

# Canoeing

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WINTERING (1965)

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## Editorially Speaking

We recently received a copy of the programme of the 11th National Kayak Racing Championships of the New Zealand Canoeing Association and we were impressed. We were not impressed by the standard of production which was suitably modest with duplicated pages inside a printed cover, but by the contents. Of its thirty-six pages, approximately half were taken up with details of the heats and finals, and half were articles on various aspects of canoeing. This seemed to us to be a very good idea.

The articles had been cleverly chosen so that they provided something for everyone - the spectator, the novice paddler, and the expert - and in this way the programme had a lasting value which went beyond the mere listing of competitors in these Championships. The articles used were mainly reprints of those which have appeared in the pages of 'Canoeing', and we are quite pleased to have them used in this way. Just for the record we do like to be asked first, although we cannot visualise any circumstances when we would give a refusal.

The point we would like to make is that, the N.Z.C.A. have found a way of using the championship programme to improve the knowledge of both competing and spectating paddlers, and this is an idea many other competition organisers might like to adopt.

# A.B. Sees a Technical Column

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

I'm required to write this piece a little ahead of time, so if you wrote to me, the answer won't be in this one! A little complicated, but I think that I understand what I mean.

## “What would I say to the Coroner”

In my coaching activities, I usually find myself asking others as well as myself for an answer to that one. So far the question has been a rhetorical one, and there cannot be a practical answer. Nevertheless, if I am so bold as to take charge of anyone, an infant under the age of twenty one, or any other person, and assure them that I intend to try to teach them to canoe, then I am wide open to all kinds of criticism if, and only if, anything goes wrong.

You most certainly will not hear of a national daily newspaper telling the world that you organised a perfectly splendid day by the river, or what have you, for your course. Have one collapse from a surfeit of summat or other, and the headlines are all yours. Therefore, be cautious.

Putting aside sentiment, and that means feeling sorrow for the person in one's charge, (Lord knows, he may need it) I guess that if the crunch comes I will stand in front of the Coroner and answer as follows.

- (C) "Mr. Byde, you say that you are competent to take charge of children and to teach them to canoe. Is this so?
- (B) Yes, I have a certificate to prove it.  
(NB This puts the responsibility for my suitability on some other person's shoulders).
- (C) What safety precautions did you apply?
- (B) First, I have an Award of Merit, RLSS.
- (C) Mr. Byde, is it recent?
- (B) No sir.
- (C) Did you know if the deceased could swim?
- (B) He said he could.
- (C) Mr. Byde, answer the question. Did you know?
- (B) Yes sir, I made him swim across the river. That is about seventy yards.
- (C) Very well. Was the water cold?
- (B) Not really sir.
- (C) What do you mean by not really?
- (B) Well, when I did my demonstration capsized, it didn't seem cold to me.
- (C) But Mr. Byde, you are a substantial build, and have much experience of cold water. This boy was sixteen, not heavily built, and it appears not used to water outside a swimming pool. Do you think he was fit to attempt this work? What was the water temperature that day? We can agree on a matter of fact?

- (B) I am told that the boatman says it was 56 fahrenheit at his boathouse that day, Sir.
- (C) Very well. The body was found on the bottom of the river. It was eight feet deep there. Are you satisfied that this was a proper place to take them?
- (B) Yes sir. I have taken many people canoeing at this place over the past five years. There is no appreciable current, no obstacle of any kind, and it is in full view of the place from which I instruct at all times.
- (C) You do not go on the water, then, with them?
- (B) Not always. I prefer to specify the area for canoeing, and if anyone goes beyond this limit I call them back.
- (C) Could anyone go beyond the limit without you actually seeing them go?
- (B) Yes sir.
- (C) What do you do about that?
- (B) I rarely have a full class of beginners all on the water together. I prefer to have two people to each single seat canoe, so that each one may inform me if his partner is going out of sight.
- (C) On this occasion, then, where was the partner? Did he speak?
- (B) He did not at first warn me, and I did not see the incident. No one did. The partner had gone behind a bush to relieve himself. He could not see his partner for three minutes. When he did see the upturned canoe, he ran to me and told me.
- (C) What were you doing?
- (B) I was helping a boy to pull his semi-waterlogged canoe from the river. He had capsized.
- (C) Was he shocked with cold?
- (B) No sir, he was laughing, seemed excited.
- (C) Very well, so no one saw the occurrence. Was there no sound? No panic stricken splashing?
- (B) No sir. I have seen two kinds of panic, the more common violent struggle for life, and rarely, a frozen immobility. There is no sound, no movement.
- (C) Now, the body was lying on the bottom. How could that be if he was wearing a lifejacket? It could not have happened had the lifejacket been suitable and properly attached?
- (B) The lifejackets in use were not satisfactory, sir.
- (C) Then why did you go on with the course Mr. Byde? This boys parents had a right to expect you to take as much care of their son as if he were your own, Mr. Byde. What do you say?
- (B) The Authority had some lifejackets on order, sir. These satisfied British Standard Specification number 3595. Because of the enormous demand for these, the manufacturer has been unable to deliver in less than eight weeks. Because the life-jackets had not arrived, the Authority managed to find a variety of aids ranging from buoyancy aids to old "Mae Wests".

This boy was wearing a buoyancy aid three years old.

