

Canoeing

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VOL 7 NUMBER 2 JANUARY 1967



SPECIAL FEATURES

THE CANOE IN SPACE

ON BUOYANCY AND
RUDDERS

CANOEING FOR LADIES

SUMMER MAGIC

Photo by Joe Reid

CONGRATULATIONS to Dave Mitchell for again winning the British National Slalom Championship and to Heather Goodman for becoming the British Ladies Champion.

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Discord Must Cease, My Masters

The New Year is almost on us, and this is the traditional time for surveying past events and expressing hopes for the future. We do not intend to dwell on the past except, perhaps, to express the hope that each of us will profit from our mistakes and mis-judgements.

As to the future, our most fervent hope is that all those involved in canoeing will recognise that it is a many-sided sport through which each individual finds his own measure of satisfaction. For some this satisfaction is found in competition, for others in touring, and for still others in administration. What is vital to the well-being of our sport is the recognition by each individual that all have some contribution to make to the greater good. A united club and a united sport must inevitably lead to greater freedom and recognition for our sport, but individuals set against each other whether it be on a local, national, or paddling basis can only lead to the overall weakening of our negotiating power no matter who wins the minor skirmish.

We would, therefore, close the Old Year and Open the New with the words of Sir Francis Drake:

"Discord must cease, my masters, I must have it done. Let the mariners haul and draw with the gentlemen, and the gentlemen with the mariners."

The Canoe in Space.

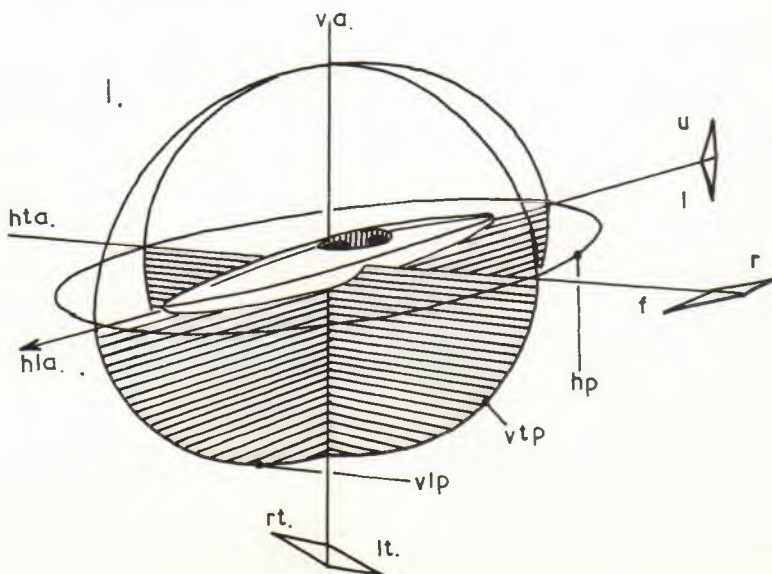
A SEASONAL DIVERSION BY ALAN BYDE

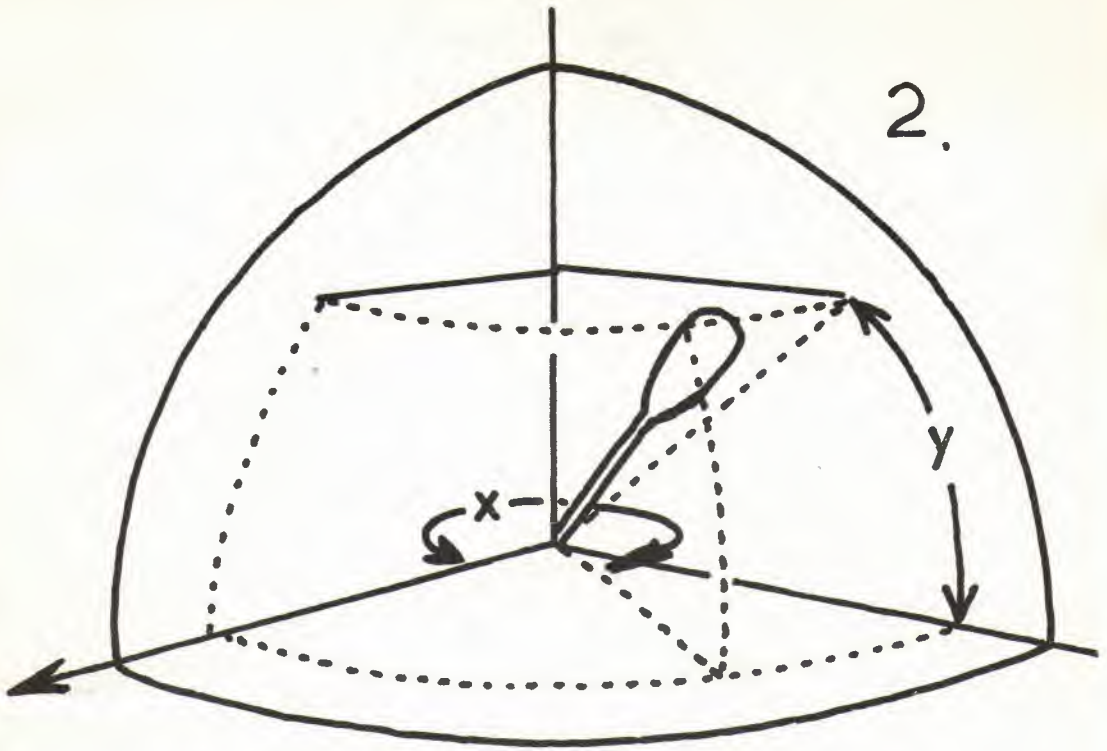
As I lay in my pit, recovering from a savage attack by Christmas Pudding, whilst still feverish, the three accompanying ideas came to me. This is pure armchair canoeing, but at what better time of the year may one enjoy it? It has occurred to me, on various coaching occasions, that if I and the 'bod' in the canoe were talking the same language, it would be possible to improve the rate at which canoeing knowledge may be imparted. You, too, may have experienced this lack of comprehension by the pupil, and asked yourself, "Is it he? Or is it I? Someone is just not on the same wave length".

