

Canoeing

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VOL 7 NUMBER 12 NOVEMBER 1967



SPECIAL FEATURES

Four Admirals & the
River Medway.

The Liffey Descent.

Genee Sailing IC. IC. IC.

Thoughts on Grandtully.

Shooting the Rapids-
The Liffey Descent
Paints by Aqua - Photo



The K.W.7. as used by Dave Mitchell (World Silver Medalist)

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editorial

This year's Liffey Descent (reported fully in the racing column) was for the first time a truly INTERNATIONAL L-D with crews from Spain, Denmark, Great Britain and Ireland competing. However, far more important than the success of this fine race was a meeting held after the event at which Signor Calleja, representing Spain, Mr. Erik Wilche - Denmark, Mr. John Dudderidge, O.B.E.-Great Britain, and Mr. Derek Martin for Ireland, agreed that a proposal to form an International Long Distance Racing Committee should be put before the I.C.F. and pledged their support to such a proposal. At this meeting it was thought that at least eight countries could be relied upon to support such a proposal so at last it looks as if Long Distance racing is to gain I.C.F. recognition. L-D canoe racing was born in Britain - the

first record race, in which six canoes competed over a twelve mile course from Teddington Lock to Putney, was held in the December of 1867, yet it is only in the last fifteen years that the sport has really grown.

Spain and Great Britain are by far the biggest L-D enthusiasts - our calendar had twenty ranking L-Ds with a number of non-rankers - while our friends in Ireland are catching up fast having ten L-Ds this season. In Ireland they have a division system with "K" and touring classes, in Britain seniors and juniors with "K" and restricted touring classes, while in Spain they have such a class as a "K3"! With individual countries all introducing their own particular system of L-D racing and there own particular classes there is great need for an international committee to bring some sort of conformity to the sport; a recommended racing distance and the inauguration of a World Championship Long Distance Canoe Race.

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FOUR ADMIRALS & THE RIVER MEDWAY

The River Medway rises near East Grinstead in Sussex and at first follows a narrow and winding course between over-hanging trees, round hairpin bends with the fall often visible to the eye. As it progresses it is enlarged by many small streams, and at Penshurst with the confluence of the River Eden it is normally navigable by canoe. The river, which divides the Men of Kent from the Kentish Men passes under the sentinal eye of the ancient Tonbridge Castle, and thence through the orchards and hopfields of the "Garden of England". Below Tonbridge it is a River Navigation and one passes through (or round) a series of locks - almost one a mile - through Yalding, under the famous old bridge at East Farleigh and into Maidstone. With the Breweries and Industry of Maidstone behind one, there is a quiet stretch until the canoeist passes through Allington Lock and onto the Tideway section. Having passed under the old bridge of Aylesford, the river flows round many sweeping bends, and under the majestic span of the new bridge for the Rochester By-Pass, in front of Rochester Castle, onwards to empty its water into the Thames Estuary at Sheerness. On these lower tidal reaches a strong wind setting against the tide can produce conditions which call for the best sea canoeing techniques, yet a lazy summer evening will offer peace and quiet with interesting creeks to explore at high water.

For the past ten years the Four Admirals Canoe Club has encouraged canoeing activities on the main 28 mile stretch of the Medway from Tonbridge to Rochester. There has always been a special welcome for the novice with a helping hand and advice when requested. Regular Rallies throughout the year bring together novice and expert, and there is a firm tradition that the best possible relationship is maintained with landowners, Conservancy Officers and other users of the waterway. There is a friendly welcome for canoeists at the East Farleigh "Enterprise" cafe, and many wet, tired and weary canoeists have enjoyed the warmth of the stove, and appreciated the friendly proprietor's willingness to help in any emergency. The Lock Staff at Allington will always have time to give advice on the weather and tidal conditions on the open reaches of the Tideway section.

The Medway Rallies provide a real challenge to canoeists of all types. In summer the river is still, quiet and peaceful, but heavy winter rain can raise the level of the water until the river becomes a racing, swirling torrent which covers the locks and turns riverside meadows into vast lakes. To pass through Maidstone (having canoed OVER several locks en route) with the water 7'6" above normal and see a car stranded in the Car Park with water almost to the roof is quite a sight. Safety precautions are always enforced, and competitors who have spent over 10 minutes in the swollen flood water in the middle of winter will readily confirm how necessary these are. The Rallies are held over various distances for the differing groups - the novices battle it out over 5 miles. The Juniors canoe the 12 miles from Tonbridge to East

Farleigh, whilst the Seniors continue through, passing down the tideway section to complete the full 28 miles to Rochester. Crew members completing the Senior course in under 5 hours are awarded the Club's Bronze Standard, and the Silver Standard for under 4½ hours, in both cases a "breather" of 30 minutes is allowed at East Farleigh and it is the paddling times which count. To achieve the Gold Standard a time of under 4 hours must be recorded without any rest en route, and this must be in normal (non flood) conditions. The present record for the Senior Course in normal conditions is 3 hours 43 minutes, which is the only occasion the Golden "Four Hour Barrier" has been broken in non flood conditions.



1. A fast portage of the Canal Cut, at Yalding.
2. Canoeists outside the Canoeists Cafe wait for a Gold attempt.
3. A pair come ashore at the old finish under the shadow of the Rochester Castle.

