to, as we are doing very well this year. Jean came second in the 2nd Division at Grantully this year, and if it wasn't for two stupid 50's I collected at Marsh 1st and 2nd Division slalom I could have been 2nd in the 2nd division.

One thing though, Mike's photographs are once again very good. I like the front cover of 'Canoeing' (July) very much and the title is very appropriate.

I do hope my complaints bear a little fruit as we do want to encourage girls in slalom very much. I don't want them to be reading about women capsizing - it will put them all off!

Yours faithfully,
Heather Goodman,
Leamington Spa.

(First, Editorial apologies to Heather for not checking that Mike Clark's Report did not tie up with the results page. Frankly, results are a problem with so many events, competitors, and L.D. classes. What goes in depends on how promptly we receive the results, how many competitors there are, and how much space we have - we daren't print them any smaller. The omission of the ladies from the names of the British World Team was not deliberate on our part, it was due to the fact that the official who supplied the information did not include them. As to the bit about women being put off slalom by the thought of capsizing, well, we don't believe it!

We agree that the minority aspects of canoeing such as women in slalom do tend to be under publicised, but if you, Heather, or any of your friends will write an article for 'Canoeing' on Slalom for Women we will publish it. We will always be glad to hear of your activities, but it would be as well to send the information in yourself instead of relying on mere males. Ed.)

Dear Sir,

Too Many Canoeists

I wonder how far you are aware of the latest state of affairs on river canoeing in England. That letter in your July 'Canoeing' is dead right...we MUST find out where we are, and put an end to this uncertainty as to whether canoeists are law abiding citizens or not. NO CANOEING now appears on an official Clitheroe R.D.C. notice at our launching place on the Ribble. On the Dane the anglers threaten violence if we go on it again. And still we go on, helping education authorities to turn out more canoeists and the CCPR goes on turning out more canoeists AND fishermen, just as though all was normal. Those of us who use mostly the sea are lucky, but we must think of the others too. Have we all been very short sighted for years in not foreseeing this situation? I wonder whether Mr. Denis Howell would even raise an eyebrow if the whole canoeing organisation shut down?

Yours faithfully,
Kathleen Tootill,
Hon. Treasurer
Canoe Camping Club.

Dear Sir,

328 Sqdn. A.T.C. (Kingston)

I am responsible for the outdoor activities for the above named organisation and have recently acquired the use of the base of the "Thames Young Mariners", Ham, Richmond, for a number of cadets who are very interested in canoeing.

My difficulty at the moment is due to the fact that we are unable to get an instructor on the evening we attend. I'm afraid the interest may drop off if they are allowed to carry on as they are doing so at the moment.

Yours faithfully,
D. Smith,
18, Rayleigh Court,
Cambridge Road,
Kingston-upon-Thames,
Surrey.

(Can any reader help? Ed.)

Action on the River Stour

BY J. E. MARRIAGE

On Sunday, May 20th the River Stour Action Committee of the Inland Waterways Association held a cruise on a section of the River Stour they had not so far visited. Twenty-two people in 15 canoes took part and paddled from Bures to Langham Mill.

The Essex River Authority have in the past said that they thought there was no right of navigation on the river but the Association insists that such a public right exists and this opinion has been confirmed by Counsel. The cruise was held to exercise this right.

The Action Committee have been informed that the River Authority will be carrying out capital works on the upper river in the course of the next few years including the construction of new weirs replacing derelict locks. The Action Committee consider that provision should be made for boats to be portaged around the weirs. At the weirs constructed in the past few years no provision has been made for portaging and several can be dangerous to novices.

The Action Committee are receiving increasing support for their campaign to keep this river open to the public and the cruise had the largest entry so far. For the paddlers it proved a very enjoyable day out. Weather conditions were ideal, with a warm sun, showing the beautiful valley to advantage. At times though the paddlers had a tough journey as the sluggish water of several dry seasons has encouraged reeds to grow thickly over a section of the course and boats had to be bodily hauled through them.

The event received wide publicity and reports of it appeared on both television and sound as well as several Dailies and weeklies.

