

Canoeing

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VOL 7 NUMBER 8 JULY 1967



SPECIAL FEATURES

THE STORY OF
'CANOEING'

MIKE CLARK

THE MARCH OF THE
MINIS

Jane Rowse in
Rough Water.

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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complete & hull kit.
KNAT slalom.
MINI RAPIDE
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Mk.1 INVADER K1.
Mk.2 INVADER K1.
INVADER 65 class 3.
HUSTLER Mk.4 class 7.
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HUSTLER Mk.3 tourer.

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PHANTOM K2. The Irish International Liffey Descent, paddled to 1st place by B.Jupp & C.Gregory.
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Where are they Now?

Traditionally, one's final Editorial is a place for the expression of thanks mingled with regrets, but if readers will accept this as done, and not judge the sincerity by the brevity, we would rather spend these lines on a look at the number of instructors involved in the B.C.U. coaching scheme.

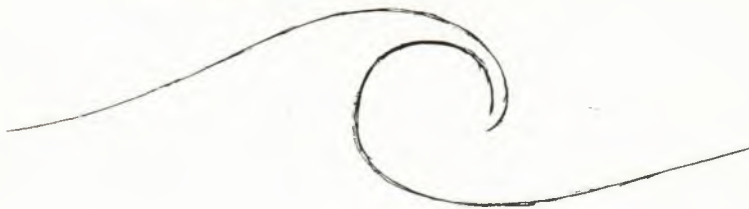
In April this year the B.C.U. issued its list of Coaches and Instructors belonging to the scheme and a very impressive list it is, running to some thirteen foolscap pages. However, in an idle moment we began to check the Instructors in the London and South East Area with the list issued two-and-half years earlier in November, 1964. To our astonishment we found that of the 48 instructors registered in 1964 only 10 are on the current list. Since London is an area of transients we did a similar check on two areas which, for a variety of reasons, could be expected to yield better results, the West Midlands and the North East. Our surmise proved to be true and these yielded 19 out of 34, and 19 out of 35 respectively. These figures do not take into account promotion to Coach, or movement out of the area.

What conclusions can be drawn from this? At the present time none, since the data is insufficient, but the figure of nearly 50% in two good areas would seem dangerously high. Perhaps, some student in a Teacher Training College could be encouraged to do a survey in depth instead of submitting yet another study on 'Canoeing in schools'.

Waveology Part IV

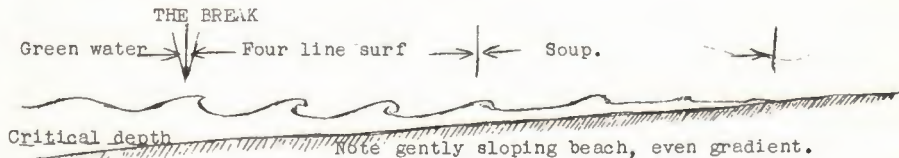
BY ALAN W. BYDE, SENIOR COACH, BRITISH CANOE UNION.

SHALLOW WATER WAVES. THE PIPELINE.

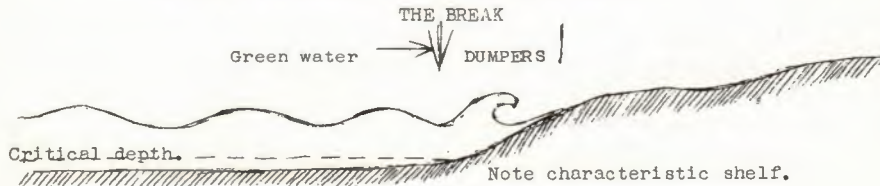


This is a special kind of wave which the surfboard riders appear to enjoy very well. In really large waves which are found in the Pacific, these may be 12 feet high, or even higher. If a swimmer is caught up in one, he 'Goes over the falls' being carried over the top of the wave, and is then dropped about 15 feet down onto water in front of the wave, which then picks him up again, and carries him round the inside of the wave, again, and again. If his board is in there with him, it may injure him severely, as they thrash around.

SHALLOW WATER WAVES, SURF.



SHALLOW WATER WAVES. DUMPERS, OR SHOREBREAK.



These two sketches illustrate the most important types of waves which affect canoeists who go to sea. Setting off, or landing on any beach demands an ability to handle the canoe in breaking waves. Some waves may be safe enough, others will be killers.

Each beach has three parts to its breaking waves. These are the green water waves, beyond the break, where the wave is still in water deeper than critical depth. A great deal of very good surfing may be done in the green water if the waves are energetic

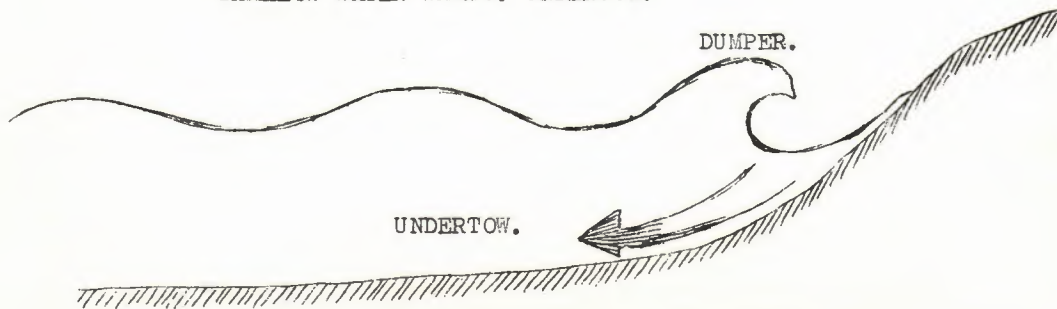
enough. After the break, clear lines of white water will be seen. Four lines of white will be good for most beginners and improvers. After the clear lines of surf, the water becomes confused and irregular; this is the soup. There is a transport area from the break to the shore. Here each wave after it breaks carries its water forward up the beach. This is not the case with green water in which the water remains orbiting in much the same place all the time.

