

# Canoeing

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VOL 5 NUMBER 12 NOVEMBER 1965



## SPECIAL FEATURES

Golden Jubilee

A.S. News & Technical  
Column

Olympic Games 1968 -  
National Training Team  
Training Squad.

The Liffey Descent -  
'Rescue Helpers.'  
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## Golden Jubilee

Golden Jubilees are normally celebrated after sixty years, but since it is extremely problematical that your Editor will be alive when 'Canoeing' is sixty years old, and certainly he will not be editing the magazine, we can perhaps be pardoned for celebrating the Golden Jubilee of 'Canoeing' after sixty months. With this issue of the magazine we bring to a close volume 5, that is five years of regular publication of canoeing news and views.

May I, therefore, on behalf of the Editorial Board thank all those readers who have supported us by subscribing to the magazine, and especially those who have contributed without reward except the entertainment and instruction of their fellow paddlers. We would also like to thank especially our friends in the canoeing trade who by their support of our advertising pages enable this magazine to be sold at 1s. 3d. per copy instead of probably twice this sum.

Since our sport was founded in 1865 there have been four previous attempts to run a national canoeing magazine whose life depended upon voluntary subscribers, all collapsed after various lengths of time through lack of support. It may be that in time 'Canoeing' will go the same way but we feel it much more likely that the ever increasing number of canoeists will warrant the production of a commercial magazine in which case we will lay down our pens satisfied in the knowledge that we have played a small part in bridging the gap.

# Down the Limpopo River

From the start we experienced the same difficulties Ramke had to contend with on his journey thirty years ago. After a few miles of gently winding stream, the river changed its tune into narrower rapids swiftly flowing one another in a never-ending dash for the lower reaches. Through these we swept one after the other as if mentally controlled until one submerged rock caught Jopie's canoe and literally folded it in two. While Gavin managed to hang on to Jopie; I hung on to the smashed canoe with its contents. Two days out on the second half and now - disaster! However, I had sent up from the Cape a spare racing canoe I had used in the waters nearer home and it was decided that I trek back to Messina, while the others would camp and dry what remained of our supplies. To trek meant a slog of 6 miles to the nearest farm, from where I was taken to Messina - and cynical smiles. However, after a night's rest, I was back on the river to catch up with the other two - and very nearly did not reach them.

Normally, crocodiles are not too inquisitive and choose to ignore any stranger not intent on attacking them. The brute on one of the reeded islands I was passing evidently had other ideas more dangerous to a lonely traveller - he slid into the water and made straight for me. Although I had some 50 feet start and was paddling all out in the main stream he rapidly narrowed the distance. With no other alternative, I had to stop paddling, quickly grasp my revolver and aim a couple of rapid shots at him. I evidently aimed well as he turned over with a mighty switch of his tail and disappeared under water either wounded or insulted. This gave me the chance to continue downstream. After 200 yards an injudicious look over the shoulder caused the canoe to change direction and turn over against one of the rocks in midstream. Chest deep in the running stream, I had to turn the canoe upright again, rid it of water while every now and then firing a shot or two in order to discourage any further attacks.

I caught up with the others that night and nobody was more pleased than I. The next day found us at Malala Drift, where the river continues its descent over a group of three falls of 20 feet each between sheer black rock walls and a veritable jungle of eroded rock forming the gateway to the falls - a wonderful sight of the mighty force of nature between the peaceful countryside covered with Mopani and Baobab trees. On rocks overhanging this spectacle we had our lunch before attempting the struggle with our boats down a jungle of narrower but not so steep side streams. From below, we could look upstream to see the rushing Limpopo dashing towards us between sheer black iron walls 80 feet high. We continued on the resulting rapids until we found peace in a huge pool called 'Segondi', and known for the huge crocodiles which used to frequent it. Luckily for us, there were none to be seen so we pitched camp near by and unwittingly disturbed a python of 12 feet using his fully coiled muscles to squeeze the life out of a petrified monkey. With a shot through the head from 12 inches away, Jopie killed the python and saved the little monkey for another occasion.

Willem and Gavin at  
Malala drift, the start of a  
series of falls



The next few days found us struggling over further falls of which Mohokwe and Que Que were the biggest. Crocodiles and hippo became even more plentiful than before and we had to be extremely careful when overturning - which happened quite often, and not from habit.

We had many narrow escapes. Almost on the edge of Mohokwe Gavin was wrecked and, by sheer force of water, pinned against a boulder with canoe and all. It took the combined efforts of all three of us to extricate man and canoe from the rushing river. Later, in one of the numerous rapids, Jopie broke a paddle and in the melee in trying to help him, Gavin had to land on the nearest available island and found himself face to face with a chewing, but not too belligerent hippo. With a whispered 'Good-bye', he left hurriedly.

Down the edge of the Que Que falls we had to struggle for many hours waist deep in a narrow stream to bypass the main falls - over boulders and underwater at times - but the canoes had to be handled from the stern and manoeuvred down a maze of pools until we found the haven of a sandy bay, where we stayed for the night. The intermittent growling of a foraging leopard disturbed us at times, and the next morning we found his spoor on the river bank not far from our camp.

(Our struggles were nearly over and with one magnificent sweep through a canyon 300 feet deep with no apparent outlet, the Limpopo surprised us by its sudden gesture of friendliness, spilling at right angles into open country. The tropical countryside spread out ahead and, as we continued, we found signs of native cultivation on the banks. Still proceeding carefully, for danger was for ever threatening, we passed a group of eleven hippo lazing in the shallow water and from a distance appearing like inanimate logs and boulders.

After eight days of strenuous but exhilarating adventure in which we progressed 100 miles and dropped some 700 feet in elevation through wild country, we arrived at Pafuri. Friendly customs officers presented no problem and for two days we relaxed in the glory of the northernmost section of the Kruger National Park, feasting on the juicy ripe golden pawpaws and mangoes of the area.

