

# Canoeing

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VOL 5 NUMBER 11 OCTOBER 1965



## SPECIAL FEATURES

DOWN THE TIMPOPO RIVER

FOOTFISH WEST COAST  
CRUISING KAYAKS

CARGE WATLING WORLD  
CHAMPIONSHIPS

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## Editorially Speaking

Next month we introduce a new regular feature - a technical column by Alan Byde, Senior Honorary Coach of the British Canoe Union. The purpose of the column will be to act as a focal point for discussion of new methods and materials and to provide an opportunity for readers to 'kick around' half-formed ideas.

We have long felt the need for a wider dissemination of new ideas, and whilst this magazine has probably done more to help in this way than any other medium in recent years, nevertheless the lack of editorial time has prevented this being done as thoroughly as might be. In particular, while we have publicised ideas which their originators have been able to present in article form, there have been many good ideas which have passed unnoticed simply because their originators were handier with a chisel than with a pen. Now, Alan Byde has agreed to blend all these things in a single column and readers are invited to jot down any ideas, notions, or new methods and materials which they come across and send them in to this magazine. Alan will then comment, publicise and advise.

He has also agreed to answer any readers technical queries, but please, before writing, check that the answer is not already in print in one of the many canoeing books available.

We would also like to publicly thank Alan Byde for taking on this job which, like all others on 'Canoeing', is an honorary one.

# Down the Limpopo River

The adventurous expedition of canoeists as told by Willem van Riet

Photographs by Ronald Horsham

Picture a giant arc of nearly 180 degrees with Belfast, Transvaal, as the centre and with a radius of some 250 miles as the crow flies, and you form a picture of the course of the Limpopo River. Collecting water from the Marico River, it half encircles the Transvaal from due west of Pretoria, flows north-east to Beit Bridge and gradually turns south-east to discharge into the Indian Ocean 100 miles north of Lourenco Marques, now due east of Pretoria. During its devious route to the salt water, it collects new life from the various tributaries, from the colossal catchment area of the northern Transvaal, from such rivers as the Crocodile, the Mogol, Mogalakwena and the Sand. Towards the east the whole of the northern section of the Kruger National Park collects its water and, with leaflike veins, forms the larger rivers of Luvuhu, the Sinquedsi, Groot Letaba and, eventually, the Rio des Elefantes

The vast Limpopo River is known to tribal inhabitants along its banks as the River of Gold or the River of Crocodiles. You can take your choice, as we took ours and found - not gold, but crocodiles, and adventure. We were certainly not looking for gold, for those days are past, but we were keen on following the route attempted by a Captain Elton who, as far back as 1870, tried to find a waterway down the river from the Bati gold mines near the Shashi River. Unfortunately for him, his attempt nearly ended in disaster when he lost his boat and supplies at the Tola Azime Falls at Beit Bridge.

Very much later a wandering engineer called Ramke and a companion started at Beit Bridge and, in what must have been an arduous journey with many setbacks, reached a spot some 50 miles from the sea. Because his companion was suffering from the poisonous effects of a scorpion bite and had to retire, Ramke carted his boat to the Komati River to continue his journey to Lourenco Marques. With the vivid descriptions of the river of these former explorers, we set off to Thabazimbi - in search of water.

There were four of us - Ronald Horsham, a lecturer in architecture at the University of Cape Town, Jopie Overes, Gavin Pike and myself. The task we had set ourselves was to navigate the complete length of the river from start to finish, a task never before accomplished. Such a task needed detailed preparation and it took us many months with Ronald Horsham as liaison officer and chief organizer. As such, he eventually organized our most important need - a fleet of four specially built fabric covered framed canoes from a Cape Town evening newspaper. We had to think of customs problems and passports, and numerous documents followed. We had to deal with health problems, and innumerable injections followed and medical supplies poured in. We also had to consider self-protection, and pistols and shot-guns were obtained.

## SURPRISE FOR THE LIMPOPO

With this motley collection of possessions to last us for some six weeks, we arrived at the Crocodile River at Thabazimbi and found - not water, but dust. The temperamental upper reaches



The adventurers paddling merrily along the Limpopo below Beit Bridge

of the Limpopo depend on periodic rains and storms to keep them alive and were now suffering from a colossal thirst. After a quick air reconnaissance along its course, we accepted portage from the local iron-ore works and were dumped at Beffelsdrift on December 7, 1962, where a very energetic foursome unpacked, assembled and eventually loaded an assortment of goods never before seen on the Limpopo.

Early next morning began a series of struggles which started excitingly as we took in the magnificent scenery along the banks with its indigenous growth and trees and its wild life diffidently shy of intruders - impala, warthog, kudu and waterbuck, the treetops alive with the chatter of monkeys and countless birds. The surroundings were pleasant enough but the terrain difficult. With water at a premium, our struggles continued for four days over dry river-beds, boulders and irrigation weirs, which stopped the flow of the river. At a farm called Doorn Koppie the river called a halt and we too called a halt. An enforced march brought us to assistance in the form of a small lorry belonging to some fencing contractors, who took us with broad and sceptical grins to the confluence of the Mogol River, where December 12 found us once more happily on our watercourse. And who would not be happy with the accompaniment of swarms of wood ibises and loeries, which swept through the sky between the overhanging branches of the wild fig trees and the banks? But even while enthusing over these we were called upon to be for ever watchful as giant leguans slid into the water on our approach, small crocodiles suggest more fearful adventures ahead and even ants were best left well alone - as Gavin could attest when he received a few nippy reminders.

