

canoeing in Britain

**TOKYO 1964**



Olympic Supplement



*Jorgen Eschert (Germany) wearing his gold medal, hoists his paddle after winning the Olympic C.1 event, 1964*

- ANNUAL REPORT
- CANOEING IN JUGOSLAVIA
- PROFILE—John Dudderidge

**DECEMBER 1964  
TWO SHILLINGS**

**53**

## GUEST EDITORIAL

This issue of our magazine closes a year during which those entrusted with the administration of affairs have given the whole B.C.U. organisation a re-shaping to meet the demands of the times. Early in the year, in accordance with the decisions of the last A.G.M., the Council itself underwent a structural change and acquired a dual basis, part elected in open meeting, and part nominated by the several standing committees. This change, accompanied as it was by a doubling in numbers, permitted the Council to divide its work so that matters connected with the competitive side of canoeing might receive the attention of specialists, and the other aspects of our work might be handled by a General Purposes Committee, the two sides meeting on the full Council. There is no doubt but that this enlargement and re-shaping of the Council has brought increased vigour and authority to the government of the Union.

This in itself would have made 1964 a memorable year, but on top of it all, the Council decided the time was ripe to establish a headquarters in London and appoint a full time General Secretary. These ideas were transformed from pipe dreams by a government grant and a decision to establish a sports administrative centre in London under the direction of the C.C.P.R., and to offer each governing body an office in it. We quickly announced our support for this project and the successful completion of our negotiations led up to the establishment of our new headquarters in Park Crescent, W.1, an imposing building with an impressive address. The office of General Secretary was advertised, and Capt. A. R. Kennedy, C.B.E., R.N.(Rtd.), was appointed in time for him to set up the new office.

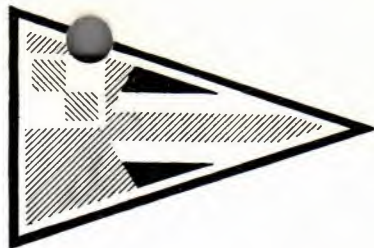
Add to these historic developments a threefold increase in our individual membership and a large increase in affiliated clubs, an ever-widening service through the Coaching Scheme, international successes for our paddling and sailing racing teams, and one is left with an impression of vigour and initiative. Without being conceited your Council is justified in feeling that it has done a good job this year, but it cannot sit back, for much remains to be done. We are likely in the future to meet increasing opposition to our use of certain waterways, and many delicate negotiations and hard struggles lie ahead. The answer to many of our problems will lie in our strength. We do not know the exact numbers of canoeists in our clubs, for affiliation is no longer on a capitation basis. Some of our clubs enrol all their members as individual members, and we appreciate their loyalty. Others enrol those of their members who require membership in order to take part in competitions. Others again enrol few or no members. If we could say that we have behind us every active canoeist, we should be able to negotiate from a position of strength, and we might well aim at 10,000 in 1965 as a start.

I will make three appeals: First, to the clubs: Will you give serious thought to enrolling all your active members as individual members of the Union? Second, to the members: Will each one of you seek to enrol at least one other member from your friends or acquaintances? Third, to Coaches and Instructors: Will you, in your work of running courses or lecturing, carry with you a supply of literature and applications for membership, and enrol new members on the spot, whilst they are full of the enthusiasm engendered by your good work?

May I take this opportunity of congratulating Jack Levison on the year's production of this new look *Canoeing in Britain*, another aspect of the new thinking in the B.C.U. this year. I would also like to thank all those honorary officers who have given of their time and energy to running the many branches of our sport. As in other sports, the honorary officials get more kicks than thanks, but they find, I hope, satisfaction in a necessary job well done.

May I wish you a very happy Christmas, good canoeing in 1965 and every success with your membership drive.

JOHN W. DUDDERIDGE



*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**

# Annual Report of the Council 1964

*President:* J. W. Dudderidge, O.B.E.  
*Hon. Sec. (to 1st Sept.):* R. W. Baker  
*Hon. Treasurer:* E. J. Owen  
*Elected Members of Council:* H. Barton  
 J. A. Bright  
 H. G. Bruce  
 E. E. McLellan  
 C. B. Manton  
 C. M. Rothwell  
 J. Spuhler  
 R. F. Tyas

## *Nominated Members of Council:*

*Racing Committee:* H. Thelen, A. Todd  
*L.D.R. Committee:* J. Woolley, Mrs. B. Fish  
*Sailing Committee:* P. Wells, A. Emus  
*Slalom Committee:* J. Shaw, R. Crockett  
*Touring Committee:* E. Beanland, P. Rogers  
*Coaching Committee:* J. Travers, G. Sanders  
*Co-opted:* J. Levison  
*General Secretary:* Captain A. R. Kennedy, C.B.E., R.N.

## Membership

	<i>This Year</i>	<i>Last Year</i>
Individuals	2620	700
Clubs	236	174
Associates	13	29

## National Affairs

There have been two important developments this year, namely the establishment of a headquarters at 26/29 Park Crescent and the appointment of a full-time General Secretary. These developments, necessitated by the more than threefold growth in individual membership and the general increase in the work and responsibilities of the Union, were made possible by an Administrative grant from the Department of Education and Science.

The volume of administrative work had gone quite beyond what could be expected of voluntary workers, but whilst the new appointment will lighten the burden on their shoulders, our efficiency and usefulness will still call for the services of a large number of Honorary Officers serving on the various committees.

The Department of Education and Science has continued its support of the Coaching scheme and application for financial assistance for sending national teams abroad have been submitted and are under consideration.

## International Affairs

Your officers have continued to play a leading part in the work of the International Canoe Federation.

*Retires*  
 This year —  
 Next year —  
 This year —  
 This year —  
 This year —  
 Next year —  
 Next year —  
 Next year —  
 Next year —

At Easter, the President and Mr. Thelen attended meetings of the I.C.F. Board and Racing Committee in Rome, in connection with the arrangements for the Olympic Games and Mr. Thelen was nominated as an International Official for the regatta.

Mr. Thelen made a private journey to Tokyo, and was able to represent the Union at the biennial Congress held during the Games. He was also able to be present at the Board Meeting held there.

A meeting of the I.C.F. Sailing Committee was convened at Hayling Island during the three country sailing match, and the President, Mr. Emus and Mr. Wells were present.

Again the B.C.U. was honoured at the Congress in Tokyo by the election of four of its officers to the various committees of the I.C.F. namely :

J. W. Dudderidge	Member of the Board
H. Thelen	Chairman of the Information Committee
P. E. Wells	Member of the Sailing Committee
J. Spuhler	Member of the Slalom Committee

## Coaching Scheme

The coaching scheme has had a most successful and busy year. The number of those qualified has doubled as follows :

	1964	1963
Senior Coach	2	—
Coach	51	14
Instructor	247	139
	<u>300</u>	<u>153</u>

During the year, 1,330 Novices, 1,268 Proficiency and 28 Advanced Test Certificates have been issued. Eight Area coaches are now established and are engaged in administering the scheme in their areas and providing information for individuals, schools and clubs who need help.

This exceedingly busy organisation has, by its training and tests, raised the general standard of canoeing with particular emphasis on safety and has also encouraged a large number of young people to take part in the sport.

## National Coach

The B.C.U. has again been well served by Mr. Oliver Cock. The Reports of all his tours make it clear that his journeys have not only been well worthwhile but have also been appreciated by the different regions. We have reason to be very grateful for Mr. Cock's devoted services.

## Canoe Life Guards

It has been decided to concentrate our efforts on establishing a pilot scheme centred on Atlantic College, South Wales, in order to demonstrate the possibilities of using Canoe Life Guards in the work of coast rescue. In pursuance of this a large demonstration of coast rescue work was organised during the summer in collaboration with other rescue organisations. Many local and regional authorities were represented and many influential

people attended. Everyone seemed very much impressed by what was done and said, and the next step is to raise money locally to purchase equipment appropriate to coast rescue techniques and to establish instructional facilities.

#### Slalom

This year has seen 22 ranking events, all of which showed an increase in entries compared with the previous year. The most noticeable increase has been in the number of women taking part.

The British Team competed in International Slaloms in Mونسchau and Merano.

1964 has seen the emergence of Rapid River Racing with six races during the year (and two more already arranged for early next year).

#### Paddle Racing

At the Olympic Games, we achieved moderate success with Alistair Wilson, reaching eighth place in the finals of the K.1 and Marianne Tucker reaching the semi-finals of the Women's K.1 event. The K.4 was eliminated in its heat and went into the repechage. Moderate though this success has been, it is encouraging to know that our paddlers, although beaten, are well within striking distance of the leading nations.

It has been encouraging to see that the Youth Championship has been very well supported and that there are a large number of very promising youngsters who will probably be in the running for the 1968 Olympic Games.

This year the Army held its first racing regatta at Pangbourne which produced 130 entries, including six K.4 crews.

#### Long Distance Racing

The year has seen considerable progress in this branch of canoeing. The greatest achievement has been the coaching scheme which has been set in motion. Our races have proved very popular and our racing records show that 850 B.C.U. members from 85 clubs registered during the season; 59 of these clubs competed for the Hasler Trophy. The 24 long distance races attracted about 2,300 competitors.

#### Sailing

It has been encouraging this year that canoe sailing is no longer concentrated at one place and that at least the nucleus of a racing fleet has been established at Burnham-on-Sea, Falmouth, Christchurch, Lee-on-Solent, Harwich and Ullswater. Although there was no International Championship this year, strong contingents from Sweden and West Germany competed in Canoe Week which was held at Hayling Island. British canoe helmsmen again took the leading places and Britain retained the Viking Ship Trophy which was presented by Sweden for team competition between Sweden, Germany and Britain. Swedish and German helmsmen, however, are continually improving their standards and British canoe sailors will have to work hard to retain their position.

#### Home Touring

Canoe touring continues to be a principal interest of individual canoeists and clubs. There was no demand for nationally organised meets in 1964.

The spread of interest in canoeing, particularly amongst school and youth organisations, has led to a widespread awareness of access difficulties, especially on fast rivers. The report of a survey of Inland Waters and Recreation by the staff of the Physical Education Department of Birmingham University for the Central Council of Physical Recreation discusses the problem both generally and in relation to the West Midland Region and the need for extended access to waters of various kinds.

The Council is continuing to examine problems of access and ways of meeting current difficulties.

#### Foreign Touring

There has been about the usual number of enquiries this year, and it is of interest that more of them are coming from leaders of School and other Youth groups than used to be the case.

Yugoslavia has been a popular country for canoeing. In view of the shortage of information available it has been helpful when members have sent accounts of their tours with details likely to be useful to others.

It is clear that although the Folder is generally losing popularity to the Rigid, it retains its advantages for foreign travel since little or nothing has to be paid for it on a channel crossing by car, and by rail its transport is considerably cheaper than that of a Rigid.

#### Supplies

Figures are about the same as for last year, with steadily increasing proportion from the sales of B.C.U. badges, ties, pennants, etc., to new members.

A reprint of the *Guide to Waterways of the British Isles* was necessary. A new pamphlet on Long Distance Racing, No. 6 in the series, has appeared recently.

Several new canoeing books published during the year have been added to the stock.

#### Films

The British Film Institute Library reports show an increase of bookings (269 compared with 205 last year), most bookings being of more than one film. Loop sales are very little less than last year (600:607).

No new films have been added to the library during the year.

#### Canoeing in Britain

The new style B.C.U. News Magazine *Canoeing in Britain* has appeared quarterly with a giant pull-out Calendar of Canoeing events included in the March Edition, and this has proved most popular. However, it is expensive to produce and the cost of the four copies annually exceeds Youth Members' subscription.

An encouraging number of orders for bound volumes of the year's issues has been received from members. Trade advertising in the magazine during the first nine months has shown an increase of 20 per cent over the corresponding period in 1962.

*continued at foot of next page*

# PROFILE



## John Dudderidge, O.B.E.

The Grand Old Man of Canoeing: one hesitates to pin the label "old" on one so active as John, so I hope he will forgive me. I mean old in the sense of length of service to canoeing, for during the past 30 odd years John has been in the forefront of the development of organised canoeing both in this country and abroad.

He bought his first canoe in 1933 and joined the newly-formed British Canoe Association. He was a committee member and later became its Racing Secretary. In this capacity he recruited and trained the Olympic team for the 1936 Berlin Games. John had a place on this team and came 9th in the 10,000 metres. During the 1930's John was an active racing canoeist and carried off several British Championships.

1936 also saw the formation of the British Canoe Union with John as founder member and Racing Secretary. Two years later he represented the B.C.U. at the International Canoe Federation Congress and was elected to the Board as one of the two members for Europe.

In 1940 John took over the job of Honorary Secretary and Treasurer of the B.C.U. He was to hold this job for 19 years until he became Chairman in 1959.

After the war, John threw himself with his accustomed energy into the job of getting canoeing on its feet again. He enlisted the services of the C.C.P.R. and encouraged them to run courses. He once again took up duties with the I.C.F. and was elected Vice-President with the responsibility for organising the 1948 Olympic and World Championship Regattas at Henley. Whilst doing this he also trained a British team for the Games. This more or less became a pattern for John during the post-war years: I.C.F. meetings in different parts of the world, and trainer and/or team manager for Olympic teams in Helsinki, Melbourne and Rome (where he was also a member of the jury). He was appointed an official at Tokyo this year but was unable to go. In between Olympics, John also managed teams for World Championship events in Maçon and Prague on top of his secretarial duties. In 1961 he had the honour of opening the World Canoe Sailing Championships at Hayling Island, thus ending a struggle which had started in 1939 in Warsaw when he arranged for a Swedish canoe sailing team to visit the Royal C.C. sailing week.

The B.C.U. Coaching Scheme was launched in 1960 with John as its Chairman. In this capacity he set out on a tour of the country visiting clubs and talking to canoeists, always ready to demonstrate no matter how

cold the day. This scheme gained the approval of the Ministry of Education and a National Coach was appointed.

John as a person tends to take things seriously although he does not lack a sense of humour. He has energy and singlemindedness of purpose. Canoeing to him is a way of life—he even honeymooned in a canoe on the Danube. Once warmed to his subject John will talk interminably. He has a penetrating voice which can be raised to control the most unruly meeting without ever shouting. He can sum up a person quickly and can put the "know-all" in his place firmly. His home is open house to all his friends and many provincial canoeists have spent the night on the floor before meetings, while his wife and family cook endless breakfasts for the hours.

By profession John is a schoolmaster and housemaster at a Public School, teaching Chemistry and Biology. The school has a strong canoe club! He is also Chairman of his local Labour Party which has recently involved him in a lot more work. Other than canoeing his hobbies are cars and gardening.

This year Ministry of Education approval was gained for the appointment of a full-time Secretary for the B.C.U. and the establishment of a permanent office in London. Now that this has been done John feels that he has achieved what he set out to do in 1936 and perhaps it is time to hand the reins to younger people. Typically he goes on to list what is still to be done. In or out of office I think we'll hear a lot more of John Dudderidge in the years to come.

In conclusion I quote from a letter I received: "If anything is singularly successful he is the first with the praise. If anything goes wrong he is the first to come forward with helpful suggestions. I wish to God there were many more like him."

FREDA HARE

## ANNUAL REPORT—continued

### Acknowledgments

The Department of Education and Science has been most helpful and its financial support has made possible the changes in the administration of the Union. The Central Council of Physical Recreation has continued to render valuable help, not only at the Headquarters, but throughout their Regional Organisation. Without the assistance of these two bodies the Union would not be able to serve its members, and also the wider community, in the way it does.

The Council would like to record its appreciation of the services of three officers who this year retire from office: Mr. R. W. Baker, who for five years has served as General Secretary, Mrs. Joan Baker, who has built up the Supplies Department to its present importance, and Mr. Harold Barton, the Enquiries Officer.