To analyse these drawings.....

1. This is a representation of a canoe. It is at the centre of an imaginary sphere (of action). This sphere has three axis, the vertical axis (VA), horizontal transverse axis (HTA) and the horizontal longitudinal axis (HLA). Each of these axis bisects a plane. These three planes are called the horizontal plane (HP), the vertical transverse plane (VTP) and the vertical longitudinal plane (VLP). Each of the three planes bisects the sphere into two hemispheres. These are the upper and lower hemispheres, divided by the HP, (and labelled U&L.) The VTP produces the forward and rear hemispheres, (E&R), and the VLP produces the left and right hemispheres, (Lt & Rt).

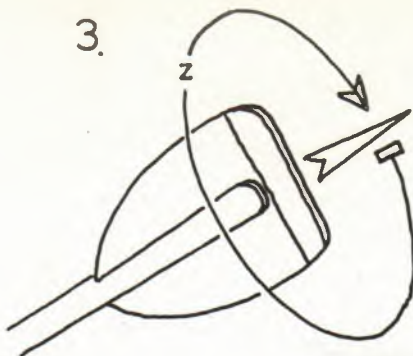
Note: It is my intention at some time to explore the three spheres of action, which are the sphere related to the canoe, that related to the water, and that related to the land. These notes refer to the sphere of action of the canoe only, which includes all within it.





2. This drawing shows the paddle, which may, for the sake of the argument, be represented as having the centre point of the shaft at the centre of the sphere. The drawing shows the upper, forward, left hemisphere with the paddle at some angle within it. Ignore the angle of the blade, we are at this stage concerned solely with the angle of the shaft. Its position within the sphere may be determined accurately in the same way that latitude and longitude may determine any position on the earth's surface. Taking the straight forward line, i.e. the front half of the HLA as a reference line, then the vertical plane in which the paddle is to be found can be said to be at an angle X to the HLA. This angle X ranges from 0 to 360 degrees. Within the vertical plane identified by the angle X , the paddle may turn up (or down) through an angle, let it be called Y , from the horizontal. If the paddle is above the horizontal line, the shaft will have a positive Y angle, if below the horizontal line it will have a negative Y angle. This may range from 0 to 90 degrees, plus or minus. (Note. As with backbearings in map reading, the opposite end of the shaft will be tracing out X and Y angles which are plus or minus 180 degrees from the X and Y angles shown)

3.



3. Now to the paddle blade itself. Consider a flat blade, as with a slalom blade. (It may be a curved or spoon blade, in which the drive face is clearly the hollow face.) In the case of a flat blade it is necessary to distinguish between the drive face and the back face. This may most readily be done by painting them different colours, i.e. drive faces white, back faces yellow. (For safety, coaching, recognition.) Let the drive face be imagined to be pushing with its line of thrust at right angles to its face, as shown by the long hollow arrow in the drawing. If the paddle is rotated, as it must be when paddling with feathered blades, then this line of thrust traces out a circle, and at any given point the line of thrust is at an angle Z to the original line of thrust. This angle is measured clockwise looking at the end of the left blade. A clockwise rotation is a positive change of angle, and an anti-clockwise rotation is a negative change of angle.

Conclusion.

You may by now have decided that this is carrying things too far, or you may begin to recognise ways in which definition of aims, in e.g. coaching, may be followed. A few of these applications may be considered.

A. The Canadian J Stroke.

1. Right side paddling. (Single blade.) Place blade F.L.Rt. segment. X angle 0 degrees, Y angle -45 degrees, Z angle 0 degrees.
2. Drive blade to L.Rt.VTP. $X=90$, $Y=-90$, $Z=0$.
3. Continue slightly, blade to R.L.Rt. segment, $X=135$, $Y=-45$, $Z=-90$
4. Press drive outward, same segment, to $X=110$, $Y=-10$, $Z=-90$. and wait for correction to have effect, then lift blade out of water.
5. Same segment, $X=110$, $Y=10$, $Z=-90$, blade moving in H.P. to 1. above, and repeat.

(Frightful, like Frankenstein's horror.)

B. Right plain draw. (Double ended.)

1. Place right blade on water, at $X=90$, $Y=0$, $Z=+90$. (it will now be on the right side HTA). Push well out to the right.
2. Draw blade down through water, so that $X=90$, $Y=-90$, $Z=+90$. also pushing opposite blade up and over to $X=90$, $Y=90$, $Z=0$.
3. Release blade quickly at $X=90$, $Y=-90$ by rotating Z -90 degrees back to 0, and slipping blade through water to 1. (above) and returning blade to $Z=+90$.

Why? Search me, but it seemed a good idea at the time.

Whose Fault?

A COUNTERBLAST TO OUR EDITORIAL, BY JACK LEVISON

In my Editorial in the September issue of "Canoeing in Britain", I suggested that the correspondents who have been airing their views in "Canoeing" on the subject of the BCU and its responsibilities, should offer themselves for election to Council.

This was meant as a constructive suggestion for action by people who seem dissatisfied with the efforts of their elected Council, and not as criticism of their arguments. I regret furthermore that you have made my reference to their not having complete and accurate information into a damnation of the BCU's distribution of information.

You profess to be "horrified to think that the only way to gain possession of the full facts is to be a Council member". So would I be, if it were the only way, but that's not what I said. You aren't seriously suggesting, though, that each BCU member be supplied with complete background details to each item on the Council's various agendas? The point I wished to make was that it is pointless arguing in a vacuum the case for (say) increased financial support for one branch of canoeing unless the full extent of the Union's considerable financial burden is appreciated.

I stated that the arguments were hampered by incomplete and inaccurate information, and this is so. Major Jones' statement (Canoeing, June 1966) that the annual grant to each competitive sport was £10 is a masterpiece of misinformation. Major Jones was in fact advised, in a letter dated 7 April 1966, that the annual expenditure on each Competitive Committee's administrative costs alone, was in the order of £70 to £80 from BCU funds.

