

Canoeing

Price 1s. 3d

VOL 6 NUMBER 11 OCTOBER 1966



SPECIAL FEATURE

IT'S HERE
THE
WATER FLEA

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

The Water Flea	189	1966 World Championships	199
Building the Water Flea	191	Those Lifejackets Again	201
A Deep Water Rescue Method	193	Help!	203
A Water Sports Code	195	The Things People Write	203
Sea Canoeing Conference	195	Canoeing and Hostelling	204
Lendal L.D. Paddles	196	Letters	205

Predicted Log Contests

In schools and youth groups it is sometimes a problem arranging competitions for the less skilled paddlers, and it was these people who sprang to mind when we read recently of the growing popularity of predicted log contests among motor cruisers.

Briefly, these are competitions of 2 to 4 hours duration over a course of 10 to 15 miles on tidal waters. A few days beforehand the competitors are given the course and the required finishing time. The contest is then for each competitor to choose a starting time which, bearing in mind the capabilities of the craft and the conditions on the day, will result in their crossing the finishing line at the time set by the organisers. The tricky part is that no form of timepiece is allowed to be carried on board nor is communication with an outsider permitted.

It seems to us that this offers distinct possibilities for club canoeing since all competitors have an equal chance regardless of canoe or paddling ability. At the same time judgement of one's capabilities and those of one's craft are necessary, and this in itself is very valuable. Finally, it has the advantage that the spectators at the finishing post can judge the winner for themselves.

Should any club feel inclined to try a predicted log contest we should be delighted to hear from them.

The Water Flea

BY DICK GAYS

Oliver Cock put the idea into my head when he mentioned a 9' canoe with so little buoyancy that it could be made to do a forward loop in still water.

A week later I launched a peculiar canoe 7'10" long, 19" wide and 9" deep.

It was of multi chine construction built by the KAYEL METHOD. The first surprise it gave me was that it was too buoyant, I could not make it loop with less than 30lbs. of water in it. The latest model is modified and has a length of 7'4" with a beam of 17".

The shape of the bow makes it loop. It has a horizontal end post 8" wide and a flat deck slopes down to it from the cockpit.

If the all up weight of canoe and canoeist is sufficient to make the bow under water, forward motion will pile water on the front deck like snow on a shovel. Paddle harder and the nose drops, drag increases and a forward loop follows. If you can't roll, don't go in the Flea, it has some alarming habits.

A backwards loop is possible in the same way but requires far more effort and one is inclined to stop paddling and start to roll only to find the loop is not complete and the Flea back on an even keel.

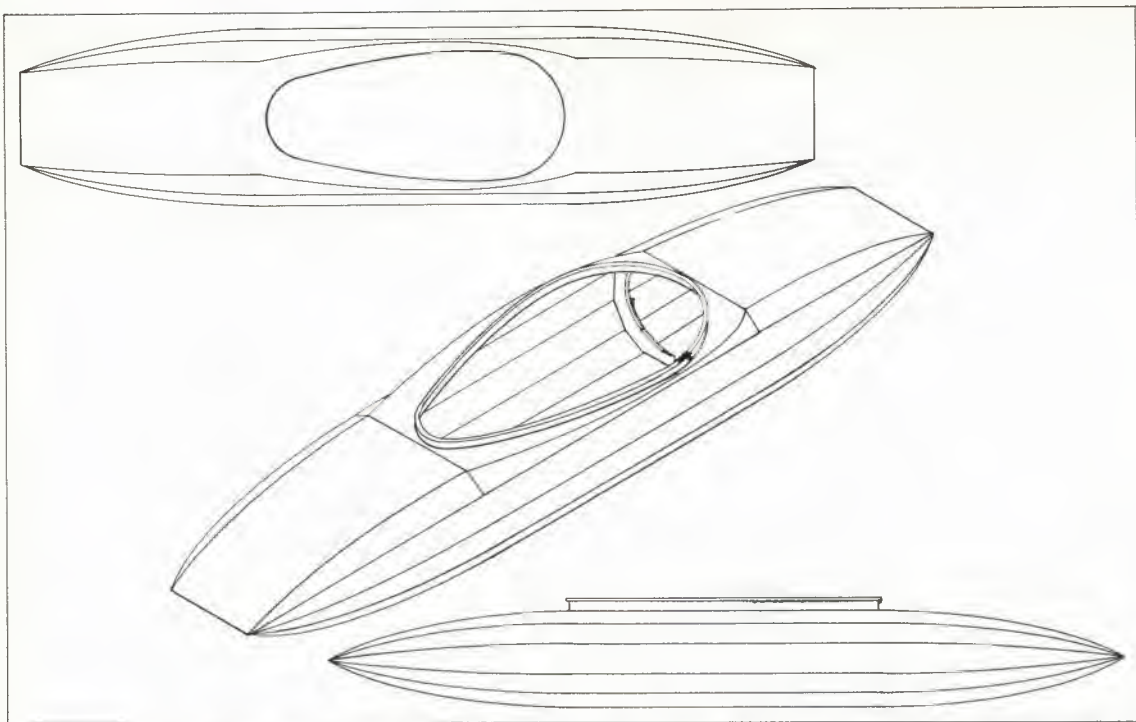
It is not easy to do a perfect loop because when the bow buries and the stern leaves the water the effective water line length of the canoe is greatly reduced. This means that the yaw from paddling increases and the Flea slips out of the vertical in a sideways direction. You have to be quick with your recovery stroke to right it then.