J. W. DUDDERIDGE, *President.*

## Publicity

Peter Rogers, BCU Publicity Officer, gives his views

"Publicity does not seem to be a strong point with any branch of canoeing, and . . . we seem to attract none of the national papers to L.D. racing." This extract is taken from the 1964 Annual Report of the Long Distance Racing Committee, and echoes the admirable comments made by Brian Skilling in the June issue of *Canoeing in Britain*. Clearly these criticisms cannot be laid aside. It is true that canoeing has not gained a regular place in the sports pages, and this is to be regretted. Television gives canoeing little coverage—but while we moan, let us see what the organiser of individual events, the secretaries of the competitive committees and the publicity officer can do to help.

The sport must first be seen in its right perspective. The B.C.U. has 2,620 individual members and 236 clubs. The following is also small, compared with the circulation of millions of the national papers. To illustrate this point, requests for permission to stage a combined rolling/water polo contest at a national exhibition next year have, initially, been received coolly. For while it may be calculated how many thousand spectators will pay to watch a swimming competition, the chances of even an eighth paying the same to watch a canoeing display are remote. One must, therefore, see the viewpoint of the exhibition organiser and the media owners. We are small, though growing rapidly.

While it is comparatively easy to get a paragraph in provincial papers (which are, as often as not, crying out to be fed), in national papers the sport must work its way up. During the course of 1964, several national papers have devoted space to our Olympic team and their chances and problems—this was of national topical interest. These papers have also done feature articles on youth organisation activities in canoeing, on slalom and white water—features thoroughly readable by virtue of their exciting, topical or unique value. To give canoeing space in the sports page every Monday (note: in many cases Sunday papers can't give us coverage) the paper concerned needs a reporter/photographer on the Sunday to devote his time to a specific aspect of the sport. Furthermore, results are often not readily available by 8.30 p.m. on the Sunday evening—organisers take note.

The remedies are manifold. Brian Skilling has outlined the steps to be taken by the organiser of an event. I would only add that information on local and national newspapers and TV stations can be had from the publicity officer, or gleaned from *British Rate and Data* (bi-monthly) or *Newspaper Press Directory* (annually). Should the local paper be unable to send a reporter or photographer, then the organiser must arrange for a report, results and a photograph to be forwarded before the next copy deadline.

The technical committee secretaries have tended to hang back on publicity. Here there is room for reports on individual aspects of canoeing, to be included in such magazines as *Scope*, *Boys' Own Paper*, *World Sports* and many others.

Finally, TV and sound broadcasting have their own place. Provided initial contact is favourable, it is possible to arrange specific events solely for television, witness the 1964 North v South TV Slalom. Here the spectacular and thrilling is essential. Only last year T.W.W. turned down the possibility of shooting a White Water race—purely due to lack of water. The scene did not look adventurous or spectacular enough (although it was).

Next year there must be a steady increase in publicity for canoeing in the local and national press, in local exhibitions and conferences, and on TV and sound. Everyone can help in this so-necessary image building and news-disseminating part of canoeing.

## GIBRALTAR SEA FESTIVAL

S. C. Orchard

It all started when a two-line news flash in *C. in B.* said that there would be canoe races for the first time in the Gibraltar Sea Festival.

The executive officer of the touring department replied to our letter, saying that the local canoe club would be glad to see us and in due course we (Mick and Bob Orchard of the Southampton C.C. and the writer) tied three canoes on the mini-van and drove to the car ferry.

After a rough crossing, we landed, drove down the Cherbourg Peninsula and 1,600 miles and three days later crossed the air-strip which separates La Linea from the Rock and drove to the Cataluna Bay camping site.

The next morning, Saturday, dawned bright and clear; we strolled along Main Street, called at the cable office, and then visited the Calpe Yacht Club. Here we met Mr. J. Gomez who was in charge of the arrangements, and John Navarino, the Canoe Club leader.

After lunch, the canoes were put in the water and paddled out to the start. The course was about two-thirds of a mile across Admiralty Harbour and soon the starter fired his gun and they were off. Bob soon forged ahead with Mick a close second and John Navarino third and that is how it finished. In the slalom race in which the locals excel, Bob beat the champion by one second.

Our canoes were very much admired and a visitor from Ceuta, Spanish Morocco, said that they were the best he had seen and requested photographs. Perhaps I should say here that we took a Rapide Class 3, a Clausentum "Cygnets" (single) and "Swan" (double). The latter was not raced because the army who would have paddled doubles were away on manoeuvres in Portugal.

The reception was held at the Caleta Palace Hotel where His Excellency presented the trophies and hoped that we would come again next year.

A long way to go for an hour's racing? Several of our friends thought so, but when we had a letter from John saying that we had done more for canoeing in 24 hours than they had done in years we felt it was well worth it.

## LONG DISTANCE RACING

John Woolley

The year 1964 has seen considerable progress as far as our sport is concerned. To me the greatest achievement is the coaching scheme under the very capable hands of David Green. I am sure this venture will prove of great value in the future.

Our races have proved very popular and the credit here must go to the clubs and organisers who put in a tremendous amount of hard work each year. Our Race Records Officer, Nick Barber, has collated information throughout the season so that the various championships results could be promptly announced.

A record number of B.C.U. members registered for L.D. racing; little did we think that by August, 850 names would be on our books. These canoeists came from 85 clubs. Over 59 of these clubs seriously competed for the Hasler Trophy. Well up on this list are the Army Junior Leader Regiments and we offer our congratulations to all who have fostered L.D. racing in the Services. The 24 L.D. races attracted something like 2,300 competitors and our aim in 1965 must be to increase this figure. I should like to see every club in the Union stage a L.D. race as a normal club fixture, and at least 15 National Open L.D. races so that the club canoeist may test his prowess against his rivals.

Publicity does not seem to be a strong point with any branch of canoeing and despite the efforts of Mike Clark we seem to attract none of the national newspapers to L.D. racing.

The secretarial side remains very much the same, but distribution has increased from 47 envelopes in 1959, to 260 in 1964. Then the minutes and newsletters could be easily dealt with, today they are a two-day task.

Much of our success can be attributed to the unflinching interest of our Chairman, Maj. H. G. Bruce, who has guided our meetings on the proper lines, and his experience in such work is of inestimable value to our sport.

### British Canoe Union Canoe Holidays

Rodney Baker is exploring the possibility of the B.C.U. offering its members organised canoe trips abroad. As members well know there is a vast amount of canoeable water on the Continent and rivers of all grades from I to VI are located within reasonable distance of the channel ports. Most of our members use rigid canoes today and Rodney feels that the Union must try to so arrange trips that members can use their own canoes, and whenever possible, have their canoes conveyed to the holiday at the same time as the canoeist. He feels that somehow the B.C.U. must overcome the problem often faced by members in the past, that of losing their canoes for up to three weeks before and after a continental canoe trip.

If the B.C.U. can overcome this problem in time there will be organised two or three trips in the summer of 1965. Full details will be given at the A.G.M. on 23rd January and in the March issue of *Canoeing in Britain*. If you wish for details to be sent direct to you please write to Rodney Baker who will send a leaflet as soon as he is able.

## 10 Sq. M. CANOE SAILING WEEK 1964

There being no official international regatta this year, strong contingents from West Germany and Sweden came to the Royal C.C.'s Summer Meet at Hayling Island on 22nd—30th August. The golden summer of 1964 provided perfect sailing conditions, and two good blows gave World and European champion Alan Emus the chance to demonstrate yet again his superb technique in strong winds and rough water.

24-year-old John Biddle of Winchester sailed consistently well to gain the Quincey Cup, which is awarded on points over the week's racing. Alan Emus achieved a second hat-trick by taking the historic Sailing Challenge Cup—the first time this has been done in the 90 years' history of the trophy.

Jasper Garvin whose home sailing waters are at Burnham-on-Sea, won the Novices Cup, and beat the German and Swedish national champions to do so. John Biddle finished the week by winning the race for the Murphy-Howard Cup by the enormous margin of ten minutes, in a rather fitful wind.

Kim Stephens from Falmouth and Gordon Stephens from Christchurch are two young newcomers to the International Class. Both did well; Kim built his own canoe from scratch while Gordon, like most canoe sailors today, finished off himself a professionally built hull. Both have shown that the modern sailing canoe is not difficult to master and that it is not necessary to have a bottomless bank balance to reach international standards.

Jasper Garvin sailing *Avalon* at Burnham-on-Sea ▶



## Serpentine Regatta 1964

August

## K.I Youth

1. J. R. Rowell	Kyle	3.49.5
2. D. Jordan	Royal	3.52.2
3. S. McIvor	Kyle	3.52.4

## K.I Men-Novices

1. J. R. Rowell	Kyle	3.52.6
2. S. McIvor	Kyle	3.57.4
3. P. Turley	B'ham	4.03.1

## K.I Men-Juniors

1. R. T'Joncke	Belgian	3.30.0
	C.F.	
2. A. Muusse	Q.V.	3.31.0
	Holland	

3. M. Mean	Hat.	3.32.6
------------	------	--------

## K.I Men-Seniors

1. C. Zilioli	Italian	3.29.8
	C.F.	
2. A. Wilson	Kyle	3.30.2
3. G. Kuske	Germany	3.31.8

## NCK.I Men

1. J. A. Ridyard	Gailey	4.32.0
2. J.T.T. MacIntyre	Ard'n	4.51.0
3. J. Young	Kyle	4.56.6

## K.I Men-Juniors Relay

1. Jnr Rep. Belgrade		8.38.0
Vesic/Jankovic/		
Suvacki/Milkenkovic		

2. Dutch Canoe Fed.		8.43.8
Helder/Keetman/		
Berger/Muusse		

3. Richmond Canoe Club		8.51.9
Lawler/Stevens/		
Salter/Cavanagh		

## K.I Men-Seniors 4 x 500m Relay

1. Canoe Fed. of Saar		8.03.2
Schubert/Schneider/		
Mathes/Vierkant		

2. Kanuklub Berthasee, Ger.		8.03.3
Fink/Bonnen/		
Gillert/Kuske		

3. British Canoe Union		8.12.6
Lawler/Lowery/		
Edwards/Wilson		

## K.2 Men-Juniors

1. Jnr. Rep. Belgrade		3.15.5
Milkenkovic/Suvacki		

2. Hatfield Y.C.		3.16.2
Hollier/Wade		

3. D.G. Holland		3.22.8
Keetman/Berger		

## K.2 Men-Seniors

1. Italian C.F.		3.02.5
Zilioli/Beltrami		
2. Saar C.A.		3.04.6

Schubert/Schneider		
3. Richmond C.C.		3.05.2
Lowery/Lawler		

## K.4 Men-Juniors

1. Dutch Canoe Fed.		3.02.6
Helder/Keelman/		
Bergers/Muusse		

2. Hatfield Y.C.		3.06.2
Hollier/Wade/		
Mean/Stevens		

3. Richmond C.C.		3.08.1
Lawler/Stevens/		
Salter/Cavanagh		

## K.4 Men-Seniors

1. British Canoe Union		2.49.5
Wilson/Palmer/		
Edwards/Lawler		

2. Canoe Fed. of Saar		2.50.1
Schubert/Schneider/		
Mathes/Vierkant		

3. Kanuklub Berthasee, Ger.		2.51.2
Kuske/Gillert/		
Buick/Bronnen		

## K.I Women

1. M. Tucker	R'mond	3.57.1
2. G. Schultze	D'burg	4.16.4
3. S. M. Jackson	Royal	4.18.8

## C.8

1. Twickenham C.C.		3.49.4
2. Canoe Touring Club		4.04.2

## National Championships

Pangbourne July 25-26

Senior Men K.1 500 metres		
1. Wilson	Kyle	1.59.6
2. Lawler	R'mond	2.04.0
3. Shenton	R.C.C.	2.04.6

## Senior Men K.1 1,000 metres

1. Wilson	Kyle	4.22.4
2. Lawler	R'mond	4.28.2

3. Shenton	R.C.C.	4.31.7
------------	--------	--------

Senior Men K.2 500 metres		
1. Lawler/Cronk	R'mond/	1.57.0
	R.C.C.	

2. Maycock/	Viking	1.57.2
Marshall		

3. Sowman/Sims	R.L.S.	1.57.7
----------------	--------	--------

Senior Men K.2 1,000 metres		
O'Keefe/Lawler	R'mond	3.59.2
(Disqualified)		

1. Edwards/Palmer	Worc.	4.01.4
2. Maycock/	Viking	4.02.3
Marshall		

3. Lowery/Cronk	R.C.C.	4.03.7
-----------------	--------	--------

## Senior Men K.4 1,000 metres

1. Birmingham K.R.C.		3.36.2
Wilson/Edwards/		
Palmer/Shenton		

2. R.C.C./Rich./Viking		3.38.2
Lowery/Cronk/		
Lawler/Maycock		

Senior Men Relay K.1 4 x 500m.		
1. Birmingham K.R.C.		8.08.2
Wilson/Edwards/		
Palmer/		

2. R.C.C./Rich./Viking		8.13.0
Lawler/Lowery/		
Cronk/Maycock		

Senior Men Special K.2 Trial		
Race 1,000m. (Non-Ch'ship)		
1. Lowery/Cronk	R.C.C.	3.48.4
2. Edwards/Palmer	Worc.	3.49.0
3. Maycock/	Viking	3.51.2
Marshall		

## Women K.1 500 metres

1. M. Tucker	R'mond	2.19.0
2. S. Jackson	R.C.C.	2.27.4
3. D. Rabjohns	R'mond	2.28.0

## Junior Men K.1 500 metres

1. M. Mean	Hat.	2.06.0
2. R. Wade	Hat.	2.07.2
3. S. Hollier	Hat.	2.08.4

## Junior Men K.1 1,000 metres

1. R. Wade	Hat.	4.33.8
2. C. W. Evans	R.C.C.	4.37.0
3. M. Mean	Hat.	4.38.8

## Junior Men K.2 500 metres

1. Hollier/Wade	Hat.	1.53.8
-----------------	------	--------

2. Evans/Watkins	R.C.C.	1.55.3
------------------	--------	--------

3. Mean/Stevens	Hat./	1.57.0
	R'mond	

## Junior Men K.2 1,000 metres

1. Hollier/Wade	Hat.	4.16.8
2. Evans/Watkins	R.C.C.	4.17.5
3. Parker/Oliver	Linc.	4.18.2

## Junior Men K.4 1,000 metres

1. Hatfield Y.C.		3.49.8
Hollier/Mean/		
Wade/Stevens		

2. Richmond C.C./R.C.C.		3.51.5
3. Gailey C.C.		3.58.2

## Junior Men Relay K.1 4 x 500m.

1. Richmond C.C.		8.31.7
Lawler/Stevens/		
Salter/Cavanagh		

2. Hatfield Y.C.		8.38.0
Hollier/Wade/		
Mean/Stevens		

3. Kyle C.C.		8.54.0
Brockie/McIvor/		
Rowell/Morgan		

## Novice K.1 500 metres

1. T. Thomas	Hat.	2.22.9
2. J. Rowell	Kyle	2.23.8
3. P. Turley	B.K.R.C.	2.25.2

## Novice K.1 1,000 metres

1. T. Thomas	Hat.	5.05.3
2. P. Turley	B.K.R.C.	5.06.3

## Youth K.1 500 metres

1. T. Thomas	Hat.	2.19.2
2. J. Rowell	Kyle	2.19.6
3. D. Jordan	R.C.C.	2.20.8

## Llandyssul Slalom 4th October

Div. 1			
1. D. Mitchell, Chester	Best	267	70.7
2. K. Langford, Man.		275	72.8
3. J. Woodhouse, Ch.		321	85.0