In the dumper wave, the beach will show, at low tide if you look for it, a characteristic shelf. This is usually at the high water mark, and is more often found on shingle beaches., although these are not invariable rules. The wave will run on in just more than its critical depth, and so not break. It will then reach the sharply rising bottom at the shelf, and the whole energy of the wave is released in one explosive crunch as the wave hits the beach. If one is on the top of the wave as it breaks, it drops the whole affair onto the beach, with stunning force. The next wave drops an estimated two tons of water in three feet waves onto a fifteen foot canoe. The wrecking effect is great. Sometimes the dumper is called shorebreak. KEEP OUT OF DUMPERS.

When one looks at the sea, without knowledge of the conditions, it would seem to be reasonable to keep out of breaking waves. Therefore, a four line surf followed by as much 'soup' would appear to be less attractive than a one line dumper stretch. It is quite possible to find dumpers and surf alongside each other. The same thing applies when out to sea, when seeking a landing, the break nearest to the shore would seem to present the better chance of a successful landing. In other words, the sea is deceptive.

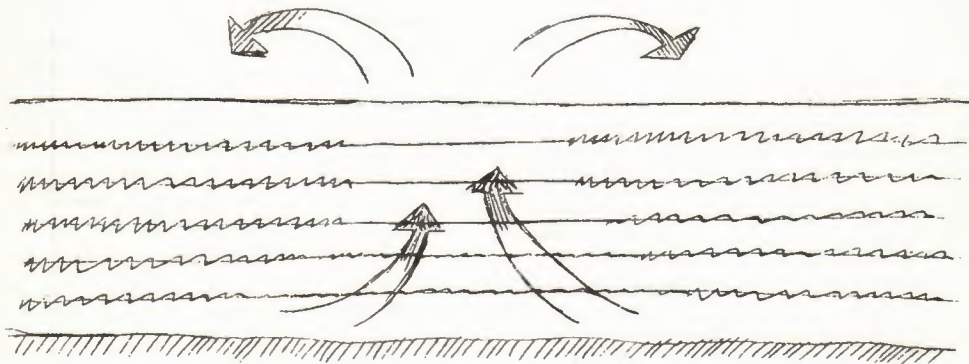
The state of tide will affect the nature of the break. If at low tide there is a gentle sloping beach, one will have good surf. However, the wary person will look further up the beach for the shelf which gives warning of the dumper at high tide. For example, one sets off from a beach just as the tide is coming in, through good surf, and goes off for a three or four hour paddle, to land again at the beach from which one set out. Now there are dumpers. What to do? Too late to make plans now. Be wise, discuss and predict the conditions with care.

SHALLOW WATER WAVES. UNDERTOW.



The undertow is usually found in association with dumpers. As mentioned before, each wave area has three parts, the green water, the break and surf, and the soup. The soup is caused by water which has been transported up the beach flowing back to join the sea again, and on its return it meets the incoming waves, with a thrashing and frothing of water. This causes soup. It is so thin on a surfing beach that its power is not great, although a grounded canoe at right angles to this return flow will heel over.

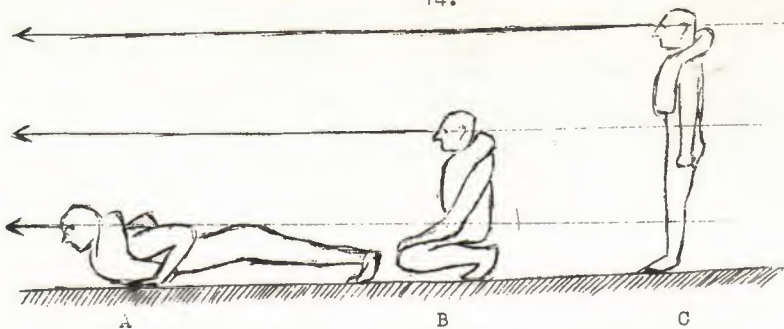
In the dumper, the return flow is short, sharp, and very powerful. This is a result of the steep slope of the beach. This causes the dreaded undertow. It is like being caught in a stopper on a river, or, as in the pipeline 'over the falls' one is pulled back under the next dumper, receives the full impact of the toppling wall of water, is stunned, and unable to make any movement to avoid the next dumper. And so it goes on until drowning is complete. KEEP OUT OF DUMPERS.



SHALLOW WATER WAVES. RIP.

What comes in must go out. A good surfing beach may show an area of good surf, then a flat rather dead looking patch, then another area of surf. The water being carried forward in the surf and soup must return to join the sea. It does not always flow directly back to the sea at right angles to the waves. At low tide one may identify a potential rip by observing the long low sand bank just between high and low water mark. There is a shallow gully between the bank and the height tide mark. It is along this that the rip will develop at the right stage of the tide.

The rip can kill, or it can be used. Its use in high surf, is to give the canoeist a swift untroubled passage out to the green water behind the surf, where its force is dissipated. The canoeist then carries on surfing. The inexperienced swimmer loses his footing in the gully behind the sandbank, is swept along the beach and out along the rip channel out to sea. He panics and drowns. The experienced swimmer or canoeist, (the terms should be synonymous) goes happily with the rip, enjoys an express ride out to deep water, then tries some body surfing on the way in with the surf.



