

# Canoeing

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VOL 7 NUMBER 7 JUNE 1967



## SPECIAL FEATURES

SPRINT RACING IN U.S.

WHITE WATER  
LIFEJACKETS

'BELFORD SWIMMERS'  
Photo: AQUA-PHOTO



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.

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baths boat.

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Mk.1 INVADER K1.  
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U.K.3 class 3. The Cambridge ranking L.D., paddled to 1st place by S.Kitson.

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### CANOEING - SPORT OR PASTIME?

In a recent lecture to the Cambridge University C.C., Ken Langford suggested that white water canoeing is to flat water paddling what salmon fishing is to coarse fishing, namely a sport - and not a pastime. At its extremes, this statement may well be true, but it seemed to us that in the middle there is a vast range where such a straightforward definition would not be generally acceptable. This led us on to thinking about competition and coaching in schools, and to the question, "Do we present canoeing to youth as a sport or a pastime?"

Looking through the Coaches' Handbook and at the B.C.U. awards it is quite noticeable that the emphasis is on canoe handling and there is no direct link between the awards and competitive canoeing. Indeed, it is possible to have represented Great Britain in the Olympic Games and yet fail to pass the Advanced Kayak Test because of inadequate knowledge of the techniques needed on Grade III rivers, or an inability to perform an Eskimo Roll.

We are not suggesting that the present coaching scheme is aimed in the wrong direction, but rather that it only moves in one direction, and this may be a contributory cause of the paucity of sprint paddlers. An interesting contrast will be found later in this issue where a proposed sprint coaching scheme in the United States is outlined.

# Future of Canoeing

We are delighted to be able to announce that paddlers will not be losing their monthly journal 'Canoeing'. Although we had many letters of regret at our closing down, we had only one offer to carry on with the work, and this was from our own Mike Clark. Together with his father, Mike is forming a company to be called 'Canoeing Press' and will continue to produce the magazine. Maureen Dawson, better known as 'Spence', will be acting as treasurer although she will not be a partner in the new company. We are all, of course, very happy that the magazine is to continue, but, perhaps a little disappointed that there were no other offers to take on the job. This is no reflection on Mike who we are sure will produce a first-class magazine, but rather a reflection on the shortage of people with the time, talent, and inclination to produce a magazine like 'Canoeing'.

Now to practical details. The next issue, that is Volume 7, Number 8, will be the last one to be produced by Canoeing Publications. The following issue will be produced by Mike Clark under the imprint of Canoeing Press and will continue the same title, and will be Volume 7, Number 9. The present format will be continued at least until the end of the year, and as in previous years bound volumes will be available complete with index. In this way there will be no loss of continuity.

Unless subscribers write in before the 30th June, 1967, asking for a return of the unexpired portion of their subscriptions, all outstanding balances will be transferred to Canoeing Press and the obligation will be theirs to supply the appropriate number of issues.

Until the end of our financial year, in October Canoeing Publications will continue to sell 'Canoeing for schools and youth groups', 'Slalom and white water course', 'Canoeist's map of Ireland', and bound editions of 'Canoeing' volumes 5 and 6. The position will then be re-assessed.

The date to remember then is the 30th JUNE, 1967. Up to this time communications should be addressed to Canoeing Publications, 6 The Mall, Brentford, Middlesex. From the 1st JULY 1967, all communications concerning future issues of the magazine should be addressed to the Canoeing Press, 25 Featherbed Lane, Addington Village, Croydon, Surrey, England. Until October, 1967, requests for publications and back issues, prior to Vol.7, No. 8, can be dealt with by either of the addresses.

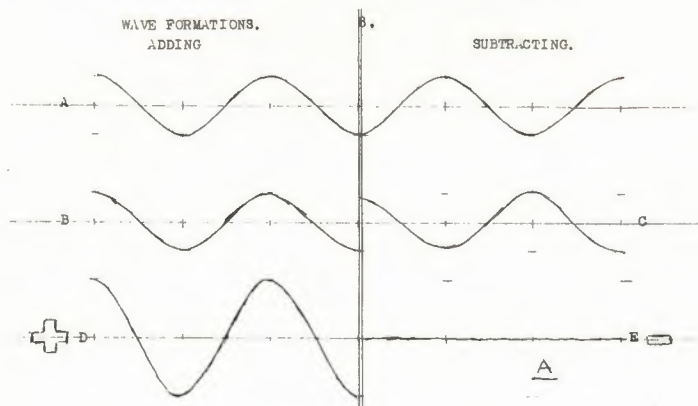
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# Waveology Part III

BY ALAN W. BYDE, SENIOR COACH, BRITISH CANOE UNION.



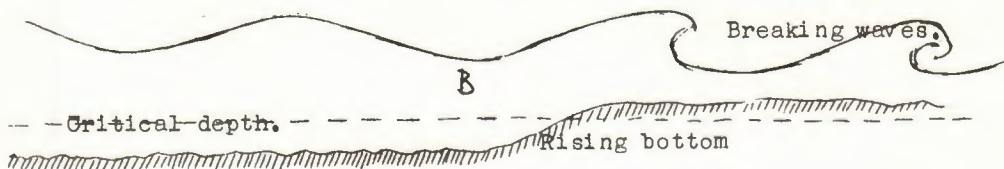
There are four wave forms here. Form 'A' is going on all the time, it could be called the basic form, or dominant form. Form 'B' is also to be found in the same water. It has, for the sake of illustration, the same amplitude, that is, height from crest to trough, and the same period, that is the number of wave crests passing a given point in a given time, as wave form 'A'. The two forms when superimposed, one on the other, give rise to a wave form 'D' which has double the amplitude, but the same period as the two causative forms. What the canoeist experiences is a lot of big waves.

The wave forms do not always coincide. Occasionally, they will be found exactly in opposition, so that the crest on one arrives at a given point at the same time as the trough of the other. In this case the water tends to level out, and a fairly flat, uneasy surface is found. (The introduction describes just such an occasion.) This is illustrated at 'E' as 'C' subtracts from 'A'.

