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VOL 5 NUMBER 10 SEPTEMBER 1965



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CONTENTS

Rivers: Their Rise and Fall	170	Mike Clark Reports - on competitive canoeing	178
Sending Teams Abroad	174	Youth Championship	180
Torture By Rail	175	Letters	182
An Irish Link Re-opened	177	Book Reviews	184
		News Flashes	185

Too Many Competitors

It is, of course, nonsense to suggest that we can have too many people taking part in competitive canoeing in this country, but the number of people taking part in individual events this year must soon cause the organisers to consider very seriously the need to control the number of entrants to any one event. However attractive the idea of open events is, there can be little doubt that some of the more popular competitions this year have reached the optimum numbers.

It seems likely that in the near future competition will have to be organised on a regional basis and only when a competitor has proved himself in a regional competition will he be eligible to compete in national events. Such a scheme has already proved itself in such sports as scrambling, although it is not the only one. What is clear, however, is that particularly in L.D. racing some form of breaking down of competitors is necessary.

Even in slalom the divisional system is growing unwieldy even with the creation of lower divisions, and here the choice will have to be made between further divisions or regionalisation. It must be stressed, however, that regionalisation of entrants should not mean that the events themselves must take place within the region. To do so would mean the loss of the valuable experience and challenge of fresh waters.

Rivers: Their Rise and Fall

BY R. T. SIMMONDS

A paddler need not be trained in botany to appreciate the beauty of a virgin forest, nor in astronomy to enjoy the blaze of the Milky Way, but there is no question that some knowledge in these fields will increase the pleasure. The same is true of geology, the study of the processes which mould the earth's surface.

As boaters, we are primarily concerned with rivers, and the valleys which they carve for themselves in the earth, and it is upon these aspects of geology that we will concentrate.

THE RIVER CYCLE

Geologists consider rivers to go through a cycle of development which they compare to the human lifetime, with stages named YOUTH, MATURITY, and OLD AGE.

The birth of a river occurs when a land area is uplifted high above sea level by forces within the earth. At this moment there is a surface sloping steeply toward the sea, down which flows the drainage of the area. (Figure 1).

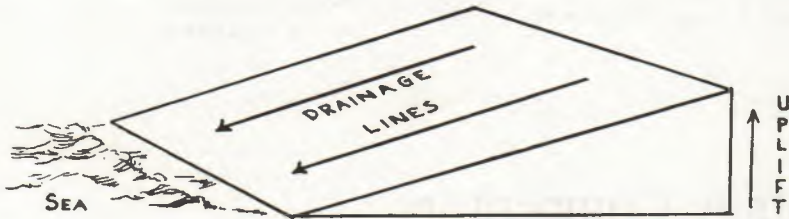


Figure 1

The streams flowing down this slope will have a high velocity, and therefore great erosive power. These two factors are related by the law which states that doubling the velocity of a stream will increase 64 (or 2^6) times the volume of the largest particle the stream can carry. The following table shows the largest sized rock that can be moved by rivers of different velocities.

Velocity in M.P.H.	Largest Size Carried
$\frac{1}{3}$	fine sand
1	gravel
3	2" cube of rock
6	10" cube of rock
11	$3\frac{1}{2}'$ cube of rock
22	15' cube of rock (250 tons)

These streams, which are called young because their gradient (slope) has just been increased, very quickly use this great erosive power to cut deep canyons. The typical young stream has a fairly straight, deep, V-shaped canyon, a high velocity, and numerous rapids or waterfalls; an ideal stream for whitewater boating.

As the stream cuts deeper into the earth it approaches base level, the point beyond which it can no longer cut. This, of course, is essentially the elevation of the body of water into which the stream empties. That is to say, sea level for coastal streams, or the level of Lake Erie for a river like Ohio's Cuyahoga (Figure 2).

When it nears base level, the stream, unable to cut deeper, begins to move laterally and undercut its valley walls. These collapse, and the material is carried away by the river. Soon it begins to meander, or loop from side to side, widening its valley wherever it touches the valley walls. Thus the shifting stream develops a wide flat valley floor or flood plain. This introduces the stage called MATURITY

The pattern of meanders is not stable, but shifts continuously as the meanders move laterally (Figure 3).

Note in Figure 5 that the slopes of these banks are continued in the river bottom. When this is compared with Figure 6, which is a bird's eye view of the meandering river, we can see the reasons for the validity of the paddlers' axiom - "keep to the outside of a curve for deep water".

On occasion a river, especially at flood time, will cut across the neck of a meander, and permanently shorten its course once again. The abandoned meander may retain water for a time, forming an ox-bow lake, but will eventually dry up, forming a meander scar.

The mature stream continues to widen its floodplain until the meander belt occupies only a small portion of it, and thus enters OLD AGE (Figure 4).

At any point in the cycle, the area may be uplifted once more by the earth. In effect, this lowers base level, and permits the stream to cut downward again. If this occurs while the stream is still in youth, the effects of this rejuvenation are not too noticeable, but if the stream had reached maturity or old age, the results are striking. The Channel, which is now being rapidly deepened, is a meandering one, and the meanders are cut downward far faster than they can move laterally. The result is entrenched meanders, perhaps best displayed in the famous "Goosenecks" of the San Juan River (Figure 7).