With practise it is possible to start a loop, and on reaching the vertical position, by hurried back paddling prevent the loop, and then by very quick energetic use of the paddle, balance the canoe for quite some time in the near vertical position.

Perhaps the most fantastic Flea trick is the High Dive, but I should explain how this came about.

Because of the very low buoyancy, it is not easy to get in the Flea and fasten the spray deck without sinking it. It soon becomes standard practise for Flea users to get in on the side and then either capsize off the side into the water and roll up, or, to "Seal dive" off the side. By "Seal dive" I mean push one self in the Flea nose first into the water at right angles to the bank. This is the easiest way of getting the Flea afloat, so easy in fact that Flea users took to launching themselves in this manner not off the side of the bath, but off a bench on the side of the bath. Then off two benches, then off three benches..... Before long it was found possible to do a High Dive off the top diving board at the local bath. (This was only 8'6" to the water). The highest dive so far is 11' and this is thought to be about the limit.

This high diving business looks very spectacular but providing a few simple rules are followed, it is easy. It is essential that anyone attempting such a trick should start at ground level and work up in very small stages.



1. THE START BEFORE MOVING FORWARDS TO THE POINT OF BALANCE. HEIGHT FROM WATER 6' 9".



2. JUST OFF THE POINT OF BALANCE.



3. FALLING.



4. FALLING.

The Flea is an ideal indoor canoe. No more trouble with getting 17' Kayaks round a maze of passages that surround some swim pools. You wont need a roof rack on your car, the Flea will go inside, you can even get a Flea up the stairs of a double decker bus!

For the growing winter sport of indoor still water slaloms the Flea would be ideal. The Flea has been to sea, it surfs like a rocket, but woe betide you if you let the nose bury, the flip loop is almost back breaking.

Every club should have a Flea, its a useful way to quicken your reflexes in still water, and very entertaining to spectators.

I'm quite sure that when members of clubs that put on rolling displays for the public have had a try in a Flea, they will take to operating a Flea Circus.

Building the Water Flea

Clearly the Water Flea brings a new concept to indoor canoeing, and we were delighted when Dick Gays plans came into the 'Canoeing' office from out of the blue. Immediately, we wrote back and asked if we could handle the sale of plans, and immediate agreement was reached.

If you have to start from scratch, Dick reckons to build the Water Flea will cost £7.14s.2d., but we suspect that with a little scrounging about the club boathouse, the cost may be nearer a fiver. The plans for the Water Flea complete with building instructions may be obtained price 12s.6d. from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

Start right away and build yourself a Water Flea. Come to think of it, why not build several and bring some speed and excitement to the game of canoe polo!

LOOPING



1. THE BOW FLOODING.



2. THE BOW AND CENTER SECTION 'FLOODED'.



3. THE STERN RISES.



4. NEARLY VERTICLE.



5. DOING A TURN. OR IS IT A ROLL, WILST VERTICAL.



6. FALLING OUT SIDE WAYS.

A Deep Water Rescue Method

DESCRIBED BY JOHN S. YOUNG

I, like Chris Hare, have never been convinced that the "H" method of rescue is suitable in rough conditions. This doubt was largely based on the fact that I, and my kayak, were thrown bodily onto the fore deck of the starters double at an S.C.A. championship on Loch Lomond. The lesson I learned from this was, "never get one boat at right angles to another in rough conditions".

I had several ideas thought out before reading "Big swim at Blackrock" and the opportunity for experimenting, with rescue methods, came at Inverclyde Recreation Centre, where I acted as instructor on a canoe course. The "Young" method has been demonstrated before the public with great success and everyone who has seen or used it has declared it to be better than the "H" method.

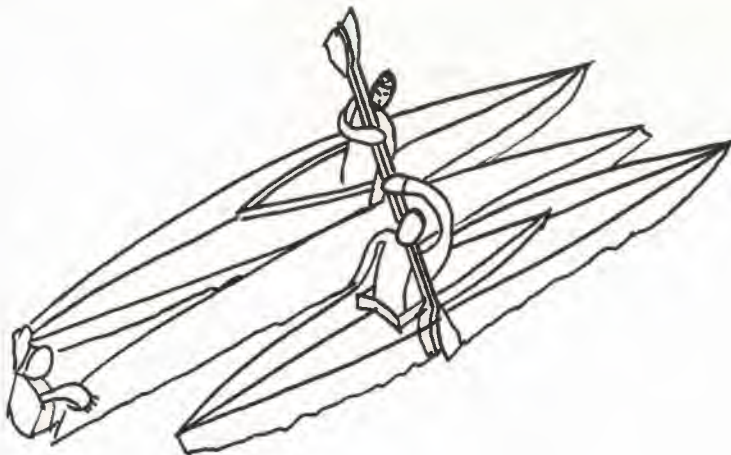
I shall be delighted to hear of criticisms or developments from the basic method.

The "Young" method or if we must stick to alphabetical symbols "YY".