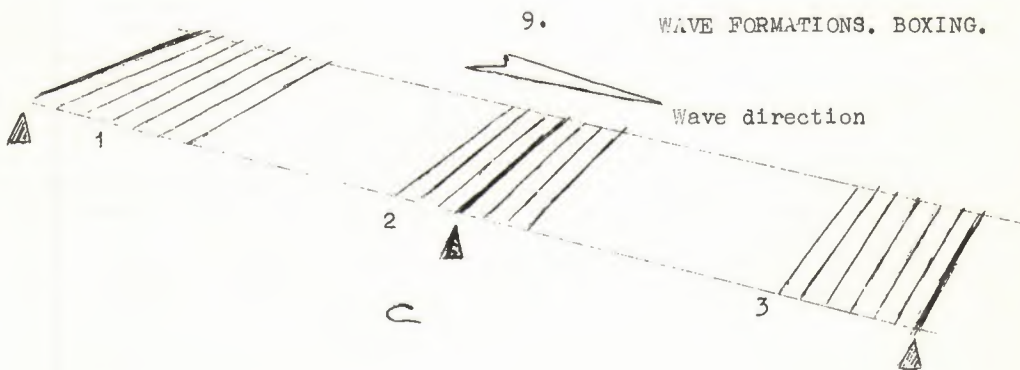
Consider what takes place when the wave forms are not of the same period. One is moving faster than the other, but the difference is small. As with beats in sound waves, one has times when the forms double up, and then go through an indeterminate stage, and then subtract. The canoeist will experience a water surface which is perhaps quite flat to begin with, but which becomes quite rough quite soon, and then it settles down to flatness again. This may take ten minutes, or three minutes. It can be predicted by watching the waves before going afloat. Doubling up in shallow water can be very important to the canoeist. If the depth of the water is less than the critical depth for the doubled wave form, then the wave will break. Breaking water is white water, and white water is where the action is. Also the danger.

## WAVE FORMATIONS. CRITICAL DEPTH

The critical point is that when the wave face is vertical, and the wave breaks. This happens when the bottom is less than 1.3 times the height of the waves.



Suppose that the bottom is just deeper than the critical depth of the dominant wave form. Suppose an interfering wave form doubles with it. The critical depth of the resultant wave is increased, and the bottom is then too shallow. The wave breaks.



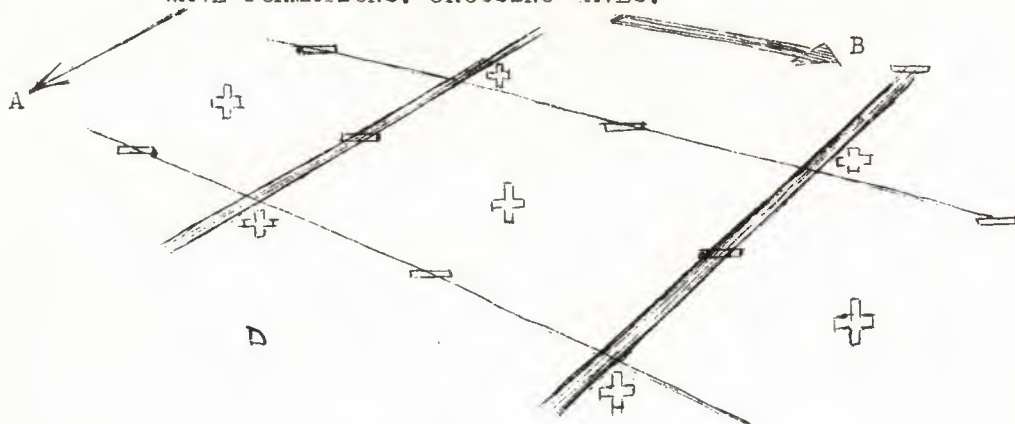
In deep water the waves may appear to be travelling in groups. When these groups reach the shore, this results in a few big waves which are then followed by smaller waves, and then, as the next box reaches shore a series of big waves arrives. There is some truth in the fable that every seventh wave is a big one. The periodicity in fact changes from time to time and place to place.

In a given box, 1 above, a selected wave, arrowed, sets off at the back of the box, and in two, it appears to have moved up to the middle of the box, and in three, it has arrived at the front of the box where it dies away. In other words the box travels slower than any individual wave of which it is made up.

This condition I have actually seen and recognised at Creggans, Loch Fyne, where the very choppy short range waves were being kicked up by a strong breeze. Out at sea, the limited range of visibility of the low lying canoeist would prevent recognition of the condition.



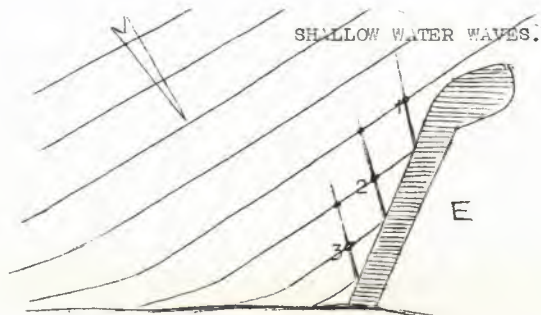
## WAVE FORMATIONS. CROSSING WAVES.



In this example, a wave form 'A' is moving in one direction, and another form, 'B' is moving at some angle to it. The peaks will add or double with each other, also the troughs. The peak of one wave, by reason of its linear form, will coincide with the trough of the other wave form. These will then subtract, so that the water will be neither crest nor trough. The end result is an area of water which has isolated humps of water separated by isolated holes in the water with irregular ridges in between. The humps or hollows have a diamond pattern. This usually occurs in patches, and is not the same everywhere.

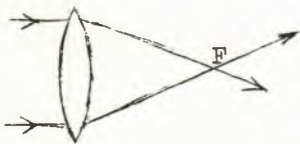
When the two forms are boxing, it can be seen that the chances of two boxes of bigger waves meeting will not be great, but when they do meet, the humps will be higher, much higher, than they have been up to date. The water pattern can change from a moderate broken bobble to a quite frightening hump and hollow affair with waves so steep that they can cream off the top and break, even in deep water, beyond critical depth. This condition may be random in its onset, or so widely spaced as to lack predictable pattern. It usually happens near to islands, or other influences which bend wave patterns.

## SHALLOW WATER WAVES. REFLECTION

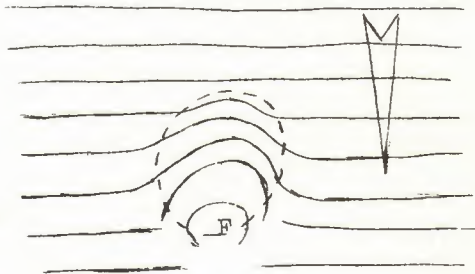


In this example, as at a pier, or steep crags at the water's edge, the incident waves, that is, those coming in from deep water, meet the pier, and are reflected. The reflected wave crests meet the incident wave crests, and double. These double crests are called knots by the fishermen at Holy Island, N'land. Secondary knots may be found further out. The knots run exactly parallel to the pier. The knots advance in towards the shore. There is a breakwater at Hartlepool, where the North Easterly waves crash into the breakwater, and the knots are hurled up into the air like the jet of steam from a loco' funnel as it leaves the station. These knots rise to 30 or 40 feet. The release of energy is considerable. Canoes would very likely come to pieces. On the other hand, in calm weather, when the waves are too small to provide surfing conditions, these knots may be found humping along by a pier wall, or crag, and surfing fun may be found. Look out for stray rocks near to such places.

