

# Canoeing

Price 1s. 3d

VOL 7    NUMBER 6    MAY 1967



## SPECIAL FEATURES

Mike Clarke Reports  
Combination Strokes  
Challenge or Gimmick

D-W PORTAGE - CROFTON.

Photo by Mike Clark.



Raymond Calverley, winner of the 1st division slalom at the Lune, taking a gate at Grandtully. Photo by Mike Clark.

K.W. KAYAKS FOR SUCCESS.

Lune Slalom 1967

1st. Div.

- 1st. Ray Calverley K.W.7.  
 2nd. Dave Mitchell K.W.7.  
 3rd. Ken Langford K.W.7.

2nd. Div.

- 1st. Graham Jones K.W.7.  
 2nd. M. Swallow K.W.7.  
 3rd. Tony Young K.W.7.

Grandtully Slalom 1967.

1st Div.

- 1st. Dave Mitchell K.W.7.  
 2nd. John Macleod K.W.7.  
 3rd. Chris Skellern K.W.7.

2nd. Div.

- 1st. Kevin Jenkinson K.W.7.  
 2nd. Graydon Dawson K.W.7.  
 3rd. Chris Hawksworth K.W.7.

Ladies Event.

- 1st Heather Goodman K.W.7.  
 2nd Audrey Keerie K.W.7.

We are pleased to announce that we are now agents for BLACKS famous camping equipment.

Streamlyte paddles, left or right hand control, Price £3.10.0.

Hire-purchase terms available

Please write or telephone for details of our full range of products  
 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.



New from November:-

U.K.3. class 3.  
complete & hull kit.  
Mk.2 PHANTOM K2.  
complete & hull kit.  
KNAT slalom.  
MINI RAPIDE  
baths boat.

Our range includes:-

Mk.1 PHANTOM K2.  
Mk.1 INVADER K1.  
Mk.2 INVADER K1.  
INVADER 65 class 3.  
HUSTLER Mk.4 class 7.  
RAPIDE Mk.3 tourer.  
HUSTLER Mk.3 tourer.

RECENT SUCCESSES FOR AVONCRAFT KAYAKS:-

INVADER Mk.2 K1. The Spanish International Villaviciosa, paddled to 1st place by S.Hollier.  
PHANTOM K2. The Irish International Liffey Descent, paddled to 1st place by B.Jupp & C.Gregory.  
U.K.3 class 3. The Cambridge ranking L.D., paddled to 1st place by S.Kitson.

WE PROUDLY INTRODUCE TWO NEW CRAFT INTO OUR RANGE:-

KNAT slalom. Length 13ft.3ins. Beam 24ins. Weight 25lb.

This beautiful sleek, highly manoeuvrable craft is the first roundhull hardskin slalom to be supplied in complete kit form, using the same technique of building as the RAPIDE and HUSTLER craft. The KNAT has all the qualities of a competition slalom canoe.

MINI RAPIDE. Length 8ft.10ins. Beam 21ins. Weight 15lb.

This canoe has been designed with two basic principles in mind. Firstly, as an adult training canoe in the swimming pool enabling the paddler to learn paddling, rolling and looping techniques. Secondly, being a scaled down craft, it is admirably suited to the very young, allowing complete ease of paddling and general canoe training.

THE FOLLOWING CRAFT ARE AVAILABLE COMPLETE OR IN KIT FORM, BUILDING FROM SCRATCH:-

RAPIDE Mk.3. HUSTLER Mk.3. KNAT slalom. MINI RAPIDE baths boat.

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

## CANOEES

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

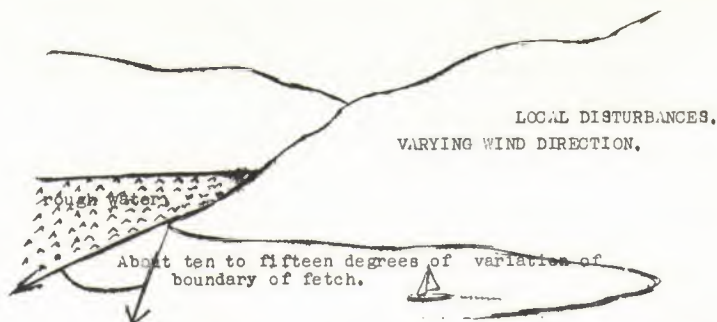
Waveology - Part 2	95	Letters	107
News Flashes	98	Mike Clarke Cont.	109
Mike Clarke Reports	99	News Flashes	110
Combination Strokes	102	Results	111
Challenge or Gimmick	106	Small Adds	113

## Art of Single Bladed Paddling

It has been said that Canadian canoeing, or single-bladed paddling, is undergoing a revival in this country at the present time. We suggest that it would be more correct to say that it is developing in this country as a sport for the first time. Until now, with very few exceptions, a Canadian canoe has been something to push ponderously along on leisurely rivers which require only a minimum amount of skill. Now the slalomists are changing all this, and the C2 is being recognised for the supremely manoeuvrable craft that it is.

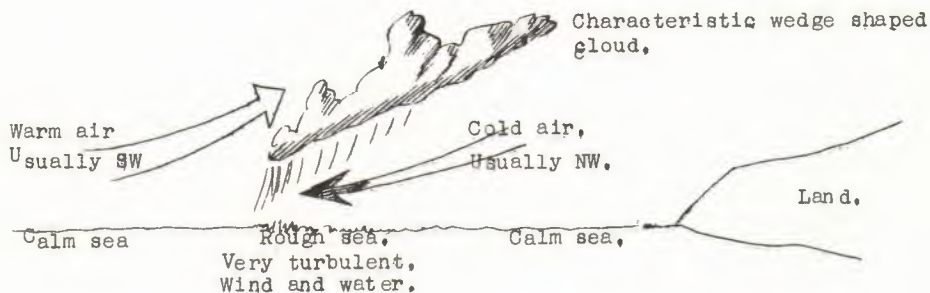
In the centre pages of this issue we reproduce an article taken from the Yearbook of the Canadian White Water Affiliation. The information which it gives is not particularly original, but it does illustrate that the artistry of the successful single-bladed paddler lies in his ability to combine strokes and to achieve that flowing motion which is the hallmark of the expert. Obviously it is necessary to learn the individual strokes separately in order to discover their distinctive effects, but once this has been done then the paddler must learn to combine them until, to the onlooker, it seems almost as though they have lost their very individuality. Footnote for designers: When can we expect the first mini-Canadian for baths training? We would suggest a suitably modified Water Flea with 2 or 3 more inches beam, and 18 to 24 inches longer.