This type, like the normal youthful stream, is a favourite with paddlers because of its high velocity, many rapids, and deep, spectacular canyons.

THE "WHYS" OF RIVER LOCATION

One of the most interesting aspects of river geology is the question of why a river is located where it is. The "obvious" answer is that it naturally flows in the valley. The more sophisticated realize that the valley itself was formed by the river, and so the question becomes: why was the valley cut here?

In the simplest case we have an absolutely uniform surface sloping toward the sea. The streams on this surface will simply flow straight down the slope. Such perfection is unknown, but some of the smaller rivers of the eastern coastal plain closely approach it.

The most common complication is the alternation of weak and strong rocks at the surface, which tends to concentrate stream flow in the belts of weaker rock. The Hudson River between Newburgh

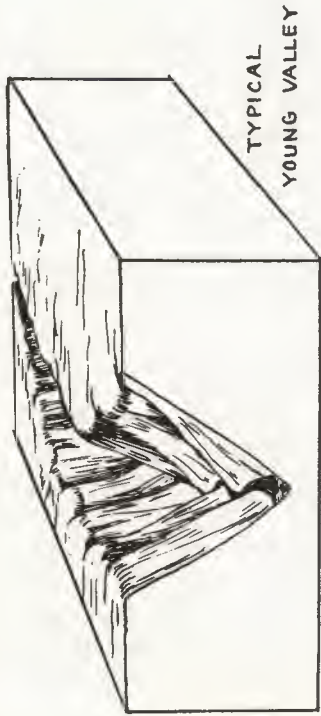


Figure 2

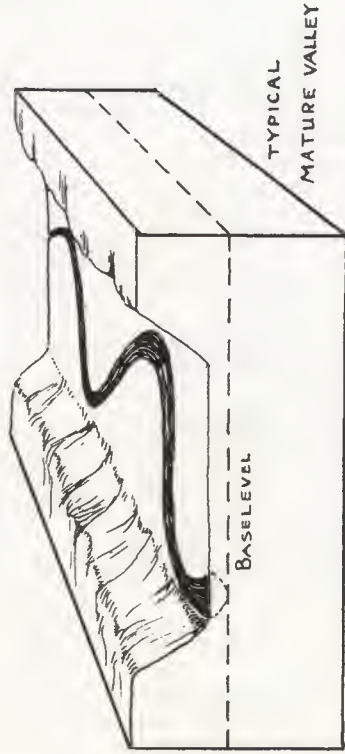


Figure 3



Figure 4

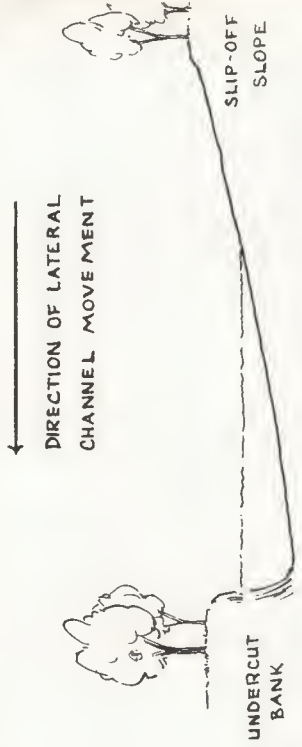


Figure 5

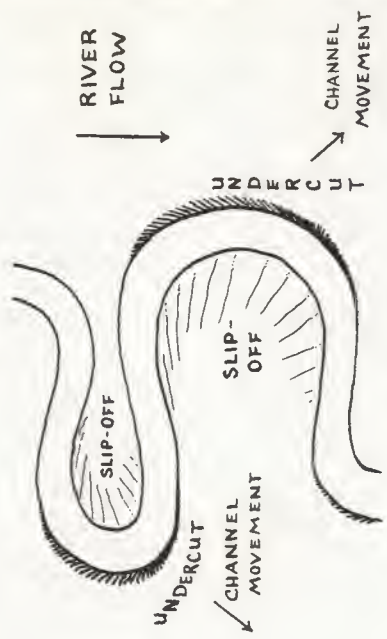


Figure 6

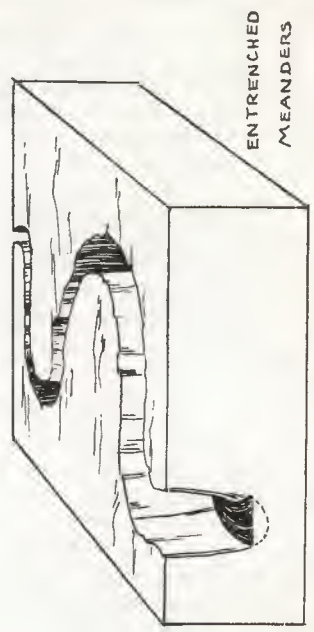


Figure 7

and Albany is a good example of this, flowing on the outcrop of easily eroded shales. The Shenandoah also follows a shale belt throughout most of its length.

Alternatively, the line of weakness followed by a river may be a fault, a line along which the rocks have been broken and moved past each other by forces within the earth. Examples of this are the Ramapo River in New Jersey, and New York City's Harlem River. On the west coast, California's San Benito follows the famous San Andreas fault.