SHALLOW WATER WAVES. CONVERGING WAVES. REFRACTION.

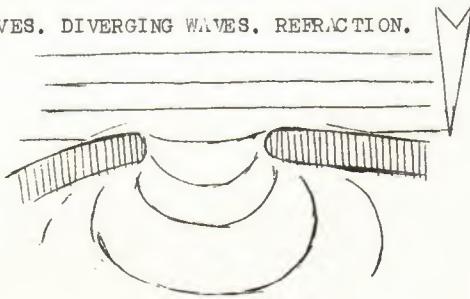
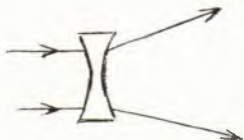


The diagram above is that which introduced me to the bi convex lens, which has the effect of concentrating light waves to a focal point, 'F'

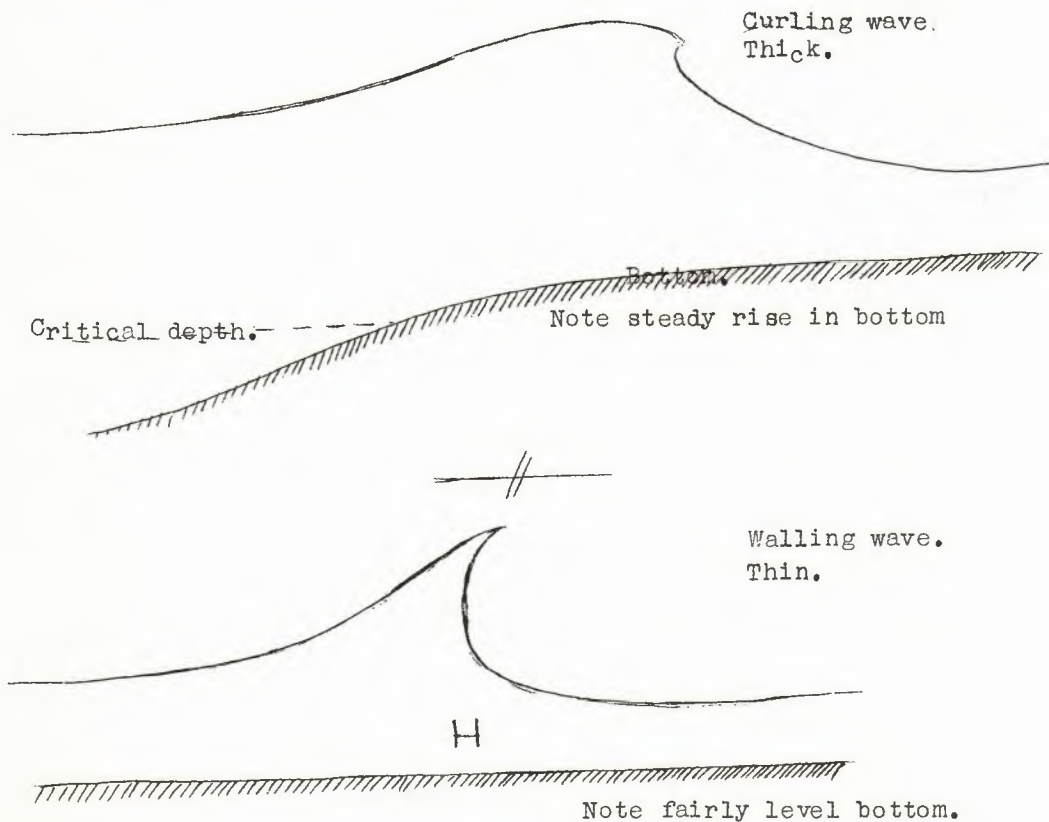


A similar condition is met at sea, where a shallow sandbank, at just about critical depth causes the waves to slow down, and perhaps just to break, over it. The waves in deeper water at each side go on without restriction. This leads to a hollowing of the waves, and a bowl forms around the focal point 'F'. The wave is likely to break at 'F', and this is where the energy of the wave is concentrated. Keep off shallows out at sea. It may be a long swim back.

SHALLOW WATER WAVES. DIVERGING WAVES. REFRACTION.



In this case, the waves may be thought of as entering the mouth of a harbour. In fact I base this on my experience at Middleton Harbour, Hartlepool. The incident wave travels toward the harbour mouth, and in the jaws of the harbour, it is slowed at the pier ends, but the wave in the deeper water in the middle goes on without restriction. It therefore spreads out in a circular form. Because the energy of the wave is being spread out, the force per unit length of the wave is much less. Consider a canoeist going out of the harbour. He meets waves with increasing energy quite rapidly and in the mouth, he will meet much heavier waves. Be warned.



These are two wave shapes which are typical. They can be found on the same place at different times and states of the tide. The thicker wave is a more energetic affair than the walling wave. The walling wave tends to curl, and make a pipeline. It is usually found inshore from a thicker wave form, such as when an offshore reef or bank kicks up the thick wave, and then the wave encounters less shallow water, and the wave creams onwards, not quite breaking, and taking the walling form. Of course, as it reaches really shallow water it will break.

# Sprint Racing in U.S.

In Britain the introduction of youngsters to international type sprint racing is almost casual and haphazard affair, usually dependent upon the individual, making the first approach. We were interested, therefore to receive from the Sebago Canoe Club, New York, details of a scheme being pioneered this spring by the United States Olympic Committee and the American Canoe Association.

Briefly, three separate programmes are being offered to college students, and these will run from April to June, and these will be organised on the following lines.

Student athletes, Health Education Chairmen, Athletic Directors, Coaches and Physical Education Instructors, interested in participating in or organizing Olympic Kayak & Canoe Racing Teams are being invited to attend the first training session. This session will include basic conditioning and endurance exercises in the Gym, followed by demonstrations of canoe & kayak paddling - with student participation - in the pool. Films of training routines and Olympic paddling will be shown. Racing equipment, literature and photographs will be on display with experienced paddlers on hand to answer questions.