# Waveology Part 2



This was a condition which I experienced at Loch Tay, when sailing a canoe. The wind was blowing down the Loch, but there was shelter at the back of the hump of Ben Lawers. I sailed at first in the gentle breezes in the bay. The wind hissed across the water in a ruffle of water, and then the whole thing was off like a race horse, with me hanging out to balance it, and exhilarated but frightened. I mention it because it could lead to trouble. Be aware of the possibility.

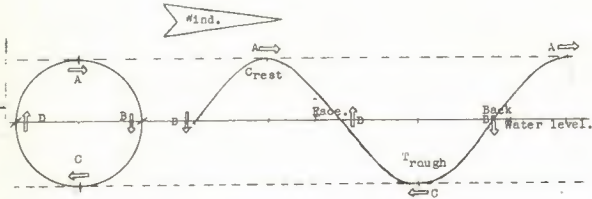
## LOCAL DISTURBANCE. LINE SQUALL



This line squall may be quite local in effect. It is a dense mass of cold air, usually NW, which flows under a volume of warm air, usually SW, and the junction of the two masses of air lies along a line, quite clearly defined by the cloud. This line in the case of SW and NW airs would be lying East to West. The disturbance would move along this line, possibly quite slowly, but this would be no indication of the violence of the squall just under the lower edge of the wedge of cloud.

In the example above, it would be possible to avoid the worst of the turbulence by going further out to sea than the lower edge of the cloud, or closer inshore. The turbulence is felt to some extent under the higher edge of the cloud. When seen at sea, there is no mistaking the characteristic cloud. The lower it is, the more violent will be its effects. It can, as a result of its skirt of rain, appear to touch the sea.

## WAVE FORMATION ORBITING PARTICLE THEORY

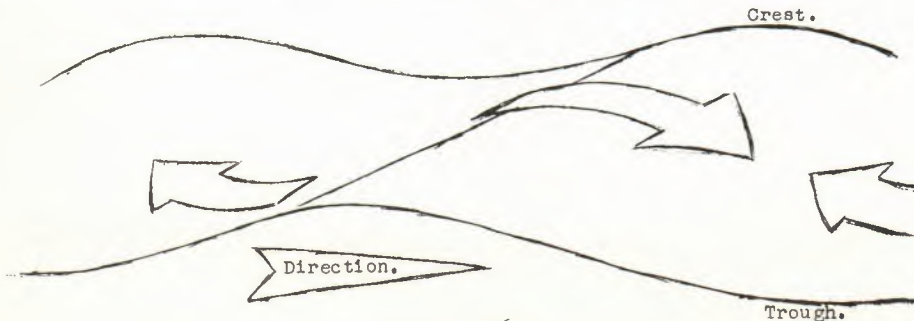


People who understand simple harmonic motion will recognise this diagram. The circle shows how, in theory, a particle of water will rotate under the influence of the wind in a circular path. In waves the water itself never moves far from where it is, but the wave action moves on. There are several theories to account for this.

The wave shaped part of the diagram shows how the water is moving in different parts of the wave, and what names are usually given to the different parts. Starting at

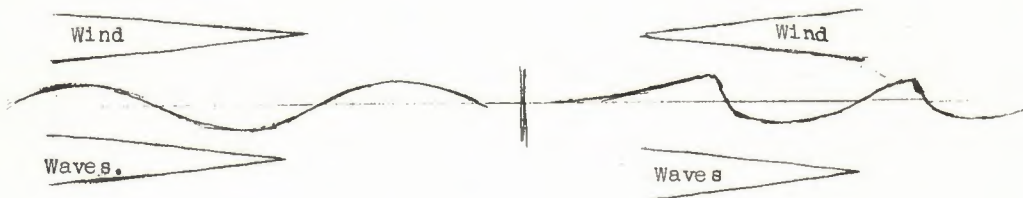
- A the particle is moving forward, in the same direction as the wind. This is called the crest of the wave. It is here that the wind transfers part of its vast energy to the water. The longer the wind blows, the harder the wind blows, the bigger will be the resulting waves. The crest moves on, but our particle is being left behind;
- B the particle, being left behind by the wave form, sinks downwards, and this is called the back of the wave. Here, the water is moving neither forwards nor backwards, but straight downwards. In a canoe one has a distinct sinking feeling.
- C is called the trough, and here the water particle is moving backwards contrary to the movement of the wave formation, and in the canoe one may have a sensation of being swept towards the oncoming wave crest, or peak. Quite true; that is what is taking place. The feeling of imminent immolation is strong.
- D is where the water particle surges up, to meet the oncoming crest, and so to continue the wave formation. Did you ever watch seagulls swinging about in the confused water just off a breakwater? I used to think that they would be swamped by each wave, but they simply ride up with the water.

### WAVE FORMATION WAVE CURRENTS



From the canoeists' eye, the actual very local but significant wave currents which are explained above will affect the progress of canoe across the waves. Taken head on this manifests itself as a slight acceleration and deceleration. Taken diagonally, there is a corkscrewing motion, a rising and falling associated with turning to one side, and then the other. This does not matter, but watch out for the exposure to the wind at the crest of the wave. The trough is sheltered.

### WAVE FORMATION.



WIND WITH WAVE

WIND AGAINST WAVE

Initially, a wave will be caused by wind, and the wind and waves will both be travelling in the same direction. This will tend to cause the waves to become bigger, but the surface will remain smooth, and the movement which the canoe experiences will be a smooth transition from crest to trough. Again, it is on the crest where the wind will have the greatest effect on the canoe. When such a wave formation reaches shore, it will kick up big surf. A lee shore will tend to be dangerous.