The Medway has for a long time been the training ground for D/W addicts being a reasonable distance from London, and with several difficult locks on the upper reaches to sharpen portaging techniques. It is a scale version of the famous D/W course and it can come up with a few surprises of its own. The River has been the means of training many of the top Junior Crews from the Junior Crews from the Junior Leaders Regiment Royal Engineers for so many years that it is now the custom for them to rank as one of the Admirals, and to have a large say in the management of the Rallies. The Metropolitan Police Cadets have been regular visitors to Rallies in the past, and there must be many who can remember the huge canoe "schools" held at Wouldham.

The Medway is a river which breeds respect for the water and our habit of using the river mainly from September to March has taught us that good safety equipment and efficient clothing are the mark of the expert. Both novice and expert are always sure of a warm reception at the Rallies

NEWS-NEWS-NEWS-IN BRIEF

ROYAL MARINE OVERLANDERS TRY TO CROSS MALAYA BY CANOE

Exceptionally dry weather defeated an attempt by Royal Marines of 42 Commando stationed in Singapore to cross the mainland of Malaya from the Malacca Straits to the South China Sea by canoe, manhandling their craft between rivers.

A team of eight officers and men led by Lieutenant Julian Weston succeeded, however, in covering more than 200 miles of a 250 cross country expedition in this way.

Using four two-man canoes they started from the border of Negri Sembilan and Malacca states on the west coast and took eight days to reach Pekan in Pahang state in the east using the Linggi, Muar, Seriting and Pahang rivers.

It was the Seriting, reduced to a muddy stream by the low rainfall that prevented the team from achieving their object of transitting Malaya afloat. After struggling with their canoes in broken stretches of water with seldom more than 18 inches of water beneath them, the Royal Marines were obliged to use a lorry for nearly 50 miles to the Pahang river.

"The carrying of the canoes, each weighing a hundredweight, was the toughest part of the whole trip," said Lieutenant Weston, who joined 42 Commando in the Far East in January from the R.M. Special Boat Section at Poole, Dorset. "It was pretty rugged and most of us would think carefully before doing it again".

THE NORTHERN WILD WATER CENTRE

No longer will white water paddlers in the north have to travel south to see and buy their kayaks, canoes and accessories, at last they have a centre just opened at Leeds - The Northern Wild Water Centre.

I am told by the manager that he will be selling everything for the canoeist from stock, including K.W. 4's, 7's, 9's, and Strike C2's, Klepper Spiders, SL 7's, and Vivac C2's, Jaycee Cougars, Prijon Phantom racing boats and paddles, plus the C.G.I. kayak.

The main showroom and workshop is at Apperley Bridge, Nr. Bradford. This is on the Leeds-Liverpool Canal and there will be demonstration boats of many types for customers to try out. Another service available is that the manager will be willing to stage a demonstration of white water strokes and techniques at no charge to interested Youth Clubs and Scout Groups. Also a lecture on canoeing, film show and an exhibition of canoes can be given to any organisation for the cost of petrol. However, the showrooms will not be open every weekend as the proprietor is a 1st division slalom canoeist himself.

ACTION ON THE RIVER STOUR

The River Stour Action Committee held its most successful cruise to date on Sunday 24th September, when over 50 canoes and dinghies toured down the river from Langham Mill to Brantham - a distance of 8 miles.

The cruise was organised by the Action Committee in support of their campaign to get official recognition of the public right of navigation which exists on the river and to draw attention to the need to reopen the locks on the lower section of the river for pleasure purposes. Taking part in this years cruise were boats from East Suffolk Canoeing Association, Essex Schools sailing Association, Orwell Canoe Club and many individuals from the surrounding districts.

The Chairman of the Action Committee, Mr. John Marriage, said afterwards "This years cruise particularly emphasised the use of motorised dinghes on the river because it has been alleged that such boats damage amenities by noise, wash and pollution. Our cruise included a number of these boats and amply proved that these allegations are false. The noise from an outboard is very small, no wash is created and there is no pollution. The Committee feel that the proper method of controlling the situation would be to fix a speed limit of say 5 miles per hour as is done on other waterways. This would prevent the Stour from being used by boats which could cause nuisance."

IN THE SWIM DOWN-UNDER

A survey of the sporting interests of 2,000 Melbourne boys and girls aged between 11 and 17, has shown that 75% take part in outdoor sports in their own time. The big trend is towards swimming and other water sports, with canoeing a favourite of boys and girls. Go it kids try and make canoeing one of the top sports down-under!

THE SEA SARONG

Unitex Limited, Knaresborough, Yorkshire, announce a new and interesting development in survival clothing - the Sea Sarong - designed to give just the right protection for sailing, yachting, ski-ing, surfing, and in runabouts power boats, power inflatables, canoeing etc. The Sea Sarong will keep you warm and comfortable even for many hours in the water and, because of its buoyancy, keeps you afloat. It can be worn over a swim-suit or under clothing. Simply wrapped around the body, the Sarong is easy to put on and take off.

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The versatility of the Sea Sarong makes it an attractive 'buy' for the 'family', and much more so for the many Clubs, Marinas, Holiday hotels, etc. who offer equipment on loan or hire as part of their services. A waterproof and rot proof bag is provided for carrying and storage. Leg and arm wraps are also available. Descriptive literature is obtainable direct from Unitex Limited, Knaresborough, Yorkshire. Telephone: Knaresborough 2455.

ROLLING MECHANICS part 3. ALEC KNIBBS

It is recommended that each practice should be as simple as possible, and that it be a complete roll. Three practices are normally sufficient to acquire the skill. It is recommended that the first and second practice listed below be carried out a few times only before proceeding to the third practice during the first teaching session.

Practice 1. To be carried out a few times only.