In some cases an area has been subjected to forces which are not strong enough to cause faulting, but instead form joints, or simple cracks, in the rock. Under normal conditions two sets of joints develop, approximately at right angles to one another. These two directions of weakness give a river many right-angled bends. This can be seen very clearly in the case of the upper Hudson, which follows joints running NE and NW.

INFLUENCE OF MORAINES

A few rivers, particularly in the flatter country of the Midwest, are located between parallel moraines, or ridges of debris left by the glaciers. A good example of this type is the St. Mary's River of Indiana.

There are, however, some rivers which seem to be perverse in their desire to flow across harder rocks, and have cut great gorges through them while seemingly avoiding easier routes.

The Hudson River does this in the Highlands, and the Delaware at the well-known Water Gap, but the most striking example is the point where the Sweetwater River of Wyoming has cut the gorge called Devil's Gate. By shifting its course at this point only a few hundred yards, it could have flowed completely around the ridge of harder rock (Figure 8).



Figure 8

Geologists explain this by saying that at one time the Sweetwater flowed across a surface, far above the present level, which consisted of uniformly soft rock. Then a sudden uplift of the region caused it to cut downward rapidly. When the river encountered the hard rock of the Devil's Gate ridge in its downcutting, it was already "trapped" in a deep valley, and so had no other choice but to cut through. Since the cutting of the Gate, the remaining softer rock has been completely eroded away. The term superposed stream is used to describe this situation.

(Reprinted by courtesy of American White Water)

SENDING TEAMS ABROAD

The Selectors met at Worcester on July 25th to consider the question of sending a team to the European Championships at Lake Snagov, Bucharest, Rumania - August 13th/15th. The following was agreed:-

In view of the very considerable distance of travel involved - approx 4000 miles - the high cost of accommodation at Lake Snagov (6 Dollars American per day) and the cost of subsistence during the journey, the selectors consider that the grant of £125 offered by the Ministry of Education and Science to be totally inadequate towards the cost of sending a team of 7 to the Championships. With the results of the Karlsruhe International regatta to guide them, when all but one of our paddlers were eliminated in the heats, the selectors decided that the standard and fitness of our paddlers did not justify selection for the Championships where 20 or more nations will be competing. Bearing in mind that each member of the team would have to pay out of their own pockets a sum in the region of £60 to £70 not taking into account loss of earnings for up to 3 weeks - the International Fund regatta levy will be used to subsidise the Karlsruhe International regatta, the Ministry of Education having stated that no grant could be approved for this - and taking into account the certain fact that most of our paddlers would be eliminated in the heats against world class opposition, the selectors decided that it would not be good policy to send a team to contest the Championships.

The selectors were extremely disappointed at the small amount of the grant offered for racing, which, after all, is an Olympic sport and serious doubts were expressed at the chances of our paddlers ever reaching the standard of fitness and ability to contest European Championships and International regattas with any certainty of getting through heats, unless a much more realistic attitude to financial grants is taken.

Our paddlers are not lacking in morale or physical attributes but they need to contest at least two international regattas each year to gain experience and this will result in improved ability and fitness, this will cost money, much more than the paddlers can reasonably be expected to afford, especially taking into account the high cost of supporting a full programme of home regattas.

The selectors very much regret having to take this decision but taking into consideration all the factors there was no other reasonable alternative.

A team of from 12 to 15 will be going to Ghent and the expense of this will be met by the paddlers.

R.A. Sowman,
Chairman of Selection Committee

Torture by Rail

BY JOHN GRIFFIN

I was greatly moved by Mr. Hirschfeld's cry from the heart in last month's "Canoeing". £15 odd to send a canoe from Twickenham to Ashburton! This must mean the end of sending canoes by rail, whether for business or pleasure.

However, British Rail's latest blow, though brutal in its suddenness, is only the coup-de-grace in what has been a long and relentless struggle waged against a few stubborn eccentrics determined to send boats on the railway. Possibly the feud began when the railways bought up and then left derelict the canals of England. How we all cheered when we read recently of the unknown canoeist who had bought a ticket on the Stratford-on-Avon Canal - against what odds of officialdom we shall never know - and in doing so unwittingly prevented the closure of that canal. A minor victory: but now the bureaucratic revenge is crushing and complete.

My own experiences of taking canoes by rail are bitter and sordid, and are a part of my life that I am pleased to leave behind me now that I have a car with a roof-rack, and the use of Mr. Hirschfeld's excellent folding boats when a rail journey is unavoidable. But I feel that some at least of the suffering should be recorded for posterity.

My first encounter (and incidentally my first experience of dismantling a folding canoe) came about when I went with a friend to a town about twenty miles distant to collect a canoe. We were both very young, and when we had located the boat, which was a strange-looking ex-commando double, we carried it triumphantly to the railway station, having heard that folding canoes travel free. "Oh yes, but you'll have to dismantle it first" was the official reply. This was a long time ago, but the memory of the chaos in the booking-office that resulted when we did so remains fresh to this day. So does the horror of a journey spent desperately clutching yards of uncontrollable rubberised fabric and armfuls of unidentifiable rods and ferrules. The boat had no carrying bags.