Tola Azime—a section of the gorge through which we travelled



On a river now interspersed with reeded islands, we once again, set out on 9 January with another 300 miles to go. Falls and rapids were left behind and our daily progress was speeded up along a river gracefully winding its weary way amid wild fig trees 70 feet high, intermingled with fever and sausage trees with their shaped fruit swinging like pendulums in the wind. When this fruit ripened it could catch any stray wanderer unawares with an unexpected bombardment and even lay one out, as happened to a Native at one of the settlements we passed. This impenetrable jungle was only broken at suitable intervals by nature's need where the animals made their way through to the river. A group of 15 hippo we passed evidently had an organized outpost on sentry duty as two on the fringe of the party detached themselves and escorted the paddling strangers in no friendly fashion to the next bend. This was also lion country, we discovered!

At Mapai we stopped at a small store for provisions and found hundreds of Natives collected for their apparent daily chatter on the problems of the neighbourhood.

Returning to our canoes from the shop, we witnessed a fascinating jungle struggle as the bloated carcass of an ox swept past. Three hungry crocodiles each in turn swam upstream, took a hunk of flesh in one bite and with a swift switch of the tail, rolled over tearing it loose. Then with jaws extended vertically and with one mighty gulp, they disposed of their dinner.



And so, through pleasant surroundings, we progressed rapidly to the never changing accompaniment of the thousands of birds nesting in the jungle avenue and the occasional trumpeting of an elephant behind the dense screen.

Towards evening 11 January, we ran into soft rain, which changed into a rip-roaring wind from the east dashing our tents up against the surrounding bushes, extinguishing our fire and leaving us with no hot meal for the evening. With a wild duck on the coals, this was a calamity. Often we treated ourselves to this luxury of wrapping a duck or goose in the mud on the coals, building a fire over it and leaving it for a few hours before sitting down to a voracious meal that would have done justice to Henry the Eighth.

Next morning we struggled against the unceasing wind until we found a store at Cumbomune and the friendly invitation of the owner and his wife to their table. With apologies for our uncivilized appearance, we sat down to enjoy their hospitality in the form of cheese and biscuits, chicken peri-peri and a bottle of champagne. Struggling with the difficulties of the language, we learnt that the grandfather present had actually accompanied General Smuts on one of his hunting expeditions in this area way back in the thirties.

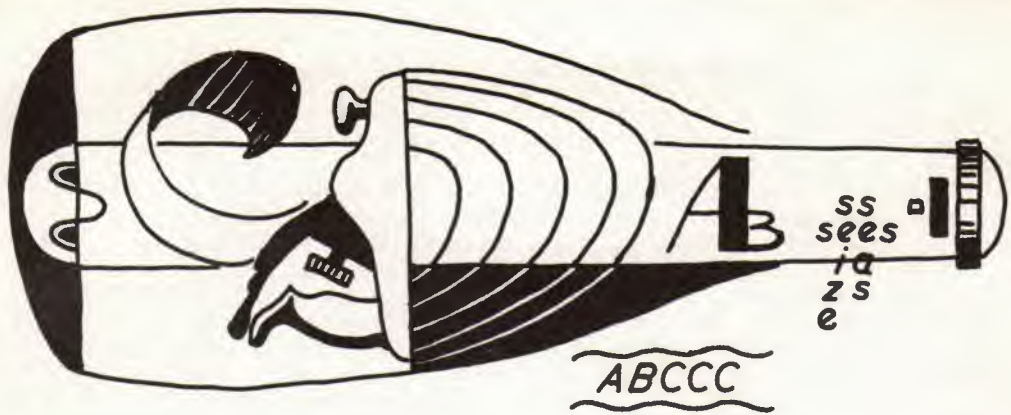
Monday, 14 January, we reached the confluence of the Rio des Elefantes, now forming a Limpopo bigger and wider than ever before - at times some 2 miles - in which we had to locate the main stream through the countless islands. The irrigation barrage at Guija was reached the next day, and just in time. For two days I had been suffering from a bite in the arm and leg, which caused intense pain and swelling. With the assistance of the local governor a doctor was located and, after diagnosing tick fever, an injection and hot compresses eased the pain, although I was still handicapped till the end of our trip.

Three days and 120 miles from the sea, we met a new danger - Zambezi sharks, which partly because of the tidal influence and because of the happy hunting grounds, feed thus far from their natural surroundings. Eventually, on the last day their attentions caused us great alarm as they actually attacked the canoes. They would pass under us, at times lifting the front or the stern completely out of the water, and kept us in view continuously. Fortunately, we did not capsize although we had a narrow squeak when Jopie's canoe received a bite in one ferocious attack, leaving a ring of teeth marks and a leaky covering.

Nature also combined to make our last two days as arduous as any. With a strong blustering head wind and rain pouring down in sheets, we passed various outposts of civilization until we finally reached Vila de Joao Belo, also known as Xai-Xai.

Our appearance was indicative of the hazards and wild life of the forty-two days we had experienced on the Limpopo - Forty-two days and 800 miles of continuous contact with nature, contact with distant and historical sections of our country and also perilous adventure. Countless episodes which will for ever form links in the memory of our trip.

Back in Cape Town, somebody asked: "Would you do it again?" Well - mention a river!



## A.B. Sees a Technical Column

BY ALAN BYDE  
HON. B.C.U. SENIOR COACH

### APOLOGY

This is because I shan't make one, ever again. The title deserves an apology, I know. Where to begin? What to start with? In what manner to present it? Perhaps to start by asking you to ask me about any canoeing technicalities which attract your interest, and for which you require an answer. I have solved some problems, and I'm sure that your enquiries will give me the incentive to pursue the solutions to many more.

### AN IDEA THAT DOESN'T WORK

Some years ago I had a brilliant idea, - it was to make a canvas canoe unsinkable. I mention it here, because a bloke I know mentioned it to me recently as being a good idea, I'm not so sure. In fact, I'm certain that it is not. Briefly, the idea is to make a canvas bag to fit into the cockpit, being sealed to the hull at the cockpit rim. This canvas bag contains the canoeist, and any water which comes into the cockpit goes only as far as the bag will allow. The canoeist may be wet, but the canoe, and the contents contained within the hull and which are sealed in by the bag will remain dry. The bag may be made removable, and be designed attach quickly to the cockpit rim.