Norman Tilley (Canoeing, July 1966) disagreed with Major Jones on whether there were more competitive members or non-competitors in the BCU (both using the same set of figures), the membership figures being taken in the middle of the year. These figures are then used to work out how much of a subscription supposedly goes to the competitive committees, but ignoring the BCU's grant from the Ministry of Education and the fact that the proportion of one's subscription which goes to any branch depends on the number of members in that whole financial year. And the whole argument is based on the mythical £10!

T.Hewitt Jr. demands, in "Canoeing", August 1966, "A show of strength and action on the problems of access and free navigation on waterways..." I have a copy of solicitor's letter dated March 1965 concerning our rights or lack of them on private water, and in particular on the Ribble, which was distributed to members of Council. The general legal opinions expressed were made available in leaflet form from the BCU, and have been dealt with in "Canoeing in Britain" from time to time. Mr. Hewitt proposes a "show of strength", but neglects to tell us on what grounds it is to be based. Earlier, in June 1966, he pleads for action on this problem, and claims the BCU ignores it. This simply is not true, Mr. Hewitt has not done his homework thoroughly enough. He will find an admittedly brief account of the Union's work on access at the time in "Canoeing in Britain" for September 1965.

I could go on, but frankly I'm not out to prove anybody wrong or to justify my own editorials. But it grieves me to see incorrect conclusions drawn from fictitious figures and superficial assessments of situations. Of course Council isn't perfect, and everyone has a right to criticise, but let it be informed and constructive criticism, not speculative. The facts are there for those who take the trouble to enquire from the proper source.

But if any member, after a thorough investigation of any aspect of BCU management, feels he could do better himself, let him come forward and try to turn his theory into practice. It's easy to sit on your backside and write letters about what others are doing wrong!

YOUR EDITOR REPLIES

In our Editorial in the November issue of 'Canoeing' we asked two questions:

1. If these letters were incomplete and inaccurate why did the B.C.U. not write and ask us to make a correction?
2. If we (i.e. the independent canoeing press) do not get the information then whose fault is it that the lone canoeist does not know what's in it for him?

Both these questions remain unanswered and this would seem to reveal a fundamental difference in outlook between ourselves and Jack Levison. We believe that part of the job of the B.C.U. is to tell canoeists, both members and non-members, what it is doing on behalf of all paddlers. On the other hand, Jack Levison would seem to think that the onus is on the individual to find out for himself.

Jack Levison goes on to say that he is not out to prove anybody wrong, possibly not. But, somebody in the B.C.U. establishment should be concerned.

In his closing paragraph, Jack Levison returns to his earlier theme that instead of airing their views in the canoeing press, correspondents should stand for council. Here, again, we have a difference of outlook for we accept that not everyone has the time or inclination to serve on Council, but because this is so we do not believe that they should be prevented from expressing an opinion in public. The pages of 'Canoeing' have always been opinion for the expression of opinions on all aspects of canoeing, and we hope that readers will continue to use them for this purpose. We hope, also, that in future the B.C.U. will be more ready to correct any incorrect conclusions drawn from fictitious figures which our correspondents may make.

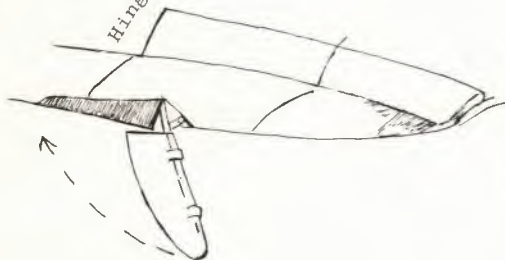
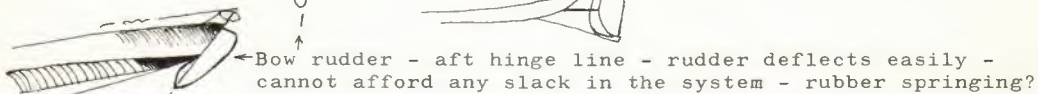
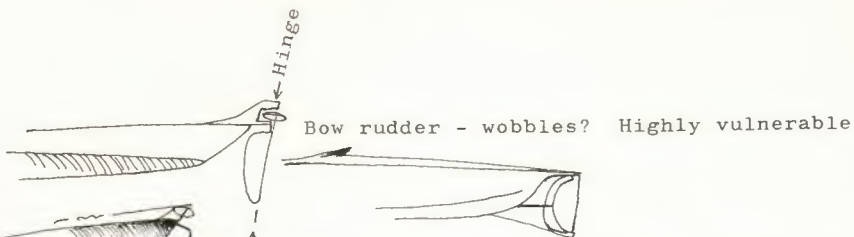
Finally, in the interests of spreading a wider knowledge of the work of the B.C.U., we would like to suggest that after each Council meeting the Secretary or Press Officer circulates to selected magazines and journalists, a precis of those items which have come before the Council and which are likely to be of interest to members and prospective members of the Union.

On Buoyancy and Rudders

A VIEWPOINT FROM AUSTRALIA BY PETER HASINGTON

First, you probably remember, that a little while ago, there was mention in your columns of the cell-failure of polyurethane foam floatation material under water pressure. It has just occurred to me that balsa would perhaps be an effective substitute, for it does not become waterlogged. However, if I remember correctly, water will flow straight through it along the grain. One of the balsa milling firms in your country might be pleased to sell second-class (mineral-stained) balsa at reasonable prices. You would need to get the wood in largish blocks to keep the price down, but that is a detail which could be worked out. The wood is used in life-buoys, and used to be used in Malibu type surf boards, sheathed in fibreglass. I have an idea they have changed over to one of the plastic foams now, though. Anyway, I offer the idea for what (little?) it may be worth.