Some time after this, two friends asked to borrow a rigid double of mine for use on a canoe cruise. This involved sending the boat from Southampton to Bromley, Kent, a distance of about 85 miles. Still a beginner at the game, I dispatched the boat by goods train about a fortnight before it was required.

A railway regulation provides that canoes must either be crated (imagine crating a PBK 14) or sent at owner's risk. When the boat failed to turn up, therefore, nobody was very concerned about it except me, and the two chaps who wanted to use it. In case anyone thinks that losing a PBK 14 is impossible, let me add that it took us (not the Railway) three days to find it, eventually recovering it from a goods yard where the staff had repeatedly denied having seen it.

This should have been enough for me, but not long afterwards I had to send the same boat on the same journey. This time, having a whole day free, and a lady companion to help me, I thought I would travel with the boat and keep an eye on it.

This is not as simple as it sounds, because a canoe longer than 11 feet will not go into the guard's van of an electric train, neither will it go into the van of a corridor train where "thief-proof" wire mesh is fitted. However, by prior enquiry, I learned that a van of a suitable type would be attached to a certain train on the day in question, and we duly presented ourselves, with the canoe, paddles and trolley, in good time for that train.

Weighing the canoe to determine the fare became a farce when we found that the scales were set in the floor, the canoe was too long for the scales, and the roof was too low for the canoe to be stood on end. After much haggling and guesswork, the canoe was duly labelled, and loaded on the train. Throughout the journey I peered out of the window to make sure that no-one unloaded the canoe at the wrong station, but all that happened was that at one station a gang of porters loaded a large motorcycle into the same van.

On arrival at Waterloo, we discovered two things. Firstly, the motorbike had been placed on top of the canoe, with obvious results. Secondly, the platform was now on the other side of the train, and the door through which the canoe had been loaded at Southampton now opened onto the track. Needless to say, the door on the platform side was so placed that the canoe could not be manoeuvred through it. The only solution, I was told, was to send it back to Southampton. After we had threatened hunger-strikes, sit-down strikes and letters to MPs, a gang of porters appeared, the signalman was told, and the boat was carried gingerly over the electric rails onto the next platform.

Next followed an angry session in the Stationmaster's office, in which those present accused me of delaying their trains, and I accused them of wrecking my canoe.

We now had to get the canoe to Victoria for the shorter leg of the journey. (Trains do run to Bromley from Waterloo, but they are electric). A friend of mine did once take a canoe on the Underground, but he does not recommend it. I have no idea how he got it past the barrier; he says it was the rush hour and nobody noticed. On this occasion, it seemed easier to walk, and we wheeled the boat on its trolley (looking rather battered) over Waterloo Bridge, along the Strand, across Trafalgar Square, up the Mall, past the Palace into Buckingham Palace Road, and so to Victoria Station. My companion did not seem to mind the samples of Cockney wit we received en route; she said she was used to feeling conspicuous by now.

At Victoria, steam trains are few and far between, and we found that we had missed the only one that would have had a suitable van. One day was not going to be enough after all. To add to our troubles the man in the left luggage office said that a canoe wasn't luggage, and he wasn't having it cluttering the place up even for one night. After more arguments, we were eventually allowed to leave the boat in a basement store used for goods in transit to the Continent.

I will draw a veil over the remainder of the journey next day, except to say that it left a lasting impression on me.

I spent the months that followed writing numerous letters to screw the cost of new deck-canvas out of them. For those unfamiliar

with the subject, I should explain that whatever it may say on the note-paper, the London & South Western Railway has not yet been fully merged with the South Eastern & Chatham. To do so would be to lose an immense opportunity for passing the buck between sections. In the end, they paid half my claim, ex gratia. After all, they said, it was my risk. And I should have marked it "Fragile".

Stick to folding boats, Mr. Hirschfeld, or buy a van. You can't win, you know.

An Irish Link Re-opened

Government ministers from Belfast and Dublin, with leaders of tourist bodies in both parts of Ireland, went on 28th July to Aghalane on the Fermanagh-Cavan border. There they met international student volunteers who have cleared part of the Ballinamore-Ballyconnell canal linking Upper and Lower Lough Erne with the River Shannon. The Scheme, sponsored by the Northern Ireland Tourist Board and Bord Failte (Irish Tourist Board), started on July 1 and will finish at the end of the month.

The volunteers' camp was visited by Mr. H.W. West, Northern Ireland Minister of Agriculture, and Mr. Erskine Childers, Minister for Transport and Power in the Republic of Ireland, after which a tour was made of the section of the Woodford River cleared by the students. Accompanying the ministers was Mr. W.L. Stephens, Chairman of the Tourist Board and Mr. M.H.M. Watts, a member of the Board, Mr. R.J. Frizzell, General Manager; and Dr. T.J. O'Driscoll, Director General of Bord Failte. Among the visitors were representatives of tourist organisations on both sides of the Border, county officers, local M.Ps. and leading citizens, including Viscount and Viscountess Brookeborough.

The joint scheme by the Tourist Board and Bord Failte will improve the facilities for pleasure boating along the waterway. The 38 miles-long canal, although out of use for about 100 years, is considered to have great potential as a future route for cruisers between the Shannon and the Fermanagh lakes. The Woodford River at Aghalane is the entry from Northern Ireland to the canal and forms the boundary with the Republic.

