



Derek Holmes (Manchester C.C.) paddlebraces across a haystack at Woodhouse Rapid, Burnshall, on the Yorkshire.

Photo: C. E. McAllister

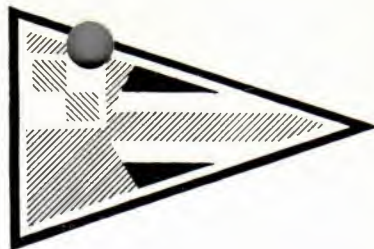
- **DISTRESS SIGNALS**
- **AN ALL-BRITISH K.1**
- **PROFILE—Frank Luzmore**

canoeing in Britain

**SEPTEMBER 1964
TWO SHILLINGS**

52

The news magazine of the British Canoe Union



This last year has seen many changes in the structure of the B.C.U., and it is encouraging to see further efforts being made to adapt the Union to keep pace with the development of canoeing.

The new B.C.U. Secretary has finally been appointed. He is Captain A. R. Kennedy, O.B.E., whose home is at Gillingham, Kent. Captain Kennedy, who is 55, was Director of Naval Services for the Federation of Nigerian States from 1958 to 1964, in charge of finance, training and co-ordination of British staff. He is obviously highly qualified; we welcome him and wish him every success. He takes up the post at the beginning of this month, and will be working at first in close consultation with Rodney Baker and other Council members. For the moment, all correspondence should still be addressed to 147a Station Road, London E.4. You will be notified when the B.C.U. office in Park Crescent is in full operation (see page 15).

Following a request from the membership, arrangements have been made to hold the B.C.U. Annual General Meeting at Leamington Spa next January. This ought to make it possible for more provincial members to attend. It is planned to hold a trade exhibition in conjunction with the A.G.M. if this proves possible, and a reunion dance will follow the meeting. For more details, see page 8.



LATE NEWS—Our Olympic team is as follows; K.I, Wilson; K.I, Women, M. Tucker; K.4, to be chosen from Edwards, Lawler, Lowery, Palmer and Wilson. Team Manager is Brian Woods.

JACK LEVISON.

Where opinions are expressed in this Magazine, they are those of individuals and do not necessarily reflect official B.C.U. policy.

Comments, articles, photographs, and reports are welcomed for inclusion in Canoeing in Britain. Photographs will be returned after use if requested, provided a stamped addressed envelope is enclosed. Send to editorial address below by 10th of the month prior to publication.

Canoeing in Britain is published on the 10th of March, June, September, and December, by the British Canoe Union.

Advertisement Department, C. Hare, 9 Tynebrooke Avenue, West Hartlepool, Co. Durham. Tel. Stranton 8239.

Editorial address: J. Levison, 11 York Road, Peterlee, Co. Durham

In June this year, *Which?*, the Consumers' Association magazine, tested various distress signals. We give below a summary of their findings which we feel are likely to be of interest to sea canoeists.

Concerning the essential requirements for a distress signal, *Which?* states: "A distress signal does not have an easy job . . . it should be conspicuous, even a long distance away, by day or night, and burn for as long as possible. It should always go off, whatever treatment it has had during normal storage in a small boat.

It is unlikely that a signal will be needed on a calm, fine day. So the signal should work even if soaked by rain and spray when ready to fire. A distress signal is going to be needed by someone in distress who may be exhausted, panic-stricken or hanging on to a capsized boat. So the signal should be absolutely foolproof to use."

Tests were made for reliability, effectiveness in use and ease of firing. All 17 signals—rockets, hand flares and smoke signals—were let off from a launch while C.A.'s observers, posted at six different points from 2 to 15 miles away, recorded what they saw. This test was carried out in daylight and at night. Although the observers knew when and where to look, some of them did not see the rocket stars at all. None could be seen from 8 miles away in daylight, nor from 15 miles at night.

For the reliability tests, C.A. treated the signals in five different ways: one sample of each signal spent six weeks in the open, exposed to sea air but protected from rain; a second was exposed to wind and weather for six weeks—and nearly 4 inches of rain fell in this time—and a third spent its six weeks in a splash-proof box over the propeller of a diesel launch in regular use at sea (this was to see if the signals were affected by the sort of vibration they might get on a boat); a fourth sample was immersed in sea water for ten minutes and a fifth sample for one minute at a depth of 1 inch, with the cap off, ready to use. *Which?* then tried to let off the five treated samples of each distress signal. All five samples of four of the 17 signals worked satisfactorily. Seven more fired after all these tests, but behaved abnormally after one or other of them. One almost burnt the user's hand and another burnt through the bottom of its case. Some samples of the five remaining brands failed to go off.

DISTRESS SIGNALS

Which? then tested the signals to see how well they burnt in the water, and how easy they were to use if you had cold, wet hands.

Which? concludes that **hand flares** would be most useful for a small boat keeping close to the shore but they may not attract attention from a long distance (most were visible up to 5 miles away in daylight); **rockets**, which show at a greater height, or which produce a succession of stars, may be more useful for boats going further out from shore; **smoke signals** (producing dense orange smoke) have only a limited usefulness as distress signals because the smoke disperses quickly but could serve to mark your position if someone was already looking for you.

Of the signals tested, joint best buys (for small boats, close to shore) were stated to be Pain's Lifeboat Hand Flare (5/3d.), which burns for 55 seconds, and Pain's 5-star Red Flare Signal (6/1d.), which burns for 50 seconds and fires five red stars to a height of about 100 feet. They are both available in polythene packets.

Brand Tested	£	s.	d.
PARACHUTE ROCKETS			
Pain's Lifeboat/Liferaft	1	3	0
Pain's Proteus	1	3	0
Schermuly Icarus	1	3	6
Waeco Wessex Yachtchute	1	14	6
STAR ROCKETS			
Miniflare Pocket Distress Pack	3	19	6
Schermuly Icarus 2-star Red	1	6	3
Schermuly 2-star Red Mk. 4	13	9	
STAR ROCKET/HAND FLARE			
Pain's 5-star Red Flare Signal	6	1	
HAND FLARES			
Pain's Lifeboat	5	3	
Schermuly Jupiter	4	6	
Schermuly Mars	8	4	
Waeco Wessex Yachtflare	7	0	
Wells' Signal Red Light	1	5	0
HAND FLARE/SMOKE SIGNAL			
Schermuly Day and Night No. 1 Mk. 1	1	9	0
SMOKE SIGNALS			
Pain's Daylight Distress Smoke (Type P)	1	4	0
Schermuly Buoyant Orange Smoke Mk. 2	1	4	9
Waeco Wessex Yachtsmoke	17	3	

Also recommended was the Miniflare Pocket Distress Pack (£3.19.6) containing eight cartridges firing one star each, and a metal projector. Extra cartridges are 3/6d. each. This too is supplied in a polythene packet.

The Schermuly Day and Night No. 1 Mk. 1 at £1.9.0 was also recommended. This has a flare at one end and a smoke signal at the other, each burning for 20 seconds.

If you are planning any serious sea canoeing you might think it worthwhile to save a few shillings from the annual glut of fireworks on 5th November, and invest in one of the above. After two or three years (the estimated life of a signal) if you haven't needed it to save your life, you can buy another and let the old one off. The cost is small.

Which? is available on subscription (£1 per annum) from the Consumers' Association, Caxton Hill, Hertford. Your local library will probably have a copy.

PROFILE

Frank Luzmore



Fifty-six years of canoeing—that is not a club aggregate, it is the number of years Frank Luzmore has been actively canoeing, and what is more remarkable is that it is in the last two decades that Frank has made most impact on the canoeing world.

It was in 1944 that John Dudderidge suggested the formation of the Richmond Canoe Club, and Frank was a founder member.

In 1949, Frank and his partner, Henry Ross, took part in the first Devizes to Westminster race and were in the Richmond C.C. winning team. Frank entered again in 1950 but was forced to retire. He has, however, kept very much in touch with the D/W, being Organising Secretary for 16 years, and has spent his Easter holidays for 14 of these years at County Hall, Westminster, supervising the finish. He has resigned this year, but not before seeing the establishment of the D/W as a nationally recognised sporting event, which is going from strength to strength as the years go by. To date, 2,360 competitors have taken part, and the record stands at approximately 20 hours for the 124-mile course.

For the Festival of Britain Richmond Canoe Club, aided and abetted by Frank, inaugurated the London River Race from Greenwich to Richmond—21 miles—for doubles, singles and canadians. This race is now an annual event.

Frank's favourite canoe is the canadian, and he likes to use it for long coastwise touring, for which he tells me they have proved very seaworthy. To promote canadian canoeing in this country he formed the Canadian Canoe Association of Great Britain in 1955 with the aim of drawing canadian canoeists together to supply information and exchange ideas. Progress has been slow, but there are signs that the popularity of canadians is on the increase as people realise what interesting canoes they are to paddle and to handle. To aid the beginner in the techniques of canadian paddling, Frank has drawn up an extremely detailed chart illustrating the various strokes used with a single paddle. The chart is so folded as to start with the simplest strokes and to unfold to reveal the more advanced strokes as the learner progresses.

More of Frank's artistic achievements are the design of the badges of Richmond C.C., the Inland Waterways Association, the D/W Committee, and the Canadian Canoe Association of Great Britain, and medals for the Devizes—Westminster race, the London River Race and Canadian Canoe Association races.

Frank owns two fine canadian canoes, and can often be seen on the Thames paddling one or other of them. He has taken a keen interest in the development of the C.8; there are now four in existence.