Later, the wind which originally caused the waves may become still, or change direction. The original wave formation will continue by reason of its own stored energy, and so the condition where wind is against the waves will be met. In this case, the waves will eventually be damped down by the continuation of the contrary wind, but until then, the wave face will become steeper, and may even break, and the wave back will become less steep. Going with the wind, in a canoe, one receives a rapid and continuous and drenching battering by spray and solid water as the bows plunge into the near vertical faces of the waves. Such travel, given that the waves are not breaking, is exciting and fairly swift, but very wetting.



Go into with the waves, against the wind, the canoe can and will start surfing. If you cannot hold it, there may be a broaching to, when the canoe swings sideways to the waves, and a great likelihood of a capsise. If you can hold it whilst surfing, and roll if you broach, then this is a very fast way of travelling, say 8 to 15 mph. It is potentially dangerous. It is less wetting than going against the wind. Holding a given line is difficult, again this depends on the design of the canoe, because one tends to be more in the crest of the wave than in the trough, and the length of the canoe in the water is reduced thus reducing directional stability.

Questions of wind with or against tidal flow, and the complications that waves, wind, tide all cause when with or against one another should be considered. Waves against tidal flow can give rise to conditions exactly like wind against waves, on what appears to be a perfectly calm and windless day, leading to trouble which arises from apparently nowhere.

#### NOTE

A canoe has three forms of stability, two of which are of main interest to the canoeist. Lateral stability is well known. Does it turn over easily, or not? You will find in terms of lateral stability, that some canoes are easily tipped initially, but go over quite a long way and still return to balance. That is, it has small initial stability, but great residual stability. The converse is also found, and is potentially dangerous, because it gives false confidence to beginners. The other stability form is directional stability. Will the canoe keep to the line selected easily, or not? Anyone who has paddled a slalom canoe in a choppy sea with a strong sidewind will know how agonising is the effort to keep on going. There is no respite from continuous correction strokes, and maybe continuous paddling on one side only. A long hull, say 17 feet, with a rudder and little rocker is better for deep sea work than a slalom hull.

## News Flashes

### THE SEVERN BORE

The latest issue of 'White Water' contains two articles on the Severn Bore; one descriptive, one factual. For those looking for a fresh canoeing challenge these are essential reading. 'White Water' is obtainable from C.M. Rothwell, 21, Windsor Road, Clayton Bridge, Manchester 10, price 10/- per annum (4 issues) or 3/- for a single issue.

### WORLD SLALOM CHAMPIONSHIPS

We learn from 'White Water' that the Czech Sport-Tourist Board are organising one-week and two-week coach trips including canoe tours (on Gradell/IV), sight-seeing (including a session at the Pilsen brewery) and, of course, the World Championship events. Tours start and finish at Pilsen and if you are interested write, telling them whether or not you have your own transport, to: Sport-Tourist, Praha 1, Dlouna Trida 39.

### CANOE PLANS

May we remind readers that we no longer maintain our plans service and that the bulk of these are now available from Dick Gays, 55, Conaglen Road, Aylestone, Leicester, to whom all enquiries should be made.

# Mike Clarke Reports

## L-D and SLALOM START

The 1967 competitive canoe season is now well under way, but the honour of opening the season once again fell to Oxford University Canoe Club who held their long distance event on Sunday 5th March. Over the now familiar course of the Thames and Cherwell the race attracted an entry of 130 crews with 27 crews competing class 2a (senior racing doubles) - the new L-D classing will undoubtedly cause the larger events and some of our L-Ds are in for pretty chaotic starts this year. At Oxford there is the wide start, but 27 doubles on the Chelmer start.....? However Oxford was a fine race with conditions very favourable but as always with the first event times were erratic and in comparable classes much slower than last year - some of our paddlers have not been doing all the winter training they should have!

With 17 competing in class 1a (senior racing singles), C. Evans of Royal stormed home to take first place in 1 hr 51 min 45 sec, just over a minute ahead of P. Lawler from Richmond while P. Lee from Exeter CC brought up third six minutes down. It is great to see Peter Lee still gaining a place for he has been around the L-D scene some years - along with Salter, Shankland and myself we used to have some great races in the early N.C.K. days, but maybe that ages us all a little! (Riverside Canoe Club seem to be building a very healthy racing fraternity with seven crews of both seniors and juniors in the race. M. Dyer (Riverside) won the class 1b (junior racing singles) while Roberts/Gardner surely the driving power behind this club took the class 2a (senior racing doubles) with a time of 1 hr 40 min 46 sec well clear of B. Pratt/A. Young of Royal in second place. In class 3a (senior touring singles) the first three home were all from Cambridge Univer. Canoe Club, R. Pumphrey and R. Lees crossing the line together to tie for first place. Their time of 1 hr 57 min 11 sec was way ahead of D. Clarke in third and with such a large class of 26 paddlers I should have thought there would have been more competition. M. Boshier/A. Tullett of Royal won the new class 4a (senior touring doubles) with the first hardskinned prototype manufactured by The Canoe Centre, but the time was very poor and I'm sure both boat and paddlers can go much faster than the 1 hr 57 min 15 sec returned for this event.

## LUNE SLALOM

Lune Slalom for 1st/2nd and Ladies division, was organised by the Midland Canoe Club and held on 11th/12th March. Apart from the mud, rain, snow, and bitter cold this weekend on the borders of Yorkshire and Westmoreland was gorgeous with plenty of water and spectacular, exciting canoe sport! Young Raymond Calverley from Manchester CC gained a surprise win over Dave Mitchell in 1st div., making two very fine runs over the course with a best score of 213 pts againsts Dave's 220. Graham Jones of Shepperton won the 2nd div. with 246 pts followed by M. Swallow of Chester who gained 266 pts. Pauline Squires of Coventry CC was full of confidence and showing very good form on the water where she beat Heather Goodman by 12 pts with a score of 314 pts.





Photos. 1. John Woodhouse of Chester on the lower fall at Lune Slalom.  
2. Pauline Squires showing great form at the Lune.  
3. Competitors portaging Parson's Pleasure on Oxford L-D.  
Photos by Mike Clark.

## COMBINATION STROKES FOR THE CANOE

In a canoe, the most important stroke is the steering stroke. This stroke can be divided into three different styles.