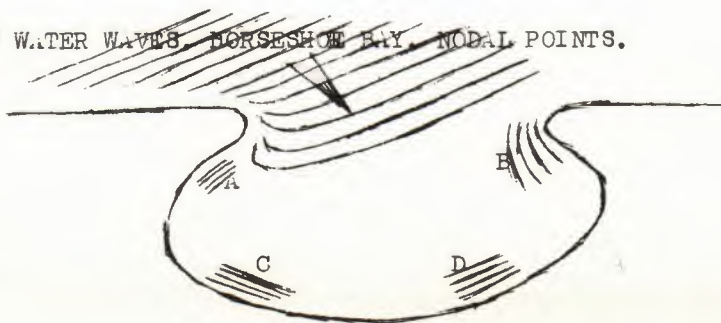
Stand at the water's edge. Look out at the horizon. Do the tops of the breaking waves just cut your line of sight? Remember to allow for boxes of waves producing maximum and minimum height waves over a period. If this is the case, as at 'C' above, the surf is wild, and only for expert canoeists.

Squat down, as at 'B'. If the waves are just cutting the horizon line of sight, and allowing for the possibility of onshore winds developing during the day, or as at Southerndown Beach, South Wales, where an offshore reef takes the sting out of the surf until about half tide when the change is sudden, allowing for all these things, then the surf is good, and for improvers, but a bit hard for beginners. This depends on your beginners. The hard boys who enjoy a challenge will really enjoy it, even though at first they will be hurled out into the soup more often than not.

Go into the press-up position, as at 'A'. Here, other conditions being right, it will be good for beginners, dull for improvers, and boring for experts. Never treat it with disdain, however. Changes take place so quickly on the sea.

Final point, those who do not apply an objective test such as this in judging wave height, will quite honestly believe, to be in much higher waves, because when one sits in the canoe, the eyes are about two feet from the water, and anything above this height is above head height. One instinctively relates this to the standing position, and so it is easy to call two foot surf, five foot surf.

SHALLOW WATER WAVES. HORSESHOE BAY. NODAL POINTS.



It is noticeable that as boxes of bigger waves arrive at the shore, the surf becomes bigger, and more lines develop, then it calms down for a while. In a horseshoe bay, it is possible to see places where the surf is breaking bigger, spaced out at regular intervals. These points of concentration, or nodal points, can be seen to progress from point to point.

In the drawing, a given box of waves would break first at 'A', but be small and of little strength. The next place that the same box will break is at 'B'. At the same time, the previous box will be breaking at 'C' and 'D'. Of all the places, 'A' will give the smaller surf, and 'D' will give the larger surf. It pays to study the bay for 10 minutes before selecting spot for the group.

Letter

Dear Sir,

Thank you for all your work in 'Canoeing'.

My first ever contact with the sport of canoeing was a copy of your magazine which I bought at the 1962 Boat Show. A bound copy of Volume I which I bought at your stand at 'Colex' the following week showed me what the sport had to offer, and since then canoeing has become very largely my life.

I think you have done a tremendous amount for the sport, and I have no doubt that in years to come, old copies of 'Canoeing' will be as eagerly sought after as our generation reads of "Rob Roy".

With reference to your last number, I think Mike Clark was bring rather unfair to the competitors in the Bedford L.D. It is one thing to shoot a weir in a short beamy slalom canoe, but quite another in a narrow 21 ft K.2. or 17ft. K.1., especially when going over in a group.

Possibly he was just taking the mickey out of some of his friends.

Again thank you all for all you have done.

Yours faithfully,

Dave Lewis
Harlow CC.

(We are pleased to print this letter, not because of the compliments it pays, but because it highlights one basic tenet on which this magazine was founded; namely that canoeing is a many-sided sport which can appeal in countless different ways. This tremendous variety is both its strength and its weakness. United, canoeists must ultimately gain the freedom of the waterways, divided, canoeists will ultimately be pushed into ditches or out to sea. Ed.)

The Story of 'Canoeing'

BY BRIAN SKILLING

It was at the London River Race in the Autumn of 1960 that 'Canoeing' was born, for it was there that George Reardon, Jim Bright, Marianne Tucker and myself came together and took the first step in making what was an oft talked dream a reality. As a result of that casual meeting a more formal meeting was arranged a short time later which was attended by the above four and in addition, John Disley, the Olympic athlete, Rodney Baker, then Hon. Secretary of the B.C.U., and, I think Charles Sutherland. At this second meeting George Reardon, although his trade connections made it difficult for him to help in directing the magazine, offered to guarantee any losses on the first three issues. Fortunately we never had to take this offer up, but the gesture deserves to be widely known and applauded. At this second meeting also, jobs were allocated, costs worked out, and a decision was made to publish the first issue in January 1961. Later this decision was modified in order that our second issue appeared in time to be on sale at the Boat Show, as it was realised there might be teething troubles with the first number.

These fears proved only too true, and looking through the files at our first issue it seems a very modest affair with illustrations running into each other, typed article headings, and too many words on each page, which incidentally totalled sixteen in all. However, we were in production and subscriptions began to trickle in, so much so that we were encouraged to increase the number of pages to twenty four and considerably improve the appearance of our magazine. Even so, financially we were on a razor edge and each issue was paid for out of the subscriptions which arrived during each month. Not a practice to be recommended.

