



**canoeing  
in Britain**

**September 1968** **68**  
**1'6**



# canoeing in Britain

the news magazine of the British Canoe Union

## General Secretary

The British Canoe Union,  
Major G. E. Tomlinson,  
Room 315,  
26/29 Park Crescent,  
London, WIN 4DT.  
Tel: 01-580-4710.

Enquiries regarding non-receipt of magazine, notification of changes of address and general enquiries should be sent, quoting your membership number, to the General Secretary.

Names and addresses of the principal officers of the British Canoe Union can be found in the B.C.U. Calendar and Directory, on pages 8 - 10.

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*Canoeing in Britain* is published in March, June, September and December. Comments, articles, photographs and reports are welcomed and should arrive by the 10th of the month prior to publication.

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

Your BCU Membership expires on 31st October. Detach and renew NOW.

1969

THE BRITISH  
CANOE UNION

# Individual Membership Renewal Form

Name (Block letters) →		
1968 B.C.U. No. →		
	For B.C.U. use	
Address →		
Delete whichever does not apply →	I will be under 19 on 1st January, 1969, and claim Youth Membership.	
	I wish to be a Full Member.	
Names of Family Members →	1	
	2	
	3	

**COACHING** → I am a holder of a Coaching Award, and wish to have my name included in the 1969 Coaching register. → → →

Please tick here
------------------

To: The General Secretary, B.C.U., 26/29 Park Crescent, London W1N 4DT.

Delete whichever does not apply →	I wish to pay my/our subscription of.....by cheque/postal order enclosed herewith.	<b>N.B.</b> Membership Fees FULL - 15/- YOUTH - 7/6 FAMILY - 2/6 each member
	I wish to pay my/our subscription of..... and a similar subscription in subsequent years by Bankers' Order which I have despatched to my bank.	

**NOTE**—If you have already signed a Bankers' Order no action is necessary, unless you have changed your address or are a member of the Coaching Scheme, then we ask you to return this form with your address or the appropriate tick against the Coaching Award section.

|||||
CUT HERE IF USING BANKERS' ORDER
|||||

To ..... Bank, Ltd.

Address .....

Please pay to the Westminster Bank Ltd., 6 Glasshouse Street, London W1., for the credit of the British Canoe Union No. 1 Account the sum of £ ..... d.

(words ..... )  
 on the 1st November, 1968 or on such later date as this order shall be received, and continue to pay this amount on the 1st November of every year until further orders are received from me and debit my account accordingly.  
 This order cancels all previous orders by me in favour of the British Canoe Union.

Name (Block letters) .....

Address ..... 2d. Stamp

..... Signature .....

..... Date .....

1989  
Individual Membership Renewal Form  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_  
Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

If you are convinced our  
rivers should be for ALL to  
use, in mutual co-operation,  
● give the B.C.U.  
your support for  
another year.

**The B.C.U. is fighting for this principle  
on behalf of all canoeists.**

Individual Membership Renewal Form

# Editorial

STAFF

Freda Hare

Lofty Wright

Eileen Levison

Sandy Sanderson

## Situations Vacant

Once again I ask if there are any B.C.U. members interested in contributing regularly to the production or distribution sides of "Canoeing in Britain".

It is not really feasible for anyone living further than 25 miles or so from Teesside to help at the weekends when editing and packing take place, but I would welcome jottings from anyone, anywhere in the country, who attends competitions (especially L.D. or Sprint events) or who tours by canoe, or goes surfing.

Fluent writing style and spelling ability are not essential—accuracy in reporting and reliability are! No need to be modest about your ability, you may find, like many others, that by putting a little more into the sport, you get a great deal more enjoyment out of it. See my ad. on page 75.

## Do you know your rights?

Each year half of the elected members of council retire, together with one of the officers. This year it is the turn of the

President (J. W. Dudderidge, O.B.E.), with J. Bright, R. Emes, R. M. O'Keefe, A. L. Williams and one other. All are eligible for re-election (Rule 24).

**Nominations** for President and Council should be put forward in the form of a motion. (Rule 43). Nominations must be lodged with the General Secretary on or before 30th November, 1968 and signed by two Full Members (Rule 62). If nominations exceed the number of vacancies, a Postal Ballet will be held (Rule 41).

**Other Motions** for discussion at the Annual General Meeting in January, 1969 must be lodged with the General Secretary on or before 30th November, 1968. (Rule 61 and 62).

## XIXth Olympiad, here we come

All our hopes and good wishes go with the strongest Olympic Canoeing Team we have ever assembled. On behalf of all B.C.U. members, we wish them the best of luck in Mexico.

JACK LEVISON.

## SAFETY AFLOAT

Jack Travers  
National Youth Officer

Canoeing being a wet sport anyway the poor weather of this summer is not likely to reduce the number of participants. Indeed if the trend of the past five years continues there will be a vast increase in our numbers. But need this mean an equal increase in the number of accidents?