Our worst enemy up to now, however, had been the heat. The low-lying river-bed between the surrounding hills registered at times temperatures of up to 128° in the shade within the canoe, and 104° in the shade on the banks. Even at night the temperature at times refused to drop below 90°. Under these conditions we found ourselves continuously drinking the river water (even though we had been warned to boil everything for human consumption) and splashing our backs in an endeavour to prevent ourselves from becoming dehydrated.

#### WILD LIFE EXCITEMENT

At this time, too, we met our first hippo. We were to have many hair-raising encounters with these demons of the river and subsequently learned to study their whims and fancies. Should they submerge backwards, they usually repose into relaxation, but if they surge forward and down, their antagonistic intentions are revealed. The idea then is to remove oneself as fast as possible as the underwater direction finding equipment in a hippo is extremely accurate. It isn't always so easy, however. In this - our first encounter - Gavin and I were in front of the others and when our hippo submerged in our direction, we made haste, only to find that in the resulting bumping my boat changed direction and I found myself paddling directly over the path of ripples caused by our underwater enemy.

With more water, our progress improved and we soon reached the Mabalel Hippo Pool. Here we had the rare opportunity of seeing two huge crocodiles, of perhaps 18 feet, gallop at full speed for the water - a really frightening sight, for when a crocodile stands upright, it can be some 2 feet 6 inches high. The galloping sound added to our anxiety and they dived full speed about 15 feet from where we were peacefully proceeding on our way.

Animal life was abundant around us. Once a mamba crossed the river just in front of us and Jopie gave it a fright with his gun as it crawled up the muddy bank. On another occasion, while preparing our camp for the night, a couple of wild dogs chased a waterbuck the length of the river banks as far as we could see and disappeared round the bend, their barking disturbing the peaceful evening air around us.

At Raaswater we struck rock again. Difficult, but interesting - a complete river-bed of fascinating shapes, grotesque figures and smoothly polished potholes, all the result of centuries of unceasing erosion. Occasional crocodiles and hippos showed themselves, but left us alone with the exception of one hippo right in our narrowstream, one of many rushing over the rocky river-bed. Fortunately, the stream was deep enough for him to submerge and we had to paddle right across the lurking enemy and seek the apparent safety of a rocky island some 10 feet wide in the middle of the river, with darkness fast approaching. There we spent the night with the mischievous eyes of the river monsters peeping at us in the dark.

The following days found us once again struggling along the rocky river-bed until the water just about disappeared between the innumerable crags and we had to look for assistance on the shore. After a sumptuous meal, at an hotel next to one of the many drifts into Bechuanaland, and a peaceful sleep, we continued the next day





Typical obstacle—one of the many weirs on the upper reaches

by road and the kindness of an Indian lorry driver. The evening spent with our Indian host consisted of an Eastern curry dish of rare and tasty morsels as well as a plate of Mopani worms which abound in the Mopani trees along the river. These are apparently squeezed out, dried and transported to Johannesburg for consumption by the Natives. With a slight taste of biltong, Ronald and I were eager to try it, but Jopie and Gavin flatly refused.

#### NAVIGABLE WATERS AGAIN

The waters of the Makloutsi River now assisted the Limpopo in providing a navigable watercourse for us. Soon we also saw a freak of nature-known as "Solomon's Wall". In the distant past a huge natural barrier of multicoloured rock and stone, 500 feet long and 100 feet high, must have formed a natural inland lake. Gradual erosion, or perhaps some sudden disaster, has resulted in a wide gap being torn in the barrier, leaving only a sandy river bed and the remains of each bank as a reminder of the distant past. We climbed to the top of this wall and could see hundreds of impala, wildebeest and some kudu in the everbending stream.

Some 300 miles from Thabazimbi, now, we were entering a semi-tropical forest, with huge trees on the banks abounding with monkeys and birds and with the occasional many coloured rock faces of the adjoining koppies adding to the splendour of the surroundings.

Every now and again we made contact with the land and we were entertained by the typical hospitality of farmers. A braai vleis with the Braithwaites and a sojourn with Dr. Quin at Rhodesdrift are occasions always to be remembered. Rhodesdrift is so called because it was used by Cecil John of the same name on one of his treks inland, and a huge tree where he camped has now been declared a national monument. From Dr. Quin we learnt of herds of elephant up to 400 strong still roaming the wilds of Bechuanaland and, occasionally raiding the farms on the Transvaal side, while lions, too, were by no means scarce.

A very pleasant stay; but December 24 found us again on the river with its overgrown banks of baobabs, sausage trees, fever trees and wild figs with the evergrowing forest vines forming a typical forest scene. This was accentuated by a tropical storm, which drenched us completely within seconds, and with a family of lazy hippo lounging in the shallow water. We felt hundreds of miles from civilization.

Soon we reached the Shashi River from Bechuanaland. Its influence on the Limpopo could be felt a few miles upstream with the slowing of the current up to its confluence with the Limpopo. As we stood on a huge island thus formed, we felt insignificant in the overpowering scenes stretching along the disappearing course of the Shashi back in Bechuanaland, the tree-covered hills of Rhodesia and southwards the never-ending koppies of the Transvaal forming an area called "Agter die Berg" and stretching down to the Blouberge and Soutpansberg.