- (C) Why did you start work, Mr. Byde?
- (B) The boys had arrived with their teacher, and it was a fine day, the sun was shining, and the water was tempting...
- (C) Yes, yes...But why did you start?
- (B) I'm sorry sir, I gave in to the request of the boys, the teacher, and the Authority.. We all thought the aids would do.
- (C) You thought! Will you tell the court the condition of the lifejacket when the body was found?
- (B) Both chambers were exhausted. The bungs were missing.
- (C) How did it come to be that both bungs were missing?
- (B) The other boy with that canoe says that when he handed over the aid and the canoe, the deceased put on the aid, but a bung slipped out and was lost as he was pulling it over his head. They did not tell me.
- (C) Was it up to them to tell you, Mr. Byde? Surely you could have checked them? Did you check them?
- (B) No sir.
- (C) The deceased went afloat with one chamber of the aid inflated, the other deflated. Which was which? The back chamber was inflated, his partner told me. So he would float face downwards?
- (B) Yes, but I assume that in the capsize the other bung was pulled out, and the pressure of the water squeezed out what air was in the chamber? The aid then made no difference to the attitude of the body in the water.
- (C) Tell the court what must have taken place then, Mr. Byde.
- (B) He might have panicked, perhaps the cold...He would go under. His head would touch the canoe when coming up from under it. He shouts....under water. He inhales water. The extra weight of all that water, about two litres, pulls him down. Inside two minutes he was dead, and unconscious for ninety seconds of that.

Fanciful? Who was to blame? Believe me, I ask myself these questions many times. They do not frighten me, but they do lend a sense of caution that once was not there. Do you ask yourself these questions?

PS. Did you ever try to pull out the inflator valve from the inflation tube of your B.C.U. approved Lifemaster 1/J, or the Beaufort L/J? Try it sometime, and then, if you like, write to me about it.



# London Canoe Conference 1965

## *Programme of Lectures and Demonstrations in the Swimming Bath*

- 10.30 a.m. Introduction by J. W. Dudderidge, Esq., O.B.E., President of the British Canoe Union.
- 10.40 a.m. Instruction on Basic and Advanced Canoeing Techniques by Oliver Cock, B.C.U. National Coach.
- 12.00 noon "Life Saving for the Canoeist"; How to save yourself and assist others.
- 1.00 p.m. LUNCH.
- 2.00 p.m. "Sea Canoeing"—Its Joys and Hazards. Rescue at Sea.
- 3.00 p.m. "White Water Canoeing and Slalom" (including Wiggle Wriggle).
- 4.00 p.m. The Racing Strokes—Training for Paddle Racing.
- 5.00 p.m. IN THE MAIN HALL  
Films—*illustrating* Canoe Touring  
Canoe Racing  
Canoe Sailing.

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## *Exhibition in the Main Hall*

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### COACHING

#### (1) How to Learn to Canoe:

Members of the B.C.U. Coaching Organisation will be available to explain the B.C.U. Coaching Scheme and give advice to Clubs, Schools, Youth Organisations and individuals on how they can help in canoeing instruction.

#### (2) B.C.U. Tests:

B.C.U. tests are designed to help people to canoe properly and safely. More advanced tests will qualify canoeists to instruct others. Details will be available.

### CANOE SAILING

Exhibit and photographs.

### CANOE TOURING

Exhibit showing touring photographs. Advice given on touring.

### COMPETITIVE CANOEING

Exhibits of Slalom, Long Distance and Sprint Racing.

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**O** Full travel directions will be sent with the tickets.  
**M**

**Tickets** Adults 3/-. Those under 19 1/6.

### Refreshments

Sandwiches should be brought. Coffee will be available at lunch time, tea in the late afternoon.

WELSH WEEKEND

Two major canoeing events held over the weekend 9th/10th October, made the trip of 280 miles to South Wales from London well worth while. On the River Wye at Builth Wells in the Welsh Mountains and some 25 miles from Brecon, over 70 of our top slalomists were competing in the last 1st/2nd. division slalom of the season, while 30 miles downstream at Bredwardine, 130 crews were on the start line of the first Open British Championship Long Distance Canoe Race.

The River Wye was at quite a low level, and the slalomists at Builth could have done with one or two inches of rain during the week. However Worcester and Leamington Canoe Clubs who were organising, had put up an interesting course, although there were some comments about the three reverse gates in a row on the first fall! In the 1st. division, Dave Mitchell of Chester C.C. romped home to win with the only clear run of the day, scoring 218 pts, but John Woodhouse and Ken Langford, so often the first three, were well off form and pushed down into 7th and 8th place. John Roberts of Forth C.C. took 2nd place, closely followed by John McCleod of Manchester, but these two were over 50 pts behind Mitchell. The 2nd division proved to be a very closely fought event, with only 6 pts. between the first four paddlers. Pat Doncaster from Worcester made the winning of 302 pts, followed by Richard Barrett of the Loughborough club, Mike Hillyard of Chalfont and Bob Still from The Royal Canoe Club. Bob Still, who in past years has been among the top in Sprint and L-D paddling, is in his first season of slalom, and has made a dramatic rise from novice to 2nd. division.

Nine ladies were competing at Builth, Heather Goodman of Lakeland, winning the division with her second run score of 391 pts from Jean Battersby of the Manchester club. Lesley Calverley gained third, while young Pauline Squires of Coventry C.C. took fourth place from Margaret Bellord.

At Bredwardine the Open British Championship L-D got away on time. The course was of 19 miles, from Bredwardine Bridge to Litley Court, Hereford, and according to the programme took in two rapids of International Grade 1-111. However many of the competitors were very disappointed when these turned out to be little more than ripples, and I doubt if another six inches of water would have made anything more than a fast current. Without a single portage to break the course, the race was just a flat-water drag, and the paddlers, after sitting in their craft almost two and a half hours, must have thought it was never going to end! Certainly the entry was a fine one, the paddling standard high, and open classes has great appeal, but I see no future in this Bredwardine venue for the race.



photos  
by  
aqua-  
photo.