Are not the perennial cases of death from drowning as a result of canoeing accidents a reflection on our sport? No, not a reflection on our sport, but on us. In particular on the lack of success of the Coaching Scheme in failing to get across the message, of all members of the B.C.U. who know all about safety but often don't set a good example and of teachers and club leaders who have a responsibility to impress upon all those who pass through their hands that a standard of commonsense safety is necessary when afloat.

On 15th July the Devon and Cornwall police reported over 30 cases of death by drowning this year, more than the number of persons killed on the roads in those two counties over the same period. On 27th July a non-swimmer capsized his canoe and was drowned off the Sussex coast. These are just two recent reports which spring to my mind as I write. How many of these drownings could have been avoided?

A sprint paddler of top class standing was foolish enough to remark to me recently that Life Jackets and Buoyancy Aids were never necessary to a canoeist. The person concerned had only sat in a racing kayak on inland water which might have accounted for such stupidity. However the remark reminded me of the last Serpentine Regatta when a young paddler collapsed at the end of a race and only the coolness and sense of the other competitors prevented what might have been a fatal accident.

It has long been the understanding that "the experts know when to bend the rules". Let us therefore leave any "bending of the rules" to the "experts" of the Sprint and L.D. worlds, but for the greater number of canoeists, we who enjoy touring, slaloms and the sea, let wisdom prevail and safety be paramount. One has only to look at the pictures of the last world slalom and white water championships to see that all the top men taking part wore buoyancy aids.

Most of us obtain a great deal of satisfaction as well as pleasure from our canoeing. I am sure we would get even more satisfaction if each of us knew we were in some way making canoeing safer for the uninformed when we meet them and certainly the uninformed would lose no pleasure.

# 3 MEN IN A CANOE

Dear Mr. Levison,

*This is a true story of how we, my father, my friend David Harris, and myself set out to canoe the Medway and how, at first, we failed.*

*Dave is 16 years old and I am 15 years old and Dad says he is the wrong age to start canoeing. The first time he went in his canoe he capsized. Dave and I are both Venture Scouts and we both hold senior canoeist badges. All our canoeing up until this trip, had been in the sea, so it was quite a new thing for us all.*

I. JOHNSON.

We had just built canoes and naturally wanted to use them, so we held a conference and agreed to follow the River Medway from as far upstream as possible down to Maidstone. Having decided what to do the three of us, my father, my friend Dave, and myself agreed to check the route before setting off. This seemed a wise precaution as this was to be the first long journey we had undertaken.

Having purchased the B.C.U. Guide To The Waterways of Britain and an O.S. Map of the area, we went to a place called Balls Green where the guide said "launch into pool below bridge". The river was in flood and even then the banks were 8 feet high and sheer, so we travelled to Ashurst Bridge further down stream, where we found the same conditions and a fisherman who said he had not seen a canoe there in 20 years' fishing. We travelled on to Chafford Bridge where apart from an automatic sluice gate it seemed alright, but just to check we walked down stream a little further and found a dam with about a 3 foot drop. Being very inexperienced we decided that discretion was the better part of valour and so it was Tonbridge next stop.

We finally settled for the bridge below Town Lock, where on a wet Tuesday morning in June we launched and were at last away. The skies cleared and we thought "This is the life!" The sounds and sights of the quiet countryside made us at peace with the world. Round the next bend the first lock hove into view and at the same time so did a very out of breath parent on the tow-path waving maps and other things we had forgotten.

We paddled on more sedately now, the sun had gone in and an ominous black cloud was looming up behind us. We knew where we were going to camp, but would we make it before the cloud? We had to go through another lock and then at least a quarter of a mile below to a place called Golden Green. We made it in time but as we were searching for a landing place I capsized. Actually I was sitting on the bank with my feet in the canoe when the canoe slid away from me. The bank does not

shelve gently there but goes straight down, so I was unable to touch bottom. After a moment of panic I scrambled ashore clutching the canoe's painter. By this time help was at hand and we soon had everything organised. Then things began to happen. The plastic bag had split and all Dad's clothes got wet and then it began to rain and the river rose about nine inches while we watched it. Dad walked to the nearest phone box (1½ miles) and phoned my mother to bring some dry clothes.

While he was away David and I cooked tea and got the tents organised. The river was still rising. Dad arrived at the same time as a cabin cruiser towing a canoe. The river was still rising and it was still raining. The cruiser owner said that the canoe he was towing was virtually impossible to capsize and someone had crossed the Atlantic in one. Rather him than me.

The river was still rising when my mother arrived. She took one look at the poor bedraggled state of us and ordered us home. When we left, the river was level with the bank. We went away wet and disheartened. Hope blooms eternal, however, and after a good laugh and a drying out session we went back to Golden Green on the following Friday and were once again launched on our way down the Medway.

*(to be concluded)*

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The A.G.M. and Canoe Conference 1968 made a profit of £182 which was shared between the C.C.P.R. and the B.C.U.