International 10,000m. K.4. Win

BY M. TUCKER

The British K.4. team consisting of Alistair Wilson, Alan Edwards, Glen Palmer and Tom Shenton won the 10,000 m. event at the International Regatta held at Karlsruhe, Germany. The crack Duisberg crew who are a top ranking Germany national four were only half a length up on the British team at the finish of the event but were disqualified for some very suspect tactics which hindered both our K.4. and another German team. Credit must go to Ron Emes who has helped to train and guide this particular British crew.

The Karlsruhe Regatta attracted large entries from Holland and Germany. Hungary, Poland and Austria sent smaller teams containing the top men from each country. As expected, the competition was up to Championship standard with the Hungarians giving a very convincing showing of their strength for the forthcoming European Championships at Bucerest, Rumania, in August.

Mihali Hesz of Hungary paddled off all would be competition in the K.1. 10,000 m. to finish 24 seconds in front of the second paddler looking as if he had just been out for a gentle paddle. Although the official time given was 49.22.00 I made it 44 mins. on my own watch. Also in the K.4. event I made the British winning time 38 mins. 9 secs. on another stopwatch I was using, and the official time was given as 44.12.00 with the second crew recording 44.34.00.

The K.1. women's event was won by M. Jaapies of Holland in 2.12.8 and the Dutch girls went on to win the K.2. event. Their exclusion from the Dutch Olympic team caused considerable surprise as they are considered amongst the best in the world and on their present performance they could do very well in Rumania.

A complete upset of form was the beating into third place of A. Geurts and P. Hoekstre of Holland who won a silver medal in the Olympic K.2. event in Tokyo. The Hungarians, Hesz and Mesaros, won this event in 3.33.2 with the Germans second in 3.33.8.

Apart from the K.4. win, Alistair Wilson reached the final of the 500 m. event, Marianne Tucker was fourth in the Women's K.1. event in 2.15.4. and the K.4. were fifth in the 1,000 m. race in a time of 3.27.0. The Austrians winning in 3.15.1.

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News Flashes

PIETERMARITZBURG-DURBAN CANOE RACE

The Pietermaritzburg-Durban Canoe Race which the South Africans claim really is the toughest long distance race in the world may become an international event. The organisers are hoping to get newspaper sponsorship next year and so be able to bring in some overseas competitors including one or more British paddlers. D.W. Race organisers could well follow their example.

CROSS CHANNEL RECORD

David Shankland, the well known Welsh canoeist, set up a new cross Channel 'singles' canoe record when he paddled from Dover to Cap Gris Nez in 3 hours 36 minutes on the 21st June, 1965.

2nd WORLD CANOE SAILING CHAMPIONSHIPS

The 2nd World Canoe Sailing Championships will be held on Lake Constance from the 2nd - 5th August, 1965. The British team will be: A. Emus (World and European Champion), J. Biddle (British Champion), G. Smith, G. Williams, R. Marks, and T.H. Christie.

MENDESTA CANOES TO BE MADE IN BRITAIN

We learn from John Critchley that Mendesta have finally agreed to their canoes being made over here. Previously they had refused to consider the idea, but the increase in import duty and the consequent loss of business has resulted in a change of heart. From the canoeist's point of view, an added advantage will be that a better after-sales service will be possible. John Critchley has already started production of the Slalom 401 and hopes to start production on other models in the autumn.

ESSEX CANOE AFFILIATION

Plans are afoot to found an Essex Canoe Affiliation of groups and individuals belonging to the B.C.U. in the Essex area. The idea is to co-ordinate cruising, coaching, and competitive activities in the area. Co-ordinating the pilot work is Rodney Baker, 147a Station Road, London E.4. to whom all enquiries should be made.

PREPARING FOR MEXICO CITY

The British Olympic Association is planning to send to Mexico City in October a research team of nine including six athletes of high standard. They will investigate the possible effects of the 7,500 ft. altitude of Mexico City on the performances and health of our Olympic Team for 1968.