Since the beginning of July the students, who were enrolled for the work by the International Voluntary Service, have lived under canvas and in a thatched cottage at Aghalane. They have removed fallen trees from the waterway, cut back overhanging vegetation, cleared away obstructions from the riverbed and made the banks tidy. The volunteers have been working under the supervision of Mr. John Crichton, a member of the Northern Ireland Tourist Board's staff, who has been directing operations from the start. When the scheme ends it should be possible for pleasure boats to navigate freely from Upper Lough Erne to the canal's first lock at Corraquill - a distance of about $6\frac{1}{2}$ miles.

Mike Clark reports on competitive canoeing

BRITISH NATIONAL SPRINT CHAMPIONSHIPS. Five "gold" for Wilson

The 1965 National Sprint Championships were again held on the Thames at Pangbourne, a fine reach with just over a 1000 metre straight of water. The Championships, held 31st July/1st August, had a very good entry of over eighty paddlers from nineteen clubs. The regatta organization was outstanding, races ran smoothly, on time, and under almost ideal weather conditions.

Olympic paddlers, Marianne Tucker from Richmond C.C. and Alistair Wilson from Kyle C.C., once again proved that they are tops in British sprint racing by both retaining their singles titles. Marianne out-classed the other girls in her heat, and won the final three seconds ahead of Miss Oliver from Southampton C.C. Alistair took the senior K1 500 and 1000 metre titles almost unchallenged, with P. Lawler paddling into second place more than one or two lengths down. Tom Shenton joined Alistair to win the senior K2 1000 m, while with Alan Edwards and Glen Palmer completing the team, went on to win the senior K4 and 4 x 500m K1 relay. For Alistair this was his fourth year at the top, while Marianne has at least seven titles to her credit!

In the youth and novice events, an outstanding performance was given by young J. Moore of Camp Hill School C.C., for over the weekend he won six races and took four titles - Novice K1 500m, Youth K1 500m, Youth Championship Class "A", and, teamed with M. Bryan, the Youth Championship K2 500m. It was not through lack of competition that enabled Moore to walk away with so many races, but through his superb paddling technique, which incidentally put many of the Juniors to shame! I feel we shall hear a great deal more of this young lad if he continues sprinting with such precision.

There is no doubt that sprint as canoeing in general is on an upward trend. At this years Nationals there was no less than 45 events, and one which I have no record of before, a Ladies K4! Although the two crews comprised members from five clubs, the ladies put on a splendid race, the crew led by S. Jackson of Royal C.C. finishing just 7/10 second ahead of the crew led by M. Tucker.

The recorded times were a little slow due to quite a strong head wind, but generally the racing standard was high with some close and exciting finishes.



Top. J. Moore, Camp Hill School.

Right. Start of Senior 500 m.

Below. Start of Ladies 500 m.

Photos by Aqua-photo Publicity.



YOUTH CHAMPIONSHIP

1965

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Brian Skilling, Esq.,
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Ealing Green,
LONDON, W. 5

Dear Editor.

Report on National Open Youth Championships 1965

The decision of the "News of the World" not to run the Serpentine Regatta this year was a severe blow to this growing competition which serves the twofold purpose of introducing new blood into the sport, and usually produces one or two outstanding youngsters who within a few years will become a force in Senior Canoeing in Home and International Events, for example Mick Mean of Hatfield Youth Club who won Class B (14-16 years old) in 1962, and who this year represented Britain in the Karlsruhe Regatta.

The Finals of this years competition were incorporated into the National Sprint Regatta at Pangbourne on July 31st/August 1st, ~~and~~ ^{also} inspired perhaps by the big time atmosphere, and a weekend spent ~~camping~~ camping in the beautiful surroundings of the Child Beale Estate side by side with the cream of the countries paddlers the youngsters put up a very creditable performance against strong headwinds to provide some close and interesting racing which augers well for the future.

Our major problem, (as usual financial) was solved through the generosity of the major manufacturers of Class 5 Craft, Messrs. Jenkins and Lancefield of Moonraker and Bob Vardy of Avoncraft, who as well as loaning canoes for the use of competitors unable to bring their own, very generously made donations to cover the cost of the "Nationals" Type Gold, Silver and Bronze Medallions, suitably engraved for presentation to the Class and Relay Winners. The P. R. C. wish to record their deep appreciation of this magnificent gesture, and continued support of those coming into the sport, it is a most encouraging factor.

The general standard was very high, two competitors whom I feel warrant special mention are J. A. Moore of Kevi Camp Hill School who has already shone this session in Junior L.D. Racing, and a real glutton for work, who won Class A and was a member of the West Midlands Relay team which reached the Final, also entering and winning the Youth and Novice K1 events, and Youth K2, a great possibility for the future. Also Lesley Oliver of Southampton C.C. who won Class C, and came a very good second to Marianne Tucker in the Ladies K1, a field we badly need more top class competition in.

All in all 1965 proved that the Youth Championship continues to be a worthwhile scheme, who knows but from its ranks will come a future Olympic Gold medal for ~~Britain~~ Britain.

Youth Championship Organiser

Jack Thomas



All smiles from Miss Oliver of Southampton as she receives her medal after winning the Class "C" Championship.