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be prepared for once!

## **Christmas Cards** **Strictly for Canoeists**

Four different humorous cards on a canoeing theme, with envelopes, 2/6 post free.

12 cards (three of each) for 6/6 post free. from "Canoeing in Britain", 11 Martindale Grove, Eggescliffe, Eggescliffe, Stockton-on-Tees, Teesside.

## BCU Cadet Kayak

Members will have read in the last issue of *Canoeing in Britain* and possibly in other magazines that the B.C.U. Coaching Committee, given the responsibility for organising the Youth Championships, appointed a sub-committee to consider the whole subject of youth competition and the Championships. In its report to the Coaching Committee, the sub-committee recommended, inter alia, the adoption of a One-Design Canoe for use in the Championships and in other races that might be arranged for the same age groups.

It also recommended that this One-Design canoe be projected to the L.E.A.s and youth Organisations, and stressed that if this new class was to make its maximum impact in educational circles, it must in addition to giving a very satisfying performance in Sprint Racing, be suitable for Long Distance Racing, expedition work and for use in basic instruction.

A canoe to meet these requirements has now been designed and in due course a mould will be built from which several canoes will be constructed for trial purposes. It is hoped that some canoe manufacturers will be interested in purchasing or making moulds for the commercial production of the canoe which will be called the B.C.U. Cadet.

Copies of the drawings have been sent around to all canoe manufacturers advertising in *Canoeing in Britain*, inviting them to study them and send to the Committee their comments and opinions on the design. When the Committee has received the comments of the Trade and others, it will arrange a meeting at Headquarters for an exchange of views before preparing the final design.

Details of the administration of the Cadet Class have not yet been worked out, but it is probable that a Cadet Class Committee representing the several user groups and the B.C.U. will be set up to control the design and issue class numbers to all canoes made.

It is hoped to launch the B.C.U. Cadet Class in time for use in the Championships of 1969. The Coaching Committee will receive a report on the prototypes at its November meeting.

J. W. Dudderidge

The B.C.U. National Coaching Committee with the support of the Sports Council, is to recommend to Council that a Director of Coaching be appointed in addition to a National Coach, as the existing staff concerned with the Coaching Scheme is already over-burdened.

## AGM goes to Sheffield

The 33rd B.C.U. Annual General Meeting will be held on Saturday, January 25th, 1969 at Granville College of Further Education, by kind permission of the Principal.

The College is within 20 minutes drive, through local traffic, from the M1, 5 minutes walk from Sheffield Midland Station (BR) and 10 minutes walk from the City Centre. The college has its own car park for 120 vehicles.

Our meeting will start at 6 p.m. and we hope that the Lord Mayor of Sheffield will open the proceedings. The Technical Committees will meet in the afternoon as will members of the Coaching Scheme. Provided over eighty folk book in advance, the Principal will open the college canteen for lunch. Full details of this and other arrangements will be given in the December issue of *Canoeing in Britain*.

For your further enjoyment the SHEFFIELD CANOE CLUB will be running a snack bar from about 4 p.m. A buffet get together or a dinner will be held after the AGM in one of the City's 'Eateries'. Accommodation for Saturday night can be provided for those who bring their own sleeping bag.

Sheffield looks forward with pleasure to your visit in January.

## BCU Car Badges

Your Council has been considering the question of the production of Car Badges for sale to B.C.U. members.

A design has now been approved which incorporates the B.C.U. pennant in a circle with the words 'British Canoe Union.'

The badges would be metal and would be available with holes and screws for fixing to the radiator grill or on a bracket for fixing to the bumper bar. The size would approximate to that of the current A.A. & R.A.C. badges.

The cost of the badges would be approximately 30/- to 35/- each providing a sufficient number could be sold. Members are therefore requested to advise the General Secretary, 26 Park Crescent, London W1N 4DT, if they would be interested in purchasing a badge for their car if such a badge were to be produced.

**Please give this matter your considered and urgent attention.**

### WANTED!

L.D. and Sprint correspondents for "Canoeing in Britain" staff. If you travel to a number of events in the year and are interested in print, contact the Editor. Certain expenses allowable, free passes etc.

## SLALOM ROUND-UP **Rodney Witter**

The main competitive event of the year, the 'mini' World Championships on the Isere, is now past and it is well to sit back and analyse our chances for the World Championships proper, next year at Bourg St. Maurice.

Dave Mitchell felt compelled to withdraw from the team shortly before the event so that a hasty reshuffle and additional selection had to be done at short notice, the final team being:

K.1. Langford (Captain). Woodhouse, Calverley, Wickham, Skellern, Young, Jenkinson, Prince,

Ladies K.1. Goodman, Keerie.

C.2. Witter/Witter.  
Court/Goodwin.

C.1. Dinsdale.