The execution of this job by me was faulty. I made the bag and stitched it together with my wife's sewing machine, using machine thread. This rotted within three months. The canvas was unproofed cotton duck, about twelve ounce. It became wet, and remained wet for many weeks. The water was mostly chlorinated bath water, or sea water, and occasionally polluted river water. The attachment was not secure. To fix the feet end of the bag to a suitable frame was difficult, my guineau pig eas a Tyne Greenland Kayak. I managed to fix it by using tacks, which came out, found their way between stringers and canvas, and perforated the hull. After they came out, the foot end of the bag was a little loose and floppy. I neglected to do anything about this until one day it wrapped itself about my feet during a surf exit. It might have killed me.

The knowledgeable among you will be saying, Aha! What can one expect from such shoddy workmanship. He might have known! Well I know now, but I didn't then. It seemed a good idea. The worst part of the story follows. As the weeks went by, the smell of rotting things put me in mind of bulging horrors in reeds at the side of stagnant rivers. It was a bit high, and only throttled back by immersion in the School Bath. The caretaker complained about the filters about then. When at last the bag was thrown away into a rubbish bin on the beach, I could see the extensive patches of a black coloured rot, or fester, or fungus. The new redwood stringers were also streaked with black. The three coats of marine varnish on the frames were perforated. The smell of rot was pervasive. It took weeks of constant ventilation to put it right, but the wood remained stained. In 1964, I took this canoe to sea, after four years (or was it five?) of constant use. On the 8th November it sank, half a mile off Hertlepool, on a rumbustious day of bouncing swell, and gritty wind. The deck seam had strained and the threads had gone. Water bubbled in, and sinking was inevitable. That was OK as we were out to practice H'H rescues anyway. This became necessary, but as the hull was lifted, it sagged badly. Once again in it, I paddled it to shore, which took about eight minutes for the half mile, which is moving. It was awash again. The hull was strained, and on examining it I decided to strip it and repair it.

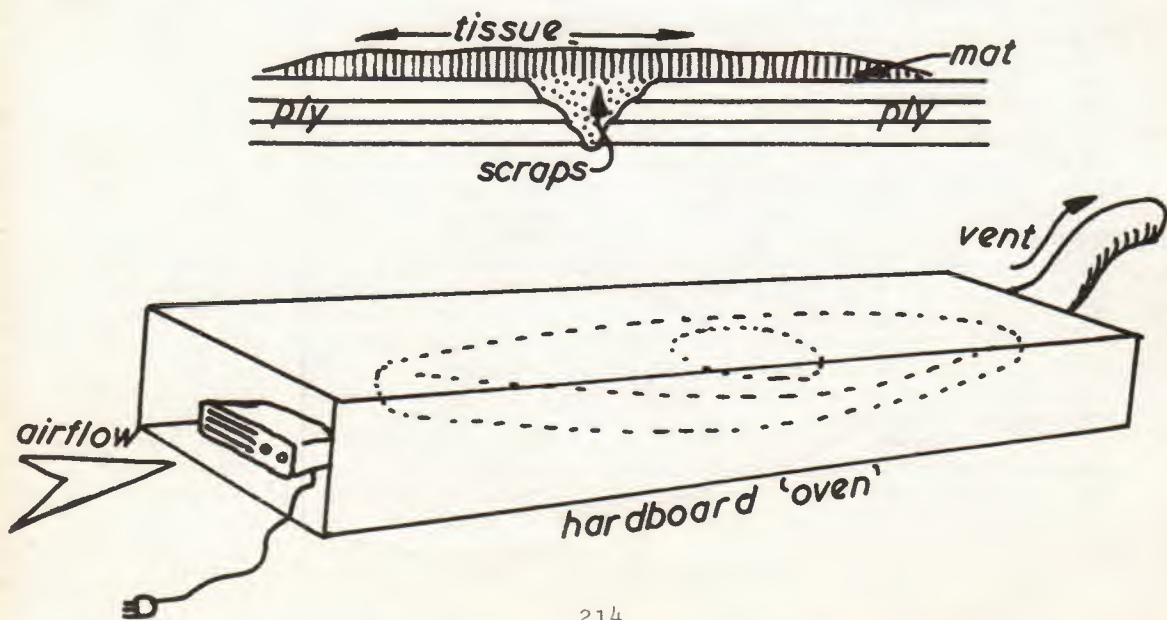


Removal of the skin revealed rotten wood. The places where the black marks had shown were spongy, and could easily be marked with a finger nail. The laminations of marine ply were seamed and cracked where the black had been, but were relatively sound otherwise. A piece of ply, origin unknown, had been used for the large bow post. To test this piece, an offcut had been boiled for quarter of an hour in a pan. It had stood that test, but in the wreck it was like the leaves of a waterlogged old book. This bundle of rotten wood had carried me about on the wild North Sea in November. I do not think that I could have swum to the beach because the effort of remounting the kayak was almost more than I could manage. The cold had sapped my strength.

Summing up, it is not a good idea to isolate a section of a canoe in such a way that it may become damp, and remain damp without ventilation. If you can make your isolated cockpit idea work, do so; please be certain that it is done correctly.

## AN IDEA THAT DOES WORK

Recently I repaired three Kayak Kayaks, which as you probably know are made with shaped strakes of ply stitched with wire and sealed and strengthened with glass tape and resin. First the paint was stripped off with a dreadnought rasp, and the ply scraped clean. The wood was roughened to provide a key for the resin. The punched-in edges of the ply beside the split were levered into place, and the edges of the crack V ee'd out. The whole was daubed with gel coat resin, a thixotropic, rather thick resin, and bits of glass strands were dabbled across the gaps, and into the vees to build up to the level of the ply surrounding the brèak. A piece of glass mat, two ounce, was separated along its thickness and wetted into the resin-covered ply in two pieces one on top of the other. This makes for quicker wetting out when working with thick resin and thick mat. The shape of the patch was rectangular, and made a tidy fit between the rubbing strakes. The whole was topped off with a slightly larger patch of surfacing tissue (glass) and all air bubbles stippled out. This made a smooth and tidy job, and apart from the cleaning which took time, about seven or eight patches were applied in fifteen minutes. I commend the idea to you. It is quick, and neat, and does not require the fitting of elaborate 'tingles' such as boatbuilders would use. Does it last? Well, if the ply hull is not quite dry it may peel off, or if paint is left on it will lift, and in time it will separate because of the different rates of bending of ply and fibreglass. It is quick and neat.