Two miles from the river we could discern "Mapungubwe" - a mysterious plateau with sheer walls - also called the Hill of Jackals. From a detailed description of this interesting place by Carol Birkby in 'Limpopo Journey', we had learnt of excavations as far back as 1930, which resulted in fascinating archaeological discoveries. These excavations had shown indications of a colony of people centuries ago with strong Zimbabwe influence. Fascinating also must have been the ancient treasures of pottery, beads, implements and tools which surrounded some of the skeletons excavated. A further study of the story of this apparent Hottentot colony would indeed be rewarding. That night as we camped among signs of an ancient world, the quiet peace was disturbed by piercing screams from a baboon surprised by a hungry leopard. In the struggle which was witnessed by dozens of screaming baboons, the victim had no hope, although the conquering leopard had to forgo his evening meal because of the attentions of the colony of mourning baboons.

Tracing the mighty Limpopo from its source was a hazardous undertaking - but entirely satisfying. The strain of having to contend with such setbacks as sunburn, lack of water, spider bites and hair-raising encounters with hippo and crocodile was beginning to tell when Christmas day dawned.

We were now on the section navigated by Captain Elton and found his descriptions of the surrounding country and the river very interesting, also useful.

Christmas Day we spent travelling some 25 miles on a river now changing its character as it surged forward to its plunge down from the plateau just west of Beit Bridge. That evening we sat round our Christmas dinner of tinned fruit, soup, tinned meat and tea, in pleasant surroundings and at peace with the world.

Wednesday, 26 December, we were at the Tola Azime Falls, the apex of the huge arc the Limpopo forms round Transvaal. Captain Elton described these falls as 150 feet high. If this was the case, conditions must have changed considerably as at present the height cannot be more than 50 feet. The whole rocky bed of the river is split diagonally by a huge chasm into which the Limpopo thunders by way of half a dozen falls and cascades forming one continuous torrent within its steep and rocky confines, hurtling over several

cataracts of 10 feet each and, finally, ending in a mighty whirlpool for ever churning in what is called the Pool of the Mother of Crocodiles. It was early afternoon when we landed on one of the rocky islands between the Falls and on the edge of this canyon. A wonderful sight to behold, with its walls of black, brown and red coloured rock wet with spray and a continuous haze formed by the mists of the rushing water. Down the face of this island we climbed to the level of the rushing water in the gorge. After long deliberation, it was decided that I should swim across with a rope and then from about 50 feet higher upstream attempt to manoeuvre one of the boats across pendulum-wise each time with a passenger. After several false starts - in one of which Ronald Horsham lost his gear, guns and camera and very nearly his life - we managed to arrive safely on the main bank of the river. Our boats, except for one, were still on the island and I decided to shoot the rapids in mine, as portage down the sides of the rocky canyon appeared to be practically impossible. This decision landed me in the mightiest rapids I have ever experienced. With treacherous cross-currents, dangerous rocky outcrops, steering a canoe depended more on good luck than judgement. Three times I had to shoot a drop of something like 10 feet, disappearing at the bottom in a foam of spray and water and finally ending in the heaving waters of the giant pool at the bottom. One boat was down and some experience gained! At the insistence of the others, I repeated the trip a further three times, once finishing backwards. All was well and we were over the worst, but not without losses. On we struggled to the Customs Post at Beit Bridge where we reassessed our position plans. Ronald, who had lost his precious possessions and damaged his canoe, decided to withdraw from the expedition, after an adventurous journey of 400 miles never before attempted in full. Gavin, Jopie and I decided to continue and after we had repaired our boats and Ronald had managed to obtain another camera for us, we set off once again on 30 December 1962, on the remaining 400 miles to the sea.

We were warned that the 100 miles to Parfuri were the worst. Unpopulated country, chartered and unchartered waterfalls and underwater dangers would be our worst obstacles. In fact if we had accepted all the bets laid against us, life would at this moment have been less of a problem. We also received news of a lone canoeist who had left Beit Bridge a week earlier and this made us keener than ever.



# Mike Clark reports

## on competitive canoeing

### GRANDTULLY SLALOM

Deep in the Highlands of Perthshire, Loch Tay pours out its water to form the River Tay. From the Loch, the river flows past mountain slopes covered with purple heather, through beautiful wooded valleys, beside lush green pastures, and on through the village of Grandtully. The village of Grandtully, some 25 miles from Perth, has little to offer the visitor - one hotel, one pub, a few shops and no doubt some fine fishing in season. Yet for many slalom canoeists this obscure village is a northern Mecca, for at Grandtully, the River Tay thunders over its rockstrewn bed, creating a half-mile of splendid rapids and falls.

Over the August Bank Holiday almost fifty of our top slalom canoeists travelled hundreds of miles to Scotland to compete in the Grandtully Slalom. Chester Canoe Club, who organised the event, utilized the whole of the rapids, and lay a difficult course of 25 "gates" for 1st and 2nd division paddlers. With the water well above its summer level on the Tay, this slalom produced a fine week-ends sport, and some of the most spectacular canoeing I've seen in this country.

Dave Mitchell, true to form, gave a confident display of water - manship, to take 1st Division with a fine run of 285 pts, 24 pts clear of John Woodhouse in second place. Tim Riddihough of the Chalfont Canoe Club, who was promoted to 2nd division last season, won the division at Grandtully, with a splendid run of 311 pts, closely followed by Pat Boddington of Leamington with 324 pts. In the ladies division, the fight for first place still goes on between Jean Battersby of Manchester and Heather Goodman of Lakeland Canoe Club. Off the water, the girls, as with all slalomists, are the best of friends, but once in their kayaks and through the first "gate", all stops are pulled out to win. Jean won at Grandtully with 445 pts, only 6 pts ahead of Heather! With both girls so evenly matched, and such fierce competition at each slalom, it must bring about improved ability for them.