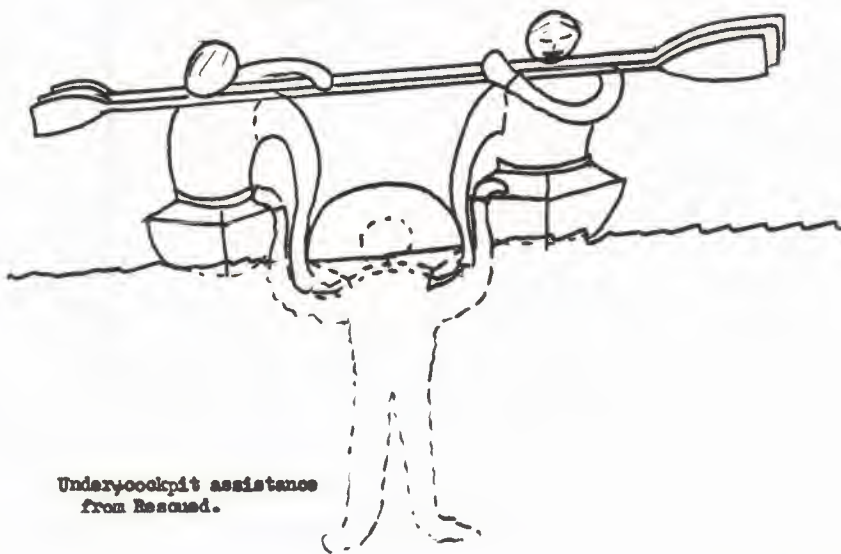
- (1) The upturned canoeist should hold onto the stern of his own canoe and his paddle.
- (2) The two rescue craft should come along either side preferably facing in different directions
- (3) The subject of the rescue should pass his paddle to one of the rescuers then hold onto one rescuers bow with arm and legs and the stern of his own canoe with one hand.
- (4) The rescuers place all three paddles across their outside shoulders and lean on them with one arm.
- (5) The rescuers grip the upturned cockpit and lift.
- (6) The subject can help by lifting and lowering the stern of his own canoe. If there is a considerable amount of water it may be necessary for him to keep the stern up while the others lift.
- (7) The rescuers turn over the canoe by one raising and one lowering his hand.
- (8) The rescue is completed by the subject climbing into his canoe by vaulting in with one hand on the bottom of his own canoe and one on the deck of the adjoining canoe. He then receives his paddle from the shoulders of his rescuers.

Advantages

- (1) At no time is there ever a sense of insecurity since the canoes are closely knit into a raft.
- (2) The canoes are not likely to drift away from the capsized canoeist since he need not at any time take his hand off his own canoe.
- (3) The person in the water acts as a sea-anchor and keeps the canoes end on into the wind or tide.
- (4) It is possible for the rescuers to take a rest by resting the upturned canoe on their decks.
- (5) The person in the water only requires to move half the length of his own canoe.
- (6) The time taken (this is most important) is less than 3 minutes.



Placing of Paddles.



Undercockpit assistance
from Rescued.

(7) It is possible for the rescued person to aid the lifting by putting his head inside his own cockpit and his hands on the decks of the other canoes. This might be necessary if the canoe was heavy, or the rescuers weak.

Note

It is not necessary for the rescuers to face each other, nor for the rescued to hold his stern, but this, to my mind, is the ideal situation.

A Water Sports Code

A Water Sports Code, aimed at promoting the best and fullest recreational use of water, has been drawn up and published in booklet form by the Central Council of Physical Recreation. The Code, compiled after full consultation with the various governing bodies of sport and other organisations concerned, has also received the support of the Sports Council, the Department of Education and Science and Ministry of Land and Natural Resources.

In a foreword, Mr. Denis Howell, Minister with responsibility for Sport, draws attention to the explosive post-war growth of water sports and stresses the need for cooperation and understanding among all users. The booklet itself emphasizes that our lakes, rivers and canals are scarce and valuable natural resources, some of which are important areas of scientific research, particularly for the study of fresh water biology, shoreline vegetation and wild life.

The Code, which is directed both at users and owners of water, contains practical advice on how best to use these limited resources, and makes a special plea to end the all too common practice whereby stretches of water are monopolised by one sport. It refers to the friendly spirit shown to exist where the various water sports bodies have been brought together to discuss common problems.

The Code is a detailed document. There are eight sections, the first containing recommendations for all water users, while the remainder cover specific sports - namely, canoeing, angling, motor boating, sailing, rowing, underwater swimming and diving and water skiing. Among other points, the general code urges experienced water users to show the same consideration to beginners as is shown by most motorists to learner drivers.

To get a voluntary code accepted is an educative task, and for this reason the CCPR is distributing free over 60,000 copies of the booklet.

Copies of the booklet are available from:-
CCPR (Water Sports Code) 26-29 Park Crescent, London, W.1.
Please send 6" x 9" addressed envelope stamped 3d.

Sea Canoeing Conference

A Sea Canoeing Day Conference is being arranged in Central London on SUNDAY 4TH DECEMBER, 1966 by the Central Council of Physical Recreation (L. & S.E. Region and the British Canoe Union (L. & S.E. Area.)).

The programme will include talks on "Sea Canoeing Essentials and Training", Study Groups on Sea Canoeing areas within reach of London - the Thames Estuary, Medway, Kent and Sussex coasts, The Hamble, Chichester and Poole Harbours, "The Scope of Sea Canoeing Holidays in Britain and Abroad" and Films on Techniques and Surfing.