## Div. 2

1. R. Calverley, Man.	346	85.7
2. S. Leary, Chester	358	88.7
3. R. Gray, Worcs.	359	88.9
D. Holmes, Man.	359	88.9



**Ladies**

1. H. Goodman, Lake	398	86.7
2. J. Battersby, Man.	436	95.0
3. L. Calverley, Man.	450	98.0
<b>Team Event</b>	<b>Time</b>	<b>Pen. Total</b>
1. Manchester	354	90 444
2. Chester A.	330	160 490
3. Chester B.	385	400 785

**Canadian Canoe Assn. Races**  
**Touring Mixed Pairs, 4 1/2 miles**

1. E. Clark/Kay Emerson	39.00
Richmond C.C.	
2. B. Jansen/Jen. Parsons	41.00
R.C.C. and Sea Rangers	

**Touring Men's Pairs, 4 1/2 miles**

1. A. Perkes/T. Appleton	33.8
R.C.C.	
2. B. Jansen/G.-Reardon	35.16
R.C.C.	
3. R. Cohan/R. Curr	35.19
Richmond C.C.	

**Touring Ladies Pairs, 4 1/2 miles**

1. J. Appleton/J. Parsons	54.5
R.C.C. and Sea Rangers	
2. H. Perkes/G. Crowe	55.23
R.C.C. and Sea Rangers	

**Touring Jnr. Men's Pairs 1,000m.**

1. C. Clarke/P. Burcham	7.55
C.C.A.	
2. R. Young/S. Piggins	8.55
Richmond C.C.	
3. M. Whitby/J. Bell	10.5
Richmond C.C.	

**N.C.C.I. Men 1,000 metres**

1. R. Parker, Rich. C.C.	5.5
2. A. Perkes, R.C.C.	5.25

**Touring Men's Pairs, 8 1/2 miles**

1. A. Perkes/T. Appleton	1. 7.23
R.C.C.	
2. B. Jansen/G. Reardon	1.10.55
R.C.C.	

**Royal C.C. Paddling Challenge Trophy**  
**9th August**

1. C. Zilioli, Baldezio	42.15
Cremona	
2. C. Beltrami, S.C. Bissolati	42.18
3. P. Lawler, Richmond	43.01

F. A. Muusse, Q.V. Holland	1st Jnr.
R. Wade, Hatfield	2nd Jnr

**Lee & Stort L.D. Race 4th Oct.**  
**Class 1**

1. N. Lilley, Linc.	2.00.15
2. P. Gardner, Rose Hill	2.03.45
3. D. Green, Viking	2.04.15

**Class 2B**

1. I. Balfour, Nomads	1.32.43
2. S. Ash, Harlow	1.33.37
3. R. Lappage, Nomads	1.37.26

**Class 3A**

1. M. Mean, Hatfield	1.53.30
2. S. W. Smith, Worc.	2.04.55
3. A. Stoneley, Cam. U.	2.11.15

**Class 3B**

1. A. Baldwin, Hatfield	1.24.08
2. R. Freeman, Linc.	1.25.47
3. K. Cante, Harlow	1.30.41

**Class 4A**

1. K. Pereira, Independent	2.22.47
2. F. Royle, Independent	2.25.45
3. B. Pluthero, C.T.C.	2.27.35

**Class 4B**

1. A. Miller, Harlow	1.26.16
2. M. Franklin, Harlow	1.29.51
3. J. Moore, 279 B'ham S.	1.31.07

**Class 4C**

1. Miss B. Mean, Hatfield	1.45.22
2. Miss P. Endean, Harlow	2.04.18
3. Miss C. Mann, Chelm.	2.30.00

**Class 5**

1. Hollier/Wade, Hat.	1.45.17
2. Parker/Oliver, Linc.	1.48.34
3. Rabjohns/Lawler, Rich.	2.03.25

**Class 6A**

1. Watkins/Evans, Barts	1.57.25
2. Deakins/Smith, Linc.	2.00.45
3. Bennett/Brookes, Vik.	2.02.10

**Class 6B**

1. Grant/Oliver, Linc.	1.19.15
2. Onion/Ridyard, Gailey	1.21.44
3. Purchas/Purchas, R.L.S.	1.26.02

**Class 7A**

1. Bave/Morgan, Gailey	2.01.12
2. Still/Jordan, Royal	2.02.37
3. Orchard/Perry, S'hptn.	2.09.15

**Class 7B**

1. Thomas/Watson, Hat.	1.22.26
2. Davies/Ratcliffe, N'ton	1.27.10
3. Booth/Rogers, S'hptn.	1.30.55

**Class 7C**

1. Oliver/Buckett, S'hptn.	1.31.46
----------------------------	---------

**Wye L.D. Race, 25th October**  
**Seniors 13 miles, Juniors 8 miles**

**Class 2A**

1. Gledhill, J.L.R.A.S.C.	2.41.24
---------------------------	---------

**Class 3A**

1. Pike, Gailey	2.14.25
2. Jenkins, S'hptn.	2.40.40
3. North, S'hptn.	3.18.55

**Class 6A**

1. Deakins/Smith, Linc.	2.00.32
2. Lancefield/Gray, Bradford/Worcester	2.00.47

**Class 7A**

1. Bave/Morgan, Gailey	2.00.25
2. Orchard/Perry, S'pntn.	2.13.08
3. Eley/Webb, Nomads	2.15.20

**Class 2B**

1. Balfour, Nomads	1.21.04
2. Lappage, Nomads	1.27.26
3. Onion, Gailey	1.28.10

**Class 3B**

1. Littlewood, Bradford	1.23.02
2. Rogers, S'pntn.	1.27.16
3. Jones, Norton	1.28.45

**Class 4B**

1. J.D.Moore, 279 B'ham S.	1.23.14
2. Adams, 279 B'ham S.	1.37.15

**Class 6B**

1. Carlton/Lordon, Norton	1.20.00
2. Frampton/Courtney, J.L.R.A.S.C.	1.24.40
3. Knight/Mason, J.L.R.A.S.C.	1.24.44

**Class 7B**

1. Dalrymple/Orchard, Southampton	1.16.00
2. Davies/Ratcliffe, Norton	1.19.35
3. Masters/Rudderham, Southampton	1.20.17

**Class 4C**

1. Oliver, Southampton	1.31.25
------------------------	---------

2. Buckett, Southampton	1.35.55
3. Jenkins, Southampton	1.51.22

**Class 6C**

1. Brice/Cook, Nomads	1.48.25
2. Kaye/Baker, S.R.S. Cav.	1.52.50
3. Knight/Jenkins, N'mads	2.14.35

**Class 1**

1. Smith, Worcs.	2.06.15
2. Cook, Pengwerne	2.18.28
3. Chandler, Nomads	2.46.10

**Novice Single**

1. Miller, Worcs.	1.25.03
2. Jackson, Holmer	2.07.00
3. Meadows, Nomads	2.25.15

**Novice Double**

1. Parker/Skellern, Worc.	1.23.35
2. Acres/Knight, S'pntn.	1.38.30
3. Hughes/Bullock, N'mads	1.40.50

**Youth Championships, 1964**

**Class B (Boys up to 16)**

1. Bloxham, East	2.38.5
2. Moore, West Midlands	2.43.1
3. Allen, West	2.44.5

**Class A (Boys up to 18)**

1. Baldwin, East	2.27.9
2. Oliver, N. Midlands	2.35.3
3. McIvor, Scotland	2.35.7

**Class C (Girls 16-18 yrs.)**

1. Mean, East	3.06.5
2. Oliver, South	3.07.0
3. Jones, Wales	3.08.8

**Relay (Boys)**

1. East/Hatfield Y.C. Watson/Baldwin/Thomas/Bloxham	10.07.5
2. N. Midlands/Linc. Grant/Oliver/Freeman/Laws	10.28.8
3. Yorks./Dewsbury Blakeley/Croft/Tolson/Smithson	11.10.8

**Carlisle S.O.Y. Slalom 6th Sept.**

<b>Div. 3</b>	<b>Best</b>	<b>%</b>
1. Marsden, Man.	84	53.2
2. Adams, Carlisle	122	77.1
3. Stacey, Carlisle	127	80.4

**Div. 4**

1. Mortlock, Man.	110	5
2. Wickham, Sun'land	112	5
3. Cooper, Man.	117	62.6

**Ladies**

1. Calverley, Man.	115	41.8
2. Bays, Lakeland	191	69.4
3. Brown, Leeds	261	94.9

**London River Races****Junior Rigid Singles, 4½ miles**

1. Baldwin, Hatfield	31.44
2. Orchard, Southampton	33.5
3. Franklin, Harlow	33.59

**Junior Ladies**

1. Oliver, Southampton	34.47
2. Mean, Hatfield	35.2

**Senior Slalom, 8½ miles**

1. Holtorp, Chertsey	1.16.30
Taylor, I.C.U.	1.19.50

**The following events all 21 miles****Folding Kayak Pairs**

1. Fish/South, C.T.C.	2.49.11
2. Meston/Middleton, R.M.F.V.R. Tyne (Service Canoe winners)	2.53.24

**Rigid kayak singles, max. lgth. 16'**

1. Mean, Hatfield	2.39.45
2. Miller, Harlow	3.02.33
3. Lewis, Eastbourne	3.07.06

**Rigid kayak pairs, max. lgth. 18'**

1. Watkin/Other, R.C.C.	2.39.15
2. Lilley/Grant, Linc.	2.52.45
3. Gilbert/Burton, S'bourne	2.54.29

**Rigid kayak pairs, min. lgth. 18'**

1. Hollier/Wade, Hatfield	2.24.41
2. O'Keefe/Still, Rich./R.C.C.	2.31.04
3. Stevens/Jordan Rich./R.C.C.	2.33.18

**Viking Trophy**

1. Evans, Bart's	2.31.46
2. Avery, Maidenhead	3.38.44

**Marsh Lock Slalom, 27th Sept.****Div. 3**

1. Wigmore, C.P.C.C.	114
----------------------	-----

2. Rabjohns, Lough. Colls.	116
----------------------------	-----

3. Reeve, R.L.S.C.C.	120
----------------------	-----

**Div. 4**

1. Skellern, Worcs.	148
---------------------	-----

2. Horsman, C.P.C.C.	158
----------------------	-----

3. Oliver, Lough. Coll.	160
-------------------------	-----

**Ladies**

1. Battersby, Manchester	197
--------------------------	-----

2. Bellord, C.P.C.C.	332
----------------------	-----

3. Brown, Leeds	431
-----------------	-----

**Army Regatta, 3rd October****Novice Events****K.1 250 metres**

1. Pawlow, A.A.S.	1.08
-------------------	------

2. Fearnough, R.M.A.	
----------------------	--

3. Lloyd-Jones, R.M.A.	
------------------------	--

**K.1 500 metres**

1. Pawlow, A.A.S.	2.23
-------------------	------

2. Norris, Lancs Fus.	
-----------------------	--

3. Smethurst, R.M.A.	
----------------------	--

**K.1 1,000 metres**

1. Pawlow, A.A.S.	5.20
-------------------	------

2. Dent, R.M.A.	
-----------------	--

3. Fearnough, R.M.A.	
----------------------	--

**K.1 5,000 metres**

1. Norris, Lancs Fus.	28.33
-----------------------	-------

2. Dent, R.M.A.	
-----------------	--

3. Pinder, A.A.S.	
-------------------	--

**K.2 500 metres**

1. Davis/Storer, A.A.S.	2.11
-------------------------	------

2. Gill/Stimpson, 63 R.A.S.C.	
-------------------------------	--

3. Oliver/Williams, R.M.A.	
----------------------------	--

**K.2 1,000 metres**

1. Gill/Stimpson, 63 R.A.S.C.	4.48
-------------------------------	------

2. Storer/Davis, A.A.S.	
-------------------------	--

3. Oliver/Williams, R.M.A.	
----------------------------	--

**K.2 5,000 metres**

1. Gill/Stimpson, 63 R.A.S.C.	26.42
-------------------------------	-------

2. Jack/Warren, 63 R.A.S.C.	
-----------------------------	--

3. Storer/Davis, A.A.S.	
-------------------------	--

**Class 3 & 4 1,000 metres**

1. Pawlow, A.A.S.	5.29
-------------------	------

2. Williams, J.L.R., R.E.	
---------------------------	--

3. Dent, R.M.A.	
-----------------	--

**Class 3 & 4 5,000 metres**

1. Pawlow, A.A.S.	27.46
-------------------	-------

2. Norris, Lancs Fus.	
-----------------------	--

3. Lloyd, J.L.R., R.E.	
------------------------	--

**N.C.K.I 1,000 metres**

1. Barton, R.M.A.	5
-------------------	---

2. Pinder, A.A.S.	
-------------------	--

3. Cole, A.A.S.	
-----------------	--

**Class 6 & 7 1,000 metres**

1. Edsell/Hazan, R.M.A.	5.28
-------------------------	------

2. Wood/Farminer, A.A.S.	
--------------------------	--

3. Griffin/Barton, R.M.A.	
---------------------------	--

**Class 6 & 7 5,000 metres**

1. Wood/Farminer, A.A.S.	28.38
--------------------------	-------

2. Hazan/Edsell, R.M.A.	
-------------------------	--

3. Griffin/Barton, R.M.A.	
---------------------------	--

**K.4 1,000 metres**

1. Storer/Davis/Pawlow/Wood	
-----------------------------	--

A.A.S. Harrogate	
------------------	--

**Team Championships****Senior**

1. A.A.S. Harrogate	56 pts.
---------------------	---------

2. R.M.A. Sandhurst	46 pts.
---------------------	---------

3. 63 Coy. R.A.S.C.	33 pts.
---------------------	---------

4. J.L. Regt., R.E.	18 pts.
---------------------	---------

**Junior**

1. A.A.S. Harrogate	54 pts.
---------------------	---------

2. J.L. Regt., R.E.	48 pts.
---------------------	---------

3. J.T. Regt., A.C.C.	19 pts.
-----------------------	---------

**L.D. Championships, 1964****Hasler Trophy**

1. Lincoln C.C.	143
-----------------	-----

2. Hatfield Y.C.	131
------------------	-----

3. Royal C.C.	109
---------------	-----

4. Royal Leam. Spa C.C.	94
-------------------------	----

5. Gailey C.C.	87
----------------	----

6. Harlow C.C.	76
----------------	----

7. A.A.J.L.R.	75
---------------	----

8. Camb. Univ. C.C.	69
---------------------	----

9. Southampton C.C.	58
---------------------	----

10 Bradford-on-Avon	56
---------------------	----

Worcester C.C.	56
----------------	----

**Rhodes-White Trophy, 1964**

P. Hastings—Cambridge Univ. C.C.	
----------------------------------	--

**Senior Doubles**

1. Hollier/Wade, Hatfield	20
---------------------------	----

2. Watkins/Evans, Barts	20
-------------------------	----

3. Still/Young, Royal	20
-----------------------	----

**Senior Singles**

1. S. Smith, Worcester	20
------------------------	----

2. P. Hastings, Camb. U.	20
--------------------------	----

3. K. Pereira, Royal	20
----------------------	----

**Junior Doubles**

1. Grant/Oliver, Lincoln C.C.	20
-------------------------------	----

2. Purchas/Purchas, R.L.S.C.C.	20
--------------------------------	----

3. Watson/Thomas, Hatfield	20
----------------------------	----

**John Chase Trophy, 1964**

Held under ideal conditions

**Singles**

1. Blakeley, Dews.	1.18.30
--------------------	---------

2. Tyson, Lakeland	1.21.30
--------------------	---------

3. Malyon, C.Hwd.	1.23.30
-------------------	---------

**John Chase Team Trophy****Singles**

1. Dewsbury A.C.	
------------------	--

2. Lakeland C.C.	
------------------	--

**Doubles**

1. Thompson/Tolston	1.17.0
---------------------	--------

Dewsbury A.C.	
---------------	--

2. Grundell/Crofts, Dews.	1.18.2
---------------------------	--------

3. Aldcoin/Willey, C.Hwd.	1.23.0
---------------------------	--------

**John Chase Team Trophy****Doubles**

1. Dewsbury A.C.	
------------------	--

2. Castle Howard School	
-------------------------	--

3. 1st Warton Scouts	
----------------------	--

**Berwick L.D. Race, 2nd August****Class 1**

1. C. H. Hare, Hartlepoons K.C.	
---------------------------------	--

2. P. Lofthouse, Hartlepoons K.C.	
-----------------------------------	--

Retired, C. Robson, H'lepoons K.C.	
------------------------------------	--

**Class 2A**

1. P. H. Hastings, Camb. Univ.	
--------------------------------	--

2. Williams, Hartlepoons K.C.	
-------------------------------	--

3. G. Wilson, Berwick S.C.C.	
------------------------------	--

**Class 3A**

1. M. Bave, Gailey C.C.	
-------------------------	--

2. Smith, Lincoln C.C.	
------------------------	--

3. Deakins, Lincoln C.C.	
--------------------------	--

**Class 6A**

1. Wilcock/Hunter, R.A.F. Ack'ton	
-----------------------------------	--

2. Curley/Goff, R.A.F. Ack'ton	
--------------------------------	--

3. Hopper/Barber, R.A.F. Ack'ton	
----------------------------------	--

**Class 7B**

1. Ridyard/Onion, Gailey C.C.	
-------------------------------	--

2. Coverley/Lawton, A.A.J.L.R.	
--------------------------------	--

3. Hanson/Miller, A.A.J.L.R.	
------------------------------	--

Chris Hare tests the

## CODE SPECIAL

L.O.A. 17' 6"—Beam 20"—£28

Makers: Kivik Canoe Craft.