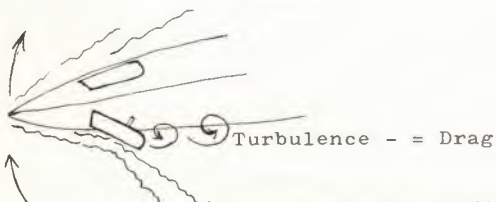
As to Alan Bye's query in the September issue concerning the traditional stern position of the rudder, this would have been a result of the placement of the old steering-oar, which antedated rudders by thousands of years. When designers got the idea of a pivoted control surface attached directly to the hull, they almost automatically hung it from the stern. An interesting pictorial history of this development can be found in a book called "The Ship", written by Bjorn Landstrom, and published by Allen & Unwin in 1961. If there isn't a copy in the local Library there darn well should be. Anyway, when the main surface of a rudder is forward of the hinge line, as, for example, it would be if the rudder were simply hung from the bows, the forward motion of the boat will tend to deflect it to one side or the other. When hung from the stern, with the hinge-line forward, the water pressure will automatically return the rudder to the zero position. If you try to hand a bow rudder from a forward hinge, you will have structural complications and the mounting will probably not be stiff enough. The blade rudder under the bows will cause further complications due to the shallow water in which the canoe may operate, although it seems to be the best solution. Perhaps, rather than the whacking great 'ole suggested to take the rudder, a longitudinal slot of a "V" section to take the retracted rudder could be used. You would get a bit of drag off it though. If you want a really complicated arrangement, although it would have some advantages, you could have a flap on each side of the bows. When you wished to turn left, you would swing out the one on the right and so on. The arrangement would be less susceptible to damage, cause very little drag, and would not deflect the canoe when running on a straight line. It would be no use whatsoever when going astern, but most rudders never are. It would need to be spring-loaded with elastic cord, or the flaps would open as a result of the water flow against them, and you would find yourself with an efficient aquatic version of an air-brake (which is where I got the idea.) You know, when I think it over, maybe the idea is not quite as nutty as I first thought! A bit simpler than the rotating cylinder in the hull, anyway.



Rudder folding back into a V-shaped slot - not too keen on this.



My Mad Idea - flap normally lies flush with hull - one only extended to turn boat.



Straight running - no water deflected, no turbulence, no drag - and anyone who can manage to bump this one is a clumsy clot!!

Turning effect away from flap. Water deflected left, ∴ bow deflected right

Mike Clark Reports on Competitive Canoeing

Cambridge L—D

Almost 150 crews - what a really fine turnout for the last ranking L-D canoe race of the season. Cambridge CC organised the event, held 30th October on the River Cam, with a course of 12 miles for Seniors and 8 miles for Juniors and Ladies. Although the day was quite cold and overcast shortly after the start, conditions were good with little wind. All the race was over flat water, but at one section was very shallow causing trouble and a few damaged for some paddlers. With such a large entry there was plenty of excitement at the start, 15 crews in the Senior K1 and 20 crews in the Senior K2. Starts like these on the narrow Cam proved quite a sight for the reasonable crowd of spectators that were lining the banks, and of course there were the inevitable capsizes! Its difficult, having so many classes in L-D, to give a commentary on each race and as in the past I only followed the progress of the Senior paddlers.

Evans of Royal CC racing in the Senior K1 at Cambridge had a fine race with Marine canoeist J.Glavin, both paddlers pressing each other throughout the 12 miles. However it was not the National Champion's day for towards the finish he could not beat Glavin who raced over the line with a time of 1hr.46min.57sec., almost two minutes ahead of Evans. In the Senior K2 L.Oliver/A.Edwards of Lincoln CC were in great form winning the class with a time of 1hr.38min.17sec. from Mean/Miller of Harlow in second place. Racing into third was Para crew Jupp/Gregory only 18sec down and having paddled half the race without a rudder on their Glider K2, after completing shearing it off on the shallow section! It was interesting to note that there were 19 Ladies crews competing over five events - maybe with the cut in classes we shall see more exciting ladies events next season. (Full results at rear.)

All credit is due to the Cambridge University Canoe Club who did a great job in organising this event. I doubt very much whether Mr. Carnduff (re last months letters "Handicapping in Scotland") of Scotland would have found organising and handicapping the 150 crews at Cambridge as easy as the 19 crews he had on the Lappock Rock race!

Cambridge Canoe Club seems to be finding extremely promising paddlers in all sides of the sport. Stoneley and Pumphrey regularly put up good times in L-D while on the slalom scene they have four paddlers in 1st div. Maybe next year when that young "V.I.P." joins Cambridge for study he can be persuaded to take to water in a kayak!



PHOTOS:- Top. Mass start of the Senior K2 event at Cambridge. Middle. Para crew Jupp/Gregory who finished third in the Senior K2, racing through the sluice of one of the locks on the course. Bottom. Royal Crew Tullett/Giddings lining their K2 over the shallow section of the course at Cambridge. Photos by Aqua-photo.

Championship Results

With the end of the season comes the ranking results. In L-D this year the Hasler Trophy goes to Lincoln Canoe Club with a score of 187 pts. Second was Nomads CC with 174 pts. third Southampton CC with 160 pts. and fourth Royal CC 114 pts. The Rhodes-White Trophy goes to S.Kitson of Dewsbury Adventure Club who gained seven wins in the Senior Singles.

In Canoe Slalom Dave Mitchell of Chester CC won the Slalom Championship for the FIFTH successive year with 49.8%. (Many congratulations Dave.) 2nd. John MacLoed of Manchester CC. 52.7%. 3rd. was a tie between Raymond Calverley, Manchester CC and John Woodhouse, Chester. both with 60.1%.

In the Ladies overall Championship first was Heather Goodman of Lakeland Canoe Club with 69.5%. 2nd. Pauline Squires, Coventry CC. 80.6%. 3rd. Jean Battersby, Manchester CC. 83.0%.

Canoeing for Ladies

BY LYN SHEEHAN

Canoeing for ladies? Yes! why not. It is said that during the Victorian era, races were held on a lake belonging to the Duke of Bedford's estate, here ladies in crinoline dress and velvet hats, were seated in "Rob Roy" canoes, and pulled across the lake from the opposite bank by their respective gentlemen. Needless to say things have changed from this crude form of racing. Today women paddlers are now able to compete in all international events, e.g. Olympic and European Games, World Championships. From this list of events one must admit it sounds as if we are referring to athletics - not so, these are some of the major canoeing events.