Further details and leaflets are available from C.C.P.R. (L. & S.E.), 26 Park Crescent, London, W.1., Tel: LANgham 6822.

Lendal L. D. Paddles

BY DAVID GREEN (NATIONAL L.D. COACH)

At last we have done it! The racing canoeist now has a choice of top quality paddles and they are British made. I was very pleased to have the opportunity to test the Lendal L.D. Master as manufactured by Wilson (Prestwick) Ltd. and I found their construction and finish to be of a very high standard, comparable with the imported paddles that have been favoured by the British racing canoeist in recent years.

The paddles tested had the asymmetrical blade with a stabilising rib, although the traditional symmetrical blade can be supplied at no extra cost. The blade is of multi-laminated construction from selected veneers and for the L.D. Master the manufacturers have wisely made the blade stronger than their sprint racing paddle which is 1 oz. lighter.

The loom which is laminated from Spruce and Ash is very strong but has too much stiffness for my liking. I have used these paddles at several L.D. races during the season for it is under race conditions with the mass start, the shoots, the shallow water, the reeds and bullrushes, the very qualities that are L.D. to the enthusiast, that test the equipment to the limit. They survived many a clash of blades and withstood the knocks and bumps that inevitably result when crews portage together and yet were light and comfortable to handle.

For comparison I took the opportunity to handle a pair of the Lendal Spring master paddles and I preferred the spring of the hollow loom of this model. However the need for the heavier blade construction for L.D. was adequately demonstrated on one of those hectic first moments of a mass start when as a result of contact with the bow of a rival K.2. the veneer of the Sprint master blade in question, cracked. From these observations I have formed the opinion that the combination of the hollow shaft of the Sprint master and the stronger blade of the L.D. master would turn what is already a fine pair of paddles into L.D. perfection.

Alistair Wilson first surprised the canoeing world with his rapid domination of the British sprint racing scene, he has been our number one paddler for several years and from his wealth of experience gained in National and International racing, he has produced his second surprise with the manufacture of this fine range of racing paddles.

In my opinion these are the first alternative to the imported article, the British canoeist has had for many years and with the price advantage I am sure that all L.D. racing men will welcome their introduction.



THE START ARRIONDAS 1966.



BALFOOR & LOCKWOOD, AFTER STOPPING & BAILING OUT A NUMBER OF TIMES, SUNK JUST AFTER THE FIN ISH.



FOR THE NEXT YEAR THE DANISH FLAG FLY ON THE BRIDGE AT SELLA



SMITH & WITHERS.



THE FINISH RIBUDSELLA

SH & BRITISH FLAGS WILL



VII. WELTMEISTERSCHAFTEN IM KANU-RENNSPORT 1966

1966 World Championships *REPORTED BY MARIANNE TUCKER*

This event was held in East Berlin at Grunau from 19th August to 21st August. 24 countries competed including for the first time in international competition, Mexico. The course, organisation and facilities were excellent and all arrangements were carried out with the usual German thoroughness. The Team were supplied with an Interpreter and a Liaison Officer who did all they could to make sure that everybody was kept happy.

The first day was taken up entirely with heats and Great Britain started very well in getting through to the Ladies K.1. final, the Ladies K.2. final and the men's K.1. 1,000m. semi-final. All the times recorded on the first day were fast due to a following wind.

On the Saturday most of the 10,000 m. events were held and Alistair Wilson of the Ayrshire Kayak Racing Club gained 10th place in a time of 47.30,29 with the event being won, as expected, by Milhaly Hesz of Hungary in 45.28,05. In the K.2. event, the British pair, Peter Lawler and Tony Sowman gained fourteenth place in a time of 46.36,52. Surprise medal winners were the Norwegians Soby and Johanson who were placed second behind Szollosi and Fabian of Hungary whose time was 40.59,38.

The ladies K.1. final was also held on the Saturday. Marianne Tucker of Great Britain came 9th and last in a time of 2.11.18 behind the inevitable Russian winner, Ludmila Pinaeva. She recorded a very creditable time of 2.05.10. This was a close and exciting race which brought the crowds to their feet shouting with excitement. The East German Girl, Anita Kobuss won a bronze medal in the time of 2.06,12 so one can imagine the electrified feeling in the air during this event.

Sunday saw the semi-final of the K.1. 1,000m. in which Alistair Wilson gained 4th place, and the final of the ladies K.1. in which Marianne Tucker and Sylvia Jackson were placed 9th and last in a time of 2.06.64. Again there was an upset for the books when the East German girls, Kobuss and Ulze won in 1.59.41. ousting the Russians into second place in 1.59,86 and the Hungarians came third in 1.59.95, making another exciting and dramatic race.

The nation gaining the most points in the team competition was Russia with 125 points, Hungary came second with 107 points and Rumania 3rd with 93 points. Great Britain was placed 17th with two points.

As expected there was no new boats in use. The Hunter K.1. and Glider K.2. were being used quite extensively but there were not so many as I had expected. Many people were still paddling Pointers. It was significant, however, that nearly every competitor was using assymetrical blades as opposed to the traditional square ended paddle. Foreign paddlers always pay a lot of attention to the condition of the hull of the boat they are using and can be seen washing and preparing the hull on the day before the competition commences.