SUMMER HOLIDAYS

The CANOE CENTRE, Beauchamp Road, Twickenham, Middlesex will be closed from 4.30 p.m., Friday, 23rd July until 9 a.m. Monday, 9th August.

STREAMLYTE MOULDINGS (Marine) Ltd., 124 Brighton Road, Shoreham-by-Sea, Sussex, will be closed from 31st July until 16th August. The Staleys will be in Austria during this time watching the World championships.

SCOTTISH CANOE ASSOCIATION
CONFINED SLALOM AT THISTLE BRIG

Place	Name	Club	First Run			Second Run			
			Pen.	Time	Total	Pen.	Time	Total	Better
1	Brian Palmer	Forth	50	160	210	N11	154	154	154
2	John Roberts	Forth		Capsize		20	156	176	176
3	Allan Sharples	Forth	50	165	215	20	161	181	181
4	Joe Reid	Scottish Hostellers	120	186	306	60	173	233	233
5	Duncan Winning	Scottish Hostellers	40	198	236	79	194	264	238
6	Robin Anderson	Forth	110	211	321	80	192	272	272
Ladies									
	Eileen Sharples	Forth	190	215	405	210	191	401	401
	S. Montgomery	Forth	440	370	810	420	370	790	790
Teams									
	Forth		120	179	299				
	Scottish Hostellers		350	209	559				
	Edinburgh University B		490	306	796				
	Ardrossan		850	400	1250				

J-Lochs Race
Sat. & Sun. 12th/13th June, 1965
50 Miles

Place	Names	Club	Type of Canoe	Dimensions	Actual Time	Corrected Time	
1	D. Winning & J. Reid	Scottish Hostellers C.C.	"Gantock" Double	19'-1 1/4" overall 36" Girth	9hrs 19mins	9hrs 55mins	
2	J. Kerr & R. Mitchell	Irvine C.C.	"Wilson Class A" Double	17'-8" overall 38" Girth	11hrs 27mins	11hrs 45mins	
3	A. Carnduff & J. Leckie	Glasgow University C.C.	Tyne Sports Double	17'-2 1/4" overall 40" Girth	14hrs 10mins	14hrs 10mins	

BRANSFORD SLALOM

20th JUNE 1965

WEIGH HARP REGATTA

MONDAY, JUNE 7th 1965

FINAL RESULTS

Pos.	Name	Club	First Run			Second Run			Better
			Time	Pen.	Tot.	Time	Pen.	Tot.	
<u>FOURTH DIVISION</u>									
1	R.E. Still	Royal	116	30	146	125	70	195	146
2	P.W. Hazleton	Chester	115	150	265	100	60	160	160
3	R. Moore	Twickenham	120	130	250	118	50	168	168
4	S.J. Baker	Lough. Coll.	138	80	218	154	20	174	174
5	I. Moncrieff	Brighton	132	140	272	121	60	181	181
6	R.D. Legg	Worcester	111	170	281	132	50	182	182

Junior Men K1. Final. 1000m

1	L. Oliver	Lincoln CC	4-19-1
2	L. Bolam	Leamington CC	4-26-8
3	R. Stevens	Richmond CC	4-27-6
4	S. McIvor	Kyle CC	4-28-6
5	N. Lilley	Lincoln CC	not taken
6	P. Gardener	Oxford Riverside CC	" "
7	D. Jordan	Richmond CC	" "
8	K. Pereira	Richmond CC	" "

Ladies Division

1	H. Goodman	Lakeland	131	60	191	124	0	124	124	51.0
2	J. Battersby	Manchester	120	80	200	126	10	136	136	56.0
3	P. Squires	Coventry	158	90	248	143	100	243	243	100.0

Senior Men K1. Final. 1000m

1	M. Mean	Hatfield YC	4-14-3
2	C. Evans	Royal CC	4-15-2
3	R. Wade	Hatfield YC	not taken
4	G. Palmer	Worcester CC	" "
5	A. Sowman	Leamington CC	" "