### SELLA SUCCESS

Sincere congratulations to members of the British L-D Team who put up such a fine performance in Spain. 1st K1 SENIOR, 1st K2 JUNIOR, 7th K2 SENIOR, 2nd K1 LADIES, and 1st in the TEAM EVENT.

We sent a strong team - yes - but receiving a cable from Spain with the above results on was almost unbelievable!



GRANDTULLY SLALOM  
photos by Aqua-photo Publicity



# Scottish West Coast Cruising Kayaks

BY ANDREW CARNDUFF

Have you ever looked at the North West corner of Scotland and thought "These islands and lochs would make a paradise for canoeing" Then you check on the Admiralty chart and find 6 or 7 knot tidal streams and reconsider - "Is my canoe fit for such work, will it stand up to a force 5 wind setting a jibble against the tide? Am I fit to risk my boat, kit and life in the sea conditions which may occur?" It is worthy of thought, before you set out, as Joe and I did this summer when we paddled from Ullapool, through the North Minch into the Atlantic, round Cape Wrath, and finished our cruise at Thurso on the Pentland Firth.

Our craft were our own Greenland-type Eskimo kayaks, which we have built ourselves in plywood using basically the Kayel construction. These may look suspiciously unsafe, but are in practice extremely seaworthy. When you think on it the kayak is entirely decked in and watertight when the spraysheet is fastened, so is unsinkable; it is so small that a wave does not rock it but just lifts it up and down like a plank of wood; the wind has little to catch on - other than the canoeist or his paddle, so all that is likely to happen is that the canoeist should "catch a crab" or do something silly and fall over sideways. Even if this happens, with a kayak as sleek as the Eskimo, only about 2'0" wide, it is fairly easy to perform an Eskimo Roll and turn the right way up again - at least that is the theory. Very few true Eskimoes can actually do this feat. They rely entirely on the immense stability of their craft to keep them upright. In any case, in the North Atlantic if a man were soaked in the freezing sea water he would probably die of exposure even though he were the right way up in his kayak. Fortunately in Scotland we do not have to contend with this last danger - 'though sometimes our weather would suggest otherwise'.

Sometimes the question is asked "why the banana shape? It is slow and surely the high ends catch the wind and make spray." The Eskimo kayak we use as prototype was built for Ken Taylor in 1959 in West Greenland - It is "Canoeing's" Project Eskimo Kayak No. 1, this "real" kayak has peaked ends, whose purpose is I think to look good, to provide carrying handles and as a shear-water to help in keeping the almost flat deck dry, particularly when the bow is submerged when surfing. On our present designs the peaks have gone. The banana shape remains - good shear on the gunwhales - and still looks good. Our decks are higher; the straight deck stringer rises from the gunwhale about 5 ins. as compared to 2 ins. on the Eskimo, at the cockpit, so we don't require the same form of shear-water. Thus we maintain the beneficial effect, but reduce the overall length (giving a cheaper boat and a better L-D racing handicap). The banana shape, a rockered keel, gives greatly improved handling and manoeuvrability. These are very important features when you are in the middle of a tide rip, with a big jibble breaking irregularly round about. A good big reliable rudder is still essential - though I must admit that the Eskimo kayak itself, when carrying only the canoeist, will run straight despite wind and waves, yet can be turned very quickly.

Side: D. Winning in his "Gantock" of  
Eilean Bal Mor in the Treshnish  
Isle of Mull.

Below: D. Winning paddling Joe Reids  
"Gantock" Inverkip Firth of Clyde.



We have tried (successfully I believe) to improve on the Eskimo, but we made the initial assumption, supported by experience in paddling the Project Eskimo No. 1 kayak that the Eskimo already had a very good boat. The purpose of our kayaks is slightly different - we carry far more gear than the Eskimo - so our designs allow a bit more space inside - a couple of extra inches in width serves many purposes. It permits an army kit bag inside abaft the cockpit; it gives room to fit side pockets between deck and floor beside our legs (this is the solution for a safe, dry place to put all those loose bits and pieces like maps, fishing line, shoes, log, alarm clock, chocolate etc.); it gives sufficient buoyancy to carry me and a fortnight's kit (an all-up load of about 300 lb.) with the gunwhales above sea level; and lastly and least important it gives the minimum 23 ins. beam for Scottish A class racing singles.

I have talked in this article in general terms of the latest "designs" of sea-touring kayaks as built and paddled on the Scottish West Coast; but I stress that these successful craft are built by experience and experiment. It is well-nigh impossible to guarantee a good boat, starting with only a set of requirements such as load, LOA, and beam. We put safety first - one rarely has a second chance with the sea; so before you take your kayak to Malaig and set out for St. Kilda (Hamish Gow and his wife made that trip this June) know what both you and your boat can do. Remember there is no shame in admitting that a certain passage is too dangerous, and turning back; the shame is if you go on and drown.

Good Canoeing! Perhaps we will meet in Loch Linnie or while waiting for the tide at Crinan.