It is always difficult to hold a post mortem on the reasons why Britain has not been able to make a convincing breakthrough in international paddling at this level. As most people realise there is not the time or money available to most paddlers in this country to ensure that they are able to compete on equal terms with many nations but I am positive that better use could be made of the time there is available for training by making a more scientific approach to training schedules that are followed. Competitors in other sports in this country become world beaters so why not find out more about their training methods and use them in canoeing? There is the material in this sport to produce medal winners and with the next Olympics in Mexico only two years away it is essential that a lot more work is done in the field of training methods.

Arthur Avery

I am sure it is with great regret that members of the canoeing world will learn of the death of Arthur Avery, Commodore of Richmond Canoe Club.

He had been an active member of Richmond for seven years during which time he had acted as Youth Officer as well as Commodore. His main interest had been with the younger members of the Club assisting them whenever he could. He helped to instruct them in the various skills of canoeing, led camping and canoeing holidays and helped to build canoes.

Being a very quiet and unassuming person, it is only since his death that most people have discovered that he served in the R.A.F. in the last War becoming a squadron leader in Bomber Command. During this time he was awarded two medals the D.F.C. and the A.F.C.

Arthur was a mathematics master at Horsenden School where he did a tremendous job in interesting the boys in outdoor activities. He spent a lot of time in directing the building of the C.8. named "Horsenden".

I know I can say for all who knew him that his untimely death will be deeply felt by everyone. People such as Arthur are few and far between. May I offer on behalf of all canoeists condolences to his wife and children.

Marianne Tucker

Those Lifejackets Again

Following our article in the August issue of 'Canoeing' entitled 'The Great Lifejacket Mystery', readers will be interested to learn of our efforts to gain some clarification as to the current position regarding B.C.U. Approved Lifejackets.

9th August, 1966

We phoned Captain Kennedy, Secretary of the B.C.U., and asked for a statement in answer to the questions posed in the final paragraph of our article. We were told no statement could be given and that we should contact Oliver Cock, the B.C.U. National Coach.

10th August, 1966

We sent the following letter to Oliver Cock:

"In a telephone conversation with Alec Kennedy yesterday, I asked him for a statement with regard to B.C.U. approved life-jackets as a follow-up to the article on page 161 of the August issue of 'Canoeing'. Alec Kennedy said that his job was administration and that he was not in a position to make any statement, and that I should get in touch with you. I should be most grateful, therefore, if you would make a statement, for publication in 'Canoeing', clarifying the present position".

15th August, 1966

We received the following letter from Oliver Cock:

"Now for the main purpose of your letter to me, the matter of life-jackets. May I first of all run through a bit of history? After much work the B.C.U. recommended a type of lifejacket with the B.S.I. kite mark on it, as being suitable for canoeists. The cost, however, was very high, and it was agreed that most canoeists would turn it down flat, for this reason. The B.C.U. agreed, therefore, to allow any manufacturer who was willing, to produce a simplified form of the jacket at a reduced price. Messrs. Vacuum Reflex Ltd. took this suggestion up, and they also found a material which was not quite up to B.S.I. specification but very nearly so. The B.C.U. agreed that the saving in cost warranted this use of the cheaper material. The said material then ran out, and Vacuum Reflex changed to making their "Mk.II" jackets, which in fact were made of the B.S.I. qualified material.

Vacuum Reflex then went out of production to the public, while they coped with a very large order indeed, for the Army.

They then came back into the market again, with this new material which has caused us so much trouble. In this case the material was not submitted to us for approval, and it was something of a shock to discover that such a poor quality of stuff was being used. I must confess that we trusted the firm concerned, in that we did not actually go along and sample the material, as the B.S.I. does, from time to time. In fact I did not know that they had come back into the public market until I first heard of this trouble.

I may say the material for the 'other jacket' that you mention, that from Messrs. Ottersports, is up to B.S.I. standard, and I am confident that this firm will not do the same thing. They will maintain their standard of material.

Finally, a great deal of water has passed under the bridges since the issue of your August number, and there will be a good deal of information on this in the next issue of "Canoeing in Britain". As I am away from home at the moment - and will not return there until the end of September - I would prefer not to rely upon my memory for what has been written. I would ask you to wait until the magazine has been issued, when the whole of the decisions made by the B.C.U. will be published".

16th August, 1966

We sent the following letter to Oliver Cock.

"Thank you for your letter of the 13th August regarding the background of the B.C.U. approved lifejackets. Whilst I appreciate that the itinerant nature of your job brings problems, I am rather disturbed, both as an individual B.C.U. member and an Editor, that B.C.U. Headquarters can offer no comment on this matter and that the B.C.U. decision will not be available to the public for several weeks. However, I will do my best in 'Canoeing' with the information which you have been able to give me".

This as far as we have been able to discover is the position at the time of going to press, but by the time you read this, B.C.U. members will have been further enlightened by the appearance of 'Canoeing in Britain' approximately ten days ago. We feel, however, that on a matter as important as this that the B.C.U. should have taken steps to notify clubs, retailers, and editors, as soon as possible as to the exact position regarding these lifejackets. To withhold a statement on a subject of such gravity for upwards of five weeks in the height of the canoeing season, seems to us to show a lack in sense of responsibility.