As for the result, P.Gardner of Riverside won the Senior singles in a time of 2 hrs. 27 min. 55 sec., three minutes ahead of A.Stoneley from the Cambridge C.C. M.Parker/L.Oliver of Lincoln won the Senior doubles in a very close finish from S.Warren/B.Jupp of the 63rd Coy. R.A.S.C. (Para Bde) who were only 15 sec. down. Lincoln C.C. gained another win in the Junior singles when R.Freeman crossed the line 3 min. ahead of I.Balfour from Nomads. and Gailey C.C. scored a victory in the Junior doubles, G.Onion/T.Ridyard winning from G.Talbot/W.Flock of J/Ls. Regt. Dover. In the Ladies singles, Richmond took 1st and 2nd, Marianne Tucker finishing ahead of Kay Emerson.

# The Beach

BY ANDREW CARNDUFF

Ordnance Map Ref NC2265

Sandwood Beach faces North West towards that part of the sea where the Atlantic meets the Minch. If you travel West, America is the first landfall, to the North it is either Iceland or the Polar Ice Cap. On the map the Beach, sheltered by surrounding hill, looks a delightful place to sunbathe, to play in the sand making castles, to bathe perhaps in the green-blue sea with its white crested breakers. However, the map is not quite accurate. The three mile long stretch of sandy foreshore is now broken by a rocky outcrop. Tearing surf and searing winds have either dragged the golden sand out to sea or blown it far inland over Sandwood Loch. The Beach is deserted - like Crusoe's Island - and the roar of the sea forbids landing. Still it is there; and at low tide there is ample firm flat sand to land an aircraft. Paddling North from the village of Kinlochbervie, the intrepid canoeist might well plan to stop on the beach. It could well provide the essentials for camping. It lies at the mouth of a valley where there is an abandoned craft beside the loch, so a flat campsite, water, and firewood should be no problem, and for landing who would think on improvement of a sandy Beach? Only when the canoeist rounds the headland and enters the bay does he realise his error.

In shoaling water, the Atlantic swell steepens into sharp teetering waves, anxious to swing the canoe broadside and roll it logwise in breaking surf. There is always an onshore wind, and wave. Once within a hundred yards of the shore, a laden canoe would have little hope turning, so the canoeist is forced to decide to make the best of an ugly situation, that it is better to fail while attempting to land, than while attempting to withdraw. Thinking on days spent surfing in conditions less arduous than these, in a light canoe, and wearing only a lifejacket, confidence grows and our cruising man steadies himself and heads for the shore. Early breakers on a submerged sand bank roar suddenly past - going backwards it seems, - and the speed becomes frightening. The stern is riding higher and the bow sinks like a nautilus below the surface. Thank goodness for that fine high edge on the foredeck. The water flies off in a sparkling flood about four feet in front of the cockpit. Paddles touching the water now to steer - the rudder must be clear of the water - gently at first then requiring utmost strength as the canoe starts to veer off. The wave seems bigger and steeper and higher than a brick wall - will it never break - will he loop? The grub-box suddenly slips forward hitting the seat back, and half a dozen small things rattle down the cockpit. A wall of spray rises above the wave and the crest curls over the trough - a half

second's hesitation, then with a terrifying roar the world becomes smothered in flying, fighting foam. How long before the sea subsides and the air regains its rightful place? The canoe is still travelling forward but the speed is gone. He is still the right-way up, and there is still no water inside - other than a trickle running down inside his shirt. Why must anoraks have holes in them at your face - the trickle is agonizingly cold as it reaches his tummy, but is forgotten in a flash as the Beach appears magically ahead. Put your faith in plywood. Watch for the waves - now broken rolling white lumps which can still flip a canoe quicker than lightning - and paddle furiously up the foam covered sand. Wait a wave; punt up as far as possible; then spraysheet off; out; and haul the canoe beyond the reach of the biggest wave, remembering that the biggest always comes when you aren't looking for it. Our cruising man now looks about him, rallies his shaking knees and prepares for the night. One thing is certain. He may have come ashore fairly dry, he won't get back off as lucky. That night he may think a bit about his mistakes, and we hope, discuss them with his companions.

The first essential about landing a laden canoe on a beach is to select a beach which is approachable. Surfing is great fun - but not in cruising conditions when there is the risk of capsize or loss of kit, or merely having kit soaked. A wet sleeping bag is a most discouraging piece of equipment. So the cruising man wants to select a sheltered Beach, with as little surf as possible. Paddling up The Beach is not to be recommended, even in a plywood or glass fibre canoe, and with canvas it is plain silly. A shell can cut through the best 12 oz. P.V.C., and make a marked impression on polyurethane paint - so take it gently. Also, if you put your bow up onto The Beach, your stern will sink; it is galling to have yourself and your kit soaked by being pooped, on the Beach, as you remove your spraysheet. It takes only a small wave to climb up the aft deck and over the cockpit coaming-and remember - it will be carrying sand, seaweed and innumerable other bits of rubbish which are difficult to remove from your canoe. It is preferable to stop in shallow water, and get your knees wet rather than maltreat the bottom on the Beach, and risk a pooping. Some people like to come alongside the shore, parallel to it. This is only practicable on flat water. Surf must be treated carefully, even when it is only inches high, and taking it sideways is not treating it with due respect. However one sometimes has to cope with very steeply shelving Beaches, and here it is often only possible, to touch bottom if you are sideways on. There are really no rules other than those which discretion and discernment make obvious. Take time, go gently, and there are few problems. Lastly, it is easier to land than to get off an exposed Beach. Our cruising man at Sandwood will learn that in the morning. He may well find it impossible in the conditions he has just experienced and is a long and difficult portage to the nearest alternative landing place. Perhaps next time he will think more deeply about landing "On the Beach".

The Chelmsford Boating Club held their annual Chelmer Novices Race on Sunday October 17th in glorious Spring-like weather. Unfortunately - due to no fault of the organising Club-there was a clash of events with the local fishing club who were holding a fishing Contest. In a childish display some middleaged men were seen throwing ground bait and maggots at the young paddlers who showed commendable restraint. Despite these incidents there was a high standard of paddling and many close finishes.