Class A. Boys I6-I8

1st.	J. D. Moore	West Midlands	2. 51. 5
2nd.	R. Freeman	North Midlands	2. 56. 6
3rd.	T. MacCool	East	2. 40. 0

Class B. Boys I4-I6

1st.	M. Whitby	London & S. E.	2. 41. 7
2nd.	G. Mackereth	Yorkshire	2. 44. 1
3rd.	T. Thomas	East	2. 45. 5

Class C. Girls I4-I8

1st.	L. Oliver	South	2. 42. 6
2nd.	B. Mean	East	2. 54. 1
3rd.	C. Baiter	North Midlands	2. 57. 5

Relay

1st.	Junior Leaders Regt. R. E. - London & S. E. Haskey/Evans/ Waltton Walton/Flook	IO. 25. 2
2nd.	Dewsbury Adventure Club - Yorkshire Blakeley/Manning/Exley/Thompson	IO. 25. 0
3rd.	Lincoln Canoe Club - North Midlands Freeman/Trigg/Wesley/Lockwood	IO. 28. 8

Letters

Dear Sir,

You may at some time or other have been warned by a fisherman or water bailiff to take your canoe off a local river. If this is so, don't let it rest there, go to your local library and take a careful look at the river boards annual reports.

You may be surprised to find that you have had the doubtful pleasure of helping to pay for this very private fishing through your local rates.

e.g. The expenditure for the Usk River Boards fisheries for 1964 amounted to £15,963 whereas the total income from the fisheries was only £8,846 and the deficit of £7,117 was met by a grant from the local County Councils. This example is not just an isolated bad year for similar subsidies had been paid in previous years.

I suspect that this practice is fairly widespread throughout the country and where river boards are trying to restrict the use of rivers, canoeists should not find it too difficult to bring pressure through their local councils.

At present, B.N.S. (Pontypool) Canoeing Section are trying to establish a right of way on the River Usk, and so far we know of no case of trespass being brought against a canoeist on this river.

We have some evidence of it being used by canoeists as early as 1938, but require further evidence of use.

We would be pleased to hear from any canoe clubs who have made trips on this river since the war, e.g. date, stretch of river, number of canoes.

Yours faithfully,

W.E. Keen,
Room 178,
Experimental Plant,
ICI Fibres Limited,
Pontypool, Mon.

(This letter raises two extremely useful points in the fight for the waterways. First, the opportunity to see that canoeists are not subsidising others in their use of waters denied to themselves and second, the need for documentation of evidence of unhindered use of rivers in times past by canoeists. From recent comments on the legal right of waterway on the waterways it seems that evidence of continued unhindered use may go some way to establishing our rights, and it would seem that it may well be worthwhile for someone to take on the job of documentation. With regard to the River Usk, the only help we can offer is that William Bliss in his book 'Rapid rivers' describes canoe trips down the Usk in 1894 and in 1935. and mentions that his brother canoed the river in 1893. We hope our readers will come forward with more recent examples and help Mr. Keen and his colleagues in their fight. Ed.)

Dear Sir,

Aerial Photographs

With reference to Jack Travers article "The Future Sea Canoeing" in your June issue.

Aerial photographs are very helpful and much easier to 'read' than charts. In New Zealand large size postcard aerial photographs are obtainable of the popular stretches of coast. No doubt the same applies in UK to-day.

Yours faithfully,
John Frayling,
Auckland,
New Zealand.

Dear Sir,

Too Many Canoeists

In the past few issues, there has been much bickering and lots of cod's wallop written by Messrs. Tilley and Co. The time has now come to test the words of the above mentioned gentlemen and organisations.

It has come very forceably to my notice that canoeists are not welcome on the Upper Wye. You are all no doubt aware of the growing blood feud which has existed between the salmon fishermen of the Wye and canoeists for several years. However, this has turned into a raging battle, with the appearance of notices like, "Landing or Launching of Canoes is Forbidden", or "Trespassers will be shot on sight", etc. Even the famous launching site at Bredwardine, which has served thousands of canoeists, is surrounded by a solid 10ft. high barbed wire fence, and festooned with large notices stating that canoeists are not welcome. This action is not local to the Upper Wye, but is spreading all the way down the river.

In effect, Moccas estate and other landowners have closed a 20 mile stretch of beautiful river to canoeists and are in the process of closing more. Remember, they cannot stop us using the river, but they can and are denying access to it.

Much has been written and said about access to rivers in the last few months in many publications by various people. Yet when is the action going to be forthcoming. I therefore issue a challenge to the B.C.U., C.C.P.R. I.W.A., Canoe Camping Club, Norman Tilley, and Uncle Tom Cobleigh and all to extract their digits and resolve this out and out warlike action once and for all before it spreads.

Yours faithfully,
T. Hewitt,
Holmrook,
Cumberland.

Book Reviews

MEN, RIVERS AND CANOES
(Simondium Publishers, Cape Town, 25s.)

by Ian Player

Three months ago, one of our South African readers, William van Riet, wrote to tell us of a new book on canoeing which had just been published over there. We immediately wrote off for a copy, and on receiving it we were delighted to learn from the publishers that the book is being made available over here through Literary Services and Production Ltd., 188 Brompton Road, London S.W.3.