## AN IDEA THAT MAY WORK

When working with synthetic resin, it is possible to affect the setting rate of the resin by altering humidity, temperature, and the proportions of accelerator to resin in the mix. Lowering humidity improving ventilation, raising temperature, and creating a flow of clean air will cause the resin to set most satisfactorily. A Coach with the man sized job of keeping about thirty glass fibre canoes serviceable has used a three kilowatt fan heater, placed inside the canoe, with some success. This reduces repair time, and speeds return to the water. He is about to experiment with an oven. This is to be made from hardboard, shiny side inwards, framing 2" x 1" on the outside. Dimensions sixteen feet by three feet by two feet high. Alloy rollers are to be fitted close to the floor of this oven. It will stand on legs at a convenient height. The back will be closed except for a duct to the outside air. On a shelf, lined with asbestos, will stand the fan heater. The hot air coming from the heater will be passed through the oven. The canoe will be slid into the oven end on. The heater will be placed on the shelf, the flap closed, and hot air will raise the whole thing to a rapid setting temperature. The vent will carry away the saturated fumes from the setting resin. In this way a slow chemical mix will allow plenty of time for working, and then the oven will cause quick setting. It should be possible to build the oven for under £5. The heater will cost rather more than that. The heater costs about a shilling an hour to run.

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## Bound Volumes of Canoeing

We are having some copies of Volume Number 5, which closes with this issue, bound up. The format will be the same as previously, i.e. title on the spine, stiff illustrated boards covered with a transparent laminate, and in the style known to the trade as 'perfect' binding. Due to price increases since last year, the cost of these will be 24s. per volume (post free). Orders are being taken now.

As in the past, we are prepared to bind up readers' own copies of volume 5 at the same time as our stock copies are being bound. The charge for this will be eleven shillings per volume, and it is stressed that all individual copies must be in perfect condition otherwise success cannot be assured. Copies for binding, plus the eleven shillings, must be at the Editorial Office by 1st November 1965. It is anticipated that orders will be completed before Christmas.

At the time of writing, our stock of earlier bound volumes is down to 1 copy of Volume 3, and 6 copies of Volume 4, and these are available price £1 per volume (post free). We particularly recommend them to Clubs and Libraries. We regret that bound copies of Volumes 1 and 2 are no longer available and we should be pleased to hear from any readers with bound volumes to dispose of.

STOP PRESS Vol 3 sold out, Vol 2 only 3 copies left.

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*Mike Clark reports*

## on competitive canoeing

THE INTERNATIONAL LIFFEY DESCENT - Double win for  
Belfast Club.

Top honours in the Liffey Descent go to Northern Ireland, with N.Alexander of the Belfast Canoe Club winning the K1 event for the second year, and clubmates G.Nevin and G.Glasgow taking the K2 race with five minutes in hand.

The 6th International Liffey Descent Canoe Race was held on the 25th September, organised by the Irish Canoe Union, and sponsored by The Coca-Cola Bottling Company (Dublin) Limited. The race of 16½ miles was on the River Liffey, starting at Celbridge and finishing at O'Connell Bridge in the centre of Dublin. This course is certainly an exceptional one, with varied water and almost every conceivable hazard to face the canoeist - fierce rapids, treacherous weirs and sluices, fish shoots, difficult portages, a tidal section, plus numerous bridges and other obstacles. No doubt with little rain this could be just another "bump and scrap race", but throughout the week prior to the race there had been considerable rain in Ireland, putting the Liffey in a state of flood some two feet above normal.

Having arrived in Dublin the day before the race, I took the chance to look over some of the most spectacular parts of the course. The itinerary given to paddlers stated "START. Upstream of Celbridge town bridge, occasional rapids." Half a mile from the start I found one of these "occasional rapids", - some rapid, a hundred yards of boiling water with two and three foot standing waves! Okay for slalomists, but I felt a little worried at the thought of sleek K2s going through this lot, however worse was to come! Three miles downstream competitors have to portage the Leixlip Dam. This I think is one of the most difficult portages I've seen in any L-D, for not only was it long, steep, and over very muddy ground, but access to the water seemed almost impossible due to recent excavations. Once on the water, paddlers had to contend with small rapids extending under the Leixlip Bridge only a few hundred yards away. Three miles further on Lucan Weir looked sensational, but here a portage was simple. There are no locks on this river, the only traffic being fish or canoeists, and the next three weirs just had to be shot. Two of these weirs were really startling, just straight walls forming a "V" with a drop of almost 20ft., - at the bottom standing waves of three to four feet! At the first, Wren's Nest Weir, I decided to take a few spectacular photos the next day.



THE LIFFEY DESCENT.  
photos by aqua-photo.



Throughout Friday night there was a freak rain-storm, flooding many of Dublin's streets and putting another six inches on the Liffey. Race day dawned dry with the sun just showing through cloud but by now so much water was coming down the river that the organisers wisely scratched the ladies event and asked many young paddlers to retire from competition. Of the 60 entries, 44 crews were on the start and the race got away on time, a mass start of singles followed by all doubles. The British Team consisted of C.Evans, International K1, and K.Jupp and S.Warren, International K2, supported by two other pairs, C.Jack/L.Paganelli, and M.Bosher/D.Green. There was also a number of individual entries from British Clubs.

With the competitors all on top of one-another, there were a number of capsizes at the first rapids, but no damage to craft and all continued. One canoeist lost his paddle at the top of this rapid, was able to grasp the stern of another canoe to take him through without a capsize, and retrieved his paddle in slack water!

Driving straight down to Wren's Nest Weir, I was just in time to see the first paddlers coming over the top. Almost 50% of the competitors capsized at this spot and many craft were smashed - within half an hour there was broken paddles, buoyancy, and odd pieces of canoe floating around in the eddies below the weir! C.Evans broke his blade coming over the weir, but was able to continue with a borrowed one. Jupp and Warren capsized, or rather their kayak just sank beneath them in the stopper. Somehow the hull was left unmarked, but the front deck was completely smashed, and the rear split from end to end, with only two inches of free-board this Para crew did well in finishing to take 4th Place in the K2. The second para crew of Jack/Paganelli was not so lucky, for at Wren's Nest their kayak broke its back over the wall. Basher and Green took this weir in fine style but came out at the next down. However there was no damage and finished the course to gain 3rd in the K2.