(i) The canoeist should lean well back (without paddle as in photo 1) and be rotated by his partner to (a) orientate himself (b) be shown how easily a roll can be completed to overcome early anxiety (c) demonstrate the effectiveness of 'lean back'.

(ii) The canoeist capsizes in the right angled position (photo 2) and then leans back while he is 'rolled' by his partner, as above.

Practice 2. To be completed a few times only.

The canoeist capsizes in the right angled position, away from the bath side, and leans back as he rolls and pulls himself upright by using the bathside rail (or alternatively a suitably placed paddle shaft). This again increases confidence because the canoeist completes a roll unaided (photo 3).

Practice 3.

The canoeist takes up the normal "wind up" Palawta starting position and his partner reaches underneath the canoe to take a tight hold of the paddle blade (photo 4). The canoeist capsizes in the right angled position away from his partner. When the canoeist is upside down in the water, his partner, keeping the blade almost flat on the surface of the water, sweeps it out in a sculling movement from front to back of the canoe. As the canoeist feels this action he leans back and levers himself on the paddle, out of the water, to roll the canoe (photo 5).

The partner ensures that the paddle is in the correct position throughout, i.e. the blade is held angled slightly to the surface to prevent it cutting into the water and the paddle is brought round past a position at right angles to the canoe (photo 5). In this way the canoeist will experience the correct positions and movements of the stroke right from the start.

This third practice is repeated several times with the partners full aid to 'establish' the stroke. The canoeist will become familiar with the movements and they will become easier. It is only then that the partner should reduce his aid to that which is necessary to (a) ensure that the blade is kept slightly angled on the water surface, and (b) guide the paddle in its correct sweep from bow towards stern.

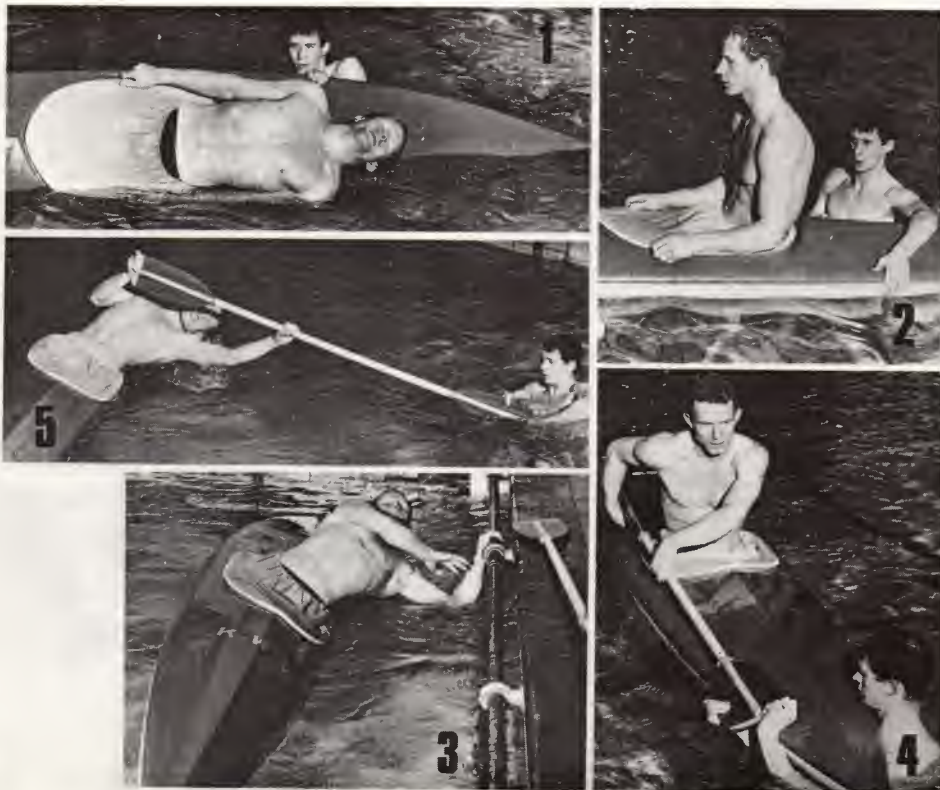
This then is the "lean back Palawta" which can be learned in from one to a few half hour sessions. Canoeists and partners can swap places and help each other with advice and encouragement. An hour in the baths will provide each of the two canoeists with two separate 15 minutes of practice which is preferable to one half hour session each.

When the canoeist can successfully Palawta roll on his own it is a comparatively easy step to the 'Screw' roll providing that he leans well back as his trunk leaves the water. Indeed Palawta roll canoeists who have not yet mastered the 'Screw' may find little difficulty if they emphasise a backward lean.

Finally the backward leaning position is not a stable one for the canoeist, particularly in turbulent or sea conditions. Backward lean is not a paddling position, it is a learning aid to help the beginner. Leaning back is a help as the body leaves the water, and the canoeist should take up his normal paddling position as soon as his trunk is clear of the surface. If this is done at the end of the paddle stroke no instability of the canoeist occurs.

- To summarise:
1. Lean back to learn.
 2. Avoid isolated practices and make complete rolls
 3. Use a partner to keep the paddle blade on the surface and to sweep the paddle in an arc from bow towards stern.

I am very much indebted to Glen Lynn and Mike Blaylock, students of Carnegie College, for their enthusiastic and practical assistance.



THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

2 9 16 23 30
Mon. 3 10 17 24 31
Tue . 4 11 18 25 ..
Wed . 5 12 19 26 ..
Thu . 6 13 ..