For all the world like an Eskimo Kayak at first sight, the Special represents a first-class attempt to make a sea boat that combines the Eskimo qualities with adequate stowing space for sea touring. The boat was tried by various people from novice to experienced sea canoeist and in conditions varying from the tail end of a north easterly gale to flat calm; the testing taking place in Tees Bay, Hartlepool.

The overall construction gives a very strong boat which proved itself in a series of reverse and forward loops in very heavy surf.

The chine construction gives a good stability factor and the 17 ft. L.O.A. allows the boat to run straight through the very heaviest of beam seas. Obviously 17 ft. takes a bit of pulling round and I would prefer a rudder for extended touring. The high sweeping bow (as shown in the illustration) slices through the waves beautifully, this added to the steep fore deck stringer is such as to throw off all but the heavy seas. However, in a calm sea with a strong beam wind the bow has a tendency to be blown about.

Unfortunately the boat has no footrest, and I do like to be comfortable, so the addition would be an advantage. The cockpit is rather large for an essentially wet boat with little or no freeboard, but it does make for ease of packing. She rolled beautifully. During an H rescue in choppy seas the flat cockpit coaming made for easy access. Speedwise I felt that the boat had stern drag, and if the cockpit were moved forward it would improve the performance.

While surfing in very heavy seas she proved the best I have used, going like a bomb. However, when paddle bracing in a breaker I found that the spray cover had a nasty tendency to come off. As this is held on only by elastic I think it would be an advantage to have press stud fastenings on as well to support the weight of water.

*continued at foot of next column*

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

The A.G.M. will be held in the Town Hall, Leamington Spa, on Saturday, 23rd January, 1965. The Town Hall is on the way along the Parade, which is the main shopping thoroughfare.

**Technical Committees** meet at 2.30 p.m., and teas will be available for committee members only, at 5 p.m., in the Council Chamber. Secretaries of technical committees must, without delay, inform R. A. Sowman, 4, Landor Road, The Cape, Warwick, of the numbers involved concerning their respective committees, so that arrangements for teas can be made. Each secretary will be notified as to which room is available for his meeting. **Members** arriving early may wish to visit one of the places of outstanding interest in the locality. These include Warwick Castle, Coventry Cathedral, Stratford-on-Avon and Kenilworth Castle.

**The Annual General Meeting** will commence at 5.30 p.m. in the Assembly Hall. The proposed trade exhibition has had to be shelved as the Town Council were unable to grant permission for such use of the Town Hall on this occasion.

**The Reunion Dance** will be held in the Royal Pump Room from 8 p.m. to midnight. There will be a reasonably priced running buffet and a bar. Music is provided by Gough Adams and his Band. Tickets, 7/6d. each are obtainable from E. J. Owen, 129, Landor Road, Whitnash, Leamington Spa, Warks. An order form is enclosed with this magazine—don't delay, only 250 tickets are available for this event of the year.

**Accommodation** is being arranged at the Youth Hostel for B.C.U. members and their friends who wish to stay in Leamington Spa on Saturday night. Write to R. A. Sowman at the address given above. There is accommodation for Y.M.C.A. members (24 men, 20 girls) at Wills Road, Leamington Spa.

**On the morning after** the A.G.M. and Dance, the Royal Leamington Spa Canoe Club invites all to the Club House for coffee and biscuits.

### ALMOST SOLD OUT . . . only a few copies remain 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. Order now from *Canoeing in Britain*, 11, York Road, Peterlee, Co. Durham. Send no money—we will invoice you when the book is sent to you early in January. Any remaining copies will be on sale at the B.C.U. A.G.M. Price 8/6d. (plus 6d. p. and p.).

All who had anything to do with the test agreed that the boat was first-class with one or two minor snags, and as soon as these are ironed out it will make a big impact among sea canoeists.

*Comment from Ian Moore: "We agree that the cockpit is too large for heavy water, and intend to make it smaller. At the moment we are experimenting with spray covers to find the most suitable. With regard to stern drag and seating position it is intended to shift the seat forward of the centre frame and this should eliminate the drag."*

## WHITE WATER CANOEING IN JUGOSLAVIA



The first gorge on the River Drina

folding Tyneshort single and a folding Klepper T.8 two-seater (nicknamed "The Barge").

Despite exhaustive enquiries, very little information appeared to be available to English canoeists wishing to go canoeing in Yugoslavia. The expedition therefore decided to make notes on the river Drina and then to canoe down the river Neretva if time permitted.

The 1,400 mile journey to the headwaters of the Drina was not without incident and took nearly a week; a radiator which became blocked several times and appalling roads in Yugoslavia making progress slow at times.

After a false start on the Sujesta, a very small tributary of the Drina, the party decided to start canoeing from Sčepan-Polje where the rivers Tara and Piva join to form the Drina. The Tara may be canoed from further upstream but is inaccessible and definitely only for singles. The track to Sčepan-Polje is passable for ordinary cars but not recommended.

After leaving the vehicle at a farm, the party set off in three heavily-laden boats. The river at Sčepan-Polje is about 150 ft. wide and flows at approximately 10 m.p.h. The 30 kilometres from Sčepan-Polje to Foca is Grade 4; heavy rapids with big waves, but channels always deep and obvious. Five kilometres above Foca the river slowed down and the valley became wider and from Foca via Gorazde to Visegrad, the river is Grade 2 to 3. From Gorazde to Visegrad the river enters the first gorge and in places the rock walls rise sheer for 700 ft. from the river to the plateau above.

After a successful first year, the newly-formed canoe club at Nottingham University decided that white-water canoeing in a strange land during the summer vacation would brighten the dark prospects of forthcoming exams. Accordingly four members of the club, three with a moderate amount of canoeing experience and one who had never been canoeing before, set off for Yugoslavia at the beginning of July in a Land Rover. The complete rear section of the Land Rover, less space for one person, was filled to roof-level with food and equipment; a roof-rack was constructed of angle-iron on which to carry the three canoes: one rigid Sportswift, a

Between Visegrad and Bajina Basta the river enters the second gorge which is 26 miles long; in the entire length of the gorge there are just two lonely cottages, standing on a high cliff. The scenery has a wild and rugged beauty all of its own and the river flows fast, often in a narrow channel with sheer rock walls on either side. The rapids are numerous but quite suitable for a touring boat with an efficient spray-cover. The party had been warned of the rapid called Donji Buk where the river fell twelve feet. The advance warning sign for this rapid was a sharp right turn with an awkward rapid on the corner. However the river took so many sharp turns that the party passed this point without realising its significance. Donji Buk is very deceptive; from a canoe in the river above, it appears to be a single drop of about 2 feet with conventional waves at the bottom. The leader of the party saw this and headed straight down the middle of the channel. When he disappeared from view the two boats following altered their lines of approach rapidly, one going down near the bank and the other just off centre, avoiding the first huge wave. The rapid in fact consisted of the first ledge already mentioned followed by a further drop of about 10 feet. At the bottom the standing waves seemed enormous—the boats appearing to rise up and stop still on the crest before diving into the next wave. The leader's spray-cover let in gallons of water and as a result he capsized but managed to swim his boat to the bank whilst the other two boats just managed to stay upright. The party immediately realised its mistake and made a further one by missing the only camping place in the full length of the gorge which was at the sharp turn in the river already mentioned. The light was fading rapidly so the leader's boat was dried out and then the party set off downstream again as quickly as possible, looking for a rock ledge on which to pull up the boats and lay out their sleeping bags. Eventually as the light faded completely a small ledge was found much to everyone's relief—the thought of being rushed through the darkness was very exciting but not exactly pleasant. After a hurriedly-prepared meal, sleep was the order of the day and the four sleeping bags were laid out on a patch of sand below a high cliff. However, at about midnight small rocks and boulders started to fall from the cliff face; presumably as the rock cooled, contraction allowed small pieces to work loose. After one member of the party had been woken up by a rock landing on his hip everyone moved under the protection of a large rock and lay huddled there till dawn.

Next morning the party continued to the end of the gorge (about six miles) and soon afterwards had to stop because a big dam was being built. This dam is the biggest engineering project in progress in Yugoslavia, which, when completed, will raise the water level 90 metres at the dam wall and three metres at Visegrad, which means that the entire length of the second gorge will become a flat stretch of water.

After collecting the Land Rover, the party spent two days in Sarajevo before continuing to the Neretva valley. The Neretva is much more akin to an English mountain river, on a larger scale of course, but nothing like that of the Drina. Since a road followed the river all the way from

*continued on page 20*

## COACHING NEWS

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

### Progress Record

This is the time of year when figures are produced to indicate what progress has been made during the past year. The Coaching Scheme has developed well during the year ending 30th September, 1964, having more than doubled its members during that time. In the chart below the figures in brackets indicate the increase on last year's figures :

Region	Sen. Coach	Coach	Instructor	Total
London & S.E.		13(+6)	45(+33)	58
South		4	10(+6)	14
South-West		3	32(+11)	35
Wales		6	10(+7)	16
West Midlands		8(+1)	29(+9)	37
North Midlands		3(+2)	8(+8)	11
East	1	5(+1)	27(+14)	33
North-West		1(+1)	13(+4)	14
Yorks		—	15(+9)	15
North-East	1	4	29(+17)	34
Scotland		—	5(+4)	5
N. Ireland		—	6(+6)	6
Abroad (incl. Atlantic Coll.)		—	5(+5)	5
H.M. Services		4(+3)	7	11
Channel Isles		—	6(+6)	6
	2	51	247	300

A large number of new appointments have been made since the last issue of *Canoeing in Britain*. Pressure on space makes it impossible to list them all here.

#### SOUTH WEST AREA COACHING ORGANISER :

D. Kelly has kindly offered to stand in as Bristol Area Coaching Organiser for H. C. West who is out of the region for the year. His address is "Little Orchard," Station Road, Nailsea, Somerset.

#### NORTH MIDLANDS AREA COACHING ORGANISER :

J. E. Saunders, 5 Hall Drive, Burton-on-the-Wolds, Loughborough, Leicestershire.

The number of candidates for our TESTS increases by leaps and bounds as the figures below show.

(a) NOVICE TESTS. 228 books (10 certificates in each) have been issued this year, making a total of 408 books issued so far. 133 books have been returned to date (1,330 certs.).

(b) PROFICIENCY TESTS. New Sea Proficiency and Advanced Sea Tests have been introduced during the year and appear to have been well received.

Proficiency	1952-61	1961-2	1962-3	1964-5	Total
Kayak	292	149	322	468	1,231
Canadian	—	—	6	3	9
Sea	—	—	—	28	28
ADVANCED					
Kayak	2	3	5	15	25
Canadian	—	—	—	1	1
Sea	—	—	—	2	2

G. H. Blackford, one of our Coaches, is to be congratulated on being the first person in the country to gain the Gold Medal. In order to qualify for this he has had to take and pass Proficiency Tests and Advanced Tests for Kayak (Inland and Sea) and Canadian canoes.

Other canoeists to have gained the Advanced Kayak Inland Test recently are C. V. Creaser, D. Menhinick, R. Goldsmith, G. Buckley and A. F. Davidson.

D. Menhinick and A. F. Davidson have also gained the Advanced Kayak Sea Test.

#### Coaching Award Amendments

The National Coaching Committee has recently introduced a number of changes in its coaching awards.

(a) All practical examinations in the awards are to be on "open" waters (i.e. not in a swimming pool).

(b) Candidates for the Senior Instructor and Coach Awards will be required to sit a written test paper as a first part of the examination. Those who do not reach a satisfactory standard in this paper will not be allowed to proceed with the rest of the examination. Arrangements for the examination and its invigilation will usually be made by the candidate himself: the local C.C.P.R. office may well be able to offer suggestions. When arrangements have been satisfactorily completed the exam. paper will be forwarded—to be opened at the time of the exam.

#### (c) INTRODUCTION OF SENIOR INSTRUCTOR AWARD

The National Coaching Committee agreed that there was need for an "intermediate" award between Instructor and Coach standard.

—candidates for the Senior Instructor Award can be examined by coaches and senior coaches.

—Senior Instructors will be entitled to examine candidates for the Novice and Proficiency Tests and the Instructor's Award.

(1) CONDITIONS OF ENTRY. Candidates must :

(a) Be over 21 years of age and be an individual member of the B.C.U.

(b) Hold the B.C.U. Proficiency Test and should be up to the standard of the Advanced Test. (He need not actually hold it).

- (c) Hold the Intermediate Certificate (or higher) of the Royal Life Saving Society.
- (d) Pay an examination fee of 10/- when making the application.

(2) EXAMINATION. (Kayak or Canadian).

- (a) *Test of Canoeing Abilities.* A holder of the Advanced Test will be exempt from this part of the examination.
- (b) *Practical Teaching.* Ability to teach a group (of not less than 4 members) canoeing skills up to Advanced Test standard. The candidate will be required to give a short talk (e.g. lasting five minutes) on a canoeing subject of his own choice.
- (c) *Written & Oral Examination.* A wide knowledge of the sport is expected and questions may be on the following subjects:
  - knowledge of various types of canoe and their use.
  - competence to prepare and test candidates for the Duke of Edinburgh's awards in canoeing at all levels.
  - knowledge of practical teaching techniques.
  - knowledge of own local canoeing waters.

(d) AMENDMENT TO INSTRUCTOR'S AWARD. All candidates for the Instructor's Award shall be B.C.U. individual members.

(e) AMENDMENTS TO COACH AWARD.

- (1) Candidates must now hold the B.C.U. Advanced Test.
- (1) Candidates must already be Instructors or Senior Instructors.
- (3) There will be no test of the candidate's canoeing abilities as a part of the examination as all candidates will hold the Advanced Test.

(f) Selection for SENIOR COACH AWARD will remain by appointment only for the time being.

Full details of all the Coaching Awards can be obtained from me. Please enclose a stamped addressed envelope. (Also available on request are details of the B.C.U. Tests and of the kind of work undertaken by the National Coach on his tours.)

**General Notices**

A.G.M. (Leamington Spa, 23rd January, 1964)

The meeting announced in the afternoon for the Coaching Committee is intended as a "get together" for all members of the coaching scheme and all those who are interested in the coaching scheme and the youth service. I look forward to meeting as many members of the coaching scheme as possible and will be interested to hear your views and your problems.