# Canoe Sailing World Championships

BY JOHN BIDDLE

The second World Championships for International 10 sq. Metre Canoes were held on Lake Constance, Germany, from August 2nd - 7th, when Alan Emus successfully defended the title he won in 1961, sailing Shrike III. Host for the event was the German Canoe Federation, who, apart from providing every conceivable amenity for competitors and spectators in the previously unfamed district of Wallhausen/Dettingen, summoned the assistance of the highest German authorities to organise a social programme quite unmatched in grandeur in the one hundred year old history of the class. Receptions, banquets, the awe-inspiring sight of the candlelit castle gardens on the island of Nainau and a lakeside firework display, all of unforgettable magnificence, provided the background to the weeks racing, conducted by the Oberlinger Soe Motor Yacht Club. Only the weather had been left unconsidered but temperatures in the 90's are not to be scorned at. Olympic courses 10 miles long were set on the stretch of water between Wallhausen and Oberlingen, although on many occasions the course was shortened to 6 miles through lack of wind. Seven nations, including six British boats, entered for the Championships, but a few competitors failed to arrive so twenty boats only started daily.

When the first race began in a light wind and choppy water caused by the abundance of spectator craft, it soon became apparent that Lars Johannson, a Swede, new to this particular aspect of canoeing, revelled in the prevailing conditions. His canoe "Faderitta" is one of the Fibre glass Proctor Mk II design, built by Bristol Boats Ltd., and his easy victory caused somewhat of a stir in the British contingent, who, until now, had dominated International Competition. Tuesday's race brought the only complete contrast of the week - a short sea had built up overnight with an eighteen knot wind which freshened soon after the start to a gusty thirty knots and the most experienced canoeists found conditions exceptionally tricky. Such vicious squalls swept down from the wooded hillsides that even 16 stones poised on the end of the 5 foot sliding seat was catapulted into the sail. All but three canoes limped home with damaged gear or their helmsmen exhausted. Ulrich Schumann from Germany sailed magnificently to score a well deserved win, followed by Alan Emus and Lars Johannson who all took their share in spectacular capsizes.

The latter part of the week was disappointing for racing. A stationary ridge of high pressure brought exceptionally hot and windless days. A further seven races had to be started before the necessary three were completed within the specified time limited which called for an average speed of 2.5 knots. Graham Smith in "Hilarity", Alan Emus in "Shrike III", and John Biddle sailing "Confusion" took the honours in trying conditions, but the issue was in doubt until the final race, so close was the overall result.

Shrike III is one of the successful Avalon Canoes, and although acknowledged superior to previous designs, it was interesting to note that the Proctor Mk II and the Lou Whitman Manana design, as



"Confusion", are still a serious challenge. The German Canoeists favour fibre glass construction though technical difficulties were encountered in this country three years ago using a similar method. Sail plans have become almost standardised within the Class rule using a fully battened rig and high aspect ratio - however it was disappointing to find that not a boat carried any form of central sheeting arrangement previously tried on the German boats. Successful fitting of this equipment could prove invaluable for windward work.

FINAL RESULT:	Shrike III (Alan Emus) Great Britain	5225
	Faderita (Lars Johannson) Sweden	4748
	Confusion (John Biddle) Great Britain	4623
	Feuerwerk (Ulrich Schumann) Germany	3952
	Hilarity (Graham Smith) Great Britain	3375

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## Philip Sixsmith - a Tribute

BY BRIAN JOHNSON

The excitement of the Slalom Championships at Spittal this year was clouded by the untimely drowning of Lt. Philip Sixsmith, R.N. It appears that, on local advice, he had entered the River Iysel near Haben, some 40 miles from Spittal, together with Tim Riddihough; they put in at a bridge below a cataract, most of the treacherous water being hidden from view from the road. Some ten minutes later they capsized in a 12-knot current and Philip was not seen again.

Philip had made a rapid advance in canoe slalom and was promoted to the First Division at the end of last year. His death is a loss not only to the slalom movement, but all of us will miss greatly the friendly air of efficiency that he brought to our meetings. I have vivid personal memories of a line of gates collapsing at a Twickenham C.C. slalom at Shepperton, when in moments, Philip had jumped into his canoe and was sitting in the middle of the stream retying the string. It was so typical of his attitude to his fellow canoeists - always to offer the helping hand. Again in organisation his strongly developed powers of leadership always come to the fore.

It is a sad loss, not only to Chalfont Park C.C. but to Atlantic College, where he taught canoeing and to the Royal Naval Kayak Association, for which he served on the committee; also, of course, to the Royal Navy, which promised him such a good and worthwhile career, utilizing all his talents in encouraging and leading others.

Nevertheless, his wish would not be for tears, but for us to learn from his experience not to canoe wild water without prospecting it carefully first - whatever advice may have been given.

Dear Sir,

## Letters

### Too Many Canoeists

It is no use T. Hewitt castigating Norman Tilly and other folk, unless he is going to do something himself about access to rivers. He has now come up against a personal access problem and is shouting about it. Many other people have met these problems recently and they are shouting about it; but it is quite useless everybody bickering at everybody else to do something. Geographical difficulties make it very hard for touring canoeists to organise themselves in this country and the individual can do little himself except in the way of propaganda and acting correctly on the water. All that any of us can do at this stage is to stand up for our rights where we know they exist, and to join and support those organisations that are trying to make an effort on our behalf. True, we must keep them at it and not let the matter rest, but angry letters amongst ourselves when the problem is fully appreciated do not help.

Yours faithfully,  
John R. Edwards,  
Liverpool 11.

Dear Sir,

### Canoe Dispatch By Goods Train.

In reply to your letter of the 14th August, the new charges to which you refer are standard ones which apply in all parts of Great Britain. This has been the case since the 20th June this year, although the new charges were introduced earlier in certain areas such as the South Western Division of the Southern Region.

The basic charges applicable to canoes are set out below.