November

- 5th SLALOM, SHEPPERTON LOCK, C2's. Details: A. Tullett, 25, Chudleigh Road, Twickenham, Middlesex.
- 5th LEVEN WHITE WATER TEST. Details: E. Totty, Hoff Bank, Appleby, Westmorland.
- 12th TEES WHITE WATER RACE (1) Details: P. Walton, 254, Bradford Road, Wakefield, Yorks.
- 19th DEE WHITE WATER RACE (1) Details: E. Cooper, 5, Farley Way, Nr. Reddish, Stockport.

December

- 3rd DEE WHITE WATER RACE (11) Details: E. Cooper, 5, Farley Way, Nr. Reddish, Stockport.

CANOE ROLLING, LONDON, Seymour Hall Baths, Seymour Place, W.1.
Every Tuesday and Friday from 9pm. - 10pm.

Chris Hawkesworth - UP IN THE NORTH.

The 3rd/4th div. slalom at West Tanfield recently saw a rather remarkable occurrence, at least as far as many people are concerned. The River Ure came up 4ft. in fifteen minutes, what had been minute ripples a few minutes before became 3ft. standing waves! If this had come a few minutes earlier many novices would have been on the water and could well have been in real danger. As it was there was only a few 1st divisioners on the water and they enjoyed themselves, though Graham Lydon of Leeds C.C., a very competent 2nd divisioner, was torpedoed by a log and his boat was written off. Further north of the River Tees a 5 ft. wall of water swept down drowning some anglers, and a smaller bore on the River Swale, drowned some picnickers who were having lunch.

These bores only occur some half dozen times a year, but when

they do - watch out! The first signs are a slight browning of the water followed by leaves and branches being swept down. No matter how confident you are these branches can be quite large and an argument with one can mean quite a nasty capsize as Graham found out, the best way is to pull into the side and wait for fifteen minutes and then carry on, the branches will be past you by then.



Paddlers on The Liffey: Aqua-photo

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THE LIFFEY DESCENT

September 9th saw the biggest, the best and the first truly international Liffey Descent Canoe Race ever held in Ireland. This fantastic event, sponsored by the bottlers of Coca-Cola, has just about everything over the 16½ mile course and seems to get more spectacular and exciting with each year. There are wild racing rapids, fast and turbulent water, fish shoots, tremendous weirs, as well as flat stretches, a tidal section and numerous difficult portages. With the water level now guaranteed, these hazards make The Liffey Descent an L-D outstanding above all others.

The course on the Liffey starts at Celbridge in Co. Kildare and finishes in the heart of Dublin, with many easy access points for spectators down the whole distance. There are places such as Lucan, Wren's Nest and Palmerston where one can watch the excitement, the triumph and the grief of crews shooting the massive weirs and racing through the boiling stoppers.

This year there was a record entry of over 80 crews with competitors from Spain, Denmark, Great Britain and Ireland. Celbridge was a hub of excitement before the start with spectators crowding the bridge and the banks of the river, competitors kayaks and cars seemed to be everywhere, but after a short parade lead by the local pipe and drum band the 8th International Liffey Descent got under way almost on time. After the Le Man style start with crews holding onto the side of the banks the paddlers are soon on to the Celbridge Rapids - a hundred yard stretch of white racing water strewn with rocks; hardly the type of water a Glider K2 was designed to race through -





1. S. Kitson racing down the Palmerston Weir.
 2. Two K2 pairs in trouble at Palmerston Weir.
 3. K1 paddler with the bow of his kayak right out of the water, shoots a weir.
 4. Warren/Spence race through the rough water.
 5. Doubles winners with a record time, Jupp/Gregory, race the wild water.
 6. One paddler at Palmerston who seems to have lost his kayak!
 7. Spanish K2 racing through the wild Celbridge Rapids.
- All photos by Aqua-photo



and this year although plenty of spectacle there seemed to be less mishaps than usual. Maybe the paddlers are getting more white water ability or maybe the water was a little low on the upper reach of the course. I think it was the latter for many a canoeist who has done the course before had quite a surprise just below the rapids when they came upon a concrete barrier right across the river with a three foot drop the other side - this small weir is certainly not marked on the map and even the Irish paddlers did not know it was there!

By Lucan Weir the canoeists have passed the heaviest rapids, portaged Leixlip Dam and shot one of the weirs. Here it is possible to get some idea how the race is developing. In the doubles class it was Spence/Warren under 63rd Para Colours, who came through first with Jupp/Gregory racing for Great Britain right on there tail. Both crews came from the portage together but, over the next few miles Jupp/Gregory - last year's winners - pulled away and really put the pressure on. The pair held the lead to the finish and covered the course in a record time - let's hope they can make it a hat trick of wins next year! In the singles it was Alexander of Ireland who was first through Lucan and again with a paddler right on his tail, Larroya of Spain. With the Irish, boys knowledge of the big weirs to come I fully expected to see him in the lead at Palmerston Weir, the last major obstacle before the finish. However, over Palmerston Weir a few minutes behind the leading K2 came young Steve Kitson racing for the Harlow CC. Kitson put up a fine time to win the class by three minutes from the Spanish paddler with Miller - Great Britain in third place.

What happened to Alexander I found out after the event. It seems that over Wren's Nest Weir - probably the most notorious weir on the course - he was hit in the stern by a K2 crew, the last six inches of his kayak was smashed and even the self-bailer he has fitted to the kayak could not cope with the inflow of water! A pity this for the Irish will certainly be up against top international competition in future years and 'pots' will be increasingly hard to keep in the country.