### (1) Forward "J" Stroke

-Turn the paddle outwards as soon as the blade reaches the side of the body. fig. 30a

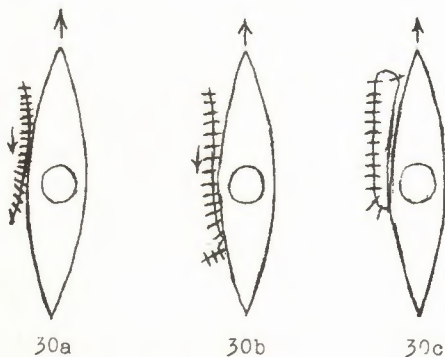
### (2) Stern Pry

-Turn the paddle inwards as it comes to the side of the body.  
-Pry at the stern fig. 30b

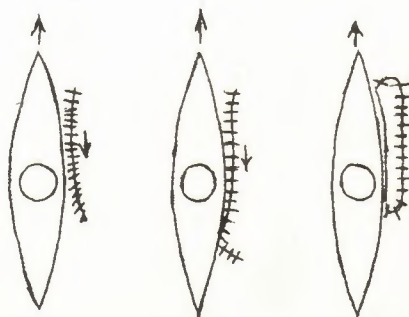
### (3) Forward "C" Stroke

-Forward stroke to the body.  
-Recover to the bow in the gate.  
-Forward stroke. fig. 30c

In the slalom the last stroke, when approaching a gate should be made directly in front of the gate so that the boat glides through the gate as a result of that stroke. Where the kayaker reaches forward with his other blade to begin the pull through stroke, the canoeist feathers his paddle in the water close to the side of the boat while in the gate and reaches through the gate to begin his next stroke. During this time it is possible to correct the position of the craft with a draw or a pry. This is also possible in the kayak if the second stroke is on the same side as the first.



LEFT HAND SIDE



30a

30b

30c

RIGHT HAND SIDE

## FORWARD DIRECTIONAL CHANGES

### (1) Short Sweep Forwards From The Body - Forward Stroke

While underway, to change direction, the new stroke should be a sweep, which after achieving the desired purpose is changed over into an ordinary forward stroke close to the boat. fig. 31a

### (2) Forward Draw - Forward Stroke

This stroke begins with a draw at the bow, which after achieving it's desired effects, is changed to a forward stroke close to the boat. fig. 31b

### (3) Forward Draw - Forward Stroke - Back Sweep

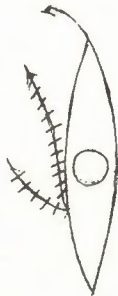
The forward draw gives the boat its first turning momentum. The forward stroke gives it its forward momentum. Behind the body, follows like in the steering stroke (fig. 30a), the turning of the blade inwards while a sweep stroke backwards increases the already functioning turning momentum. This combination is especially effective when applied in heavy waters such as on a slalom course. fig. 31c



31a



31b



31c

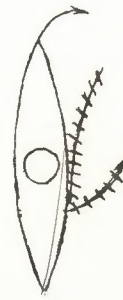
LEFT HAND SIDE



31a



31b



31c

RIGHT HAND SIDE

## FORWARD DIRECTIONAL CHANGES CONTINUED

### (4) Forward Stroke - Turn Blade Inwards - Back Sweep - Forward Draw

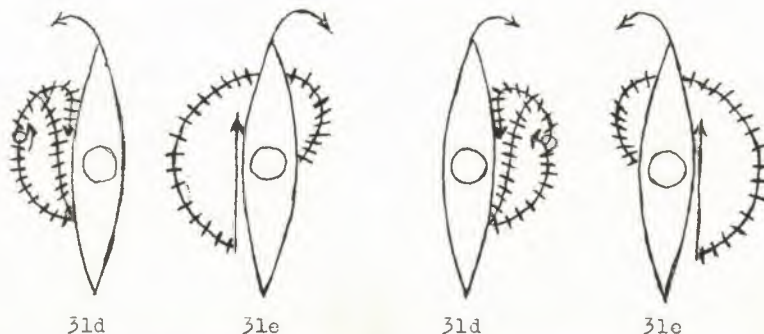
With this combination one gets a greater turning momentum but at the same time the forward speed is greatly reduced. As the paddle comes to the side of the body it is quickly brought forward with a turn. The sweep gives way to a draw at the bow. fig. 31d

### (5) Cross Bow - Sweep

From a forward sweep that gives the boat its turning impulse follows;

- A cross over sweep on the off side (cross draw).
- Insert paddle close to boat on the regular paddling side and sweep 180 degrees.
- Recover paddle and continue next stroke.

With the off-side sweep a hard turn of the upper trunk is very necessary. The backward sweep is executed with the inner side of the paddle blade. During the next stroke (forward sweep) there will be a break in the stroke (crossing the paddle over from one side to the other) but the continuity of movement will be maintained. The sweep (forward) strengthens the turning momentum. fig. 31e



LEFT HAND

RIGHT HAND

## REVERSING

The combinations of reversing are technically the hardest to perform since the ability to control the boat and the position of the paddler greatly reduces the effect of the paddlers stroke. It is therefore necessary to devote a great deal of time to practice these strokes. The main forms are as follows:-

### (1) Reverse Stroke Close To The Boat - Turn Blade Outwards - Pry

Backing a canoe in a straight line necessitates a series of combination strokes. The reverse stroke close to the boat tends to turn it, This turning effect is minimized with a pry at the bow. (see fig. 32a)

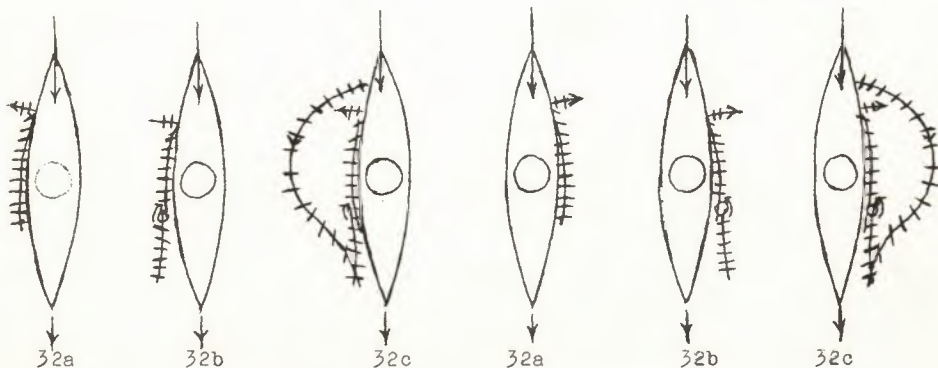
### (2) Back Paddle - Paddle Inversion 180° - Back Paddle Continued