At the finish many of the kayaks were showing signs of a rough trip, and almost without exception every competitor had capsized at least once! However rough this year's Liffey Descent may have been I'm sure that all the British paddlers will be on the start line next year. The Liffey Descent is by far the finest L-D I've been to, in respect of course and organisation, but after such a race many of our L-Ds are going to seem pretty tame from now on! Without a doubt things do "go better with Coke"!

Dear Sir,

#### Stop Press

Slalom training weekends at Hambleden Weir, through-out the winter, every second weekend in the month, commencing 13/14 November. Practice gates will be erected on Sunday. Camping and Boat House facilities on the clubs Island. (gates erected on Saturday on request).

Usk White Water Race on 6/7th November, entries to J. Short Highland Light, Howard Crescent, Seer Green, Bucks.



# Olympic Games 1968-National Racing Team Training Squad

BY RON EMES (OLYMPIC TEAM MANAGER)

Arrangements are now being made for the formation of a Training Squad, the members of which will eventually provide the basis of the National Racing Team to compete in the Olympic Games at Mexico City in 1968.

Entry into the Training Squad will be on the basis of performance only, and the objects of the Squad will be as follows:-

- (1) To create a National Racing Team capable of achieving results at International Regattas and events.
- (2) To form National Crews irrespective of local affiliations.
- (3) To provide facilities on a National basis for potential International Paddlers, for training and coaching.
- (4) To foster a National Team spirit, attitude of mind, and esprit de corps.
- (5) To provide additional incentives for paddlers entering the sport, to improve their standards of performance.
- (6) To increase the status and morale of paddlers who have improved their performances sufficiently to warrant a place in the Training Squad.

Membership of the Squad will demand the highest level of fitness and ability from all its members, and this will be measured at monthly intervals, during the winter through the medium of training courses the severity of which will in themselves necessitate continual hard work in the gymnasium and on the water, and during the summer by regular time trials.

Personal sacrifices will be unavoidable for all concerned, if the ultimate objectives of the Training Squad are to be achieved - Results at the Olympic Games 1968.

Only those paddlers prepared to accept the imposition of a three year training programme that will require dedication to the extreme, with even at the end of this period the possibility that there will be no other reward than the knowledge that they will have taken part, are advised to seek entry into the Training Squad.

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## ROLLING IN LEEDS

Leeds Canoe Club's Winter Training Sessions at Kirkstall Road Bathes recommence on Friday November 5th, and continue every Friday at this time. Details from; Chris McAllister, 11a Springfield Mount, Leeds 2.

# Letters

Dear Sir,

## Whitewater Magazine

A year ago, White Water ceased publication. It was hoped at the time that another canoeing magazine could cater adequately for our W.W. enthusiasts. Unfortunately, and this is a personal opinion, that publication deals with canoeing in general and cannot devote much space to specialist topics. I feel that there is a need for a separate magazine, but we must not confuse need with demand. The purpose of this letter is to find out whether there is a demand.

Maurice Rothwell and myself are prepared to produce a quarterly magazine at 10/- per annum. This production will be stencilled, not printed, in the W.W. style of several years ago which was adequate though not wonderful. The contents will vary in accordance with our literary and financial resources, but we hope to have them consist largely of results; test reports on canoes and equipment; and discussions of problems arising from slalom rules, course design and construction, methods of training, access to rivers, etc. The other words we shall not set out to be entertaining but shall dwell on the specialist matters which other magazines must pass over. We would like to prompt constructive thought and consequent action.

We ask for your support and your views of the matter. On getting a favourable response to this letter we would like to ask the members of the B.C.U. Slalom Executive Committee to act also, i.e. independently of their B.C.U. duties, as a Board of Trustees having ultimate authority regarding finances and editorial staff of the new magazine. On receiving approval at their November Meeting we shall run off the first issue for December.

We would be glad if you could give us a written answer telling us if you would support the magazine and if we could press you to provide material for it.

We look forward to hearing from you.

Please write to:     White Water  
                          Harewood Lodge  
                          21 Windsor Road  
                          Clayton Bridge  
                          Manchester 10.

Yours faithfully,  
Ian. D. Pendleton.

(The above letter is a reprint of one which has gone out to most slalomists, but we are sure that there are many of our readers who though not active slalomists will wish to support the new venture. We of 'Canoeing' welcome this rebirth for we have always held the view that the progress of our sport is dependent upon the interchange of ideas through every possible media. ED.)

---

Dear Sir,

Courtesy By Rail

Reading John Griffin's article "Fortune By Rail" recalls to me an experience of mine which he and other readers may be interested to hear about.

After having failed to find other means of transporting 4 rigid canoes to a town some 60 miles away my friends and I approached the railway station with heavy hearts as we all had had earlier and bitter experiences of transporting canoes by British Railways.

But surprise, a friendly booking clerk told us that a train would be leaving for our destination in about an hour, though we would have to have a word with the stationmaster to see if the guards van could accommodate our canoes. The four of us and an equally friendly stationmaster set off to examine the van, but our hearts sank as we knew at a glance that it couldn't possibly hold our 16" canoes.

"Well!" says he "so this one won't do we'll have to try and get you a bigger one", and duly gave instructions to the engine driver to unhook the engine, go into the yard and bring back a bigger van. This he did and we, utterly amazed, stowed our boats, our gear and ourselves, - just like that.

Now, should any of you Smug B.R. types happend to be reading this and feel like giving yourself a pat on the back, - don't! for, as any canoeist who has had previous experience with British Railways will have guessed already that this did not happen on B.R. This refreshing experience happened in Ireland at Londonderry and to demonstrate that this was not an isolated case (and to rub it in a bit more) I will continue.

We were bound for Donegal and had to change trains on the way, once more too small a van and again a suitable one was immediately provided with a smile and we duly arrived at Donegal on time.

After canoeing along the coast from there to Galway I decided to go home the following morning while the others decided to spend a few days in this pleasant town. I approached the station with a light step to enquire how I could best get to Dublin with a canoe.

After making various enquiries and consulting time tables the stationmaster told me that the only suitable train would arrive soon and would take us to Limerick where I would have to change for Dublin, but I would only have 5 minutes to do this and although the train usually ran to time this would not be guaranteed, - I would have to take a chance, which I did and arrived at Limerick on time.