The B.C.U. has long recognised the fact that "canoe" stands for kayak and canadian, but until recently there has been in this country a marked preference for kayaks for racing. However, this year the B.C.U. has approved the design of a racing canadian, so it looks as if Frank's efforts are bearing fruit.

Frank is the sort of person who, having an idea, fosters it until it can stand on its own feet, then passes on the reins to capable hands to continue the good work. With the D/W, the London River Race and the C.C.A. to his credit, one wonders what he will come up with next. His resignation from the post of organising secretary of the D/W Committee this year is intended to give him more time to devote to canadians and other interests, and we all wish him well and hope that the popularity of the canadian canoe will increase in the years to come.

FREDA HARE.

COACHING NEWS

from GEOFF. SANDS (B.C.U. Hon. Coaching Secretary)
4 Barston Lane, Solihull, Warwick. (Tel. SOLihull 2391)

COACHING AWARD SUCCESSSES

There has been an impressive increase in the number of new members joining the coaching scheme.

London and South East: Hon. Coaches

- Miss E. M. Richards, Burwash Place, Burwash, Sussex 277
- K. Gulliver, Burwash Place, Burwash, Sussex 248
- M. Macdougall, 31 George St. Gardens, Brighton, Sussex 250

Instructors

- D. Robinson, 17 Arcus Rd., Downham, Bromley, Kent 207
- D. J. Rhodes, 101 Langbrook Rd., Kidbrooke, S.E.3 208
- D. Pound, 11 Kellaway Rd., Kidbrooke, S.E.3 209
- T. K. Palmer, 52 Bridgen Rd., Bexley, Kent 210
- D. A. Courtman, 10 St. Andrews Rd., Enfield, Middlesex 211
- A. R. Chadwick, 47 Brooksbys Walk, Homerton, E.9 212
- L. Brooker, 18 Scarsbrook Rd., Kidbrooke, S.E.3 213
- B. C. Skilling, 1 North Lodge, Ealing Green, London W.5 224
- C. A. N. Peel, 21 Whitecroft Way, Beckenham, Kent 234
- D. Cheetham, 63 St. Paul's Close, Hounslow West, Middlesex 246
- Miss J. Cooper, Cartref, Sea Lane Gardens, Ferring, Worthing 249
- G. H. Montgomery, 29 Mill Mead, Ringmere, Lewes, Sussex 251
- Miss J. Garside, 3 Bradmore Way, Coulsdon, Surrey 253
- D. T. C. Malby, Wickwoods, Albourne, Hassocks, Sussex 267
- J. W. Langley, 65 Hemsby Rd., Chessington, Surrey 268
- Mrs. P. M. Buckingham, 67 Howberry Rd., Canons Park, Edgware, Middlesex 270

South: Instructors

- R. W. B. Darlington, House 1, Westminster College, Harcourt Hill, North Hinksey, Oxford 214
- R. G. Barrett, 282 Abingdon Rd., Oxford 239
- Miss J. A. Ashton, Easthampstead Park College, Wokingham, Berks. 244
- D. F. Capps, Puffins, 9 Mill Ride, Ascot, Berks. 244
- J. Davies, Coeden Mai, Elm Lane, Earley, Reading 245

South-West: Instructors

- P. Ackland, Silver Street, Milverton, Somerset 227
- M. Bellamy, 27 Howard Rd., Wellington, Somerset 228
- J. Vickery, 98 St. Augustine St., Taunton, Somerset 229

Wales: Instructors

- A. J. Sanders, 8 St. Brigid Rd., Heath, Cardiff 215
- D. L. Walters, 12 Whitefield Rd., Llandaff, Nr. Cardiff 226

West Midlands: Instructors

- A. J. Wonfor, 8 Cherry Orchard Drive, Bromsgrove, Worcs. 202
- C. Y. Moody, 77 Falstaff Rd., Shirley, Solihull, Warwick. 230
- J. Heath, 141 Westridge Rd., Birmingham 14 231

- G. I. Jones, 35 Old Oak Rd., Kings Norton, Birmingham 30 232
- I. P. Rabjohns, 29 George Rd., Walsley, Walsley, Walsley 240
- R. Parr, 64 Sneyd Rd., Newcastle, Newcastle 262
- A. H. Chapman, 24 Finchfield Lane, Wolverhampton 263

North Midlands: Hon. Coaches

- R. E. Gays, 55 Conaglen Rd., Aylestone, Leicester 216
- J. E. Saunders, 5 Hall Drive, Burton-on-the-Wolds, Loughborough 247

Instructors:

- D. Andrews, 49 Aberdale Rd., Leicester 217
- R. Revill, 12 Roberts St., Ilkeston, Derbyshire 233
- R. J. Bassett, 6 Hawthorne Close, Maytree Drive, Leicester Forest East, Leicester 241
- J. R. Paley, 12 Fearon St., Loughborough, Leics. 242

East: Instructors

- R. A. Croad, 66 Devon Rd., Watford, Herts. 225
- Miss L. E. Chard, 77 Millwell Crescent, Grange Hill, Chigwell, Essex 254
- Mrs. J. Emerton, 28 Hibbert Avenue, Watford, Herts. 271
- D. H. Fisher, 17 Repton Way, Croxley Green, Rickmansworth, Herts. 272
- R. J. Greenstreet, 3 Cross Rd., Oxhey, Watford, Herts. 273
- C. M. Hamilton, 5 Langleybury House, Nr. Kings Langley, Herts. 274
- F. P. Hardwick, 28 Cross Rd., Oxhey, Watford, Herts. 275
- Miss D. M. Kiff, 6 Vivian Close, Watford, Herts. 276
- Miss U. M. Payton, 142 Hagden Lane, Watford, Herts. 277
- T. D. Read, 28 Anglesey Rd., South Oxhey, Herts. 278
- C. D. L. Rosser, 8 Carlisle Ave., St. Albans, Herts. 279

North West: Instructor

- G. A. J. Dixon, 23 Riversdale Rd., West Kirby, Cheshire 264

Yorkshire: Instructors

- R. P. Hayhurst, 79 The Walk, Birdwell, Nr. Barnsley, Yorks. 235
- M. H. Todd, 43 Goddard Ave., Hull, E. Yorks. 252
- Miss H. M. Cockin, 27 Storths Rd., Birkley, Huddersfield, Yorks. 255

North East: Instructors

- K. Field, 51 Netherburn Rd., Sunderland, Co. Durham 236
- Miss D. S. Reed, 31 Elmfield Rd., Gosforth, Newcastle/Tyne 3 256
- T. W. Place, 311 Coniscliffe Rd., Darlington, Co. Durham 265

N. Ireland: Instructors

- S. A. Littlewood, 22 Dillons Ave., Whiteabbey, Co. Antrim 218
- J. I. Firth, Aron, Lower Branial Rd., Gilnahirk, Belfast 5 219
- W. S. J. Baird, 6 Killeaton Cres., Derrriagh, Dunmurry 220
- W. Free, 26 Adelaide Ave., Whitehead, Co. Antrim 221
- F. N. Roberts, 65 Inishowen Drive, Belfast 10 222
- G. K. Nevin, 7 Elstnora Ave., Carnalea, Bangor 223

Channel Islands: Instructors

- D. James, Glenridding, Roseville St., St. Helier, Jersey 203
- A. G. Bolton, Cleator Mor, La Mare Slip, Coast Rd., St. Clement, Jersey 204

COACHING NEWS—continued

F. H. Poingdestre, Glenside, La Grouville, Jersey	205
H. A. Fauvel, Hautmont, Bonne St. John, Jersey	206
Miss R. D. C. Chapman, Keswick House, St. Aubin's Rd., Jersey	257
R. Young, La Ville a l'Evêque, Trinity, Jersey	266
Services: Hon. Coaches	
F/Lt. P. F. Williams (R.A.F.), 13 Airship Rd., Cranwell, Nr. Sleaford, Lincs.	190
Dr. A. F. Davidson (R.N.), 7 Searle Rd., Farnham, Surrey	237
Instructor:	
Lt. B. E. Brown (Army), Junior Tradesmen's Regt., A.C.C., St. Omer Barracks, Aldershot, Hants.	238

Proficiency Tests

The Inland Proficiency Test (Kayak) remains popular and the one thousandth certificate was issued in June. Eleven candidates have so far been successful in gaining the new Sea Test.

The Advanced Inland Test (Kayak) has been gained by: R. E. Gays, D. Andrews, D. Kirby, F. N. Roberts, G. K. Nevin, A. Vassalli, P. Ackland, B. Collins and Miss U. M. Payton.

Notice for Instructors and Examiners

Instructors and Examiners who joined the coaching scheme before January of this year are reminded of the request, in the last issue of the Coaching Newsletter, to complete the form on page 21 of the Newsletter and send it to me as soon as possible.

Material is now being prepared for the next issue of the Newsletter and I would appreciate any articles or comments which members of the coaching scheme might care to offer.