COACHING NEWSLETTER, No. 5. (November, 1964) was despatched to all members of the Coaching Scheme in early November. If you have not received your copy please let me know and I will forward another. I would appreciate early receipt of forms relating to the Coaching Weekend and Coaching Handbook.

The circulation of the Newsletter is limited to members of the Coaching Scheme . . . but we are always pleased to welcome new recruits!

## Report from the Paddling Racing Committee

The 1964 season was one of intense activity for the Paddling Racing Committee faced with the task of preparing and selecting a team to represent Great Britain in the Olympic Games. Systematic and strenuous winter training in which a great number of paddlers took part was followed by numerous weekend courses in spring and summer and a series of time trials. The final selection was made in the beginning of August, and the team consisted of six competitors, including one reserve (plus one Team Manager), who were entered for three of the seven Olympic events.

The Committee was also responsible for the two appeals launched in connection with the Olympic Games: the Appeal Fund of the British Olympic Association and our own Ronald Rhodes Memorial Fund the proceeds of which are used to subsidise where necessary the cost of international competition. The response to the appeals, in particular the appeal of the British Olympic Association, was very satisfactory.

The Committee organised three courses for Racing Coaches and Instructors and one course for Regatta Officials which were well supported. The Committee's Technical Notes on Training and Racing proved to be very useful and were in great demand throughout the year. The Committee has now at its disposal a fleet of six glassfibre racing kayaks for use in courses and demonstrations.

The Youth Championships have now become a well established event in the annual fixture list, and it is gratifying to note that a number of youths who have taken part in the Championships in previous years, now have moved up into international class racing and are showing promising results.

The National Sprint Championships were held this year at Pangbourne-on-Thames—a venue which proved to be very successful. The Serpentine Regatta was again the biggest racing event of the season with a great number of foreign teams taking part.

H. Thelen has resigned as Chairman of the B.C.U. Paddling Racing Committee. At the meeting on 23rd October, members paid glowing tribute to the work of Mr. Thelen, and his resignation was accepted with regret. As an interim measure until the A.G.M. in January 1965, Major D. R. Jones was elected as Chairman, with R. A. Sowman (4, Landor Road, The Cape, Warwick) as Secretary, to whom in future all correspondence relating to Paddling Racing should be addressed.

### P.R.C. REGISTERED OFFICIALS

- R. L. Fruen, Southampton Schools' Sailing and Canoeing Association, 702, Bitterne Road, Bitterne, Southampton.
- R. Emes, Birmingham Kayak Racing Club, 147, Gravelly Hill, Erdington, Birmingham, 23.

**Clubs Note.** The P.R.C. would be glad to receive for consideration the names of any experienced officials Clubs wish to see included on the Register. The registration fee is 5/-. Some indication of experience should be given.

# THE OLYMPIC STORY 1964

## Selection of the Team



▲ The team: A. Edwards, R. Lowery, A. Wilson, M. Tucker, P. Lawler, G. Palmer.

▼ A close finish in the Women's K.1 semi-final. Marianne Tucker, second nearest to camera, comes 5th. Winner is M. Roka (top left) in 2 min. 14.63.



The selection of our Olympic team came at the end of a hectic and strenuous racing season, during which practically every weekend was occupied with training, time trials and regattas at home and abroad. The time trials, held on the River Lea in May and June, were well attended, and as a result, ten paddlers were put on a short list of Olympic possibles.

In Olympic year it is necessary more than in any other year to find out how we stand internationally. In May, Marianne Tucker and Alistair Wilson, our leading single paddlers, were invited to attend a four day course in Germany, to train with the prospective German Olympic team. They raced in the international regatta Kungsholmen Rundt in Stockholm on June 13—14, where Marianne put up her best-ever performance by taking first place in both the 500m. and the 4,500m. events—beating Manneliese Spits from Austria, the bronze medallist in last year's world championships. Alistair came sixth in the 1,000m. race—out of 32 entries—and also sixth in the long distance event.

On July 11—12 the Union was represented by a team of ten in an international regatta in Berlin. Alistair came in fifth in his event over 1,000m. and Marianne sixth in her event—in both cases the first foreign competitors home, with Norway and Switzerland in the following places. Two K.4 teams had been entered, and the so-called Northern team with Wilson, Palmer, Edwards and Shenton put up a very creditable performance by coming third, whilst the Southern team with Lawler, Lowery, Cronk and Maycock came sixth.

The same team went on August 1—2 to Essen in Germany for the biggest international regatta held this year. Again it was Marianne Tucker who put up the best performance by taking fifth place, with two competitors from Germany, one from Poland and one from Rumania in front of her. Alistair Wilson, by the luck of the draw, came into the toughest heat of the lot and was knocked out, whilst Peter Lawler made a seventh place in the final.

Eventually, the British Olympic Canoeing Team which was selected in the beginning of August consisted of the following paddlers :

- K.1 Men — Alistair Wilson with Peter Lawler as Reserve.
  - K.1 Women — Marianne Tucker.
  - K.4 Men — Alistair Wilson, Robert Lowery, Glen Palmer and Peter Lawler with Alan Edwards as Reserve.
- Bryan Woods acted as Team Manager/Coach.

The selectors decided against nominating a K.2 entry because they felt that none of the present teams had reached a high enough standard.

The television coverage of canoeing in the Olympic Games was disappointingly meagre, and the quality of the pictures left much to be desired, due not so much to rain and mist, but to uninspired camera angles. Here is a closer look at the scene, described by Alistair Wilson.

Lake Sagami, scene of the canoeing events of the 18th Olympiad, is situated some 50 kilometres from the centre of Tokyo, in Kanagawa prefecture. A more perfect setting for a regatta could not have been chosen anywhere. The lake is artificial, its waters being held captive by a large dam at its southern end, and surrounded by high tree-clad hills.

The men's village was built specially for the Games, and the accommodation was first class. There were three two-story dormitory buildings with a maximum of three beds to a room. The dining hall catered for some 250 competitors and officials, and we had no complaints about the food, which was mainly European. I was most surprised to find porridge on the menu for breakfast, although it made me shudder to see people smother it with either honey or sugar! There was a club in the village, where the team could watch television or listen to the radiogram, or do both, as was frequently the case

since both were in the same room.

As the town of Sagami itself is fairly small, there was very little to do in the evenings. Entertainment was therefore laid on at the local hall every second night—films were shown, tea ceremonies were performed, and student jazz bands played. The most entertaining evening we had was when one of our team members was tricked into going on the stage and doing a traditional Japanese dance with a group of girls, while dressed in a kimono and clutching a large flower in one hand.

Although it was rather quiet at Sagami, I think most of us preferred it to the bustle and noise of Tokyo. We considered our accommodation to be far better than in the main village at Yoyogi.

The regatta installations were very well laid out, and consisted of a large boathouse with shower rooms and restaurant attached, and the headquarters building with finishing tower combined. The whole project took some eighteen months to complete, and cost £218,000.

The weather was very similar to a British summer, and we had our fair share of rain, particularly in the latter half of October. It was unfortunately very wet and misty for the three days of competition.

It was not often windy, and was mainly across at times.

The regatta was chases on the first day third. This gave people recovery time. The example, in the ladies' petitors, and in the medal-winning teams, pleasure was the men's In Holland, canoeists facilities, etc., and I meritorious because

We all found the were constantly shown an embarrassment. opportunity of seeing had had more time to

	1936 Berlin	1948 London	1952 Helsinki	1956 Melbourne	1960 Rome	1964 OLYM
K.1 10,000m.	E. Krebs (Germany)	G. Fredriksson (Sweden)	Th. Strömberg (Finland)	G. Fredriksson (Sweden)	—	—
K.2 10,000m.	P. Wevers/L. Landen (Germany)	Akerlund/Wetter- ström (Sweden)	K. Wires/Y. Hietanen (Finland)	J. Uranyi/L. Fabian (Hungary)	—	—
K.1 1,000m.	G. H. Hradetzky (Austria)	G. Fredriksson (Sweden)	G. Fredriksson (Sweden)	G. Fredriksson (Sweden)	E. Hansen (Denmark)	I. R. Peterson (Sweden) 3m.37.13
K.2 1,000m.	A. Krainz/A. Dorfner (Austria)	Berglund/Klingström (Sweden)	K. Wires/Y. Hietanen (Finland)	Scheuer/Miltnerburger (Germany)	Fredriksson/Sjödellius (Sweden) 3m.34.73*	1. Sjödellius/Utterberg (Sweden) 3m.38.54
C.1 10,000m.	—	F. Kapek (Czechoslovakia)	F. Havens (U.S.A.)	L. Rottman (Rumania)	—	—
C.2 10,000m.	Mottl/Skrdlant (Czechoslovakia)	Lysak/Macknowski (U.S.A.)	Turlier/Laudet (France)	Kharine/Botev (U.S.S.R.)	—	—
C.1 1,000m.	F. Amyot (Canada)	J. Holecek (Czechoslovakia)	J. Holecek (Czechoslovakia)	L. Rottman (Rumania)	J. Parti (Hungary) 4m.33.03*	I. J. Eschert (Germany) 4m.35.14
C.2 1,000m.	Syrovačka/Brzák (Czechoslovakia)	Brzák/Kudrna (Czechoslovakia)	Rasch/Haunstoft (Denmark)	Dumitru/Ismailciuc (Rumania)	Geyshter/Makarenko (U.S.S.R.)	I. Chimitsch/Oschep- koff (USSR) 4.04.65*
K.1 (women) 500m.	—	K. Hoff (Denmark)	S. Saimo (Finland)	F. Dementieva (U.S.S.R.)	A. Seredina (U.S.S.R.)	I. L. Chwedosiuka (U.S.S.R.) 2m.12.87
K.1 Relay 4 x 500m.	—	—	—	—	1. Germany 7.39.43	—
K.2 (women) 500m.	—	—	—	—	2. Hungary	—
K.4 1,000m.	—	—	—	—	3. Denmark Seredina/Shubina (U.S.S.R.)	1. Zimmerman/Esser (Germany) 1m.56.95 1. U.S.S.R. 3m.14.67

\* Olympic record times



, but when it did blow it could be quite gusty  
the course, which could be quite disconcerting

spread over three days, with heats and repe-  
semi-finals on the second day and finals on the  
le involved in more than one event plenty of  
racing was very close in most events. For  
K.1 heats, only 4 seconds separated 13 com-  
al of the fours, .84 sec. separated the three  
I think that the result which gave me most  
K.2 event, when the Dutch crew won a silver  
re in much the same position as us regarding  
elt that their achievement was all the more  
of this.

Japanese people very kind and helpful, and we  
red with gifts until in the end it became almost  
We were all very lucky to have had an  
a bit of Japan and its customs. I only wish we  
ook around.

## OLYMPIC GAMES, TOKYO

M. Hesz Hungary) 3m.37.28	3. A. Vernescu (Rumania) 3m.40.77
Geurts/Hockstra Holland) 3m.39.30	3. Bueker/Zander (Germany) 3m.40.69
A. Igorow Rumania) 4m.37.89	3. E. Penjajev (U.S.S.R) 4m.38.31
Boudenen/Chapuis France) 4m.06.52	3. Noorbohm/Soeren- sen (Denmark) 4.07.48
H. Lauer Rumania) 2m.15.35	3. M. Jones (U.S.A.) 2m.15.68
Fox/Perrier U.S.A.) 1m.59.16	3. Lauer/Sideri (Rumania) 2m.00.25
Germany 3m.15.39	3. Rumania 3m.15.51

Canoeing base, Lake Sagami



The British K.4 team in Japan



The television coverage of canoeing in the Olympic Games was disappointingly meagre, and the quality of the pictures left much to be desired, due not so much to rain and mist, but un-inspired camera angles. Here is a closer look at the scene, described by Alistair Wilson.

Lake Sagami, scene of the canoeing events of the 18th Olympiad, is situated some 50 kilometres from the centre of Tokyo, in Kanagawa prefecture. A more perfect setting for a regatta could not have been chosen anywhere. The lake is artificial, its waters being held captive by a large dam at its southern end, and surrounded by high tree-clad hills.

The men's village was built specially for the Games, and the accommodation was first class. There were three two-story dormitory buildings with a maximum of three beds to a room. The dining hall catered for some 250 competitors and officials, and we had no complaints about the food, which was mainly European. I was most surprised to find porridge on the menu for breakfast, although it made me shudder to see people smother it with either honey or sugar! There was a club in the village, where the team could watch television or listen to the radiogram, or do both, as was frequently the case

since both were in the same room.

As the town of Sagami itself is fairly small, there was very little to do in the evenings. Entertainment was therefore laid on at the local hall every second night—films were shown, tea ceremonies were performed, and student jazz bands played. The most entertaining evening we had was when one of our team members was tricked into going on the stage and doing a traditional Japanese dance with a group of girls, while dressed in a kimono and clutching a large flower in one hand.

Although it was rather quiet at Sagami, I think most of us preferred it to the bustle and noise of Tokyo. We considered our accommodation to be far better than in the main village at Yoyogi.

The regatta installations were very well laid out, and consisted of a large boathouse with shower rooms and restaurant attached, and the headquarters building with finishing tower combined. The whole project took some eighteen months to complete, and cost £218,000.

The weather was very similar to a British summer, and we had our fair share of rain, particularly in the latter half of October. It was unfortunately very wet and misty for the three days of competition.

It was not often windy, but when it did blow it could be quite gusty and was mainly across the course, which could be quite disconcerting at times.

The regatta was spread over three days, with heats and repechages on the first day, semi-finals on the second day and finals on the third. This gave people involved in more than one event plenty of recovery time. The racing was very close in most events. For example, in the ladies' K.1 heats, only 4 seconds separated 13 competitors, and in the final of the fours, .84 sec. separated the three medal-winning teams. I think that the result which gave me most pleasure was the men's K.2 event, when the Dutch crew won a silver. In Holland, canoeists are in much the same position as us regarding facilities, etc., and I felt that their achievement was all the more meritorious because of this.

We all found the Japanese people very kind and helpful, and we were constantly showered with gifts until in the end it became almost an embarrassment. We were all very lucky to have had an opportunity of seeing a bit of Japan and its customs. I only wish we had had more time to look around.