Last year with a large number of class boats entering, it was obvious that the handicap basis of the race was outdated and so it was this year organised on a limited class basis, the handicap being retained only for one class.

In accordance with previous years the maximum age for competitors was 19 years the minimum 12, the race therefore attracting a younger following than any other open event.



Miss M. Turner, of Southampton C.C at the start of the Race.



The start of Chelmer Novices Races. Two Seater Event for "under 16" age group.



The start of the "over 16" doubles at Barnes Mill Chelmsford.

## Cruise on the River Stour

There was a record entry for the River Stour Action Committee of the Inland Waterway Association's now annual cruise down the River from Langham to Brantham on Sunday October 4th, took place. Twenty canoeists, coming from Ipswich, Harlow, Chelmsford, Ingatestone, East Bergholt, and London, paddled slowly down the river in glorious sunshine.

The larger numbers taking part in the cruise is evidence of increasing public support for the Association's campaign to both preserve the public right of navigation on this beautiful river and to re-open the four locks between Langham and the tidal estuary.

The paddlers found a number of changes to last year. Several trees were blocking the channel between Stratford St Mary and Dedham. In addition all the locks had been sealed off with stopboards.

Speaking after the cruise, John Marriage a Chartered Surveyor from Chelmsford and Chairman of the River Stour Action Committee said "The sealing off of the locks is illegal and contrary to the River Stour Navigation Acts and the South Essex Waterworks Company Act and is a far more serious matter than the authorities failure to maintain the locks as required by the Waterworks Act. We realise the need to save water but the proper way for this to be done is for the lock gates to be made leak proof. This would be hardly more expensive than the present method".

He continued "The committee are particularly concerned at the position at Dedham. In the past canoeists have been in the habit of paddling into the open locks and portaging their boats. Owing to the positioning of the stopboards the lock is now empty with the result that boats cannot be portaged in this place. The only alternatives are difficult and can be dangerous to novices or children, particularly - as at present - there is a good flow of water. With the ever increasing number of young people using the water we hope that the position will be restored as soon as possible".



A photo showing the start of the I.W.A. Cruise down the River Stour -

# With the Compliments of . . . .

As our magazine becomes more widely known, we find that we are being sent an increasing number of publicity handouts from well-meaning public relations officers designed to encourage us to give free publicity to their employer's products. Some of these we welcome since they enable us to keep readers informed of new products, but others go straight into the wastepaper basket as seeming to have little relevance to our sport, for example, two recent offerings concerned portable television sets, and new radio navigation devices. As a little seasonal light relief for our readers we present the following newly received example of the copy writer's art. It is exactly as sent with only the identifying names deleted.

## M..... GIVES BEACH SETS THE MANLY LINE

Although this mode of beachwear originated as feminine fashion, the beach sets introduced for 1966 by M..... are described by Mr..... head of the firm's shirt department, as being aggressively masculine. Their vigorous colours and designs assert a man's self-confident masculinity.

With an eye on the man who feels his figure does not justify abbreviated beachwear, some have stripes - in discreet or strong colours - which iron-out any suspicion of a middle-age paunch. Other patterns square-up to the body-building challenge of the lanky youth.

Except for one solid shade of washed-out blue, all the nine patterns are in three colour-combinations. Some are sheer tycoonery. "The sort of thing", says Mr..... "that might be seen on a hairy-chested property developer striding ashore from his luxury yacht."

Crisply tailored, the shirts in these beach sets are jacket-styled. The Swiss-type collar retains a hint of formal styling yet achieves the casual mood. A five-button front is flanked by well-balanced patch pockets. Both half-sleeve and long-sleeve versions are available to retail at about 35s. 6d. and 42s. respectively.

Cut on lines ensuring that comfort is not sacrificed for appearance, the trunks are in the boxer style. Two generous slant pockets accommodate the oddments necessary for a day on the beach and allow a relaxed hands-in-pocket stance. The elasticated waist has draw-strings for the man who does not believe in taking needless risks at the seaside. These trunks retail at about one guinea.

Made of good-quality cotton, these M..... beach sets carry a non-iron guarantee.

A photograph was also enclosed with the following caption:

For the mature man young or old, this beach set from M..... is styled to give subtle presence. It is the kind of beachwear for the man who looks as if he is not accustomed to queue but condescends to do so because he is on holiday. Yet it retails at only three guineas.



# How Foolish can you get?

It has been said that the two most dangerous times for a canoeist are when he (or she) knows so little that he does not appreciate the dangers, and when he (or she) knows so much that he becomes over-confident of his abilities. In this new series we invite readers to submit accounts (approximately 500 to 1,000 words) of incidents which have occurred in their canoeing careers and at the conclusion of which they have realised just how lucky they have been and just how foolish. We are not seeking sensationalism, but simply honest accounts of incidents which have happened to paddlers of all levels of ability, in order that the lesson of ever-watchfulness may be driven home to others.

## THE DAY TIME STOOD STILL

By Marianne Tucker

Having been an active canoeist for some years, my opinion of my own capabilities has become somewhat clouded so that when I was advised not to go canoeing on a Scottish loch in stormy weather at the beginning of this year I looked askance at my companion and told him that I could handle the situation perfectly.

I was then advised to wear a life jacket, a suggestion I rejected and I haughtily carried my borrowed K.l. down to the water-side. The loch was approximately 1 mile wide and 7 miles long and the squally weather was making the icy water whip into quite steep waves. However, I knew best!

We set off at quite a fast pace with the wind and waves behind us and all the warnings seemed needless. After a short while it was suggested that I seek the shelter of a small bay in order to turn round in the comparative safety of the calmer water and wait for my companion to return. Again, I thought I knew best and I decided to turn out on the open water. Having left the cover of a small headland, my turn brought me into the full force of the wind, and being lightly built I was immediately in trouble. The wind carried me straight onto a group of rocks lying just below the surface of the water and my K.l. was badly scored along the length of the boat. Only luck rather than judgement enabled me to stay in.