P.R.C.**REGISTERED REGATTA OFFICIALS**

The Paddling Racing Committee has registered the following as approved Regatta Officials:

P. Begent, 39 Arlington Gardens, London W.4.
R. Orchard, 31 Little Lances Hill, Bitterne, Southampton.
J. D. Thomas, 8 Days Close, Hatfield, Herts.
E. Hopper, 20 Aspib Oval, Knaresborough, Yorks.
A. E. Papps, Education Department, A.A.S., Arborfield, Berks.
Miss M. Orchard, 31 Little Lances Hill, Bitterne, Southampton.
R. D. G. White, 7 Cardigan Mansions, Richmond Hill, Richmond, Surrey.
P. E. Wells, 55 Arnison Road, East Molesey, Surrey.
J. Law, 18 Kings Head Hill, Chingford, London E.4.
G. B. Littledyke, 22 The Strand, Walmer, Kent.
Sgt. R. J. White, Jun. Leaders Unit, Poperinghe B'racks, Arborfield, Berks.
M. J. Parker, 2 Sycamore Close, Cherry Willingham, Nr. Lincoln.
J. L. Oliver, Newport Police House, Church Lane, Lincoln.
D. Mean, 79 Windsor Drive, Hertford, Herts.
Miss S. Buckett, 4 Onibury Road, Midanbury, Southampton.
A. Chalk, 2 Eastern Road, Westend, Southampton.
L. D. Harman, 54 St. Stephens Road, Norwich, Norfolk.
B. Tucker, 29 Thorney Hedge Road, Chiswick, London W.4.
H. Thelen, 13 Campden House, Harben Road, London N.W.6.
G. A. Flint, 8 Moat Side, Hanworth, Middlesex.
A. L. Todd, 47 Knightwood Crescent, New Malden, Surrey.
J. Frampton, 11 Greenfield, Surbiton, Surrey.
E. A. Fint, 69 Burlington Lane, London W.4.
F. Luzmore, 31 Petersham Road, Richmond, Surrey.
R. Tate, 51 Weydown Close, London S.W.19.

If . . .

you have ever thumbed through endless dog-eared copies of Canoeing in Britain searching for one vital piece of information (and who hasn't?), you will want a copy of

Canoeing in Britain, 1964

The March, June, September and December issues, all complete, indexed and handsomely bound in black stiff cloth boards with silver lettering

ADVANCE ORDERS PLACED BEFORE 1st NOVEMBER RECEIVE A CONSIDERABLE DISCOUNT

See order form enclosed with this magazine



Ready in early January
Price 8/6 (+ 6d. p. & p.)



CANOE REPORT

Keith White
reports on the

TYNE TS 64

Length 13' 2"
Weight 38 lbs.
Beam 24"

The design of the TS 64 can be considered to be revolutionary in the light of past folding canoe development. A rounded gunwale former 4 in. deep replaces the conventional square gunwale, thus getting rid of the sharp edge which causes the canoe to stick when heeled over. The rounding is not overdone and is just right to provide easy "shear-out" from the heeled position, at the same time adequate top buoyancy is maintained at the gunwale to give the usual manoeuvrability in the heeled position.

After being used to fibreglass boats for so long now, it is difficult to assess the qualities of a folder properly. Nevertheless, the fact that I was surprised to find that the difference in the handling from a fibreglass was not so nearly as great as I had imagined, is an indication of the liveliness of this canoe. It turns very quickly in the upright position; a 180 deg. spot turn being easily attained in two strokes. The speed of the canoe is quickly limited by planing but the limiting speed is not too slow for a minimum length canoe. Surprisingly little yawing is noticed and the canoe shows no bad characteristics in rough water. The best feature over the conventionally-built folders is the rounded gunwale which does not catch in turbulent water. The canoe is easy to roll.

On appearance, the canoe seems abnormally short but this impression is caused by the long cockpit. A slightly shorter cockpit would give a better appearance and would be more practical in regards to water shedding and spray cover collapse.

Apart from the rounded gunwale former and the omission of a centre web the construction is basically the same as the Tyne JS Mk. VI. Some very good ideas in fitting are employed on the coaming fastenings and seat, which folds flat very neatly. The seat has sideboard adjustment to suit different sizes and also the footrest has various length adjustments. The shortest footrest adjustment is just right for me so I do not know how a smaller man would get on.

On rolling, the footrest has a tendency to spring out and consequently comes quite free from its position.

The knee grips supplied with the canoe could not be positioned to suit my personal taste so a couple of tubular knee bars were substituted which proved satisfactory.

The stringer joints at midships are not positioned under the centre frame so needless to say one broke at the centre on hitting a rock. The ultimate back breaking test could not be made as in looping, but the lack of the centre web makes the ultimate strength dubious.

The spray cover supplied was made too loose a fit over the coaming and the skirt was too baggy.

The skin is a reasonable fit but if made tighter would enhance the quality of the canoe greatly.

In general this canoe has potentially a good future being designed with the modern trends in mind; if developed further it will be a very worthwhile canoe to own.

David Hirschfield states: "The points raised will be taken into consideration. . . Keith White mentioned the 'long cockpit.' This is the same length as on the JS Mk. VI and our AK and a cockpit on a folding canoe has to be sufficiently long to allow the insertion of the framework sections. We doubt if the cockpit can be very much smaller.

The footrest will have a more positive position, and the knee grips provided with the canoe are the same as used with the JS Mk. VI and the AK, and have proved satisfactory, while the tubular knee bars fitted by Keith White would not be suitable for the 'larger' man, and did not suit me. Stringer joints will be positioned under the centre frame as suggested. Spray covers can be made to suit individual requirements; some canoeists do not like too tight a spray cover."



Front half of framework of TS 64, with knee grip lifted.

Ralph Tyas, B.C.U. Touring Secretary, would like to know of any B.C.U. members who are barristers, solicitors or who have any other legal qualification. Any such persons are asked to write to him at 19 Pine Hill, Epsom, Surrey.

RESULTS OF TIME TRIALS River Lea, Cheshunt, 23rd/24th May**K.2. 1,000 metres**

1st Trial		2nd Trial	
E. Cronk/R. Lowery	4.13.6	D. Maycock/J. Marshall	3.59.4
D. Maycock/J. Marshall	4.14.8	E. Cronk/R. Lowery	4.01.2
G. Palmer/A. Edwards	4.15.9	R. Still/A. Young	4.01.7

K.1. 1,000 metres

1st Trial		2nd Trial		3rd Trial	
A. Wilson	4.38.5	A. Wilson	4.12.8	A. Wilson	4.09.3
A. Edwards	4.39.2	P. Lawler	4.20.4	A. Edwards	4.21.1
P. Lawler	4.42.7	A. Edwards	4.24.7	P. Lawler	4.21.9

K.1. 500 metres Men

A. Wilson	1.55.5	A. Edwards and G. Palmer did not take part in this trial.	
P. Lawler	2.00.0		
T. Shenton	2.00.4		

K.1. 500 metres Ladies

1st Trial		2nd Trial		3rd Trial	
M. Tucker	2.25.1	M. Tucker	2.14.2	M. Tucker	2.14.5
S. Jackson	2.37.4	S. Jackson	2.23.9		
D. Rabjohns	2.40.1	D. Rabjohns	2.26.6		

RESULTS OF TIME TRIALS 28th June**K.1. 1,000 metres**

1st Trial		2nd Trial	
A. Wilson	4.00.9	A. Wilson	4.02.5
P. Lawler	4.05.0	P. Lawler	4.13.4

K.4. 1,000 metres

1st Trial		2nd Trial	
A. Wilson/G. Palmer/A. Edwards/T. Shenton	3.23.2*		
B. Still/A. Young/R. Lowery/E. Cronk	3.29.5		
2nd Trial			
A. Wilson/G. Palmer/A. Edwards/T. Shenton	3.25.2		
D. Maycock/J. Marshall/R. O'Keefe/P. Lawler	3.35.4		

* 3.23.2 is the fastest time for a K.4. ever recorded in the U.K.

K.1. 500 metres Ladies

1st Trial		2nd Trial	
M. Tucker	2.15.0	M. Tucker	2.15.4
D. Rabjohns	2.25.5	D. Rabjohns	2.23.4

K.2. 1,000 metres

1st Trial		2nd Trial	
J. Marshall/D. Maycock	3.45.4†	B. Lowery/E. Cronk	3.58.2
B. Lowery/E. Cronk	3.54.6	J. Marshall/D. Maycock	3.58.4

† Not 100 per cent accurate.

STOCKHOLM INTERNATIONAL SPRINT REGATTA 13-14 June

Ladies 500 metres. 1st M. Tucker 2.9.3 (This is 1.3 secs. outside the winning time in Jaice, 1963)

K.1. 1,000 metres. 6th A. Wilson 4.00.0

Team selected to represent Britain at the International Regatta in Berlin on 11th/12 July.

Men.	A. Wilson (Kyle C.C.)
K.I. 1,000m.	P. Lawler (Rich. C.C.)
	A. Edwards (Worc. C.C.)
	G. Palmer (Worc. C.C.)

Men.	Cronk & Lowery (Royal Canoe Club)
K.2. 1,000m.	Maycock & Marshall (Viking Kayak Club)
	Edwards & Palmer (Worc. Canoe Club)

Women.	M. Tucker (Richmond C.C.)
K.1. 500m.	Wilson, Edwards,
Men.	Palmer, Shenton
K.4. 1,000m.	

Hasler Trophy points at 18th July (Best 8 out of 12 races).

1.	Lincoln C.C.	130
2.	Royal C.C.	106
3.	Hatfield Y.C.	95
4.	R. Leamington	87
5.	Gailey C.C.	83
6.	Camb. Univ.	69
7.	A.A. Jun. Ldrs.	66
8.	Harlow C.C.	61
9.	Worcester	56
10.	Richmond C.C.	54

L.D. Champs. at 18th July.