Within the first few months a number of staff changes took place. John Disley left to become active in a group in International athletes; Charles Sutherland got married and moved away, but on the credit side Mike Clarke joined us and did valiant work in the early days by doing our articles headings by hand. So it went on, with each month the financial basis our magazine improved although the small margin we had in hand was only achieved by collating and stapling the magazine ourselves. Nevertheless, at the end of the first year we had made a small profit.

The fact that the profit was so small that the withdrawal of a half-page advertisement account would have turned it into a loss, coupled with the uncertainty of our subscription income pointed to our need for some financial cushion. Thus it was that we resolved to sponsor a modest publishing programme of items which we thought would be steady sellers and which once costs were covered would give us the margin of security we felt we needed. Our first venture in 1962 was the 'Canoeists' map of Ireland' which was intended to supplement Stanford's 'Canoeing map of England and Wales'. Frankly it was a failure for although it was well reviewed it seems that hardly anybody wants a canoeing map of Ireland. Now after five years we have just about covered our costs on the

map but never made a profit. So we learnt our first lesson in publishing; no matter how unique may be the information you provide, unless sufficient number of people want to buy the product you will be faced with a loss. Undeterred we went ahead the following year and brought out in conjunction with the B.C.U. a reprint of MacGregor's classic '1,000 miles in the Rob Roy Canoe', to be followed by 'Slalom and white water course' and finally 'Canoeing for schools and youth groups'. This publishing venture was supplemented by a plans service aimed at giving a wider circulation to some of the specialist designs which canoeists produced to meet their own needs and which we felt deserved to be better known. This latter proved extremely popular and considerable number of plans went overseas particularly to countries with no indigenous canoeing industry. Amongst the most popular designs were Duncan Winning's Sea Touring Kayaks, the Leeds C.C. Dalesman, and Dennis Davis's E.K.I. and Dick Gay's Water Flea. If we could have found the time, I am sure that the plans service could have been developed to a far greater extent.

In the middle of 1962, James Bright found he could no longer cope with the work of Circulation Manager and his place was taken by Charles Ranshawe who has coped most valiantly with an ever-increasing load up to the present time. Our next change of staff came in 1964 when Marianne Tucker, who had been acting as treasurer found that she needed all her spare time for Olympic training and so it was that Maureen Spencer became treasurer. This was particularly noble as she had no canoeing ties at that time, although as a result of her joining our team her husband took up L.D. racing and with his brother had achieved a measure of success.

It was in 1964, also, that the task of collating and stapling the magazine ourselves finally became too great, and so it was we increased our price from its original cost of 1s. to 1s.3d. and got our printer to do the job for us. Surprising as it may seem, the cost of having 'Canoeing' collated and stapled commercially is 2½d per copy. We expected some slight drop in circulation as a result of this rise, but to our surprise none came and indeed there was a slight percentage increase.

So the magazine continued on to become an established part of the canoeing scene. Our readers, we found, were now quite willing to invest in an annual subscription where in the earlier days they felt it was safer to buy it a copy at a time. Contributions came in much more frequently without being sought, and these contributions were usually of a very high standard. In fact life became much more comfortable because we were assured of material to fill our pages, readers to buy them and support from our advertisers. Indeed the only snag was that success brought more work by way of subscriptions, general enquiries, and the number of financial transactions involved. All of this was very desirable and yet very time consuming, and time was the one commodity which we could not buy.

Looking back, what do I consider were our successes? I think our prime success was in linking canoeists who are outside the mainstream of the sport or who are cut off from active club participation. I think also that a number of our articles presented

information which would have gone uncirculated if we had not printed them, e.g. Italian training programme, Repair of veneer boat, Trailer design, Canoe building in glass fibre, Canoe design, and many others which would have proved unsuitable for other journals. As well as the instructional articles, 'Canoeing' provided a forum for discussion which because of our independence and monthly publication I think can claim to have been unrivalled. Inevitably, there were those who did not share our enthusiasm for such a frank comment, but we felt and still feel that the lines of communication between the individual canoeist and those who speak on his, or her, behalf are far too slender and in some cases non-existent.

But what of our failures? Yes, we had our share of these too. The biggest one of course is that we have failed to continue publication. But, outside this there were others. As an author, the one I most regret is that our profit margin was never sufficient to pay our contributors and to those who shared their knowledge through our pages without financial reward I give a special thank you. There were the issues which went out with errors in them because our time schedule did not permit a final proof reading. And there were the stories which we didn't print simply because we had not the time to follow them and write them, or persuade others to write them.

In the end it comes back once again to lack of time. To run a regular monthly magazine requires a certain amount of time and the more successful it is then the more time is required, and yet like any part-time business there comes a point when spare time is not enough and one is left wondering whether there is sufficient potential to turn from part-time to full-time. In the case of a canoeing magazine, I am certain that at the moment neither the possible readership nor the advertising revenue is large enough to support a commercial venture. At the same time, as we have found out, the market is too much for our particular group.

In the beginning we set out to fill a need and to a certain extent succeeded, our hope now is that others having seen that it can be done will be inspired to go ahead and do it better.

Dear Sir,

RE-OPENING OF STOURBRIDGE CANAL

The flight of sixteen locks on the Stourbridge Canal has been restored by British Waterways Board and by members and friends of the Staffordshire and Worcestershire Canal Society. The restoration means that the canal will be opened up for pleasure boats travelling between the Staffordshire and Worcestershire Canal at Stourton and the Birmingham area and the rest of the canals.

Ministry of Transport,
St. Christopher House,
Southwark Street,
London S.E.1.

Yours sincerely,

F.D. Bickerton
CHIEF INFORMATION OFFICER

Mike Clarke Reports on Competitive Canoeing

World slalom team selected... Army paddlers thrash French at Military Championships... Easby Slalom...