	1936 Berlin	1948 London	1952 Helsinki	1956 Melbourne	1960 Rome	1964 OLYMPIC GAMES, TOKYO		
<b>K.1</b> 10,000m.	E. Krebs (Germany)	G. Fredriksson (Sweden)	Th. Strömberg (Finland)	G. Fredriksson (Sweden)	—	—	—	—
<b>K.2</b> 10,000m.	P. Wevers/L. Landen (Germany)	Akerlund/Wetterström (Sweden)	K. Wires/Y. Hietanen (Finland)	J. Uranyi/L. Fabian (Hungary)	—	—	—	—
<b>K.1</b> 1,000m.	G. H. Hradetzky (Austria)	G. Fredriksson (Sweden)	G. Fredriksson (Sweden)	G. Fredriksson (Sweden)	E. Hansen (Denmark)	I. R. Peterson (Sweden) 3m.37.13	2. M. Hesx (Hungary) 3m.37.28	3. A. Vernescu (Rumania) 3m.40.77
<b>K.2</b> 1,000m.	A. Krainz/A. Dorfner (Austria)	Berglund/Klingström (Sweden)	K. Wires/Y. Hietanen (Finland)	Scheuer/Miltenerger (Germany)	Fredriksson/Sjödélius (Sweden) 3m.34.73*	1. Sjödélius/Utterberg (Sweden) 3m.38.54	2. Geurts/Hockstra (Holland) 3m.39.30	3. Bueker/Zander (Germany) 3m.40.69
<b>C.1</b> 10,000m.	—	F. Kapek (Czechoslovakia)	F. Havens (U.S.A.)	L. Rottman (Rumania)	—	—	—	—
<b>C.2</b> 10,000m.	Mottl/Skrdlant (Czechoslovakia)	Lysak/Macknowski (U.S.A.)	Turlier/Laudet (France)	Kharine/Botev (U.S.S.R.)	—	—	—	—
<b>C.1</b> 1,000m.	F. Amyot (Canada)	J. Holecek (Czechoslovakia)	J. Holecek (Czechoslovakia)	L. Rottman (Rumania)	J. Parti (Hungary) 4m.33.03*	I. J. Eschert (Germany) 4m.35.14	2. A. Igorow (Rumania) 4m.37.89	3. E. Penjajev (U.S.S.R.) 4m.38.31
<b>C.2</b> 1,000m.	Syrovátka/Brzák (Czechoslovakia)	Brzák/Kudrna (Czechoslovakia)	Rasch/Haunstoft (Denmark)	Dumicru/Ismailciuc (Rumania)	Geyshter/Makarenko (U.S.S.R.)	1. Chimitsch/Oschepkoff (USSR) 4.04.65*	2. Boudenen/Chapuis (France) 4m.06.52	3. Noorbohm/Soeren- sen (Denmark) 4.07.48
<b>K.1 (women)</b> 500m.	—	K. Hoff (Denmark)	S. Saimo (Finland)	F. Dementieva (U.S.S.R.)	A. Seredina (U.S.S.R.)	1. L. Chwedosiuka (U.S.S.R.) 2m.12.87	2. H. Lauer (Rumania) 2m.15.35	3. M. Jones (U.S.A.) 2m.15.68
<b>K.1 Relay</b> 4 x 500m.	—	—	—	—	1. Germany 7.39.43	—	—	—
<b>K.2 (women)</b> 500m.	—	—	—	—	2. Hungary	—	—	—
<b>K.4</b> 1,000m.	—	—	—	—	3. Denmark	1. Zimmerman/Es- ser (Germany) 1m.56.95	2. Fox/Perrier (U.S.A.) 1m.59.16	3. Lauer/Sideri (Rumania) 2m.00.25
					Seredina/Shubina (U.S.S.R.)	1. U.S.S.R. 3m.14.67	2. Germany 3m.15.39	3. Rumania 3m.15.51

\* Olympic record times

Canoeing base, Lake Sagami



The British K.4 team in Japan

## THE EVENTS as seen by HEIN THELEN

Following a week's joint training on the Thames, the team left this country at the end of September to arrive in Japan in good time to get acclimatised and to begin their final weeks of training before the Olympic Canoeing Regatta on Lake Sagami on 20th—22nd October.

In the K.1 event for men, Scottish boatbuilder Alistair Wilson reached the final in which he came eighth out of nine. Owing to a number of withdrawals he had an easy heat with only three in the race, all of whom proceeded to the semi-final. He came second in the heat in 4m. 9.44 compared with the winner's time (Szuszkiewics from Poland) of 4m. 6.48. In the semi-final Wilson came third out of four in 4m. 7.61 the winner being Vernescu of Rumania who clocked 4m. 3.35. In fourth place was Simonyik from Canada. The final was won by Peterson of Sweden in 3m. 57.13, four seconds slower than the winning time on Lake Albano in 1960.

Marianne Tucker reached the semi-final only. In her heat she came sixth out of seven in 2m. 14.37. The heat was won by Lauer (Rumania) in 2m. 10.91, followed by Felten (Germany), Spitz (Austria)—whom Marianne had beaten earlier in the season in Stockholm, Hradilova (Czechoslovakia) and Roka (Hungary). The first three went immediately to the final whilst the others were collected in one semi-final in which Marianne came fifth in 2m. 16.63. The semi-final was won by Roka (Hungary) in 2m. 14.63.

The K.4 team came sixth in their heat with Rumania, U.S.S.R., Hungary, the Netherlands and Poland in front and Austria and Japan in the following places. The time of our team was 3m. 28.59 compared with the winner's time of 3m. 15.17. In order to reach the semi-final our team had to go through the repechage in which they came third out of four with Japan in the fourth place. This time they took 3m. 30.44 compared with the winners' time (Netherlands) of 3m. 21.04 and Italy's time—in second place—of 3m. 21.36. In the semi-final our team came fourth and last in 3m. 33 with Rumania, Jugoslavia and Australia in front. The times were 3m. 24.22, 3m. 27.84 and 3m. 29.97 respectively.

One cannot say that standards have gone up considerably since the 1960 Olympic Games and the 1963 World Championships. One noticeable feature of the 1964 Olympic Games was that the honours were spread more evenly over a greater number of nations: Sweden made a very strong comeback by gaining two gold medals, France and Holland won one silver medal each, and the U.S.A. gained a silver and a bronze medal in the women's events. The Japanese organisers of the regatta deserve greatest praise for the efficient way in which they prepared and ran the event.

Finals day brought several surprise results. The Swedish boy Peterson won the K.1 event, the two favourites Vernescu and Hansen coming third and seventh respectively. Vernescu's time was 4m. 00.77, and Hansen, the Olympic and World Champion took 12 seconds longer than the winner to reach the finish.

Sweden did it again in the doubles, beating the favourites, the Germans, into third place by over two seconds.



▲ Sjödelius and Utterberg, Swedish Gold Medallists, win the K.2 semi-final, followed by the U.S.S.R. and German teams.

### OLYMPIC CANOEIST DEFECTS TO WEST

Twenty-four year old Andras Törö, who won a bronze medal for Hungary in the C.2 event at the Rome Olympics, walked into the United States Embassy in Tokyo on 23rd October and asked to go to America. Törö just missed a bronze this year, coming fourth in the C.1 finals, 1.64 seconds behind the Russian, Penjajev.

The boats had to be sent to Japan at the beginning of August. The Royal Military Academy put their brand new K.4 at the team's disposal, a most generous act since they knew that the boats would not return from Japan until December.

Sweden, Germany and Russia share the Gold Medals for canoeing. Rumania, with two silver and three bronze awards, has the most placed competitors. Britain's canoeing team gave its utmost, and the results show that we can get within striking distance of the world's best. It is reasonable to suppose that, with the opening up of new opportunities in the shape of the Coaching Scheme and Youth Championships, we may expect better placings in the future.

The 1968 Olympic Games will be held in Mexico City, at a height of 7,400 feet above sea level. If we are to improve significantly upon our performance at these games, it is obvious that no opportunity must be missed by our young hopefuls. The price of a competitor's ticket to South America is four years' training with an Olympic Medal the goal in view.

Great Britain's Olympic canoeing team in 1968 is likely to include boys who have just left school this year and are just beginning to canoe seriously. It will almost certainly include members of the services. The field is wide open so far—by the end of 1965 the pattern of success or failure will have begun to establish itself. What will *your* contribution be?

## The I.C.F. Congress in Tokyo

H. Thelen attended the I.C.F. Congress in Tokyo as B.C.U. delegate. J. W. Dudderidge was re-elected as one of the three members for Europe to the Board of Management. Congress also voted by acclamation to award him, as the oldest member of the Board, the I.C.F. Badge of Merit—a distinction which so far has been awarded only five times.

J. Spuhler was re-elected to the I.C.F. Slalom Committee and P. Wells replaces A. Emus as member of the I.C.F. Sailing Committee. H. Thelen was re-elected Chairman of the I.C.F. Committee for Information and Propaganda and Editor of the I.C.F. Bulletin. He was asked to organise the next International Conference for Racing Coaches, to produce an I.C.F. Handbook, a series of Technical Handbooks and films, and to concentrate in the coming Congress period on the promotion of canoeing in South America and the Far East.

The "large canadian" was adopted as an international racing craft. The measurements are as follows: Maximum length 1,100 cm. Minimum beam 85 cm. Minimum weight 50 kg. The craft may be entirely open, but if partly decked the opening must be (minimum) half of the total length. A keel, if any, must not be higher than 3 cm. The craft shall be manned in Junior events by eight—in senior events by six—paddlers, plus a steersman.

A K.4 event for women over 500 metres is to be added to the programme of Continental and World Championships in Racing. Continental Junior Championships (Youth not younger than 16 and not older than 19 years) shall be arranged with the following programme: K.1, K.2 and K.4 for women and K.1, K.2, K.4, C.1 and C.2 for men—all over a distance of 500 metres.

In slalom the F.1 and R.1 will be combined in one class as from the 1st January, 1965.

The 1965 European Championships in Racing will be held on Lake Snagiv near Bucarest in Rumania, and the 1965 World Championships in Slalom and Wild Water Racing in Spittal in Austria. Denmark and Italy respectively had originally applied for these two events, but owing to the NATO ban on the team from the German Democratic Republic the events had to be transferred to "neutral" countries. The 1965 World Championships in Canoe Sailing will be held on Lake Constance in Germany. The 1966 World Championships in Racing will be held in Berlin-Gruenau, and the 1967 World Slalom Championships at Spindleruv Mlyn in Czechoslovakia.

For some considerable time the smaller federations in the I.C.F. had expressed their apprehension over the programme of Continental and World Championships which allows two entries per event and nation. They felt that they were at a disadvantage compared with the bigger federations who are able to muster two fresh crews for each event. By an overwhelming majority of 17—8 votes, Congress decided to restrict as from the 1st January, 1966, and for a five-year period, the number of entries for World Championships to one per event and nation—as in the Olympic Games. Ireland was formally accepted into the I.C.F.

## Bookshelf

### THE ESKIMO ROLL—(British Canoe Union, 3/-)

This is an excellent textbook, giving full instructions for rolling by the Put-across, Pawlata and Screw methods. It is designed as an accompaniment to practical instruction, and will enable the novice to practice at home the movements he will put into practice at the next rolling session. The techniques of rolling are not easy to put into words—this booklet succeeds better than most, and should be considered essential reading by all anxious to improve their rolling proficiency.

Rating ★★★★★

### THE SEVERN BORE—F. W. Rowbotham (David & Charles: Dawlish MacDonald, 17/6)

White Water canoeists are always looking for whiter and more challenging water. It is surprising to me that so few eyes have turned towards the Severn Bore, not that it could be called white, but its challenge is without question. The earlier chapters are a clear exposition, with the help of glossary, diagrams and charts, of what forces and conditions set the bore in motion, and a description of the bore itself. The writer goes on to explain where and when it can be seen at its best. Then follows a thrilling chapter on riding the bore (cutting through it, not surfing) including some near disasters, navigation by barges and advice on photography. There are superb photographs of the bore at its biggest. This will make the perfect present for Aunt Mildred who is staying with you over Christmas. Buy it for her and grab it back as soon as it is unwrapped. E.W.

Rating ★★★★★

### LONG DISTANCE RACING—D. Green (British Canoe Union, 3/-)

An excellent handbook which should greatly improve the L.D. racing standard. I particularly liked the illustrations on weight lifting but found the text appertaining thereto a little hard to follow. David Green, the L.D.R. Coach, has produced a first-class job which covers virtually all the points. This book is a must for the L.D. type whether tyro or champion. One thing that does spoil it is the poor standard of reproduction which does not do justice to the high standard of the text. I look forward to the other competitive branches following the L.D. Committee's lead.

Rating ★★★★★

### OUTBOARD BOATING HANDBOOK—(Frederick Muller Ltd. 5/-)

One of a series of "How to" books full of ideas, tips and pictures for the family afloat, imported from America. The main concern is runabouts with outboard motors, but included are a couple of photos of powered canadian canoes. There are sections on buoyancy, aqua-lung diving and trailers. People with a general interest in boats will find this hard to resist.

Rating ★★★★★

## CLUB NEWS



A strong south-east breeze, water rough with 4 to 5 ft. waves inside the harbour wall in no set pattern, and surfing was difficult. WOOLWICH C. C. had numerous capsize, including secretary W. T. Hall, who was caught in the middle of four waves rushing together in square formation. When they met, the canoe and occupant were thrown up six feet in the air. This was enjoyed by all, and they made a return visit two weeks later at the end of September. Under construction at Woolwich is a completely elliptical baths training kayak, material glassfibre. It has an eskimo-type cockpit and full buoyancy.



Four years ago, there were two canoes at the Welsh League of Youth's Outdoor Centre in Merionethshire. Canoeing was frowned upon as being something dangerous and risky. The appointment of a Physical Recreation Organiser brought enlightenment, canoes were built, and this year for the second time the CLWB CANW GWERSYLL GLANLLYN ran an expedition to the rivers of France. The Tarn was in spate, and they had ample opportunity to test the B.C.U. approved lifejackets (of which they had obtained a supply in view of the moderate difficulty of the river). "We have great faith in these lifejackets—even more so after the experience gained in their use on this expedition," writes Elwyn Huws. The Tarn carves its way through a limestone area, and there were many interesting and dramatic caves for the caving enthusiasts in the party.



From time to time, reports have been received at Burlington Hall, where BIRMINGHAM C. C. meetings are held, on the progress of the boathouse for canoeing and rowing activities at the Edgbaston reservoir. The Corporation has prepared a lease for the site, which has been examined and found quite suitable, plans of the building have been prepared, and preliminary talks have been held between the Rowing Club, the Birmingham Kayak Racing Club and Birmingham C. C. The University is also interested in such developments, and has offered to maintain a coach/boathouse steward provided the building is erected and properly financed.

A fleet of canoes, twenty strong and including six Canadians, paddled from Staines to Richmond for the November Cruise of RICHMOND C. C. Membership now stands at 120, including forty juniors. Concerning the B.C.U. A.G.M., Mrs. Tate tells me that Richmond will be there in force, and they are endeavouring to hire a minibus to travel to Leamington.

The past months have been very busy ones for UPPER WORTLEY C.C. members. They spent over two weeks in Eire during the summer break. One week was spent touring Killarney aboard horse-drawn caravans, begorrah, and the second week on an island off the south-west

coast, where members were able to enjoy swimming and canoe surfing in the Atlantic breakers.

Extensive repairs have been carried out on the Otley clubhouse, and several enterprising lads set to and built a huge barbecue pit. New premises have been obtained near the river at Pateley Bridge. At the moment parents, friends and members are busy decorating and furnishing the new place with all mod. cons. They have also had a recent offer of a six-berth cabin cruiser moored at Selby on the Ouse. This "free gift" could be used as a floating boathouse, but it will be Spring before they can get round to repairing and painting.



At the NORTHFIELDS SCHOOL C.C. camp, fifteen girls and boys enjoyed eight days good weather at Coniston before torrential rain for 48 hours raised the lake level. We understand that they dried out just in time to strike camp. They walked round Coniston Fells on "rest days." D. H. Harper writes, "All seven original members (boys) have taken and passed both Novices and Proficiency Tests this summer. We have also loaned our canoes to Bedfordshire Youth Service for four beginners' courses, taken by myself, resulting in over 25 youths and girls gaining Novice certificates."

On the non-competitive side, a good deal of canoeing was done at the 25th SOUTHAMPTON (Northam) SEA SCOUTS summer camp on the Newtown River, Isle of Wight. The senior Section of the group went to the Lake District for their summer expedition, where they wore out a number of climbing boots, and made some holes in a 17 ft. Tyne canoe. Another recent highlight was a canoe trip to Brownsea Island, the birthplace of the Scout movement.

W. E. Keen writes on behalf of the B.N.S. SAILING & CANOEING CLUB—"We are a club made up of sailing and canoeing interests . . . since the excellent lecture given by the National Canoeing Coach last year, 'we have seen the light' and have taken up slalom and white water canoeing. We entered a team in the Chalfont Park White Water race on the Usk (1st November) and came 8th out of eleven teams. This was our first competition event and we are looking forward to many more."

