

Canoeing

Price 1s. 3d

VOL 6 NUMBER 10 SEPTEMBER 1966



SPECIAL FEATURES

OVERLAND TO AUSTRALIA 1963
- BELGIUM TO THE BLACK SEA

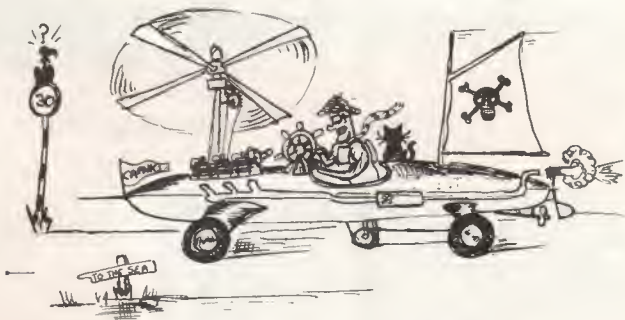
OUR FIGHT FOR LIFE

L.B. SEES

BOATERS AT EDEN LACEY FALLS

Photo: RON GOOSEY

WE CAN'T BUILD A CANOE THAT DOES EVERYTHING!



BUT WE CAN AND DO BUILD THE BEST
CANOES FOR:-

SLALOM - K.W.7. The most successful
kayak in British Slalom.

WHITE WATER RACING - K.W.6.

WHITE WATER and the occasional

SLALOM - K.W.4.

Please write or phone for details of these and
our Hire Purchase terms to:-

K.W. KAYAKS

STREAMLYTE MOULDINGS (Marine) LTD. 124 Brighton Road, Shoreham-by-Sea, Sussex Telephone. Southwick 2108

Contractors to. The Admiralty Air Ministry War Office Education Authorities Exporters Civil and Military

AVONCRAFT

WE LEAD THE FIELD WITH THE MOST COMPREHENSIVE RANGE OF BRITISH HARDSKIN RACING AND TOURING KAYAKS.

Our range includes:-

K2 Sprint
K2 L.D.
INVADER Mk.2 K1.
INVADER Mk.1 K1.
INVADER 65 class 3
HUSTLER Mk.4 class 7
RAPIDE Mk.3 Tourer
HUSTLER Mk.3 Tourer



As from November:-

NATIONAL U.K.3.
NATIONAL U.K.4.

This seasons range of AVONCRAFTS L.D. racing kayaks have again proved their superiority over all other craft, by gaining wins at all ranking events, the most recent of which was Poole Harbour. 1st places gained in class 3A-3B-3C, class 7A-7B and Junior K1.

With the new classification of classes 3 & 4 in November, AVONCRAFT are preparing designs which will be classified as The National U.K.3 and National U.K.4. Details of which are available on request.

In addition to the special kits for schools and H.M. Forces, we shall be announcing a completely new craft for building in kit form. Details will be available in September.

Write for our full range of touring canoes, complete or in kit form to :-

R. H. VARDY

30, CAVAN ROAD,

REDBOURN, HERTFORDSHIRE. TELE REDBOURN 303

Suppliers to H.M. Forces, Clubs and Education Authorities etc.

MOONRAKER

BRITISH RACING AND TOURING

CANOES

ALWAYS AHEAD IN DESIGN & PERFORMANCE
A MOONRAKER K.2.

PADDLED BY G. HOWE & B. STRICKLAND IN
THE 1966 DEVIZES - WESTMINSTER RACE
WON THREE MAJOR TROPHIES

THE DEVIZES - WESTMINSTER CHALLENGE CUP.
THE DEVIZES - WESTMINSTER SERVICES TROPHY.
THE DESIGNERS TROPHY.

UP - TO - DATE RANGE OF VENEER OR GLASS - RESIN
SPRINT RACING, LONG DISTANCE & TOURING KAYAKS
& ACCESSORIES

WE ARE THE SOLE DISTRIBUTORS FOR ENGLAND &
WALES OF

Lendal
SCOTLAND...

RACING & TOURING PADDLES

By ALISTAIR WILSON

THESE BEAUTIFULLY MADE BLADES ARE EQUAL
TO THE BEST IN THE WORLD, YET LESS EXPENSIVE.
POPULAR LENGTHS IN STOCK, & QUICK SERVICE
FOR BLADES MADE TO INDIVIDUAL REQUIREMENTS.

SEND FOR FREE CATALOGUE

JENKINS & LANCEFIELD

CANOE DESIGNERS AND BUILDERS

PICKWICK · CORSHAM · WILTS

Save money by buying direct from the manufacturer
SUPPLIERS TO H.M. SERVICES & EDUCATION AUTHORITIES

CONTENTS

Overland to Australia 1963 -		Book Reviews	173
Belgium to the Black Sea	166	A.B.Sees	175
Our Fight for Life	170	Mike Clark Reports	179
A New Concept for Long		Letters	182
Distance Racing - Part 2	172	News Flashes	184

One of the few perks of editing a magazine such as 'Canoeing' is that it gives one an opportunity to review one's own books, and this quite shamelessly we propose to do.

'Canoeing complete' edited by Brian Skilling assisted by David Sutcliffe (Nicholas Kaye, 25s.) represents a major step forward in canoeing literature for it is not the work of a single author but of ten specialists all of whom were asked to write upon their own particular subject. The result is a book which we believe will appeal to all levels of canoeist from the novice to the expert and it is a book completely from first-hand experience. Canoeing as a sport as reached such a state of development that the editors believed no single author could write with authority on all aspects of the sport, and a single author attempting to write a comprehensive volume must inevitably obtain some of his information at second-hand and from this belief sprang the symposium under review.

Rather than say any more, let the Table of Contents speak for itself:

Canoe Design	by Jorgen Sampson
Basic Technique	by Geoffrey Sanders
Inland Touring	by Kathleen Tootill
Coastal Touring	by Norman Sudron
Surfing and the Eskimo Roll	by David Sutcliffe
Slalom and White Water Racing	by Julian Shaw
Racing: sprint and long distance	by Marianne Tucker
Safety in canoeing	by Oliver Cock
Canoe building	by Alan Bye
Fun and Games in Your Canoe	by Brian Skilling

As editor our only criticism is that we would have liked some of the sections to have been longer, a view shared by the contributors, but for reasons of production and price this was impossible. Even so, it is remarkable just how much information the writers packed into their individual chapters, and it is true to say that a great deal of the information given has never appeared in book form before now, and in some cases, even in print.

The future of this venture is now in the hands of the active canoeists. The publishers have shown their faith by financing the venture, and if sales to libraries and individuals are large enough we can look forward to this becoming a standard work in which the latest thought on canoeing is presented in easily accessible form. As the years go by, we would expect new editions to appear under different editors and contributors for with time it is inevitable that the sport will outstrip the individual. But this is a vision for the future.

For the present, we hope that canoeists will buy the book, and also see that a copy is in every public, school, college, or club library.

Overland to Australia 1963

BY JOHN E. S. LAWRENCE

Belgium to the Black Sea

Looking back, perhaps we should have started by canoeing the Channel. But Andrew Maclehole had already done this some years before, alone, aged seventeen. Besides, there were three of us, and only two boats, the latter ill matched for such a voyage. One, the Tyne 'Eskimo' built by John Elliott of the Lakeland CC, was the subject of illustrations in Nigel Hunt's 'Adventures in Canoeing'. The other, a scarlet Klepper Quirl, lent some dash to the curious entourage. The Land Rover, painted cream to reflect the Middle Eastern sun was small, overloaded and undeniably ancient. Having already given good service for a decade on a Scottish estate, its exact potential was doubtful. Actually it did us proud, but now, sitting self-consciously in the desperately respectable queue for the ferry, dwarfed by its unlikely load, it looked as though it had just been pulled from its moorings in a showground. It was definitely an extrovert vehicle, though behaved very well on the crossing, never even nudging its shiny neighbours. And so with polite thank-yous and the odd concealed raspberry, we rolled out of the hold at Ostende onto the piece of land which connected us with India.

Our experiments with right hand driving make interesting listening on my tape recorder - a portable model which, through unscrupulous handling, sorted out some highly original material. The first time we wetted the boats was in the Rhine briefly. Almost losing the lot, when a German level crossing bar with German precision dropped on top of us as we were struggling between each others legs for the gear lever, it was with relief that we launched the undamaged boats. We found the River unromantic. There was a hefty current and much hefty shipping moving at considerable speeds. You have got to be going somewhere here; you need a powerful horn, and a sweet touch of repartee in a few languages.

The World Championship slalom course had just been held on the Lieser, near Spittal, and we wanted to try the water. Roger Houghton, the best driver in the party, was also the man who kept our sense of purpose to the fore, otherwise we might still have been commuting comfortably between gasthaus and rapids today. Anyone who had sneaked a look over the bank that day would have been treated to a fine display of Walter Mitty in a canoe, dazzling the imagined crowds with his winning run. The Alpine streams, further into the mountains, were a different matter. The intrepid paddler, full of beer and apple strudel, finds himself quickly committed to a swift, cold descent, during which he makes repeated, and excellent brake turns to approach the side upstream, only to be swept ever downwards. He discovers in the end that there are no eddies, and that unless he acts with great determination, he is for the watery grave. Eyeing the inhospitable bushy banks with distaste from a speedy position in midstream is a pervading memory of experiences in Austria.

No wonder the Adriatic sounded like a pint in drought, and after a tense trip across the Alps, via the Tauern tunnel (we used



(Right) On the Doges private jetty, amid argument

(Left) Deciding not to roll under the Rialto

low ratio for the first time) we put the two canoes in at Maestre for a tour of Venice as it should be, from the water.

We emerged, several smelly hours later, against some opposition, onto what must have been the Doges private jetty. We had entered the Canale Grande by a little known route, only to find ourselves in hairy competition with several hundred assorted gondolas, speedboats, and half the US Navy. A lifetime ambition to roll my kayak under the Rialto was smartly knocked on the head after we had studied the running. If one was not diced by twin props, a mouthful of Venetian holy water would probably send one straight into the last few steps of St. Vitus's Dance. Our scantily clothed, damp and humming persons did not seem to go down too well in St. Mark's square; after we had been firmly refused entry into the Duomo to say our prayers, we got back into our craft, and paddled happily away.

When night-time comes to Venice, things change completely. From the doorways steal enticing aromas of pizza and tosti; couples whisper on the little white bridges, and as the houses lean closer to listen, the gondoliers call quietly over the dark water.

No doubt we would have dipped the canoes in the time-honoured Tiber, but on our arriver in Rome, an Italian berk borrowed Andrew's wallet with a passport and a hundred pounds. So, joining the ranks of those thousands who have left something behind of value after their stay in Italy, we became suddenly disenchanted, and sped to the coast. Peacefully, while police and consulate wrangled, we canoed in the sultry Med. all day long for a week, oblivious to everything, even the weathered relics of the bitter fighting which had rucked up those same beaches only twenty years before.

It was in Greece, later, that we made our first sea crossing under our own steam. Courteous people, the Greeks, but not very keen to shake hands. Once we learnt not to mention the fact that next stop was Turkey, we had little trouble. To express disapproval, the routine is to shake your head, raise your eyebrows, and make tutting noises. To invite a punchup is to raise all five fingers and spread them out in front of your host's face. As a conversation piece this is not to be encouraged, since if you work it out, the message is precisely four times as insulting as its English counterpart. Armed with such facts, our U shaped visit round Greece was bound to be a success. It was actually the pleasantest part of the journey. We got wrapped in the ruins, the colours, and the food. A horse almost got wrapped in the Land Rover, being the only time in $8\frac{1}{2}$ thousand miles that we hit a foreign body. The crossing of the Corinthian Gulf to the Peloponnese took place in quite rough weather; Roger meanwhile took the car over on a ferry. Apart from one dip in the Aegean, this was the only canoeing we did in Greece. The attitudes of the average Greek to the Turks, and their accounts of what we were letting ourselves in for, heightened our anticipation as we neared the frontier, though up till this time the collective goodwill of three young men thoroughly enjoying themselves had been a match for all normal continental crises.

Our first impressions of the inconspicuous borders of Turkey were completely overshadowed by the exotic Marmora coast. Hundreds of miles of golden beach and warm blue seas; surely this must be one of the most beautiful undeveloped seashores in the world. Occasional donkey trains accompanied by dark toothless old women would clomp by on the dusty road, nervously amused at the foreigners and their strange craft.

We had argued much about the theories of evaporation which caused the current in the Bosphorus. Direction was important; we wanted to be sure which way to aim off. Fooled by some eddy effect, we of course started off the wrong way. The name Bosphorus



(Right) Walter Mitty on the Lieser

(Left) The curious entourage on the Italian coast

means we are told, 'the passage of an ox'. We agreed there was a bovine quality about the stubborn tide, which has accounted for numbers of mythical swimmers, who have either been swept on somebody the opposite side, or have been dropped in from a great height. Wondering how many lovesick Turks made it each night encouraged us, and we struggled on. Not many travellers can have arrived over the threshold of the Orient carrying their own boats.

After an unfortunate exchange with the Syrian consul in Ankara, we turned left (North) off the normal route, and using low ratio more often now, rattled over corrugations and thick mud to the shores of the Black Sea. We had run out of jam, our chief commodity; with it, all species of local bread could be attractively disguised. We were now in the district where hazel nuts, figs and other fruit grew in abundance, so while the Turkish children fished for us, we made jam and gave them rides in the canoes.

Cruising alone down the coastline towards Tirebuli in the kayak, while the Land Rover went ahead by road, I had time to marvel at the tall wooded hillsides, and the tough little houses notched into the ledges. I remember feeling suspended as I stared down into the clear green depths. It seemed we had come so far; here I was in the kayak that I had learnt to paddle in the Lake District. What lay ahead? Persia, Afghanistan, Pakistan, India? Was it possible that nothing would go wrong, and that we would reach Australia intact with the canoes? The wind stirred the water, clouding the three dimensional effect. Looking up then, it was possible to see ahead white stone wharf, and on it, the others waiting, impatient.

Just for the record, so that at least you know the facts, I thought I might thumbnail for you. We were all recently down from Oxford in 1963, and all were going to take up jobs in Australia. I had been working for two years at the Outward Bound Mountain School at Eskdale, and was going to a post with the Australian OB Schools at Fisherman's Point in NSW. Roger Houghton was going to Sydney Grammar School from Oxford to teach French, and Andrew Maclehorse from Oxford to Timbertop, as an assistant master. We had originally planned to sail out, and it was all jacked up, an advertisement in the Times had been answered, interviews etc., and a sailing boat was supposed to be leaving from Southampton, but it turned out to be a hoax of some kind, and so we decided to try it overland, with two canoes.

We made it, but without the car, which we sold at a handsome profit in Herat, and without the canoes, which still reside, to my knowledge, in Kabul.

Both Andrew Maclehorse and Roger Houghton returned to England this year.

Our Fight for Life

BY KATHLEEN TOOTILL

The river situation is worse. Our vice-president, Maurice Rothwell, is still fighting valiantly for us all over the Ribble, and the letters that have passed between him and the other folk concerned would already fill a fair-sized book. But at present (May) the position is, no canoeing on Ribble without special permission, and an entire ban on the Lune and Hodder. The Levon, on which there has been a monthly canoeing test for teens of years, must now be vacated by canoes by 13.30 hrs. on test days, the only time when canoeing was allowed. Last week, with Noel and Eric, I went to launch on the lovely Tamar, ideal practising river with its fast water. At Horsebridge we found the notice banning canoes. A mile downstream, after negotiating a forest track and a 150 ft. near vertical bank, we launched like outlaws and had a magnificent run.

At the recent meeting of the executive of the North West Sports Council, W.J. Slater, who had a hand in the production of the West-Midland Water Recreation Survey a little while ago, was appointed chairman of a water recreation sub-committee for the north-west. Below is a copy of a letter I have written to him on our behalf:-

"Further to our conversation at the N.W. Sports Council Executive on May 10th, I know that you are already well informed on the Waterways Problem, but new and worrying facts are being made known to me almost every week, and even since May 10 I have encountered further problems.

The Sports Council asks us to encourage and develop water sports: Britain's limited available acreage of inland water is already strained by the number of water users - anglers, skin divers, speed boats, water skis, sailing, motor cruising, canoes, swimming, bird watching, etc. Last night in Manchester at a meeting called by Dr. David Owen, we took measures to appeal to the government for the saving of the condemned canals. With one hand the government distributes money to coach water sports; with the other it destroys suitable water. The condemned canals could effectively absorb many of the anglers, cruisers, oarsmen.

Southport has enlarged its marine lake; more projects like this along the Lancashire coast could absorb many of the sailors and water ski-ers.

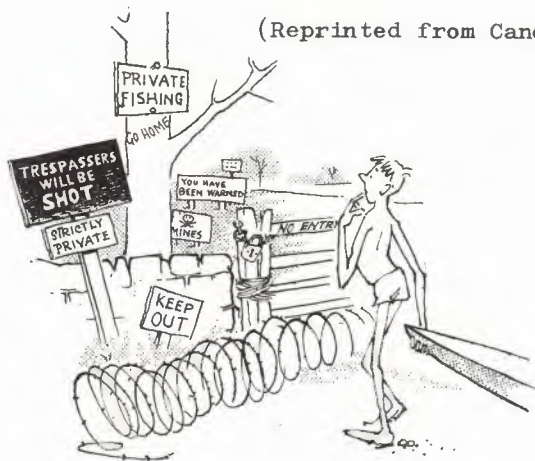
Despite small water acreage, there is development and increase in angling, water ski, skin dive, cruise, sail. The odd man out is the touring canoeist. Only he, after years of peaceful and quiet descent of the rivers, now finds himself banned. And this while the government subsidises a national coach to produce more canoeists! We are condemned now as trespassers for doing what we have done for years. We have had thrust on us an outlaw mentality. Are we to inculcate this in the young? Travelling by canoe, canoe-camping, has special value today . . . for the relaxation and warding off of thromboses in the strained business and professional folk, for the invaluable bond of family canoeing, preserving as it does companionship between parents and children, who would

often otherwise be "lost" at adolescence to gangs; for the full and satisfying occupation it gives to youth, and especially to potentially delinquent youth.

If we may no longer travel freely on Ribble and Lune, there will be unfair crowding of canoes on other rivers with kinder riparian owners, and in a short time there will be no swift rivers left for canoes. On many rivers already the canoeist must start before dawn in order not to be seen. I have myself started at 3.30 a.m.

If the Sports Council does not provide us with legitimate canoeing rivers, then, in Britain alone river canoeing must fade. We belong to an international organisation. Our continental and other overseas canoeists will continue to laugh at Britain, at the so-called welfare state, in which one man can buy, at the rate of £3,960 for a quarter of a mile of bank to keep a river to himself (in order that he may provide slow death for salmon and trout . . . some fodder for the anti-blood sport and vegetarian societies!).

As you know, the Ribble Group of this Club, after 20 years of good work, has already been put to death by the ban. Please, do find out just what is expected of us".



Access to local waters must not be taken for granted

No, this is not an illustration to Kathleen Tootill's article, although it might well be, but it is an illustration from Geoff Sanders booklet 'Canoeing for schools and youth groups' which we are publishing on the 1st September. The price is 6s. (post free) and orders should be addressed to the Circulation Manager, 6 The Mall, Brentford, Middlesex.

While you are writing your cheque for 'Canoeing for schools and youth groups' don't forget our booklet 'Slalom and white water course' price 3s.6d. (post free). In spite of its title the book is really a graduated course in canoe handling and provides assignments or exercises after each section. With these two books in hand, any teacher can face the headmaster with confidence!

A New Concept for Long Distance Racing Part 2

BY JOHN JENKINS (*JALCROFT CANOES*)

With all these problems considered I am strongly of the opinion that any change in design specifications for L.D. kayaks can only be tolerated if carried out in conjunction with a completely new form of L.D. Race Organisation and therefore suggest that L.D. Racing is re-organised on lines similar to those suggested below.

1. The racing 'classes' of craft shall be:-
 - K.1. International racing kayak
 - K.2. International racing kayak
 - GB.1. National racing single
 - GB.2. National racing double
2. Each of these 'classes' to be sub-divided into:
 - Junior - Age 12 - 15
 - Youth - Age 15 - 18
 - Senior - Age 19+
3. Each of these age groups is then further divided, as necessary into Divisions according to proficiency. These are based on racing successes and failures and a paddler is moved up to a higher division or down, according to a pre-determined plan.

eg: Division 1
Division 2
Division 3 etc. according to the number of paddlers.
4. Ladies to race on equal terms with men in their appropriate age group and Division.
5. Points towards the Hasler Trophy to be given for a place in all divisions of all classes and all age groups.

The advantages of this system seem to be:

- (a) A double incentive to winning, because apart from the 'points' and trophy, every paddler will aim at getting into a higher Division and become a Division 1 paddler in either International or National classes. Arrangements could be made for a paddler to move from National to International class or vice versa.
- (b) All clubs of either high or low standard of paddling, with new or old types of canoe would stand a fair chance of gaining points, and the smaller clubs would be encouraged to field more canoeists and obtain better types of canoe.
- (c) This 'organisation' could cope with an ever expanding number of paddlers simply by increasing the number of Divisions each season.
- (d) No existing craft would be barred - they will simply be used in a lower Division and as a paddler becomes more proficient, he or she will go into a higher Division and find it worth while to obtain a more efficient canoe.
- (e) Race organisation would be easier. There would be four main classes only in each age group. On wide rivers mass starts of all Divisions in each Class could be arranged for maximum publicity, and on narrow rivers the Divisions could be started separately or in groups of appropriate numbers. Obviously with the present number of paddlers participating in L.D. Racing; and until a new junior

section becomes popular, there would be only a few Divisions in each Class, but the system would allow unlimited room for expansion. (f) Although 'points' would be awarded for the first three places in each Division, it would only be necessary for organisers to provide prizes for a 'First'. Assuming the number of paddlers is as at present, and no new junior class has been formed, there would be considerably less prizes required than under the present system. Existing Challenge Trophies would be re-allocated.

New "Class" design restrictions

If a new form of L.D. Race Organisation similar to the above were introduced it follows that there is no longer a necessity to have any restriction on the design of the National Single L.D. Kayak and the National Double L.D. Kayak other than a maximum length. The highly skilled paddlers in Division 1 of the National Singles or Division 1 of the National Doubles would naturally be using the faster but more difficult craft with a narrow beam. Those in the lower Division would still have a fair chance of points and prizes, using the more beamy types of canoe. The K.1 and K.2. paddlers would obviously be using kayaks to International Specifications. A paddler in a lower Division using a faster design of kayak would automatically be moved to a higher division as soon as he succeeded in winning. There appears to be concern amongst some canoeists, that unless a beam restriction is applied there will be unsafe and unsightly craft. But a canoe has to be usable, and it must be a marketable product if made by the trade. There appears to be no valid reason why beam measurement should not be allowed to take care of itself, assuming that race organisation always makes it possible for other more stable types of kayak to be raced in fair competition. Freedom in design is the only way of eventually arriving at the ultimate in a National Single and National Double and it will give added interest to the paddler who likes to design and build his own canoe. As mentioned in my previous article, the best curbing influence on design, is the choice of true L.D. Courses by the L.D. Committee. We will then get craft 'fit for the job' which is bound to be a 'useable' and reasonably stable type of canoe.

Book Reviews

WATERWAYS ATLAS OF THE BRITISH ISLES, by J. Cranfield & M. Bonfield (Cranfield & Bonfield, 16s.)

The compilers of this atlas set out to create a compact but complete atlas of the waterways of the British Isles, and in this they have succeeded. Drawn to a scale 8 miles to the inch it provides extremely good coverage of the various waterways which are colour coded under the following headings: navigable canals, derelict canals, navigable rivers, derelict river navigations, and other rivers. It is, of course, this last group in which the canoeist is mainly interested and since the scale of the map is almost twice that of Stanford's 'Canoeing map of England and Wales' it has much to commend it.

From the canoeists point of view it would be useful if the highest point of navigation for canoes was marked on these 'other rivers', possibly using a small C as is done by Stanford. However, this may be something for the 2nd edition, but until then, we can recommend this book to be used along side the B.C.U. Guide as a quick reference guide when planning canoe cruises.

CANOEING 4: The Eskimo Roll (B.C.U., 3s.)
CANOEING 5: Canadian Canoeing (B.C.U., 3s.6d.)

Two new editions in the B.C.U. series of booklets. The 'Eskimo Roll' booklet is considerably improved with many line drawings and much new material covering varieties of roll and hints on teaching.

'Canadian Canoeing', on the other hand, is the mixture as before with the sections on construction and equipment brought up-to-date. Basically, it is a revision which was carried out when a reprint of the original edition became necessary.

Our advice to readers who already possess copies of these booklets is to purchase the 'Eskimo Roll' but make do with your original copy of 'Canadian Canoeing'. A word of warning though, make certain that you purchase the latest edition of the 'Eskimo Roll' for there is nothing to indicate that it is a fresh edition but it can be identified by the absence of advertisements and the presence of the numerous line drawings. 'Canadian Canoeing' on the other hand carries details of edition, date, and author, a fact which will bring joy to the British Museum and your Editor if no-one else.

B.C.S.

"PROBLEM ATHLETES AND HOW TO HANDLE THEM", by Dr. Bruce Ogilvie, Ph.D., and Dr. Thomas A. Tutko, Ph.D.; (Pelham Books, 30s.)

Although Professor Ogilvie is a Ph.D. (London), both these gentlemen are in the Department of Psychology at the San Jose State University, U.S.A., where they made a special study over many years of the psychology of athletes, and their emotional problems. The book deals exclusively with track and field athletes, but this does not in any way mean to say that the lessons learnt cannot be applied to other sports as well.

The book is written mainly to help the coach. It starts with a chapter on the type of man who makes the best coach; but after that it deals with seven types of athlete all of whom have difficulty in getting the best out of themselves and in co-operating to the best advantage with their team mates. Of course it is appreciated that no individual is so simple as to be an individual type. Psychologically, people are complicated, and this makes the coach's job more interesting. Nevertheless this analysis of certain basic types will be of the greatest possible help to coaches who are out to get the best out of their charges.

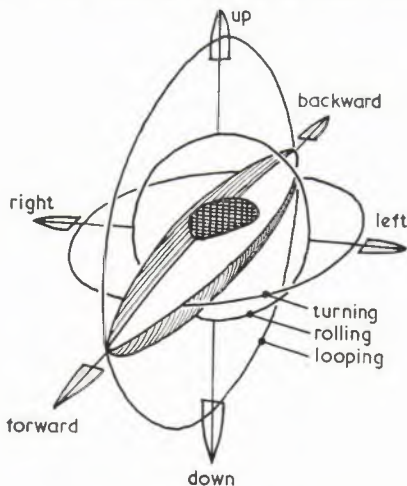
And I am not sure but that it might not be a good thing if some of our top competitors read this book also.

Oliver Cock

A.B. Sees a Technical Column

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

This month I propose to look at turning. There are three ways of turning, these are round, over, and base over apex. Otherwise known as turning, rolling, and looping. In order to dodge the issue of writing a book on this just now, let us consider turning in a horizontal plane only. The canoe may be stationary, moving forwards, or moving backwards, relative to the water, and these three conditions may also apply quite independently of the water to the attitude of the canoe in relation to the land.



So much for the 'ground' over which the campaign will be pursued. Now for the how of it. How may the canoe be turned in a horizontal plane? It is necessary to move the bows relatively to the stern (Bows = front, stern = back, or stern end) at different speeds sideways. For instance, in order to turn the canoe in a clockwise rotation, viewed from above, it is necessary to

1. Move the bows to the right, relative to the stern.
2. Move the stern to the left, relative to the bows.

In order to produce an anti-clockwise rotation, viewed from above, the bows.....etc., you alter the directions given above.

Notice that it is necessary to state, 'relative to..' It could be that the whole canoe is moving rapidly sideways to the right, as in surfing, and one may wish to haul off the back of the wave in order to evade the dumper, or waltz the thing from forward to reverse, and back again. A 'spout' on a river rapid may do the same for the canoe. Enough, then, to indicate the complexities of the simple(!) matter of turning round.

How to do the how of turning it? In a canoe one has pre-eminently the paddles as the medium of balance and control. Don't ever be led into thinking that you can rely on the hull to keep

you balanced. Mostly it will, but sometimes it won't. By balance I mean that in the sense of rotation about the longitudinal horizontal axis. Dinghy sailors and yachtsmen may refer to 'balance' meaning the steering characteristics about the vertical central axis. If you want to know more about this in a readable technical book, ask at your library, or have five guineas ready to buy 'Sailing Theory and Practice' by C.A. Marchaj, published in Britain by Adlard Coles Ltd., 36 Soho Square, London. It is about sailing, but there is a great deal for the canoeist, too.

A learned prof. by the name of Newton some time ago stated that all actions have an equal and opposite re-action. No doubt that's been blown to blazes with all these atoms, and... however. In order to force the bows or stern to move to one side or another it is necessary to cause the water to move in the opposite direction. For example, in order to do a right bow turn, I use a bow rudder action when travelling forward, and cause water to be deflected to the left under the bows. The canoe turns to the right.

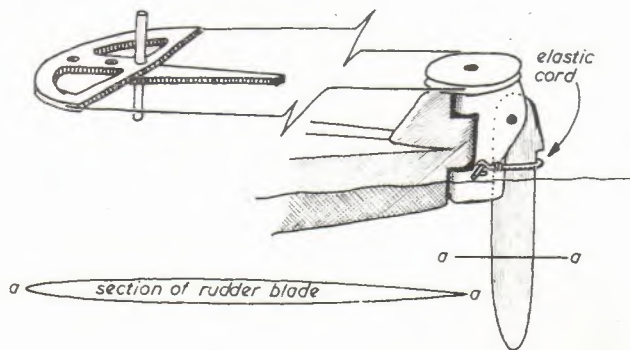
Now it is possible to expand on the ideas. To obtain clockwise turning viewed from above,

1. Move the water under the bows to the left.
2. Move the water under the stern to the right. and so on.

How to move the water? Some of the recent tankers and ferries have transverse tunnels in the hull at the bow and stern. These tunnels have retractable covers on the hull surface, and inside the tunnel, which runs from one side of the ship to the other, there is a multi-bladed fan, rather than a propellor, which has a reversible pitch. By causing the fan to turn with the blade pitch set to transfer water from left to right, say, a bow mounted tunnel would cause the bows to swing to the left. With bow and stern tubes, such a boat may be moved sideways. Cars have been invented with little retractable trolleys which come down, and the car may be pushed sideways into a very restricted parking space.

So what? Read on.

Simplificate, and add lightness. This must be our aim. Therefore, I urge you to cast aside all gadgets, and learn HOW to use the paddle. Then I'll go on and suggest a few gadgets. I should warn you that I haven't tried these so they could be a right load of old rubbish. It is not possible in the space available to go into paddle actions, so here goes for gadgets.



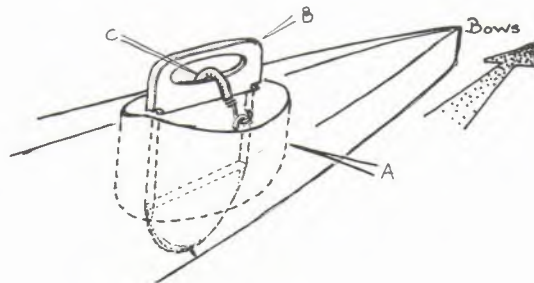
Rudders.

The most commonly used rudder is the stern hung lifting rudder as illustrated. Points to note are:

1. Use the 'frying pan' kick stick and line attachment.
2. Use bowden cable sheathed in plastic for lines.
3. Use a disc with grooved edge to attach line to rudder.
4. Rather than carry the hull attachment down into the water, raise it up like a fin above the deck. This allows a large hingeing surface, reduces wear on the hinge pin, and makes for a secure rudder.
5. Now there comes the cunning bit. Marchaj, already referred to, on page 280 deals with the mathematics of rudder profile and section. The profile should be parabolic with aspect ratio, i.e. length to width ratio, of five. If two rudders are tested on the same course, etc., a flat plate if held at an angle of attack of 10 degrees will produce a drag coefficient about three times that for a streamlined section. How many yards ahead do you need to be to win a race? Marchaj quotes experiments made with the International 10 sq metre canoe, on page 282, for the best shapes for a rudder. It doesn't necessarily follow that the best shape for a sailing boat rudder is the best shape for a canoe, but until someone produces figures to prove it, I'll take Marchaj's word for sailing boats.

Now we come to hypothetical bit, where contention is released to contend. No-one I ever heard of proved it yet. The trouble with stern hung rudders is that they only lift out of the way when objects hit them when the boat is travelling forward. For instance in surf, or rapids they can be damaged, or a source of damage. How to construct a rudder which will lift up when going both ways?

Another thing. The stern hung rudder works by deflecting water to the side of which it is desired to go. This has the effect of deflecting the stern away from the side to which it is desired to go. By the action of resultant forces, the whole canoe moves bodily away from the side to which it is desired to go, very slightly. This can have disastrous consequences in a rapid river, or close to a large ship, or even a small one. The bow hung rudder will move the whole hull towards the side to which it is desired to go, as well as turning the hull. A car steers from the front. Why don't we use bow hung rudders? Because they don't look right!



Therefore, I hand you this idea. The bows have a cylindrical drum 'A' let into a cylindrical chambers, so that the drum may turn easily when greased, or whatever. The drum has the wires from the kick stick, which is close to it, slotted through the outer chamber, near the top, and the drum 'A' is turned by the action of the wire passing round it. It must be pegged.

In the drum 'A' is a vertical parallel sided slot, which takes a blade 'B', so that the blade may slide up and down without too much friction. It is held down against stops cut in the blade, by an elastic 'C'. The lower end of the blade is formed in a semi-circle, so that it would probably ride up if struck from in front, or behind. If hit sideways, well, a new blade can be formed out of $\frac{1}{4}$ " marine ply scraps in a half hour. It would not ruin the hangings if damaged. If the rudder is not wanted, just take out the blade.

Criticisms?

1. It has not yet been tried and proved.
2. Would turbulence from the blade affect the water flow around the under-hull?
3. The blade shape, to be lifting, must have an inefficient shape by the criteria which Marchaj puts forward.
4. It is adding complication, and therefore weight.
5. The whacking great hole in the hull might weaken it. On the other hand it might strenghten it. I'm thinking in terms of fibreglass.

Whatever it may do, one day I'll try it. If any one has tried it, please let me know what happened. It will not be an evening's job. I reckon it will demand a great deal of work, and sighs of 'Back to the drawing board'.

REPORT ON THE ORWELL RIVER RACE Held on 17th July

This was the first L.D. race to be organised by the Orwell Canoe club and H.M.S. Ganges. The starting point was Shotley on the Orwell estuary. The weather conditions were rough and wet. There were thirtyeight entries, of which only twenty-one completed the course, this was caused mainly by competitors capsizing.

The paddler of the day undoubtedly, C.W. Evans of the Royal Canoe Club. He kept his K.1. upright in very rough water, while others in more stable canoes were capsizing.

The rescue boats were kept very busy pulling people and canoes out of the water. H.M.S. Ganges had set up a telephone system along the shores of the river so that all the canoes were accounted for all the time.

At the finish of the race the competitors were spread out over a long distance. The competitors commented at the end of the race that it was tough and wet but very enjoyable, making a change from the calmer inland waters.

All suggestions for the race were gladly accepted, so as to make a better race next year. Next year more safety boats will be used. The event was televised on the local station, Anglia, and was also covered by the area newspapers.

on competitive canoeing

Zaandam, Richmond, Royal and the National Championships - certainly July has been a very busy month for our sprint paddlers, but with only the North v South match to be contended it sees the close of the sprint racing for this season in Britain. Abroad the sprinters still have the World Championships in East Berlin, to which we are sending a team of twelve, and at the end of August a number of paddlers will be going to the Gent regatta in Belgium.

Zaanregatta, Holland. For the first time the paddling Racing Committee sent a senior and full junior team to the Zaanregatta on 2nd/3rd July. Over the two day event there were 96 races, with paddlers from West Germany, Belgium, Great Britain and Holland competing. British canoeists gained 7 first, 3 second and 8 third places in the finals, but all of the credit for these results must go to our junior and aspirant paddlers. The senior paddlers who competed at Zaandam were alas outclassed and failed to gain even a "place" in the finals.

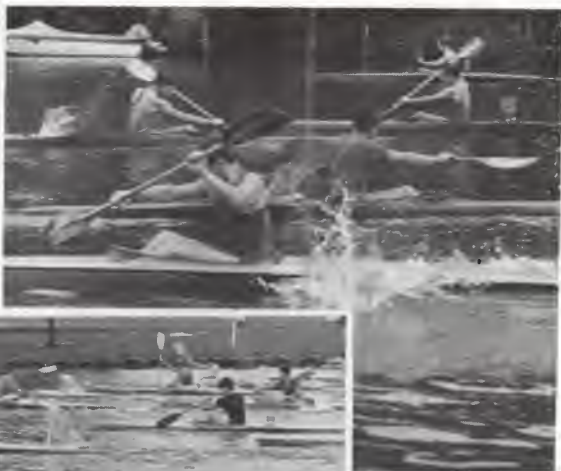
Noteworthy performances came from our junior ladies who in the 2,000m K1 took first, second and third places, Miss Oliver (Southampton) 1st with 10min 28.4sec., Miss B.Mean (Hatfield) 2nd., Miss S.Jackson (Royal) 3rd. Both Miss Oliver and Miss Jackson won a first place in the junior ladies K1 500m. (At Zaanregatta there are no heats in junior or aspirant events, all races taken as finals, so it is possible to have two or three finals of one distance.) Miss Oliver and Miss Mean also gained a very well earned 4th place in the SENIOR ladies K2 final, with a time of 2min 06.7sec which was over ⁴sec clear of the junior ladies K2 final! In the senior ladies K1 500m race it was disappointing to see Marianne Tucker of Richmond Canoe Club trailing in 4th place, particularly after the fine training times she has been making recently. Admittedly Marianne was badly "cut-up" in the last hundred metres of the race, but at that stage she should have been in a commanding position. For the third year Miss Thea Duif of De Geuzen Canoe Club won the event as well taking the senior ladies K1 2000m and paired with Miss Jaapies she won the ladies K2 500m.

M.Mean (Hatfield) gained first place in a junior K1 1000m race and with L.Bolam (Leamington) won a K2 1000m. In the 10,000m events organisation of the British paddlers was a little wanting, for Mean/Bolam managed to get on the SENIOR K2 start, while our senior pair of Edwards/Oliver, although on the water, missed the start altogether! At one stage of this race young Mean lost his paddle in a tousele with a continental crew, but no doubt paddling the senior event taught our pair a great-deal about 10,000m racing!

On 24/25th July the Royal Canoe Club held their Centenary Sprint Regatta on the Thames at Teddington. Although the weather



1. Marianne Tucker, ladies K1 National Champion.
2. Take-over of the relay event at Pangbourne.
3. Start of the Paddling Challenge Cup at Royal.
4. Start of the ladies K2 event at Pangbourne.



photos by
Aqua-photo



was kind and "Royal" had put a lot of effort into making this Centenary regatta a success, I feel that support from sprint paddlers was more than a little lacking, while the Paddling Racing Committee deemed it right to hold a senior K4 TRAINING weekend at Birmingham.

Racing at Royal was keen and very interesting. In the junior events, J.Roberts (Riverside) stormed home to win the K1 1000m, with A.Miller (Harlow) taking second place. Jupp/Gregory R.C.T.) took the K2 closely followed by M.Bosher/A.Kirby (Royal). In the ladies events, M.Tucker (Richmond) won the K1 500m and with Miss Jackson easily won the ladies K2. C.Evans (Royal) took home quite a few "pots" in the senior events. With B.Pratt he won the K2 1000m, and in the K1 1000m pushed P.Lawler (Richmond) into second place, but by far the most exciting race of the weekend was the Paddling Challenge Cup K1 10,000m. Here again Evans pushed Lawler into the second place, but this was only in the last 50m after a rare old battle between these two throughout the whole race.

At Pangbourne the following weekend were held the British National Sprint Championships. Although the weather at times was appalling, the entry was a very fine one with four heats in the junior men K1 and three crews in the ladies K4 event! Times were very erratic due mainly to the conditions, with 1min 54.2sec for the senior K1 500m and 4min 8sec for the 1000m. This time for the 500 is very fast and even after competitors suggested the course was short, starters kept to their original line. I compared photos taken on the 500 start last year with those of this, and the course certainly was short by some 50 metres! This is a fine state of affairs having the National Championships - supposedly the premier sprint event of the year - raced over a short course! Its about time the Paddling Racing Committee invested a little money in a metric tape and gave paddlers a fair deal instead of guessing distances!

Just as we go to press I have received flash results of the Sella River Race. 1st International K1 C.Evans of Royal Canoe Club. National Team Prize won for the second year by Great Britain. Very well done lads!

THE CANADIAN-CANOE ASSOCIATION OF GREAT BRITAIN

Of the seven events that by now should have taken place the N.C.C.1 is postponed until 7th August because it clashed with a regatta despite the fact that dates were sent in very early.

The only other event that took place as scheduled was the T.C.2. men from Putney to Richmond.

The crews were:-
1. Tapscott & Bright
2. Perkes & Hubbard
3. R.Avery & Whitby
4. R.Parker & Cartwright

The race was won by the junior crew Robin Avery & Mark Whitby from Alan Perkes & Alan Hubbard by 14 seconds in 1hr.11 $\frac{1}{2}$ minutes, Tapscott & Bright were last because they had to empty out twice. The D/W canoe is not suitable for rough going and it was rough, perhaps you remember the weather, there were white caps at Putney.

Dear Sir,

Letters

Keeping Your Hands Warm

If you want to keep your hands warm you should consult your local motor-cycle stockist. They sell various kinds of mittens which are intended (by the motor-cyclist) to go over the top of a pair of woollen gloves. The kind I use are called "Barbour Mitts", cost 15/- and have lasted me three winters - I paddle about ten miles every weekend, whatever the weather.

The "Barbour Cloth" of which these mitts are made is a very close-woven cotten, proofed with a kind of black oil, which tends to make a mark on your paddle shaft. They are not 100% waterproof, as the material is supposed to allow perspiration to escape. I wear them without any under-gloves, and find the roominess of them, and their non-slip surface, makes them ideal. My brother copied the design, in spraydeck material, but you need to be fairly clever with a sewing machine to do this.

A black P.V.C. version of this mitten is available at about 5s/0d. I have not tried them, but imagine they would be satisfactory but less durable.

If your spraydeck is tight enough to need fingers in the event of a capsized it should be so arranged that it can be released even if your hands are completely numb. The answer is to sew a prominent "tab" of canvas on the underside of the spraydeck, long enough to lead out, under the elastic, and provide something you can pull on. I have mine, which I think of as my "funk strap" in the form of a loop at the point of the spraydeck, and it serves an additional purpose by giving me something to hang it up by when the spraydeck needs drying. Some people have a strap which runs athwartships, and this seems to serve equally well.

While on the subject of keeping warm: a word to those who are capable of making their own spraydecks: it is not particularly difficult to make an anorak and spraydeck all in one piece. Mine cost me less than £3. They are less hot than the normal combination of separate anorak and spraydeck, since you don't have any elastic round your waist; and they are watertight enough to encourage rolling practice even in mid-winter conditions. My brother and I have experience of five such anoraks between us, and on the basis of this we recommend the following:-

- 1) Use good quality spraydeck material, and terylene or nylon thread.
- 2) Put a strong needle in your wife's sewing machine, and send her out for the evening.
- 3) Experiment with scraps of material until the tension and stitch-length are right.
- 4) The anorak needs to be much longer than you would expect otherwise it will pull the spraydeck off when you lean forward.
- 5) The waist-hole in the spraydeck should be about 42" circumference. This is just big enough to get your shoulders through, but small enough not to encourage the trapping of a pool of water in the "slack" of your anorak.
- 6) If you want a paper pattern for an anorak there is one available from most dressmakers. "McCall's Printed Pattern, number

7050, Men's hooded jacket" - but remember that you will need to make it longer than the length shown. If you plan to use the anorak for rolling, omit the pocket and omit the zip-opening at the neck.

- 7) After finishing all the stitching, run clear bostik into the seams. This will waterproof them and "lock" the threads. Don't try to glue the seam first - glue will adhere to the needle and then transfer into the inner workings of your sewing machine.

Yours faithfully,
M.C. Powell,
Worcester.

Dear Sir,

Sea Canoes

The alarming happenings told by Alan Byde in the July magazine, prompt me to question the philosophy of teaching sea canoeing in slalom boats, and ask whether a clear distinction is drawn when instructing pupils, between their obvious use in sporty and beach rescue activities inshore for short periods and the dangers of their use offshore in uncertain conditions.

I appreciate that it was their former use that was being taught at Morfa Bychan, but due to a combination of circumstances, people in slalom canoes found themselves in conditions quite unsuited to them for more than a short period. How many folk taught the basic handling of slalom canoes in the sea, think that they can then safely undertake voyages of several miles, say "sound the headland" with its unknown tide races and overfalls?

It is of course the time factor that is fatal and even a strong and expert slalomist will soon become exhausted in rough and cold conditions, battling to stay upright and steer on course in broken seas, and the same applies if a long voyage is attempted in one of these boats in any but near calm conditions, and such conditions cannot be counted on for a long voyage.

For serious sea canoeing, surely the only suitable canoe is a long fairly beamy boat fitted with funwhale buoyancy and watertight compartments. In such a boat one can lie "a hull" and rest, which is quite impossible in a slalom canoe, and the paddler does not have to struggle all the while to remain upright and steer his course. Many long voyages are made safely in canoes of this type.

I am sure that Alan Byde and other experts are aware of all this, but does their enthusiasm for the obvious qualities of the properly handled slalom canoe and their own mastery of it blind them and consequently their less expert pupils, to the dangers of serious sea canoeing in such boats? All the techniques of handling, rolling and rescue are fun and useful, but in real sea conditions offshore will be of no avail, where a proper sea going canoe will stay upright and not exhaust its paddler.

Yours faithfully,
John R. Edwards,
Liverpool.

Dear Sir,

Get With It, Cruisers!

I am somewhat tired of the bleating of the cruising fraternity. As they point out at great length they are the majority of the B.C.U.; but the B.C.U. consists only of its members and is in no sense the hired servant thereof. If cruisers find that the action they wish is not taken they have only themselves to blame for it. Frankly, Cruisers, get with it. You state that the B.C.U. is heavily biased in favour of competition, but please note that competitive canoeists have not the slightest desire to impede cruisers and, so far as I can see, do not do so.

Yours faithfully,
A. Stoneley,
Cambridge University C.C.

News Flashes

A NEW CANOE FROM PERCY BLANDFORD

Percy Blandford has produced a new canoe design, his first for some time, called Spray (PBK 62). It is described as a white water canoe with a length of 13ft.6ins., and a beam of 24ins. - single seater, of course. Construction is the conventional laths on plywood frames with fabric covering. Price of the plan is 16s. (plus 1s. postage) from Percy Blandford, Newbold-on-Stour, Stratford-on-Avon.

A NOVELTY INDEED

"The Canadian kayak has always been something of a novelty in British competitive canoeing". (Light Craft, August, 1966). We suspect that a Canadian kayak is a novelty anywhere unless one means a kayak built or paddled by Canadians - which the author didn't. Without going into the long and honourable history of Canadian canoes in this country, which included a period when they far outstripped in number any other kind of canoe, we are sorry to see such a confusion of terms. The creator of this hybrid craft was our own Mike Clark, fortunately, we are happy to say, not writing under our editorship at the time.

RETIREMENT, OR IS IT?

We learn that John Dudderidge, O.B.E., President of the British Canoe Union, is retiring from full-time teaching at the Haberdashers school. We think it unlikely, however, that this will mean that he will have more leisure but rather that he will have more time to pursue his many interests. Nor do we think it likely that it will be any easier to find him at home when we telephone him for when we saw him last week he had just purchased a new car! We are sure all our readers will join us in wishing him a long and active 'retirement'.

OUR COVER PHOTO

This month's cover shows Dick Gays looping at Eden Lacey Falls, next month Dick describes how this can be done in a swimming pool!

STOP PRESS

SELLAR RIVER RACE: 1st C.Evans(G.B.). Team event: 1st Great Britain.

FOR SALE:

Bound copies of Vol. 5. of 'Canoeing' complete with index, price 25s. (Post free), also 'Slalom and White Water Course' price 3s.6d. (Post free). Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

CANOE EXCHANGE for new/used canoes and equipment bought sold exchange new fibre glass touring canoes, singles £22, doubles £26 & £32. Also, stainless alloy canoes doubles £49 singles £39. Jessamy Road, Off Thames Street, Weybridge, Surrey.

WANTED:

Ribelle K.2. In good condition. P.Brett, 42 Waverley Road, Exmouth. Exmouth 4998.

R E S U L T S

Royal Regatta - 23rd July

	1	2	3
Senior K1	C.Evans	P.Lawler	P.Gardner
" K2	C.Evans/ B.Pratt	P.Lawler/ J.Unsted	A.Kirkby/ M.Bosher
Junior K1	J.Roberts	A.Miller	A.Kirkby
" K2	B.Jupp/ L.Gregory	A.Kirkby/ M.Bosher	J.Unsted/ T.Balwin
Ladies K1	M.Tucker	S.Jackson	K.Emerson
" K2	M.Tucker/ S.Jackson	K.Emerson/ P.Millagan	
Novice K1	M.Giddings	M.Whitby	A.Tullett
Youth K1	M.Whitby	N.Jones	
Class 3 & 4			
Junior	N.Jones	R.Lawrence	
Senior	F.Harvey	A.Tullett	R.Dawson
Open 250m K1	P.Lawner	R.Still	M.Bosher
C2	A.Perkes/ A.Hubbard	D.Ried/ M.Giddings	A.Tullett/ B.Jansen
C4	Hubbard,Jansen Perker, Thornton	Ried, Reardon Giddings, Tullett	

Paddling Challenge 10,000m - 24th July

1st. C.Evans 42.25 2nd. P.Lawler 42.31 3rd J.Roberts 42.55

JUNIOR MEN K.2. 1000m FINAL

1st	A KIRKBY - M BOSHER	ROYAL CANOE CLUB	4n 2 secs
2nd	GREGORY - B HUPP	63 PARA.SQN. CANOE CLUB	4n 3.6 secs
3rd	N LILLEY - R OLIVER	LINCOLN CANOE CLUB	4n 10 secs
4th	D MOORE - C HILLMAN	BIRMINGHAM KAYAK RACING CLUB	4n 15.6 secs
5th	GAVIN - HEAD	ROYAL MARINE CANOE CLUB	4n 21.8 secs

SENIOR MEN K.4. 1000m FINAL

1st	P LAWLER - A SOMMAN		
	A WILSON - P GARDNER		4n 35 secs
2nd	A EDWARDS- L OLIVER		
	M MEAN - L BOLAM		4n 38 secs

LADIES K.1. 500m FINAL

1st	M TUCKER	RICHMOND CANOE CLUB	2n 10 secs
2nd	S JACKSON	ROYAL CANOE CLUB	2n 12.2 secs
3rd	L OLIVER	SOUTHAM TON CANOE CLUB	2n 12.4 secs
4th	B MEAN	HATFIELD YOUTH CENTRE	2n 25 secs
5th	K EMERSON	RICHMOND CANOE CLUB	2n 29.2 secs
6th	C BAUER	NOTTINGHAM CITY KAYAK CLUB	2n 43.8 secs

JUNIOR MEN K.1. 1000m FINAL

1st	J ROWELL	AYRSHIRE KAYAK RACING CLUB	4n 36.4 secs
2nd	J ROBERTS	RIVERSIDE ACTIVITIES OXFORD	4n 37. secs
3rd	R MILLER	WORCESTER CANOE CLUB	4n 41 secs
4th	A MILLER	HARLOW CANOE CLUB	4n 42 secs
5th	D MOORE	BIRMINGHAM KAYAK RACING CLUB	4n 44.2 secs

SENIOR MEN K.2. 1000m FINAL

1st	L OLIVER - A EDWARDS	LINCOLN CANOE CLUB/WORCESTER CANOE CLUB	3n 59.2 secs
2nd	M BOSHER - A KIRKBY	ROYAL CANOE CLUB	4n 00 secs
3rd	P LAWLER - A SOMMAN	RICHMOND CANOE CLUB/ROYAL LEAMINGTON SPA CANOE CLUB	4n 12.6 secs
4th	P GARDNER- J ROBERTS	RIVERSIDE ACTIVITIES OXFORD	4n 13 secs
5th	M MEAN - L BOLAM	HATFIELD YOUTH CENTRE/ROYAL LEAMINGTON SPA CANOE CLUB	4n 13.6 secs
6th	J T T MACINTYRE - D PATERSON	ARDROSSAN CANOE CLUB	4n 48 secs

<u>NOVICE K.2., 500m.</u>		<u>FINAL</u>	
1st	GAVIN - HEAD	ROYAL MARINE CANOE CLUB	2m 5 secs
2nd	N R JONES - P CROVTHER	MARER WITH RAHE CANOE CLUB	2m 7.6 secs
3rd	C GREY - J WESSLEY	LINCOLN CANOE CLUB	2m 12.2 secs
4th	C BAKER - M WHITBY	ROYAL CANOE CLUB/RICHMOND CANOE CLUB	No time taken
5th	C JORDAN - R HEARN	33P. A.T.C. CANOE CLUB	2m 33 secs
<u>SENIOR MEN K.1., 500m.</u>		<u>FINAL</u>	
1st	A WITSON	AIRSHIRE KAYAK RACING CLUB	1m 54.2 secs
2nd	M LEAN	HATFIELD YOUTH CENTRE	1m 55.6 secs
3rd	P LAWLER	RICHMOND CANOE CLUB	2m 0.7 secs
4th	A EDWARDS	WORCESTER CANOE CLUB	2m 4.2 secs
5th	L BOLAM	ROYAL LEAMINGTON SPA CANOE CLUB	2m 5 secs
6th	P GARDNER	RIVERSIDE ACTIVITIES OXFORD	2m 7.2 secs
<u>YOUTH K.1., 500m.</u>		<u>FINAL</u>	
1st	M WHITBY	RICHMOND CANOE CLUB	2m 3 secs
2nd	N R JONES	MARER WITH RAHE CANOE CLUB	2m 11.8 secs
3rd	H DYER	RIVERSIDE CANOE CLUB OXFORD	2m 14.2 secs
4th	J WESSLEY	LINCOLN CANOE CLUB	2m 14.7 secs
<u>NOVICE K.1., 500m.</u>		<u>FINAL</u>	
1st	M WHITBY	RICHMOND CANOE CLUB	2m 6 secs
2nd	H DYER	RIVERSIDE CANOE CLUB OXFORD	2m 10 secs
3rd	C GREY	WORCESTER CANOE CLUB	2m 12.2 secs
4th	HEAD	ROYAL MARINE CANOE CLUB	2m 14.4 secs
5th	K J COCHRAN	ROYAL MARINE CANOE CLUB	2m 30.6 secs
6th	D WATSON	ADMIRAL CANOE CLUB	2m 39 secs
<u>JUNIOR MEN K.1., 500m.</u>		<u>FINAL</u>	
1st	J TIBBERTS	RIVERSIDE ACTIVITIES OXFORD	1m 55.2 secs
2nd	A HILLER	HARVEY CANOE CLUB	1m 56.2 secs
3rd	J ROBERTS	AIRSHIRE KAYAK RACING CLUB	1m 58.2 secs
4th	R MILLER	WORCESTER CANOE CLUB	1m 58.6 secs
5th	M LILLEY	LINCOLN CANOE CLUB	2m 1.7 secs
6th	M BOSHER	ROYAL CANOE CLUB	2m 25 secs
<u>SENIOR L.X. 250m. RELAY.</u>		<u>FINAL</u>	
1st	L COLLIER - J LILLEY		3m 51 secs
2nd	B BOGOTTS - A TILSON		3m 53 secs
3rd	T LAWLER - A SCOVAN		4m 7 secs
4th	J ROBERTS - M BOSHER		
5th	L BOLAM - P GARDNER		
6th	J HOWELL - A BALDWIN		

<u>SENIOR MEN K.2., 500m.</u>		<u>FINAL</u>	
1st	I. COLLIER - A EDWARDS	LINCOLN CANOE CLUB/WORCESTER CANOE CLUB	1m 49 secs
2nd	A KIRBY - M BOSHER	ROYAL CANOE CLUB	1m 49.4 secs
3rd	P GARDNER - J ROBERTS	RIVERSIDE ACTIVITIES OXFORD	1m 50.4 secs
4th	P LAWLER - A SCOVAN	RICHMOND CANOE CLUB/ROYAL LEAMINGTON SPA CANOE CLUB	1m 51.4 secs
5th	D MEAN - L BOLAM	HATFIELD YOUTH CENTRE/ROYAL LEAMINGTON SPA CANOE CLUB	3m 48.2 secs
6th	J T MACINTYRE - D PATTERSON	ADMIRAL CANOE CLUB	3m 48.2 secs
<u>JUNIOR MEN K.2., 1000m.</u>		<u>FINAL</u>	
1st	B JONES - G GREGG	ROYAL CANOE CLUB	4 8
2nd	M BOSHER - M KIRBY	RIVERSIDE ACTIVITIES OXFORD	4 13.8
3rd	J ROBERTS - A MILLER	ROYAL CANOE CLUB	4 15
4th	BROCKIE - MILLER	Ayrshire Kayak Club	1m 45.6 secs.
5th	N. LILLEY/R. OLIVER	Lincoln Canoe Club	1 40.2
6th	A. WALLERSON	Richmond/Leidenhead	2 19
<u>LADIES K.2. 500m.</u>		<u>FINAL</u>	
1st	M. TUCKER/S. JACKSON	Hatfield Youth Centre	1 55.8
2nd	B. MEAN/L. OLIVER	Richmond/Leidenhead	2 19
3rd	K. EMERSON/L. SHEEHAN		
<u>LADIES K.4., 500m.</u>		<u>FINAL</u>	
1st	M. TUCKER - I. OLIVER		1m 51.8 secs
2nd	B. MEAN - S. JACKSON		2m 11 secs
3rd	C. BAKER - M. LEISH		2m 20 secs
4th	M. BAKER - P. PAGE		
5th	K. EMERSON - L. SHEEHAN		
6th	G. WOOD - E. SIE ?		

ORWELL RIVER RACE

Sunday, 17th July, 1966

RESULTS

The following over 15 miles:-

<u>CLASS 1</u>	<u>Winner:</u>	EVANS, C.W.	Royal C.C.	2 hrs. 19 min.
<u>CLASS 2A</u>	<u>Winner:</u>	DAY	Harlow C.C.	3 hrs. 4 min.
	<u>Second:</u>	LEWIS	Harlow C.C.	3 hrs. 4 min.
<u>CLASS 3A</u>	<u>Winner:</u>	CASTLEDEN	Royal C.C.	2 hrs. 47 min.
		LEGGETT	Orwell C.C.	<u>FAILED TO COMPLETE</u>
		HAVELL	Orwell C.C.	<u>FAILED TO COMPLETE</u>
		WEATHERHOGG	Felixstowe Youth Club	<u>FAILED TO COMPLETE</u>
		CANTLE	Harlow C.C.	<u>FAILED TO COMPLETE</u>
		CLARK	Harlow C.C.	<u>FAILED TO COMPLETE</u>

<u>CLASS 6A</u>	<u>Winner:</u>	BROOKS/RONEY	Viking C.C.	2 hrs. 42 min.
	<u>Second:</u>	BOYCE/FRANCIS	Gaynes Hall C.C.	2 hrs. 57 min.
	<u>Third:</u>	READ/BAILLY	Viking/Bedford	3 hrs. 5 min.
		HERON/SEYMOUR	Gaynes Hall C.C.	<u>FAILED TO COMPLETE</u>

<u>CLASS 7A</u>	<u>Winner:</u>	HANNAFIN/WRIGHT	Gaynes Hall C.C.	2 hrs. 51 min.
	<u>Second:</u>	DUDELL/DENNIS	Gaynes Hall C.C.	3 hrs. 11 min.

The following trophies were presented by Captain F.W. Watson, R.N.:-

K.1.	EVANS	Royal C.C.
K.2.	IRVINE/MALCOLM	H.M.S. Ganges
	CASTLEDEN	Royal C.C.
	Touring Single Open	Brooks/Roney
	Touring Double Open	Viking C.C.
	Touring Single Junior	Harlow C.C.
	Touring Double Junior	H.M.S. Ganges

We wish to thank all competitors for taking part in this new event and hope that you will come again next year.

RESULTS OF BRITISH OPEN YOUTH CHAMPIONSHIPS 1966.

Finals held at Bedford, 17th July 1965.

<u>CLASS A.</u>	1. D. Rogers	(Southern)	2min.26.5 sec.
	2. M. Coe	(London & SE)	2min.27.0 sec.
	3. C. Stellern	(West Mids)	2min.28.5 sec.
<u>CLASS B.</u>	1. N. Jones	(South-West)	2min.25.0 sec.
	2. K. Bryce	(Scotland)	2min.34.0 sec.
	3. F. Doodey	(West Mids)	2min.35.0 sec.
<u>CLASS C.</u>	1. Miss M. Baker	(North Mids)	2min.54.0 sec.
	2. Miss B. Stone	(West)	3min.06.0 sec.
	3. Miss M. Turner	(Southern)	
<u>RELAY</u>	1. Southampton	(Southern)	10 min.11.5 sec.
	2. Junior Leaders Regt. Dover	(London & SE)	10 min.53.0 sec.
	3. Kyle C.C.	(Scotland)	

WEST YORKSHIRE CANOE CLUB

WEST TANKFIELD SLALOM JULY 10th. RESULTS SHEET.

<u>4th DIVISION.</u>	<u>1st. Run</u>	<u>2nd. Run</u>	<u>Best Run.</u>
<u>Modified Average 230</u>	<u>Pen 1m Tot</u>	<u>Pen 1m Tot</u>	<u>Pen 1m Tot</u>

1 P. Fleischbeck	151 151	20 150 170 151	65 6
2 A. J. Young	171 171	158 158 158	66 7
3 C. J. Holdsworth	163 163	163 163 163	70 9
4 M. Robinson	165 165	166 166 166	72 2
5 C. R. Chaplin	167 167	10 157 167 167	72 6
6 A. J. Swallow	165 173	50 160 210 173	75 2
7 L. H. Stott	173 183	10 171 181 181	78 7
8 R. Smith	150 190	30 167 187 190	82 6
9 R. N. Maguire	171 191	90 165 255 191	83 0
10 C. Green	176 216	194 194 194	84 3
11 P. S. Peacock	180 200	50 184 234 200	87 0
12 J. Kingsley	180 200	80 166 246 200	87 0
13 A. R. Neville	225 385	201 201 201	87 4
14 R. Briggs	173 203	30 178 208 203	88 3
15 H. Harvey	195 205	60 209 289 205	89 1

Modified Average as for 4th Division

1 Audrey Keerie	50 173 223	20 235 255 223	87 0
2 Aileen Evans	80 220 300	110 219 329 300	130 4

BITTERNE SMALL CRAFT (SOUTHAMPTON) LIMITED

SOLENT CANOE CENTRE

for all canoeing needs

GEORGE COLLIS BUILDING, TERMINUS TER., SOUTHAMPTON

Telephone 23526

Our range includes:-

The "CYGNET" (single) £30. (In kit form £21)

The "SWAN" (double) £38. (In kit form £28)

The "SEAGULL" (for beginners) £28. (In kit form 19 gns.)

The "HERON" (racing single) £32.10.0.

The "CORMORANT" (soft skinned double) £40.

The "ADANAC" (Canadian). In glass fibre £48.

We solicit your enquiries for plans, kits, buoyancy aids, life-jackets, paddles, hulls only, glass-fibre materials. Something for all canoeing needs. Send for list.

Foam buoyancy chemicals, 10/- 1b.

canoes and kayaks for every purpose!



SLALOM · TOURING · RACING

Mendesta

GLASSFIBRE CANOES AND KAYAKS

MENDESTA offer a range of canoes for SLALOM, WHITE WATER, TOURING, RACING and the CANADIAN SLALOMS. These wonderful canoes are designed and built by experts, and manufactured with skill and precision in keeping with the top quality materials used. MENDESTA canoes are second to none. competition models have been highly placed at Belgium, Swiss and French championships, while touring craft have been used throughout the continent and were chosen for a photographic Lapland expedition.

Also available GILLCO CRASH HATS and SPOON-BLADE PADDLES.

SEND FOR ILLUSTRATED CATALOGUE.

JOHN CRITCHLEY

REAR OF:
24, FALCON GROVE, CLAPHAM JUNCTION,
LONDON, S.W.11. Tel: BATtersea 1878



FOR IMMEDIATE DELIVERY
OF LIFEJACKETS
AND
BUOYANCY AIDS

TYNE CANOES LIMITED,

206, AMYAND PARK ROAD
ST. MARGARETS, TWICKENHAM
MIDDLESEX

Telephone · PO PEsgrave 4033

GMACH'S *Wessex Canoes*

IN BEAUTIFUL *tough* FIBREGLASS

HIGH CLASS CRAFT - IDEAL FOR
RACING - TOURING - POTTERING

CONSISTENT WINNERS AND RECORD
HOLDERS OF THE DEVIZES
WESTMINSTER RACE

Also supplied to H.M. Forces

Illustrated:- The dry-land portability
of the WESSEX SEA RAPIER
FREE LITERATURE ONLY FROM:-



MODELS FROM
£33/15/-



**J. L. GMACH
& Co. Ltd**
Fordingbridge Hants · TEL 2422

At last — the comprehensive book for every keen canoeist!

CANOEING COMPLETE Brian Skilling & David Sutcliffe

Experts advise you on every aspect; how to make your canoe, to navigate it, to race it. Detailed, descriptive. First-class value. 8½ × 5½ ins., 144 pages, over 32 photos, 40 line drawings. 25s.

KAYE · WARD

200 Bishopsgate, London, E.C.2

Lendal SCOTLAND... **PADDLES**

SPRINT LONG DISTANCE TOURING

Wilson (Prestwick) Ltd.,
Dept. 3
167, Ayr Road,
PRESTWICK,
Ayrshire, Scotland.

BETTER ONE THAT WOULD AND CAN'T -
THAN ONE WHO CAN AND WON'T.

We would build a first class canoe at a low price, but we can't.

We could build a low class canoe at an even lower price - but we won't.

Our canoes are as good as any and better than most. Our prices are as low as good quality allows. We do Folding canoes, Non Folding and also build yourself kits and plans.

What we really mean is that prices of Granta canoes are the lowest in the world, quality for quality.

WHY? Well we are sentimental old fuddy duddies who have been in this business for 34 years.

Also - we have modern and up-to-date equipment and a team of British craftsmen who do an honest days work. We don't import, we produce British made goods, everything is British.

So remember that he who hesitates is lost but you must look before you leap, in fact, do inspect them at all good sports shops or come and look at them here in Cottenham. A car will meet you at Cambridge Station if you ask.

Whisper - we are open all day Saturday and Sunday, and illustrated catalogues are free

Illustrated catalogues are free.

G. ANTA CANOES. COTTENHAM. CAMBRIDGE.

We specialise in ...

PBK RIGID CANOES AND KAYEL KAYAKS KITS AND FINISHED CRAFT

PLANS, ALL MATERIALS & ACCESSORIES,
CANVAS & PVC COVERING MATERIALS

THE "TARKA" CANOE

finest value in Two-Seater canoes **£26.6.0**

SAVE MONEY PADDLE KITS

Make your paddles from our kits
S.A.E for details and samples

H. W. PALSER

BOAT BUILDERS

**LONDON LANE · UPTON-ON-SEVERN
WORCS.** Telephone: **UPTON 324**

SUPPLIERS TO:

H.M. FORCES, EDUCATIONAL AUTHORITIES, Etc.

SHAPED FOR ACTION!



KLEPPER **SL5** and
MICK

*slalom and
white-water kayaks —*

The choice of WORLD champions.

HAVING SECURED ADDITIONAL WORKSHOP PREMISES, WE ARE NOW ABLE TO OFFER PROMPT DELIVERY ON ALL OUR FIBRE GLASS PRODUCTION INCLUDING THESE TWO RECORD BREAKING MODELS, AND OUR NEW C-2 SLALOM CANADIAN WILL BE AVAILABLE IN THE AUTUMN.



THE CANOE CENTRE
PORTABLE BOATS LTD

18, BEAUCHAMP RD., TWICKENHAM, MIDDX.

Tel POPesgrove 8979