The reverse stroke provides the necessary speed during which the paddle should be inserted as far astern as possible. Proper insertion will cause the upper part of the body to turn back and parallel to the boat side. The reverse stroke is done with the inside of the paddle blade. Shortly behind the body the blade is turned 180° and the stroke, with the outside of the blade, continued. This technique is mainly used in the reverse gate attempts. The backward stroke offers a good method of direction correction. (see fig. 32b)

### (3) Forward Sweep To Behind Body - Continued Back-draw-reverse Stroke

This form is typical for the approach of a reverse gate after which the boat is still moving backwards as in an approach of another reverse gate.

Following a forward sweep the paddle is feathered astern (with a turn of the upper part of the body) and there is put into a reverse stroke which should pull the boat through the gate. (see fig. 32c)



LEFT HAND

RIGHT HAND

(Reprinted from the C.W.W.A. Yearbok)



# Challenge or Gimmick

BY JOHN LAVELLE

After living by the Sea for 24 years and being involved with youth and canoeing organisations, I have been accused of doing things for publicity or as a gimmick. The so called Gimmicks - Crossing the Channel, and Canoeing round the Isle of Wight, or the organising of a Canoe Race for members of Youth Organisations from Cowes - Southampton.

Why! did I do these things (A) because it presented a challenge and (B) Because the challenge was on my doorstep, I happened to live at Deal, nr. Dover and Cowes on the Isle of Wight; being so close one became fully aware and appreciative of local conditions. Therefore the difficulties facing the groups with which I was concerned were minimal compared with that of canoeists from other parts of the country, but we did have our difficulties in the form of local opposition.

Way back in 1949 when building and timber licences had to be obtained in order to build canoes, there were also difficulties with the longshoremen and the remarks used were not very complimentary, "Boats made of wood and canvas won't stand up to the seas at Deal," What to do with this challenge, accept it, by over-coming a greater one the conquering of the Channel, after all we could see France on most days. How! when I didn't know how to canoe, contact the C.C.P.R. and the B.C.U.

John Dudderidge and Joe Jagger came to Deal and gave us coaching on and in the sea on a cold April week-end in 1950. It was fun, but cold - no wet suits then - and then out training on canoe runs to Dover and Ramsgate and always notifying the coast-guards. Then in August the crossing of the Channel; and the terrific sense of achievement one has at having beaten a challenge. The publicity attached to this gained us a new respect in the community - we became not only critically free to enjoy canoeing, but fired a large number of other Youth Organisations in the country with enthusiasm.

This was again repeated when I went to live on the Isle of Wight, but now without the help of the B.C.U. or any other body - I had learnt by tuition and experience, what I was going to pass on to others. First challenge, the Solent then go round the Island. Cowes the Mecca of sailing, turn to Canoeing, why not, Uffa Fox had a sealskin Kayak, but he wouldn't part with it, nor did I ever see him in it.

The boys were taught canoeing, crossed the Solent, quite often twice in one evening, then canoed the Wight. After two abortive attempts due to boys not being 100% physically fit, we finally succeeded in getting round the Island in one day. Fifteen hours after setting off, tired and happy, we arrived back at Cowes then to use a phrase of Edward Hillary upon climbing Everest, "We've knocked the bastard off," Oh! Yes, the effort was publicised and why not, why shouldn't these achievements and the youngsters be publicised?

In the last few years I have taken part in a further three Channel crossings, not because I want to, although the challenge will always be there, but because there's always another bunch of young canoeists wanting to accept a challenge and not because it is a Gimmick. Perhaps, I'll go once more to make it the round half dozen - just by way of a gimmick!

# Letters

Dear Brian,

I am sorry to hear that you are going to have to give up running "Canoeing". I am fully aware of the tremendous task it has been for you and your team over the past six years, and hope that you will succeed in your search for worthy successors.

Sincerely,

Jack Levison  
Editor 'Canoeing in Britain'

P.S. On a practical note, we will not be able to help publicise the need for a new team, as our next issue comes out on June 10th, but I hope you will inform me round about May 10th (copy date) as to the situation at that time, and what hopes there are regarding keeping "Canoeing" going.

Dear Brian,

I read with regret in the last issue that for reasons which I perhaps more than many people can appreciate, feel compelled to cease publication. I am very sorry about this and can only hope that a group of likeminded people get together to step in where you and your colleagues have to step out.

Yours sincerely,

H. Thelen  
Chairman 'I.C.F. Propaganda Committee'

Dear Brian,

It was with deep regret that I read your editorial, I feel that it will be a sad loss to the canoeing world to lose "Canoeing", I have always looked forward to each new edition.

With reference to the repayment of balance of subscriptions, if at all possible I would like what numbers there are of volume 7 bound in the same excellent way as the previous 6 volumes, if there is any further money required for this I will gladly send it on to you.

Thank you and all your staff for the hard work you have all put into "Canoeing". I am sure it has been well worth while.

Yours very sincerely,

Geoff. Blackford  
Hon. Senior Coach, B.C.U.

(Thank you for these and other notes of appreciation. We will certainly make arrangements for volume 7 to be bound after our last issue, or possibly at the end of the year if it continues in the same format. Ed.)

Dear Sir,

Seal hunting in Britain

What a fascinating study of confused and sentimental thinking the correspondence on seal hunting in Britain has produced in your magazine. It seems to me that there are several different issues here and that they must be considered separately before coming to any conclusion. I would list these issues as follows:

1. Is it reasonable to make a distinction between killing primarily for food, and killing primarily for sport? Most people accept the necessity for the former, but a lesser number accept the latter. Some people, of course, reject both. The decision to kill for sport is, of course, much wider than the present seal hunting controversy, and should be viewed alongside fox hunting, fishing, and so on. It is a decision which each person must make for himself and the quoting of literary authorities as to whether or not animals kill for sport would seem to be largely irrelevant.