HOVICES EVENT

Pos.	Name	Club	First Run			Second Run			Better
			Time	Pen.	Tot.	Time	Pen.	Tot.	
1	A. Cumming	Camp Hill	138	140	278	123	10	133	133
2	K. Barry	Lough. Coll.	110	70	180	106	200	306	180
3	M. Ooss	Wolverh'ton	141	40	181	156	40	196	181
4	T. Reed	Brighton	101	80	181	121	140	261	181
5	C. Gill	Nuneaton			Scratched	132	90	222	222
6	J. Meadows	Sour Valley	160	180	341	163	60	223	223

Senior Men K2. Final. 1000m

1	Edward/D. Palmer	Worcester CC	3-57-6
2	Mean/Evans	Hatfield/Royal	3-59-2
3	Hollier/Wade	Hatfield YC	not taken
4	Sowman/Bolam	Leamington CC	not taken

Team Event

	Time	Pen.	Total	
1	Worcester Canoe Club	187	300	487
2	Royal Leamington Spa Canoe Club	232	410	642
3	Brighton Canoe Club	208	520	728

Women H-cap K1. Final. 500m H/Cap. Time Actual Time

1	L. Oliver	Southampton CC	2:24.8	2:24.8
2	B. Mean	Hatfield YC	2:30.0	2:30.0
3	B. Huskisson	Royal CC	2:38.8	2:38.8
4	S. Jacobson	Royal CC	2:43.6	2:33.6
5	K. Emmeret	Richmond CC	not taken	
6	M. Tucker	Richmond CC	" "	
7	L. Sheenan	Richmond CC	" "	

Junior/Senior Men K1. 4 x 500m Rel-y

1	Maidenhead/Worcester	8:33.0
2	Leamington/Hatfield	8:34.4
3	Hatfield	8:36.5

NATIONAL YOUTH CHAMPIONSHIPS

LONDON & S.E. AREA

RESULTS

- Class A.**
1. C.A. Heckey, Junior Leaders Regt. R.E. Old Park Barracks, Dover, Kent.
 2. W. G. Walton Junior Leaders Regt.R.E.
 3. D. Evens Junior Leaders Regt.R.E.
- Class B.**
1. M. Hudson (Herlow C.C.) 145 Station Road, London, E.4.
 2. M. Whitby (Richmond C.C.) "Priars Lawn" Norwood Green Road, Southall, Middx.
 3. B. L. Hodgson (Christopher Wren School) 15 Letchford Gdns. College Park, London, N.W.10
- Class C.**
1. Miss C. M. Workman, (Garrett Green School) 30 Alliferting Lane, London, S.W.18
 2. Miss G. S. Smith (Garratt Green School) 20 Penwortham Road, London, S.W.16.
- Relay**
1. Junior Leaders Regt. R.E. (Heskey/Walton/ Old Park Barracks, Dover, Kent Talbot/Evans)
 2. Christopher Wren School.

BRITISH CANOE UNION

Eastern Area Youth Canoe Racing Championships held on Saturday 19th June, 1965, at Bedford.

RESULTS

CLASS A.

1st	J. MacCool	2m 32.5 s.	Viking Kayak Club.
2nd	R. Bloxham	-	Hatfield
3rd	A. Tyrrell	-	Eagle Canoe Club, Norwich.

CLASS B.

1st	H. Baker	2m 42 s.	Harlow Canoe Club.
2nd	J. Thomas	-	Hatfield
3rd	R. Sidney	-	Eagle Canoe Club, Norwich.

CLASS C.

1st	B. Mean	2m 41 s.	Hertford.
2nd	A. Brooks	-	Corby Grammar School.

RELAY 4 x 500m. Boys.