Canoes under 14 ft. in length = Scale plus 100%  
Canoes 14 to 18 ft. in length = Double the charge for under 14ft.  
Canoes over 18 ft. in length = Charges as a 1-ton consignment.

It has been found necessary to raise the charges for handling and conveying canoes and a variety of other articles which occupy a large volume of van space in relation to their weight, and which are fragile and cannot support the weight of other articles loaded above them.

Yours faithfully,  
J.R. Hodson,  
Press Officer,  
British Railways Board.

(This seems like the end of the line! Having discussed this problem with several people who use rail transport, the simplest and safest way of sending canoes by rail would seem to be to take them to a main line station out of peak hours, and send them to another main line station by direct link passenger train and arrange to have the canoe collected at its destination. Clearly for those not living near a main line station or not despatching to a main line station life will be a little difficult, but then life is becoming increasingly difficult for canoeists in Britain. Ed.)

Dear Sir,

From Pole To Pole

Enclosed is a postal order for a copy of your 'Slalom and white water course'. It is an excellent booklet and 'once seen, must buy'.

Yours faithfully,  
A. Pearson,  
Wellington,  
New Zealand.

(This is the sort of letter from which your Editorial Board get a great deal of satisfaction. The original booklet was written in Canada and we published a British edition which is being found useful in New Zealand, thus 'Canoeing' is forming a link between paddlers half way round the world. 'Slalom and white water course' is available from our Circulation Manager price 3s.6d. (post free) and will be found invaluable in learning to handle a canoe whether on white water or not. Ed.)

Dear Sir,

A Light Shines Forth.

And now, out of all this murky fishing river controversy, a light shines forth, from the very heart of Cheshire. Fishermen and canoeists, as sportsmen with sportsmen, have sat round a table together. And a fisherman said, "If I thought my fishing were responsible for preventing canoeing, I'd throw away my rod and never fish again". He is the chairman of a 350 strong trout fishing club.

Yours faithfully,  
Kathleen Tootill,  
Altrincham, Cheshire.

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ROLLING CLASSES

In East London Thursday is to be bath night! Thursdays from 8.30 p.m. until 10.00 p.m. from 23rd September, 1965 to the end of March have been booked by the B.C.U. Essex Committee at Leyton Swimming Baths (Minor Pool) High Road, E.10.

The rolling classes will be organised in courses lasting six weeks and each participant will have 20 minutes individual tuition per evening. A class fee of £ 1. per person including the "evening payments" will be and will be payable before or at the start of the first lesson. We hope to have two instructors and they will each take a class of three.

To: Rodney Baker, 33 Titley Close, London E.4

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Eskimo rolling practice and instruction will commence again this year at Seymour Hall Baths, Marylebone, on the same basis as last year. Commencing Tuesday October 12th and every Tuesday until Easter 1966. 9.00 p.m. - 10.30. p.m. initial payment of 10/- (by instalments if desired) plus 2/6 per session. Beginners interested in slalom welcome.  
Apply. Stan Holtorp, North Lodge, Alnmers Priory, Lyne, Nr.Chertsey, Surrey. Tel: Chertsey 4635.

# Book Review

WORKING IN CANVAS  
(Brown, Son & Ferguson, 7s. 6d.)

by P.W. Blandford.

Percy Blandford has produced a useful little book here on working in canvas. After describing the various tools needed and the types of material available he then deals with basic and special stitches. The book then follows logically with the art of fixing attachments, e.g. eyelets, press studs, etc., before treating repairs and the various applications of canvas work.

The book is clearly written, illustrated with excellent line drawings, and, so far as it goes, will provide a useful introduction to working in canvas. It is, however, rather disappointing to find so little in the book regarding synthetic fabrics which are being increasingly used today, particularly as they do present problems in handling. We should also have liked rather more information on canvas work on the domestic sewing machine which is what most people will attempt before sitting down with needle, thread and palm.

At this point it occurs to your reviewer that he may have committed the critic's cardinal sin of blaming the author for the book he has not written rather than the one he has. A quick check back to the book shows that this is not really so, the author has covered these points but not, in our opinion, in sufficient detail. Nevertheless, he has packed a great deal of information into a small space and there is something for everyone if not everything for someone

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## CASH FROM YOUR CAMERA

We have been asked by the Lutterworth Press if any of our readers can help in providing illustrations for a new book they are publishing by Percy Blandford entitled 'Canoeing Waters'. What are required are black and white pictorial photographs showing canoe cruising scenes in Great Britain. As a general guide the photographs should be fairly recent and should try to capture the 'flavour' of canoe touring in its many aspects.

The photographs will be paid for at the usual rates of Lutterworth Press and should be submitted direct to Miss Margaret Stewart, Book Editor, Lutterworth Press, 4 Bouverie Street, London E.C.4. before the 20th October 1965. Please enclose a stamped addressed envelope with your prints.

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## CANOE INSTRUCTION AT CALSHOT

Geoff. Blackford has moved from the C.C.P.R. centre at Plas-y-Brenin and is now Canoeing Instructor at the Calshot Activities Centre run by the Hampshire Education Committee. He is anxious to obtain bound copies of 'Canoeing' volumes 1 and 2 for their library, if anyone can help please contact the Editor.

# News Flashes

## CANOEING IN BRITAIN

Jack Levison, Editor of B.C.U. quarterly "Canoeing in Britain" has changed his address to 11 Martindale Grove, Eaglescliffe, Stockton-on-Tees, Co. Durham.