It was pleasing to see six ladies racing the course and even better to see all six finish! Miss V.O'Connell won for Ireland, while Miss Huskisson for Great Britain came in second.

As the race, the organisation this year was outstanding - maybe it's all that "Coke" that everyone drinks over there! The Liffey really means a week in Ireland for prior to the race there are quite a number of social events, I managed to miss a fantastic press conference by all accounts, but arrived in time to attend a dinner for the canoeists given by the Guinness family at their home in Leixlip - yes, Ireland and The Liffey Descent is a MUST for next year! Main results in Result Round-up.

Mike Clark.

CANOE SAILING: IC.IC.IC.

HAYLING ISLAND - SUMMER MEET

Grey skies, cold winds and the occasional shower brought little cheer for spectators, but for the competitors at the Royal Canoe Club Summer Meet at Hayling Island - 10th to 15th September - winds from Force 2 to a good Force 4/5 gave fair racing and the keenest competition seen in the Canoe fleet for a good many years. Two entries from Sweden, Lars Nicklasson - on fresh from his victory in the European Championship and Kjell Jacobsson, who won the Murphy-Howard Cup at the R.C.C. Centenary Regatta last year, brought the element of foreign competition which is becoming a regular feature of the canoe sailing scene.

After Lars Nicklasson swept through to a convincing victory in the practice race there were fears in the British camp that all the silverware would go overseas. As the week went by it became clear that the Quincey Cup (awarded on points) lay between Lars Nicklasson and John Biddle. By the final race of the series Biddle needed to finish one place behind Nicklasson to be certain of the Cup. He went on to win by 44 seconds, which gave two firsts, two seconds and a fourth place to gain the Quincey Cup and the British National Championship., Nicklasson took his revenge by winning the Murphy-Howard Cup on the last day of the week in a good Force 4 and a rough sea; for all his lightweight Nicklasson showed just how hard these light craft can be driven under difficult conditions.

The disappointment of the week was that Alan Emus was only able to take part in three races, so that the trial between the reigning World Champion and the new European Champion was inconclusive.

At the first encounter they were both left in a flat patch when the wind changed; at the second occasion Emus had trouble with his gear and finished third; on the third Nicklasson was put out of the race on a rule infringement in the early stages. Nevertheless, Alan Emus pulled off the Sailing Challenge Cup, which is the classic trophy for canoe sailing, and having been instituted in 1975, must be one of the oldest trophies for small boats in the world.

The sailors from the Baltic find the tidal waters of Chichester Harbour difficult to master and the real test will come when the 1969 World Championship is held at Grafham Water. Certainly Lars Nicklasson at 22 has put much hard work into learning to sail his canoe with the sort of dedication we have seen in canoe paddling. Throughout the summer he sails six evenings a week and as one leading British helmsman whose home waters are extremely tidal, said, "Puts in more hours in a week than I can manage in a month!". But this is the stuff of champions.



John Biddle - British Canoe Sailing Champion 1967.

terry woodcock

SURFING WITH THE MALIBU

The Pull Out. Up to now we have shown how a surfer can catch a wave but he may not want to ride the wave right to the shore, as he will have to battle his way out through the soup again. He will therefore, want to pull out of the wave, before the wave loses its shape or sections on top of him - this is accomplished by a pull-out. There are five basic types of pullout, the stallout, and the kickout, two forms of nose pullout, and the standing island pullout. The stallout is the simplest way for the beginner to get out of a wave, but it is not always practical to use. It consists merely of throwing the board out of trim by moving towards the tail and allowing the board to float back over the wave. This technique will not work if the crest of the wave is curling over, as the curl will throw the board shoreward. In such a situation the stall technique of turning the board up the wave rather than merely throw the board out of trim may be more effective. This, at least, will afford a better chance of breaking through the crest, If the surfer finds himself in the situation where he must break through the crest, he should follow the principle of keeping the weight well forward and gripping the rails of the board as the wave is breached. The kickout technique is somewhat more difficult to learn, but is more effective than the stallout. The kickout is executed exactly as the kickout turn but with more force. Enough force must be exerted on the board to get the nose up high enough to clear the crest of the wave. The most difficult thing about the kickout is that weight must be applied quite

forcefully to the tail of the surfboard, while at the same time body balance must be maintained to the point that the weight can be shifted quickly forward again to the nose of the board and break through the crest of the wave. The island pullout is executed from a full squat position on the nose of the board, and it can be done without hands, with one hand, or with both hands gripping the outside rail. In order for the surfer to execute the nose pullout, he must first be able to get forward on the board so that he is standing on the nose. The purpose behind the island pullout is to go under the wave, assuming that the surfer has no chance to pullout by going over the wave or through the wave. This pullout is particularly useful in fast critical surf conditions. It affords the best possible chance of maintaining control of the board in difficult surf. The island pullout has these advantages over other styles:- (1) The squat position lowers the center of gravity, thus giving greater stability. (2) The hands are in a position where they can quickly grab the board. (3) The body is over the board in such a position that the hands will grasp the board at the proper place to pull it under the wave nose first. (4) The increased stability, due to the squat position, may enable the rider to get across the turbulent soup and continue the ride. (5) The wave could break directly upon the rider while he is in the squat position and not shake him up too badly - in fact he would be able to hold onto his board in most cases. The standing island pullout is used only in small medium size. This is a manoeuvre that is usually done to

make the nose pullout a little more challenging, it is not believed to have any practical significance. The standing island, or standing nose pullout, is executed by walking so far out on the nose of the surfboard that it is forced under water. Of course, as the board slices into the water it will stop abruptly and the skeg (fin) will rise up clear of the water. When the skeg is clear of the water the surfer twists his body so that the tail of the board is thrown around to a point where the board is now facing directly into the wave. The wave should break over the board and continue past, leaving the surfboard and rider outside. The surfer should be careful to keep the weight back to prevent himself from falling forward and thus pushing the surfboard towards the beach. Quite often the surfer while riding a wave, will find himself in a situation in which he cannot pullout over the top, and a nose pullout is not practical - this is usually a close-out. In such a case the surfer is forced to go straight ahead (soup-out) to escape the crashing wave and sometimes the prone position has been used for maximum stability.