Beginning April 16th and continuing every Saturday, Sunday and Holiday through June 10th, training sessions will be held at the Sebago Boathouse. These sessions will include basic group exercises, calisthenics, breathing and conditioning exercises, demonstrations by experienced paddlers, training in a moving kayak or canoe attached to a fixed buoy, crew training in four man kayaks and nine man canoes, equipment handling and maintenance. Developing good form will be emphasized.

Beginning April 10th and ending June 9th, two hour training sessions will be held every Monday, Wednesday and Friday in each participating school under the direction of the supervising teacher, Club Moderator or Crew Captain. Training routines followed on Saturdays will be used in week day training sessions the following week. Crew Captains will maintain daily training and performance charts for each paddler on the team. A Canoeing & Kayaking Coach will visit each school to observe and evaluate the training.

Each paddler will have an opportunity to follow a two hour voluntary training program on Tuesdays and Thursdays. These training routines will have the same content and intensity as the Mon-Wed-Fri sessions and must be reported to the Crew Captain. Voluntary training may be done anywhere, at the convenience of the paddlers.

Equipment, facilities and coaching will be provided by the participating Canoe Clubs in the metropolitan area. Separate training sessions and regatta competition is planned for College students High School students and Junior High School students. Awards will be presented.

Student athletes participating in this program will be training and racing in Olympic Racing Canoes and Kayaks. They will have an opportunity to observe and to associate with athletes dedicated to the sport. Students who want to compete in one and two man events will be given an opportunity to train and enter these events.

The American Canoe Association is conducting this program in cooperation with the United States Olympic Committee and Canoe Clubs in the Metropolitan area who are interested in developing future Olympians by promoting Olympic Canoeing & Kayaking in our colleges, high schools and junior high schools.

It will be seen from the above account that canoeing is not to be offered to the student as a pastime or a soft option. Indeed, the training schedule is one which will eliminate all but the most enthusiastic. If it succeeds, however, it will produce paddlers of world class and will elevate sprint racing to comparable status with other school and college sports.

We hope that when the course is completed that the organisers will circulate a report on its successes and failures for there must be many countries like ourselves who would welcome an opportunity of developing sprint racing in schools. In the past it has been argued in this country that canoeing lacks the team element which is an essential ingredient in school sports. But physical education is now veering away from this philosophy and is realising that the development of the individual is equally important. It may be that the time is ripe for an introduction of a scheme such as that now being initiated in New York.

## Scots Wha Hae

Plans are afoot to make a big day of the Scottish National Youth Championships to be held at Hogganfield Loch, Glasgow, on the 10th June. Although the organisers are disappointed that the abandonment of the British Youth Championships means that the winners will not be able to come south and follow up their still remembered (to the Scots) success at Bannockburn, it is hoped that all those interested in youth canoeing will attend. The organisers hope in particular that anyone interested in starting canoeing in clubs and youth organisations will take this opportunity of making contact with them and discussing ways of co-operating.

The youth championship programme will be backed by sprint events for both men and women in junior and senior classes.

Further details may be obtained from Marianne Tucker, 239, High Street, Ayr.

# Mike Clarke Reports on Competitive Canoeing

## SHEPPERTON SLALOM

Just over 80 of our top slalomists were competing in the Shepperton event for 1st/2nd/C2/Ladies divisions held on 8th-9th April. Although there was not the fantastic stopper as at last years event, the water was quite reasonable but the course of 18 gates could have made better use of it. With only two gates on the main flow there seemed to be gates everywhere except over the roughest water. Events at Shepperton always appear to use the same course with four or five lines of gates strung across the weirstream but admittedly in such a restricted space it would take a genius to design a really outstanding course. However Shepperton was quite an interesting event and for the first time there was a decent entry in the C2 division with eight crews competing.

In 1st div. Dave Mitchell proved just why he is British Slalom Champion making a very fine first run over the course, clear with a score of 113 pts. Dave really showed his form at this event, while the other 40 competitors in 1st div. seemed just not to be in his class, - the nearest anyone got to him was clubmate John Woodhouse with a score of 136 pts over 20 pts behind. Even Dave's second run, picking up 10 penalties with a total of 126 pts, would have easily won him the division! In 2nd div., Chris Hawkesworth - here of Leeds Canoe Club - took first place with a score of 165 pts made on his first run having retired on his second. Stewart Pember of Worcester C.C. gained second place, but as in the 1st Div. the gap in points was quite substantial, Pember taking the place with 200 pts. In Ladies division Heather Goodman of Ladeland C.C. was again on form winning the div. with 213 pts., and Audrey Keerie pushed Pauline Squires into third to gain second with 249 pts.

As already mentioned there were eight crews contesting the C2 event and there is no doubt that these craft create a very interesting and spectacular competition. However at present very few of the crews seem to be picking up the C2 technique and few are able to control there craft. At present only two crews look any good on the water, the Whitter brothers from Leeds and Mike Hillard/Mike Ramsey of Chalfont Park C.C. but it is early days for this division and by the end of this season there should be more competition. Up to Shepperton Slalom the Whitters have had the edge on all other crews but on this weir slalom they were forced into second place by the Chalfont pair with 303 pts against 363 pts.

## L-D ROUND-UP

On 23rd April the Canoe Touring Club held their annual L-D, "The Thames" race. The course of 13 miles for seniors and 9 miles for juniors and ladies, started at Eel Pie Island and held over a circuit between Richmond Half Lock and Thames Ditton, while the entry with just over 100 crews was very good. Senior entries made up over half the competitors and as at all L-D events this season there was a very noticeable lack of juniors. What's happened to all the juniors? Without them our sport will not develop.

But back to the C.T.C. L-D., in the senior racing singles P. Lawler of Richmond C.C. was out in front from almost start to finish and easily won the event with a time of 1 hr. 40 min. from young S. Kitson (Ind.) who was just four minutes down. 19 crews were out on the water for the senior racing doubles L. Oliver/A. Edwards won with a time of 1 hr. 35 min. 06 sec., but only nine seconds down were M. Mean/L. Bolam in second place. A fine race this but again the winning crew lead from almost start to finish. The Lincoln pair (Oliver/Edwards) are out "gunning" for the National L-D K2 Champions, M. Boshier/A. Kirkby of Royal, but as yet Kirkby has not taken to the water in K2 this season and I think it will not be until the Royal L-D in June that the pair will again be racing together.