Ian Pendleton was the team manager and handled the travelling arrangements and all the day-to-day problems in his usual inimitable manner

On arrival at Bourg St. Maurice, two weeks before the slalom, we were very struck by the superb setting of the course, both from the point of view of the dam, which controls the river level to the nearest fraction of an inch, and judging and spectator access is very good from both banks for the whole length of the course. The French had certain organisational problems, and the judging was not of the standard one would expect, but these troubles should not recur next year at the World Championships.

Those who had not been to the Isere in 1966 were somewhat apprehensive about the water conditions to be expected, but their fears were proved groundless when it was found that all the horrific stories about Grade 5 and Grade 6 sections stemmed from the occasion in 1966, when our team paddled the racing course with the river in flood conditions, with 70 cubic metres/second flowing! For the race this year 25 cubic metres/second were used and this water level produced nothing more than a good Grade 4 in about three places. Consequently the race was something of a rock dodge which favoured the French paddlers who knew the river to the last stone. The individual K.1. event was won by Kast of West Germany with Preslmayer and Bremer 5th and 6th. Our first man home was Tony Young, paddling in his first international river race. He came 10th, only 90 seconds behind Kast over the 40 minute course. This was a splendid achievement and Tony deserves every encouragement so that, with more training and the experience gained this year, he stands a

very good chance of a medal at next year's World Championships. Other race results were: Ken Langford 20th, Chris Skellern 35th (60 competitors). In the C.2 downriver Court/Goodwin did not complete the course since their boat was badly damaged on hitting a rock, and the Witter brothers did not start since their boat had been written off a few days previously in slalom practice.

For the slalom itself only 16 cubic metres/second were released which produced one section of Grade 4 at the top of the course but the rest of the water was rather thin. This resulted in many broken paddles against rocks and so quite a few bale outs. Indeed Heather Goodman broke her paddles and had to swim for it during practice. Her boat, when it was finally pulled out, was a complete wreck, looking as though a steam roller had passed over it.

The first day of the slalom was the men's and women's K.1. individual event with C.2 and C.1. teams and individual C.2 mixed events. The World Champion Jurgen Bremer (East Germany) showed his complete mastery of the art by coming first with a clear run, 11 seconds ahead of the second man, Ulrich Peters (West Germany), who was also clear. Our first man was Ken Langford, 8th, with a clear run 23 seconds behind Bremer, then came Chris Skellern 13th, John Woodhouse 15th, Ray Calverley 20th, Keith Wickham 42nd, Tony Young 54th and Kevin Jenkinson 57th, there being 60 competitors. The ladies' event was won by Kapplova (CSSR) with the World Champion, Polesna, 10 seconds behind. Heather Goodman was 8th with Audrey Keerie 17th in a field of 20.

The mixed C.2. event provided the usual entertainment and excitement with ex World Champions Grabo/Franz having to roll on their first run. Milan Svoboda, who won last year's World Slalom with Kralova, had found a new partner over the winter and had obviously trained her well, for they won 13 seconds clear of Grabo/Franz, whilst Josef and Jirina Sedivec gained third place. Svoboda's old partner, Kralova is now married and paddles a mixed C.2. for France as Lutz/Lutz. Unfortunately they had to be content with last place in the slalom!

On the Sunday the kayak team events were held together with the C.2. and C.1. individual runs. East Germany did not enter a team (being short of money they sent only four competitors) and the event was won by West Germany with Czechoslovakia second. Great Britain (Langford, Woodhouse, Calverley) were equal third





with France but the French first team run was better so that they were awarded the prize. The British second team (Skellern, Wickham, Young) was 7th with 20 teams competing in all. In the C.2. event the Czech pair Kalas/Brejscha had a clear round to win, whilst the World Champions, Valenta/Stach, finished in 10th place. Witter/Witter were 23rd whilst Court/Go-dwin capsized on one of their runs and finished 25th (26 competitors).

Our first international entry in the C.1. event was well received, Geoff Dinsdale looking technically very competent on the water. He finished 19th in a field of 26 with the World Champion, Wolfgang Peters, in first place; a very encouraging result.

All in all this was a fairly satisfying slalom from the point of view of results and it would appear that the training group sessions are having some effect. However, a good deal of controversy surrounds this elite body since an attempt was made earlier in the year to make attendance at training sessions compulsory. This is obviously unacceptable if the teams for internationals is only to be picked from within the group, since a paddler living at John O' Groats or one with difficult domestic circumstances, would never stand a chance of representing his country. By all means let us have a training group and let attendance be compulsory but the Selection Committee must realise that every top grade paddler must be considered when a British team is being picked. Various ideas are being worked out for the squad—such as a division training in the North and one in the South, with regular interchange between the two. If anyone has any bright ideas on reconstituting the squad, please come forward with them.