By now the rain had added to the general confusion and visibility was cut down considerably. On the bank a white car had stopped and the occupants were awe struck at my predicament. No doubt wondering what their best course of action was in the event of a capsizing.

I then realised what a stupid thing I had done in not taking the advice of a local canoeist who knew the dangers of canoeing in such weather. I had badly damaged a racing boat and was now in the position of needing somebody to come to my rescue and of possibly drowning in the freezing water, not to mention my immediate problem of staying in the boat.

It took all the determination and effort in the world to keep moving, it was obvious that in the squally wind I did not stand a chance if I stopped because the wind could do with me as it wished. At last the landing stage was reached and my legs were like water, I received a scorching reprimand telling me just what a fool I was. It brought home the fact that I might have been canoeing for a long time but I could still learn!

# Book Reviews

BOATING GUIDE TO THE RIVER BANN AND LOUGH NEAGH  
By Wallace Clarke, (Northern Ireland Tourist Board, unpriced)

Lough Neagh is the largest lake in the British Isles and this twelve page guide is intended to provide information for the increasing number of people using the Lough for recreation. The author has produced a very detailed and well laid out guide, and indeed the production is only spoilt by one of the most appalling sketch maps we have ever seen in print, in fact it is so bad that we can only believe that it was printed in error and was intended as a rough guide for an artist. As canoeists, we feel that the value of the guide could have been increased by giving itineraries for the rivers which flow into Lough Neagh and which are navigable by canoe. However, this is a first edition and no doubt the River Bann Association will already have several improvements in mind, the important thing is that the Association have produced a factual guide to their local waters and in doing so are helping to encourage their use.

RIVERS OF ENGLAND AND WALES  
(Constable 18s.)

By Marcus Crouch

A browsing book this, one to be left lying conveniently to hand for dipping into on the long winter evenings when the wind roars round the house or the frost spreads out its crystalline coat. The author loves rivers and in his text he manages to convey the enchantment of moving water and to show how it affects the lives of those who come in contact with it. Excellent as it is, however, the text is not the main reason for recommending this book to our readers, its most outstanding feature is the illustration. Nearly eighty superb photographs of rivers, valleys, monuments and bridges bring the author's theme to life, and for the canoeist these must stir up memories of cruises past, and provide incentive for cruises still to come.

Technically the standard of production is extremely high and the book is an absolute joy to handle. If it is facts you want on the rivers of England and Wales, then this book is not for you, but if, on the other hand, a river is something more than a physical challenge we cannot think of a more suitable gift for your Christmas stocking.

HOLD ON A MINUTE  
(Allen & Unwin 28s.)

Tim Wilkinson

In 1948, Tim Wilkinson and his wife spent a year as skipper and crew of a working pair of narrow boats, and this book is the story of that year. This was no dilettante enterprise but a genuine effort to make a living by carrying cargoes by the waterways of south-east England. The result is an extremely, well-written account of the life of the people who work the canals.

There have been numerous accounts of pleasure cruising on the canals and as the recreational use increases we can expect many more. The main interest in this book, however, is that its author was no mere pleasure boater, but a working captain who was treated as such by the people of the cut. Because of this, the story he tells will, we think, survive for many years, for the professional boaters are a dying race, being eliminated by a system which is not prepared to adapt the waterways to the needs of modern economic transportation. Fortunately, it seems likely that the canals will live on as a unique recreational network and we are grateful to the author for preserving this fragment of social history.

Lest any reader of this review immediately says 'Ah, but he only stuck it for a year' we must explain that it was trouble with an old Army wound which forced the author to leave the canals, and a way of life which both he and his wife had found so satisfying.

This book, we feel, will become one of the canal classics along with 'The Flower of Gloster', 'Narrow Boat', 'Maiden's Trip', and we commend it to our readers.

These are revised and enlarged editions of pamphlets which first appeared in printed form in 1960. It is a great pity, however, that they carry neither date nor any indication that they are revised (are they 2nd editions?), nor do they indicate the name of the author, editor, or reviser. The first two are sloppy publishing and the second is ungenerous particularly as authors were given for the B.C.U.'s pamphlets on 'Canadian Canoeing' and 'L.D. Racing'. However, we understand that National Coach, Oliver Cock, has been mainly responsible for the revision and we are pleased to give him credit for these much improved booklets.

For those unfamiliar with the series they may be described as brief, factual documents devoid of verbiage and as such form an admirable introduction to the sport particularly for those outside club canoeing who may have to make their way alone. These later editions contain more information than their predecessors and as should be expected they reflect the modern trends with regard to dimensions and techniques. The number of illustrations has been considerably increased and this makes them much more useful for the novices.

In conclusion, whilst there are one or two minor errors of detail to be found within these booklets, they are remarkably good value for money. The selection of facts given probably represents just what the beginner needs and we suspect that this is a fringe benefit of Oliver Cock's work in meeting so many newcomers to the sport.

## BOUND VOLUMES OF 'CANOEING'

We must apologise for a printer's error in our last issue when we said 'Vol. 2 only 3 copies left', this should have read 'Vol. 4 only 3 copies left' and of these only two copies remain. We are sorry to have disappointed the applicants for Volume 2, and can only repeat our early statements. 1) It would be quite uneconomic to reprint earlier volumes. 2) Would any readers with unwanted bound volumes of 'Canoeing' please get in touch with us when disposing of them.

## CANOEING COMPLETE

'Canoeing complete' is the title of a new major work on canoeing which is to be published in the Spring by Nicholas Kaye. It consists of authoritative chapters on the various aspects of the sport by, Alan Bye, Oliver Cock, Jorgen Samson, Geoff Sanders, Julian Shaw, Norman Sudron, David Sutcliffe, Kathleen Tootill, Marianne Tucker. We predict this will become the standard work on the sport.