D. Clarke of Cambridge University C.C. won the senior touring singles in 1 hr. 54 min. 10 sec., over two minutes ahead of C. Leah of Warrington S.C.C. The senior touring doubles was won by R. Still/J. Marshall of Royal C.C. paddling the new class 4 Gannet with Lincoln crew Lilley/Smith under three minutes down.

Bedford to St. Neots L-D on 30th April was raced under ideal conditions and had a splendid entry of 108 crews with 24 K2s competing the racing doubles. At L-Ds this season senior racing double is certainly THE class. Bedford is raced on the Ouse and unlike many of our events there is the hazard of shooting a number of broken locks. For slalomists these meagre shoots with just three foot drops are childs play and they should be well within the capabilities of L-D paddlers; no they should also be childs play for the L-D paddler, but the number of capsizes at Castle Mills from where I viewed part of the senior race, was simply disgusting! Its time some of our top L-D lads learnt a few basics of canoeing.....! K1s, K2s, Class 3 and Class 4, all were having trouble taking these drops, paddlers were slowing on approach to the shoots, letting the water take the craft, approaching from the wrong angle and even flattening out over the fall.

With the absence of Oliver/Edwards in the senior racing doubles, A. Sowman/L. Bolam of Leamington Spa C.C. won the class well clear of the other 23 crews with a time of 1 hr. 56 min. Para crew B. Jupp/C. Gregory took second place but five minutes down while Royal pair M. Giddings /A. Tullett raced into third place in a time of 2 hr. 04 min. In the senior touring doubles R. Still/J. Marshall of Royal made the fastest time over the course with 2 hr. 11 min. but were disqualified for not carrying bouyancy and only one life jacket. Our L-D committee make rules for the sport, its up to the paddlers to keep them even if as in the past at a number of events organisers have been a little lax. Now that a stand has been made and a leading crew has been penalised maybe in the future all crews will have regard for the rules.

Bedford results. Class 2a 1. A. Sowman/L. Bolam, Leamington, 1.56.00. Class 1a. 1. R. Lees, Cambridge, 2.05.30. Class 4a. 1. J. Holmes/I. Grant, Lincoln, 2.15.15. Class 3a. 1. D. Clarke, Cambridge, 2.15.00. Class 2b. 1. Greenaway/Hewitt, 33 Sqd. Air Cadets, 1.02.00. Class 1b. 1. G. Mackereth, Warrington, 1.06.45. Class 4b. 1. R. Rabone/B. Powers, Norton School, 1.08.45. Class 3b. 1. G. Jackson, Ind. 1.10.00. Class 2c. Miss Jackson/Miss Emerson, Royal/Rich. 1.05.30. Class 1c. 1. Miss C. Baker, Nottingham, 1.19.00



1. Start of the senior doubles class at Bedford.  
2. Chalfont Pack C2 pair competing at Shepperton.  
3. K2 paddlers shooting Castle Mills Lock on Bedford L-D.  
4. A pair in trouble at Castle Mills.  
5. L.Oliver/A.Edwards winners of senior racing doubles at C.T.C. L-D race making the portage of Teddington Lock.  
Photos by Mike Clark.



# White Water Life Jackets



One of the most interesting aspects of Editorship, although one of the most time-consuming, is following odd items of interest which appear in Club newsletters. Here is an example of what we mean:

## LIFEJACKETS

"At the time of writing, Flotherchoc lifejackets are more or less unobtainable. Harry Calverly has found a manufacturer who will provide sachets (full of nothing but air). From another source he can get orange nylon fabric. Total cost of sachets and material £3.5.0. Making up would be done by the canoeists themselves.

If you are interested see Harry Calverley or write to him at 22 Schools Road, Abbey Hey, Manchester 18".  
(Item in Manchester C.C. Newsletter of 29th March, 1967).

We were interested, of course, and so we wrote and received the following reply:

Dear Brian,

In reply to your enquiry to give you the inside story of the buoyancy aid we have produced, the following is an account of what happened.

Some months ago before the Lune Slalom we were faced with the possibility of the organisers enforcing the Slalom Committee's ruling to bring in the I.C.F. decree of 6 kilos of uplift in buoyancy aids for competition canoeing, and so Raymond and I decided to have buoyant plastic sachets filled with air made to our requirements, and to find a cheap source of nylon material.

As usual all the donkey work fell on my wife and after a little encouragement she turned out a prototype made from samples. This was a simple double material jacket without sleeves and with vertical rows of stitching into which the sachets were inserted. Some old fashioned models had cork or kapok in them.

Since making our first buoyancy aid jacket, many slalomists have been interested in making their own jackets and we are supplying the sachets and, when possible, the material to do this.

One or two British suppliers of canoe equipment are looking into this buoyancy question and may using these sachets on ideas of their own. In the meantime, most of the canoeists going to Zwickau in East Germany should have a reliable and comfortable buoyancy aid complying with the requirements.

Yours

Harry and Raymond Calverly,  
(Manchester C.C.)

# Repairing Glassfibre Canoes *BY C. G. H.*

Even if you do not own a canoe, it is important to know how to repair one properly, because if you damage somebody else's he will expect you to fix it.

What we usually refer to as 'Fibreglass' or 'Glassfibre' is a laminate mostly made up of a synthetic plastic resin, hardened by chemical means, which is reinforced by glass fibre cloth or glass fibre mat. Most of the materials arrive in liquid form. To do a proper repair job you should assemble all the tools and materials first, because as soon as the resin is mixed with the catalyst, you have to get on with the job, or else the mixture will become unusable. You need; Glass cloth, resin, catalyst, a measure for the catalyst, a jam-jar, a wooden stirring rod, a brush (preferably disposable), a cleaner such as acetone or chloroform.

Always follow the manufacturer's or suppliers instructions carefully when mixing resin and catalyst. J.B.C. Plastics recommend 4 c.c. of catalyst to every pound of resin. Do not attempt to mix large amounts of resin and catalyst at the same time, as heat is given off by the reaction and there is risk of fire.

The secret of successful fibreglass repairing is to PREPARE the job beforehand. Your canoe should be thoroughly dry before you start, and free from oil and grease. You then set to work with a drill, file, etc., and ENLARGE the hole to be repaired. By doing this you ensure that the resin impregnates the hole or crack thoroughly. A small surface crack can usually be ignored, but if it is necessary to repair such a crack, it should be scraped out to a 'V' shape with the end of a file, filled with resin (to which the correct amount of catalyst has previously just been added). The mixture should be left proud of the surface to be filed smooth when hard.