2. Assuming that an individual has decided that he is prepared to kill for sport, then he must decide what level of skill is necessary with the chosen weapons before going out to hunt. Again, this is a personal decision which no-one but the individual can make for himself. It is, perhaps, worth noting at this point the curious reasoning of Chris Hare at this point when he suggests that as the skill of the hunter increases so he should keep the odds against killing a seal long by handicapping himself in the choice of weapon. One can only hope that the seal appreciates this desire to give it a sporting chance.

Both the above points are, I would stress, the concern of the individual and they have nothing to do with canoeists as such. As a human being you may find the killing of animals for sport acceptable, or you may deprecate it, and according to your viewpoint you may wish to influence the behaviour of another human being, but if you do, please do not do it in the name of canoeing.

There is, however, a final, point which should concern us as canoeists:

3. Will the hunting of seals by kayak be harmful to the public image of canoeing? I do not know the answer to this one, but I suspect that it will not be, any more than foxhunting is harmful to the image of horseriding. I would, however, recommend that those who wish to hunt seals by kayak should make a point of doing it as individuals and not as club or B.C.U. members and in this way it will be clear to outsiders that to be a canoeist is not necessarily to support seal hunting.

Finally, to avoid confusion should there be any further correspondence may I state my own views on the subject: I do not believe in the hunting of animals for sport, and I believe that when it is necessary to kill animals for food that this should be done in the speediest and most humane way possible. I further believe that those who justify the hunting of animals on the grounds of the challenge that it presents, display a certain deficiency of imagination. Most of all I believe that a canoeist in practising his sport should behave in such a way that no-one will take offence and thus endanger the pleasures of those that come after.

In closing, may I say what pleasure your magazine has brought me over the past years and it was with regret that I saw that you were giving up the Editorship. It may be that some of your regular readers regard me as a 'fuddy-duddy', an impression that may have been heightened by my 'coat-trailing' on occasion, but I would like to take this opportunity of saying how refreshing I have found the energy and enthusiasm of the young canoeists of today, and I would salute you, Sir, for providing them with a forum.

Yours faithfully,

Norman Tilley,  
Chiswick.

#### MIKE CLARKE CONTD.

Easter saw the second 1st div slalom of 1967 held at Grandtully in Scotland. Once again the weather did its best to disrupt things with rain, snow, sleet and hail, but a very strong westerly wind pushed gallons of water out of Loch Tay, producing higher water over the rapids than has been seen for many years. Mitchell was back on form and won 1st div with 187 pts having a good lead over John Macleod in second with 203 pts. Chris Skellern did well in taking third, but even better was Richard Prince of Birmingham Canoe Club, only up to 1st div last year taking fourth place with 246 pts.

#### DEVIZES TO WESTMINSTER 1967

Easter saw a record entry of over 200 double kayak crews racing the annual Devizes to Westminster canoe marathon. The race from Devizes in Wiltshire to Westminster Bridge London is still the toughest of its kind in the world. - 125 miles long, 54 miles to be paddled on the slack water of the Kennet and Avon Canal, with 77 locks to be portaged. The seniors, the majority of whom started early on the Friday morning, race the event non-stop, while for the juniors its a 3½ day race stopping over-night at Newbury, Marlow and Ham.

Conditions over the course for the whole of Easter were good and far better than in recent years yet less than half the entry finished this gruelling race - 59 seniors and 53 juniors reached Westminster.... Once again in the senior race it was the Service crews out in front from start to finish, with only two places taken by civilian crews in the first ten. With the tideway being closed for the best part of Saturday due to The Boat Race and the Head of the River, fast senior crews aiming for the 20-21 hr mark had only two tides to go for, that of early Saturday or Sunday, so for a change first crew home was almost the winner!

During Friday it was easy to follow the leading crews and get quite a full picture of how the race was shaping. By mid-day, spearhead of the aquatic procession and making a good time were M. Green/J. Lee of Royal Marine C.C. but an hour down and making even better time were R. Seegar/l. Spence of R.M.A. Sandhurst. Civilian crews E. Bradshaw/D. Daniels of Culham College and C. Champion/J. Eustace of Berksonians well up and pushing the miles behind them, while Royal crew of M. Boshier/A. Tullett who were doomed to miss the tide at Teddington, set a fair pace and were off the canal in 10 hrs 7 min. By this stage at Reading Seegar/Spence were in the lead on time with 9 hrs 41 mins on the canal,

Culham College making 10 hrs 33 min to Reading. In the early hours of Saturday Green/Lee paddled first into Westminster with 21 hr 14 min to be followed just after 6 a.m. by Seegar/Spence with 20 hrs, 44 min. Saturday and already other senior crews were hammering down the canal from Devizes, among them B. White/J. Lowe of Royal Marine CC. This pair were out for the record with a 20 hr schedule to keep and at one stage were over 30 mins up on it, they kept up a fantastic rate and indeed broke the record by 15 minutes with a time of 20 hrs. 12 mins! However even before the pair were more than a few miles down the Thames reports of an infringement of the rules by White/Lowe were buzzing the C.D radio link. It seemed impossible that this sighting of the crew accepting assistance at Burghfield Lock could be wrong so on Monday, White/Lowe were penalised with an hour on their time and provisional results gave the first senior place to Seegar/Spence. The record broken by 15 minutes, but what a pity this error of judgement could not have been cleared up before the crew finished the course and full publicity given to such an outstanding performance and fine time.

In the junior event the service crews have been eclipsed by the police cadet crews who took eight of the first ten places. A. Harston/D. Sherwood of Met. Police Cadet Corps went into the lead from the first day and held it until the finish, completing 18 hrs 43 mins for the 125 miles. Team-mates S. Moncur/B. Weston gained second with City of London Police Cadets took third. Quite a field-day for the London paddlers.