Senior	Wins	2nd
1.	S. Smith, Worcs.	9
2.	P. Hastings, Camb. U.	6
3.	R. Pumphrey	4
Junior		
1.	A. Miller, Harlow	6
2.	R. Freeman, Lincoln	3
	J. Onions, Gailey	3

Senior Doubles

1.	B. Watkins/C. Evans, Barts.	6	1
2.	R. Still/A. Young, Royal 5	6	—
3.	R. Wade/S. Hollier, Hatfield	4	3

Junior Doubles

1.	I. Grant/R. Oliver, Lincoln	5	—
2.	M. Purchas/D. Purchas, Leamington	3	3
3.	Fraser/Chandler, Jun. Ldrs. R.A.S.C.	2	5

Willesden Regatta, Welsh Harp

18th May. Very strong head wind.

Junior K.1. 1,000 metres

1.	M. Mean	Hat.	5.15.1
2.	C. Evans	Royal	5.16.9
3.	B. Wade	Hat.	5.18.0

Senior K.1. 1,000 metres

1.	A. Wilson	Kyle	4.59.0
2.	R. Lowery	Royal	5.01.2
3.	A. Edwards	Worc.	5.02.4

Junior K.2. 1,000 metres

1.	Hollier/Wade	Hat.	4.46.0
2.	Salter/Lawler	Rich.	4.54.9
3.	Parker/Oliver	Linc.	4.55.4

Senior K.2. 1,000 metres

1.	Cronk/Lowery	Royal	4.31.9
2.	Palmer/Edwards	Worc.	4.36.1
3.	O'Keefe/Lawler	Rich.	4.38.0

Junior K.4. 1,000 metres

1.	Birmingham K.R.C. (Turley/Bryan/Brockie/Morgan)	4.38.4
2.	Richmond C.C. (Salter/Lawler/Stevens/Cavanagh)	4.44.9
3.	Royal C.C. (Evans/Watkin/Bosher/Pereira)	4.58.8

Senior K.4. 1,000 metres

1.	Birmingham K.R.C. (Wilson/Edwards/Palmer/Machin)	4.02.3
2.	Royal C.C. (Young/Still/Cronk/Lowery)	4.06.8

Richmond C.C. broke rudder line before start.

Women K.1. 500m. Handicap

1.	Jackson (10 secs.)	Royal	2.49.0
2.	Tucker (Scr.)	Rich.	2.52.2
3.	Rabjohns (15 sec.)	Rich.	3.16.8

Youth K.I. 500 metres

1. M. Mean	Hat.	2.29.4
2. R. Rowell	Kyle	2.43.0
3. T. Thomas	Hat.	2.50.6

Youth 15 ft. Kayaks

1. I. Grant	Lincs.	3.08.1
2. R. Rowell	Kyle	3.11.4
3. R. Orchard	S'p'n.	3.13.0

Senior K.I. Relay

1. Birmingham K.R.C.	9.21.0
(Wilson/Edwards/Palmer/Machin)	

2. Richmond C.C.	9.24.3
(O'Keefe/Lawler/Shenton/Pratt)	

Royal C.C. scratched.

Junior K.I. Relay

1. Royal C.C.	9.48.6
(Evans/Watkin/Bosher/Pereira)	

2. Royal Leam'ton Spa C.C.	9.59.2
(Kidd/Lacey/Bolam/Simms)	

3. Birmingham Kayak R.C.	10.17.5
(Turley/Bryan/Brockie/Morgan)	

Chalfont Park C.C. Slalom. Hambleden Weir. 19th April.

Div. 1	%
1. J. Woodhouse, Chester	58.4
2. K. Langford, Manchester	64.8
3. M. Davies, Chester	73.7

Div. 2	%
1. D. Lidiard, Colne	42.2
2. P. Boulton, Manchester	72.2
3. I. Pendleton, Forth	81.3

Ladies

1. J. Battersby, Manchester	77.6
2. H. Goodman, Lakeland	90.4
3. U. Payton, Chal. Pk.	108.7

Bransford Slalom, 28th June.

Div. 4	%
1. B. Horn, Manchester	61.60
2. R. Wilson, Leamington	63.93
3. R. Young, Denstone C.	66.65

Ladies

1. J. Battersby, Manchester	52.01
2. M. Pindar, Leamington	64.75
3. E. Andrews, Leics. A.O.C.	68.46

Team Event

1. Wolverhampton	347
Worcs. B	366
Kenner Valley	367

Leamington Spa & Worcester C.C.'s. Bevere Weir Slalom, 7th June.

Div. 3	%
1. S. Felstead, Twickenham	70.94
2. D. Holmes, Manchester	76.35
3. R. Witter, Chester	79.60

Ladies

1. H. Goodman, Lakeland	58.06
2. M. Bellord, Chal. Pk.	84.35
3. M. Pindar, Leamington	93.92

Canadian Singles

1. R. Powell, Worcs.	345
2. D. Olorenshaw, Leamington	434
3. M. Thompson, Worcs.	438

Canadian Doubles

1. Powell/Blackford, Worcs.	416
2. Manton/Boddington, L'ton	493
3. Gray/Gosling, B'ham/Worc.	550

Team Event

1. Twickenham	642
2. Manchester	675
3. Leamington	790

Manchester C.C., Serpent's Tail Slalom, Llangollen, 31st May.

Div. 1	%
1. D. Mitchell, Chester	76.3
2. K. Langford, Manchester	82.6
3. K. White, Manchester	83.6

Div. 2

1. D. Morton, Carlisle	81.7
2. P. Sixsmith, Chal. Pk.	83.4
3. B. Thacker, Leamington	87.2

Ladies

1. H. Goodman, Lakeland	81.2
2. J. Battersby, Manchester	85.1
3. M. Bellord, Chal. Pk.	110.5

Team Event

1. Chester	414
(Davies, Mitchell, Woodhouse)	
2. Manchester B	444
(Bennett, Brownhill, Mendesta)	

3. Manchester A	472
(Langford, Morley, White)	

Lincoln Canoe Club—Fosse Race— 10th May**Seniors 12 miles Juniors 8 miles****Class 1**

1. T. Sowman	R.L.S.	1.45.10
2. B. Wade	Hat.	1.45.11
3. S. Hollier	Hat.	1.46.8

Class 2a

1. P. Hastings	Camb.	1.57.20
2. J. Kidd	R.L.S.	2.02.6
3. E. Owen	R.L.S.	2.07

Class 2b

1. G. Lacey	R.L.S.	1.19.27
2. G. Onion	Gailey	1.19.32
3. M. Robinson	R.L.S.	1.20.52

Class 3a

1. R. S. H. Pumphrey	Camb.	2.00.5
2. R. J. Lancefield	Brad.	2.00.30
3. A. Stoneley	Camb.	2.01.30

Class 3b

1. A. Baldwin	Hat.	1.17.15
2. R. Freeman	Linc.	1.17.20
3. A. Laws	Linc.	1.19.15

Class 4a

1. S. Smith	Worc.	1.55.52
2. J. Holmes	Lincs.	2.13.2
3. D. Squires	Cov.	2.43.42

Soar Valley C.C. Regatta. 12th July**Senior**

Conditions were good and there was a record entry.

Sprint Event	1. D. Arbon	2. D. Allen	3. P. Alsop
Doubles	1. K. Challoner, D. Wallace	2. D. Allen, P. Alsop	
1. K. Challoner	2. M. Ball	3. D. Allen	
Mile Singles	1. J. Allen, D. Arbon	2. M. Ball, M. Martin	
Mile Doubles	1. R. Coppel	2. K. Challoner	3. M. Ball

Obstacle**Junior**

Sprint Singles	1. Joiner, P. Martin equal 1st	3. B. Gilliver	
Doubles	1. P. Martin, G. Gisborn	2. J. Mitton, M. Smith	
Mile Singles	1. B. Gilliver	2. D. Collingham	3. P. Martin
Mile Doubles	1. J. Mitton, M. Smith		
Obstacle	1. M. Martin	2. B. Gilliver	3. J. Meadows

Ladies

Sprint Singles	1. A. Bolton	2. J. Allen	3. H. Beaumont
Doubles	1. P. Cray, M. Pasieczk		2. A. Bolton, L. Whittaker

Mile Singles	1. A. Bolton	2. H. Beaumont	3. J. Allen
Mile Doubles	1. A. Bolton, L. Whittaker	2. J. Allen, J. Simmons	3. J. Allen
Obstacle	1. H. Beaumont	2. A. Bolton	

Open

Mixed Doubles	1. E. Hildreth, J. Allen	2. A. Bolton, P. Alsop
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Bradford Rowing Club International L.D. Race, 7th June.
International Teams. Class 5