A crack which is an obvious break right through should have two very small holes drilled at the ends to stop the crack spreading. It is wise to chip off the old broken resin with a sharp knife before starting, the edges of the glass mat being left to form a good bond with the new. Tape should then be stuck to the outside of the boat, and a patch of the appropriate size of glass cloth or chopped strand mat resinned onto the inside, stippling it well into position so as to exclude all trapped air bubbles. When the inside has set hard, the tape can be removed and the outside finished off as above. A large hole should be tackled in the same way as a crack. The application of even a moderate amount of heat will harden the resin that much more quickly. An electric light bulb can be placed inside the hull (switched on of course) with a newspaper over the cockpit.

Do wear old clothes, do keep the mixture away from eyes, etc. It is a good idea to wear a barrier cream on your hands; for one thing it makes it easier to clean them afterwards. Do clean your brush afterwards; you may want to use it again. Next time we shall consider special problems, broken paddles, damage to the ends of a boat, rebuilding broken coamings, etc. etc.

(REPRINTED FROM LEEDS CC NEWSLETTER)

Immortal fibre-glass canoe,  
Shall I ne're be rid of you?  
Piles of discarded boats will rise  
In fields, until they reach the skies!

## Those Derelict Canoes

At least, this is what the Editor would have us believe according to the March issue of 'Canoeing'. Glass-fibre boats don't seem to last us very long. We know that many thing 'Windsor' is a rough old Club, but are we really that exceptional? The sad half-hull-plus-cockpit of a once proud 'Soar Valley' craft, now pinned to our wall like a stag's head, bears witness that others can tear 'em up as well!

Our first wreck was an early glass-fibre, stolen from the boathouse by some nameless irk. Found below a weir, minus two feet of its bows, the boat contained only a size 10 gym shoe, but no sign of a body! A second glass-hulled boat met its fate on a fish ladder on the Exe, and so, nearly, did its owner. A third was pole-axed by a rock on the Teifi, becoming an insurance write-off, and a fourth had to be replaced after a cart-wheel act below a weir. We nearly lost a fifth - an ancient touring fibre-glass - which sank like a stone in ten feet of murky Thames water only yards from our slipway. A week-end diving contest eventually located it, just as we were on the point of calling in the local sub-aqua club. If buoyancy comes out or shrivels up and the gunwall joint leaks air, glass-fibre boats sink like lead - did you know? Hence the origin of that well known song "Tie you buoyancy in SPORT, tie your buoyancy IN!" Ever tried mending glass-fibre in a hurry with the aid of a camping stove? Melts easily doesn't it? Oh! There's no end of ways of getting rid of 'glass' boats; bend 'em or belt 'em, crush 'em sink 'em or melt 'em!

Of course, many badly damaged glass-fibre canoes can be repaired we know, but every repair adds to the weight and severe damage near the ends is difficult to repair without lumps on the outside.

Contrast these sad tales with the perennial wood-and-canvas canoe rising Phoenix-like from each mishap, if its given a little care and heaven knows how many changes of ownership. It's been recovered twice, rolling bars have been fitted, and on it goes with a new lease of life - the frame's still basically sound. A second similar boat, badly damaged on the Afon twymyn, is just getting seven sections of stringer replaced and a new skin ready for the 1967 slalom season: total cost, less than £7. If you break a stringer near the end, slit the skin, repair from the outside, sew up and stick over a strip of canvas and its almost as good as new!

The old folder too, is capable of amazine resurrection. Frame and stringer pieces can be made up; tied up; fibre-glassed together; or replaced from nearby trees in an emergency! You can turn the whole skin inside out for repair work if you want. Oh I know they're heavy, unwieldy, and lots of maintenance, but they can be repaired. A smashed T67 which doubled up round a rock in Wales; had its deck slashed open, got washed down a rapid and ended up a mangled heap of wreckage; was sent back to Kelpers and repaired for less than half the cost of a new boat - its still doing stirling service. Definitely an insurance write-off had it been made of glass-fibre. The increasing number of 'glass' boats and the ever

more adventurous use made of them, probably won't cause piles of discarded craft to disfigure our countryside, but may send white-water insurance premiums up still further!

Now lets be fair! Give the wood-and-canvas canoe its due credit. Too many aspiring young owners are put off by the glamour of a 'glass' boat which they cannot afford. Plenty of people have reached the top slalom divisions in the despised home-built canoe, and succeeded in all sorts of advanced touring expeditions, quite apart from getting a lot of fun out of them. After all, that's really why we canoe isn't it?

## Letters

Dear Sir,

I am sure that this will be but one of many letters thanking you and your colleagues for all you have done for the sport through 'Canoeing' and saying how sorry we all are that this has to stop.

One of the more tedious parts of the obsequies of 'Canoeing' will be the repayment of outstanding balances of subscription, to which you refer in the last paragraph of your editorial.

I have no idea what this balance is in my case, but such as it is, please accept it as a small contribution to the inevitable, and otherwise irrecoverable, expense of winding things up.

I can well believe that others will feel the same way as I do and if, at the end of the day, there is anything left over, perhaps you may care to pass it on to the B.C.U.

Yours faithfully,

J.R. Dawes,  
Welwyn, Herts.

(We thank John Dawes for his generous offer, but as readers now know this will not be necessary. However, readers can help over the next few months by making an extra effort to complete all those articles which were promised but never reached the editorial desk. Mike Clark has taken on a big job and the transition will be made very much easier if he has a reservoir of articles on which to draw. Ed.)

Dear Sir,

### HAMBLEDEN MILL, HENLEY-ON-THAMES.

Over the past few months it has been noticed that a number of unauthorised canoeists have been arriving at Hambleden Mill, parking, and canoeing in the weir. It must be respectfully pointed out that the mill and surrounding area are private property and that there is no common right of entry for vehicles. Chalfont Park Canoe Club pays a considerable sum for the parking of its members' cars at the mill and the use of the boat house there. It is therefore not appreciated when non-members take advantage of these facilities without invitation. Security at Hambleden is being tightened and the Mill Manager has asked me to inform all who might be concerned, that cars will not in future be allowed into the mill grounds without a permit.

Yours faithfully,  
B.D. SAWYER,  
CHALFONT CC.

# Book Reviews

EXPLORERS OF THE MISSISSIPPI, by Timothy Severin (Routledge and Kegan Paul, 35s.)

The Mississippi-Missouri complex of rivers carve their way through the Eastern side of the United States almost from the Great Lakes to the Gulf of Mexico. Its name conjures pictures of the ornate stern wheeling paddle boats with gamblers staking everything to a background of Paul Robeson singing a negro spiritual. Undoubtedly Hollywood is responsible for much of this. But what of the earlier days before the steamboat era? What was it like when the first explorers paddled on its upper waters?