This is certainly one of the most exacting sports a woman can take up, not only do you require the mental aptitude, stamina, strength and fitness to stand the pace in spring and the miles in L.D. races, you must certainly love the water otherwise you will never last this sport out - for if you are not paddling on it, you most certainly are swimming in it. Do not let me put you off, it certainly isn't so bad as it sounds.

Although in this country we do not have very many lady paddlers it has built up rather more recently but of course more would still be welcomed. But we still do not seem to compete in number with those abroad - why? What is the drawback in this country, surely not the weather compared to Russia - I'm beginning to think we really are the weaker sex!

There is certainly nothing more morale boosting than to paddle in an L.D. race, whether it be 10 or 35 miles and feel you have paddled all that distance under your own steam, quite an achievement - even if you are wet and cold at the finish - it's still worth it.

But to have been able to have performed this you need hours of hard training behind you, not only on the water but in the gym - like women athletes, your training is shown in your results; the tension before races is due to hard training - not to be able to put it to it's test say at the start of a 500 metres. This time of the year is when winter training starts and quite a number of the London lads are paddling down from Staines on a Sunday morning - I hope the ladies follow suit.

Anyway, for those ladies still spectating - why not join us, it's much more exhilarating and more fun - this could be you - not on the track but in a canoe!

On Winter Training

After the short break at the end of the season our paddlers are now getting down to winter training and other winter activities. For the Slalomists there are still two Dee races to go, 15th January and 12th February, but at many parts of the country there is canoe rolling every week. In Manchester every Tuesday 8.00-9.30 at New Islington Baths. In Leeds every Friday 8.00 at Kirkstall Road Swimming Baths. In London every Tuesday and Friday 9.15 at Seymour Hall Baths.

National Youth Championships 1967

BY JEFF LAW, NATIONAL YOUTH CHAMPIONSHIPS ORGANISER

Following what might be described as almost a disastrous year with the Youth Championships, it was decided that serious work must be done to see if we could improve the event in general. On the 10th October there was a Committee Meeting, at which the following 6 points were discussed.

1. Aim. That this race should be directed at purely novice paddlers, and a real attempt made to involve the uninitiated.

2. Time of Event. It was felt that the event was being run much too early in the year, and clashed with many big public examinations.

3. Distance, i.e. 500 metres. It was felt this was too great a distance for the Class B, and Girls, and this should be reduced to 250 metres for these classes.

4. Boat. This has been in the past the cause of much argument, and David Green, the PRC and LDR National Coach, has now undertaken to evolve a one boat design. This will be a BCU Youth Boat, the design of which will be given to all manufacturers to produce in their own particular way.

5. Areas. It was felt that serious work must be done on the areas in conjunction with the timing of the event. In the future, it is intended to write to each Youth and Education Authority, and invite them to run their own event with a view to submitting the County or Local Champion. If this proves large enough, an Area Championship will then be run, and it has chiefly been accepted that the Finals should be offered to different places in different years. It is hoped that in the future organisation, the Local Authorities will be asked to complete their local event by the 31st July, and that the Finals will be held either in the last week or so of August or the first week of September.

6. Sponsor. The Committee are going to look into the idea of getting a regular sponsor for the event. Several suggestions have already been put forward.

These ideas have yet to be officially approved by the Paddle Racing Committee, and it is hoped that in the new set-up, the Coaching Committee will be persuaded to take a greater part.

(Jeff Law would be delighted to have comments on the above proposals from anyone concerned with introducing youth to competitive canoeing, letters can be sent either direct to him or through our magazine. To start the ball rolling may we say that we feel there is a definite conflict between Item 1. Aim, and Item 4. Boat. We feel that if the race is aimed at purely novice paddlers then it is useless to demand the use of a particular boat. Rather what should be aimed at is a system which allows the novice to use his own canoe whatever the design any yet have a reasonable chance of success. The only way to do this, of course, is to use a handicap system, but rather than use a formula we would suggest that such handicaps be based on time trials with existing commercial designs.

Using a Kl as scratch, a dozen or so of the more popular designs would be raced beforehand by experienced paddlers and a percentage allowance could be worked out. Once these figures had been arrived at, it would only be necessary to check the dimensions of the winning canoes to ensure that they conform to the design.

We believe that it is impractical to produce a satisfactory hull shape from which all manufacturers could use as a basis for production. The shape of a canoe must take into account the material to be used in construction, e.g. plywood, lath and canvas, glass-fibre, etc. Of these materials only glass-fibre gives complete freedom of shape, and so it is impossible for one design to be reproduced satisfactorily in a variety of materials and give optimum performance for certain given dimensions Ed.)

Book Reviews

BUYING SECONDHAND

(Consumers' Association 8s.)

To the best of our knowledge this is the first book ever published which is devoted exclusively to the pleasures and pitfalls of buying goods secondhand, and the Consumers' Association are to be congratulated upon their initiative. After an initial section dealing with likely sources of secondhand goods, legal aspects, guarantees, and insurance, the book passes on to consider the points to be watched for when buying particular articles, e.g. caravans, cars, furniture, household appliances, and so on.

In the section on sports and outdoor equipment there is a page devoted to 'Canoes', and it is with regret that we must record that it is not very satisfactory. Rather more space is devoted to folding canoes than to rigid canoes which scarcely reflects current demands and interest; whilst tarred canvas is given as an acceptable skin covering material! However, it is the omissions which we feel are the most grievous fault. No mention is made of checking for rigidity, or for testing that the hull is true and the boat runs straight. Nor is any mention made of the need to check on the origins of the design as to whether it comes from an established designer, or manufacturer, or whether it is the brainchild of some eccentric handyman. We also feel that a warning should have been given that the types of canoe are as many and varied as the types of cars, and for a novice to purchase a specialist canoe could be just as lethal as placing an E-type Jaguar in the hands of a learner driver.

Having said all this, we would still recommend this book for at only eight shillings, it is almost certain to pay for itself in the purchase of something secondhand.