D-W result. Seniors B. White/J. Lowe, Royal Marine CC. 20 hr 12 min. civilian. E. Bradshaw/D. Daniels, Culham College. 21 hr 15 min. Team, Royal Marines CC. Juniors. A. Harston/D. Sherwood, Met. Police. 18 hr 43 min. Team, Met. Police Cadet Corps. Photos. 1. Portage at Dunmill Lock on the canal. 2. M. Boshier/A. Tullett of Royal CC racing down the canal. 3. Culham College crew on the canal at Wootton Rivers. 4. Seegar/Spence of R.M.A. Sandhurst making a fast portage on the canal.

## News Flashes

### HAMPSHIRE ASSOCIATION OF CANOEISTS

At a meeting convened at the Calshot Activities Centre on the 12th March it was decided to form the Hampshire Association of Canoeists and to affiliate to the B.C.U. The aims of the Association are to promote canoeing, particularly high standards of safety and canoe-manship, in the area; to keep members informed of canoeing events, both social and competitive, particularly events in local regattas, by the publication of a regular news sheet; to assist organisers or local regattas, where required, with canoeing events; to organise an Association Rally during the Summer. The subscription is 5/- adults, 3/- juniors, further details from Geoff. Blackford, Calshot Activities Centre, Calshot, Hants.

### APOLOGIES FOR DELAYS IN DELIVERY

We must apologise to those of our readers who received their last issue of 'Canoeing' several days late. The fault was entirely ours since we inadvertently posted a number of empty envelopes! Fortunately, an alert G.P.O. sorting office spotted these as they were being franked and most efficiently returned them to us for filling. Our thanks to the staff of the Ealing Sorting Office and our regret to our readers.

# Results

## GRANDTULLY 1967.

### 1st Division.

<u>Pos.</u>	<u>Club</u>	<u>Run 1.</u>		<u>Run. 2</u>			<u>Best</u>	<u>%</u>
		<u>Pen</u>	<u>Time</u>	<u>Total</u>	<u>Pen</u>	<u>Time</u>		
1.	D. Mitchell Chester	20	167	187	Retired		187	66.1
2.	J. Macleod Manchester	70	193	263	10	194	204	72.1
3.	C. Skellehn Worcester	10	201	211	20	195	215	74.6
4.	R. Prince Birmingham Univ	10	208	218	100	196	296	77.0
5.	K. Langford Manchester	40	183	223	130	194	324	78.8
6.	B. Palmer Forth	50	181	231	40	184	224	79.2
7.	P. Hazleton Chester	190	218	408	30	211	241	85.2
8.	M. Grove	210	310	520	40	208	248	87.6
9.	M. Thompson Worcester	60	195	255	50	204	254	89.8
10.	J. Roberts Forth	100	197	297	70	185	255	90.1

### 2nd Division

1.	K. Jenkinson Leeds	160	194	359	40	199	239	239	65.8
2.	G. Dawson Sunderland	200	225	425	30	212	242	242	66.7
3.	C. Hawkesworth Leeds	210	230	440	50	203	253	253	69.7
4.	T. Young West Yorks.	60	207	267	70	201	271	267	73.6
5.	S. Thwaites Lakeland	90	201	291	50	267	217	291	80.2
6.	R. Hagger Manchester	80	213	293	120	198	318	293	80.7
7.	J. Parker Worcester	100	205	305	120	205	325	305	84.0
8.	T. Eastwood Leeds	170	200	370	130	220	350	350	96.4
9.	P. Peacock Leeds	140	219	359	190	214	404	359	98.9
10.	R. Stott Manchester	280	218	498	210	205	415	415	114.3

### Team

1.	Manchester (Calverley, Langford, McLeon)	70	218	288
2.	Forth (Sharples, Palmer, Roberts)	290	224	514
3.	Chester (Mitchell, Woodhouse, Swallow)	270	247	517

### Ladies

		<u>Run 1.</u>		<u>Run. 2</u>					
1.	H. Goodman Lakeland	150	293	443	280	197	477	443	122.0
2.	A. Keerie Sunderland	340	209	549	380	221	601	549	151.2
3.	P. Squires Coventry	440	256	696	410	280	690	690	190.1

### C.2.

Robin & Rodney Witter. Leeds & Birmingham Universities. Paddle over.

Results of British Universities Slalom March 19th. Llandyssul

1. Individual Slalom (For the Bovril Plaque)

1. M. Couch	London Univ.	230
2. J. MacLeod	Salford Univ.	235
3. L. Williams	Camb. Univ.	241
4. M. Grove	Oxford Univ.	249

2. Team Slalom (For the Bovril Cup)

1. Cambridge A	R. Lees I. Harvey L. Williams
2. Cambridge C	J. Kingsley S. Brown R. Maguire
3. Cambridge B	M. Gimber R. Smith R. Chaplin

3. C.2. Slalom

1. M. Gimber & R. Smith	Cambridge
2. R. Lees & L. Williams	Cambridge
3. R. Witter & Miss P. Slack	Leeds

4. W.W. Race

1. R. Lees	Cambridge
2. L. Williams	Cambridge

**FOR SALE**

Canoeing for Schools and Youth Groups  
Price 6s. (post free)

Slalom and white water course  
Price 3s.6d. (post free)

Canoeing Vol.5. 1965. Bound volume with index.  
Price 25s. (post free)

Canoeing Vol.6. 1966. Bound volume with index.  
Price 25s. (post free)

Canoeist's map of Ireland  
Price 3s. (post free)

From:  
The Circulation Manager, Canoeing Publications,  
6 The Mall, Brentford, Middlesex.

ORWELL RIVER RACE

Sunday 9th July 1967.

The new ranking L.D. Race  
organised by Orwell C. C.  
and H.M.S. Ganges. Closing  
date 3rd July. Details  
from Orwell River Race  
Committee, c/o 17, Bridport  
Avenue, Ipswich, Suffolk.

## Small Ads.

Six-year old Klepper Aerius canoe skin and tubes for sale. Worth £50 new. Any reasonable offer accepted. Apply (Sundays only) H. L. Roots, 96 Cranston Park Avenue, Upminster, Essex. Phone: Upminster, (UM5) 3354.