1. Young/Still	Eng.	1.40.37
2. Shankland/Evans	Wales	1.51.40
3. Lawrence/Homan	Irel'd	1.59.58
4.	Scot.	2.05.43

International Teams. Class 3a

1. S. Smith	Eng.	1.57.04
2. K. Pereira	Wales	2.10.58
3. F. Crowley	Irel'd	2.12.51
4. Russell	Scot.	2.45.04

Class 1

1. A. Chapman	Royal	1.57.12
2. B. Feeney	Exeter	2.07.03
3. D. Duffield	Brad.	2.07.31

Class 2a

1. P. Hastings	Camb.	2.07.31
2. B. Morgan	Gailey	2.14.37
3. M. Hope	C.T.C.	2.23.37

Class 2b

1. G. Onion	Gailey	2.27.12
2. M. Robinson	R.L.S.	2.30.47
3. I. Balfour	Nom.	2.36.38

Class 3a

1. S. Smith	Worc.	1.57.04
2. M. Mean	Hat.	1.59.09
3. Norris	J.L.M.	2.09.08

Class 3b

1. J. Littlewood	Brad.	2.13.50
2. A. Baldwin	Hat.	2.23.57
3. A. Laws	Lincs.	2.28.24

Class 4a

1. P. Lawler	Rich.	2.01.15
2. R. Lancefield	Brad.	2.11.50
3. R. Pike	Gailey	2.27.04

Class 4b

1. A. Miller	Harl.	2.16.47
2. D. Dalrymple	S'p'tn.	2.20.23
3. M. Franklin	Harl.	2.22.59

Class 5

1. Young/Still	Royal	1.40.37
2. Hollier/Wade	Hat.	1.41.04
3. Shankland/Evans	Lif/Bts.	1.51.40

Class 6a

1. Boshier/Watkin	Ryl/Bts.	1.55.10
2. Green/Lyons	Vik.	1.59.40
3. Ridyard/Bave	Gailey	2.03.30

Class 6b

1. Grantham/Benton Hwll	G	2.12.18
2. Chandler/Fraser J.L.T.		2.20.23
3. Hughes/Wielopolski	A.A.J.L.R.	2.23.31

Class 7a

1. Parker/Oliver	Lincs.	2.03.14
2. Toghill/Cottle	Brad.	2.13.45
3. Edsell/Hazan	Sand.	2.19.36

Class 7b

1. Thomas/Watson	Hat.	2.10.16
2. Purchas/Purchas	R.L.S.	2.11.45
3. Jupp/Wickens	J.L.T.	2.14.34

Leamington River Race,
Class 1

1. A. Wilson	Kyle	1.28.09
2. D. Shankland	Llan.	1.30.05
3. T. Sowman	R.L.S.	1.31.22

Class 2a

1. J. Kidd	R.L.S.	1.41.37
2. P. Hastings	Camb.	1.41.45
3. E. Owen	R.L.S.	1.54.19

Class 2b

1. G. Lacey	R.L.S.	1.43.48
2. M. Bryan	K.E.VI	1.48.22
3. J. Richards	Nom.	2.40.12

Class 3a

1. S. Smith	Worc.	1.39.17
2. N. Lilley	Lincs.	1.40.06
3. Norris	A.A.J.L.R.	1.42.27

Class 6c

1. Cook/Bryce	Nom.	1.42.43
1. M. Mean	Hat.	1.39.14
2. B. Stevens	Rich.	1.41.11
3. R. Freeman	Lincs.	1.46.17

Class 4a

1. Pereira	Royal	1.44.00
2. R. Lancefield	Brad.	1.45.06
3. P. Turley	B'ham	1.57.08

Class 4b

1. D. Jordan	C.T.C.	1.47.10
2. R. Orchard	S'p'tn.	1.49.07
3. P. Trigg	Lincs.	1.51.10

Class 5

1. Edwards/Palmer	Worc.	1.21.32
2. Machin/Morgan	Gailey	1.23.07
3. Maycock/Marshall	Vik.	1.23.42

Class 6a

1. Watkins/Evans	Barts	1.34.7
2. Bave/Ridyard	Gailey	1.36.1
3. Smith/Deakins	Clee.	1.41.42

Class 6b

1. Grant/Oliver	Lincs.	1.40.31
2. Purchas/Purchas	R.L.S.	1.43.47
3. Taylor/Huxtable	Hwll.G.	1.49.00

Class 7a

1. Still/Young	Royal	1.32.13
2. Oliver/Parker	Lincs.	1.37.09
3. Cavanagh/Dalton	Rich.	1.42.09

Class 7b

1. Stubbs/Hadley	K.E.VI	1.49.35
2. Allsop/Wood	Hwll.G.	1.51.55
3. Jones/Dick	R.E.M.E.J.L.	1.53.07

Leven Slalom, 14th June.

Conditions very good.

Div. 3

1. J. McLeod	Man.	182/190
2. K. Harrap	W. Yks.	182/Cap.
3. D. Holmes	Man.	195

Div. 4

1. R. Salkeld	Cheater	165
2. J. Murphy	Twick.	205
3. G. Evans	Esksdale	213

Ladies

1. L. Calverley	Man.	175
2. W. Bayes	Lakel'd	280
3. W. Brown	Leeds	580

Team Event

1. Forth Canoe Club.

Combined Leven Test

Div. 3 Trophy won by J. McLeod

B.C.U. Annual General Meeting and Reunion Buffet Dance

The A.G.M. of the B.C.U. will be held at the Town Hall, Leamington Spa, on Saturday, 23rd January, 1965, in the Assembly Room at 5.30 p.m. Technical Committees meet 2.30 p.m. Would the various secretaries make early application to the Royal Leamington Spa Canoe Club. Teas will be served in the Council Chamber and it is essential that numbers attending should be notified in good time.

A.G.M. Agenda

Members and officers of Clubs are reminded that motions for discussion at the A.G.M. must be with the General Secretary by 30th November, 1964. Nominations for the Council must be received by the same date, be in the form of a motion, be signed by at least two adult members, and bear the agreement of the candidate. The President, J. W. Dudderidge, O.B.E., and the Treasurer, E. J. Owen, retire this year, and are both eligible and willing to stand again. There are six vacancies on the Council, other retiring members being C. H. Barton, J. A. Bright, H. G. Bruce and Miss E. E. McLellan.

The Reunion Buffet Dance will be held in the Royal Pump Room. The maximum permissible number attending will be 250. To avoid disappointment please book early. Admission, ticket only, approx. 7/6d.

Further details will be circulated by the B.C.U. Secretary in due course. Meantime please contact Hon. Secretary of the Royal Leamington Spa C.C. if your Technical Committee will be meeting during the afternoon of Saturday, 23rd January, giving approximate numbers, also, please advise if you will be arriving early and require tea. Finally, book early for the Dance. A list of accommodation will be notified.



Gently does it! Petty Officer J. Jarman of Sittingbourne Unit S.C.C. pictured at the recent Canoe Training weekend at T.S. Neptune, Surbiton. (See Club News).

Photo: Lt. Cmdr. J. G. Shilcock.

AN ALL-BRITISH K.1

Bob Vardy of Avoncraft has designed and built an all-British K.1 with an exterior mahogany veneer finish. The design has been kept strictly within the limits specified by the I.C.F., thus enabling the craft to be used in any British or international event.

At the last Olympic trials, some competitors agreed to use the craft in one of their two specified timed runs over 1,000 and 500 metres. This enabled time comparisons to be made between their own craft and the Vardy K.1. All paddlers with the exception of one had not previously paddled the craft. In not one case was the time slower than their other run, and the paddlers agreed that it was as fast, if not faster, than any existing K.1 designs.

The only problem with comfort was a request by the larger paddler for more space for freedom of movement at the footrest position enabling more positive movement to the tiller bar. A satisfactory modification was made. Some paddlers thought it was perfectly stable, others felt it was a little less stable than a Pointer. This is possibly a psychological effect from getting into a strange craft.

This K.1 can be purchased for a comparable price to an ordinary class of kayak (£40), enabling more racing paddlers to own and paddle a K.1 without any apparent disadvantage against craft which may cost twice as much. This should mean an increase in the number of paddlers and a raising of our standards, which are at present rather low in comparison with other countries.

Note: At the National Championships on 25/26th July, the Youth 500 m., Novice 500 m. and 1,000 m. events were won in the prototype Vardy K.1.

It is with deep regret that we must record the death of Peter Sowman on the 10th June, 1964, as the result of a motor-cycle accident on the previous evening. Peter won the National Junior L.D. Championship in 1961, and was a popular and respected competitor in racing circles. His death at the age of 19 is a great loss to the canoeing world.

We must also record with sorrow the death of Graham Shankland, the secretary of Llandaff C.C., on the 2nd June. Graham was not an active canoeist like his brother David, but took a great interest in the affairs of Llandaff, and was always a most pleasant person.

On behalf of our readers, we would like to express our sympathy to their respective families.

HOWIE'S GUIDE TO LIGHT WEIGHT CANOE CAMPING

(Conclusion)

Having bravely thrown away such unnecessary trappings as tent, stove, fancy cutlery and air bed as instructed in the last article, we are now ready to concentrate on the essentials to take when canoe camping.

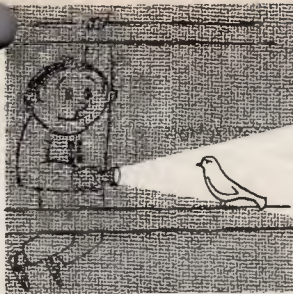
Food. A complex subject this, but go for dried foods, such as soups, potatoes, milk, etc. Buy en route from farms such items as eggs. Also take a snare with you—not hard to set and you never know your luck. One gag which brings good results is wood pigeon trapping. Usually pigeons roost in barns or under bridges and by shining a light in their eyes you can hypnotise and catch them. The trick is to hang on with one hand and pick off the bird with the other. Break its neck by pressing at base. Clean as chicken leaving feathers on. Cook by covering thickly with clay, making sure to tie open ends shut with string (or stitch together). Put the now clay ball into the fire and leave for a couple of hours until the clay cracks off. The result is very like spring chicken, but with dark meat.

Clothes. Mostly a matter of personal choice, but avoid the clean white shirt and tie for the evenings idea. Waterproof linen trousers and sports shirt should be more than adequate for additional clothing. On the water my choice is anarak (P.V.C.), all-purpose sweater, T-shirt, shorts, swimming costume. Not all at once. P.V.C. sandals.