Surfing and safety. Well now you have been told the basic techniques of surfing, but before you buy a board and go flying off to Waiman Bay to ride the 30ft waves, here are a few basic safety precautions to remember. (1) Before attempting to surf, become a proficient rough-water swimmer. (2) When paddling out, stay clear of surfers riding in, even if it means paddling a longer distance. (3) Make every effort to hold on to the board, loose boards are dangerous! (4) Do not expect another surfer to help retrieve a surfboard which has been carried away by the wave. The punishment of a swim or "rockdance" will be an added incentive to hang on to the

board! (5) When riding in on the wave while other surfers are riding out, cut back into the hook of the wave or stall to allow them to paddle over the shoulder of the wave. In most cases pass shoreward of the person who is paddling out, pass seaward of him only if it is certain that this can be done safely. Remember that the hook of the wave is less dangerous than a man on a surfboard. (6) If a novice has not yet learned to turn his surfboard he should never take off on a wave if there is another surfer between himself and the hook of the wave. (7) Finally, but not least, be considerate to other surfers riding the same wave. Well - good surfing. T.L. Woodcock.



thoughts on Grandtully

FROM BILL GOODMAN

The syndicate Grandtully Slalom has come and gone, but with it a change in 1st/2nd division slaloms. Whether these changes will spread to slalom as a whole or remain in the premier divisions time alone will tell. The most obvious innovation was the almost complete absence of practise with gates in their correct positions; only one run being allowed with all gates in place. During any other practise periods the gates were pulled to one side and the competitors had to guess the gates true positions. A plan of the course was put on display, and an inspection of the course with all gates in place was allowed. This follows continental practise in as much as the method employed during an international event, but lack of practise with gates in position at Grandtully caused some grumbles on the lines of having travelled in some cases 450 miles to only get one practise run with gates in place seemed a bit mean. This feeling was reflected in the team event - people were raking together any group of three regardless of division, so that an extra run down the course could be achieved. I would think that the entry for the team event was almost a record! The point now arises, that if the "non practise system" is adopted at all 1st/2nd division slaloms in future, where do 1st/2nd div. competitors get their practise if they have no private facilities of their own? I can only assume they will migrate to 3rd/4th div. events, causing even more overcrowding at these than already exists. This state of affairs seems hardly fair on the 3rd/4th div. people, and the whole thing will need looking into to see how it affects slalom as a whole, not just 1st/2nd div.

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As its name indicates this event was run by a syndicate of organisers rather than by a club. This was not a completely new idea, it had been done before in the early days of slalom and the same thing happened then as happened at Grandtully - people who said they would help didn't, either because they arrived too late, too tired, or just plain forgot! With a club event helpers are to some extent under control, their habits are known, (canoeing habits that is) and whether they can be relied on or not is known from previous club activities. With a syndicate slalom this is not so, the organisers have to shop around for help, and being trusting souls they hope people will do as they say. On this occasion volunteers were forthcoming from people who went up early on Thursday and Friday, the original helpers to some extent having let the organisers down. Good fun as it is to haul in gates, and fiddle with electronics it gets a bit wearing when you feel that a walk in the hills would do you a power of good, but you can't go because the job isn't done and your conscience won't let you leave off, especially when you see one of the organisers sweating blood, and giving himself an ulcer by trying to do four things at once!

It's not only gates and telephones, the paper work on the day can be monumental. On the Saturday night a group of scribes were seen around John Macleod's tent writing away at notice boards, judges sheets, and heaven knows what else till 11.30 pm. It was, need I say it, the same small band that had been slogging it out earlier in the day. Competitors are very quick to complain if things are not perfect, but very few seem to want

to help and get things running right. And who's to say they are not right? Slalom has ceased in a lot of cases in 1st/2nd div. to be a lighthearted affair in which people compete for pleasure only, they compete to win. Anything likely to interfere is pushed to one side. The will to win is not necessarily the "killer" instinct we hear called for. What I mean is the attitude that calls forth protests at the least provocation, fiddles in the draw so that you can compete in two classes and not jeopardise your chances in either event, even though other competitors do not have this facility because they didn't think of the idea for themselves and so on.

This leads to another new idea that appeared at this event, the judges were blandly told on Sunday morning after they had been co-opted into judging on the Saturday night that they would be judging Div. 1, Div. 2, Canadian 2, and Ladies, and they would also judge both runs! To people brought up on the idea of one set of judges for one division this came as a distinct shock, but in actual practise it worked out quite well. Three judges were allocated to each judging station. One acted as scribe, one as telephonist, and one spare. Thus between them they could alternate jobs, and the spare one could nip off for whatever people have to nip off for, and the whole affair was made less tedious. Also it meant that three people could be judging at the same time and possibly reducing judging error. I would have thought under these conditions, and bearing in mind the results of the judging tests earlier in the year, that a large number of people who judge, at slaloms are quite competent, and that on this occasion protests due to judging error would be non-existent, but they occurred. Why? The will to win perhaps? Two judges have sworn that after this event

they will never judge again. We cannot afford to lose judges, they are thinly spread around as it is, without them being asked to judge and then being mis-trusted when they unanimously give a decision that causes some fluttering in the competitive dove-cote. To query a judges decision by shopping around for any witness of the event seems to me to lack faith in the judges ability to judge. It would seem that a judge is correct when he decides in a competitors favour but not when he judges against him! This may be an over simplification of this difficult problem, but I have yet to hear of a competitor complaining he should have had a 20 penalty when he touched two gates, and was given a clear round. The idea of a protest committee is a good one, but it would be better to have a judges decision as final, as I believe it is in most other sports.