Further, we note with some alarm that although the B.C.U. have in the past taken no steps to make occasional checks of the material used, they do not appear to be proposing to do so in the future. Like Oliver Cock, having known Mr. Faulkner for a number of years we are confident he will maintain the standard of their material. But what if other firms wish to produce a B.C.U. approved lifejacket? Will exception from checks depend upon personal recommendation, or will these firms be subject to checks? To give approval to a lifejacket is a serious decision; it should not be a once only decision but be a matter of continuing responsibility. At the present time the B.C.U. does not appear to be accepting this responsibility. However, it may be that the September issue of 'Canoeing in Britain' will clarify the position and we will reprint as much as possible of this statement for the benefit of those of our readers who purchase B.C.U. approved lifejackets but who are not members of the B.C.U.

Footnote

While we were endeavouring to clarify this matter we received a letter from Messrs. Jenkins and Lancefield which contained the following passage, "We (i.e. Jenkins and Lancefield) received a letter from the General Secretary of the B.C.U. on 30th June, 1966, I quote:-

'However, we are not satisfied with the result of this affair and have withdrawn our approval for these lifejackets (i.e. Life-masters) until we are satisfied that proper material is being used'."

As far as we have been able to discover, this decision has so far not been circulated to either the canoeing trade or press. We leave readers to draw their own conclusions.

Help!

This month we say farewell to Marianne Tucker. Marianne was one of the founder members of 'Canoeing' and over the past six years she has played an invaluable part in the development of our magazine, and this on top of a very full training schedule which has enabled her to hold the position of Britain's top woman canoeist. We shall miss her, and we are sure that all our readers will join us in wishing her every happiness in her new home in Scotland.

The loss of Marianne and the impending departure of another member of our staff means that 'Canoeing' may be faced with production difficulties. If any canoeist in the London area would like to join the 'Canoeing' team and help the magazine continue would they please contact the Editor, 1 North Lodge, Ealing Green, London, W.5. (EAL: 0303).

The Things People Write

Have you ever thought of competing in the Annual Devizes to Winchester race traditionally held at Easter? Or, perhaps, if you would like to try something else new, then there is Paddle or Spring racing over distances ranging from a thousand metres to ten thousand metres. Or if you are a slalomist, there are swirling whirlpools at Shepperton Lock.

Lest you think we are suffering from sunstroke as a result of our recent holiday let us assure you that this is not so. These three suggestions all come from a recently published booklet issued by London Transport entitled 'Sportsman's London' and compiled by Denzil Batchelor. The moral would seem to be that if you do not know what you are writing about then at least have the typescript vetted by an expert.

Canoeing and Hostelling

BY ROBERT F. ADAMS

The August edition of 'Canoeing' brings many points which effect this subject to the fore.

In his article Mr. Hewitts insists on the need for 'a determined effort to encourage the spread of canoeing in youth clubs, schools, scouts and similar organisations'. D.B. Sutcliffe and C. Thompson ask for 'more centres to be established throughout the country' and your own article mentions the basic problems besetting such groups.

The Yough Hostels Association has two hostels used as bases for canoeing. A canoe training base at Lostwithiel on the Fowey and a base for canoe cruising at Staunton on the Wye, two miles from Monnington Falls.

An effort was made last year to close Lostwithiel which was frustrated fortunately and now a decision has been made to close Staunton-on-Wye at the end of August 1967.

The Youth Hostels Association itself organises 12 cruises for beginners down the Wye each year using suitable hostels en route. School parties are now appreciating that this service is open to them also, and more and more are hostelling and canoeing each year. Provision of drying facilities, hot meals and warm beds means that the canoeing season on the Wye can be extended beyond the short English summer - many canoeists will remember the snow and cold winds last Easter.

However these benefits are being removed with no reference to canoeing interests. Canoeing on the Wye will be seriously affected. If Staunton Hostel is allowed to close, the upper reaches of the navigable Wye will once again only be open to campers - with limited sites and poor facilities.

The Midland Region of the Y.H.A. has stated that Staunton Hostel has at present a continuing loss of £300 a year. It is well known that about 50% of this loss can fairly be called establishment costs. In its 3½ years the hostel has had many expensive improvements to bring it up to a reasonable standard. The usage at the hostel is increasing due to extended adventure holiday activities and more school party usage. It is now fair to assume that in the next year or two it will run at a profit. Is 3½ years a fair time to test the practicability of such an establishment? Is 3½ years even enough time for it to get known to interested bodies? Where else in the area could a hostel be obtained at a rent of £100 a year?

What can be done about this? An opportunity for the B.C.U. to assert itself! The B.C.U. has a representative on the National Council of the Youth Hostels Association - surely by means of this a method can be found to reverse this decision. Individual members can write to the Y.H.A. at St. Albans. A petition is being organised by Mr. F. Noble, 6a Wylcwm Street, Knighton, Radnorshire.

A look to the future - should Staunton and Lostwithiel stay open Messrs. Sutcliff and Thompson would then have two outdoor centres near excellent canoeing waters which can easily be developed to an expert and nationally recognised level of efficiency. Schemes for Youth and School Party usage can be set up and a reasonable contribution to the 200,000 boy and girl canoeists under 20 suggested in their article can be made.