The train had been busy, but the platform was busier and I noticed immediately that I would have to cross a bridge, - but "whats that"? "Am I the chap with the canoe?". "Well" says a smiling Irish porter "I have been sent to help you with your canoe to make sure you get your train for Dublin".

Now if that isn't hospitality what is?, and all done with a smile and the best will in the world.

What a contrast to British Railways.

Yours faithfully,  
Joe Reid.  
Scottish Hostellers Canoe Club.

CANOE DISPATCH BY GOODS TRAIN

Following our report in the August issue of 'Canoeing' regarding the increased charges for canoes sent by rail in the Southern Region, Alan Byde wrote to his M.P. The following is a copy of the letter sent by the General Manager of the North Eastern Region to Charles Grey, Esq. M.P.

We are certain that Alan Byde was not the only one to tackle the authorities over this matter, but we print the letter to show that an honest statement of fact can move things in our favour. We must show that canoeists are reasonable people, prepared to speak up for the future of our sport and to show that we are a section of the electorate who are worthy of consideration. Compared with other sports our numbers may be small, but if our force is used intelligently and we choose our targets with care then we can be reasonably certain of success. But one thing is essential to success, we must stand united behind the B.C.U. who are our representative body.

Charles Grey, Esq., M.P.,  
House of Commons,  
LONDON, S.W.1.

CGR.5049/11

15th September, 1965.

Dear Mr. Grey,

Your letter of 16th August to the Minister of Transport enclosing a letter from Mr. A.W. Byde has been passed to me for reply.

While we must ensure that long, awkward or bulky articles which occupy a disproportionate space in a wagon or which are long in relation to weight, should bear charges which reflect the true cost of carrying them, nevertheless British Railways have recently reviewed their charges for articles of this kind. It has now been decided that in future only those articles which exceed eighteen feet in length shall be charged at a minimum weight of 1 ton for each wagon used. For long articles up to fourteen feet in length charges will be at actual weight at the normal scale according to bulkiness, and for articles over fourteen feet and up to eighteen feet in length, charges will be at the same scale plus 100 per cent.

With regard to the canoe which was sent from Twickenham to Ashburton in Devon, charges are being adjusted accordingly and I understand from the General Manager, Southern Region, that reduction is being made from £15. 6s. 1d. to £3. 15s. 0d.

I return the letter which you received from Mr. Byde, along with your correspondence exchanged with the Minister of Transport, together with a second copy of my letter in case you may find it convenient to send this on to your constituent.

Yours faithfully,

Dear Sir,

Too Many Canoeists

With specific reference to two recent letters, may I firstly query Mr. Keen. As Organiser of the River Usk River Race, I know the B.C.U. are on extremely good terms with the fishery and riparian owners on the Usk from Talybont to Crickhowell. In one instance canoeists are allowed camping and parking facilities (the latter in a fisherman's own drive) for the River Race. Further I quote from a recent letter by Mr. Brabne to me "it is with much pleasure I give you permission to canoe over our water.....or at any time you like outside our fishing season from March 15th to September 30th". Ask and it shall be given. Seeing that the Usk, like the Upper Wee, Exe and other sporting rivers which are heavily fished is dry most of the summer, may I ask Mr. Keen, Mr. Hewitt and Uncle Tom Cobleigh what's the trouble, and wherefore are these bellicose threatenings and raising of metaphorical Jolly - Rogers?. Next time someone did this - in the best leader article ever to appear in any Canoeing Publication (from the point-of-journalistic bombast) - there was nearly a Court Action. It was not unreasonable for fishermen to deny access to waterways of angry canoeists and ones who cause wanton damage. On the Usk damage by canoeists to a certain owner's shrubbery was estimated at £50. Furthermore we have no indisputable legal backing to our case such as Mr. Hewitt would suggest in his "Remember, they cannot stop us using the river....." Has Mr. Hewitt consulted his Solicitor? If so, the B.C.U. Water Access Committee would like to know the findings.

Whilst not condoning the wait-and-see, laissez-faire policy, may I suggest that reason, good conduct and discipline, and general thoughtfulness gets you a long way. Already the B.C.U. Water Access Committee, the C.C.P.R. and other bodies are looking into the whole question of water usage and access. We need as much help as we can get, both from the Searching Librarians after the "20 years of continuous use" formula for rivers, as well as such statistical detail as Mr. Keen kindly furnishes us with. Perhaps he would be good enough to send the B.C.U. Water Access Committee a complete photostat of the Usk River Board Fisheries Finance Sheet.

Yours faithfully,

P.C.A. Rogers - B.C.U.  
Hon. Publicity Officer.

ROLLING SESSIONS IN LONDON

The Seymour Hall Baths, Marylebone, has again been booked by the Chalfont Park Canoe Club for rolling practise every Friday from 9.30 - 10.30 p.m. October 15th to April 22nd. The charge is 2/6 per session. All are welcome Voluntary instruction will be given on request whenever possible.

# News Flashes

## CAMBRIDGE UNIVERSITY C.C. L.D. RACE

The Cambridge University C.C. will be holding a non-ranking L.D. race on Sunday, 31st October, in preparation for the ranking races to be held in the Springs of succeeding years. The course runs through Cambridge, pass 'the backs' and through the meadows to Grantchester: B11½, P4. Entries should be sent to J.R.B. Lees, Peterhouse, Cambridge.

## CANADIAN HOLIDAY SPEAKER SERVICE

The Canadian Government Travel Bureau have published a leaflet which describes how arrangements can be made by clubs, associations and other groups to engage, free of charge, a speaker to talk about holidays in Canada. Included in the leaflet is a list of where Canadian Holiday Speakers are located. We wonder which will be the first club to announce that the next year's club cruise will be Canadian canoeing. The address of the Canadian Government Travel Bureau, is 19 Cockspur Street, London, S.W.1.

## INTERNATIONAL HELP FOR CHILDREN

Dennis Christian who is Company Secretary of Norvall's (small craft) Ltd., recently escorted seventeen children from Father Borrelli's world-famous Casa Scugnizzi back home to Naples. The children had been on holiday over here as the guests of English families and which had been organised by the Local Committee of the International Help for Children of which Mr. Christian is Chairman.