I am afraid I have strayed somewhat from the innovations at Grandtully, so back to the last idea that came to mind. This was not a new idea but it was applied on the grand scale. The idea was that all the gates were to be so positioned that if they were attempted in the right way they could be completed clearly and quickly every time. This worked out in fact on every gate except perhaps one. Getting to them may have needed thought and skill, but once there, you were virtually home and clean. This is a type of course Ken Langford has been advocating for ages, and the way he laid out Grandtully amply proves his point. On the day this was a slalom that ran well and almost on time, even though behind the scenes hair was being torn out as headsets failed to function at the last minute, and a bonfire was lit on top of the telephone lines from the judges back to "Tutti", resulting in a plastic covered mess and crossed lines, not to mention cross words!

RESULT ROUND-UP

WEST TANFIELD SLALOM 3rd/4th DIV. 3rd SEPTEMBER 1967.

DIV. 3. 1/ D. Wilson, Leeds 148. 2/ G. Powley, Leeds 161. 3/ B. Gilliver, Soar Valley 165. 4/ M. Robinson, Leeds Univ. 167. 5/ A. Blount, C.C.C. 173. LADIES 1/ Lesley Calverley, Manchester, 187. 2/ Aileen Evans, Lakeland, 223. 3/ Wendy Horne, Leeds 296. 4/ Tessa Huggett, 699 DIV. 4.1/ M. Thomas, Manchester 171 2/ J. Leggott, Halifax 171 3/ P. Marshall, Bradford Univ. 191 4/ D. Allen 192 5/ A. Woods, Notts C.K. 194. NOVICES 1/ S. Donaldson, Wolsingham, 172. 2/ R. Haworth, Manchester 187 3/ M. Jones, Keighley Sch. 198 4/ F. Robinson, Leamington, 2005 4/ R. Jones, Lakeland 213. TEAMS 1/ Soar Valley, 364 2/ Birmingham, Brown-Evans-Greenfield. 3/ Leeds, Jenkinson (P)-Calverley-Powley, 518.

8th LIFFEY DESCENT 9th SEPTEMBER 1967

K2 KAYAK DOUBLES T2 TOURING DOUBLES

1/ B. Jupp-C. Gregory G.B. 1-34 2/ M. Boshier-P. Lawler G.B. 1-36 3/ A. Jorgenson-M. Sanderhoff, Denmark, 1-44 4/ M. Lowry-E. Laurence, Ireland. 1.52 5/ S. Warren-I. Spence 63rd Para R.C.T. 1-54 6/ R. Clow-T. Ashton. 16th Para Bgde 1-55. 7/ D. Rogers-R. Belvois, Southampton C.C. 1-57 8/ C. Fairley-G. Hamilton, Belfast C.C. 1-59 9/ D. Talbot-V. Hall. Wild Water C.C. 2.02 10/ M. Purchass-D. Hambun Bradford-on-Avon R.C. 2.04 White Water Kayaks 1/ B. Maher Enniskillen, 2.10 2/ T. Snell, Exeter C.C. 2.10 3/ W. Hallows Wild Water K.C. 2.11 3/ Elton C-on-Shannon C.C. 2-12 5/ A. Maher Salmon Leap C.C. 2.12 6/ R. Taylor Wild Water K.C. 2.13 7/ A. Carnduff Scottish C.A. 2.15 8/ C. Owens St. Michaels C.C. 2.15 9/ J. Banim Wild Water K.C. 2.17 10/ D. Mitchell, C-On-Shannon C.C. 2.21.

K.I.D. LADIES SINGLES

1/ V. O'Connell, Ireland 2.16 2/ A. Huskinson, Great Britain 2.17 3/ J. Jones St. Michaels, C.C. 2.39 4/ G. Nally, Espoir C.C. 2.50 5/ J. McCrea Espoir C.C. 2.57 6/ V. Talbot Wild Water K.C. 3.04.

K1 KAYAK SINGLES

1/ S. Kitson, Harlow CC, 1.49. 2/ Larroya, Spain, 1.52. 3/ A. Miller, G.B. 1.55 4/ R. Love, Slalom Leap CC, 2.00. 5/ Burgos, Spain, 2.01.

LUNE SLALOM 3rd/4th DIV. 10th SEPTEMBER 1967.

DIV. 3. 1/ C. Green, Leeds 81.3%. 2/ J. Leggett, Halifax. 3/ M. Thomas, Manchester. DIV. 4. 1/ R. Reid, Soar Valley 68.7%. 2/ M. L. Jones, Keighley. 3/ J. Chamberlain, Midland. LADIES 1/ H. Goodman, Lakeland 63% 2/ A. Keerie, Sunderland 3/ L. Calverley, Manchester. NOVICES. 1/ J. Iceton, Midland 102 Pts. 2/ K. Rudram, 130. 3/ M. Campbell, Manchester 134.