Now what about the book? In part it is the story of the development of the Pieter-Maritzburg/Durban canoe race down the Umsunduzi and Umgeni Rivers, a race which makes our Devizes/Westminster race seem something of a picnic. But it is more than this, for it tells of the development of the author as a canoeist and an individual. It shows how his love of canoeing fostered a passion for the veld and the bush which resulted in his giving up work in a factory and becoming a game ranger. Work at which he was so successful that within twelve years he was promoted to Chief Conservator for Zululand.

The book is well and sensitively written and if at times the names and places cause one to stumble and hesitate, the pause is well worthwhile for it enables the reader to savour the book to the full. We unhesitatingly recommend this as one of the great canoeing narratives, and we are sure it will be enjoyed by every canoeist.

The book should be available from all bookshops, but if it has to be ordered for you, please mention that it is being handled in this country by Literary Services and Production, otherwise you may find your bookseller writing off to Africa for it.

NEW WATERWAYS
(Inland Waterways Association, 2s.6d.)

This is the interim report of the Development Committee of the Inland Waterways Association, and shows the Association not as a body designed to preserve existing systems but one which is concerned with advocating the extension of the waterways system.

In this pamphlet the Association argues the case for the development of water transport, and shows with detailed figures that their ideas are practical ones. While mainly concerned with the commercial use of the waterways, the report also shows that an extended waterways system has a great variety of other uses, both social and recreational. It is obvious that in this tight little island of ours that there is not room for each sport, each economic unit, each transport system to go its own way. We must have an integrated approach. This is the lesson preached in this pamphlet, in the C.C.P.R. report on the Midlands, and in the Lee Valley Scheme. We can only hope, that the message will be headed by the government in whose hands the decision lies.

TELEVISION AFLOAT

Southern Independent Television have recently equipped a 71ft power vessel as a permanent marine outside broadcast unit designed to bring on-the-spot coverage of aquatic events. Organisers of coastal canoeing activities should be able to obtain television coverage for these events by contacting the Southern Independent Television Centre, Northam, Southampton, (Tel: 28582). Please give full details of the event, venue, times of starts, and nature, and a telephone number from where additional information can be obtained. Obviously the new unit is going to be very busy, but there is no reason why canoeing should not receive its share of publicity.

CANOE HIRE SERVICE REESTABLISHED AT TRIER ON MOSELLE

Advice has been received that it is now again possible to hire canoes in Trier for going down the Moselle river. The name of the hiring firm is Gustav Meier and the address 20 Stauffenberg Strasse, 55 TRIER, Germany. Available are five two-seater canoes, made of plastic and unsinkable. The hire charge per canoe and day is DM 15.00 (approx. 27/6). Since the canoes cannot be collapsed they have to be transported back from Koblenz to Trier by car-transporter, the charge for this is DM 100.00 (9 gns.) for the load, irrespective whether one or all five are carried back. Canoes will not be hired out to persons under 21 years of age.

ST. KILDA TRIP GETS CENTRE PAGE SPREAD

Almost the entire two centre pages of the 'Weekly Scotsman' of 22nd July was devoted to an account of Hamish Gow's crossing by canoe to the islands of St. Kilda. Readers will recall that Hamish described his adventures in last months issue of 'Canoeing', but its appearance in the 'Weekly Scotsman' is evidence once again, that although the London dailies seem reluctant to print canoeing material there is plenty of scope for publicity in the regional papers.

WEST AFRICAN TIMBERS AND THEIR USES

Are you bewildered by some of the timbers which are now being imported with curious sounding names? Do you wonder if some of them might be suitable for canoe building? To help you, the United Africa Company (Timber) Ltd., Shelley House, 3 Noble Street, London E.C.2. have produced a chart showing 19 timbers with their qualities and uses. The list is obtainable free from the above address.

STOP PRESS SELLA RIVER RACE RESULTS

Senior K.1. C.Evans, 1st.

Junior K.2. R.Stevens and D.Jordan, 1st.

Ladies Singles. S.Jackson, 2nd.

Senior K.2. M.Parker and L.Oliver, 7th.

Team Event Great Britain, 1st.

RESULTS

K.2, 500m. Ladies. FINAL

1. K. Emerson/B. Mean	Hatfield/Richmond.	2:14.01
2. S. Jackson/A. Huskisson	Royal C.C.	2:19.00

G.2, 1000m. Men. FINAL.

1. A. Perkos/A. Hubbard	Royal C.C.	5:57.01
2. B. Janson/E. Smith.	Royal C.C.	6:02.01

K.1, 500m. Ladies. FINAL.

1. S. Jackson.	Royal C.C.	2:38.04
2. K. Emerson	Richmond C.C.	2:39.01
3. B. Mean	Hatfield Y.C.	-

K.2, 1000m. Men. Junior. FINAL.

1. D. Jordan/R. Stevens	Royal/Richmond C.C.	3:48.04
2. A. Kirby/M. Bosher	Royal C.C.	3:51.00
3. Jupp/R. Lawler	65 Para. Regt./Richmond C.C.	3:51.05

K.2, 1000m. Men. Senior FINAL.