## INTERNATIONAL REGATTA COURSE

The Government has plans for establishing an International Course suitable for rowing - something lacking in this Country at the moment. Such a Course will, of course also be suitable for canoeing events.

## BY THE SIDE OF THE ZUIDER ZEE

The central theme of the 1966 Boat Show at Earls Court will be a typical Amsterdam setting where "Visitors will feel themselves in the heart of the old Dutch capital with its lacework of canals and picturesque buildings". The show will be held from January 5th to 15th.

## PATTERN-AIDES (JOHN E. PEARTON, LTD)

John Pearton who is well-known for establishing the Kayel designs on the commercial market informs us that the Company name has now been changed and is now Pattern-Aides (John E. Pearton, Ltd). This reflects a developing interest in other forms of marine craft and the Company will have an interesting dinghy available shortly. Production of kayak and canoe kits will continue, and it is expected that the dinghy project will have considerable influence on future canoe designs. Joining the Company are G.D. Maynard, ex chief loftsmen of a large Aircraft Firm, and D.S. Milborne, Managing Director of Lee-Smith Photomechanics, Ltd.

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## CANOE HANDLING AND MANAGEMENT

(British Canoe Union, 3s. 6d. non-members, 3s. members)

## AGENCY CHANGE

Solent Canoe Centre inform us that they are no longer Agents for Avoncraft Canoes. They will shortly be introducing to new designs, a single and a double Racing Canoe.

## **Chelmer Novices Race**

### Result

Under 16 singles	1st S.Oakenfold Eagle CC	1h 23m 00s
	2nd D.Williams Waverney Valley	1h 23m 15s
Over 16 singles	1st R.Beavis Southampton CC	1h 11m 08s
	2nd D.Pitman Southampton CC	1h 12m 25s
Over Ladies	1st M.Turner Southampton CC	1h 42m 16s
Under 16 doubles	1st P.Honour/C.Dowdall Amersham	1h 28m 24s
	2nd R.James/D.Instroe Amersham	1h 40m 16s
Over 16 doubles	1st R.Caldecutt/R.Rudderham Southampton	1h 09m 31s
	2nd M.Foulger/P.Chatten Waverney Valley	1h 14m 00s
Handicap under 16s	1st D.Wilkes Amersham	1h 45m 49s
	2nd M.Jones/D.Massey Amersham	1h 52m 49s

## BUILTH WHITE WATER RACE - RESULTS.

9th October 1965.

<u>Position</u>	<u>Name</u>	<u>Time.</u> (Secs.)
1	H. Marsden	3289
2	David Rushfirth	3528
3	Colin Mortlock	3542
4	Ken Langford	3556
5	J. Parker	3562
6	Norman Jackson	3585
7	David Olorenshaw	3647
8	Fred Doodey	3653
9	Tony Smith	3686
10	Mick Hillyard	3691

LONDON RIVER RACE RESULTS 1965

BUTLIN WEIG'S SLALOM - 10th October 1965.

<b>A.I.Jr. Men. (Mixed Singles Junior Men) P.R.W. Trophy</b>			
1st	B. Tyrrell	Hatfield Y.C.	35m. 10s.
2nd	M. Kirby	Richmond C.C.	35m. 25s.
3rd	B. Greenaway	33P A.T.C.	34m. 20s.
4th	T. Thomas	Hatfield Y.C.	35m. 30s.
5th	R. Hewitt	33P A.T.C.	37m. 20s.

**Provisional Results.**

<b>E.L. Men. Committee's Medal</b>			
1st	G. Evans	Barns C.C.	1hr 20m 45s
2nd	M. Mann	Hatfield Y.C.	1 30 20
3rd	A. Willier	Harlow C.C.	1 34 45
4th	A. Baldwin	Richmond C.C.	1 42 15
5th	W. Lilley	Lincoln C.C.	1 42 21

1st DIVISION				2nd DIVISION			
Pos.	Name	Club	First Run Time. Pen. Tot.	Pos.	Name	Club	First Run Time. Pen. Tot.
1.	Dave Mitchell	Chester	218 210 218	1.	Pat Doncaster	Worcester	268 120 388
2.	John Roberts	Perth	252 160 392	2.	Richard Barratt	Loughboro'	272 120 372
3.	John Rowland	Manchester	269 30 299	3.	Mike Billard	Royal	279 160 439
4.	David Clemenshaw	Leamington	290 120 410	4.	Robert Stull	Brighton	295 200 475
5.	Mig. Morley	Manchester	263 40 303	5.	Graham Goldsmith	Sunderland	247 150 397
6.	Chris Skelton	Worcester	276 30 306	6.	Keith Widman	Leamington	277 110 387
7.	John Woodhouse	Chester	282 30 312	7.	Pat. Rodington	Birmingham	247 200 447
8.	Ken Langford	Manchester	231 80 311	8.	Ian Harvey	Cambridge	242 100 342
9.	Stephen Looby	Chester	300 780 1080	9.	George Adams	Carlisle	274 120 364
10.	Mal Thompson	Worcester	258 130 338	10.	Robert Gray	Worcester	303 110 413
11.	Raymond Galverley	Manchester	274 50 324	11.	Redmy Witter	Chester	269 150 419
12.	Brian Palmer	Perth	280 120 400	12.	Robert Carr	Leeds	281 120 404
13.	Bryan Harrison	Manchester	299 120 419	13.	Chris Masters	Reading	C A P
14.	Chris Sutton	Manchester	312 160 472	14.	Ian Babjones	Loughboro'	274 90 364
15.	Tia Riddihough	Chalfont	277 160 437	15.	Robert Goldsmith	Brighton	279 180 409
16.	Robin Powell	Worcester	284 80 364	16.	Golla Gray	Worcester	266 140 406
17.	Robert Gray	Worcester	303 110 413	17.	Eryon Sawyer	Chalfont	282 80 362
18.	Korman Jackson	Manchester	272 110 382				
19.	Philip Brownhill	Manchester	286 240 326				
20.	David Morton	Carlisle	306 100 406				