BOSTON CIRCUIT RACE 10th SEPTEMBER 1967

CLASS 1A 1/A. Stoneley Cam. Univ. C.C. 2-7-9 2/ F. Royle, Boston, K.C. 2-9-13 3/ R. Lawler, Richmond, C.C. 2-9-35 CLASS 2A 1/ D. Blackmore-B. Leach, Richmond C.C. 2-4-0 2/ P. Royle-G. Lakeman, Boston K.C. 2-6-16 3/ R. Lancefield-G. Brinkworth, Bradford-on-Avon R. 2-10-30 CLASS 3A 1/G. Chester, Boston K.C. 2-23-36 2/ M. Foulger, Waveney Valley C.C. 2-31-54 CLASS 2B 1/ Miss S. Jackson-Miss K. Emerson, Royal Richmond, C.C. 1.18.15 2/ D. Thurston-S. Oakenfold, Eagle C.C. 1.18.40 3/ J. Wesley-Miss C. Baker, Nottingham City K.C. 1-20-20 CLASS 3B 1/ J.R. Last, Eagle C.C. 1-24-32 2/ W. Fraser, Gailey C.C. 1-28-40

LEA & STORT L-D RACE 17th SEPTEMBER 1967.

Class 1A 1/ P. Lawler, Richmond C.C. 1.37.05. 2/ L. Oliver, Lincoln C.C. 1.37.25 3/ A. Miller, Harlow C.C. 1.39.50 Class 2A 1/ M. Mean-L. Bolam, Harlow C.C. 1.30.08 2/ S. Ash-J. Day, Harlow, C.C. 1.30.50 3/ M. Boshier-C. Baker, Royal C.C. 1.35.10 CLASS 3A S.W. Smith, Worcester C.C. 1.48.50 2/ M. Purchas Bradford, 1.50.20 3/ P.A. Tyler C.U.C.C. 1.57.00 4/ D.R. Cook, N.C.K.C. 1.57.55. CLASS 4A 1/ N. Lilley R. Freeman, Lincoln C.C. 1.41.14 2/ A. Tullett-A. Young, Royal C.C. 1.42.20 3/ R.J. Lancefield-G. Brinkworth, Bradford 1.45.20 CLASS 1C 1/ Lesley Oliver, Southampton C.C. 1.28.52 2/ Barbara Mean, Harlow C.C. 1.29.20 CLASS 3C 1/ Pauline Squires C.T.C. 1.33.05 2/ Susan Thomas C.T.C. 1.46.45 CLASS 1B 1/ C. Hillman, Worcester C.C. 1.22.31 2/ S. Weaver, Lincoln, C.C. 1.23.00 CLASS 2B 1/ J. Lockwood-J. Summers N.C.K.C. 1.16.55. 2/ B. Greenaway-D. Parnham, Richmond C.C. 1.18.30 3/ R. Hope-R. Lawrence, Royal C.C. 1.19.20 CLASS 3B J. Last, Eagle C.C. 1.24.30 2/ G. Jackson, Independent 1.26.50 CLASS 4B S. Oakenfold-D. Thurston, Eagle C.C. 1.23.15 2/ T. Stubbs-Baignton, Bradford 1.31.00

CLANE-LEIXLIP LONG DISTANCE 23rd SEPTEMBER 1967

DIV 1. Men K1. 1/ N. Alexander, B.C.C. 1.35 2/ R. Love S.L.C.C. 1-38 3/ E. Laurence W.W.K.C. 1-44-36 DIV 2 Men K2 1/ R. Farell, S.L.C.C. 1-44-40 2/ D. Cromer, S.L.C.C. 1-47-19 3/ H. Watkins, S.C.C. 1-47-40 Men K2 1/ Talbot/Hallowes, N.W.K.C. 1-32 2/ Maher/Collins S.L.C.C. 1-34 3/ Lee/Towkey, E.C.C. 1-35.

LLANNGOLLEN SLALOM 1st/2nd DIV. 24th SEPTEMBER 1967

1st DIV. 1/ D. Mitchell, Chester, 210 pts. 2/ K. Langford, Manchester 220 Pts. 3/ R. Calverley, Manchester 223 Pts. 4/ R. Prince, Birm. Univ. 229 Pts. 5/ J. Macleod, Manchester 233 Pts. 2nd DIV. 1/ G. Dawson, Sunderland 276 Pts. 2/ R. Williamson, Worcester, 285 Pts. 3/ F. Parker, Worcester, 294 Pts. 4/ B. Sawyer, Chalfont Park, 303 Pts. 5/ C. Whiteside, Lakeland 304 Pts. CANADIAN DOUBLES 1/ Witter/ Witter 292 Pts. 2/ Goodwin/Court, Newcastle 345 Pts. 3/ Ramsey/ Hillyard, Chalfont Pk, 354 Ptd. 4/ Doncaster/Lamett, Worcester 389 Pts. 5/ Parker/Powell, Worcester 404 Pts. LADIES 1/ P. Squires, Coventry, 313 Pts. 2/ H. Goodman, Lakeland. 319 Pts. 3/ A. Keerie, Sunderland. 319 Pts. 4/ L. Calverley, Manchester 331 Pts 5/ C. Rowntree, Birmingham. TEAM EVENT 1/ Manchester A 269 Pts. 2/ Chester A 297 Pts 3/ Worcester A 409 Pts.

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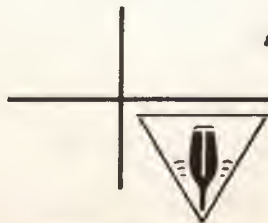
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