J/S.S.M. D. H. Williams and J/Cpl. C. J. Lloyd of the JUNIOR LEADERS REGIMENT, R.E., paddled their Viking Mk. IV from St. Margaret's Bay to Cap Blanc on Sunday, 18th October, to establish a Junior Record time of 3 hrs. 49 mins. and 50 secs. This has yet to be confirmed by the B.C.U. Previously no junior crossing has been recorded. Both are 17½ years old and hence qualify for the Junior (under 18) class. They left St. Margaret's Bay in the company of another canoe, all escorted by the Regimental Launch. The sea had a gentle swell at first, which rose to five foot choppy waves in centre channel. Last July, 25 canoes from this club, and the Junior Tradesmen's Regts. at Rhyll and Troon did the return trip across the channel, the fastest time for the massed crossing being 5 hrs. 40 mins.



The object of the John [redacted] Trophy Canoe Race, sponsored by the Eskdale Outw [redacted] Bound Mountain School, and managed by the LAKE LAND C. C., is to encourage young people in the sport of canoeing. The aim is not so much to resolve a winner in each class, as to get young people to take part in an adventurous event requiring a fair degree of sustained effort and stamina, and to enter in canoes used for

general purposes, preferably built by themselves. The event was held this year on 13th September on Windermere, and was followed by a demonstration of advanced canoeing by skilled canoeists.



THE CANOE TOURING CLUB has an interesting winter social programme including monthly film shows, barbecues and Bingo. For the more athletic, a cross-country race is to be arranged for a Sunday in January or February. It is open to canoe clubs,

youth clubs, etc., and the organiser is Ron Fish, 47, Onslow Road, Richmond, Surrey, who will no doubt be pleased to supply further details to the hardy.



Major F. R. Sillitoe, R.N., sends news of the SEA CADET CORPS. Two sessions of canoeing were held on the Sunday morning during a recent weekend physical training course held at the Naval School of Physical Training. Mr. J. W. Sutherland, the Corps' Canoeing Officer was in charge of the course, which was attended by Officers, Instructors and Cadets, all of whom tried out one or more of the canoes and had a brief introduction to what was for them, in most cases, a new sport.

This activity was a new one for these weekend courses and it is hoped to include something on these lines on future occasions. It is hoped that a number of Senior Ratings will be able to qualify for the B.C.U. Instructors' Award shortly.



During the last few months, several CHESTER C. C. members have been working night after night "excavating" under the club house. All that is left to do now is to put in the fittings, and they have a new changing room and showers. Mr. B. Pollard, Chairman of the club for the last four years, is retiring this year. He has done

a lot for the club, and will be greatly missed. In five Div. I slaloms, Chester has gained four first, one second, three thirds and two fourths, Dave Mitchell winning three events, and John Woodhouse the other.



OXFORD UNIVERSITY C.K.C.'s summer trip included canoeing on the Spey, Tay (Grandtully, Stanley Weir) Nethy, Feshy, Garry (Killiecrankie Pass) and Earn. The best rapid they found at Colymbridge on the Druie. The Earn was interesting, with four shootable weirs between Crieff and Kinkell Bridge. They went through the pass at Killiecrankie, and inevitably capsized on Soldiers Leap.



The ROYAL LEAMINGTON SPA C. C. held a very successful Barbecue [redacted] in aid of the Olympic Fund. 120 members and friends turned up, and we are pleased to report that a cheque for over £22 was forwarded to the Fund. A large number of members turned out for the "do it yourself" weekend, this resulted in many outstanding repairs and renovations being made to the club buildings.

"Recently we have suffered two break-ins," says Abdul Sowman, "The first time three canoes were recovered, the offenders having been caught red-handed on the river at Warwick, and more recently a Pointer K.I. was found outside our clubhouse—no doubt placed there with a view to stealing, and the police found another vener L.D.R. single seater on the river bank in the park. The police have informed the club that they have decided not to bring proceedings against the offenders."



HARTLEPOOLS KAYAK CLUB reports that now that the cold weather has come, members are starting canoeing in earnest. Together with other canoeists from the North-East they are preparing to take the Advanced Sea Test when Oliver Cock visits the area in February. Brrr! The organiser Chris. Hare would like to hear from any other

group who are sea canoeing throughout the winter with a view of meeting, touring together and exchanging ideas on how to keep warm!



Although there has been an unofficial club in existence for some years at CORNWALL TECHNICAL COLLEGE, the club only became affiliated to the B.C.U. in 1964, since when the membership has doubled already. With more than 50 per cent beginners, quite a lot of time is spent in instruction, but they manage to get in at least one whole day's canoeing per week, usually working from Carrick Roads (Falmouth) to the various streams and creeks of the Fal estuary. "Carrick Roads produce real 'sea canoeing' conditions and probably did more for our beginners than we did," writes club secretary W. R. Holt, "All our canoes are at this moment undergoing a major refit. They filled me with apprehension in April, but by September they were terrifying contraptions. Still, with much hard work they will be on the water again soon."



THE OUTWARD BOUND GIRLS SCHOOL (Towyn) staff report a three-day training scheme started with two days on the Teifi, from just below Lampeter to Heullan Falls. The water was low, but this proved an ideal stretch for introducing newer members of staff to white water conditions. Ten singles of various types were used, including chine boats. The latter took rather a battering

but the result was some useful deep water rescue practice in choppy conditions on the third day during a coastal trip when two of the wooden canoes all but foundered. Probably the most notable feature of the trip for the organiser was the friendliness of the anglers on the Teifi.



The NORTON SCHOOL C. C. recently gave a show of B.C.U. films which were much appreciated by members and intending members. As a result, we are assured, a queue to join this club! The fleet now includes two single and one double glassfibre Moonraker in the "racing section," and plans are being considered for building laminated wooden hulls, possibly to their own design, but within, of course the Class specifications. Training will continue throughout the winter. Hatfield Y.C. had better look to its laurels in the coming season.



LOUGHBOROUGH COLLEGES K.C. has now been in existence for almost a year, and already possesses a boathouse, two club boats and keen members. The standards are quite high; members include two Div. 2 slalomists and a Devizes-Westminster crewman, and it is hoped that the skill and knowledge of these people will be passed to others via an organised coaching scheme. In competition, results have been good, with second place in the Inter-University competition at Grandtully, and a first at Marsh Lock.



Now that the Long Distance Racing season has ended, HARLOW C.C. can look back on its most successful season ever. The main interest has been in L.D. and the club has gained eighth position in the country, with 100 points. Allen Miller has won the Sella Cup for scoring most points in any four ranking races. Membership has again increased, although lady members are still sadly lacking. There are now 60 canoes in the club, and in the new year an influx of new racing canoes is expected, including two club K.1's. The climax for the club was the Lee and Stort canoe race, which had its first successful year as a ranking race. Next year it is to be organised entirely by the club.



Lt. Brian Brown of the JUNIOR TRADESMEN'S REGT., A.C.C., takes over as Club Secretary from Capt. Bob Kenyon, A.C.C., now posted to the Para. Bde. St. Omer Barracks are about to be reduced to contractor's rubble, their new address is Clayton Barracks. The J.T.R. A.C.C. has won the Southern Command Junior Canoe Race for the fourth year running, and club members, or ex-club members took first, second and third places in both senior and junior events of the Army Slalom Championships—a clean sweep for the Army Catering Corps canoeists.



Mr. H. P. Taylor is now secretary of the ELLESMERE COLLEGE C.C., and he would like to get in touch with any local canoe clubs, to organise some meetings together to benefit the boys training for the Youth Championships next year. Until the beginning of next year they will have only Slalom boats and two-seater touring boats available for use on the canal and River Dee.

What amazes the committee of the SOUTHAMPTON CANOE CLUB is the enthusiasm of the members who are interested in racing. The Club has been functioning for over a year and as many as fourteen paddlers travel to L. D. events. On Sunday, 25th October, thirteen canoeists and seven other members went to Hereford, 130 miles each way, returning with three firsts, five seconds and a third prize. Their Gibraltar trip reported elsewhere in this issue, has already brought enquiries about "going foreign" next year. They are grateful to the Education Department for providing a trailer and making available a school basement for winter training. Bob Payton the team manager says "You wait till we get organised . . ."

### SURF SAFETY

Would clubs and individuals please note that the Rural District Council of Wadebridge, Cornwall, has specially requested all canoeists to avoid Polzeath during the month of August.

The reason is that the bay is very small. It is the only reasonably safe bay in Cornwall where good surfing conditions are usual. Therefore everybody crowds in upon it during that particular holiday month. Canoes are fast, and not entirely in control when coming in on surf. If they hit anyone they might prove lethal. The combination of the surfing crowds and the lethal weapon is to be avoided if humanly possible. At any other time of year the inhabitants of Polzeath will welcome canoeists.

If holidays are arranged at Polzeath, the R.D.C. ask that bathers and canoeists be kept to different parts of the beach. This can easily be done, so long as flags and notices are displayed informing people of the arrangement. Information regarding the correct flags can be obtained from the Corps of Canoe Life Guards or from the Surf Life Saving Society.

### WHITE WATER CANOEING IN JUGOSLAVIA—continued

Jablatica to Mostar, the party decided to canoe the river in day-stages and keep all the camping equipment in the Land Rover. They started canoeing about 15 miles below Jablatica because there were many portages in the previous stretch. The Naretva is an ideal river for canoeing, fast-flowing with many small rapids and an occasional pool to give a respite. The party had to contend with eight of the typical Naretva falls where the river drops twelve feet into a channel two feet wide. In one place the river had cut a narrow tortuous channel, nine feet wide, through solid rock rising thirty feet vertically on either side. The party stopped just above Mostar—by repute the hottest city in Europe, and spent two days relaxing on the Adriatic coast south of Dubrovnik. One member of the party learnt to Eskimo Roll much to the astonishment of the bathers who were convinced that he was trying desperately to drown himself.

On the way home the party visited the Postogna Caves—the second largest in the world, crossed the Alps by the Grossglockner Pass and spent a day in the Rhine Valley before returning to England on the 8th August.



## TEST REPORT

by Brian Johnson

### Klepper SL5

Length 13'2½" Width 24½"  
Standard Weight 34 lbs.

"Quite a banana," commented a friend while looking at the rockered keel and the very flat deck. "I wonder what advantages that shape has?" Whilst trying the canoe out on calm water I saw the first of the advantages. I found the canoe could be spun round like a top without having to lean at all, as if the boat was on a pivot. When the canoe turned, the rear deck became almost completely awash although the low deck line offered little resistance to the water. The canoe turned better when kept upright and not leaned, because of its flat deck and shallow hull shape, an effective high telemark would be achieved without the necessity of having to lean.

The crossbow turn or Colorado hook was also very effective, needing no recovery stroke at the end of the turn.

Its length being the International minimum gives it an advantage in slalom over other boats, however, this reduces its speed and it planed considerably when paddling fast. In rough water, the canoe handled quite well, especially on river courses, but at weirs when I paddled against the waves, the bow cut straight through the crests like cheese instead of riding over them. The boat was exceptionally easy to roll.

The built-in seat is suspended and situated about 6 in. forward of the back of the cockpit, so that when leaning back the coaming did not press into my back. A true backrest has been found unnecessary in slalom.

The seat itself was quite firm, and can be supplied in several widths to fit varying individuals. Getting into the boat was quite easy as the cockpit was comparatively large, narrowing down into the seat, some people found difficulty in sliding their long legs under the low deck. The standard knee-grips are two aluminium bars which cannot and do not need to be adjusted as they press on a different position on the leg according to the size of the canoeist. The foot-rest was an easily adjustable aluminium bar (same as on the SL.3 and Jet). Most people found the seating arrangement comfortable and had no criticism.

The buoyancy was built-in and included in the price of the canoe, as were the foot-rests and kneegrips.

The Klepper SL.5 is a very efficient glassfibre slalom machine and no doubt will become very popular in Britain. Price is £38, plus £2 for spraycover. It is available in various colour combinations from the Canoe Centre at Twickenham, where it is being produced under licence.

## Briefly . . .

● Since 1947, Percy Blandford has led annual National Scout Canoe Cruises on the Wye. There will be a reunion for all who have attended these cruises, at Baden Powell House, London, on Saturday, 30th January, 1965. Details from Percy at Newbold-on-Stour, Stratford-on-Avon.

● Kivik Canoe Craft have just brought out a wet suit designed specifically for the canoeist. Special features include raglan shoulders and stitched seams for strength.

● In our Profile on Frank Luzmore, we said that Richmond C. C. ran the London River Race. We meant, of course, the Devizes/Westminster Canoe Race Committee.

● Correction to the Guide to the Waterways—River Medway. The Divisional Engineer's phone number at Town Lock, Tonbridge, has been changed to Tonbridge 4466.

● Foreign Touring. The Foreign Touring Secretary wishes to thank all who sent in reports of their tours in 1964. She would be particularly grateful for details of the following, on which little information is available: The Dalmatian Coast, rivers of Czechoslovakia, Poland and Spain. The address is Miss E. E. McLellan, 9, Downsway, Sanderstead, Surrey.

● The General Secretary of the B.C.U. is Captain Alec Kennedy, C.B.E., and not O.B.E. as announced in the September issue. We offer apologies for this mistake, caused by a typing error.

## CLASSIFIED ADVERTISEMENTS

### TRAILERS

LIGHT WEIGHT TRAILERS for 6 canoes. Manufactured by the Trailer Specialists. Please write for Pamphlet containing full details of Kits and Finished Trailers. From £36. 15s. 0d. Wicksteeds, Meridian Works, Royston, Herts. Phone 3154.

### BOATS AND EQUIPMENT FOR SALE

CANOE FOR SALE. Tyne Tourer Two-seater (Folding), fully equipped for sailing. Very good condition. Best offer over £25. D. Osenton, Forby Farm, North Halling, Rochester, Kent.

MOONRAKER, CLASS 3, FOR SALE, with Olympia Paddle. Good condition, £20 o.n.o. F. Harvey, 4 Newport Terrace, Millbrook, Plymouth, Devon.

RIBELLE K.2 FOR SALE, only 18 months old. Not used this season. Excellent condition. Offers invited. E. F. Gagg, Scarsdale, Lower Broadheath, nr. Worcester.

USED CANOE CAMPING EQUIPMENT FOR SALE at very competitive prices. Wide range of canoes. List from P.G.L. Holidays, Hole-in-the-Wall, Ross-on-Wye.

CANOE FOR SALE. Tyne Sports Two Seater (Folding). Complete with Paddles, Spraydeck etc. One year old. £30 o.n.o. Write C. Mortlock, Manchester Grammar School, Manchester 13.



**INSTRUCTORS**

EXPERIENCED CANOEISTS required as Instructors for all periods April-September, 1965. Young ladies also required as Cooks on canoe camping holidays. Details from P.G.L. Holidays, Hole-in-the-Wall, Ross-on-Wye.

**BOATS WANTED**

TWO K.I.'s WANTED. Rapido, Pointer, Sprinter or Fighter. Price and particulars. A. Musgrove, 22 Wharton Street, West Hartlepool.

**HOLIDAYS**

EIRE 1965? Canoeing, Pony Trekking, Romany Caravan and other unusual holidays in Eire. Send S.A.E. for brochure to Peter Binns, 10 Bracken Edge, Leeds 8.

**THE SPECIALIST CANOE DESIGNER**

*(Build from scratch, as 5,000 did last year)*

There is something in our list for everyone  
Send stamp for lists

**PERCY W. BLANDFORD**

**NEWBOLD-ON-STOUR, STRATFORD-ON-AVON**

**CANOE CAMPING****ON THE MEDWAY OR THAMES**

Weekend, weekly or fortnightly rates with full cruising equipment. Ideal holidays for the young and beginners. Reduced rates for groups.