## 'LIFEMASTER' LIFEJACKETS FOR CHILDREN

'Lifemaster' Lifejackets are now available for children. Type 11 is for the toddler and upwards to about 7 years, and Type 12 caters for older children who are too small for adult lifejackets, both are priced 139/6d. The jackets are made to conform to British Standard 3595.

## NATIONAL SCOUT CANOE CRUISE

Once again, Percy Blandford, Assistant County Commissioner for Sea Scouts in Warwickshire, led the annual National Scout Canoe Cruise. This is the seventeenth cruise to be held, all under the leadership of Percy Blandford, and the venue was the River Thames from Lechlade to Pangbourne.

## LONDON CANOE CONFERENCE

The C.C.P.R. in conjunction with the B.C.U. are holding a Canoe Conference on Saturday, 27th November, at Garrat Green School, Burntwood Lane, Wandsworth, S.W.17. The theme will be 'Introducing youth to canoeing' and as before there will be a mixture of lectures, manufacturers' displays, and practical canoe construction exhibits, 'Canoeing' will be having a stand, and we look forward to meeting our readers in Southern England.

## ALLOY SLALOM AND WHITE WATER CANOES

In 1962 Wakefield and Sons, of West Byfleet, Surrey, a firm of racing car body builders produced two alloy touring canoes. These canoes have sold steadily in small quantities, and in co-operation with P.S. Rollins of the Canoe Exchange, Weybridge, the firm is now producing a slalom and white water canoe in alloy. The final price is not settled but it is expected to be comparable with glass fibre models.

## A DATE FOR YOUR DIARY

Chelmsford Boating Club will be holding their Junior Chelmer Race on Sunday October 17th. This will start at Barnes Mill Chelmsford and end at Hoe Mill Little Baddow a total distance of 7 miles. All paddlers under nineteen years of age are invited to compete. Full details from Eric Boesch, 44 Longstomps Avenue, Chelmsford, Essex.

## ACTION ON THE RIVER STOUR

The River Stour Action Committee of the IWA will be holding their second cruise of the season on Sunday October 3rd. It will start at Langham and end at Brantham. Object of the cruise will be to exercise the public right of navigation and draw attention to the need to repair the existing locks on this section of the river. Canoeists and owners of light boats which can be portaged are invited to join in the cruise.

Full particulars from the Hon. Secretary to the Committee, Mr. A.R. Webb, 12 Chaplin Road, East Bergholt, Colchester, Essex.

GRANDTUTTLY SLALOM

Name	1st Division		Position	Name	2nd Division		Position
	1st Run	2nd Run			1st Run	2nd Run	
John Roberts	436	505	9th	Kenneth Herrap	S cratched	-	-
Brian Palmer	457	518	12th	Mike Wigmore	439	563	439
Robert Gray	444	461	11th	Brian Johnson	471	365	365
David Morton	689	443	10th	Chris Skellern	368	450	368
Ken Langford	328	379	3rd	Richard Barratt	328	332	328
Mike Davies	857	Scratched	22nd	Dave Malby	467	434	434
Phillip Brownhill	603	594	21st	Mike Hillyard	723	525	525
Pete Reeves	574	621	19th	Jeff Murphy	684	585	585
David Olorenshaw	565	417	7th	Allen Sharples	757	534	534
Keith Tilden	620	497	15th	Pet Beddington	324	344	324
Raymond Calverley	445	376	5th	Collin Gray	389	375	375
Ian Pendleton	591	670	20th	Tim Riddhough	311	386	311
David Bennett	534	412	6th	G.M.Adams	499	524	499
Glyn Davies	436	424	8th	Chris Masters	413	535	413
John McLeod	399	346	4th	Bill Crockett	Capalized	715	715
Peter Rogers	Capalized	529	18th	Keith Wickham	368	478	368
Steve Leary	477	572	14th	Byron Sawyer	737	557	557
Nig Morley	461	497	13th	Bob Baldwin	636	484	484
Dave Mitchell	285	290	1st	Robert Cary	474	430	330
John Woodhouse	346	309	2nd	Dave Swift	415	433	415
Robin Witter	656	527	16th	Norman Jackson	446	Capalized	446
Chris Sutton	576	528	17th	Rodney Witter	455	346	346

Ladies

Lesley Calverley	745	716	3rd	Jane Rowe	Capalized	Capalized	-
Jean Battersby	613	445	1st	Heather Goodman	451	511	451
Margaret Bellford	1293	1034	4th				

BURNSAL W.W. RACE

Place	Names	Club	Canoe Design	Length	Girth	Time Finished	Actual Course	Speed m.p.h.				
									Hrs.	Min.	Sec.	Time on Course
1	J. Revell	Kyle	Wilson N.C.K.	16'-5"	31"	1	02	00	51	48	6.95	
2	J. Young	Kyle		14'-11"	38.5"	1	02	30	1	28	6.34	
3	J. MacIntyre	Ardrrossan	Wilson, S.C.A. Class B	15'-1"	33.5"	1	02	58	58	28	6.24	
4	A. Green	Irvine	Skua	15'-7"	31"	1	06	04	57	40	6.23	
5	B. Bealey	Irvine	Loch Lomond	14'-3"	39"	1	06	08	05	33	5.30	
6	R. Shank	Ardrrossan	P.B.K.15	14'-7"	36"	1	06	44	04	02	5.63	
1	Doubles											
1	L. Bryce & W. Bryce	Kyle	Wilson, S.C.A. Class A	17'-9"	38"	1	10	06	58	42	6.13	
2	J. Scott & Mrs. E. Young	Kyle	Kyle Double	18'-0"	42"	1	30	46	1	18	28	4.59

LAPPOCK ROCK L.D. RACE 22 August 1965.