### FOR SALE

Two Kayel sports singles and a Kayel slalom 11b. All v.g.c. with spraydeck, paddles, etc. Offers? to Mike Hillyard, 41 Friern Park, Finchley, London N.12. Tel: HIL 0229.

### FOR SALE

Kayel mahogany ply/fibreglass Eskimo canoe. Polyurethane varnished, fibreglass seat, and complete with spraycover. Very little used. Excellent for rolling. Space needed £15 o.n.o. ALSO Jenkins and Lancefield Sports Tourer, good looking, little used, complete with spraycover, paddle and buoyancy. £10 o.n.o. Cameron, 28 Glenbigh Park Road, Bexhill, Sussex. Phone: Bexhill 2544.

### WANTED

Trailer for twelve canoes required in good condition for St. David's College, LLANDUDNO.

### WANTED

14 G/F Slalom canoes. Also large assortment of new/used canoes for sale. Apply Saturdays. Canoe Exchange, Jessamy Road, (off Thames Street) Weybridge, Surrey.

### WANTED

Fibreglass slalom or white water racer. Any make. F. Rovle, West End, Benington, Boston, Lincs. Tel: Butterwick 211.

### WANTED

Canoeing books. As a result of my recent advertisement offering my duplicate canoeing books for sale, I have built up a considerable wants list from our readers. If any reader has any canoeing books to dispose of I will be pleased to act as a clearing house. Please state price required. Skilling, 1, North Lodge, Ealing Green, London W.5. Tel: 01-567 0303.

### COMING EVENTS

Isleworth Regatta - 9th September, 1967. Canoeing events. Secretary: Mr. A. G. Boaden, 43, Devon Waye, Heston, Middlesex.



---

# Norvall

## CANOE S

### Nocturne

14 ft. double canoe

With jointed double-end paddles **£46**

With unjointed paddles **£44**

### Newt

12 ft. single canoe

With jointed paddle **£34**

With unjointed paddle **£33**

Beamy, stable slalom type canoes.  
Glass fibre construction.

Built-in polystyrene bouyancy.

Blue deck and white hull for two-tone finish.  
Strong protective, rubber rimmed all round flange.

Prompt delivery & nationwide sales and service.

Available from all marine dealers and sports shops.

**Norvall's (Small Craft) Ltd.**  
**TOWERFIELD ROAD SHOEBURYNNESS, ESSEX**

Also Norvall "Blackwater" Double-ended Paddles.

---

# CANOE PHOTOGRAPHS



**SLALOM  
SPRINT**

**L · D**

Spectacular photographs of competitive canoeing are available for your canoe club wall, display or exhibition. Above are just four slalom photographs from my files, but there is a wide choice of prints from many hundreds of fine negatives covering events in Britain, Ireland and the Continent. Prints are supplied unmounted, on White Fine Lustre double weight paper. Prices: 15" x 12" - 13s each 20" x 16" - 15s each. Send for sample sheet of contacts.

---

**mike clark**

---

**AQUA-PHOTO, 25, Featherbed Lane,  
Addington, Croydon, Surrey. CRO 9AE**

*now in production..*  
**THE NEW Jaycee Cougar  
SLALOM KAYAK**



Introducing The Jaycee Cougar, a new all-British kayak designed for top slalom competition and the modern, more open, slalom course. The Cougar has been designed as fast as possible without sacrificing the crafts manoeuvrability. Incorporating all our proven features. The Cougar is supplied in clear, tinted or solid colours, but not two-tone. Length: 158" Width: 23" Depth: 13½" Weight: 28 - 36 lbs.  
Price Canoe: £38.10.0. Spraydeck: £2.5.0. Buoyancy: £1.10.0.  
Complete £42.5.0.

**JOHN CRITCHLEY**

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

SEND FOR ILLUSTRATED  
CATALOGUE OF OUR  
MENDESTA KAYAKS AND  
CANOE ACCESSORIES.

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.

*Lendal*  
SCOTLAND . . .

**PADDLES**

**SPRINT  
LONG DISTANCE  
TOURING**

WILSON (P'WICK) LTD.

Dept. 3 167, Ayr Road,

PRESTWICK, Ayrshire.

Sole Distributors England & Wales:-

Jenkins & Lancefield,

Corsham, Wilts.

**SOLENT CANOE CENTRE**

for all canoeing needs

**GEORGE COLLIS BUILDING, TERMINUS TER., SOUTHAMPTON**

**Telephone 23526**

The "CYGNET". A favourite fast touring single canoe. Glass-fibre hull, plywood wrapover deck. A safe craft. Price £30.

The "SWAN". A double version of the above. Strong and stable. A sea-going camper's canoe. Price £38.

The "SEAGULL". For the beginner. Length 13' 9". Beam 24" Weight 29lbs. Glass-fibre hull. PVC decking. Price £28.

The "HERON". A beautiful racing single canoe. Glass-fibre hull, varnished ply decking. Fast and safe. Price £32.

The "ADANAC". A glass-fibre Canadian. The best yet! Length 16'. Beam 30". Depth 13½". Complete with buoyancy. Price £48.

The "TERN". A swimming pool instruction canoe. Ideal for youngsters. 9' 6" x 21". In kit form £12. Glass-fibre version £18.

We are suppliers to H.M. Forces, Home Office, Schools, etc. List free.

# OXFORD L-D



# 1st AGAIN CANOES FROM THE CENTRE

OUR CRAFT ALMOST SWEEP THE FIELD AT FIRST L.D. RACE OF SEASON

1st 2nd and 3rd places in Senior Racing Doubles (Glider K.2.)

1st 2nd and 3rd places in Senior Racing Singles (GlassPointer)

1st and 2nd places in Senior Touring Doubles (New Gannet C1.4)

1st place in Ladies Racing Singles (Struer veneer Pointer K.1.)

1st and 2nd places Ladies Racing Doubles (Struer Ribelle K.2.)

*FOR DETAILS OF OTHER L-D, SLALOM, SPRINT and TOURING  
KAYAKS. SEND FOR 1967 ILLUSTRATED CATALOGUE.*



**THE CANOE CENTRE**

PORTABLE BOATS LTD

Tel POPesgrave 8979

18, BEAUCHAMP RD., TWICKENHAM, MIDDX.