On Sunday 14th May, the slalom committee announced the team to compete at the World Slalom and White Water Championships to be held in Czechoslovakia during July. The slalom team competing at Lipno on 8th/9th July :- K1 men, D. Mitchell, Chester, K. Langford, Manchester, J. MacCloed, Manchester, R. Calverely, Manchester, Reserves :- B. Palmer, Manchester, C. Skellern, Worcester. K.l. woman :- Miss P. Squires, Coventry. Mitchell, Langford and MacCloed to compete in the team event. The rapid river race team to compete at Spindlevuv Mlyn on 15/16th July :- D. Mitchell, K. Langford, C. Skellern, J. Woodhouse, Chester. Reserves :- J. Macloed, R. Calverely. K.l. woman :- Miss P. Squires. Mitchell, Langford and Skellern to compete in the team event.

Well that's the team, but among the 1st div paddlers it has caused quite a stir! Many feel that John Woodhouse, one of our finest rough water paddlers even though a little erratic at times - should have been found a place in the slalom team and that at least one C2 crew should have been sent. The former I agree with, but who should not be sent? Raymond Calverely as the youngest has certainly earned his place in the team and World class experience will do him no end of good. Mitchell of course is the best in Britain. Langford, MacCloed or Woodhouse - all three warrant a place in the team - which would you choose? As for the C2 I think the time is not yet right for our crews to go up against World class, Internationals yes. It must be remembered this is a new class to us involving a completely new technique and our two best crews have only been in the craft for a little over eight months. However, to my mind the most shocking omission in the team is the absence of Heather Goodman in the womens events. JUST WHAT does she have to do to get in the team? At almost every slalom this year she has beaten Pauline Squires, while in Zwickau she was placed 9th, four places in front of Pauline and will undoubtedly win the ladies slalom championship this season - the British Slalom Championship that Heather has won enough times over the six years! Both girls should have a place in the team.

Manchester CC after a year's searching have found a new slalom site to replace their evergreen, Dinckley. The new site being in the heart of Swaledale, Yorkshire, at Easby Abbey seems to have everything in its favour - good campsite, good access, attractive and interesting course - and it looks like being a popular slalom for 3rd, 4th, N. and L. in the future.

During May a team of Army canoeists from 16th Bde R.C.T. were competing at the International Military Canoe Championships of France and by all accounts our team thrashed the French! The championship consists of a 100 km race and a slalom in which the paddlers must use the same kayak. Warren/Ashton won the 100 km with Jupp in a Spider 2nd and Gregory also Spider 3rd. Gregory won the slalom and over both events was placed 1st with Jupp 2nd and the Frenchman, Marvel, Erd. Warren/Ashton paddling a Gannet C1 4 were placed 6th in the SLALOM!

WORLD TEAM



John Woodhouse Chris Skellern Pauline Squires



Dave Mitchell



Ken Langford



Raymond Calverley



John McCloed

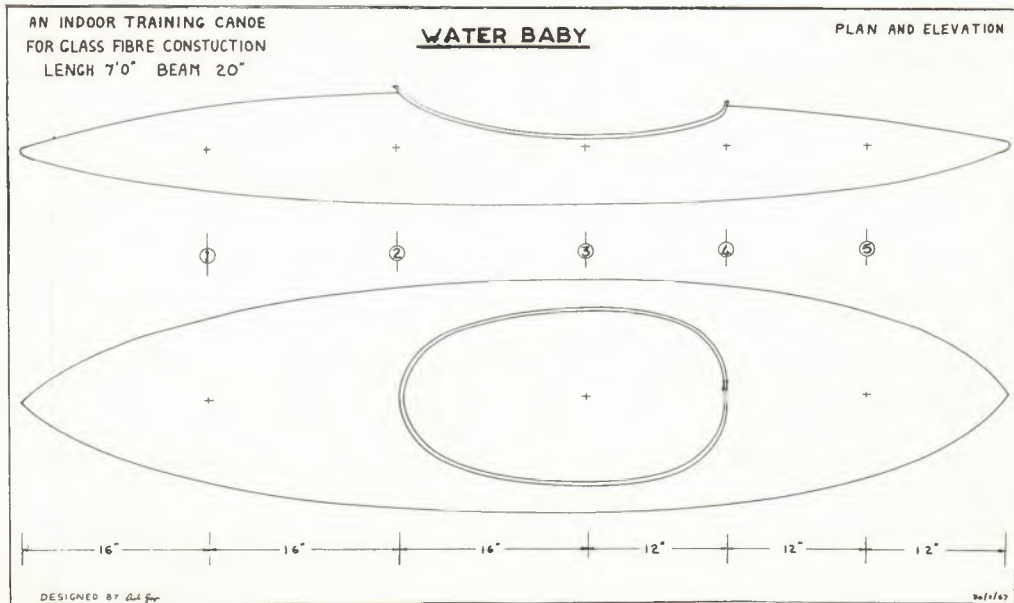
The March of the Minis

We were pretty enthusiastic about mini-canoes when we first launched Dick Gay's Water Flea in the pages of 'Canoeing' last September. Since then we have had some practical experience with youngsters using them in swimming baths, and now feel that the mini-canoer should form part of the basic equipment of every school or youth group. The distinction must, however, be made between baths trainers and scaled down junior canoes.

It was natural that following Dick Gay's Water Flea in plywood, there would follow designs in glass fibre since this is the natural material for this type of craft. 'Canoe Plans' 55, Conaglen Road, Ayleston, Leicester, are now offering two baths training designs in this material and we give brief details below.