Water Carrier. People have shown me with pride their 2-gallon water carriers, and say that when they stop off they go in search of water. Being a tea addict myself I always carry a 1-pint army water bottle, full. Result—virtually no weight and instant comfort.

First Aid Kit. All you really need is a roll of Elastoplast, a small bottle of T.C.P., and a 1-inch bandage. The rest you can improvise.

Repair Kit. These vary in size from a ball of string and hope; to a young kitbag containing everything from stringers to spare paddles. All you really need is one sailmaker's needle, a palm, a length of twine, a small tin of Evostik, a roll of canvas 2 in. wide and 3 ft. long. If your canoe is hard skinned leave out the needle, palm and twine.



continued at foot of next column

SUMMER REPORT—LONG DISTANCE RACING

The first question to be asked was the International Race a success? Well, a short answer is that it was not a failure. We certainly could have done with some more competitors. The weather was not very kind, but all-in-all I think everyone enjoyed themselves. One thing we have done is to set the ball rolling for International L.D. Races. Already we have received an invitation from the Irish Canoe Union to send a team to Cellbridge, Ireland, on the 4th September, 1964. This race is the Open L.D. Racing Championship of Ireland.

Next year we hope to stage a full International L.D. Race with teams from Spain and France as well as England, Ireland, Scotland and Wales.

The Sella River Race is again well supported. We have sent a strong team which I feel will do well. Of those representing Great Britain, Dr. B. Watkin and C. Evans have canoed over the course before. The well-known Lincoln pair, Mr. M. Parker and J. Laurence Oliver provide a strong second string. In the singles class Stan Smith of the Worcester club and Paul Norris of The All Arms Junior Leaders Regiment lead the British entry. They are supported by Ken Pereira of Royal Canoe Club and Graham Lacy of the Royal Leamington Spa Canoe Club. I am sure that the experience gained by those who travel to Spain will prove of considerable value to British L.D. canoeing. The future scope for Long Distance Racing is vast, the sport is as yet in its infancy and as it evolves we will need all the thought and wisdom that can be gained from talking to and competing against other countries' canoeists.

At home L.D. Racing is slowly but surely becoming the club sport, what other branch of canoeing offers so much for so little? We have classes to suit nearly every sort of canoe whether home built or bought. The increased entries at the majority of the National Ranking Races only go to show how our sport is catching on with canoeists all over the British Isles. Apart from the National Races the Committee has been pleased to note that a number of clubs are staging L.D. races as club events. It is also gratifying to see that some open invitation races are being held.

JOHN WOOLLEY.

London Canoe Conference

The C.C.P.R. and B.C.U. will hold the Annual Canoe Conference on Saturday, 12th December, 1964. Venue will be announced later.

"Only a fool or a tenderfoot roughs it in camp" is a very well-known saying in Boy Scout circles, but the fool is usually the one who has too much of the wrong gear.

Canoeing is rather like the hiker who starts to travel by car. Because he now has plenty of space and something to carry for him he eventually fills the car until he can hardly get in, and yet is no more comfortable. So don't sit in a pantechicon all your life—come on and enjoy your camping.

BCU Canoeing—Amendments

Alter: OCTOBER

- 4 Regatta on River Soar. Leicestershire Association of Canoeists, D. Andrews, 49 Aberdale Road, Leicester. (Changed from September)
 25 Day Trip on Derwent (Derbyshire). Leicestershire Association of Canoeists, D. Andrews, 49 Aberdale Road, Leicester. (Changed from 18th).

Add: OCTOBER

- 18 Div. 2 and 3 Slalom at Shepperton Weir. Windsor & Twickenham C.C.'s, B. Johnson, 16 Onslow Way, Pyrford, Woking.
 25 L.D. Race. Nomads C.C., B. H. Webb, 2 Admirals Close, Hereford.

1965 FEBRUARY

- 21 Cruise on Ribble. Manchester C.C., C. M. Rothwell, 21 Windsor Road, Manchester 10.

Alterations to Club Addresses

Kent Canoe Club

Mr. P. Lawson, 9 Dartford Road, Bexley, Kent.

King Edward VI Camp Hill School C.C.

G. Sanders, 4 Barston Lane, Solihull, Warks.

R.A.S.C. (Bulford) C.C.

S/Sgt. J. Kenderdine, 141 Transport Office R.A.S.C., Ward Barracks, Bulford Camp, Nr. Salisbury, Wilts.

Llandaff C.C.

J. W. Gould, South Lodge, Fairwater Road, Llandaff, Cardiff.

Additions to list of Member Clubs and Associates

Hillfields Park Mixed Youth Club

Sec. Canoe Club, 54 Thicket Avenue, Fishponds, Bristol.

Monmouthshire Education Committee

County Hall, Newport, Mon.

Southend Education Office

Southend-on-Sea, Essex.

Deletions: R.A.F. Marham C.C.

INTERNATIONAL NEWS

The Japan Canoe Association has made arrangements for all canoeing teams to be accommodated at Lake Sagami and not in the Olympic Village in Tokyo. In view of the distance between Lake Sagami and Tokyo, and in particular of the traffic problems in Tokyo, objections had been raised against the accommodation in the Olympic Village, and the organisers are putting at the canoeists' disposal two separate hostels at Lake Sagami for men and women competitors.

Henry Thelen, sprint racing secretary and editor of the International Canoe Federation Bulletin, has been appointed as one of the Olympic finishing line judges. B.C.U. President, John Dudderidge, O.B.E., was one of the persons nominated, should they become available, as reserves in any capacity required.

Access to Waterways in Scotland—A. C. Cromar, LL.B.

I have read with great interest the article on page 5 of the June issue of *Canoeing in Britain* concerning fishing rivers and access to waterways and I feel that the legal position in Scotland should be made clear.

Both in England and Scotland we start off from the same premise that the law regarding access is the same on water as on land. In Scotland trespassing—in the sense of simple passage over the land of another—is not in itself an offence or ground of civil action but a trespasser is liable for any damage he may cause.

The definition of a public right of way in the law of Scotland is "a right of passage open to the public at large, over private property, by a route more or less defined. It is a burden on the property in favour of the public, the solum or ground traversed by the route remaining the property of the proprietor, subject to the public's right of passage." The essential elements of a public right of way are:

- that it must have been used by the general public for a continuous period of not less than 40 years;
- the use must be a matter of right and not attributable to mere tolerance on the part of the proprietor;
- it must connect two public places to which the public habitually and legitimately resort;
- it must follow a route more or less defined.

This is the law as expounded in the Scottish Rights of Way Society's book on the subject and as applied to rivers. I would say that in Scotland we have always maintained that the Spey and the Tay, having been used for logging operations, have a right of way established on them for small boats and canoes. As far as the Tweed is concerned probably it

continued on next page



LARGE & SMALL

Canoeists pass a narrow boat at Sawbridgeworth on the River Stort

Photo : E. Boesch

Access to Waterways in Scotland—*continued*

has been used for canoeing for 40 years but our records only go back for 30 years, so care is required in the use of this river until definite proof is available to establish a right of way.

The same considerations apply in England and Scotland with regard to stopping and landing on the right of way and to holding slaloms. In fact on a right of way one is not permitted to dawdle on the way.

The position regarding trespassing is that a land-owner

can only prevent trespass by taking out an action of interdict which will not however have been granted if there is no reasonable probability of the trespass being repeated. It is therefore questionable whether it would be worth while for a land-owner to take out an action of interdict against the passing canoeist. The only thing he can do would be to sue for damages but the vast majority of fishermen to whom I have spoken admit that the mere passage of the canoe does not damage the fishing. It would be a different matter, of course, if a canoeist were to run into a fisherman and cause him bodily harm.

CLUB NEWS



The recently formed **ASHMEAD C. C.**, under the leadership of John Davies, spent part of June sea canoeing combined with lake exploration from a base camp in Snowdonia. They found some interesting rough water leading from the lakes, and the Black Rock sands, Portmadoc, were adjudged to be a very good place for an introduction to sea canoeing for the schoolboy members.

Everyone attending is now convinced of the great enjoyment to be had in the sea. Rolling and deep sea rescues were carried out amongst their other activities.



"Nothing but disaster," writes R. Barnett for the 15th **ABERDEEN QUEEN'S CROSS BOY SCOUT TROOP C.C.**; "Our canoe cruise, week-ends, even our meetings were sunk by a tin of corned beef." Typhoon cancelled all of their plans for June and July, and only now are activities picking up again, with a short canoeing camp at Loch Laggan for about a dozen boys in August.

To their annual regatta, **RICHMOND C.C.** attracted about 180 spectators and sixty-one competitors. Water conditions were good both days, but unfortunately the weather on the Saturday was poor, with rain dampening the clothes if not the spirits of the racers. The regatta was used as an Olympic time trial. Their clubhouse has been redecorated, and from all accounts looks very good. Colour schemes by the ladies, of course.

The young lads of **EXETER C.C.** are training nine girls for the Duke of Edinburgh's Award Scheme. This is highly recommended to stimulate interest, Friday nights are very popular now. The secretary has never seen so many canoes on the Exe! A racing fund has been set up to help subsidise travelling expenses for those members who want to enter L.D. races for the Hasler Trophy.