<b>B.1(b) Men. (Mixed Singles under 16) "Thomas" Trophy</b>			
1st	A. Lewis	Lincoln C.C.	1hr. 44m. 30s.
2nd	T. Beere	Hatfield Y.C.	1 44 31
3rd	D. Gapps	Windsor C.C.	1 47 10
4th	R. White	R.N.P.V.R. Tyne	1 50 15
5th	A. Orlove	Chisleton C.C.	1 52 5

<b>R.1(b) Women. (Mixed Singles under 16) Committee's Medal</b>			
1st	Mrs. M. Tucker	Richmond C.C.	1hr. 43m. 15s.
2nd	Miss A. Buisson	Barns C.C.	1 47 15
3rd	Miss A. Lally	Peole Harbour C.C.	1 49 23

<b>R.2(b) Men. (Mixed Doubles under 18) "Thameside" Trophy</b>			
1st	B. Watkin & R. Still	Barns C.C.	1hr 30m 50s
2nd	R. Pearson & R. Moore	Eastbourne R.C.	1 31 10
3rd	A. Duller & J. Ruben	Chisleton C.C.	1 36 35
4th	D. Pretty & R. Dowden	Faulsgrove C.C.	1 40 36
5th	C. Jordan & R. Beahm	33P A.T.C.	1 41 20

<b>F.2. Men. (Mixed Doubles "Artists" Trophy</b>			
1st	W. Papouts & J. Bright	E.B.H.C. & Independent	1hr. 39m. 26s.
2nd	M. Spawes & R. Hodgson	R.N.P.V.R. Tyne	1 42 40
3rd	L. Blackmore & J. Burr	Brady Boys Club	1 44 5

<b>E.2. Men. (Mixed over 18) "London Shield"</b>			
1st	M. Parker & F. Oliver	Lincoln C.C.	1hr. 23m. 50s.
2nd	S. Tazewell & R. Jupp	63 Coy R.C.T.	1 24 30
3rd	A. Kirby & M. Socher	R.C.C. & Maidenhead C.C.	1 29 50
4th	B. Hollier & R. Wade	Hatfield Y.C.	1 30 20
5th	A. Tullett & B. Palmer	T.C.C.	1 30 25
6th	B. Purves & R. Bradshaw	Culham College C.C.	1 32 50
7th	J. Davidge & J. Kingswood	3rd Regt Scouts	1 38 35
8th	I. Davis & D. Key	Kennet Valley C.C.	1 43 50
9th	J. Buxton & G. Crompton	" "	1 46 50
10th	G. Pass & A. Fisher	" "	1 47 15

**POINTS RESULTS**

**FOR THE "LEAS" TROPHY**

Winners, Hatfield Youth Club, 19	Eastbourne K.C.	4
Barns C.C., 14	R.E.M.S.	4
Lincoln C.C., 4	R.N.P.V.R.	4
33P A.T.C., 10	63 Coy R.C.T.	4
Richmond C.C., 9	Brady Boys Club	3
Chisleton C.C., 3	Harlow C.C.	3
Windsor C.C., 5	Peole Harbour C.C.	3
	Faulsgrove C.C.	2

7 other clubs gained one point each.

British Canoe Union  
Open British Commonwealth Canoe Race  
Sunday, 10th October, 1965.  
Results.

Open Senior Singles.		Time	Pen.	Tot.
1. P. Gordon	- Riverside C.C.	2:27.55		
2. A. Roncley	- Cambridge University.	2:30.40		
3. D. Oron	- Viding A.C.	2:32.20		
4. P. Roylo	- Idnesh C.C.	2:35.20		
5. P. Lovell	- Richmond C.C.	2:35.10		
6. J. Smith	- Worcester C.C.	2:38.55		
7. S. Kitson	- Borough C.C.	2:40.10		
8. M. Webb	- Willey C.C.	2:44.05		
9. M. Webb	- "Owls" C.C.	2:45.30		
10. R. Macfarlane	- Independent	2:48.15		
11. L. Evans	- Lincoln C.C.	2:51.30		
12. B. Noyle	- Idnesh C.C.	2:55.45		
13. D. Phillips	- Junior Leander R.C.T.	3:01.50		

Open Ladies Singles.		Time	Pen.	Tot.
1. Mrs. M. Tucker	Richmond C.C.	2:39.30		
2. Miss R. Macdonald	Richmond C.C.	2:42.00		
3. Miss M. Kelly	Peole Harbour C.C.	2:53.40		
4. Miss A. Harrison	Royal C.C.	2:56.15		
5. Miss S. Elliott	Southampton C.C.	2:57.25		
6. Miss L. Oliver	Southampton C.C.	2:57.50		
7. Miss J. Hale	Osley C.C.	3:11.00		

Open Junior Singles.		Time	Pen.	Tot.
1. R. F. Mann	- Lincoln C.C.	3:33.30		
2. I. Taylor	- "Owls" C.C.	3:35.35		
3. T. Moore	- 275 Birmingham Seta.	3:37.00		
4. R. G. Lewis	- Southampton C.C.	3:46.15		
5. J. Johnson	- "Owls" C.C.	3:50.00		
6. D. Pittman	- Southampton C.C.	3:50.30		
7. R. G. Lewis	- "Owls" C.C.	3:52.15		
8. J. Johnson	- "Owls" C.C.	3:52.55		
9. T. Jones	- Leander R.C.T. & H.M.C. Y.C.	3:56.20		
10. G. Gray	- Junior Leander R.C.T.	3:58.00		
11. R. Johnson	- Southampton C.C.	3:10.15		