In the summer of 1965, Timothy Severin set out to journey down the Mississippi from its source in Northern Minnesota down to the sea, travelling by canoe as far as St. Paul and then continuing by launch. This book is not about that journey, but about the men who made it in centuries past when each turn of the river might bring some fresh hazard or obstacle to be overcome in the struggle to push the boundaries of human knowledge still further.

The resulting book is a fascinating one, for the author has read widely and presented the distillation of his researches in a most readable manner.

This is not a canoeing story, but it is a story which could not have been written without the canoe. We would recommend this book to all of our readers who have the slightest curiosity in history, or who have ever paused for a moment during a canoe trip to wonder how the first paddlers on a river felt.

NEW ESSENTIAL FIRST AID by A.W. Gardner and P.J. Roylande.

A knowledge of first aid is something which most of us would agree is a desirable, or even essential, part of the education of a human being, but all too often it is something which is put off until the morrow. For those who admit to having only a very sketchy knowledge, and your reviewer is amongst them, this book would seem a very practical way of catching up on one's education.

Obviously, we are not qualified to comment on the medical contents, but as a friend who saw the book remarked, "It really seems to get down to the guts of the subject." At 3/6d you can hardly go wrong.

THE THAMES BOOK 1967 (Geoffrey Dibb, 5s.)

THE FENS BOOK 1967 (Geoffrey Dibb, 5s.)

THE BROADS BOOK 1967 (Geoffrey Dibb, 5s.)

THE CANALS BOOKS 1967 (Geoffrey Dibb, 5s.)

BOATING HOLIDAYS (Geoffrey Dibb, 2s.6d.)

The mixture as before: authoritative, well illustrated, and an ideal guide to unfamiliar areas. The newcomer to the series, 'Boating Holidays', is just the thing for friends who want to know what its all about. Recommended.

# News Flashes

## WHITE WATER CRAFT

'White water craft' is the title one of the Rank 'Look at life' series which is now on circuit. Londoners may have missed it by the time that this appears in print, but others should be in time. If you want to check when it will be in your area contact your local Rank cinema manager. Approaching to non-Rank managers may result in a less than luke-warm reception.

## CANOEING COMPLETE

An interesting sidelight on the thirst for canoeing knowledge is revealed in the sales figures for 'Canoeing complete' (published by Nicholas Kaye, 25s.). These show that in the first six months since publication, one copy in every five was sold overseas. We are not certain that this proves, but, and this is the commercial, readers who have not already purchased a copy of the book might like to increase the statistics in favour of home sales!

## ROOF RACK SAFETY

Andres Peekna of the American Whitewater Affiliation is concerned with the dangers from badly designed roof racks, particularly with regard to load carrying and method of securing to guttering. This would seem to be a problem which knows no national barriers and concerns canoeists as much as anyone. It seems to us that the conventional two-point central fitting is the worst possible in relation to the long load of a canoe. Should somebody be looking into this? Perhaps, they are, and if so we would like to hear about it.

## JOHN MACGREGOR'S SOCKS

Whilst researching in the National Maritime Museum, Greenwich, we unexpectedly came across a pair of John MacGregor's socks! To be strictly accurate they were a pair of baby's bootees and had been knitted for him by Hannah More, the religious writer, after hearing of baby John MacGregor's miraculous escape from the fire aboard the East Indiaman Kent in 1825.

## Small Ads.

SMALL ADS. 3d per word, box nos. 1/6d extra.

### WANTED

Secondhand veneer pointer K.1. details to John Dawson, 4, Reckitt Road, Chiswick, London W.4.

### FOR HIRE AND SALE

Canoe exchange. For weekends and holiday canoe hire, also new and used canoes for sale. Choice of sixty. View at weekends. The Canoe Exchange, Jessamy Road (off Thames St.) Weybridge, Surrey.

# Results

## R E S U L T S

"THE THAMES" LONG DISTANCE CANOE RACE:  
Organised by Canoe Touring Club;  
Held on Sunday, 23rd April, 1967

<u>Class 1 a.</u>		Record time: 1964	1.39.04	- R. Lowery
1.	P. Lawler	Rich.C.C.	1.40.40	
2.	S. Kitson	Ind.	1.44.45	
3.	D. Jordan	Royal C.C.	1.45.30	
<u>Class 2 a.</u>				NEW RECORD
1.	L.Oliver/A.Edwards	Linc.C.C.	1.35.0.	
2.	M.Mean/L.Bolam	Harlow/Leam.C.C.	1.35.15	
3.	R.Lawler/J.Unsted	Rich C.C.	1.37.00	
<u>Class 3 a</u>				NEW RECORD
1.	D. Clarke	Camb. Univ.	1.54.10	
2.	C.Leach	Exeter C.C.	1.56.35	
3.	B.Smith	Riverside C.C	1.56.40	
<u>Class 4 a.</u>		Record time: 1964	- 1.45.13	Watkin/Evans
1.	R.Still/J.Marshall	Royal C.C.	1.47.25	
2.	N.Lilley/R.Smith	Linc.C.C.	1.50.05	
3.	J.Homes/I.Grant	"	1.52.35	
<u>Class 1 b.</u>		Record time: 1965	- 1.23.24:	R.Oliver
1.	R. Lawrence	Royal C.C.	1.27.43	
2.	G. Badford	Exeter C.C.	1.28.30	
3.	A. Worth	"	1.35.05	
<u>Class 2 b, &amp; c.</u>				
1.	C.Hillman/M.Whitby	Richmond C.C.	1.15.20	
2.	J.Lockwood/C.Macareth	Notts.C.C.	1.16.40	
3.	J.Wesley/J.Summers	"	1.20.25	
<u>Class 3 b.</u>		Record time: 1965:	1.27.00:	R.Moore
1.	S. Weaver	Linc. C.C.	1.28.15	
2.	R; Nicholson	Southampton C.C	1.29.29	
3.	J. Last	Eagle C.C.	1.29.55	
<u>Class 4 b.</u>		Record time: 1964:	1.24.12:	I.Grant/R.Oliver
1.	A.King/T.Stubbs	Bradford/Avon	1.26.25	
2.	P.Rodd/C.Tatum	Newham C.C.	1.28.00	
3.	Collinson/Jardine	Hewell Grange	1.38.25	
<u>Class 1 c.</u>				
1.	K. Emerson	Richmond	1.26.05	
2.	B.Mean	Harlow	1.27.43	
3.	L. Oliver	Southampton	1.29.25	
<u>Class 4 c</u>		Record time: 1965:	1.31.54.	M. Tucker
1.	M. Turner	Southampton	1.51.55.	
2.	A. Brotzman	Newham C.C.	2.22.40.	
3.	C. Geraghty	"	2.34.20	

### SHEPPERTON CANOE CLUB

Results of Slalom Week on: April 8/9th.1967  
Percentages Computed by English Electric Leo Marconi Computers.