This brings me onto the point of slalom organisation next year: we have had a highly unbalanced calendar this year and it would be well for all clubs who run slaloms to liaise with each other before the December meeting, to avoid this happening again. Robin Witter has agreed to try and co-ordinate the dates for next year before the December meeting, so if he hasn't already got in touch with you, see him about your club's slalom date next year. And if you didn't agree with some of the decisions taken at last year's meeting make sure you send representatives this year. Remember the date December 7th, 8th at Maurice Rothwell's in Manchester. Each club can send two people, but only one vote, to the meeting.

Julian Shaw, after long and sterling service, has finally been forced to give up the post of slalom secretary due to pressure of work. This is a great blow since Julian combined executive ability with a knowledge and experience of slalom that will be hard to equal. Various names have been

put forward as successor, but Julian will continue in the post until the November meeting when proposals will be heard.

The tickets for the International Fund Raffle are all out now with two approaches being made: one is the individual approach where each slalomist is given tickets to sell to individuals. The other is the approach to a club committee which is asked not to give just a straight donation to the fund but to buy, from club funds, say £1, £2 or £5 worth of tickets, and thus stand a chance of winning one of the valuable prizes as club equipment, as well as helping our team for next year. Some people have criticised the raffle in that there are only canoeing prizes and thus the tickets are only suitable for canoeists. It doesn't take much thought for one to realise that any canoeist selling a ticket to a non-canoeist can put a cash value on any of the prizes: thus he could offer £30 to a ticket holder if he won the first prize, knowing full well that he could take the canoe and sell it for £35 or £40 the very next weekend, thus making himself a tidy commission. So let's have an all out effort to sell the tickets, and Clubs, please be generous in your purchases, you know it is in a good cause. The draw will take place before the prize giving at the Llangollen Town slalom on October 20th. This event, again sponsored by Players No. 6, should be even better than last year, so if you are not competing come along to cheer anyway.

#### CORRECTION

In our last issue we stated that the Designer's Trophy in the Senior Class of the Devizes-Westminster Race, was awarded to R. Vardy. This information, supplied by the D/W Committee, was in fact incorrect—the winning crew paddled a Glass Glider, made by the Canoe Centre, and designed by Jorgen Samson.

The film 'White Water Craft' in the Rank 'Look at Life' series is at last available from the Rank Film Library, 1 Aintree Road, Perivale, Greenford, Middlesex. Catalogue No. 71.8625. 16 mm optical sound, colour, hire charge 30/- plus 3/- postage plus 6d insurance.

Alan Bye appeals to people who think they could run a weekend course for an Education Authority in glass fibre canoe building to get in touch with him at 27, Bredon Close, Albrighton, nr. Wolverhampton, in order to establish a cadre of people willing to travel at weekends in order to spread canoe moulds and GRP know-how at a fee, of course. He considers it is time we had a central agency to which Authorities could apply. Anyone doing so will have access to sets of moulds for a 15 ft. W/W, a 14 ft. GPK, a BAT Mk 2, with many other designs to come.

## COUNCIL NEWS

Council held its second meeting of the year at 26 Park Crescent on the 11th June, 1968. The meeting was well attended and a number of matters were discussed and agreements reached.

Council decided that the Annual General Meeting should be held at Sheffield on Saturday, 25th January, 1969 and the National Canoe Conference at the Crystal Palace on 8th February, 1969. Full details of these events will be found in the December issue of this magazine.

Reports were received from Committees, and Council expressed its appreciation of the work done by the Standing Committees—in particular the Access Committee which continued to fight relentlessly in the interests of all canoeists for right of access. An agreement was in the process of being negotiated with the River Ribble Fisheries Association and the Riparian owners, discussions had taken place with other interests in respect of the Rivers Lune and Wharfe, and three amendments put forward

by the B.C.U. had been included in the final draft of the Countryside Bill.

A special meeting of Council called for the 10th July was cancelled as the information on the Administrative Grant required for discussion at the meeting was unfortunately not available from the Department of Education and Science.

The next meeting of Council is scheduled to take place on the 28th September at 26 Park Crescent.

Bill Sanders' article on the care of Glass/resin moulds has been held over until December.

Canoeing Magazine editor, Mike Clark, states that from the end of August he will run that publication on a full-time basis.

Cleveland Diving & Marine Products intend exhibiting their products at the Cologne SPOGA—the International Trade Fair of Sports Goods and Camping Equipment on 20th-22nd October.

## SECRETARY'S NOTES

Like a number of other people we have now been caught up in the new postal coding system. Will members please note that instead of the old well known and simple London W.1., we are now London W1N 4DT.

Once again we appeal to all members to put their current membership number on all correspondence to Head Quarters.

### Membership

Both renewals and enrolment of new members has continued to be satisfactory but could still be much better. The standard set earlier in the year has, unfortunately, not been maintained.

Figures as at the 7th August compared with the same date in 1967 were as follows:

	1967	1968	% Increase
Full ...	2,203	2,760	25.30%
Youth ...	858	1,026	19.58%
Family ...	314	380	21.00%
	<u>3,375</u>	<u>4,166</u>	<u>23.44%</u>

It is of considerable satisfaction to be able to report that whilst in 1967 non-renewals totalled approximately 1,300 members this year the figure is down to 860. Still too many but much better.