1st	D. Redshaw, I. Clayton, W. Wasencyuk, T. Leader.	11. 21.8 s.	Corby Grammar School.
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CARLISLE CANOE CLUB

CARLISLE SLALOM

27th June

1965

THIRD DIVISION

		1st Run			2nd Run			Best run	%
		Pen.	Time	Tot.	Pen.	Time	Tot.		
1.	David Swift Leeds	40	111	151	-	118	118	118	74.2
2.	Steven Thwaites Lakeland	10	135	145	-	120	120	120	75.5
3.	Colin Mortlock Manchester	30	117	147	10	116	126	126	79.2
4.	Stuart Hatton Manchester	30	154	184	20	109	129	129	81.1
5.	Jeffrey Slater West Yorks	10	122	132	80	151	231	132	83.0
6.	Keith Wickham Sunderland	80	120	200	20	115	135	135	84.9

FOURTH DIVISION

1.	David Atkinson Manchester	20	99	119	80	101	181	119	55.6
2.	Robin Lees Camb.Univ.	20	107	127	30	102	132	127	59.3
3.	Roger Crane Shrewsbury	60	135	195	10	119	129	129	60.3
4.	Derek Cutting Carlisle	50	118	168	20	115	135	135	63.1
5.	Graham Jones Notts.Univ	40	101	141	80	106	186	141	65.9
6.	Jon Hyland Camb.Univ.	50	118	168	30	112	142	142	66.4

TEAM EVENT

1.	Forth	100	166	266
2.	Manchester	120	168	288
3.	Lakeland	320	163	483
4.	Cambridge	360	182	542
5.	Edinburgh	370	181	551
6.	Carlisle	410	169	579
7.	Leeds	400	203	602

NOVICES EVENT

1.	Jon Goodwin N'clde Staffs	10	89	99	20	83	103	99
2.	Peter Heywood Notts.Univ.	30	103	133	20	105	125	125
3.	Alan Neville Bede Coll.		capsized		10	117	127	127
4.	Derek Nicklin N'cle Staffs	80	160	240	10	146	156	156
5.	Graydon Dawson Sunderland		Capsized		50	121	171	171
6.	John Holdsworth West Yorks	70	127	197	80	119	199	197

LADIES

1.	Jean Battersby Manchester	10	126	136	30	131	161	136	50.6
2.	Aileen Evans Lakeland	270	266	536	100	163	263	263	97.8
3.	Audrey Keerie Sunderland	260	176	436	270	139	409	409	152.0
4.	Eileen Sharples Manchester	450	291	741	280	234	514	514	191.1
	Daryl Scott Lakeland		Scratched			Capsized			

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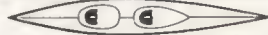


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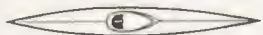
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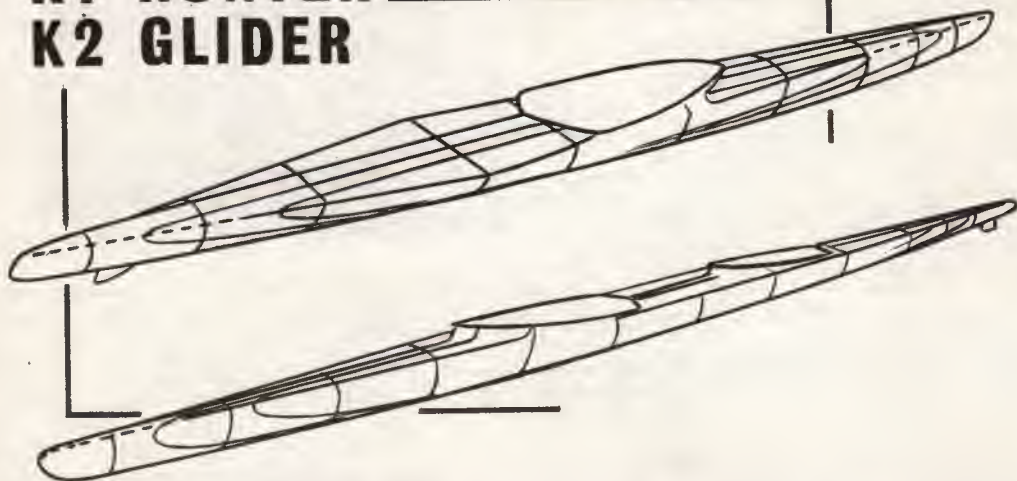
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