Name	Club	1st Run		2nd Run.		%	
		Pen	Time Tot	Pen	Time Tot		
1. Dave Mitchell	Chester	-	113 113	10	116 126	113	58.5
2. John Woodhouse	Chester		Disqualified	10	126 136	136	70.5
3. Malcolm Thompson	Worcester	80	129 209	20	128 148	148	76.7
4. Norman Jackson	Manchester	10	139 149	30	165 195	149	77.2
5. Ken Langford	Manchester	20	130 150	80	114 194	150	77.7
6. Lindsay Williams	C.U.C.C.	30	151 181	20	133 153	153	79.3
7. Ray Calverley	Manchester	30	127 157	40	141 181	157	81.3
8. Howard Dyer	Riverside	30	131 161	50	120 170	161	83.4
9. Colin Gray	Worcester	100	158 258	-	165 165	165	85.5
10. John MacLeod	Manchester	80	122 202	40	126 166	166	86.0
11. J.Baker	Loughboro'	150	180 330	10	156 166	166	86.0
12. Alan Taylor	Shepperton	30	167 197	10	161 171	171	88.6

CANADIANS.									
1. Hillyard-Ramsey	Chalfont	70	233	303	160	229	389	303	53.9
2. Witter-Witter	Le ds -B'Ham	230	185	415	120	243	363	363	64.6
3. Lloyd-Hedge	Windsor	270	377	647	350	223	573	573	102.0
DIVISION TWO		Average 323	Modified Average 308						
1st run									
Name	Club	Pen	Time	Tot	Pen	Time	Tot	Best	%
1. Chris Hawkesworth	Leeds	20	145	165	Retired			165	53.3
2. Stewart Pember	Windsor	50	150	200	200	139	339	200	64.9
3. James Parker	Worcester	150	172	322	70	147	217	217	70.4

#### LADIES

1. Heather Goodman	Lakeland	40	173	213	60	216	276	213	69.2
2. Audrey Keerie	Sunderland	340	229	569	90	159	249	249	80.9
3. Pauline Squires	Coventry	390	173	563	160	203	363	363	117.9

#### 15th Bedford St - Neets Canoe race 30th April 1967

#### Senior Result Sheet

##### Class 1a

1. R. Lees	Cambridge Univ. C.C.	2.5.30
2. L. Oliver	Lincoln C.C.	2.6.0
3. S. Hollier	Leamington C.C.	2.7.30

##### Class 2a

1. A. Sowman-L. Bowlam	Leamington C.C.	1.56.0
2. G. Gregory-B. Jupp	63rd, Para. Sqn C.C.	2.1.0
3. M. Giddings-A. Tullett	Royal Canoe Club	2.4.0

##### Class 3a

1. D. Clarke	Cambridge Univ. C.C.	2.15.0
2. R. Freeman	Lincoln C.C.	2.20.0
3. B. Clark	Harlow C.C.	2.20.0

##### Class 4a

1. R. Still-J. Marshall	Royal C.C.	Disqual.
2. J. Holmes - I. Grant	Lincoln C.C.	2.15.15
3. R. Lancefield-E. Brinkworth	Bradford on Avon C.C.	2.21.0

#### Junior and Ladies Result Sheet.

##### Class 1b.

1. C.J. Eckereth.	Warrington S.S.C.C.	1.6.45.
2. J. Lockwood.	Nottingham City C.C.	1.7.0.
3. H. Osborne.	" "	1.28.15.

##### Class 2b.

1. Greenway - Hewitt.	33rd Sqn. Air Cadets. C.C.	1.2.0.
2. J. Wesley - J. Summers.	Nottingham City. C.C.	1.4.0.
3. A. Port - G. MacLaughlan.	Morton School C.C.	1.4.10.

##### Class 3b.

1. G. Jackson.	B.C.D. Ind.	1.10.0.
2. B. Weaver.	Lincoln. C.C.	1.11.0.
3. J. Willetts.	Morton School C.C.	1.11.30.

##### Class 4b.

1. K. Hobson - B. Powers.	Morton School C.C.	1.8.45.
2. Fernham - Taylor.	33rd Sqn. Air Cadets C.C.	1.12.0.
3. S. Ded - J. Finney.	Morton School C.C.	1.13.0.

##### Class 1c.

1. Miss C. Baker.	Nottingham City C.C.	1.19.0.
2. Miss R. Page.	" "	1.22.0.
3. Miss M. Baker	" "	1.25.0.

#### Irvine River Race

		hr.	min.	sec.
1. A. Batchelor	Irvine C.C.	1	26	42
2. J. Gilmour	Adrossan C.C.	1	30	29
3. R. Law	Kyle C.C.	1	37	22



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13' 2" x 2' 2"

Cockpit 2' 8" x 1' 4"

with bucket seat, knee pads  
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Length: 158" Width: 23 $\frac{3}{4}$ " Depth: 13 $\frac{1}{2}$ " Weight: 28 - 36 lbs.

Price: Canoe £38 10s. 0d. Spraydeck £2 5s. 0d. Buoyancy £1 10s. 0d.  
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# 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,  
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We are suppliers to H.M. Forces, Home Office, Schools, etc. List free.

# D-W RECORD 20hr 12min



## B.D. WHITE / J.C. LOWE **CHOOSE STRUER...**

20 hrs. 12 mins., this is the incredible time put up by B. D. White / J. C. Lowe of Royal Marine Canoe Club, who won this years 125 mile Devizes to Westminster Canoe Race in a new record time. For this outstanding feat of strength and stamina the Marine crew chose to race a veneer STRUER K2 - a kayak supplied by THE CANOE CENTRE that could match their endurance over this gruelling course. E. Bradshaw / D. Daniels of Culham College, who won the fastest civilian trophy, chose a glassfibre SHARKIE K2 which was again supplied by THE CANOE CENTRE. Racing kayak, touring canoe, or slalom kayak, supplied by THE CANOE CENTRE is a craft to be proud of, a craft that will out-shine all others.

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