A circular letter sent to members who had not renewed by the end of June produced a 15% return of belated subscriptions

and a number of replies stating the reason for non-renewal. It is pleasing to report that none of these replies criticized the Union in any way.

Reasons for resignation were many and varied and included lack of spare time due to other commitments such as employment, marriage, birth of children etc., emigration, short term residence abroad and financial.

### Supplies

A well worth while publication 'Canoeists Guide to the River Wye' by A. R. Greenhill and R. Shoemith has been added to the Supplies List. The cost is 3/6d. per copy including postage.

### 1969 Annual General Meeting

The 1969 A.G.M. will take place in Sheffield on Saturday 25th January, 1969. Full details will be published in the December issue of Canoeing in Britain, but mark this date in your diary now.

### National Canoe Conference 1969

Following the very successful Conference held at Crystal Palace on the 27th January this year which 2,500 people attended, the Crystal Palace will again be the venue for the 1969 Conference. The date is Saturday 8th February, 1969, which is another entry for your 1969 diary.

More accommodation at the Palace will be available, the attractions will be greater and demonstrations and events in the baths of a greater variety. Full details will be published in the December issue of Canoeing in Britain.

# COMPETITION

**LONGER RENE PROMPT RACE** 13/14 July

**Sailing Ganges**  
 1. A. Davis  
 2. J. Bidle  
 3. D. Marks.

**10 S.I. MESS CUP** 18/19 May

1. A. Davis  
 2. J. Bidle  
 3. H. Marks

**SOUTH SHIELDS CANOE RACE** 23 June

**Senior**  
 1. K. Wickham, Sunderland 54.45  
 2. W. Gibson, S.S.V.L.C. 58.10  
 3. J. Hutchinson, S.S.V.L.C. 60.00  
**Juniors**  
 1. J. Reed, Richmond Hill School 75.00  
 2. A. Bazard, S.S.V.L.C. 76.08

**POOLE HARBOUR CIRCUIT RACE** 2 June

**Class 1a**  
 1. D. Clarke, Cambridge U. 1:48.00  
 2. S. Kison, Harlow 1:52.25  
 3. T. Tandy, Bradford on Avon 1:57.25  
**Class 1b**  
 1. H. Baker, Harlow 43.05  
 2. J. Phelps, Newham 46.00  
 3. A. Worth, Exeter 47.00  
**Class 2a**  
 1. Ash/Dwy, Harlow 1:41.00  
 2. Giddings/Baker, Royal 1:45.00  
 3. Storey/Kearns, Cambridge U. 1:44.25  
**Class 2b**  
 1. Wesley/Oberone, Notts City 47.00  
 2. Gov/Terrants, Wateiside 48.00  
 3. Dunce/Kearns, J.L.Reg. R.E. 48.25  
**Class 2c**  
 1. Tansley/Young, RMB Eastney 1:08.25  
**Class 3a**  
 1. C. Leach, Exeter 2:06.05  
 2. Lee, Exeter 2:09.00  
 3. R.R. Smith, Ind. 2:09.05  
**Class 3b**  
 1. M. Carpenter, Exeter 52.05  
 2. -. Barton, HMS Ganges 56.75  
**Class 3c**  
 1. J. C. Allen, Penance 1:00.25  
**Class 4**  
 1. Whiteley/Ginger, South/ton 2:01.05  
 2. Purchas/Davis, Bradford/Avon 2:02.05  
 3. Cottle/Vare, " " 2:03.00  
**Class 4b**  
 1. Taylor/Anderson, Hythe V 52.05  
 2. Benson/Elliott, HMS Ganges 53.25  
 3. Honour/Dowdall, Aberneth 53.50  
**Class 4c**  
 1. Povey/Tourle, HMS Ganges } 53.50  
 1. Webster/Tandy, Bradford/Avon 1:04.00