## CANOEING AT BERWICK-ON-TWEED

We hear that Berwick-on-Tweed Sailing and Canoeing Club are experiencing a resurgence of interest in canoeing. The reasons seem to be the enthusiasm of John Ridley and the recent status L.D. Race which brought along some top paddlers from outside. This seems a pretty good way of wetting the appetite of youngsters who have the idea that canoeing means lazing about in boats.

## VAN RIET ON THE KUNENE RIVER

Readers who have enjoyed William Van Riet's thrilling articles in 'Canoeing' about his African trips, will be interested to learn that the October issue of the 'Geographical Magazine' carries an account of a voyage he made with Gordon Rowe down the Kunene River.

## ROYAL C.C. EVENTS

Sport Travel Trophy, a relay event for double kayaks from Royal Canoe Club to Dittons and back. Change over point at the Royal. Start at 1 p.m. on the 6th November. Patton Rob Roy Four Cup, a K4 race from Hampton Court to the Royal Club house, start 10.30 a.m. on the 7th November.

Div	Name	Club	Time
1	Court Watton	Manchester	20.3
2	Stephen Warriner	Lakeland	20.3
Div 4			
1	Raymond Pettit	Liverdale	21.7
2	Peter Brown	Birmingham	21.3
Ladies			
1	Audrey Keerio	Sunderland	24.3
2	Aileen Evans	Lakeland	23.1
Offices			
1	Leola Hrove	West Run	14.3
2	Robert Curry	Wensleydale	13.3

CLASS	Previous Record	Time	Club	Points
CLASS 1	P.E. Gardner	2-8-15	Riverside N.Y.	2-9-11 5 points
Class 2	D. Dave	2-41-24	Gailly C.C.	120% T.T. 2-34-7 2-8-26 5
Class 3	W. Smith	2-14-25	Forrester C.C.	120% T.T. 2-29-12 2-1-20 5
Class 5	G. Palmer/W. Edwards	1-42-50	Forrester C.C.	120% T.T. 2-3-15 1-42-50 5
Class 6	W. Smith/Brooks	2-23-30	Viking N.C.	120% T.T. 2-23-30 1-59-35 5
Class 7	W. Smith/D. Davis	2-2-17	Southampton C.C.	120% T.T. 2-2-17 2-2-41 5
Class 24	L. Hallford	1-21-1	Monks C.C.	120% T.T. 1-27-48 1-13-10 5
Class 35	J.D. Moore	1-23-02	279 L'ham Scouts	120% T.T. 1-23-26 1-11-12 5
Class 40	G. Franklin	1-31-05	Warley C.C.	100% T.T. 1-31-05 1-31-10 5
Class 51	T.M. Cabourne	1-31-80	J.L.N. N.Y.	120% T.T. 1-31-36 1-31-80 5
Class 61	W. Smith/W. Hillier	1-20-41	Forrester C.C.	120% T.T. 1-20-41 1-7-25 5
Class 71	G. W. B. West/A. Rudolph	1-16-00	Southampton C.C.	120% T.T. 1-16-23 1-13-30 5
Class 80	M. J. Chambers	Retired	Nouns C.C.	Retired
Class 90	W. Oliver	1-27-20	Southampton C.C.	120% T.T. 1-27-20 5
Class 10	W. Hillier	1-27-24	Poolo Harbour C.C.	120% T.T. 1-27-24 1-20-30 5
Novice Singles	W. Hillier	1-25-00	Warrington C.C.	120% T.T. 1-25-00 No Points
Novice Double	W. North/W. Downing	1-23-00	Horton C.C.	1-23-00 No points.

**LIANGOLLEN SLALOM. River Des. 26th September 1965**

FIRST DIVISION (for the Martin Rohlester Trophy)	1st run		2nd run		Btr. %
	Time	Pen. Total	Time	Pen. Total	
1. David Mitchell	155	8 155	176	20 246	195 63.9
2. Ken Langford	150	10 200	185	20 205	200 65.5
3. John Woodhouse	201	80 281	192	10 202	202 66.2
4. Stephen Leary	224	10 234	220	0 220	220 72.1

**SECOND DIVISION**

	1st run		2nd run		Btr. %
	Time	Pen. Total	Time	Pen. Total	
1. Norman Jackson	203	30 233	197	40 237	233 68.1
2. Keith Wickham	255	130 385	250	30 280	250 74.2
3. Richard Barrett	295	5 295	268	70 298	255 75.7

**LADIES**

	1st run	2nd run	Btr. %
1. Jean Battersby	231	60 231	222 40 262 262 77.7
2. Heather Goodman	327	150 477	261 10 271 271 80.4
3. Margaret Bellard	Chalfont	307	150 457 457 147.5

**TEAM EVENT**

1. CHESTER (David Mitchell, John Woodhouse, Stephen Leary)	244	30	274
2. MANCHESTER (Ken Langford, Nigel Morley, Raymond Calverley)	281	40	321

**DIVISION 2 SHEPPINGTON SLALOM - SEPTEMBER 19th 1965**

Name	Club	FIRST RUN		SECOND RUN		Better Run	Per-centage		
		Pen	Time	Pen	Time				
1. Chris Skellern	Forrester	30	112	102	10	111	124	124	36.7
2. Colin Gray	Leicester	10	115	125	10	119	129	125	37.4
3. Chris Masters	Reading	30	106	136	20	105	125	125	37.4

**DIVISION 3**

1. Graham Goldsmith	Brighton	0	70	70	0	66	66	66	49.6
2. Fred Doolley	Forrester	10	74	84	30	73	103	84	63.2
3. Peter Hazelton	Chalfont	10	74	84	40	71	111	84	63.2
4. Alan Taylor	Wickham	0	86	86	30	71	101	86	64.7
5. Jeff Slater	West Yorkshire	10	77	87	20	75	95	87	65.4

**LADIES' DIVISION**

1. Jean Battersby	Manchester	40	85	125	40	110	150	125	94.0
2. Pauline Squires	Coventry	50	100	150	120	101	221	130	97.7
3. Margaret Bellard	Chalfont	50	111	211	140	111	351	241	106.0
4. Sue Buckett	Southampton	110	111	224	60	137	377	177	133.1
5. Alison Taylor	Chalfont	130	8	232	140	123	263	212	159.4