Infringement of Copyright

BY ROBIN WITTER

The fact that any number of glass fibre canoes can be made from a single mould, and that glass-fibre as a material has considerable advantages over lath-and-canvas, has, in the last two or three years, led to the widespread adoption of this form of construction - both by professional manufacturers and by amateurs. Where groups of people, such as schools and youth clubs, require large numbers of canoes it becomes the ideal mode of home construction; unlimited canoes can be made from the one female mould, and fairly cheaply. It also seems to have been realised that a considerable amount of time and effort may be saved by taking this mould off an already well established design, usually professionally built, thus obviating the necessity of the design stage and the laborious job of making a male mould or mock up.

Slalom canoes seem particularly prone to this copying, presumably as they make useful all purpose boats which can also be used, without any disadvantage, competitively, the manufacturers have become increasingly aware that their designs are being copied in this manner and have asked that it be pointed out that to do so without their permission is illegal, and that persons doing so are liable to prosecution: all the slalom canoes manufactured in this country have registered designs. Not only are they losing the profit they might expect to make in the sale of boats, but they are also being expected to carry the cost of design and development of new models, which they are not able to recoup if their boats are going to be copied. The poachers only move in when the donkey work has been done and a design proved.

The manufacturers of glass-fibre slalom canoes do, however, realise that in many cases the people concerned would not be able to buy outright brand new boats, and they are willing to consider, in individual circumstances, allowing their designs to be copied. Firstly anyone wishing to do so must get in touch with the firm concerned and get them permission this would normally only be granted for a model which is not in current production, and with the payment of a Royalty fee on each boat to be made. This they have a right to.

The slalom committee, whom at present this seems mainly to concern, are now considering imposing severe penalties on anyone persisting in copying the registered designs of established manufacturers without their consent, for example banning them from slalom competitions. They have no wish to discourage independent initiative, or to stop anyone designing and building their own boat. Far from it, they wish to protect the manufacturers from what is, after all an illegal and unethical practice. They realise that the firms concerned are not going to continue to design and develop new models, as they have done in the recent past giving us boats on a par with those used by the continentals if they are going to be treated in this way. This would be a serious blow against the development of slalom canoeing in this country.

Perhaps the other competitive committees of the B.C.U. will also look at this problem in their respective branches of the sport.

Letters

Dear Sir,

Liffey Descent

We wish to comment on the incomplete report of Mike Clark on the Liffey Descent and remind him that there were seven events in this competition. The course is just as long and difficult for the I.C.U. single and double events and it would be common courtesy to make some mention of them.

Ian Balfour won the soft skin single event against senior competitors at his first attempt at the Liffey Descent in spite of experiencing rudder trouble for most of the distance. Surely this achievement is worthy of a mention? In the same way it would have been courteous to have recorded the winners of the soft skin double event.

It is also regrettable that "Canoeing" did not see fit to publish some account of the B.C.U. National Championship race on the Conway. After all, this was the most important feature of the British L/D calendar and should have received the support of everyone interested in Long Distance racing.

Yours faithfully,
B.H. Webb,
Honorary Secretary,
Nomads Canoe Club.

(Ever since we started publishing 'Canoeing' in 1960 we have received letters asking us why we did not include this item or that, and why do we not give more space to this topic or some other. There are several factors which influence the composition of any single issue of our magazine: first, limitations of space; second, the time available to your editorial staff for whom the running of 'Canoeing' is a hobby; third, the supply of contributions and reports from our readers. Take for example the recent Sellar River Race, Dave Lewis sent along some photographs which we published (admittedly due to internal difficulties at our printers their presentation was botched up), later we heard a complaint that we had not included a report. This is true, but it is equally true that no-one sent us any details other than a brief note of the winners. Thus it is that lesser events sometimes get more publicity, simply because one of the organisers sends us a report.

When the sport of canoeing is large enough and enthusiastic enough to support a commercial magazine with a paid staff, then subscribers may reasonably expect the staff to search out the news and report upon it, until then, however, we are forced to rely on the co-operation of our readers for news, articles, and reports. Ed.)

Dear Sir,

Mini Canoes/Baths Trainers

In his letter published in the December issue Bob Vardy writes that the instigators of the idea for this type of craft were Bert Keeble and Dudley Courtman. This is not correct.

The following is an extract from a letter written by your good self to me dated 27th October 1963:-

"I would agree with your theory of teaching canoeing in an unstable boat but I wonder if the Eskimo kayak is the best boat for use in swimming baths. Against it is its length and the bow and stern lines. What about designing a special baths training kayak? Suggestions:- Length 13', Beam 20', Round bilge, Round gunwale, rockered keel, rounded bow. Could the upper half and the lower half be built from the same mould leaving the cockpit aperture to be cut out later? Advantages: more manoeuvrable within the confines of a swimming pool, easier to roll, easier to store, cheaper to build. With only one mould this might make them more attractive to other groups for indoor use."

Bert Keeble and Dudley Courtman saw the prototype baths trainer whilst under construction when visiting our Canoe Building Centre at Eltham. They were very keen on the idea as it offered great possibilities. Dudley and I have exchanged several letters regarding the baths trainer.

I feel sure that Bob, Bert and Dudley will agree that credit for the idea should go to you although they have undoubtedly put a great deal of time and effort into developing it.

Yours faithfully,
Tom Hall,
Woolwich Canoe Club.

(Tom Hall is too modest about the part he has played in the development of the mini-canoe/baths trainer. Ideas alone are not enough what is equally important are men to translate ideas into action, and this is what he did. We hear reports of several mini-canoes being developed and out of all this experience we are confident that several first class design for use specifically in swimming pools will result. Ed.)

Dear Sir,

Recorded Log Contests

After reading your editorial on Predicted Log Contests (October, 1966), we have decided to give them a try this winter. Members vary from 12 to 30, canoes vary from PBK to K2 to SL5, so this seems an ideal all club competition. Start and finish will be at the H.Q., West Mills, Newbury, turning point will be Ham Lock about $1\frac{1}{4}$ miles downstream, giving a distance of $2\frac{1}{2}$ miles with four portages. We thought that this would be enough to start with until we see how we fare. Finishing time will be at 3.30 p.m., and we hope to run one on the last Sunday of every month until Easter when most of the larger members rush off for the Devizes to Westminster Race. I will let you know how we get on.