**CLIFTON PAR. CANOE CLUB**

Sarah Look Slalom.		3rd Oct 1965	
DIVISION THREE.			
		1st Run	2nd Run
		Time Pen. Tot.	Time Pen. Tot.
1. Bob Smith	Chalfont	1:54 30 304	2:02 00 232
2. Peter Hasleton	Chester	2:04 480 360	1:39 200 239
3. John Frouman	Chalfont	3:45 90 435	1:57 20 207
4. Ian Macfarlane	Brighton	1:53 440 333	1:53 203 203
5. Tony Grimes	Windsor	2:00 230 430	1:51 190 321
6. Neil Hopkins	Windsor	3:38 300 660	2:02 110 312
7. Alan Taylor	Windsor	2:05 230 460	2:03 90 313
8. Michael Crossman	Windsor	2:05 110 315	1:56 220 395
9. Fred Doolley	Worcester	2:04 190 494	2:28 30 319
10. Bob Aronson	Windsor	2:10 210 450	2:04 130 334
11. Tony Smith	Leamington	2:09 220 479	1:56 190 355
12. Richard Davis	Chisleton Valley	2:15 290 485	1:57 110 307
13. Alan Manser	Worcester	2:13 190 403	2:00 300 397
14. Colin Linton	Rosehill	1:59 270 460	1:55 210 405
15. Colin Grayson	Chalfont	3:49 30 433	2:30 455 285

**LADIES DIVISION**

1. Jan Davison	Manchester	1:50 130 320	1:40 90 290
2. Joan Mary Ballard	Chalfont	2:22 150 372	1:58 100 350
3. Heather Bannan	Lakeland	1:56 110 306	1:31 230 341
4. Alison Taylor	Chalfont	2:05 470 335	1:57 110 327
5. Elaine Rogers	Worcester	2:11 150 360	1:50 110 310
6. Carolyn Leasing	Birmingham	2:11 190 351	2:02 150 342
7. ...	Southampton	2:11 290 521	2:00 270 521
8. ...	Windsor	2:09 190 479	1:56 220 405
9. ...	Worcester	2:11 150 360	1:50 110 310
10. ...	Worcester	2:11 150 360	1:50 110 310

Percentages calculated to the 4th division modified average

# Open British Championship Long Distance Canoe Race

## Open L-D Results

### OPEN SENIOR SINGLES

- |               |                     |                   |
|---------------|---------------------|-------------------|
| 1. P.Gardner  | Riverside Act. C.C. | 2hrs 27min 55sec. |
| 2. A.Stoneley | Cambridge C.C.      | 2hrs 30min 40sec. |
| 3. D.Green    | Viking C.C.         | 2hrs 32min 20sec. |

### OPEN JUNIOR SINGLES

- |              |                  |                   |
|--------------|------------------|-------------------|
| 1. R.Freeman | Lincoln C.C.     | 2hrs 32min 55sec. |
| 2. I.Balfour | Nomads C.C.      | 2hrs 35min 35sec. |
| 3. J.Moore   | 279 Birm. Scouts | 2hrs 37min 06sec. |

### OPEN SENIOR DOUBLES

- |                       |                |                   |
|-----------------------|----------------|-------------------|
| 1. M.Parker/L.Oliver  | Lincoln C.C.   | 2hrs 12min 00sec. |
| 2. S.Warren/B.Jupp    | 63 Para Coy.   | 2hrs 12min 15sec. |
| 3. G.Palmer/A.Edwards | Worcester C.C. | 2hrs 15min 05sec. |

### OPEN JUNIOR DOUBLES

- |                       |                 |                   |
|-----------------------|-----------------|-------------------|
| 1. G.Onion/T.Ridyard  | Gailey C.C.     | 2hrs 24min 40sec. |
| 2. G.Talbot/W.Flook   | J/L Regt. Dover | 2hrs 28min 30sec. |
| 3. R.Miller/C.Hillman | Worcester C.C.  | 2hrs 28min 50sec. |

### OPEN LADIES SINGLES

- |                   |                    |                   |
|-------------------|--------------------|-------------------|
| 1. Mrs. M.Tucker  | Richmond C.C.      | 2hrs 39min 30sec. |
| 2. Miss K.Emerson | Richmond C.C.      | 2hrs 42min 40sec. |
| 3. Miss A.Kelly   | Poole Harbour C.C. | 2hrs 53min 40sec. |

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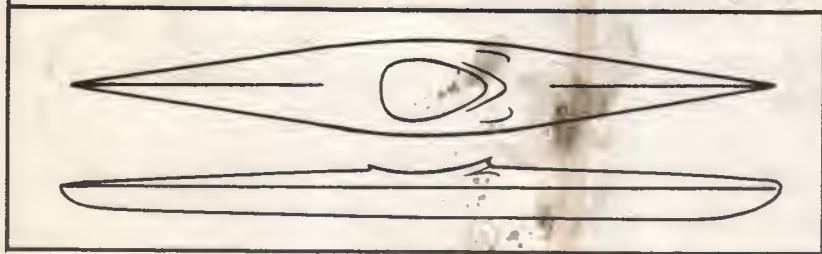
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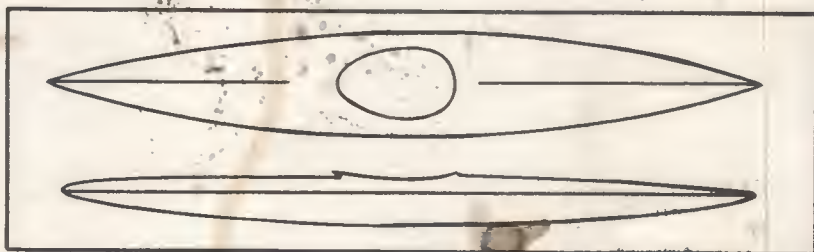
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