**HOLIDAY SPORTS HIRE LTD**

126 New Cross Road, London S.E.14

Tel.: **NEW Cross 6224**

**TENT HIRE — CANOES — INSURANCE  
REPAIRS — TRAILERS**

**CLYDE TOURING CANOES**

16' 3" SINGLE

18' 6" DOUBLE WITH  
TWIN COCKPITS

*Though designed for the fuller enjoyment of sea touring they are equally at home on inland waters.*

**Wet Suits**

SPECIALLY DESIGNED FOR THE CANOEIST  
WITH LONG SLEEVES

**Canoe Suit**

One piece shorty suit in  $\frac{3}{16}$  in. double skinned expanding Neoprene at **£13 10s. 0d.**

One piece shorty suit in 4 mm. Nylon lined Nepex/Aqualon material at **£17 10s. 0d.**

*(Short sleeves optional)*

**Kits**

In  $\frac{3}{16}$  mm. double skinned material. Material etc., with patterns and full assembly instructions—approximately **£8 0s. 0d.**

**CLUB DISCOUNT****CANOE HIRE SERVICE**

*Full details:*

**KIVIK CANOE CRAFT  
CARBERRY, MUSSELBURGH, SCOTLAND**

## K.W. KAYAKS — "THE CHAMPIONS CHOICE"

### 1962 K.W.1

### 1963 K.W.2 "SUPREME"

### 1964 K.W.3

A HAT TRICK in British Slalom/White Water. For the past three years there has been a different K.W. model for each year that has been outstandingly successful in competition, have been used to win more events than any other single design, 1964 being particularly eventful as the current K.W.3 Slalom Special has in many cases "swept the board" clean of honours against a whole variety of well publicised models.

K.W. Canoes lead also in design development. Many design features found in other makes of canoe originated from our craft i.e.: fixed suspended glassfibre bucket seats; adjustable knee-grips; spring-loaded adjustable footrests; seamless construction; these are the most apparent. Our policy of making use of new developments as soon as they are proven brings our present range up to 1965 specifications.

#### SOME RECENT SUCCESSES

##### Llandysull Slalom, 4th October

**1st Div.** 1. D. Mitchell K.W.3  
2. K. Langford  
3. J. Woodhouse K.W.3  
4. D. Olorenshaw K.W.4

**2nd Div.** 1. R. Calverley K.W.3  
2. S. Leary K.W.3

**Ladies Div.** 1. H. Goodman K.W.3

##### Team Event: Manchester 'A':

K. White K.W.3, K. Langford,  
R. Calverley K.W.3.



##### Wharfe Slalom, 11th October

**Open** 1. D. Mitchell K.W.3  
**Event:** 2. K. Langford K.W.3  
3. J. Woodhouse K.W.3  
4. R. Calverley K.W.3

**3rd Div.** 1. R. Barrett K.W.3  
2. P. Boddington K.W.3

**Ladies Div.** 1. L. Calverley K.W.3

##### Team Event: Chester 'A'

D. Mitchell K.W.3, J. Woodhouse  
K.W.3, S. Leary K.W.3

WE LEAD—OTHERS FOLLOW

#### 1965 RANGE OF CANOES AND EQUIPMENT

**K.W.3 INTERNATIONAL SLALOM SPECIAL** this craft needs no introduction, a Slalom canoe that trims valuable seconds off competitor's time in an event, by manoeuvrability second to none. Length, 401 cms. Beam, 60 cms. Seamless construction at no extra cost. Price: £42 with full equipment.

**K.W.4 SLALOM/WHITE WATER RACER** is a very popular streamlined version of our K.W.2 "Supreme" well proven in competition, fully elliptical section. Length, 416 cms. Beam, 60 cms. Seamless construction at no extra cost. Price: £45 with full equipment.

**K.W.5** This is our latest design. A real white water missile in our usual glass-fibre construction, built for sheer speed and manoeuvrability this canoe can also be used for general canoeing. Features seamless construction. Length, 450 cms. Beam, 60 cms. Price: £45 with full equipment.

Immediate delivery on all 1965 models now. H.P. terms. For further details write or telephone to :

### STREAMLYTE MOULDINGS (Marine) LTD

124 BRIGHTON ROAD, SHOREHAM-BY-SEA, SUSSEX Tel. SOUTHWICK 2108

Contractors to: The Admiralty, Air Ministry, War Office, Education Authorities, Exporters, Civil and Military

The British Canoe Union

## FILM LIBRARIES

Motion pictures of canoeing in all its aspects

For beginners	Racing
Rapid Rivers	Sailing
Sea Canoeing	Touring

Available on hire in 16 mm. and 8 mm. at moderate terms from

### The British Film Institute

81 Dean Street  
London W1



also special trailers for up to 15 canoes

Write for literature

Please state make of car

C. P. WITTER LTD., CHESTER 33. Tel. 25004 & 27189

LIGHT  
COUPLINGS  
FOR  
BOAT  
TRAILERS

# Modern Canoeing

CHARLES SUTHERLAND

"This is an eminently *readable* book. Assuming no previous knowledge of canoeing on the part of the reader, Charles Sutherland deals with all aspects of the sport, from its early history when the first savage accidentally floated down the river on a tree trunk, to repairing glassfibre hulls. The author has tried to be as specific as possible, preferring to quote figures than to generalise. . . . Mr. Sutherland has a witty style of writing and knows his canoeing. A nice, thick book for beginner and expert alike with many illustrations, well worth the price."—CANOEING IN BRITAIN. With 16 photographs and 13 drawings.

25/-

FABER & FABER

24 RUSSELL SQUARE, LONDON WC1

FOLDING CANOES

SINGLES, DOUBLES, THREES  
SWEDEN FORM, BUILT IN BUOYANCY

8 MODELS FROM **£26**

SAILS & ACCESSORIES

BRITISH BUILT

NON-FOLDING CANOES

LAMINATED FRAMES  
PVC/CANVAS HULL  
LIGHTER . STRONGER . CHEAPER  
4 MODELS FROM **£18.10.0**

ROOF RACKS  
& ACCESSORIES

GUARANTEED SAFE DELIVERY

BUILD YOURSELF  
CANOE KITS

FULL SIZE PLANS AND DRAWINGS  
WITH DETAILED INSTRUCTIONS **10/-**

COMPLETE KITS WITH EVERYTHING  
OR SEPARATE MATERIALS AS LIST **£14**

ILLUSTRATED CATALOGUE FREE

FIBRECANU

2 SEATER AND SEPARATE  
COCKPITS, 15 ft.— **£36**

MODERN CANOEING

This is a new book, to start a young man off, informing him what to look for when choosing a canoe, and leading him step by step to Cruising, Sailing, Sea Canoeing and Shooting Rapids.

6/6 POST FREE

**GRANTA CANOES . COTTENHAM . CAMBRIDGE**

WE NEVER CLOSE

TEL. COTTENHAM 241



**PLANS BY K. H. LITLEDYKE**

*The original canoes of marine ply-panels tied with copper wire and bonded with glass fibre*

**Building materials and accessories for hard skinned canoes**  
also

**HAMMER FOLDING CANOES**

*Mail or phone enquiries:*

**JOHN E. PEARTON (KAYAKS) LTD**  
**42 Fitzjohn Avenue, Barnet, Herts.**

Telephone: BARNET 1623

***Ottersports Ltd***

**Broad Street, Northampton. Tel. 39405**

**HAVE YOU SEEN**

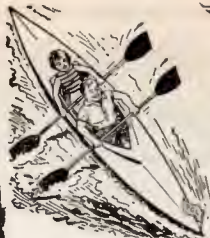
*our*

**FORTY PAGE 1965 CATALOGUE?**

*(Fully Illustrated)*

If you will write us, one will be  
Gladly sent **FREE** of charge

With canvas samples if required



# WATER SPORTS HOLIDAYS

Perfect open air holidays for **ADULTS, TEENAGERS and SCHOOLS**. Pony trekking, sailing and canoeing Wales, sailing English Lakes and Loch Fyne, Scotland. **CANOE CAMPING DOWN THE WYE and RHONE** with sailing on the Mediterranean. Adventure canoeing on the **SAVA, YUGOSLAVIA and BRDA, Poland** . . . Sailing, snorkelling and water-skiing Balearic Islands . . . And for our "Relaxing Holidays" by air to Spain from under £30 nothing but idling the time away, completely forgetting all the daily worries left far behind in order to enjoy fully the warm sea, the beaches, the sun drenched boats! **FREE** places to party leaders, prices fully inclusive of all equipment and instruction. **PLAN NOW!** Canoe-hire service Canoeing, sailing and pony-trekking week-ends.

**PGL**  
**HOLIDAYS**

**16mm COLOUR FILMS ON FREE LOAN**

All details and free brochure from  
department B.C.U.

**P.G.L. HOLIDAYS**  
**COMMERCE LANE, LETCHWORTH**  
**HERTS.**



## CANADIAN, FIBRE GLASS, AND FOLDING CANOES

*Materials and designs for folding and rigid canoes  
Kits for rigid canoes*



Full details from :

**TYNE FOLDING BOATS LTD. (Dept. B.C.U.)**

206 Amyand Park Road, St. Margaret's  
Twickenham, Middlesex



## MOONRAKER BRITISH RACING and TOURING CANOES

THE FINEST AND MOST SUCCESSFUL CANOES. BUILT TO THE HIGHEST STANDARDS OF CRAFTSMANSHIP IN OUR FACTORY, OR ASSEMBLED EASILY AND QUICKLY FROM PRE-FABRICATED KITS. ALWAYS AHEAD IN DESIGN. PLEASE SEND FOR FREE BOOK ON CANOEING TO THE DESIGNERS :

**JENKINS & LANCEFIELD**

DEPT. 3 CORSHAM WILTS.  
CONTRACTORS TO EDUCATION AUTHORITIES AND H.M. SERVICES

## KLEPPER AGAIN LEADS THE WAY WITH THE NEW SLALOM SL 5

*During the Boat Show, visit  
our Canoe Display at the  
St. Augustine Church Hall,  
248 Lillie Rd., nr. Earls Court*



## THE CANOE CENTRE

**18 BEAUCHAMP RD., TWICKENHAM, MIDDX.**  
DAILY 9-5, SAT. 9-12.30

The prototype of this wonderful new pure slalom model won the first 5 places in the German National Championships, as well as 3 Internationals this year. Rolls like a dream. Made in England with the famous Canoe Centre warranty. Weight, 34 lbs. Early delivery.

Price complete : £38

**EVERYTHING FOR THE CANOEIST**

Tel. POPesgrove 8979

Contractors to the Admiralty, War Office,  
Royal Air Force and Municipal Authorities

• SLALOM COMPETITION TOURING SINGLES •

CANADIAN SLALOM C.I.

Sole U.K. Agent for  
Glass Fibre **Mendesta** Canoes

**JOHN CRITCHLEY**

7 Constance Road, Whitton  
Twickenham, Middlesex  
Telephone: **POPESGROVE 6925**

Enquiries also invited for :

**GILLCO** crash hats and finest quality  
hand finished spoon blade paddles

• RAPID RIVER RACING TOURING DOUBLE •

SPRINT RACING K.I.

## WESSEX GLASSFIBRE CANOES

THE FAMOUS RACING, TOURING  
& POTTERING CRAFT  
AS SUPPLIED TO  
H.M.  
FORCES



**WESSEX Mk. II**—16' 6" Sports Tourer, incl. Two Buoyancy Seats **£39.17.6**  
**SEA RAPIER**—16' 0" Single-seater with Buoyancy Seat **£34.15.0**  
**G/F ACCORD K2**—21' 6" Racer, 2 Buoyancy Seats and Rudder **£55.10.0**

FURTHER DETAILS FROM

**J. L. GMACH & CO. LTD** FORDINGBRIDGE · HANTS · Tel. 2422

Printed by Smith & Son (Newcastle) Ltd., Clavering Place, Newcastle upon Tyne 1

THE HOVE

**SHIRLEY PRESS**

LIMITED

45-51 SHIRLEY STREET  
HOVE, 3 SUSSEX  
Phone Hove 33336 & 36300

Printing from a Small Card to a Volume

PRINTING . BOOKBINDING . MACHINE RULING  
DIE STAMPING . DUPLICATING . STATIONERY  
TWINLOCK SYSTEMS

THESE SPEEDY  
DURABLE CRAFT

hold the A and B Class Records in the 1961 and  
1962 D/W RACE, took the first 12 places in the Junior '63  
event and came 1st, 3rd, 5th and 8th in the Senior. Also Cross Channel record  
holder. Write **NOW** for detailed literature on these excellent craft.

**WESSEX Mk. III**—Improved version of Mk. II **£44.17.0**  
**SPORTS RAPIER**—15' 9" Single-seater with Buoyancy Seat **£33.15.0**  
**THE SCOUTER**—11' 0" Junior Single-seater from **£24.10.0**

# SOLENT

# CANOE

# CENTRE

**166 BITTERNE RD., SOUTHAMPTON**

Telephone 49270

**Now in production :**

**CLAUSENTUM "CYGNET"** Single-seater Canoe  
Based on the Kayel Sports Single Special designed by  
Ken Littlelyke.

**Glass-fibre hull for strength**  
**Varnished ply deck for appearance**  
**Hard chine for stability**

On estuary water there is nothing to beat a "Cygnets"  
(1st in the tough Exeter L.D.R.)

**Complete £25 or in kit form £20**  
Delivery at cost

*We congratulate Mick and Bob Orchard on their success  
at Gibraltar, racing the "Cygnets"*

## **Avoncraft**

### **RACING AND TOURING CRAFT**

#### **"INVADER" K.1**

Avoncraft proudly introduce the British designed and built "Olympic" Class K.1. This is regarded as a big breakthrough for the competitive canoeist who now can afford the very best in kayak racing; performance and price no other racing craft can offer.

"Invader" K.1 has an external skin of mahogany veneer and incorporates internal glass fibre sheathing as used exclusively in all Avoncraft kayaks.

Price complete with seat and rudder **£40**. Dimensions to I.C.F. regulations with minimum weight of 26½ lb. approximately.

Other craft in the Avoncraft range are :

"Rapide" Mk. 3 winner of numerous class 3 L.D. and sprint races, including events in the 1964 National Youth Championships.

"Hustler" Mk. 3 winner at major class 7 L.D. events during 1964.

#### **STOP PRESS !**

Look out for the new "Invader" K.2. Details will be available in the New Year.

**For details of craft, kits, and accessories write :**

**R. H. VARDY**  
**30 CAVAN ROAD, REDBOURN, HERTS.**

**Tel. REDBOURN 303**

**Suppliers to H.M. Forces, Clubs, Education Authorities, etc.**



**B.C.U. PUBLICATIONS**

GUIDE TO THE WATERWAYS OF THE  
BRITISH ISLES ..... 21s. 0d.

**CANOEING :**

- No. 1—CHOOSING A CANOE  
AND ITS EQUIPMENT ..... 3s. 0d.
- No. 2—CANOE HANDLING AND  
MANAGEMENT ..... 3s. 0d.
- No. 3—CANOE CAMPING ..... 2s. 6d.
- No. 4—THE ESKIMO ROLL ..... 3s. 0d.
- No. 5—CANADIAN CANOEING ..... 3s. 6d.
- No. 6—LONG DISTANCE RACING ..... 3s. 0d.

**B.C.U. INSURANCES**

- CANOE
- THIRD PARTY
- PERSONAL ACCIDENT
- BOAT HOUSES
- FIRE & THEFT  
ETC.

Send letter stating your  
requirements for  
quotations to :

**B.C.U. INSURANCES**

JOAN BAKER

147a Station Road  
London E.4

**SLOW MOTION  
FILM LOOPS**

showing various techniques are  
available in 16mm and 8mm  
24 different loops, covering :

- ESKIMO ROLLING
- SLALOM TECHNIQUE
- RACING TECHNIQUE

35mm Filmstrip

"Canoe Building" (with notes)

Details and prices from

**C. M. ROTHWELL**

21 Windsor Road, Clayton Bridge  
Manchester 10

**EVERY CANOEING PUBLICATION AVAILABLE**

Send S.A.E. for Lists. All prices post free.

Please send remittance with order. Cheques etc., should be made payable to "The British Canoe Union" and crossed.

**26/29 Park Crescent, London W.1**