Yours faithfully,
Jane Dadey,
Kennet Valley Canoe Club.

Dear Sir,

Slicing the B.C.U. cake

I have followed the correspondence and articles in your magazine with considerable interest particularly as many of the youth leaders with whom I am in contact have expressed dissatisfaction with the present flat rate of subscription system of the B.C.U. The main problem would seem to be that there is no direct relation between the slice of the B.C.U. financial cake given, or demanded, by specialist interests and the amount of ingredients supplied. With this in mind, I am proposing to place a proposition before the A.G.M. along the following lines:

1. That the basic subscription for the B.C.U. should be 10/- per annum for Full Members, and 5/- per annum for Youth and Family members.
2. That each section should be authorised to make a Sectional charge, that the charge be agreeable to the Council of the B.C.U. i.e. if Council approve, 10/- per section.

Yours faithfully,

Jeff Law,
National Organiser,
National Youth Championships

Kayel "Nipper"

The Kayel Otter "Nipper", as its name implies, has been designed specifically to meet the demand for a canoe suitable for boys in the age group 7 to 12 years, to learn Canoeing under supervision.

"Nipper" Specification briefly, is as follows:-

Length:- 11ft., Beam:- 20"., Cockpit:- 33"., Weight:- 22lbs.

It is hoped that "Nipper" will open up the benefits of Canoeing to a group hitherto considered too young for the Sport - the Primary Schoolboy, and having captured his interest and imagination at an early age, he will pass into the Secondary phase of his education, a trained and skilful Canoeist, prepared for advanced instruction in full sized craft.

The "Nipper" prototype will be displayed for the first time on the Ottersports stand at the International Boat Show, Earls Court, from the 4th - 14th January, 1967, and kits will be available in early January.

News Flashes

B.C.U. CANOEING CONFERENCE

A canoeing conference and exhibition will be held at Bury Technical College, Lancashire, on the 28th January, 1967. This is expected to be a major event for the North and has been planned to coincide with the B.C.U. A.G.M. which will be held in the evening. A wide range of both club and manufacturers stands are being mounted, and there will also be films, lectures, and demonstrations. The exhibition will be open from 10 a.m. Further details may be obtained from the General Secretary, British Canoe Union, 26/29 Park Crescent, London, W.1.

EXAMINATION FOR JUDGES

In order to improve the standard of slalom judging, Ian Pendleton and the staff of 'White Water' are holding a written examination for all people who expect to be called on to judge at slaloms in 1967. Each club will be setting up its own examination centre.

JOSEF SEDOVIC IN BRITAIN

Josef Sedovic the Czech C2 slalom champion, and member of the mixed C2 World Championship winning team, is in Britain for a few months. With glass fibre C2's now readily available in this country from three manufacturers, Sedovic's visit should enable British paddlers to obtain some expert advice from this welcome visitor.

INLAND WATERWAYS AT THE BOATSHOW

The centrepiece of the International Boat Show at Earls Court, which opens on 4th January, will be England's picturesque waterways. As the handout says, "The scene will be typical of the little-known beauty which more and more holiday makers are now exploring along the three thousand miles of our canals and rivers". A pity the Daily Express doesn't lend its weight to opening up the many more thousands of miles of rivers to which the public has no right of way.

BOUND VOLUMES OF 'CANOEING'

Pressure of work at the binders make it unlikely that we shall receive copies of the bound volumes of 'Canoeing' until just before Christmas. This being so we shall be delaying posting copies ordered by our readers until after the holiday. Bound copies of Volumes 5 and 6, complete with index, may be ordered from our Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex. The price is 25s. per volume (post free).

THE CAMBRIDGE UNIVERSITY CANOE CLUB
CAMBRIDGE LONG DISTANCE RACE

Class	Open, Olympic K.1's, for the Greene King Trophy	1-42-26
1.	J. Glavanis, Royal Marine C.C.	1-42-26
2.	G. Evans, Royal C.C.	1-51-13
3.	A. Stoneley, Cambridge University C.C.	2-01-26
4.	M. Parker, Lincoln C.C.	1-56-54
Class 2B, Junior, Olympic K.1's		1-57-02
1.	M. Whitty, Richmond C.C.	1-52-49
2.	G. Mackereth, Warrington Senior Scouts	1-53-09
Class 2C, Ladies, Olympic K.1's		
1.	L. Oliver, Southampton C.C.	
2.	P. Nease, Harlow C.C.	
3.	K. Emerson, Harlow C.C.	
Class 2A, Senior N.C.K.1's and C.C.		
1.	A. Acton, Wolverhampton C.C.	
2.	B. Hughes, Nomads C.C.	
3.	R. Fish, Canoe Touring Club	
Class 3B, Junior N.C.K.1's, C.C.		
1.	A. Westarlight, Roman Hill C.C.	
2.	P. Baldry, Roman Hill C.C.	
3.	G. Wyatt, Nomads C.C.	
Class 2D, Ladies N.C.K.1's		
1.	F. Wyatt, Nomads C.C.	
2.	J. Smith, Galley Aqua Y.C.	
3.	M. Adams, Nomads C.C.	
Class 4A, Senior boat singles		
1.	S. Wilson, Deshay Adventure Club	
2.	R. Lalley, Lincoln C.C.	
3.	D. Clerke, Cambridge University C.C.	
Class 3B, Junior hard skin singles		
1.	R. Johnson, Eagle C.C.	
2.	R. Nicholson, Southampton C.C.	
3.	T. Hill, R.C.T. C.C.	
Class 3C, Ladies hard skin singles		
1.	S. Bennett, Southampton C.C.	
2.	M. Turner, Southampton C.C.	
3.	M. Baker, Nottingham City K.C.	
Class 4A, Senior soft skin singles		
1.	A. Pereira, Lincoln C.C.	
2.	D. Blairryple, Southampton C.C.	
3.	P. Pluthero, Canoe Touring Club	
Class 4B, Junior soft skin singles		
1.	R. Bevas, Southampton C.C.	
2.	J. Woodhead, Galley Aqua Y.C.	
3.	J. Woodhead, Galley Aqua Y.C.	
Class 5C, Open, Olympic K.2's, for the Odiuma Trophy		
1.	M. Adams, Southampton C.C.	
2.	M. Adams & A. Baker, Harlow C.C.	
3.	B. Jupp & C. Gregory, R.C.T. C.C.	
4.	K. Bosler & Royal C.C.	
Class 5B, Junior, Olympic K.2's		
1.	McLaughlan & Halligan, J.L.R. R.E. Dover	
2.	B. Marshall & P. Brett, Easter C.C.	
3.	A. Woods & J. Stone, Nottingham City K.C.	
4.	K. Baker & R. Page, Nottingham City K.C.	
5.	A. Haskisson & Mack, Royal C.C.	
Class 6A, Senior soft skin doubles		
1.	Baskins & R. Smith, Lincoln C.C.	
2.	D. Jordan & J. Hobbes, Royal C.C.	
3.	I. Grant & J. Hobbes, Lincoln C.C.	
Class 6B, Junior soft skin doubles		
1.	J. Dakenfold & D. Thurston, Eagle C.C.	
2.	D. Rogers & S. Rushton, Southampton C.C.	
3.	J. Tridwell & J. Brown, Lincoln C.C.	
Class 7B, Senior hard skin doubles		
1.	K. Yates & B. Morgan, Wolverhampton C.C.	
2.	G. Brinkworth & R. Lancefield, Bradford-on-Avon R.C.	
3.	R. Oliver & A. Stevenson, Lincoln C.C.	