**SOUTHAMPTON L.C. RACE** 1968

**Class 1a**  
 1. C. Evans, Royal 1:40.00  
 2. D. Clarke, Cambridge U. 1:41.00  
 3. D. Avery, Richmond 1:43.00  
**Class 2a**  
 1. Lawler/Lawler, Richmond 1:33.00  
 2. Leach/Blackmore, " 1:33.30  
 3. Moore/Pearson, Eastbourne 1:34.00  
**Class 2b**  
 1. D. Greenaway, Richmond 1:53.00  
 2. P. Schnepf, Exeter 1:55.00  
 3. G. Jackson, Harlow 2:06.05  
**Class 2c**  
 1. Richardson/South, C.T.C. 1:52.00  
 2. Cottle/Vare, Bradford 1:53.00  
 3. Horn/DeWrayle, Southampton 1:55.00  
**Class 1b**  
 1. M. Whitby, Richmond 55.05  
 2. M. Carpenter, Exeter 58.55  
 3. A. Taylor, Richmond 1:02.00  
**Class 2a**  
 1. Row/Allen, Richmond 56.00  
 2. Martin/Bailey, Bourne Y.V. 57.00  
 3. Jones/Cripps, Wateiside 57.05  
**Class 2b**  
 1. A. Farthing, Richmond 1:08.00  
 2. P. Cave, Teddington 1:10.00  
 3. D. Gunnis, Bradford 1:11.00  
**Class 2c**  
 1. Priest/Abler, Richmond 1:00.40  
 2. Swallow/Brown, Longridge 1:00.05  
 3. Pritchard/Lavers, South/ton 1:02.00  
**Class 1c**  
 1. Miss Baumeister, Richmond 1:07.05  
 2. Mrs. Boshier, Royal 1:14.00  
 3. Mrs. Lavelle, Richmond 1:34.00  
**Class 3c**  
 1. Miss Thomas, C.T.C. 1:16.10  
 2. Miss Hair 1:25.00  
 3. Miss Doyle, G.N.T.C. Retd.  
**Class 4a**  
 1. Turner/Smith, S'oton 1:10.30  
 2. Tandy/Coombes, Bradford 1:19.30  
 3. Coombes/Bryant " Retd.

**KENNET & AVON L.D. RACE** 2 June

**Class 1a**  
 1. P. Boyle, Boston 5:09.00  
 2. D. Johnson, 4 Admirals 3:14.00  
 3. N. Weston, Kennet Valley Retd.  
**Class 1b**  
 1. G. Chester, Boston 1:42.00  
 2. T. Gould, Kennet Valley 1:51.00  
**Class 2a**  
 1. Hoberts/France, Reading 2:57.00  
 2. Tapscott/Rice, AAC Arborfield 3:04.00  
 3. Stainsby/Bassals, Ind. 3:10.00  
**Class 2b**  
 1. Newe/Shellie, Wateiside 1:28.00  
 2. Keane/Barrett, Wateiside 1:31.00  
 3. O'Donnell/Albham, AAC Arborfield 1:37.00  
**Class 3**  
 1. S. Gould, Kennet Valley 1:55.00  
 2. P. Swallow, Venture Scouts 2:02.00  
 3. G. Chapman, Independent 2:16.00  
**Class 4a**  
 1. Kirkwood/Mooton, K. Valley 3:15.00  
 2. Steers/Tullet, Royal 3:26.00  
 3. Edwards/Pyle, Venture Scouts 3:33.00  
**Class 4b**  
 1. Neate/Haysford, Venture S. 1:45.00  
 2. Williams/Tyeman, AAC Arborfield 1:59.00  
**Class 4c**  
 1. K. Wine, Wateiside 2:15.00  
 2. Phippance/Porter, Beading 2:40.00  
 3. Newe/Lawrence, Wateiside 2:58.00

**RICHMOND REGATTA** 20 July

**Senior K.I.**  
**Final A**  
 1. L. Oliver, Lincoln 4.00  
 2. A. Wilson, Ayrshire 4.00  
 3. N. Whitby, Richmond 4.00  
**Final B**  
 1. P. Lawler, Richmond 4.00  
 2. G. Wateiside 4.00  
 3. D. Jordan, Royal 4.00  
**Senior K.2.**  
 1. Oliver/Edwards 4.00  
 2. Lawler/Whitby 4.00  
 3. Glavin/Avery 4.00  
**Senior K.4.**  
 1. Wilson/Oliver/Edwards/Nease, A.R.G. 4.00  
 2. Lawler/Whitby/Glavin/Avery, Rich. 4.00  
 3. Jupp/Gregory/Harren/Stimpson, ACU 4.00  
**Junior K.I. AUMUM.**  
 1. C. Baker 4.00  
 2. J. Kidd 4.00  
 3. D. Bewist 4.00  
**Junior K.I. 500 m.**  
 1. J. Kidd 4.00  
 2. D. Blackmore 4.00  
 3. A. Chapman 4.00  
**Junior K.2. 1000m**  
 1. Bennett/Brookes 4.00  
 2. Blackmore/Kidd 4.00  
 3. Rogers/Beavis 4.00  
**Junior K.4. 200m**  
 1. Blackmore/Kidd 4.00  
 2. Lawler/Head 4.00  
 3. Rogers/Beavis 4.00  
**Junior K.4**  
 1. Parris/Blackmore/Avery/Kidd 4.00  
 2. Dawson/Dawson/Greenaway/A.N. Other 4.00  
**Ladies K.1.**  
 1. S. Jackson 4.00  
 2. L. Oliver 4.00  
 3. B. Nease 4.00  
**Ladies K.2**  
 1. Oliver/Mean 4.00  
 2. Lawler/Baumeister 4.00  
 3. Boshier/Quinlan 4.00  
**Novice K.1**  
 1. M. Baker 4.00  
 2. G. Martin 4.00  
 3. G. Clements 4.00