1. M. Mean/C. Evans	Hatfield/Royal C.C.	-
2. P. Lawler/T. Soman	Richmond C.C./Leamington C.C.	-
3. S. Hollier/R. Wade	Hatfield Y.C.	-

K.4, 1000m. Men. Junior. FINAL.

1. Lincoln Canoe Club	-
2. Royal Canoe Club	-
3. Richmond Canoe Club	-

K.4, 1000m. Men. Senior. FINAL.

1. Royal Canoe Club	3:15.01
2. Richmond Canoe Club	3:15.05
3. Lincoln Canoe Club	3:15.04

K.1, 500m. Novice. FINAL.

1. J. Cheezar.	Richmond Canoe Club	2:22.02
2. P. Who	Richmond Canoe Club	2:24.00
3. T. Thomas	Hatfield Y.C.	2:31.04

Junior/Senior Relay. 4 x 500m. FINAL.

1. Royal Canoe Club	6:07.05
2. Richmond Canoe Club	-
3. Hatfield/Leamington S:a C.C.	-

C.6, 1000m. Mens. FINAL

1. Trickenham Canoe Club	4:12.02
2. Royal Canoe Club	-

K.1, 250m. Open Mens. FINAL.

1. P. Lawler	Richmond C.C.	00:43.00
2. S. Hollier	Hatfield Y.C.	00:44.05
3. B. Pratt	Royal C.C.	00:45.00

K.1, 500m. Youth Class FINAL.

1. Haskef	J.L.R. Dover.	2:26.0
2. T. Thomas	Hatfield Y.C.	2:35.0
3. Whitton	J.L.R. Dover	2:48.04

K.1, 1000m. Junior Men. FINAL

1. L.D. Bolan.	Leamington S:a.C.C.	4:10.2
2. R. Stevens	Richmond C.C.	4:09.1
3. A. Baldwin	Hatfield Y.C.	4:11.3

ROYAL LEAMINGTON SPA AND WORCESTER CANOE CLUBS

THE WORCESTER REGATTA

Event 2... Senior K.2, 500m. FINAL	1st M.A. Soman - P. Lawler	Leamington CC/Richmond CC	1. 27. 8
	2nd A. Wilson - T. Shepton	Kyle C.C. / Royal C.C.	1. 28. 4
Event 13... Senior K.1, 500m. FINAL	1st. A. Wilson	Kyle C.C.	1. 37. 3
	2nd. T. Soman	Leamington C.C.	1. 40. 1
Event 16... Senior K.2, 1000m. FINAL	1st. M.A. Soman - P. Lawler	Leamington/Richmond	3. 26. 2
	2nd. A. Wilson - T. Shepton	Kyle - Royal	3. 26. 7
Event 17... Ladies K.2, 500m. FINAL	1st. B. Mean - K. Emerson	Hatfield-Richmond	1. 49. 0
	2nd. L. Oliver - S. Buckett	Southampton C.C.	1. 52. 5
Event 19... Senior K.1, 1000m. FINAL	1st. A. Wilson	Kyle C.C.	3. 37. 2
	2nd. P. Lawler	Richmond C.C.	3. 41. 6
Event 22... Ladies K.1, 500m. FINAL	1st. M. Tucker	Richmond C.C.	1. 53. 5
	2nd. L. Oliver	South	1. 56. 5

RICHLID CANOE CLUB REGATTA. 1965.

K.1. Ladies 500m. FINAL.

1. M. Tucker	Rich C.C.	2:55.3
2. L. Oliver	Southampton C.C.	2:59.0
3. S. Jackson	Royal C.C.	2:59.3

K.1. Senior Men. 1000m. FINAL.

1. P. Lawler	Richmond C.C.	3:45.2
2. T. Soman	R.L.Spa. C.C.	3:46.6
3. M. Mean	Hatfield Y.C.	3:45.8

K.2. Senior Men. 1000m. FINAL.

1. P. Lawler - A. Soman	Richmond C.C.-R.L.Spa.C.C.	3:50.2
2. R. Wade - S. Hollier	Hatfield Y.C.	3:54.0
3. M. Mean - C. Evans	" " /R.C.C.	3:54.6

Ladies Richmond Dashes. 200m.

1. M. Tucker	45.05
2. S. Jackson	-
3. L. Oliver	-
4. B. Mean	-
5. K. Emerson	-
6. C. Baker	-

Richmond Dashes. Men. 200m.

1. P. Lawler	Rich.	36.4
2. R. Lawler		36.6
3. R. Stevens		37.6
4. P. Cavanagh		39.9

Canadian 1/2m. 500m.

1. A. Perkos - A. Hubbard.	Royal C.C.	2:37.0
2. B. Janson - B. O'Keefe	Royal C.C.	3:09.0

K.2. Mixed. 500m.

1. M. Tucker - R. Stevens	Richmond C.C.	2:57.6
2. L. Oliver - A. Huskisson	Lincoln C.C./Royal C.C.	3:05.0
3. M. Bosher - B. Bosher	Royal C.C.	3:09.5
4. K. Emerson - P. Lawler	Richmond C.C.	-

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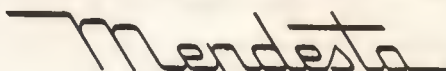
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