**OFFICIAL RESULTS OF THE 3rd, 4th, Novice and Ladies Divisions Slalom held at Swan Lake, Wensleydale on Sunday 5th Sept, 1965.**

**Novice Division**

Pos	Name	No.	Club	1st run		2nd run		Best %		
				Pen	Time	Pen	Time			
1	Robert Still	8	Royal L.C.	0	123	10	111	174	62.0	
2	Orlando Middleth	3	Brighton	0	111	131	10	106	127	63.0
3	Court Watton	26	Manchester	0	100	136	10	128	136	69.0

**Ladies Division**

1	Jan Battersby	98	Brighton	0	8	1	05	15	05	47.0	
2	Jan Battersby	63	Forrester	0	58	12	70	55	118	60	47.5
3	Jan Battersby	66	Forrester	0	40	10	70	41	103	1.0	46.0

**Novice Division**

1	John Baker	102	Wensleydale	10	60	70	0	60	70	48.6
2	Francis Rowntree	114	Birmingham	7	67	107	10	62	90	50.3
3	David Green	123	Wensleydale	130	61	161	70	62	92	50.1

**LEA & STORT RACE CLUB SUNDAY 19th SEPTEMBER 1965 RESULT SHEET**

Class 1a.	1st.	158	P. Baker	Richmond	1:12.52
	2nd.	159	R. G. Gardner	Riverside	1:13.38
	3rd.	159	M. J. Hillier	Forrester	1:13.38
	4th.	161	M. J. Hillier	Viking	1:18.53
Class 2a.	1st.	251	K. G. Castle	Forrester	1:57.48
	2nd.	250	D. Dave	Gailly	2:01.02
	3rd.	253	D. Davis	Forrester	2:07.30
	4th.	252	D. G. G. G.	Forrester	
Class 3a.	1st.	350	M. J. Hillier	Wickham	1:44.45
	2nd.	347	M. J. Hillier	Lincoln	1:44.53
	3rd.	351	M. J. Hillier	Wickham	1:55.11
	4th.	353	T. G. G.	Viking	1:57.09
	5th.	352	T. G. G.	Wickham	1:58.19
Class 4a.	1st.	452	V. G. G.	Lincoln	1:57.56
	2nd.	453	M. J. Hillier	Lincoln	1:58.12
	3rd.	452	M. J. Hillier	Wickham	2:00.22
	4th.	454	T. G. G.	Lincoln	2:05.30
	5th.	451	M. J. Hillier	Wickham	2:15.15
Class 5a.	1st.	551	M. J. Hillier/Oliver	Wickham	1:37.02
	2nd.	552	M. J. Hillier	Wickham	1:42.04
	3rd.	553	M. J. Hillier	Wickham	1:47.36
	4th.	552	M. J. Hillier/Siddings	Wickham	1:47.36
	5th.	554	M. J. Hillier	Southbourne	1:47.44
Class 6a.	1st.	651	Bennett/Brooks	Viking	1:12.35
	2nd.	656	Tapp/Amann	65 Para.	1:13.05
	3rd.	651	De Kins/Smith	Lincoln	1:17.51
	4th.	655	Stevens/Watkins	Richmond/Royal	1:50.58
	5th.	652	Faulgoe/Dunay	Wickham	1:54.10
Class 7a.	1st.	752	Poore/Pearson	Southbourne	1:18.25
	2nd.	751	Tanscomb/Hitt	J.L.N. N.Y.	1:56.05
	3rd.	755	Wood/Scott	Chalfont	1:59.54
	4th.	750	Laker/und Wood	Wensleydale	2:01.43
	5th.	751	Knightly/Linter	Wensleydale	2:11.50

**LEA & STORT RACE CLUB RESULT SHEET**

Class 1B	1st	M. J. Hillier	Richmond C.C.	1 r. 36. 53.
Class 2B	1st	M. J. Hillier	Wensleydale	1 r. 29. 25.
	2nd	B. Higham	"	1 r. 37. 30
	3rd	G. Hunt	Forrester	1 r. 41. 17.
Class 3B	1st	S. Ash	Wickham C.C.	1 r. 23. 22.
	2nd	R. Freeman	Lincoln C.C.	1 r. 25. 59.
	3rd	R. J. Kyrle	Wensleydale	1 r. 26. 11.
Class 3C	1st	M. J. Hillier	Richmond C.C.	1 r. 27. 41.
	2nd	M. J. Hillier	Wensleydale	1 r. 35. 17.
	3rd	B. Higham	Wensleydale	1 r. 35. 36.

RESULTS.

International K2.

1. G.Nevin/G.Glasgow	Ireland	1hr. 55min.
2. F.Crowley/E.Lawrence	Wild Water C.	2hr. 00min.
3. M.Bosher/D.Green	Royal C.C.	2hr. 01min.
4. B.Jupp/S.Warren	Great Britain	2hr. 07min.

International K1.

1. N.Alexander	Ireland	2hr. 05min. 10s.
2. C.Evans	Great Britain	2hr. 05min. 20s.
3. A.Miller	Harlow C.C.	2hr. 06min. 00s.
4. P.Maloney	Kilcullen C.C.	2hr. 20min. 05s.

Class 4.

1. V.Hall	Wild Water C.	2hr. 15min.
2. K.Pereira	Lincoln C.C.	2hr. 18min.

Wild Water Kayaks.

Slalom Kayaks.

1. J.Gorman Carrick C.C.	1. D.Cromer Salmon Leap C.C.
2. A.Kelly Carrick C.C.	2. R.Taylor Wild Water C.C.

JOHN CHASE TROPHY - 1965.

SINGLES.

1.	G.Mackereth.	Warrington.	1 -15-30
2.	G.Tyson	Lakeland C.C.	1 -20-30
3.	R.Armstrong	"	1 -20-45
4.	S.L.Thwaites	"	1 -23-10

Doubles.

1.	P.Mills. B.Mills.	Lancaster S.Scouts	1 -24- 0
2.	R.Gibson.	Castle Howard School.	1 -30- 0
3.	D.Walker. A.Lofthouse	Lancaster S.Scouts	1 -31-50

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Mills.Mills.

Walker.Lofthouse.

Lancaster S.Scouts.

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