Dear Sir,

Racing in South Africa

I have for two years now been a keen reader of your magazine as it seems to be the only Canoe publication in the World. Through the past 2 years I have come to have a good impression of what canoeing consist of in Britain. The general idea seems to be that Britain are the only country that takes L.D. racing seriously. We in this country have also for many years been keen L.D. racing supporters. Here is our schedule of races for the year.

We start the season with the Pietermaritsburg to Durban canoe race. This is over 110 miles and about 25 miles of this done on foot carrying the canoes although during times of drought the distance can easily be 75 miles. The time taken is about 11 hours over three days. The next event is the Vaaldam - Parys 100 miles which is done over two days. Where as in the first we mostly use 17' Lymphjorden type canoe's the second one is done in Pointers as there are very few rapids. The last big race of the year is the Berg River marathon which is over 170 miles done over four days. The record time is just on 19 hours. Here we use Pointers but the narrow channels and the few rapids on the first two days makes this a very tricky race.

Apart from these long distance events we have during the rest of the season various other races from 50 miles to 15, the last usually featuring as various provincial whitewater championships and the National championships. From this long-distance racing we developed into the Sprint racing field. The first however remaining the most popular branch of canoeing. We probably have about 100 active L.D. canoeist in this country. The structure of canoeing is such that every canoeist takes part in races so that it is, except for the first few chaps, an outing into nature which in this country with all its sun is hardly surprising.

In the Sprint Racing field we have over the last two years made exceptional progress and with the introduction of two German Internationals we have had the benefit of the latest technique's. Our time in the last National championships were as follows:- 500 - K1 2.01.6 no current, no wind; K1 2.07.5 Junior; K1 2.22.5 Ladies; K2 1.51.6; K2 2.08.0 Junior; 1000 - K1 4.06.5; K2 4.00.9; 10,000 - K1 49.14.6; K2 45.53.7.

From these you can gather that in the single sprints we are not so far behind but when it comes to the double we still have a lot to learn.

I hope that your readers will get an impression from these times and facts about canoeing in this country. We are so far from any canoe country that it would be hard to believe that any canoeing can exist here. We are hoping that we would be able in the near future to visit your country as so many of our other sportsmen has done.

Yours faithfully,
Willem Van Riet (Jnr.)
Cape Town,
South Africa.

GRANDTULLY KANDAHAR
RIVER TAY
21st August, 1966

Position	Competitors Name	Club	Type of boat	Time	Run No.
1	C.Hawksworth	Leeds	K.W.6	16.57	1
	C.Hawksworth	Leeds	K.W.6	17.15	2
2=	N.Morley	Manchester	Zimmerman	17.20	1
	"	"	Mendesta 401	18.42	2
2=	Howard Dyer	Riverside	K.W.6	17.20	1
	Howard Dyer	"	K.W.7	18.8	2
4	Raymond Galverley	Manchester	K.W.6	17.33	1
5	J.D.Roberts	Forth	Zimmerman	17.35	2
	J.D.Roberts	"	K.W.3	18.6	1

WAVENEY VALLEY CANOE CLUB
BECCLIS-BUNGAY L.D.R. RESULTS

T I M E

H. M. S.

H. M. S.

CLASS 1. OPEN K.1

1. A.Miller	HARLOW	1 - 36 - 15
2. K.Pereira	LINGOLN	1 - 46 - 20
3. R.Cundy	WAVENEY VALLEY	1 - 50 - 42

CLASS 2A. SENIOR SINGLES

1. A.Baldwin	HATFIELD	1 - 50 - 35
2. J.Dav	HARLOW	1 - 51 - 10
3. T.Beere	HATFIELD	1 - 51 - 20

CLASS 6A & 7A. SENIOR DOUBLES

1. R.Smith-B.Watkin	LINGOLN & ROYAL C.C	1 - 43 - 05
2. F.Nightingale-R.Taylor	CHELMSFORD	1 - 51 - 15
3. B.Mead-A.Mott	CHELMSFORD	1 - 57 - 15

CLASS 3B. JUNIOR SINGLES

1. R.Tyrell	EAGLE C.C.	1 - 15 - 45
2. H.Johnson	EAGLE C.C.	1 - 16 - 30
3. J.Last	EAGLE C.C.	1 - 17 - 05

CLASS 3C. LADIES SINGLES

1. W.Drysdale	EAGLE C.C.	1 - 52 - 15
2. S.Woodhouse	EAGLE C.C.	1 - 53 - 20

NOVICE CUP

1. D.Williams
2. P.Herring
3. G.Pritchard

EXE ESTUARY - 21.8.66

Conditions this year were calm, and race was started on high tide.

CLASS 1. OPEN K.1.