WATER BABY designed by Dick Gays.

The main features of this are a length of 7' with a beam of 20", and fully rounded gunwhales. The shape is asymmetrical and an unusual feature of the construction is that the moulds are made as a right and left hand side rather than the more conventional top and bottom. The design is in the final stages of testing and the plans will be available very shortly.

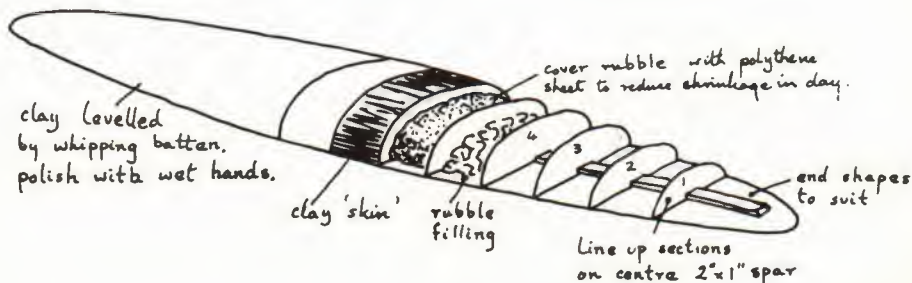
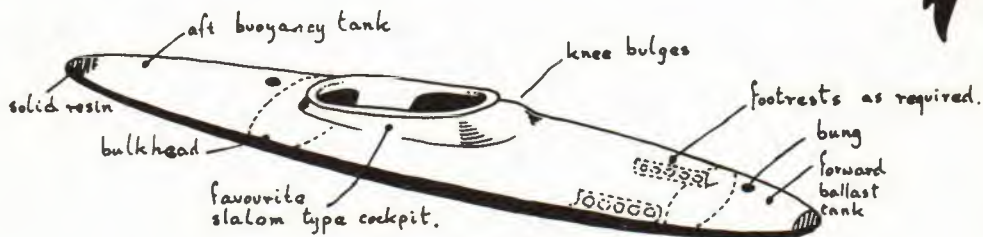


THE BAT designed by Alan Byde.

This is slightly longer with a length of 8' and the same beam of 20". Again a fully rounded hull, but this time with a symmetrical hull shape. For the technically minded, Alan₂ claims the hull is cigar shaped based on parabolic curve, $y = \frac{1}{2}x^2$. The hull is made in two parts joined along the gunwhale. The name, BAT is taken from BATHs Trainer.

While on the subject of names, we wonder if this group of canoes will find its own name to distinguish them from junior canoes. BATS is clever but we feel it is a little on short side, The best we can think of is BATTOS pronounced with a long O. Bi-lingual readers are permitted to groan at the pun. Readers with bright ideas on a name for the class are invited to write to the Editor.

THE BAT.



Carlton School L.D. Race

BY TERRY REED

On 21st May, 1967 Carlton Training School Canoe Club were again host to a party of canoeists from Norwich and Bungay. The Eagle C.C. and the Waveney Valley C.C. had travelled to Carlton to race on the River Ouse, a seven mile race up and downstream from Felmersham to Harrold and return.

Fifteen single canoes were entered, four from Carlton C.C., seven from Eagle C.C. and four from Waveney Valley C.C. The river had been in flood three days before and there was a strong current running. The weather was good to us and it didn't rain until the race was completed but there was a very strong wind blowing which always seemed to be blowing downstream.

The race started with a 200 yard sprint to clear Felmersham Bridge and then a further 440 yard sprint to be first to negotiate a group of islands. A slow drag brought the canoeists further upstream to a compulsory portage of 70 yards around a broken weir at Odell. The paddle from Odell to Harrold and back was hard but uneventful. Paddling downstream the canoeist had a choice of shooting the broken weir at Odell, they had to change direction while doing this, a return portage or negotiate a fast winding stream to by-pass the weir. Most chose to shoot the weir but the novices steered clear. With the current running as fast as it was it was an easy paddle to the finish providing you hadn't tired too much on the upstream section and didn't capsize. One Carlton boy moved up from sixth place just before Harrold to finish second, four minutes behind the winner.

All the competitors enjoyed the race although some novices retired. There were no accidents - except the 'safety boat', which was badly holed.

(Terry Reed is an old friend of the Editor, and in his covering letter writes, "The race is not very much really, but with all this 'chat' about the lack of youth in canoe sport I thought it might give someone else, like myself, the incentive to run a little race." If any youth group in the Bedford area would like to join in future events, the address to write to is Terry Reed, The Carlton Training School, Carlton, Near Bedford.

CARLTON SCHOOL L.D. RACE

River Ouse: Felmersham - Harrold - Felmersham. Sunday 21st
May, 1967.

Carlton School C.C. v Eagle C.C. v Waveney Valley C.C.

<u>CLUB</u>	<u>NO.</u>	<u>NAME</u>	<u>POSITION</u>	<u>TIME</u>
Carlton C.C.	1	J.Findlay	2nd	1hr. 5mins.
Carlton C.C.	2	P.Jones	-----RETIRE-----	
Carlton C.C.	3	A.Muggleton	5th	1hr. 9mins.
Carlton C.C.	4	C.Talbot	7th	1hr.18mins.