Class	7B, Junior hard skin doubles	1-21-08
1.	R. Rudderham & R. Gaidcutt, Southampton C.C. <td>1-21-08 </td>	1-21-08
2.	Clarke & Shore, J.L.R. R.E. Dover <td>1-37-37 </td>	1-37-37
3.	M. Finch & R. Findlay, Charlton School <td>1-46-06 </td>	1-46-06
Class 7C, Ladies hard skin doubles		
1.	S. Gage, T. C.C. <td>1-44-10 </td>	1-44-10
2.	Heelan & Warren, R.C.T. C.C. <td>1-49-30 </td>	1-49-30
3.	Little & Potter, R.C.T. C.C. <td>1-52-33 </td>	1-52-33
Unrestricted Class, Experimental single		
R. Lees, Cambridge University C.C.	1-54-35	

MANCHESTER CANOE CLUB
Series of 4 rapid river races on the River Dee
Dec 1 13th November 1966

	Coast	W.M. 13	Min. Sec.	Start
1.	David Mitchell, Chester	11.44	704	85.2
2.	Kira Scollern, Worcester	12.09	729	88.3
3.	K.M. 6, Cambridge U. Team	12.23	743	90.0
4.	Robin Lens, Chalfont Pk. Klepper Mick	12.34	754	91.3
5.	Malcola Grove, Lakeland	12.40	760	92.0
Canadian Doubles				
1.	R. Robin & Rodney Witter, Leeds & Birmingham U.s	14.40	880	
2.	J. Macleod & C. Havesworth, Manchester	15.15	975	
Totals				
1.	Manchester, Jackson-Lampford, Nucleod	12.50	770	
2.	Worcester, Fischenock, Mitchem, Scallow	14.59	778	
3.	Worcester, Chalfont, Wilkeman	13.56	836	

Lakeland Canoe Club

Name	Club	Date	Class	Time of Race	Min. Secs.	Award
David Mitchell	Chester	Oct. 8	R	5.45		Gold
D. Mitchell	"	May	R	5.45		Silver (1st Class)
John Whitehouse	"	Nov	R	6.00		"
D. Mitchell	"	Nov	R	6.00		"
Norman Jackson	M.C.C.	Nov	R	6.10		"
Rigel Morley	"	June	R	6.16		"
Chris Silver	"	Apr.	R	6.30		"
Chris Havesworth, Leeds	June	R	7.03			"
T. Young, W. Yorks	Nov	R	7.08			"
J. Goodwin, Nanc. Staffs	Nov	R	7.12			"
David Rushfirth, Lakeland	June	R	7.12			"
Bronze award (1st Class)						
Bronze award (2nd Class)						

Name	Club	Date	Class	Time of Race	Min. Secs.	Award
S. Hatton	W.M. 13	7.36	S			Feb. 8.02 S
S. Hatton	May	7.36	S			May 8.03 S
D. Rushfirth	Feb	7.38	S			Mar. 8.04 S
P. Fieschack	May	7.40	S			Feb 8.04 S

Number of recorded runs during 1966 :

Standard achieved :	Gold	1
Silver 1st Class	27	3
Bronze 1st Class	38	33
Bronze 2nd "	64	3
Failed	3	
Total	168	

1-29-15	
1-32-42	
1-41-04	
1-59-43	
2-02-22	
2-05-02	

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SL3 £10 : Moonraker LD Class 4 £20 : Glass Merlin K2 Special £35 : Struer Attack K1 £18.10.0. : Fighter £25 : Veneer Sharkie K2 £55. MIL: 2780.

Fibreglass, Klepper Quirl, white water kayak, excellent condition, £20. The Bungalow, Cap Glas, Bettws, Nr. Abergavenny, Mons.

Kayel Canadian - with nylon spraycover, paddles, very good condition. £30. Tel: Frensham 2082 (Surrey).

Sports Dipper, good condition, knee-bars, spray cover, paddle, block buoyancy: £20. Single skin Ski-jacket, chest 36 £5. Molesey 1365.

Moonraker Class 7, spraycovers and lifejackets £26. o.n.o. J. Day, 5, Longfield, Harlow, Essex.

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With bed and breakfast	£9.15s.0. per week
With full board	£14.10s.0. per week

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The Moorings", Rope Walk, Hamble, Hants. Tel: Hamble 3106.

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