**WELSH HAIP REGATTA**

**Ladies K.1.**  
 1. S. Jackson 1:28.00  
 2. L. Oliver 1:30.00  
 3. B. Nease 1:32.00  
**Ladies K.2.**  
 1. S. Jackson/Oberone 1:57.00  
 2. Mean/Oliver 1:57.00  
 3. Lawler/Baumeister 1:57.00  
**Novice K.1.**  
 1. D. Greenaway 1:57.00  
 2. P. Hoyle 1:57.00  
 3. M. Billen 1:57.00  
**Junior K.1.**  
 1. Lincoln A 1:57.00  
 2. Lincoln B 1:57.00  
 3. Ayrshire 1:57.00  
**Junior K.2.**  
 1. Blackmore/Kidd 1:57.00  
 2. Parker/Oliver 1:57.00  
 3. Baker/Giddings 1:57.00  
**Junior K.4.**  
 1. G. Mackereth 1:57.00  
 1. A. Chapman 1:57.00  
 2. D. Blackmore 1:57.00  
**Youth K.1.**  
 1. M. Billen 1:57.00  
 2. W. Taylor 1:57.00  
 3. D. Hay 1:57.00

**Youth K.2.**  
 1. Row/Allen 1:57.00  
 2. Parnham/Taylor 1:57.00  
 3. Pritchard/Lavers 1:57.00  
**Senior K.1.**  
 1. L. Oliver 1:57.00  
 2. M. Nease 1:57.00  
 3. J. Gould 1:57.00  
**Senior K.4.**  
 1. Edwards/Oliver/Mean/Dolan 1:57.00  
 2. Jupp/Oliver/Harren/Gregory 1:57.00  
 3. Richmond A Team 1:57.00  
**Senior K.2.**  
 1. Lawler/Whitby 1:57.00  
 2. Glavin/Avery 1:57.00  
 3. Oliver/Edwards 1:57.00  
**Junior/Senior A x 500m K.I. Relay**  
 1. Richmond A Team 1:57.00  
 2. Richmond C " 1:57.00  
 3. Argonauts 1:57.00

**ORWELL RIVER RACE** 30 June

**Class 1b**  
 1. J. Summers, Notts City 1:45.23  
 2. J. Luckwood, " 1:47.34  
 3. N. Osborne, " 1:57.15  
**Class 2a**  
 1. Page/Baker, Notts City 1:58.41  
**Class 2b**  
 1. Trevechan/Hall, Marks Const. 1:49.44  
 2. Pittan/Rickin, " 1:55.06  
 3. Hodge/Hughes, HMS Ganges 2:16.24  
**Class 2c**  
 1. Leach/Blackmore, Richmond 2:10.10  
 2. Lawler/Whitby, " 2:10.13  
 3. Ash/Dwy, Harlow 2:10.14  
**Class 3a**  
 1. C. Gray, Notts City 2:47.32  
 2. P. Hoyle, Boston 2:06.24  
**Class 3b**  
 1. H. Baker, Lincoln 1:44.10  
 2. -. Sutton, HMS Ganges 1:52.36  
 3. D. Williams, Harlow 1:55.31  
**Class 4a**  
 1. Sidney/Sidney, Eagle 2:29.51  
 2. Beere/Vouler, Harlow 2:38.50  
 3. Shepherd/Greenaway, Richmond 2:43.14  
**Class 4b**  
 1. Benson/Elliott, HMS Ganges 1:41.15  
 2. Tourle/Povey, " 1:55.10  
 3. Wooding/Goody, Ath Dover-court Sea Scout 2:22.10  
**Class 1a**  
 1. D. Clarke, Cambridge U. 2:16.33  
 2. C. W. Evans, Royal Navy 2:18.56  
 3. N. Boshier, Royal 2:27.48

**EASBY SLALOM** 19 May

**Div. III**  
 1. W. Briden, Birmingham 67.5  
 2. G. Carroll, Lakeland 71.8  
 3. G. Wilde, Buxton 72.1  
**Ladies**  
 1. C. Coasting, Buxton 96.1  
 2. A. Evans, Lakeland 107.5  
 3. W. Horne, Leeds 109.7  
**Novices**  
 1. J.S. Mitchell, Leeds 155  
 2. J. Hrovsvorth 175  
 3. D. Crookover, Leeds Univ. 175  
**C.2**  
 1. Witter/Swift, Leeds 227  
 2. Woods/Gray, Nottingham 262  
 3. Cheat/Williams, outward Bound 744  
 Ashburton

**WYE L.D. RACE** 16 June

**Class 1a**  
 1. C. W. Evans, Royal Navy 1:28.00  
 2. N. Jackson, Harlow 1:28.09  
 3. D. Clarke, Cambridge U. 1:31.20  
**Class 1b**  
 1. H. