

canoeing in Britain



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canoeing in Britain

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Opinions expressed in this magazine are those of individuals, and do not necessarily reflect official B.C.U. policy.

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Editorial

New Secretary

With this issue we welcome Major Gilbert Tomlinson as B.C.U. Secretary. His task is no easy one; we hope that he enjoys working for the furtherment of our sport.

Glassfibre without Tears

Through the generosity of Bill Saunders, who in our last issue wrote on the problem of glassfibre copyright dodgers, we are able to offer free with this quarter's magazine a ready-made canoe mould design for d-i-y fans, together with instructions. If you have some friends willing to help, Alan Bye's article describes a group timetable for fibreglass building. Beginners in the art of glassfibre construction are strongly advised to obtain the new B.C.U. Booklet on the subject, which should shortly be available from the General Secretary.

President Abroad

In one of the 53 envelopes blocking my front door on my return from a fortnight's holiday, was a note from BCU President John Dudderidge, who went to Karlstadt,

Sweden in July, to open the European Junior Sprint Championships. He reports that he enjoyed being able to pin the silver medal on a British competitor during his one day on the jury—Lesley Oliver from Southampton came second in the 500m. Women's event.

Sackcloth and Ashes Dept.

Usually when sending out our postcard reminders requesting race results, we check through and withdraw those for which results have already been received. This time, through an error, we forgot, so apologies all round, especially to those who went to the trouble of writing or sending a second copy.

Witter Flickers

Rodney Witter informs me that he has an 8mm. film of the World Slalom Championships running for some 30 minutes, available for sale or hire. I will pass on any enquiries.

JACK LEVISON.

SECRETARY'S NOTES

Membership

Enclosed with this issue of Canoeing in Britain are membership renewal forms for the year which commences on the 1st November, 1967 and ends on the 31st October, 1968. Please fill in your forms early before they get lost or mislaid and return them to me with your new subscription.

May I also draw your attention to the Bankers Order Form included on the renewal form and suggest that you give this method your earnest consideration thereby ensuring that your membership subscription is kept up to date. A Bankers Order saves both you and Headquarters time and money.

During the current year it has been necessary to send out approximately 4,000 letters of reminder and 4,000 letters at 3d. each comes to £50—a sum of money which could have been used far more profitably to the benefit of all members.

Membership during the current year, which showed a sharp tendency to decline

during the early months, recovered during the second half of the year and although final figures are not yet available the drop is expected to be about 3% only. At the time of going to press we are 125 members down on the previous year which was the highest in the history of the Union.

It is unfortunate to have to report however that this position has only been achieved by the enrolment of new members of whom there have been some 1,300. It is appreciated that in a number of cases circumstances change and other commitments may have to take a greater priority, but if only the first flush of enthusiasm could be maintained your Union would go from strength to strength. Numbers count in this world and the greater the number of members we can say we are representing, the greater the co-operation and assistance we shall get from the relevant Government Departments, private owners of waterways and other bodies both commercial and non-commercial who have interests and connections with the sport of canoeing.

Many members of the Union devote a great number of hours of their time in working for the benefit of all members and

in furthering the interests of canoeists. They do not ask for thanks, but they do require support, and support is the best thanks you can give. Full membership at 15/- per annum and Youth at 7/6d. is not a great expense, so renew your membership early before you forget it. What about roping in members of your family at 2/6d. a time! The numbers count.

B.C.U. Supplies

Silver wire badges have been available for some months and a number have been sold. Unfortunately due to financial problems the printing of the Long Distance Racing handbook (Canoeing No. 6) and the construction handbooks (Nos. 7 and 7A) have been delayed, but the problems have now been resolved and arrangements are proceeding for the publication of these handbooks. Printing takes time and it will be some weeks yet before the books are available for distribution. My apologies to those members who have ordered and paid for the Long Distance Handbooks and my thanks for their patience. Their orders are all recorded and as soon as supplies are received from the printers execution of their orders will take priority over all else.

B.C.U. Council

Our Council has met twice so far this year on the 14th February and the 27th June. Their next meeting is due to take place on the 14th October. Reports were received from the following Committees:—

- General Purposes Committee
- Competitive Committee
- Access Committee
- 1968 AGM & Conference Committee
- Publicity Committee
- Publications Committee

Representatives of the Council headed by the President John W. Dudderidge met representatives of the Country Landowners' Association in London on the 20th June. The meeting was cordial and the whole question of access is being pursued rigorously. Counsel's opinion has made it clear that there is no right of passage on water flowing through private property unless such right has been acquired by statute or long usage. It is believed that some recognised canoeing rivers have become public rights of way through 20 years of undisputed use and evidence is being gathered in support of such claims. In other cases however the only method is to seek the co-operation and good will of Landowners and owners of fishing rights in working out an agreement which will cater for the needs of all interested parties.

1968 AGM & Conference

As previously advertised the 1968 Annual General Meeting and the Canoe Conference will take place at the Crystal Palace, London on Saturday 27th January, 1968. Make a note of this in your Diary! Accommodation is available at the Palace at a cost of £3—per person for the whole weekend from Friday evening to Sunday lunch time. The price covers all meals and both single and double rooms are available. Accommodation is limited so please book early to avoid disappointment. A number of bookings have already been received.

Inland Waterways Association

The Inland Waterways Association is holding a National Waterways Week from the 21st to the 29th October this year, and on Saturday the 28th October a procession is being organised from Little Venice to Downing Street to carry a petition to the Prime Minister.

The object of the petition is to ensure that the new Transport Bill which is being presented to Parliament in the Autumn covers the interests of all users of the waterways. The petition demands that:—

- (a) the whole present basic network be retained,
- (b) the waterways remain open for at least a period of 25 years,
- (c) the threat of closure by statutory order be removed.

The object of the Inland Waterways Association is to achieve as much national publicity as possible in order to further the interest of all users. Arrangements are being made for Canoeists to be represented in the procession.

All Canoe Clubs affiliated to the Union have been circulated by the Inland Waterways Association and individual members can help by representing canoeists' interests and views to their members of Parliament and County and Borough Councillors at every available opportunity.

● Forth C.C. have not been idle this summer. During June and July, they organised some successful mini-slaloms (so called because organisation is cut to a minimum, with the emphasis firmly on practice and improvement of ability). The site at Thistle Brig rapid on the Tay provides its best water when the river is low, which makes for safety. On the last occasion, gate erection was completed in two hours, and the whole day's practice was appreciated by everyone, including the lads from Gordonstoun, who are now expert canoeists. The cost—16/-, the price of the string!

Elizabeth McLellan, M.A. (9 June 1967)

It was with a deep sense of loss that I heard of the death of Betty McLellan, for, although I knew of her serious illness, I had not faced up to the possibility of an early decease.

Betty's connection with the sport of canoeing began well over thirty years ago, and my first meeting with her was on the 1935 Easter Meet on the Llangollen Canal. She had started canoeing the previous year with a trip on the River Main, where was born an enthusiasm for foreign touring. In 1936 she made her first wild water holiday, in Bavaria, and this led to her taking part, a few years later, in the pre-war British slaloms, in one of which she took first place.

Betty had joined the Canoe Section of the Camping Club in 1934, was elected to its Committee in 1939, and served on it throughout the rest of her life.

When, after the war, the B.C.U. decided to appoint a Foreign Touring Adviser, Betty undertook this work and brought to it all the wealth of her experience and

knowledge, becoming known to an ever widening circle of members.

A canoeist of considerable ability, Betty played an active part in the development of the B.C.U. Proficiency Badge Scheme, serving on the Committee and as an examiner; and, being a very able teacher, it was inevitable that she should be one of the first to accept enrolment as an Hon. Coach in 1960, rendering unstinting service as lecturer, instructor and examiner at courses organised by the C.C.P.R. and other organisations.

Only an exceptional person could have carried on so many interests and done full justice to them all. The canoeing world has lost one of its most valuable members, and those of us who had worked with her over the years had learned to appreciate her qualities. For her services to Canoeing and to the Union, Betty received the B.C.U. Award of Honour in 1964. The world needs people like Betty McLellan and I will quote the words of the Editor of the Canoe Camper "We will miss Betty very much, but her spirit and guidance will remain for a long time."

JOHN DUDDERIDGE (President)

COACHING NEWS

Coaching Handbook

Regrettably it has not so far been possible to produce the new Coaching Handbook for distribution, but Mrs. Joan Baker and Kenneth Rudram are working tirelessly at this rather formidable task. Early December is the latest estimate when copies will be available for distribution to members.

Those members who have ordered and paid for their copies may rest assured that their orders have all been registered at Headquarters and they will receive them in due course.

Examination Successes

Since the last issue of Canoeing in Britain 24 canoeists have attained the Advanced Kayak examination, and two, namely Messrs. Chaplin and Audred the Advanced Canadian. Our wholehearted congratulations.

Coaching Awards

Between the 10th May, 1967 and the 15th August, 1967, one hundred and forty seven names were added to the list of Instructors in the Coaching Register, and fourteen Senior Instructors.

Several higher awards are pending.

Test Fees

May we again remind you that the fees payable for taking the various examinations are as follows:—

Novice Test: 1/-.

B.C.U. Proficiency: Members 3/-,

Non-members 6/-.

Instructors: 5/-.

Senior Instructor & Coach: 10/-.

Coaching Register

Members are reminded of the decision of the National Coaching Committee that all members of the Coaching Scheme must be paid up individual members and that their names will be removed from the register after a reasonable time if their membership subscriptions remain unpaid.

National Coaching Committee

The Committee is due to meet at Hothorpe Hall, Theddingworth, Nr. Rugby on November 18th and 19th. So far only eleven members have firmly booked their accommodation for the weekend.

● Jimmy Hill, retiring manager of Coventry City A.F.C., was expected to present the prizes following the Open British Long Distance Championship Canoe Race on Saturday, 2nd September. The event was sponsored by John Player & Sons Limited and was followed on the Sunday by a 500m. International Regatta.

● As we go to press we hear of 27-year-old Terry and Barbara Bell who set off from Chiswick Mall on 21st August to paddle to Dar-es-Salaam in Tanzania. They expect to arrive in 1969.

WHERE INSTRUCTORS ARE NEEDED

Jack Travers

As I write I am sitting in a room at the Y.H.A. hostel at Lostwithiel, Cornwall, which has been specially set aside for talks and discussions on canoeing and to bring the sport to novices. On a large table in front of me lie all manner of canoeing books, pamphlets, magazines, tidetables, guides to safety afloat, etc. The shelves round the walls hold a camp cooker, a large variety of survival foods and dehydrated meals, charts, a set of slalom poles, a selection of paddle blades, a box of samples of natural and man-made fibre ropes. A large board displays a map of the area, a chart of Fowey harbour and river, the B.C.U. Calendar and the National Water Safety flag code for bathing. In addition, odd corners contain life jackets, anoraks, waterproof bags etc. Adjoining is a room containing a canoe, paddles and a bench for repair work. Most of this equipment was provided by John Coll a senior B.C.U. instructor of the Anglesey Education Authority Outdoor Activities Centre and myself, but the skeleton on which building was possible was provided by the hostel.

For the keen canoeist this is almost a dream world. It is in fact the base from which each week some eight to ten complete beginners of both sexes are introduced to the world of canoeing. Commencing practical work in a quiet shallow river they start with the basic skills and progress through the week to more open water, canoeing in Fowey harbour and, if weather permits, the open sea. This practical instruction is supplemented by talks discussion and demonstration, visits to Fowey lifeboat and the Polruan coastguard. To which is added at the moment a better library than at almost any canoeing school or activities centre.

Our aim on these courses, this is my third year, is to produce sound sensible and safe canoeists. To give special emphasis to this last I let the lifeboatmen and coastguards express their own opinion on the hazards encountered by and the ignorance of the average holidaymaker afloat.

For those to whom Cornwall is not familiar ground, I should say that this part of England has beautiful scenery, offers excellent opportunities to study fauna and flora and has many places of interest with histories dating back centuries. It is perhaps the oldest part of old England.

The canoeing side alone offers so much variety that it would be of benefit to many new instructors, indeed I do not hesitate to add many senior instructors as well.

Yet every year the Y.H.A. are under a constant threat to cancel courses for lack of B.C.U. qualified instructors.

I hope that these remarks of mine may awake interest in sufficient of the members of the B.C.U. coaching scheme to ensure that from now on the 10 weekly courses each year never lack for qualified instructors.

Bookshelf

CANOEING SKILLS AND CANOE EXPEDITION TECHNIQUE FOR TEACHERS AND LEADERS.—

Squadron Leader P. F. Williams R.A.F. (Petnam Books. 25/-).

This book sets out as a guide to Teachers and Leaders, presumably of the Youth variety, and in fact would prove a first-class guide to any beginner to the sport. Chapters deal with every aspect from choosing the canoe to going on an expedition. Particularly enjoyable is the chapter on bivouacking and camping. It's about time somebody got round to telling people about enjoying themselves in a canoe without competing. The book is, by today's standards, old fashioned in many of its ideas. Certainly the chapter on advanced technique deals with what are currently taught as basic strokes. Sqn. Ldr. Williams' particular forte is doubles technique, and he deals very comprehensively with it, but hardly mentions a rudder, which personally I have found invaluable in a double. One for the club shelf.

Rating ***

● A cruise of boats and canoes will be held by The Inland Waterways Association on the River Stour from Langholm to Brantham to exercise the Public Right of navigation. Sunday, September 24th. Start 11 o'clock.

Details from Mrs. J. Gough, The Bays, Fryerning, Ingatestone, Essex.

● Order forms for Bound volumes of the 1967 Canoeing in Britain mags are enclosed with this issue. Early reservation is advisable to keep your library complete.

● It is likely that the B.C.U. will be taking a stand at the coming Boat Show next January in a drive to attract more members and publicise the sport.

LONG DISTANCE NOSTALGIA

I remember in 1955 attending the Annual General Meeting of the British Canoe Union for the very first time. Then, there were not very many canoe clubs functioning but what there were supported the Union in all its activities. For example, our own Club at Leamington attended any B.C.U. event in strength, some half dozen car loads of ardent keen canoeists would rush to Scotland, Northumberland or, in fact, anywhere to attend a slalom, long distance race or a tour, and this seemed to apply to most Clubs throughout the country.

There were not all that many canoeists or canoe clubs but they were all keen and enthusiastic and I only wish I could say the same in 1967. These days the golden rule is apathy. People seem as though they want to be pushed into everything they attend and this with the utmost reluctance. It seems such a shame that as the organisation has grown so the honorary officers throughout the country find themselves more hard-worked than ever and possibly unable to communicate with each other as they used to do. I for one find myself in this position and I wonder if, in fact, this lack of communication is resulting in a breakdown of the esprit de corps that we used to have in the canoeing world. Personally I have the feeling that there are too many five day a week clubs which operate Monday to Friday and close down at the weekend and during the school holidays. We seem to achieve some fantastic increase in the number of clubs and the number of members but their effect on the competitive world of canoeing is unseen. In years to come we could feel the benefit from the training that these young people have received but it is not coming about as quickly as I would like to see it.

To try and organise the British Open Championship Canoe Race is a nightmare of guess work. Instead of the expected enthusiastic support people are having to be pushed to raise enough interest to attend.

Of one thing I am certain, there is nothing wrong with the young people in the canoeing world but they certainly lack leadership and good management and unless the older people connected with the sport are prepared to knuckle down and rectify the existing organisation, much of what we already have could well disappear through lack of interest. I only hope we can all heed the warning now before it is too late.

J. M. WOOLLEY

Oliver Cock's Column

I have just received my first "correction" to my brief history. This has come from Brian Skilling, is quite legitimate and I think should be published. May I quote his paragraph?

"The only error I spotted in your history was the date of the invention of the folding canoe. The Klepper catalogue for 1960 gives 1907 as the date when Hans Klepper Sr. introduced world's first folding boat, and goes on to quote a news item dated 1909 about these boats on the Isar and Loisach."

Brian asked if I had devoted more space in my later articles "to the waxing and waning of canoe paddling pre-1914." One of the difficulties in writing anything that has to be 'potted' is choosing the things to leave out. However, I made one of my principal objects that of the development of modern canoeing. I may be wrong, but it did not seem to me that such waxings and wanings had much effect upon this.

What is interesting, however, is a conversation which I had about a month ago with Frank Sutton. He quoted one of his older Austrian friends as saying that there was nothing new in 'modern techniques'; they knew them all before the war. If this is true—and I can well believe that it might be—it is a pity that no 'pre-war canoeists' came along after the war to show us how it all used to be done. The war apparently left a blank in knowledge, and what was known then had to be re-learned afterwards.

Because of the exceptional length of our feature articles this issue, the next instalment of Oliver Cock's history of Canoeing in Gt. Britain has been held over until December.

● Change of date—London Senior River Races 1967.

The Festival Hall Pier from which the senior events were previously started has now been removed and no suitable alternative site in the vicinity has been found. In these circumstances the Committee have been compelled to change the course. The new course will be downstream from Richmond Canoe Club raft to Putney Bridge on the last of the ebb tide, turning round the bridge and returning to Richmond C.C. on the beginning of the flood tide, a total distance of 17¾ miles.

The date of these events has also had to be changed to suit tidal conditions over the new course and on this occasion will be **Sunday, October 22nd.**



slalom round-up

Dave Mitchell during the second run which earned him the silver medal at the 1967 World Slalom Championship at Lipno.
Photo: S. Fraser.

The summer season has, as usual, been fairly quiet on the slalom front at home: some Thames weir slaloms have provided useful gate practice for our top men, who were training for the big event of the year—the World Championships, held during June in Czechoslovakia.

The water at Lipno was not as rough as the boulders had led me to anticipate—the character being very white and very fast rather than a series of stoppers as we had imagined. As we have come to expect from the continentals, the course was extremely well designed, with excellent use being made of break outs and turns in the rough.

At practice, our team all looked quite at home with the water, and Pauline Squires in particular, seemed confident after her unhappy incident the previous week, when during training at Spittal she lost her brand new Cougar.

The competition itself started on Saturday with the individual C.2. event—Valenta-Stach showed their complete mastery of the water by turning in the only clear round of the whole weekend to win the C.2. class. The Merkels were not placed, the silver and bronze medals both being taken by Czech pairs—a great triumph for Karel Knap their trainer (who is currently in Britain coaching canoeing).

The following day was to see the big event that we had all been waiting for—the Men's K.1. The weather was not at all fine and the results of the British First runs did nothing to cheer us up. At lunch time Kurt Presslmayer was in the lead, followed

by a gaggle of East Germans, with Dave Mitchell at 14th. The second runs had us all on our feet, however, as several competitors tried 'death or Glory' stunts. Dave put in a superb run which drew well earned applause and secured the silver medal for Great Britain, the gold being won by Dave's old rival Jurgen Bremer of East Germany.

We then had a clear week before the whole organisational feat was repeated 300 miles away in Spindleruv Mlyn, for the white water racing championships.

In the team event Britain was placed fifth whilst none of our men gained a place in the top ten in the individual competition. Pauline Squires again justified her selection by coming 9th out of a field of 18 in the women's event. Throughout the three weeks that the team were abroad, both in training at Spittal and at the events in Czechoslovakia, she showed a constant determination to do her very best for Great Britain. An excellent display of guts which must silence all critics of the Selection Committee (myself included) who were doubtful about her inclusion.

A useful by-product of the pilgrimage to Czechoslovakia, made by the Shepperton Club, is the acquiring of a slalom C.1. by Neil Hopkins. This boat was used in an impromptu competition at the Henley Team Slalom and promises to be very popular; it may well be that it will catch on more quickly than the C.2., owing to the fact that one doesn't have to grub around for a suitable partner!

A disturbing fact concerning the Executive Committee must be recorded here—A suggestion was made that two non-ranking C.2. events, in September—October, should be given ranking status to replace the two events lost at the beginning of the year, viz. the Lune and Grandtully. The idea was that Appletreewick and Pont-Alt-y-Cafan should be given this status—this meeting the approval of interested parties consulted.

A quorum of the Executive was approached at Henley Team Slalom and it was explained that an immediate decision should be taken in order that a notice concerning the matter could be placed in this edition of C. in B. For various reasons, which can only be loosely described as apathy, the executive refused to collectively discuss this matter and therefore no decision was taken. Indeed the opinion was expressed by one member that it was not the job of the Executive Committee to make such decisions.

Now, in the humble opinion of your correspondent, if the sport of Canoe Slalom is to thrive and advance, as we would all wish, then it must have a rather more dynamic management capability than this episode indicates. It is up to all of us to so worry and chivvy each member of the Committee that they will all take their duties a little more seriously than at present.

A number of people have been making good use of Karel Knap, the trainer of the World Champion Czech C.1.s and C.2.s, who has been in Great Britain for a month, coaching canoeing on the Wye and at Plas-y-Brenin. It is likely that we may now see some improvement in the standard of single blade slalom, owing to his efforts.

The next event which is eagerly awaited, is the August Bank Holiday Slalom at Grandtully. Due to the lack of a suitable club, this event is being run by a syndicate headed by John MacLeod of Manchester. He has many offers of help and this, one of the high points of the season, promises to be as good a slalom as ever. One point, borrowed from the continentals, concerns practice—after the course has been erected, each competitor will be permitted just one run to gain familiarisation; the purpose of this being to give an equal chance to all.

Following this, in the senior season, there is the Serpent's Tail Slalom (Manchester) and the first slalom on the rapids in Llangollen Town, organised by Chester Canoe Club. This latter is an ambitious venture as it is also the first slalom Chester have ever organised. It promises to be a milestone in the history of Canoe Slalom.

● Chelmer Youth Race will be held on Sunday, 22nd October, starting at 12 noon from King's Head Meadow, Chelmsford. Details from Eric Boesch, 44 Longstomps Avenue, Chelmsford, Essex.

● The River Stour Action Committee of the I.W.A. has recently sent us a copy of its observations on the Dedham Vale Study. It is critical of the boating section which, it claims, is inaccurate in both information and conclusions, as it completely ignores the use of the river for canoeing, both racing and cruising, for which it is ideal. The I.W.A. believes that the increased use of the whole river by both canoes and powered boats can be encouraged without destroying in any way the amenities and beauty of the area.

● We are delighted to announce that Great Britain won the Ladies Doubles event at the Spanish National Championships this Summer. Miss A. Huskisson and Mrs. M. Boshier are to be congratulated on an excellent result. Charles Evans of the Royal Canoe Club took a Silver Medal.

● "Canoeing" magazine, threatened with demise earlier this year, has a new lease of life under editor Mike Clark. Layout is spruced up, especially where the race results are concerned, and content good. The September issue includes an article on surfing with the Malibu board.

APPLETREWICK SLALOM & WILD WATER RACE

OCTOBER 7 & 8, 1967

Details from:

LEEDS CANOE CLUB

R. CARR

BRACKEN FARM

BRACKENTHWAITE LANE

PANNAL

HARROGATE

YORKSHIRE

1967 WORLD SLALOM

The highlight of the season is indubitably the World Slalom and Wild Water Championships held in Czechoslovakia at the beginning of July. The results of these are too good to be left to the end of the report so straight away our heartiest congratulations to Dave Mitchell who came second in the Men's K.1. event only seconds behind the winner.

How did it happen?

First of all the team selection itself was a bit of a surprise to those not in possession of all the facts. The significant thing was that unlike previous years when the team almost selected itself, that is we only just had enough people of the right standard, this year there was acute competition for the available Men's K.1. places. Those selected therefore knew that anything short of their best could have been beaten by some-one left at home and an even greater dedication was therefore demanded. To ensure harmony within the group it therefore followed that similarly rigorous standards had to be applied to the not so hotly contested positions in the team also.

As a result of this somewhat hard selection the team which arrived in Spittal (Austria) for four days final training was one which was able to train with one thing in mind—winning. So many times before this last minute training has been another

name for "catching up". This time it was the real thing.

Those not familiar with the river Lieser are no doubt puzzled that we should go so far south for a few days training but the certainty of getting Grade IV to V conditions was more than recompense for the difficulties getting there. However the team eventually arrived at Lipno, in the south of Czechoslovakia in the best of spirits and fitness. At Lipno each nation was surprised to learn that it had been adopted by a local firm which acted as its host for the entire competition. Our own hosts were so incredibly good to us that it became almost embarrassing and their attempts to allay any (non-existent) worries could have been too successful.

continued —>

World Slalom Results

Men's K.1.:

	Secs.
1. Bremer, E. Germany ...	272.6
2. Mitchell, G.B. ...	284.9
3. Hunziker, Switzer. ...	285.0
15. Langford, G.B. ...	321.9
22. MacLeod, G.B. ...	357.7
31. Calverley, G.B. ...	406.3

Men's K.1. Team:

1. East Germany.
5. Great Britain.

11 nations competed.

Ladies K.1.:

1. Polesna, Czech. ...	326.6
15. Squires, G.B. ...	737.2

River Race Results

Men's K.1.:

1. Lange, E. Germ. ...	10,56.22
14. Mitchell, G.B. ...	11,17.88
16. MacLeod, G.B. ...	11,19.62
25. Langford, G.B. ...	11,29.36
31. Skellern, G.B. ...	11,37.54

Ladies K.1.:

1. Schroter, Czech. ...	11,54.93
9. Squires, G.B. ...	12,18.70

Table of Medals

Country	Gold	Sil.	Bron.	4th
1. Czechoslovakia ...	4	3	2	4
2. E. Germany ...	4	3	2	2
3. W. Germany ...	1	2	3	0
4. Great Britain ...	0	1	0	0
5. France ...	0	0	1	0
„ Switzerland ...	0	0	1	0
7. U.S.A. ...	0	0	0	2
8. Yugoslavia ...	0	0	0	1

Other countries competing: Austria, Poland, Italy, Belgium.

Note: Out of a total of 24 medals Czechoslovakia and E. Germany gained 9 medals each.

BCU MONEY MATTERS

The financial year to 31st October, 1966, showed a deficit of over £500, which caused the Council some concern. An approach was made to the Department of Education and Science for the Grant position to be reviewed for 1966/67, and an additional £200 was given for that year.

When dealing with the budget for the year to 31st October, 1967, expenditure was kept to a minimum, and it was anticipated that the Union would reach a break even position for that year. When applying for the 1967/8 Grant to the Ministry of Education and Science, a request was made for an additional Grant to cover what the Council regarded as essential expenditure. This application has been received sympathetically by the Department, and in fact the Grant for 1967/8 has been considerably increased.

After allowing for the additional expenditure covered by this Grant, it is anticipated that the Union will show a reasonable surplus for the year to 31st October, 1967. The Ministry financial year runs to the 31st March each year.

CHAMPIONSHIP

The course itself was laid out on a stretch of river just below the dam for a hydro-electric plant. This part of the river is normally dry and our first inspection of the course was on foot looking up at the poles but half an hour before the practice period of slalom itself the water was turned on and precisely regulated for the required flow. This flow gave a course which was not hair-raisingly difficult but which was consistently testing over most of its 32 gates. For photographers there was nothing particularly dramatic except perhaps the agonised expressions on the competitors faces.

Our first event was the team event in which we believed we had a good chance of a gold medal. The desire to get to the end of the course quickly to go and collect this medal outweighed the niceties of going through the gates en route and our first run is best forgotten. On the second run all three members (Mitchell, Langford and MacLeod) did a brilliant run for the first 16 gates but then John MacLeod picked up some penalties on two gates while trying to cope with a water-logged boat. This was a result of water getting in round a spray cover which had not been put on properly. In a World Championship even the smallest mistake can have disastrous consequences.

For the individual K.1. event the results probably speak for themselves. Dave collected only ten seconds penalty on a 32 gate course and if he could have saved this and just two seconds time he would be World Champion. The others Ken, John and Raymond all did justice to themselves and their positions are a measure of the very high standard of the competition. The only disappointing result is Pauline Squires', whose results have yet to catch up with her rough water ability.

The Wild Water Racing Championship followed a week later at Spindleruv mlyn which is in the north of Czechoslovakia and were preceded by three days of official training on the course. Again the course was artificial with the tap being turned on just for the competition or training. Although the course of approx. 4 miles long was virtually one continuous rapid the water level was such as to provide only grade III. This limitation was imposed by the I.C.F. who did not want any adverse publicity which would follow an accident. This decision can be discussed from many viewpoints but from our angle was a serious blow. The racing boats we had taken were designed for much heavier water of the type seen on films of this stretch of river in previous international competitions. With the changed water conditions the specially designed boats were far from ideal and it is obvious that a change like this can have a lot of influence on the results sheet.

At this point it is worth thanking the Staley Brothers and John Critchley for enabling the team to use not only extra lightweight boats but in the case of the race boats specially designed for the occasion.

Our best man was again Dave Mitchell and knowing his record of achievements at home a great deal of his 24 seconds behind the winner must be attributed to having the wrong boat. Pauline's time was also 24 seconds behind the winner of her class which means that relative to the ladies she got the same result as Dave—which is no mean achievement.

The final event was the men's team event and an examination of the times shows that a mere 4 seconds improvement would have brought more medals for Great Britain.

It is difficult to draw conclusions from an event such as this but there is no doubt that every member of our Division I now intends to beat the man who came second in the World. Good luck Dave—you'll need it now. JULIAN D. SHAW.



Obituary—H. Klepper

We received with deep regret the news of the recent death of Hans Klepper, Chairman and Proprietor of the Klepper works in Rosenheim. The name of Klepper has become synonymous with canoes and canoeing in many parts of the world and this achievement is in no small way due to the efforts of Herr Klepper who built up this family firm to the large and prosperous enterprise it is today—employing 2,500 people and exporting canoes to no less than 64 countries throughout the world.

It was as tailors that Klepper's were originally known, before Johann Klepper and a friend produced their famous Rucksack Canoe in 1905 to expedite trips back from the mountains. From that time the firm never looked back despite the bombing of their works during the war. Hans Klepper joined the company as an apprentice and when not learning the many tricks

of the trade, canoed avidly in the fast Bavarian and Austrian rivers round Rosenheim. 1919 saw Klepperwerke GmbH formed with some 1,500 employees and by 1929 Hans Klepper became a partner in his father Johann's firm. The 1936 Olympic Games in Berlin gave Klepper's the opportunity of proving their skill in manufacturing folding canoes specially for the occasion.

Hans Klepper was particularly associated with the design and manufacture of perhaps the world's most popular canoe, the Klepper Aerius which was launched in 1950 and with which Dr. Lindemann made his famous trans-Atlantic crossing. He also instigated and promoted the Klepper fibre glass range of canoes which dates from 1961.

To his wife, two sons and daughter we offer our deep condolences, and those of us who have been so well looked after at Rosenheim will always remember the hospitality and kindness shown to us.

SWEDEN SAILS TO SUCCESS

European Canoe Sailing Championship

As we go to press we have just received news that Lars Niklasson of Sweden won the European Championship title at Angleholm in South Sweden 31st July — 5th August. There were 25 competitors from Sweden, West Germany, Denmark and Great Britain, and Sweden took the first three places with John Biddle of Great Britain fourth. Winds varied from very light to fresh giving a very fair test of sailing in all conditions. Of the British team of four, John Biddle and Dick Marks won individual races.

This is the first time that British canoe sailors have been pushed from first place since the Americans were defeated in New York in 1959. Considered comment on the results must obviously wait until the results can be properly evaluated, but there is no doubt that the Swedes have put a great deal of time and effort into improving their performance and they have shown steady improvement at every International encounter. This result deserves our hearty congratulations and should be a spur to promote better competition and higher standards in Britain.

● Hungarian canoeists are to get their own hostel on the shores of the Danube. The designer, architect Ferenc Hatlaczkzy, is himself a former world champion kayaker. The hostel, due to open next summer at Dunavarsany, 16 miles south of Budapest, will have 30 four-bedded rooms, showers, kitchen, dining room, lounge and a boat-house.

International Regatta

An International sailing meeting has been arranged at Split in Yugoslavia in early August, 1968. While there will be no championship there will be racing for the Viking Ship trophy between Sweden, West Germany and Britain.

Open Events in Britain

A new fixture has been arranged for 14th and 15th October at Grafham Water, Hunts, when the first competition for the Royal Canoe Club's Centenary Trophy will be held. Grafham Water is a new reservoir just off the A.1. about 45 miles north of London. It provides possibly the finest facilities for canoe sailing in Britain and will be the venue for the World Championship in August, 1969.

Results of Open Events

Knowles Bowl—R.C.C. Teddington 13th/14th May:

Pampatha—	R. R. Thornton	1.
Aquamarine—	A. G. Perkes	2.
Avalon—	J. Garvin	3.

Lough Erne Cup—H.I.S.C., Hayling Island 10th/11th June:

Shrike III—	A. H. Emus	1.
Impetuous—	P. Hewetson-Brown	2.
Dacey—	J. Biddle	3.

West of England Trophy—Burnham-on-Sea, 17th/18th June:

Warpaint—	R. J. Marks	1.
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LETTERS

Dear Sir,

I was a little surprised to read that the I.W.A. appeared to be out of touch regarding the users of canals apart from Motor Cruisers. Whilst many members have that type of craft the I.W.A. is not a boating club and their policy calls for the fullest possible use of the waterways in every respect.

The North East Branch of I.W.A. have sought the co-operation of Canoeists and Anglers by inviting them to take part in various public meetings in the area and also the Spring Bank Holiday Rally held at Sowerby Bridge in May this year.

It seems to me therefore that the I.W.A. Council are fully aware of the numbers involved in the waterway subject and are eager that those numbers should be linked together to further the maintenance and development of the canals.

I think the article on Page 51 of the same copy supports the above and may I say THANK YOU for an excellent magazine.

A. Turner.

Dear Mr. Levison,

I am very concerned to read the article on the Transport Bill by "O.O." on page 36 of your issue of June, 1967. This article suggests that the I.W.A. is out of touch in regard to canoeing.

Let me assure you that as our correspondence with your organisation surely proved earlier this year (and this resulted in the British Canoe Union becoming a member of I.W.A.) we are exceedingly interested in canoeing and wish to co-operate with your Union and with canoeists as much as we possibly can.

We are doing our utmost to educate all our other members that co-operation both on a national and local basis between power boat owners, canoeists and anglers is absolutely essential if the present national

inland waterway system is to survive.

I feel therefore that your contributor must have got the wrong impression and perhaps you might care to publish this letter in your next issue.

Lionel Munk—(Chairman, I.W.A.)

Dear Sir,

Would it not be possible to have the Hasler Trophy position to date printed in each quarter's C in B—we have a feeling we are doing quite well but our maths are not too good!

I seem to do quite well for publicity locally. Two T.V. stations usually respond to anything worthwhile that we organise and the local press is very good as long as I can make a bit of a story. They don't like just printing results—it's so boring for the readers just to read a list of competitors in a race.

Ribby Rowsell—(Exeter C.C.)

Dear Sir,

Oliver Cock's "History of Modern Canoeing" does not seem to me as accurate as it might have been considering that he sent the draft to four or five veterans.

It is quite true that Oliver Cock bought one of the first folding canoes produced in this country. Actually it was No. 4 as is shown on the old Sales Chart of the firm that made it.

David Hirschfeld was largely responsible for introducing the Eskimo Roll into this country. He demonstrated the Roll extensively and regularly at Chertsey where it was a novelty and an attraction. He also taught the Eskimo Roll at the Richmond Indoor Swimming Baths, where he held regular classes and taught many, most of them members of the Canoe Camping Club, and among them was Oliver Cock. The method used as the "put across" method and this was usually referred to as the "Hirschfeld method".

F. A. Cousins—(Canoe Camping Club).

Results of European Canoe Sailing Championships, Angelholm, Sweden, 29. 7. 67 — 5. 8. 1967

Pts.	Place	Name	Country
7	1.	Lars Niklasson	Sweden
22	2.	Stefan Winberg	Sweden
23	3.	Leif Johansson	Sweden
24½	4.	John Biddle	Gt. Brit.
30	5.	Kjell Jacobsson	Sweden
34	6.	Bo Carlsson	Sweden
43	7.	Lars Johansson	Sweden
45	8.	Mats Lind	Sweden
49	9.	Giles Biddle	Gt. Brit.

52	10.	Arthur Neveling	Sweden
70	11.	Ulrich Schumann	Germany
80½	12.	Richard Marks	Gt. Brit.
83	13.	Kim Stephens	Gt. Brit.

The Championship was based on 7 races with 6 to count.

John Biddle gained two First and one second place, and Richard Marks gained one First place.

The new European Champion, Lars Niklasson gained four Firsts, these under both light and strong wind conditions.

FOSSE L.D. RACE

7 May

WORCESTER C.C. L.D. RACE

Class 1a	
1. L. Bolam, R.L.S.C.C.	1.45.50
2. M. Boshier, R.C.C.	1.45.52
3. S. Kitson, Harlow	1.45.53
Class 1b	
1. H. Dyer, R.C.C.	1.09.50
2. J. Wesley, Nottingham	1.12.13
3. J. Summers, Nottingham	1.28.45
Class 1c	
1. L. Oliver, Southampton	1.17.12
2. K. Emerson, Richmond	1.17.13
3. S. Jackson, R.C.C.	1.18.40
Class 2a	
1. Edwards/Oliver, Lincoln	1.51.53
2. Lawler/Unstead, Richmond	1.54.31
3. Gardner/Roberts, R.C.C.	1.55.37
Class 2b	
1. Hillman/Whitty, Worcester	1.06.19
2. Greenaway/Hewett, Battersea Air Cadets	1.09.43
3. Chester/Pearson, Boston	1.15.55
Class 3a	
1. D. Clarke, Cambridge Univ.	1.50.32
2. K. Yates, Wolverhampton	1.54.21
3. R. Freeman, Lincoln	1.56.14
Class 3b	
1. G. Jackson, D.C.U.Ind.	1.17.27
2. C. Leah, Warrington	1.19.27
3. W. Fraser, Gailey	1.20.31
Class 3c	
1. R. Page, Nottingham	1.35.52
2. C. Biggar, Lincoln	2.06.10
Class 4a	
1. Lilley/Smith, Lincoln	1.44.15
2. Grant/Holmes, Lincoln	1.48.31
3. Deakin/Laws, Lincoln	1.57.19
Class 4b	
1. Blakeley/Thompson, Dewsbury	1.20.54
2. Howard/Butcher, Hewell	1.23.05
3. Bell/Tillson, Boston	1.26.54

NATIONAL CHAMPIONSHIPS

6 May

Senior Men K1 - 10,000 m

1. A. Wilson, Ayrshire	48.10
2. L. Oliver, Lincoln	48.18
3. J. Roberts, Oxford	49.08

Junior Men K1 - 10,000 m

1. J. Unstead, Richmond	51.25
2. D. Jordan, R.C.C.	51.30
3. S. Kitson, Harlow	51.54

Novices 10,000 m

1. G. Mackereth, Warrington	53.50
2. D. Squires, R.L.S.	57.45
3. C. Leah, Warrington	59.05

Youth 10,000 m

1. D. Glandville, Oxford	58.58
2. A. Wolschke, Ayrshire	60.30
3. G. Chester, Boston	60.40

Women 5,000 m

1. L. Oliver, Southampton	16.41
2. K. Emerson, Richmond	16.49
3. S. Jackson, R.C.C.	

(B. Mean

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MARSH LOCK SLALOM

15/14 May

Div. I	
1. R. Calverley	63.8
2. D. Mitchell	65.3
3. J. Macleod	67.3
Div. II	
1. T. Rowntree	58.7
2. P. Fleischhack	65.6
3. T. Young	69.0
Ladies	
1. H. Goodman	66.1
2. P. Squires	75.2
3. A. Keerie	97.0
C.2	
1. M. Ramsay/Hillyard	82.6
2. Witter/Witter	88.4
3. Doodey/Thompson	106.3
Team	
1. Manchester A	44.3
2. Worcester	55.1
3. Chester	55.2

Class 1a	
1. P. Lawler, Richmond	2.18.50
2. S. Kitson, Harlow	2.18.51
3. B. Webb, Nomads	2.30.11
Class 1b	
1. J. Summers, Nottingham	2.13.17
2. G. Jones, Nomads	2.22.50
Class 2a	
1. Edwards/Oliver, Worcester	2.02.10
2. Lilley/Boshier, Lincoln	2.05.50
3. Day/Ash, Harlow	2.12.05
Class 2b	
1. Hillman/Whitty, Worcester	1.50.15
2. Lockwood/Macereth, Notts.	1.53.08
3. Greenaway/Hewitt BATTERSEA	2.00.30
Class 2c	
1. Emerson/Baker, Nottingham	2.10.21
2. Boshier/Husskisson, Lincoln	2.15.20
3. Baker/Payne, Nottingham	3.01.36
Class 3a	
1. B. Smith, R.A.F. Benson	2.35.52
2. R. Smith, Riverside	2.41.46
3. C. Leah, Exeter	2.42.49
Class 3b	
1. C. Skellern, Worcester	2.06.50
2. G. Jackson, Independant	2.10.58
3. M. Carpenter, Exeter	2.18.12
Class 3c	
1. M. Turner, Southampton	3.01.08
2. A. Smith, Melchet Park	3.19.00
Class 4a	
1. Acton/Yates, Wolverhampton	2.24.16
2. Laneefield/Drinkworth, B/ford	2.25.30
3. Holmes/Grant, Lincoln	2.27.52
Class 4b	
1. King/Stubbs, Bradford	2.13.49
2. Rabone/Powers, Norton Sch	2.26.44
3. Petheridge/Patterson	
R.A.F. Halton	2.28.07

EASBY SLALOM

21 May

Div III	
1. C. Rae, Lakeland	84.1
2. B. Evans, Lakeland	86.2
3. D. Fawcett, Manchester	87.8
Div IV	
1. G. Powley, Leeds	68.8
2. M. Markham, Leeds	72.2
3. M. Thomas, Manchester	72.6
Ladies	
1. A. Keerie, Sunderland	72.6
2. W. Horne, Leeds	130.3
3. J. Tupper, Forth	137.2
Novices	
1. S. Cottle, Chester	152
2. K. Dodgson, Keighley School	189
3. D. Allen, Sheffield	222
Team Event	
1. West Yorkshire	285
2. Soar Valley A	461
3. Manchester A	495

CARLISLE C.C. SLALOM

18 June

Div IV	
1. G. Smith, W.Yorks	66.1
2. R. Chaplin, Leeds	68.9
3. G. Hodgson, Manchester	70.4
Div III	
1. S. Fawcett, Manchester	75.8
2. R. Crane, R.N.K.A.	78.4
3. G. Powley, Leeds	85.1
Ladies	
1. A. Keerie, Sunderland	64.2
2. J. Tupper, Forth	127.2
3. W. Horne, Leeds	140.9
C.2 Event	
1. Witter/Witter	142
2. Manchester	265
3. Aberdeen University	302
Team Event	
1. Manchester B	333
2. Manchester A	346
3. Leeds X	390
Novices	
1. D. Allen, Sheffield	87
2. D. Linsky, Sheffield	121
3. K. Rooker, Sheffield	126

FORTH C.C. MINI-SLALOM

25 June

1. A. Sharples, Forth	
2. J. Roberts, Forth	
3. R. Anderson, Forth	
FORTH C.C. MINI-SLALOM	
	18 July
1. R. Anderson, Forth	
2. J. Tupper, Forth	
3. M. Sharples, Forth	

DES RIVER RACE

25 June

Class 1a	
1. D. Mitchell, Chester	1.44.29
2. S. Kitson, Harlow	1.48.22
3. J. Glavin, Royal Marines	1.54.02
Class 1b	
1. C. Leah, Warrington	1.19.16
2. J. Summers, Nottingham	1.23.18
3. J. Wesley, Nottingham	1.24.40
Class 1c	
1. C. Baker, Nottingham	1.32.13
2. M. Baker, Nottingham	1.44.21
3. C. Page, Nottingham	Capsized
Class 2a	
1. Mackereth/Lockwood, Warrington	1.42.35
2. Rogers/Beavis, Southampton	1.47.05
3. Davis/Tandy, Bradford/Avon	1.48.09
Class 2b	
1. Greenaway/Hewitt BATTERSEA	1.14.26
2. Coe/Milligan, J.L.Dover	1.14.40
3. McMahon/Nation, A.A.C.H/gate	1.16.26
Class 3a	
1. J. Woodhouse, Chester,	1.55.42
2. B. Clarke, Cambridge Univ.	1.56.25
3. J. McLeod, Manchester	1.56.51
Class 3b	
1. G. Jackson, Independant	1.23.25
2. P. Fleischhack, Chester	1.24.14
3. M. Swallow, Chester	1.24.16
Class 3c	
1. P. Squires, Leamington	1.29.05
2. Y. Bason, Gailey	1.57.18
3. E. Thompson, Gailey	2.18.46
Class 4a	
1. Holmes/Grant, Lincoln	2.00.21
2. Taylor/Crowe, Prescoed	2.10.08
3. Prince/Turner, Prescoed	2.21.55
Class 4b	
1. Howard/Butcher, Hewall G	1.26.59
2. Dobb/Steggles, Hewall G	1.26.45
3. Louder/Wolfenden, Gailey	1.31.08
Team Trophy	
1. Chester	18
2. Nottingham	14
3. Warrington	11
CHELMER RACE	
	1967
Class 1a	
1. P. Lawler, Richmond	1.39.51
2. C. Evans, Hoyal	1.39.53
3. R. Lees, Cambridge Univ.	1.42.06
Class 1b	
1. D. Thurston, Eagle	2.16.42
2. A. Stopp, Newham	2.24.30
3. C. Richardson, Harlow	2.25.37
Class 1c	
1. A. Huskison, Royal	1.59.12
2. D. Lawler, Richmond	2.14.27
3. L. Boshier, Maidenhead	2.22.11
Class 2a	
1. Boshier/Lilley, Maidenhead	1.35.51
2. Ash/Day, Harlow	1.40.50
3. Lawler/Unstead, Richmond	1.41.00
Class 2b	
1. Rogers/Nicholson, S/hampton	1.51.07
2. Coe/Milligan, J.L.Regt.	1.57.35
3. Bunce/Kearns, J.L.Regt.	1.59.55
Class 3a	
1. D. Clarke, Cambridge Univ.	1.50.28
2. P. Tyler, Cambridge Univ.	1.57.58
3. R. Smith, Cambridge Univ.	2.00.35
Class 3b	
1. G. Jackson, Independant	1.58.04
2. D. Last, Eagle	1.58.40
3. S. Oakenfold, Eagle	2.07.58

race results

Class 3c

1. S. Thomas, C.T.C.	2.36.53
2. M. Turner, Southampton	2.39.05

Class 4a

1. Holmes/Grant, Lincoln	1.52.48
2. Nightingale/Taylor Chelmsford	1.59.01
3. Tyler/Barton, Richmond	2.14.23

Class 4b

1. Taylor/Painham, Battersea	2.05.13
2. Tatam/Iodd, Newham	2.06.54
3. Serris/Mitchell, J.L.Linton	2.16.22

ORWELL RIVER RACE 9 July

Class 1a

1. L. Oliver, Lincoln	2.26.43
2. N. Boshier, Royal	2.27.32
3. S. Kitson, Harlow	2.27.42

Class 2a

1. Ash/Day, Harlow	2.47.55
2. Stoneley/Green, Cambridge U	2.22.15
3. Bennet/Brooks, Viking	2.28.32

Class 2b

1. Greenaway/Hewett, Richmond	1.36.00
2. Baker/Wesley, Nottingham	1.37.05
3. Page/Osborne, Nottingham	1.54.53

Class 3a

1. N. Lilley, Lincoln	2.46.42
2. R. Moore, Roman Hill	2.55.39
3. C. Grey, Nottingham	2.58.25

Class 3b

1. G. Jackson, B.C.U. Ind.	1.43.17
2. S. Weaver, Lincoln	1.48.45
3. J. Last, Eagle	1.52.20

Class 3c

1. A. Huskisson, Royal	1.58.23
2. L. Boshier, Royal	2.09.42
3. M.M. Bell, Orwell	2.11.50

Class 4b

1. Oakenfold/Thurston, Eagle	1.51.24
2. Norman/Dalry, Roman Hill	1.58.40
3. Dambridge/Johnson, H.M.S. Ganges	2.06.02

BATH TO BRADFORD ON AVON L.D. RACE 18 June

Class 1a

1. R. Lees, Cambridge Univ.	1.55.30
2. S. Holliger, Hatfield	1.55.55
3. S. P. Kitson, Harlow	2.05.25

Class 1b

1. J. Radford, Exeter	1.44.38
2. P. Webster, Bradford/Avon	1.50.35
3. J. Phelps, Newham	1.56.15

Class 2a

1. Boshier/Lilley, Royal	1.50.48
2. Ash/Dny, Harlow	1.53.05
3. Mackereth/Lockwood, Notts.	1.53.31

Class 2b

1. Greensay/Hewitt, Richmond	1.41.47
2. Coe/Milligan, J.L.	1.45.43
3. Green/Moroney, J.L.	1.48.10

Class 3a

1. D. Clarke, Cambridge Univ.	2.08.14
2. C. Leach, Exeter	2.12.08
3. B.R. Smith, Riverside	2.20.55

Class 3b

1. G. Jackson Independent	1.41.47
2. C. Leah, Warrington	1.44.47
3. W. Frazer, Gailey	1.50.39

Class 3c

1. M. Turner, Southampton	2.39.28
2. J. Lincoln, Bradford/Avon	

Class 4a

1. Smith/Tullett, Lincoln/Royal	2.03.45
2. Lancefield/Brinkworth, Bradford on Avon	2.06.37
3. Yates/Acton, Wolverhampton	2.10.50

Class 4b

1. Povers/Partridge, Norton	1.44.10
2. King/Stubbs, Bradford/Avon	1.45.15
3. Ross/Wilkins, Bradford/Avon	1.51.35

SOUTHAMPTON L.D. RACE 23 July

Class 1a

1. J. Malherbe, South Africa	1.47.50
2. M. Greeff, South Africa	1.47.45
3. S. Kitson, Harlow	1.51.15

Class 1b

1. E. Worth, Exeter	1.02.45
2. R. Nicholson, Southampton	1.04.00
3. B. Webster, Bradford	1.12.30

Class 2a

1. Chalunsky/Pedretti S.Africa	1.38.30
2. Ash/Day, Harlow	1.44.30
3. Moore/Pearson, Eastbourne	1.45.30

Class 2b

1. Carpenter/Radford, Exeter	54.00
2. Hullen/Martin, Bourne Y.W.	57.00
3. Dad/Iabone, Norton School	1.03.00

Class 3a

1. C. Leach, Exeter	2.00.00
2. A. Gallop, Chew Valley	2.10.00
3. R. Fish, C.T.C.	2.12.00

Class 3b

1. G. Jackson, Independent	1.00.00
2. J. Last, Eagle	1.00.15
3. G. Harris, Hythe Venture	1.00.30

Class 3c

1. R. Worth, Exeter	1.11.00
2. L. Smith, Melchet Park	1.11.30
3. S. Thomas, C.T.C.	1.15.30

Class 4a

1. Lancefield/Brinkworth Bradford/Avon	1.53.30
2. Hobb/Hamblin, Bradford	1.58.30
3. Cottle/Beaven, Bradford	1.59.00

Class 4b

1. Stubbs/King, Bradford	59.30
2. Wakeling/Claire, Itchen Valley	1.00.00
3. Oakenfold/Thurston, Eagle	1.01.30

KENNET & AVON L.D. RACE 28 May

Class 1

1. Kirkwood/Fisher, Kennet V	3.08.00
2. Lancefield/Brinkworth B/A	
3. Cottle/Beaven, Bradford/Avon	

Class 2

1. C. Evans, St. Barts.	2.49.00
2. C. Campion, Berksonians	
3. N. Weston, Kennet Valley	

Class 3

1. Davies/Tandy, Bradford/Avon	2.50.00
2. Johnson/Gnach, Ind & 4 Adm	
3. Brown/Hayes, Kennet Valley	

Class 4

1. P. Patrick, Bradford/Avon	2.00.00
2. A. Smith, Melchet Park	
3. S. Carpenter, Independent	

Class 5

1. King/Stubbs, Bradford/Avon	1.40.00
2. Gould/Tarrant, Kennet Valley	
3. Murphy/Kelly, Melchet Park	

Class 6

1. N. Wood, Kennet Valley	1.51.00
2. K. Evans, Melchet Park	
3. M. Sweeney, Melchet Park	

BHENT REGATTA 27-29 May

Senior Men 1000 m K1

1. A. Wilson, Ayrshire	4.34.01
2. L. Oliver, Lincoln	4.54.02
3. M. Mean, Harlow	4.39.05

Senior Men 1000m K2

1. Edwards/Oliver, Lincoln	3.54.00
2. Roberts/Gardner, Riverside	3.58.02

Senior Men 1000m K4

1. Sowman/Boshier/Hollier/Evans Royal Paddle over	
Junior Men 1000m K1	
1. M. Whitty, Richmond	4.32.07
2. R. Dawson, Richmond	4.47.02
3. D. Jordan, Royal	4.47.07

Junior Men 1000m K2

1. Whitty/Hillman, Richmond	4.23.03
2. Still/Marshall, Royal	4.30.09

Junior Men 1000m K.4

1. Still/Marshall/Giddings/ Jordan, Royal	
2. Unsted/Dawson/Pereira/Lawler Richmond	

Novice Men 500 m K1.

1. H. Dyer, Riverside	2.18.00
2. W. Reichenstein, Ayrshire	2.25.00
3. S. Ash, Harlow	2.26.06

Youth 500m K1

1. H. Dyer, Riverside	2.51.06
2. P. Glandville, Riverside	2.43.02

Youth 500m K2

1. Glandville/Sharp, Riverside	2.14.05
2. Dass/Evans, Welsh Harp	2.21.05

Women 500m K1

1. L. Oliver, Southampton	2.39.09
2. K. Emerson, Richmond	2.40.03
3. B. Mean, Harlow	2.41.01

Women 500m K2

1. Mean/Oliver, Harlow/S/ton	2.13.01
2. Emerson/Jackson, Richmond Royal	2.22.02

Junior/Senior 4x500m K1 Relay

1. Edwards/Oliver/Whitty/ Millman, Olympic (Lawler/Unsted/Pereira/ A.N.Other, Richmond (Still/Marshall/Boshier/Evans) (Royal)	9.10.08 9.13.00
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NOMADS C.C. L.D. RACE 16 July

Class 1a

1. P. Lawler, Richmond	1.32.04
2. R. Lees, Cambridge	1.32.07
3. J. Malherbe, South Africa	1.33.20

Class 1b

1. C. Leah, Nottingham	1.19.00
2. J. Radford, Exeter	1.20.20
3. G. Jones, Nomads	1.25.50

Class 1c

1. A. Huskisson, Royal	1.22.50
2. L. Boshier, Royal	1.37.35
3. D. Lawler, Richmond	1.50.00

Class 2a

1. Variet/Pedritti, South Africa	1.21.40
2. Horton/Chalupsky, S.Africa	1.24.50
3. Ash/Day, Harlow	1.25.25

Class 2b

1. Lockwood/Makereth, Notts.	1.11.42
2. Baker/Wesley, Nottingham	1.12.00
3. Chester/Pearson, Boston	1.19.00

Class 3a

1. J. Leach, Exeter	1.41.21
2. C. Gray, Nottingham	1.49.40
3. W. Keen, I.C.I. Fibres	1.55.30

Class 3b

1. G. Jackson, B.C.U. Ind.	1.21.50
2. M. Carpenter, Exeter	1.22.43
3. D. Lang, Westland App.	1.26.40

Class 3c

1. R. Worth, Exeter	1.41.00
2. P. Patrick, Bradford/Avon	1.43.05
3. L. Julian, Boston	1.51.45

Class 4a

1. Lancefield/Brinkworth Bradford/Avon	1.39.53
2. Cottle/Beaven, Bradford/Avon	1.44.00
3. Griffin/Gibbs, " " "	1.52.32

Class 4b

1. King/Stubbs, Bradford/Avon	1.21.07
2. Dobbs/Stegles, Havel Grangel.	1.24.10
3. Jury/Barrington, Nomads	1.24.20

SCOTTISH CONFINED SLALOM 4 June

Men.

1. B. Palmer, Forth	121
2. J. Roberts, Forth	154
3. A. Sharples, Forth	170

Ladies

1. J. Tapper, Forth	252
2. E. Sharples, Forth	669
3. J. Whitehead, Forth	680

Lady Mears Trophy

1. Forth	271
2. Kyle	1517
3. Gordonstoun	1398

C.2 Event

1. Roberts/Brown	308
2. Palmer/Pendleton	586
3. Anderson/Sharples	702

Bill Saunders tells how to

make a fibre glass mould



1. Select a design suitable for the type of canoeing intended and free of restrictions. For the B.S. Trier proceed as follows:-

2. Construct a building platform which is "true" and strong.

- (a) provide a base-board, approximately 14ft. x 3ft. Material such as $\frac{3}{4}$ "-1" chipboard, resistant to warping and twisting is best.
- (b) Fix this on a solid underpinning e.g. robust benches or a supporting ladder-type framework, blocking it up until a solid, true whole is formed.
- (c) Mark in a reference line longitudinally down the centre of the base board and station lines transversely at intervals as on the drawing.

The B.S. Trier was designed by C.C.P.R. expert, Bill Saunders, as a manoeuvrable all-purpose boat suitable for beginners in slalom or touring. The picture above shows two Triers, one all fibreglass, the other decked with ply, beside a cradled hull mould.

The free plan given with this copy of C in B confers the right to make a mould to this design, and produce canoes from it.

3. From the selected plan, trace full size sections onto suitable material (for a plaster pattern $\frac{1}{8}$ " hardboard is suitable) and cut accurately to the thickness of soft wire (approximately $\frac{1}{8}$ " diameter) inside this line. Mount these shapes centrally on the reference line in correct sequence on the building slab.
4. Fill in between the shapes to within about $\frac{3}{4}$ "-1" from the outside edges of the

shapes. Various methods are possible ranging from spiking short "stringers" between each pair of shapes and covering with expanded metal or hessian to simply packing the space with coke, broken brick, etc.

5. Apply plaster (e.g. sand/cement mixture) up to the level of the outsides of the shapes. Get a fairly accurate shape by "rubbing" a straight edge between pairs of shapes. "Key" this coat by scoring the surface lightly.

6. Fix lengths of wire (see 3 above) around the perimeters of the shapes and onto the base board.

7. Using a finishing type plaster (such as Keen's cement), fill up to the outside edges of the wires, first wetting the underlying coat. Shape with a whipping batten, and trowel carefully, aiming for full, true curves free of bumps and hollows. When sufficiently dry, remove the wires and carefully plaster the voids left. Full size hard-board templates can be used at this stage to check the correctness of the gunwale line.

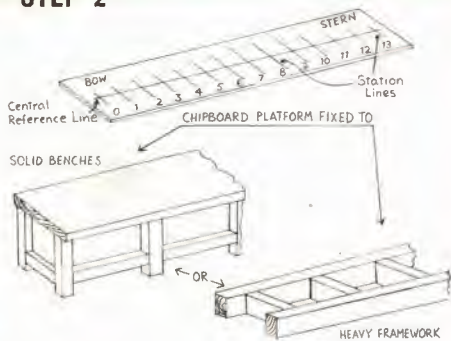
8. Allow the pattern (or "plug") to dry out thoroughly. Clean down and finally shape as necessary (using sharp-edged tools, glass paper, etc.). If a good mould is to result, care is essential at this stage. A face mask should be worn against the plaster dust.

9. Fix a strip of timber $\frac{1}{4}$ " x $\frac{3}{8}$ " thick, $1\frac{1}{2}$ "-2" outside the pattern to form a flange "well".

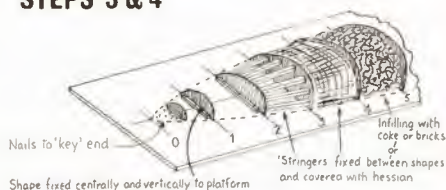
10. Seal the pattern. An effective and simple way is to use activated resin to give a full but not too heavy coat.

11. When this has "gelled" give the whole a final rub down with wet and dry paper, polish and apply mould release agent in the approved manner.

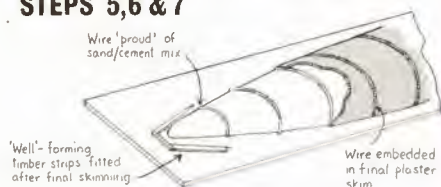
STEP 2



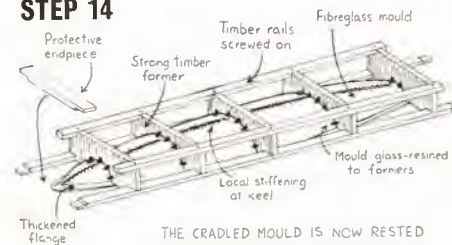
STEPS 3 & 4



STEPS 5, 6 & 7



STEP 14



THE CRADLED MOULD IS NOW RESTED ON BENCHES, TABLES OR TRESTLES, OR LEGS BOLTED ON, TO BRING TO CONVENIENT WORKING HEIGHT

12. Lay the resin and glass laminates. Two gel coats (to allow for subsequent rubbing down), the second with surface tissue, are recommended and a minimum thickness overall of 4—4½ ozs. per square foot of glass, with extra layers at stress points (e.g. keel, cockpit edge, flange). Rope, rubber tubing or hose etc. can be moulded on as extra strengthening.

13. After curing is complete, make a cradle and fix to the mould with resin and glass offcuts.

ACCESS building up essential records

The opinion recently received from Counsel about right of passage along waterways gives ground for hope that such a right has come into being along a great many rivers since canoeing started up in the latter part of the 19th Century. But it also makes clear that should passage along any river that is thought to be right of way for canoes be challenged in a court of law it would be imperative to produce facts—facts—and more facts about actual use, with dates, participants, etc. and particularly any material that indicates that the trip in question was done openly, as of right, not by force, and that no action was taken by the riparian owners to imply that they were challenging such a right.

As all the national bodies are becoming aware of the conflict between canoeing and fishing, and the difficulty of seeking prior permission for a day's trip down a river, it is increasingly likely that waters that have been used for years without challenge will be put in doubt. It is an urgent priority that the Union should have readily available at any time a register or record of any trips that individual or clubs have done over the last 30 years or more.

The River Advisers have been asked to make a start, but they can do little without ready co-operation from as many as possible. So please search your memories and club logs, any old magazines that might refer to such trips, etc. and send particulars to the River Adviser, c/o the General Secretary, B.C.U., 26 Park Crescent, London, W.1.

The rivers that the Access Committee thought should be given priority are—

Teifi, Teme below Ludlow, Wye above Glasbury, Severn above Welshpool, Trent above Burton, Tamar, Eden, Churnet-Dove below Rochester.

In addition, we should like particulars of early trips, pre-1939, on the Wye, that started at Glasbury.

continued overleaf

14. Remove the cradled mould from the pattern and clean up ready for use.

15. Repeat the procedure for deck and fittings. Care is necessary to get the required accurate joint at the gunwale. Using templates (as in 7 above) is helpful. Some prefer to cast a shell in the hull mould, fix a platform in this and build the deck pattern on the top. Others make a complete canoe, true and clean up the joint line, then cast accurate copy moulds using this canoe and the moulds first made.

Kennet and Avon Canal

We have been asked to correct the entry in the Guide about the Kennet and Avon Canal Trust.

The Hon. Secretary is Mr. D. D. Hutchings, The Coppice, Elm Lane, Lower Earley, Reading, Berks., and Not c/o the Inland Waterways Association.

Information about the western end of the waterway can be obtained from Mr. R. W. Shopland, Hon. Publicity Officer, Bath/Bristol Branch of the K. and A. Canal Trust, 1 Ryde Road, Knowle, Bristol 4.

The Trust is trying to attract more canoeists on to the Canal as one of the steps towards complete restoration of the waterway.

The Ribble

The Council of the Union has recently received Counsel's opinion on rights of passage of canoes along waterways, with particular reference to the position that has arisen on the Ribble, where the Joint Fisheries Panel for the Ribble, Lune and Leven has suggested a very restrictive form of agreement, couched in the form of a licence, which presupposes that the river from Clitheroe down is entirely private and no right of passage through long use has come into being.

Counsel's opinion is that an agreement of this kind is inconsistent with the view so far held that there is now a right of passage, that if we believe this, and act upon it, the only way it can be tested is by court action for trespass. In that case the canoeists concerned would need convincing evidence of use "as of right" i.e. not secretly, not by force, and without any action by the riparian owners to suggest that they denied passage. Evidence is required of canoe trips fulfilling these conditions from as long ago as possible—preferably in the latter part of the last century and the early part of this, but factual reports of actual trips at any time right down to the time of challenge in 1965 are wanted. Vague details are useless. Dates and participants would be valuable. We already have some, but need more.

Please send everything you know—anything that might conceivably be relevant—to the General Secretary, Major G. Tomlinson, B.C.U., 26 Park Crescent, London, W.1., or to any member of the Access Committee.

We intend to consult Counsel about the evidence before recommending any trip that might lead to proceedings.

Around the clubs



What's all this talk about the Common Market? LEEDS CANOE CLUB has gone into Europe already.

First off the mark in early June was ever-popular Chris Hawkesworth who paddled the Austrian River Gail so soon after the melting of the Spring snows that his KW 7 was torpedoed by huge logs all the way down the 15 mile canyon. Then there was the contingent who travelled to Czechoslovakia to see the World Championships and came back with glowing stories of Czech hospitality and several smashed boats.

On the home front, preparations are in full swing for the Club's annual slalom on the Wharfe at Appletreewick on October 7th and 8th. Along with all the usual mod. cons. one genius has thought up a huge Magic Scoreboard which should tell a competitor his score a few minutes after the end of his run.

MAIDSTONE CANOE CLUB was formed in February this year and to meet the essential need for a riverside boathouse, they intend to buy a 100 foot by 19 foot lighter, hopefully with some grant aid, and to convert it into a boathouse. Conversion know-how from any other clubs living in refurbished barges would be welcomed by David Sheppard at 2 Freeman Way, Maidstone, Kent.



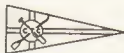
ROYAL CANOE CLUB writes "We have many happy memories of the visit of the South African National Team who were our honoured guests during their stay in England. The Sprint Regatta took place on a golden summer afternoon on 23rd July and with the South Africans taking part was one of the most successful on record. A Springbok skin proudly displayed on the Club wall commemorates this visit. We hope that other such visits will follow and that we may make a return visit to South Africa before long.

Membership continues to grow satisfactorily and our target of 300 members is coming within sight".



"We had a Civic Reception for Dave Mitchell in CHESTER on his return from Czechoslovakia where he won a Silver Medal in

the World Slalom Championships," writes Dave Maloney. He was driven through the town in an open car and met by the Mayor of Chester and the local M.P. at the Town Hall. Following this there was a riverside garden party held by the club in David's honour at which many local dignitaries were present.



From the CANOE TOURING CLUB: At the Poole Harbour Long Distance

Canoe Race this year, a veteran's medal was awarded to the fastest single and double canoeists over the age of 35 years. The C.T.C. in the past suggested a veterans class to the L.D. Committee and were very pleased to see this idea at Poole.

They will endeavour to do the same at their race next year, to see what response there may be in this age group. Perhaps this may appeal to other Clubs.



The most exciting part of the three-week holiday spent on the Continent by six members of WINDSOR C.C., was the three days at the World Slalom Championships in Czechoslovakia. Back in Austria, the fitter and younger members of the party encountered heavy water and huge waves on the Lech, Salza, and in one or two places on the Moll. The Gail, in its miniature canyon, was shallow but very rocky and bunged up in places with jammed logs. More unadulterated bilge was talked about river gradings in three weeks than most people are likely to hear in a lifetime! Why, they ask, does the modern slalom canoeist have to go about with lead weights in his baggage, and cooking stoves that would roast an ox? Has no one heard of boring holes in spoon handles to save weight? It used to be all the rage.



Those who put their money on the EXETER C.C. canoeists in their converted K.4 beating a rowing four in the Exeter Regatta would have lost. The Exeter boys were well beaten over their mile long course, but had it been $\frac{1}{2}$ -mile it would have been a different story—they were well up then.

Their racing types were very interested in the South African touring team that they met at various races. L.D. races of over 100 miles and having to avoid basking hippos and crocodiles make our races seem soft!

Another piece of news—the Youth Canoe Rally for Devon and Exeter was an outstanding success—92 competitors and a fine day. The home made raft race finished in a free-for-all but they didn't lose anybody!

The night before the rally their raft disappeared. It was discovered sailing happily down-stream towards the weir, with a crew of two youngsters about 5 years old!

WATERSIDE CENTRE, NEWBURY. Run by the Berkshire Youth Service, the Centre has a many sided life. Canoeing is a growing interest there. A project, Operation Moonraker, is after £300, to buy six craft for next year's D-W race, when two senior and four junior crews aim to enter. A link up with the physical education department of the Centre, means that special circuit training has been laid on. A sponsored canoe mile has proved a popular money raiser, 13 boys getting £58 plus.



Maurice Rothwell writes: "I am just back from accompanying the MAN-CHESTER C.C. tour in France where, in addition

to the Ardeche and Durance, all did the upper section of the Ubaye and a few did the Grade IV to V section.

All canoeing members of the party also did the Clarée, an upper tributary of the Durance above Briançon, being a river of medium difficulty graded by the French as III—IV and flowing through a most beautiful valley. So far as is known this is the first time it has been done by Britishers.

A letter recently received by the Editor: "At times the Club Organiser feels that him must be one of the most 'depressing to run' Clubs in the country, but of course, there are many others that flourish under appalling conditions—lack of finance, of space, materials, or even of convenient water. Our chief lack is one of manpower. Sounds incredible—but it's true! On average we get three or four new members every week. (How some Club Secretaries would long for that—but read on...) On average we also lose three or four each week. Last Friday there were fifteen members on the books; today, a Monday, we are down to seven, until some more turn up tonight.

H.M.S. RALEIGH is a training establishment for ratings who have just entered the Navy. Many of them spend only six weeks here—and invariably a couple of weeks go by before they feel settled enough to start joining in strange activities in small boats. That leaves about three weeks in which to interest and stimulate young men in the sport—it's difficult, but we do our best. How we lack the stable nucleus of experienced members that even the most impoverished Club would have elsewhere! But we do not grumble, we just steadily go on winning new enthusiasts."

CANOE BUILDING IN RE-INFORCED PLASTIC (glass-resin laminates)

A Group Building Timetable

Alan Byde

The PEO said that he wanted to develop canoeing amongst other things. So he sent for me. "Children wish to paddle canoes which they have built," said he... "make 'em."

Naturally, the canoes have to be top class, indestructible, inexpensive, easy to build, and safe in use. Oh, yes; and fifty out by last week would do!

A group of teachers, men and women, handicraft specialists and P.E. teachers mostly, came together on 11 January, 1967, and after uncounted hours have produced three complete sets of moulds for the 14 ft., and one set for the BAT, and nine complete

14ft. canoes. We hope to have at least another fifty by this time next year.

The canoes cost less than £15 each, buying in bulk. The method is elementary, unsophisticated. Manufacturers left this stage behind years ago. It is simple, children can do it, and the product is useable by children. It's not a bad old boat, either.

One Monday evening one of our women colleagues started her small group of secondary modern boys and girls polishing a set of moulds for their second canoe. Ten days later, the canoe was launched, and used by the children who had made it. Imagine their delight. Imagine mine; I hadn't done a hand's turn on it!

PREPARATION

Item	Process	Mould	People	Time
1.	Wash moulds with soap and water and wipe dry ...	All 3	3 or 4	20 m.
2.	Moulds drying	All 3	—	10 m.
3.	Barrier cream on hands and forearms	—	—	5 m.
4.	Cut glass to size, enough for 3 layers 1 oz.	All 3	2	45 m.
5.	Wax polish. 2 coats including flanges	Hull	2	45 m.
		Deck	2	30 m.
		C'pit	1	20 m.
6.	Brush on separator fluid, including flanges	Hull	1	15 m.
		Deck	1	10 m.
		C'pit	1	5 m.
7.	Separator drying. Person in charge (P.I.C.) checks for runs and puddles, brush out to dry	All 3	1	30 m.
8.	All equipment ready. P.I.C. checks		1	15 m.

LAY UP

Stage One

9.	Mix gelcoat, colour catalyst, accelerator	Fast 3 lb.	Hull	1	5 m.
		Fast 2 lb.	Deck	1	5 m.
		Fast ½ lb.	C'pit.	1	5 m.
10.	Brush gelcoat into moulds. P.I.C. checks all parts covered right up to mould edges	All 3	4	15 m.	
11.	Wash brushes in 'Lobosol'		1	5 m.	
12.	Allow gelcoat to set. P.I.C. checks gelcoat set	All 3	1	45 m.	

Stage Two

13.	Mix Crystic 405 Colour, catalyst, accelerator	Medium 5 lb.	Hull	1	5 m.
		Medium 3 lb.	Deck	1	5 m.
		Slow 2 lb.	C'pit.	1	5 m.
14.	Pour in resin. Spread out and up to mould edges		2 or 3	5 m.	
15.	Paint on resin	Deck	2 or 3	5 m.	
		C'pit.	2	5 m.	
16.	Lay glass pieces into moulds, 1st layer	Hull	2	5 m.	
17.	Start piecing glass scraps onto mould. Wet out. Continue until 4-5 layers are built up	C'pit.	2	60 m.	
18.	Roll glass into resin. Follow up with brush. Finish with roller	Hull	4	30 m.	
		Deck	2	30 m.	
19.	P.I.C. checks. See notes		1	10 m.	
20.	Wash brushes in 'Lobosol'				

Stage Three

	Mould	People	Time
21. Repeat items 13 (hull and deck only), 14, 16, 18, 19	Both	10	40 m.
22. Wash brushes and roller in 'Lobosol'.			

Stage Four

23. P.I.C. checks 2nd lamination. See notes ... If dry repeat item 21. If wet repeat 16, 18, 19.	Both	10	40 m.
24. Wash brushes, rollers, in 'Lobosol', soap or 'Keroclenz' and hot water.			

Stage Five

25. Allow resin to set until rubbery. (Gelled) ...	All 3		30 m.-2h.
26. Trim waste to mould edge. See notes ...	All 3	2 or 3	15 m.
27. Clean off drips and flakes from flanges ...	Hull	2 or 3	15 m.
	Deck	2 or 3	15 m.
28. Put all scraps in bin outdoors.			

Note:—This is the end of making the parts. If deck and hull are joined at once the joint will be a better job. If the job is left 24 hours, quite a good joint can be made. In any event no cast must be separated from its mould until the deck to hull joint has been made and left for at least 24 hours. The cockpit can be withdrawn from its mould 24 hours after casting has finished.

JOINING UP

29. Prepare moulds and casts for jointing. P.I.C. checks	Hull	2	20 m.
	Deck	2	20 m.
30. Two coats wax polish, flanges only ...	Hull	2	15 m.
	Deck	2	15 m.
31. Cut 60 ft. of 2" wide strips of CSM, 16 x 6", 16 x 12", 8 x 18" and the rest in 3 ft. strips ...		1	15 m.
32. Bolt deck and hull moulds closely together. Gap between flanges should not be greater than $\frac{1}{8}$ ". Bolt every hole, 12" apart. P.I.C. check ...	Both	4	15 m.
33. Stand assembly on edge. C'pit hole toward light ...		2	2 m.
34. Arrange wetting out sheet. Lay glass strips in order. 1" brush on stick. 2" brush for hand lay, and pre-wetting ...		1	5 m.
35. Mix Crystic 405 resin ... Fast $\frac{1}{2}$ -1 lb. Colour, catalyst, accelerator.	Both	1	5 m.
36. Using brush on stick, wet joint edges with resin. Start at extreme end and come about 4 ft. towards cockpit, one end only ...	Both	1	5 m.
37. Assistant wets out 6" strip with resin, places it on brush on stick ...	Both	1	$\frac{1}{2}$ m.
38. Strips placed at very ends, bridging joint ...	Both	1	$\frac{1}{2}$ m.
39. Build up double layer. See notes ...	Both	2	15 m.
40. Repeat 35, 36, 37, 38, 39 for other end ...	Both	2	20 m.
41. Finish off central area by cockpit hole ...	Both	2	5 m.
42. Allow to gel. Ensure joint well covered and strip stuck down, resin rubbery. Do not be hasty. P.I.C. checks ...	Both	1	30 m.
43. Turn end for end, and over. Cockpit toward light. If laid strips peel off, cut out and replace ...	Both	2	2 m.
44. Repeat items 40, 41, 42 ...	Both	2	50 m.
45. Wash brushes in 'Lobosol' and soap and water.			

SEPARATING MOULDS AND CASTS

46. Leave for 24 hours ...	Both		24 h.
47. Remove all bolts, lever mould and cast apart ...	Both	2	15 m.

CLEANING UP

	People	Time
48. Wash out moulds. Start again, at 1.		
49. Rasp off casting flash along joint line	2	60 m.

END BLOCKS

50. Stand canoe on end, vertically. Lash upright	2	5 m.
51. Mix Crystic 405 Colour, catalyst, accelerator. Fast ¼ lb.	1	5 m.
52. Pour into end. Plug leaks with clay from outside	1	5 m.
53. Allow to set		30 m.
54. Turn end for end, repeat 51, 52, 53		45 m.
55. Drill holes ⅜" dia. through resin blocked ends. Hole on joint line 1¼" from extreme end. Chamfer edges	2	20 m.

BUOYANCY

56. Repeat 50. Pour in resin components as directed. 1 lb. of mixture at each end gives 30 lb. buoyancy at each end. Room temp. 65°F. See notes.		
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COCKPIT

57. Trim and smooth all cockpit edges. V. important	2	30 m.
58. Fit trimmed cockpit to hole in deck. Ensure snug fit. Tie in place with string over hull and cockpit rim. Tension with spanish windlass or wedge	2	5 m.
59. Sling inverted canoe so that cockpit rim is at chin level. Tilt canoe slightly, opening towards light	2	5 m.
60. Mex gelcoat, clear or coloured Fast ¼ lb.	1	5 m.
61. Puddle gelcoat into 'V' shaped gap between cockpit rim flange and flange around hole in deck. Take especial care with part out of sight behind hip boards. Do that first	1	10 m.
62. Tilt canoe to opposite side, repeat 60 & 61	1	15 m.
63. Clean off resin drips with 'Lobosol' on rag	1	2 m.
64. Clean brush with 'Lobosol' and soap and water		
65. Allow to set.		
66. Rasp off rough edges at joint	1	15 m.

RIGGING

67. ½" circ. 'Ulstron' line.	1	30 m.
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SPRAY DECK

68. Make deck. FIT SAFETY RELEASE STROP	1	2 h.
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NOTES

1. Washing out. Chip away unwanted flakes and drips of set resin. Use soap and water and a soft scrubbing brush. Wipe dry with soft cloth. The separator 'skin' is soluble in water.
4. Cutting glass mat. Use brown paper patterns. There should be not less than ½" and not more than 1" of waste at the mould edge after the glass has been laid into the mould.
- 6, 7. Separator fluid. This must cover every part of the mould surface including the flanges. It must be perfectly dry before any resin is brushed in. If wet it will combine with the resin, making it appear milky, and this affects the setting of the

resin. Also, as with a mould not covered with separator, there is some danger of the cast sticking immovably to the mould. It is essential that the person in charge checks this point before going on with the moulding. £25 worth of material and hundreds of hours of labour have gone into making the moulds.

8. Tools and equipment. Check that all tools are clean and useable. Resin is a messy material. All containers must be free from loose chips of old resin and any form of contamination from partially set resin.
- 9, 13, 35, 51, 60. Mixing resin. Colour pastes slow setting rate of resin by 50%. Add 5% by weight or 6 ccs per lb. Catalyst

initiates the reaction. Add 2% by weight, or 3 ccs to 1 lb. resin.

Too little catalyst gives incomplete setting, spoiled cast, slow setting, and water will leach out uncured resin in time, leading to porosity.

Too much catalyst is a waste of a most expensive material. Insufficient stirring leads to a combination of these two faults.

Accelerator. The following table gives the quantities that may be added to one pound of resin for certain setting rates. Room temperature is important, and quite critical around 65°F.

Room temp.	60°F.	65°F.	70°F.
Mixture 'speed'.			
Slow	30-60 min. 3 ccs.	2 ccs.	1 cc.
Med.	15-30 min. 6 ccs.	4 ccs.	2 ccs.
Fast	10-15 min. 30 ccs.	20 ccs.	15 ccs.

It is possible to cause explosion by mixing large quantities of liquid catalyst and accelerator together. This is most improbable with small quantities of paste catalyst.

Brushes and containers contaminated with setting resin from previous mixes will set off the new mix unpredictably quickly. The signs of resin beginning to gel are:

A very strong stench like pungent orange skin.

The liquid resin appearing ropey as it drips from the brush.

A prickling of eyes, nasal membranes, and lips, when close to the job.

10, 12. The purpose of the gelcoat is to give a really smooth exterior finish. It prevents the glass fibres from penetrating to the surface of the cast, leading to porosity and a dull finish. When laying up it must be dry to the touch before further resin is laid on it. When waiting for the gelcoat to dry, check setting by touching the surface very lightly in several places on the cast. If it is dry the colour will no longer come off on the fingers.

19. When checking the cast look for: White patches on the glass. Roll them down, brush on a little resin if absolutely necessary.

Air bubbles under glass. Roll them out. De-lamination and dry patches at the mould edge. Fill with resin and roll close against mould edge. Do not roll down onto flange as the glass will not bend around a right angled bend, and so air bubbles will be introduced, like air under the water on a weir.

20, 22. It is essential to clean setting resin 24, 45, from the brushes. Once the resin has 64. set the brush is irretrievably ruined.

First clean in $\frac{1}{2}$ pint 'Lobosol'. This soon becomes heavily contaminated with suspended resin which sets within 2 or 3 days. If the brush is left in it, it will become one piece with the jelly-like mess which results.

Second cleaning in $\frac{1}{2}$ pint fresh 'Lobosol'. Manipulate the bristles of the brush between the fingers to eliminate clumping of the fibres with gelling resin, hidden within the brush.

Wash in warm water and soap, or 'Keroclenz'.

Wash again as above.

Rub soap or 'Keroclenz' into the bristles and leave in a frothy state. Temporary cleaning between mixes does not require the full washing out with soap, etc.

Rollers tend to stiffen up, and drag the glass fibres, towards the end of a long session. Setting resin on the spindle causes this. Working the rollers in 'Lobosol' should clear this. If not, strip, clean, and reassemble with a little oil.

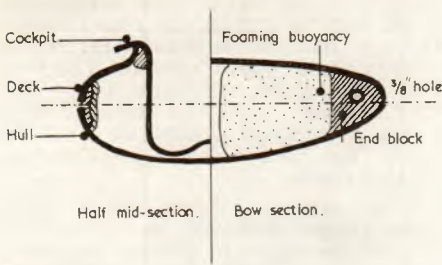
23. Towards the end of the job, after the second lamination has been laid, thorough rolling may bring wet resin up through the last layer. This will suffice to wet out the last layer. If the resin is gelling it will not wet out the glass, so more resin will be required. If the laminations are in any event "dry", more resin will be required. A dry cast appears to have a porous surface, even after rolling. Over-rolling can spoil the job.

25. When the mould is to be trimmed, the resin should be in a rubbery state. In this condition a sharp trimming knife will slice the waste glass away very easily. It is worth waiting an hour to catch it in this state in order to save an hour of heavy work with a saw removing the hardened waste.

26. Always trim with the cutting edge toward the mould edge. Trimming away from the edge will cause the cast to separate prematurely from the mould.

28. Put fresh trimmings in an outdoor bin. Setting resin generates heat, and gives off copious quantities of styrene fumes and oxygen. There is a risk of fire. Trimmings which have set hard and cooled off are not such a risk.

29. Rasp towards the mould edges. The top edge of the cast must register exactly with the mould edge. The cast edge must **not** part from the mould, or tiny bits of rubbish will drop down between cast and mould and prop the cast away from the mould edge. This will spoil the



register of deck and hull, leaving a buckled part of the hull at the joint which will require patching. The flange itself must be cleared of all flakes and splashes of resin, which otherwise would keep the flange faces apart thus preventing a close joint line.

30. The flanges are waxed so that when the strips are laid inside the hull and deck and resin is forced between the flange faces, the setting resin will not stick the flanges together.

34. A wetting out board should be arranged at bench height beside the cockpit opening. The board should be some smooth material, plywood or metal sheet will do. The joint strips are laid on it, and resin is brushed and stippled into it before the strip is laid into the hull. The board quickly becomes lumpy with blobs of hardened resin, and should be disposable. A sheet about 2 ft. square is about the right size.

36. A stick about 4 ft. long is fitted with a 1" brush at one end. The brush is drilled to take a screw in the handle just above the ferrule. The screw is tightened so that the brush is a firm fit to the stick, but so that it may be turned through a small angle on the stick.

39. The strips of glass when laid over the joint must cover a strip about 1" wide on either side of the joint. The ends of adjacent strips should overlap about 1 to 2 inches. The joints in each layer should be arranged so that they do not coincide.

41. The cockpit area is left until last because if one must lean across a resin wetted area in order to lay strips at the far ends of the hull, clothing will become smeared with setting resin. Also, as laying the central strips is easy, it is a good idea to have an easy job in reserve in case a mix of resin starts to go off, and must be used at once or wasted. In that case the resin will not be picked up on the clothing because by definition it is setting quickly.

47. Removing the bolts is easy, but tedious, and some threads may be gummed up with resin. A pair of spanners is useful. The wedging apart of the flanges should be done with a broad bladed tool such as a bricklayer's bolster. Take care not to break the flanges when applying leverage. The deck mould will come off first. The hull mould is separated by springing the flanges downwards and away from the cast. Slips of thin (3 mm) plywood are inserted, say 3" by 12", and worked around between the cast and the mould until separation is achieved.

56. At the time of writing these notes the foaming resin buoyancy has not been tried. It consists of a 50/50 mixture of two resins, which when mixed foam up to 30 times their liquid volume, and then set in a rigid foam. 1 lb of mixture is put into each end of the canoe, where within seconds it reacts and foams up into every crack and crevice. It is then firmly stuck to the inside of the hull, is not easily removed, can never deflate, does not rot, and may be forgotten with safety. It is slightly permeable, and will take water into its surface for about 1" after much use. 2 lbs of the resins will provide 60 lbs of useful buoyancy, which is ideal for a canoe.

58. It is necessary that the cockpit rim should be tightly held in position whilst the joint is setting. All the weight of the canoeist is suspended from this joint, so it must be strong. The spanish windlass is a piece of stick which when twisted into a loop of cord tightens it up, and exerts considerable tensioning on the cord.

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The re-writing of the B.C.U. "Guide to the Waterways" has got under way. By 1969 we hope that the new Guide will be on sale, bang up to date, better than any previous edition, and second to none in Europe. It's quite a job, and for now, Jim Bright, Ralph Tyas and I are in charge. What we have done so far is to write to Club Secretaries and other canoeing bodies asking if they can help in finding canoeists who could write up for us the rivers, canals, lakes and coastal waters they know best. There has been a good response so far, but nothing like good enough—out network of willing volunteers scattered all over our Island, is still too small. Unless more people come forward and offer to help, some of us are going to be left to tackle all of the North of Scotland single-handed! If we had lots more people on the job, nobody would have to write up more than one or two waterways, and our task would then be easy. We still need lots of

keen volunteers — how about YOU????
Find out more by writing to me tonight;
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The new Guide will be similar in size and price to the current one—but there will be certain subtle differences in content and approach. The itineraries will all be re-written and checked for accuracy. Descriptions of inland waterways will pinpoint as many places as possible where there is public access to a lake shore or river bank, and where vehicles may be safely parked. Nowadays we live in the Motor Car Age and very few of us do our canoeing in folding boats relying on public transport. Coastal waters will be covered in much more detail in the new Guide, and much more extensively than ever before. There will be maps, diagrams and photographs. However, all of these ideas will remain in the pipe-dream stage unless the people who complain of the inadequacies of the present Guide, put pen to paper and do something about it NOW!

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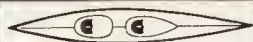


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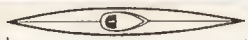
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