Eagle C.C.	5	G. Hughes	9th	1hr. 23mins.
Eagle C.C.	6	B. Brooks	-----RETIRED----	
Eagle C.C.	7	J. Hannant	4th	1hr. 8mins.
Eagle C.C.	8	K. Norman	6th	1hr. 13mins.
Eagle C.C.	9	C. Vardigans	-----RETIRED----	
Waveney Valley	10	S. Dow	1st	1hr. 1min.
Waveney Valley	11	D. Williams	-----RETIRED----	
Waveney Valley	12	C. Ray	8th	1hr. 19mins.
Waveney Valley	13	D. Honeywood	3rd	1hr. 6mins.
Waveney Valley	14	NO ENTRY		
Waveney Valley	15	NO ENTRY		
Eagle C.C.	16	E. Hopper	-----RETIRED----	
Eagle C.C.	17	M. Longhorn	-----RETIRED----	

Canoe Plans

A SERVICE DESCRIBED BY DICK GAYS

Your Editor has very kindly invited me to write a few words about the future of the 'Canoe Plans' service that is now run under the auspices of the British Canoe Union.

With only five months experience of running the scheme it is early to forecast just which of our ideas will bear fruit. What ideas there are might best be told as answers to the most regular questions interested canoeists have asked.

Q In view of the very wide range of ready made canoes, kits and plans available from the canoeing trade, is there any need for this service?

A Yes, what we are trying to do is something the canoeing trade is unlikely to attempt. First of all our scheme is not a business but a service to canoeists. We regard ourselves as custodians of a unique collection of canoe plans prepared in most cases by gifted amateurs who have personal experience in a particular field of canoeing. What matters most to us is that we shall have plans available for sale, the actual selling of them is only secondary. Any design we handle will never be withdrawn by ourselves merely because no one buys the plans. This does not mean we shall neglect our duty towards the respective designers who no doubt would like their plans to be best sellers. We hope to make their work better known collectively than they could hope to achieve individually. We haven't broken any sales records yet but we have already sold plans to customers in Australia, England, Ireland, New Zealand, South Africa and Wales. Obviously we are still getting the benefit of the good will achieved by our predecessors, this alone proves that there is a need for the service.

Q Why is the scheme tied up with the B.C.U.?

A The scheme is run under the auspices of the B.C.U. because the organisers offered to run it that way and the B.C.U. Council accepted. B.C.U. patronage means to us that we must maintain a high standard of service and that we work for a doubly worth while cause. Presumably any member of the B.C.U. can make a complaint to the Council who may in turn from time to time issue instructions or advice for our guidance. It must be clearly understood that the B.C.U. accept no responsibility for the correctness of the plans or for the stability or safety of any canoe built according to them.

Q Where does the money go when we buy your plans?

A Why does this question come up so often? The answer is roughly as follows: Cost of printing plans and instructions 25%, cost of postage, packing and administrative expenses 25%, designers Royalty 25%. You may think a neat four way split like this too good to be true but as I said it is roughly so.

Q In this glass fibre age would not the supplying of canoe moulds be more realistic than canoe plans?

A We are treading on dangerous ground here, there is certainly no likelihood of moulds being made, sold, let or supplied by "Canoe Plans" in the foreseeable future. Since the necessary mould must be made to a design, we hope to be able to supply plans of as many suitable designs as possible. Already plans of one of our designs are aimed at making a mould rather than making the canoe from the mould. Whilst on the subject of moulds, isn't it surprising that no small ads have yet appeared in 'Canoeing' offering old moulds for sale or hire?

Q Will "Canoe Plans" keep up to date?

A This depends what is meant by up to date, I don't believe that the only good canoe is one that was designed yesterday. We shall try to keep abreast of modern trends as they become apparent. An example of this is that though mini canoes were almost unknown a year ago, we can now supply plans for three different designs, these three being baths trainers rather than scaled down craft for young canoeists, but we are negotiating with designers for two mini canoes which are intended for the young canoeist.

Q What steps are being taken to widen the scope of the service?

A At the moment we are concentrating on adding to the supply of plans of canoes available. We have had offered to us one, or two magazines and leaflets for sale. These offers have not been accepted since the B.C.U. shop is already dealing with these items.

Enquiries for new designs are being made at home and overseas but it is a matter of making haste slowly. The most useful addition to our stock which is not actually a canoe is likely to be wet suit patterns which will be ready soon. We also now have two designs of canoe trailers. Perhaps someone will send in the design of a really good car roof rack for canoes.

News Flashes

REMEMBER, REMEMBER

This is the last issue of 'Canoeing' to be published by Canoeing Publications. From the 1st July, 1967, the magazine will be published by Mike Clark under the imprint of Canoeing Press, 25, Featherbed Lane, Addington Village, Croydon, Surrey, England. 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.

THE FAT CANOE THAT ISN'T

The dimensions given in our advertisement pages last month for the new Tyne Slalom Canoe were incorrect. The beam of this canoe is 2' not 2'2" as printed. Since the advertisement did not pass through the Editorial Office we cannot accept responsibility for the error, but we are pleased to print the correct dimension.

PUBLIC LIABILITY POLICY

We were interested to note that the Birmingham Canoe Club are advising their members to take out a public liability policy to cover damage that could be done by members' canoes. The premium is 10/- per annum, and would certainly seem worth thinking about.

THE PADDLER

'The Paddler' is the title of a magazine just being started as a joint venture by the Scottish Hostellers C.C. and the S.C.A. Plans as to the future are still rather vague but a donation of 5s. will get you the first issue and a place on the mailing list. Donations to W.C. Giles, 15, Exeter Drive, Glasgow W.1.

WATERWAYS GUIDES

We learn that the C.C.P.R. is producing a guide to waterways in the Solent area, that Joe Reid is working on a guide for Scotland, Leeds C.C. have already produced sheets on Yorkshire rivers, and so on. Readers will already know that we are advocates of local canoeing guides by local experts, but we hope that there will be some co-operation, possibly through the B.C.U. Touring Committee, so that all can benefit by pooling ideas on format, production and standards.

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R E S U L T S

The British Canoe Union - National Championships 10,000m K. 1.

Fosse Canal, Lincoln - 6th May, 1967.

Event 1. Senior.

- | | |
|----------------|-----------------|
| 1. A. Wilson | Ayrshire K.R.C. |
| 2. L. Oliver | Lincoln C.C. |
| 3. J. Roberts | Oxford C.C. |
| 4. P. Gardner | " " |
| 5. P. Lawler | Richmond C.C. |
| 6. A. Edwards | Worcester C.C. |
| 7. L. Bolam | R.L.S.C.C. |
| 8. A. Miller | Harlow C.C. |
| 9. J. Rowell | Ayrshire K.R.C. |
| 10. K. Pereira | Richmond C.C. |
| M. Mean | Harlow C.C. |

Event 2. Junior.

- | | | |
|---------------------|-----------------|--------|
| 1. J. Unstead | Richmond C.C. | 51.25. |
| 2. D. Jordan | R.C.C. | 51.30. |
| 3. S. Kitson | Harlow C.C. | 51.38. |
| 4. M. Giddings | R.C.C. | 51.38. |
| 5. C. Hillman | Worcester C.C. | 51.58. |
| 6. M. Whitby | Richmond C.C. | 52.10. |
| 7. B. Brockie | Ayrshire K.R.C. | 53.05. |
| 8. F. Royle | Boston K.C. | 53.35. |
| 9. H. Dyer | Oxford C.C. | 54.13. |
| 10. V. Reichenstein | Ayrshire K.R.C. | 54.54. |
| 11. T. Beere | Harlow C.C. | 55.02. |
| 12. R. Freeman | Lincoln C.C. | 55.34. |
| 13. A. Tallett | R.C.C. | 55.48. |
| 14. A. Laws | Lincoln C.C. | 57.00. |

Non-Championship Events.

Event 3. Novice.

- | | |
|-----------------|-------------------|
| 1. G. Mackereth | Warrington C.C. |
| 2. D. Squires | R.L.S.C.C. |
| 3. C. Leah | Warrington C.C. |
| 4. D. Cook | Nottingham K.C. |
| 5. L. Freeman | Harlow C.C. |
| 6. C. Campion | Berkshons Reading |

Event 4. Youth.

- | | | |
|------------------|-----------------|-----------|
| 1. D. Glandville | Oxford C.C. | 58.38. |
| 2. A. Wolchkc | Ayrshire K.R.C. | 60.30. |
| 3. G. Chester | Boston K.C. | 60.40. |
| R. Sharp | Oxford C.C. | Scratched |

Event 5. Women. - 3,000m.

- | | | |
|---------------|------------------|--------|
| 1. L. Oliver | Southampton C.C. | 16.41. |
| 2. K. Emerson | Richmond C.C. | 16.49. |
| 3. S. Jackson | R.C.C. | |
| B. Mean | | |
| 5. M. Buck | Richmond C.C. | |

L Y N H E R / T A M A R L D. C A N O E R A C T

Sunday 16th April 1967

RESULTS

<u>Class 1a</u>	1st. R. Balfour.	B.C.U. Ind.	1hr. 57m.
	2nd. K. Basher.	Royal CC (late entry)	1. 57. 14.
	3rd. P. Lee.	Exeter C.C.	1. 58. 3.
	Special award - R. North Exeter CC. entered against Seniors. age 14years.		
<u>Class 2a</u>	1st. F. Harvey/ F. Down.	Maker w Rame C.C.	1. 51. 23.
	2nd. B.M. Marshall/ P.J. Brett.	Exeter C.C.	1. 56. 8.
	3rd. T. Davies/ K. Key.	Bradford on Avon Rowing Club.	1. 58. 0.
<u>Class 2b</u>	1st. S. Sidwell/ Michel.	H.F.S. Figgard C.C.	2. 6. 40.
	2nd. K. Burnes/ A. Blake.	XXXXXX Westland Aircraft Apprentices C.C.	2. 13. 22.
	3rd. Wood/ Mitchell.	H.F.S. Figgard C.C.	2. 14. 41.
<u>Class 2c</u>	1st. Mrs. Basher/ Miss Worth.	Royal Canoe Club.	2. 24. 31.
	2nd. Miss Wiley/ Miss Bull.	Outward Bound School, Devon.	3. 9. 4.
<u>Class 3a</u>	1st. C. Leach.	Exeter C.C. Sultash Rowing Club.	2. 7. 40.
	2nd. B. TuiMor.	XXXXXX Youth Club.	2. 13. 10.
	3rd. B. Plathero.	Canoe Touring Club.	2. 24. 53.
<u>Class 3b</u>	1st. G. Hulland.	West. Ayr. App. C.C.	2. 12. 39.
	2nd. M. Carpenter.	Exeter C.C.	2. 20. 25.
	3rd. D. Lang.	W.A.S.C.C.	2. 20. 50.
<u>Class 4a</u>	1st. I. Kirkwood/ C. Wootton.	Kennett Valley CC.	2. 19. 15.
	2nd. G. Taylor/ M. Marchington.	W.A.S.C.C.	2. 22. 15.
	3rd. M. Gillingham/ A. Cruise.	W.A.S.C.C.	2. 25. 59.
<u>Class 4b</u>	1st. C. Holliday/ K. Roberts.	W.A.S.C.C.	3. 12. 28.

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