While **HOPE VALLEY COLLEGE SAILING & CANOEING CLUB** were on a canoe camping and walking expedition in the popular Wye Valley during July, they were very nearly caught out when the river rose rapidly one night. One capsized canoe belonging to someone less fortunate passed their site, but the river was too swollen and fast to allow them to salvage it. Warning to newcomers to the Wye—camp high and dry!

For a future Devizes—Westminster Race, a **NOMADS C.C.** pair intend to build and race a cold-mould-ply 2-seater. Designed by Mike Eley, the mould for the boat is nearing completion, and will be tried first as a canvas hull kayak before the ply version is made.

HATFIELD YOUTH CENTRE Canoe Section. The club's first serious venture into a full season of racing has been an unqualified success, winding up with a clean sweep of all but one of the Youth, Novice and Junior classes K.1, K.2 and K.4 in the National Championships at Pangbourne. As a result it is virtually certain that they will qualify for the award of the MacGregor Paddle as the club gaining the most awards during the 1964 season. The consistently high all-round standard is remarkable in the fact that the club has no home waters, but does a 16-mile round trip for all its training sessions.

R.A.F. BENSON C.C. are of the opinion that the best stretches of the Rhone are south of Lyon. They found the weather in July very hot, in fact the sun was more an enemy than a friend. With fast flowing water, an average of 10 km per hour could be maintained. Camp sites are easily found. River barges, they mention, need to be given a wide berth as they throw up a huge backwash.

Camp "Dancing Water" was the official title for the fortnight's canoeing in France for the **47 REGT. R.A. CANOE CAMPING CLUB**. During June, with five doubles and one single Klepper, they found the Rhone fast, free-flowing and choppy at times. Bdr. R. Watson reports that at one stage they were held up at gunpoint by the French police, for alleged poaching! That's one more hazard to avoid.



The last quarter has been fairly busy, as far as canoeing in the **SEA CADET CORPS** is concerned. One or two Units have entered crews in the Long Distance Races at Lincolnshire and Bradford, and there have been a number of events open only to the Corps.

The London Area held a race on the Thames from the Headquarters of the Twickenham Unit, up through Molesey Lock, round Taggs Island, and back to Twickenham. This race was well supported, having thirty-eight entries in fine weather and was won by a crew from the Finchley Unit.

The Southern Area held their usual race on the River Rother with rather fewer entries, due perhaps to the spread-out nature of their area. This Area also ran a most successful residential Week-end Canoe Training Course at *T.S. Neptune*, Surbiton, in July, when a number of officers, instructors and cadets received instruction in canoeing.

Jim Sutherland has recently been appointed (through the B.C.U.) as canoeing adviser to the Sea Cadet Corps, and is urging Units to make full use of the B.C.U. Coaching Scheme in order to raise the standard of canoeing within the corps.

Burnt Mill, on the River Stort, the HARLOW C.C. Clubhouse. It stood empty for many years before the canoeists moved in, and it is in urgent need of repair. Allen Mill, the club's racing secretary, is finding it very hard to interest other members in racing, even though he and Michael Franklin are doing well in L.D. racing this year. Already they have more points for their club than last year, when they were placed 30th. How do clubs get girl members? Harlow needs help on this problem. When its racing members tour the country to race, they are surprised at the number of female members in some clubs. One member of Harlow suggests that all clubs visiting Harlow should leave behind one spare girl to help build Harlow's female section!

The Wye was rather low for the 100-mile cruise from Glasbury to Chepstow when ROMAN HILL SECONDARY BOYS' SCHOOL C.C. paddled it during July. The thirteen pupils and two staff managed to knock sixty-seven holes in their privately owned Spuhlers, but the school canoes somehow escaped with only two holes.

In their second race in the new Moonraker Fantastic, Fraser and Chandler of the R.A.S.C. JUNIOR LEADERS BATTALION, TAUNTON C.C., won their class in the Southern Command Reading to Henley race, with ten minutes to spare. During their general training for L.D. racing at Fremington, thirty canoeists from the Norton Manor Camp encountered a twenty-foot tide in the estuary, resulting in a trip of six miles being over inside twenty minutes.

KING EDWARD VI CAMP HILL SCHOOL C.C. report the summer term proved to be a busy and a successful one for the club. In the Birmingham Schools' Canoe Association Annual Regatta members of the club won every event, including the relays. In the Senior singles events all finalists were from the school, and in the West Midlands Youth Championships they defeated their rivals of past years from Leamington Spa Canoe Club. J. D. Moore won the Junior event, M. W. Bryan the Senior event and the relay team gained a narrow victory over Leamington.

"Successful meets have been held on midland rivers," writes S. R. Evans, "Our two days on the Teme saw the extremes of weather: on the first day it rained all the time that we were on the water, and on the second we laboured under a broiling sun.

Unfortunately we have had to cancel our annual Whitewater expedition due to lack of a vehicle. We hope to remedy this by next year. What better way to celebrate our tenth birthday than by trying to get a vehicle of our own!"

CANOEISTS using the River Wye will be interested to learn that Welsh Bicknor Youth Hostel have now provided a special landing point for canoeists and that hostel and camping facilities are available.

Enquiries to The Warden, Youth Hostel, Welsh Bicknor Rectory, Goodrich, Ross-on-Wye, Herefordshire, or to Y.H.A., Trevelyan House, 8 St. Stephens Hill, St. Albans, Herts.



A Lilo race down 400 yards of Grade II rapids was organised by the LEICESTERSHIRE ASSOCIATION OF CANOEISTS as part of their Whitsun activities. Five of these F. L. were entered, and, surprisingly, four finished. A stand of five canoes together with camping equipment was displayed at the Melton Mowbray Carnival. David Kirby and David Andrews did a "Clarence and Bill" act, while Dick Gays performed a rolling display. So far, the association has run smoothly without a headquarters. Social evenings have been held monthly by rotation at members' homes. However, the membership, which is increasing at an almost alarming rate, has made two unexpected offers of an HQ sound most attractive! One complaint—lack of local competition. Other clubs please note.



The SOAR VALLEY C.C. boathouse and surrounding facilities have been purchased by the Leicester City Education Department, who intend to use them as an Outdoor Pursuits Centre for the Youth Service. They have also given the Club a grant of £70 to purchase competition canoes. Do all clubs get grants from their Local Authorities and are these grants adequate? It might be interesting to hear what grants various clubs receive, and how they go about getting them. Write and let us know.

"We will start," rang out a voice from a loudspeaker, "by showing you how NOT to get into a canoe." Bryan marched off the moored punt into his boat and disappeared into the water on the other side, cutting his knee on the bottom. The splash took the crowd's attention, and from this beginning Mick Powell kept up a witty, dry (he was the only dry one among them) and informative run of comments on the essentials of canoe safety and what the team were doing on the water. Bryan Harrison, Chris Webb, Robin Powell, Robert Gray and Malcolm Thompson made up the WORCESTER C.C. team, demonstrating Eskimo Rolling and the Ins and Outs of Rough Water Canoeing at the Tewkesbury Dairy Festival.

Item 1 was a four gate slalom course by a sluice. Following the slalom came rescue methods—deep sea rescue, boat emptying, and how to get back into the boat by creeping along the deck and by leaping up over the side. Item 3, Eskimo rolling. This is what the crowd really came to see and it was much enjoyed, though the refinements of different techniques were probably not grasped. Robin did his hat trick, and there was a faked competition, in which the team capsized all together and were timed holding their breath under water. Someone lasted for what seemed hours and must have used up the air in his buoyancy bags as well as in the boat by the time he rolled up. A good time was had by all, and the audience, sated with the spectacle of many capsizes and seemingly miraculous recoveries, went home well satisfied.

Briefly

● River Wye. The riparian owner, Fredwardine Bridge has asked that canoeists should not hang about on the beach below the bridge on the right bank or on the river there, as this is an important fishing stretch. The beach is of course private property.

● In a letter to the French Canoe Federation, the French Electricity Authority points out that caution is required when passing hydro-electric generating plants, as adjustments to the power output can lead to considerable variations in the water level at the outlets of these plants. Such unexpected variations could be a danger to any canoeist ignorant of their existence. Suitable precautions should be taken.

● The owner of the fishing rights informs us that permission cannot be granted to anyone to canoe on the river Monnow between Kenchurch and Skenfrith Bridges.

● A photographic competition, open to anyone who has taken, or who appears in any canoeing picture, is being organised by the Leicestershire Association of Canoeists. There are two sections, black and white, and colour. The closing date for entries is 31st October. First prize, a pair of paddles. Full details and entry forms from Dick Gays, 55 Conaglen Road, Aylestone, Leicester. S.A.E. please. We hope to publish the winning black and white entry in our December issue.

● From National Coach Oliver Cock :

"As a result of the outbreak of typhoid in Aberdeen, my visit to the College of Education there was cancelled. This gave me the opportunity

to have prolonged discussions with Mr. Hughie Stevenson the President of the Scottish Canoe Association, and he also invited me to the Racing Week-end organised by the Scottish Hostellers Canoe Club at Rowardennan on Loch Lomond. I am extremely pleased I was able to accept. Everybody of moment in the S.C.A. attended, whether they were racing people, slalom people or just ordinary canoeists, and I was consequently able to meet people I had wanted to meet for a long time. The secretary and treasurer of the S.C.A., and the secretaries of Sprint Racing, L.D. and Slalom were all there, and everybody went in for everything whether they were good, bad or indifferent. What a pity a similar gathering does not occur in the South."

● CANOE TRANSPORT. Further to the article in the last issue of *Canoeing in Britain*, mention should be made of a trailer designed by Alan Bye, Hon. B.C.U. Senior Coach. This trailer will carry up to ten canoes and

● From the Editor's postbag :

I am 60 years of age, retired, very fond of canoeing and willing to tackle anything from a canal to Great Hill water. I am a member of the Royal Leamington Spa C.C. and go out occasionally touring with them, but their average age is probably about 20, and I find it difficult to keep up or do the daily distances they can do.

I wondered if there were any other people like myself whom I could contact through your magazine who would like to join up sometimes for canoeing trips, as I generally have to do mine by myself. I could even envisage a club founded on age rather than locality. My wife hates it and my children are away married so as far as canoeing is concerned I am very much on my own.

I know the magazine is really devoted to much more important things than the doings of old dodderers whose canoeing days should really be over, but a couple of lines asking if there are any other people like myself might bring some response.

I have just nearly finished a long trip on my own down the Windrush, up the Oxford canal and onto the Grand Union canal. From there onto the Stratford canal. When I have done this I shall complete the trip on the Avon finishing at Evesham about 8 miles north of my home. All this is quite hard work on one's own, at least at my age!

Yours sincerely,
J. P. NELSON.

Anyone wishing to contact Mr. Nelson should write to him at Sedgcombe House, Broad Campden, Glos.

The Central Council of Physical Recreation has transferred its Headquarters and London and S.E. Region Offices to 26/29 Park Crescent, London W.1 (LANgham 6822/9). The British Canoe Union's new office, where the Secretary will do most of his work, is on the third floor of this building.

plans are available from Canoeing Publications, 6 The Mall, Brentford, Middlesex, price 7s. 6d. (post free).



CLYDE SINGLE



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Kivik
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L.O.A. 16' 3"
Beam 26"
Weight 42 lb.



Chris Hare reports :

Although this boat is well known in Scotland it is virtually unknown to the rest of the canoeing world and when this magazine got the chance of testing it we were very pleased. The test took place in Pease Bay on the east coast of Scotland and although a strong offshore wind was blowing it veered sufficiently north to give a reasonable amount of choppy water.

Despite some very steep surf the boat rose well in the bow seas. In a following sea I found it did not have the disconcerting habit of so many so-called sea boats of sinking its bows in the wave, but rode steadily. Despite the length the boat manoeuvred well and yet ran a dead straight course through a steep beam sea without a rudder. The chine construction gave a stability without impairing its speed and although the craft is heavy by some standards (42 lb.) it is surprisingly easy to push.

Overall construction is for strength with a T-keel as its base. Particularly I liked the flat cockpit which would enable easy access when returning from deep water, say in the H method of rescue. No catching your legs on the coaming. Also it gives a good grip for the spray cover, which is essential as a bow or stern sea could enter the cockpit. I found the lack of a footrest a disadvantage; however if the rudder mechanism is fitted this adequately compensates. As far as rolling is concerned I found that the position of the centre former such as to stop you locking yourself in and thus rolling the boat, however the provision of knee grips could overcome this and with its curved deck she should roll reasonably well.

Designed by Joe Read for sea touring, this boat, with its very good stowage space and agreeable speed, should prove equally satisfying to the tyro and the experienced open water canoeist.

WINTER READING

Book & Magazine Section

CHOOSING A CANOE AND ITS EQUIPMENT—(British Canoe Union 3/-)

This booklet is intended as a guide for those who are thinking of taking up canoeing, and would like some expert help in deciding whether to buy or build a boat, what type to go for, and what accessories are desirable. It is a very complete work, and highly recommended as "first reading" to any novice.

Rating ★★★★★

SLALOM AND WHITE WATER COURSE—Ontario Voyageurs Kayak Club (Canoeing Publications 3/6)

A good little publication, carefully prepared and interesting to read. For those whose knowledge of slalom technique is limited, this is a way of making its acquaintance at little cost. The Canadian terminology differs at times from that current in this country (references to "running the rapids" seem quaint). The various sections deal with strokes, rolling, training and strategy, water reading and safety, with practical assignments at the end of each. To make it all clearer, there are helpful drawings.

Rating ★★★

INLAND WATERS AND RECREATION—(C.C.P.R. 7/6)

This is a sample survey of the recreational use of inland waters in the West Midlands, carried out on behalf of the C.C.P.R. by the Physical Education Dept. of Birmingham University. Don't be put off by this official description—it is very readable and most informative. It discusses the various types of water available and in use by participants in ten different activities, from underwater swimming to bird watching and including, of course, canoeing.

The situation at present is most complex, but this book shows most clearly what the problems and possibilities are. The authors call for a clear statement at governmental level of national policy about water-based recreation, in view of the limited amount of water available, and the genuine conflicts about its use.

Rating ★★★

CANOE HANDLING AND MANAGEMENT—(British Canoe Union 3/-)

This is a companion to "Choosing a Canoe and its Equipment" and gives the beginner enough information to enable him to become a competent canoeist on his own. Most canoeists pick up a large part of the information given in this booklet during their first few months with a canoe club, but a read at this would make things rather easier. More illustrations would be an advantage, especially when techniques such as the ferry glide are being described. Part I deals with a basic paddling technique, and part II includes such items as building up a folding canoe, getting in and out, draw strokes and telemarks, weirs, locks and capsizes.

Rating ★★★

CANOE CAMPING—(British Canoe Union 3/-)

A beginner's guide to the joys of canoe camping, containing a wealth of experience, some hard-earned, and available at a modest price. A point worth knowing—loading the canoe itself is not dealt with in detail. The reader is referred to "Canoe Handling and Management," where this aspect is fully covered.

Rating ★★★

MODERN CANOEING—C. S. Arthur (Modern Canoeing Publications 5/-)

A pocket sized booklet, crammed with all types of information. Generally it is a little old-fashioned in its approach, in spite of efforts to make it up to date, and not everyone will agree with certain recommendations in it. More detail on strokes and technical application would have been useful. However, it is interesting, and touches on many facets of canoeing.

Rating ★

KNOW THE GAME—BOATING—(Educational Productions Ltd. 2/6)

This booklet, aimed mainly at the Boy Scout market, attempts to do no more than introduce rowing, canoeing and punting. It is well illustrated, and will help a youngster to choose one of these activities by giving him some idea of what each entails. The information on the B.C.U. inside the back cover has not been revised since the book was first published in 1960 and is now rather out of date in several places. Very suitable for youth clubs and beginners.

Rating ★★★

Some of the many other books on canoeing are mentioned below. All of these, and others, are available from B.C.U. Supplies, 147A Station Road, London E.4. Send S.A.E. for lists and prices.

CANOEING—J. Jagger (Mackgibbon & Kee Ltd. 12/6)

First class. Text book. Covers virtually everything. Rating ★★★★★

CANOEING MANUAL—N. McNaught (Nicholas Kaye 15/-)

Chatty and informative. Good reading. Rating ★★★★★

ADVENTURES IN CANOEING—N. Hunt (Pelham Books 15/-)

Slalom bias. Chatty and text book. Makes you want to get out and go. Rating ★★★

YOU AND YOUR CANOE—O. J. (Ernest Benn 10/6)

Amusing instructive text book. Good buy. Rating ★★★★★

SURVIVAL SWIMMING—J. A. Howard (Educational Productions 4/-)

A must for the swimmer. Amusing and helpful. Rating ★★★★★

MODERN CANOEING—C. Sutherland (Faber & Faber 25/-)

A must for the canoeing shelf. Well written text book. Rating ★★★★★

TACKLE CANOEING THIS WAY—P. W. Blandford (Stanley Paul & Co. 12/6)

Text book. First class for canoeists of all stages. Rating ★★★★★

HOW TO BUILD AND MANAGE A CANOE—A. R. Ellis and G. G. Beam (Brown, Son & Ferguson. Volume 1 and 2 12/6 and 8/6)

Vol. 1 good reading, worthwhile for beginner. Vol. 2 planned. Rating ★★★★★

YOUR BOOK OF CANOEING—B. Jagger (Faber & Faber 10/6)

Good beginner's stuff this. Well illustrated. Rating ★★★★★

CANOEING—(American Red Cross 15/6)

A must for the canadian paddler. Everything from paddling to songs. Rating ★★★★★

WHITE WATER SPORT—(Whitney 30/-)

Canadian and kayak. All American style. Good reading. One for the shelf. Rating ★★★★★

CANOEING—P. W. Blandford (Foyles 4/-)

At this price who can complain. Good text book. Rating ★★★★★

1,000 MILES IN THE ROB ROY CANOE—Macgregor (B.C.U. 10/6)

Good vintage stuff. Touring in 1880. Rating ★★★★★

CANOE AND CANOEING—P. W. Blandford (Lutterworth Press 12/6)

Building five different canoes and paddling them. Rating ★★★★★

PROJECTS ON WATER—P. W. Blandford (Boy Scout Assoc. 5/-)

Canoeing and rafts. Useful for teachers and youth leaders. Rating ★★★★★

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1964**

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We are indebted to Mr. R. Vardy and Messrs. Jenkins and Lancefield for the loan of Avoncraft Rapide and Moonraker craft for the event, for the use of competitors who were unable to bring their own canoes.

My thanks are expressed to the Area Organisers and C.C.P.R. Regional Officers for the co-operation they have given, without which the scheme could not operate, and based on the experience gained I would welcome any constructive suggestions during the next few months for the improvement of next year's arrangements.

J. D. THOMAS,
National Organiser.

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