Southampton Canoe Club L.D.Boats.

Results

Class 1 (a)

Gardner, P.	Riverside C.C.	2.03
Parker, M.	Lincoln C.C.	2.04.30
Miller, A.	Harlow C.C.	2.08.15

Class 2 (a)

Shenton, T.	Richmond C.C.	2.12.30
Maehia, W.	Gayley C.C.	2.25.40
Lewis, D.	Harlow C.C.	2.27.50

Class 2 (b)

Balfour, I.	Monads C.C.	2.27.15
Foley, M.	Exeter C.C.	2.29
Maughan, J.	Gayley C.C.	2.42.55

Class 3 (a)

Stonelay, A.	Cambridge Univ. C.C.	2.14.05
South, D.	C.T.C.	2.23.55
Pluthero, B.	"	2.25.50

Class 3 (b)

Pitman, D.	Southampton C.C.	2.23.15
Nicholson, R.	"	2.51.20
Smith, A.H.	"	2.32

Class 3 (c)

Oliver, L.	Southampton C.C.	2.32.30
Buckett, S.	"	2.51.45

Class 4 (b)

Franklin, M.	Harlow C.C.	2.29.40
Goodall, H.	Gayley C.C.	2.39.20

Class 4 (c)

Kelly, A.	Poole C.C.	2.33.50
Soames, J.	C.T.C.	2.52.40
Shale, J.	Gayley C.C.	3.02

Class 5 (a)

Glavin/Head	A.T.L.R.M.	2.00.
Unsted/Ludlow	Richmond C.C.	2.02
Tullett/Giddings	Twickenham C.C.	2.05

Class 5 (b)

Dowd/Wright	Maker with Rams Y.C.	2.09
Jones/Giles	"	2.35
Brett/Grant	Exeter C.C.	3.03.05

Class 6 (a)

Brooks/Hosey	Vikings C.C.	2.11.25
Burry/Savage	Maidenhead C.C.	2.16.35

Class 6 (b)

Onion/Ridyard	Gayley C.C.	2.19.43
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Class 7 (a)

Davies/Dalrymple	Southampton C.C.	2.11.35
Moore/Pearson	Eastbourne C.C.	2.11.40
Dodd/Woolley	Leamington C.C.	2.23

GHENT INTERNATIONAL REGATTA.

<u>K2 Aspirants 500m</u>	<u>K2 Juniors 500m</u>
Bryant/Moore 4th 1:59.79	Kidd/Bolam 4th 1:56.88
<u>K1 Juniors 500m</u>	<u>K2 Seniors 500m</u>
Kidd 4th 2:06.54	Iawler/Sowman 7th 1:48.32
<u>K1 Seniors 500m</u>	<u>K1 Ladies Juniors 500m</u>
Lawler p 3rd 2:00.16	K. Emerson 2nd 2:31.84
Edwards 8th 2:02.64	<u>K2 Junior 1000m</u>
<u>K1 Ladies Aspirants 500m</u>	Bolam/Kidd 3rd 4:05.68
L. Oliver 1st 2:25.85	<u>K1 Seniors 1000m</u>
K. Emerson 2nd 2:30.70	Sowman 4th 4:13.38
<u>K1 Ladies cadete 250m</u>	<u>K1 Cadete 250m</u>
B. Mean 1st 1:13.06	Moore 3rd 2:55.
4 x 500m BCU 3rd Lawler/Edwards/Mean/Sowman 8:27.60	<u>K1 Ladies Juniors 4000m</u>
<u>K1 Ladies Juniors 4000m</u>	<u>K2 Seniors 10,000m</u>
K. Emerson 2nd 18:41.83	Lawler/Sowman 2nd 45:29.61
Aspirantee :-	<u>K2 Juniors 10,000m</u>
L. Oliver 1st 18:36.43	Kidd/Bolam 3rd 49:49.54
B. Mean 2nd 19:52.01	<u>K1 Seniors 10,000m</u>
<u>K1 Juniors 10,000m</u>	Edwards 6th 52:12.98
Mean 2nd 51:10.78	Wade 9th.
<u>K1 Juniors 1000m</u>	<u>K2 Ladies 500m</u>
Mean 3rd 4:21.15	Emerson/Mean 2nd 2:20.45

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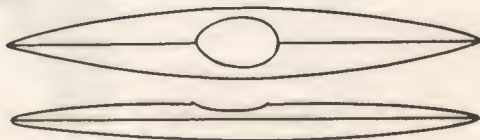
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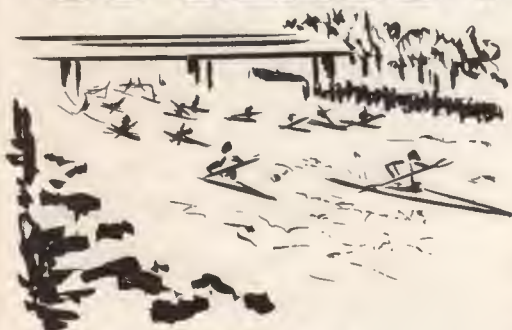


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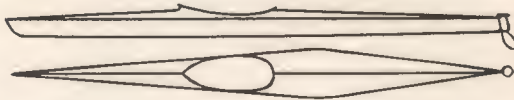


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