3. P.Lee	Exeter	1	1.34.45
4. B.Feeney	Exeter	2	1.37.45
1. D.Olrenshaw	Leamington Spa	3	1.43.6

CLASS 1B. Junior K.1

8. I.Balfour	Nomads	1	1.35.30
6. J.Radford	Exeter	2	1.35.40
7. G.Jones	Nomads	3	2.4.30

CLASS 2. MCK Seniors

10. A.Godwin	Eastbourne	1	1.45.33
11. M.Foley	Exeter	2	1.46.15
74. B.Davis	Exeter	3	1.50.50

CLASS 2. Juniors

18. R.Lappage	Nomads	1	1.55.5
16. B.Heale	Exeter	2	2.21.20
17. K.Jury	Nomads	3	2.21.30

CLASS 3. Hard Skinned Singles Seniors

20. A.Gallop	Chew Valley	1	1.39.45
29. Downes	Maker-w-Rame	2	1.49.40
23. R.Orchard	Southampton	3	2.1.55

CLASS 3. Juniors

28. N.Jones	Maker-w-Rame	1	1.42.45
27. P.Crowther	Maker-w-Rame	2	1.44.30
31. R.Nicholson	Southampton	3	1.47.0

CLASS 3. Ladies

33. A.Poore	Exeter	1	1.57.20
19. R.Worth	Exeter	2	2.0.12
35. M.Buckett	Southampton	3	2.0.22

CLASS 4. Soft Skinned Singles Seniors

38. B.Smith	Riverside	1	1.40.25
39. B.Pluthero	Canoe Touring	2	1.45.0.
41. D. Dalrymple	Southampton	3	1.46.46

CLASS 5. Open K2 Senior Doubles

49. A.Kirkby	Royal	1	1.20.50
M.Bosher	Royal	2	1.23.5
51. M.Giddings	Eastbourne	3	1.23.55

CLASS 5. Juniors

54. B.Marshall	Exeter	1	1.30.31
P.Brett	Morton	2	1.36.29
52. J.Mann	J.Willelts		
J.Willelts			

CLASS 6. Soft Skinned Doubles Seniors

55. D.Dean	Westland	2	2.31.15
M.Hughes	Viking	1	1.40.15
57. F.Bailey	Southampton	1	1.35.3
L.Samson	Norton	2	1.44.50
59. D.Rogers	Nomads	3	2.6.30
R.Beavis			
58. D.Holdbrook			
B.Powers			
60. B.Halfpenny			
I.Bexter			

CLASS 7 Hard Skinned Doubles Seniors

61	C.Higham) R.Wallace)	Axbridge	6	1.43.0
62	B.Mitchell) L.Urch)	Axbridge	5	1.42.40
63	J.Wyness) R.Bennett)	Chiseldon	3	1.36.50

CLASS 7 Juniors

68	A.Thompson) P.White)	Norton	2	1.44.20
69	D.Norton) G.MacClarglan)	Norton	3	1.45.32
71	K.Hall) K.McCoy)	Norton	4	2.13.20

FOR SALE:

Klepper TS2, folding double sports tourer; spray covers, carrying bags; excellent condition; - £40 o.n.o. Moonraker Class 6, racing double; new skin, deck and hull; frame re-varnished; spray covers, paddles; - £25 o.n.o. PBK 20, double frame; good condition; - £5. Warden, Towers, Capel Curig (Tel: 271), Caerns.

FOR SALE:

Mendesta Slalom 401. As new, white, black cockpit, new spraycover and cockpit cover, buoyancy bags, footrest. £35. Can deliver. Telephone Miss J. Pearce, Tideway 1222 Extension 22 or write 146 Hollydale Road, Peckham, London S.E.15.

FOR SALE:

P.B.K. 57, touring canoe, excellent condition - £22 o.n.o. Murray-Browne, Mount, Stonehouse, Glos. Stonehouse 145.

FOR SALE:

Invader 65, excellent condition, 9 months old, 6 ranking firsts £26.

WANTED:

Veneer Pointer. Invader K.1. Kitson, 44 Thornhill Road, Dewsbury.

WANTED:

Slalom canoe, good price paid. Murray-Brown, Mount, Stonehouse, Glos. Stonehouse 145.

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. 8 $\frac{1}{4}$ × 5 $\frac{3}{8}$ ins., 144 pages, over 32 photos, 40 line drawings. 25s.

KAYE · WARD

200 Bishopsgate, London, E.C.2

SOLENT

CANOE

CENTRE

George Collis Building, Terminus Terrace, Southampton.

Telephone 23526

FAST, STURDY AND SAFE

"CYGNET." Glass-fibre hull, ply or glass-fibre deck. A fast touring single. **Price £30**

"SWAN." A fast touring double. Glass-fibre hull and ply wrapover deck. **Price £38**

"HERON." A fine racing single. Glass-fibre hull, ply deck. A super job. **Price £32.10**

"ADANAC." The only modern Canadian glass-fibre canoe. A real beauty. **Price £48**

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: POPesgrove 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/-


| 21'6" GF ACCORD £55-10-0 |


| 16'6" WESSEX Mk111 £44-17-0 |
WESSEX Mk11 £39-17-6


| 16'4" SEA RAPIER £34-15-0 |


| 15'9" SPORTS RAPIER £33-15-0 |

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

WATERWAYS ATLAS ~

The Gap Filled - Now Available
a COMPLETE waterways atlas
of the **BRITISH ISLES**

ALL NAVIGATIONS marked
showing present condition.

4 COLOURS

8 miles to 1 inch

Enlargements of complex areas

Comprehensive Gazetteer

Ideal for Historians

& Navigators

Natural Drainage

Price 16/- (plus 1/- p&p)

TRADE ENQUIRIES INVITED

CRANFIELD & BONFIEL BOOKS

2, LOMBARDY PLACE
LONDON W.2

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.

Lendal SCOTLAND

PADDLES

SPRINT LONG DISTANCE TOURING

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

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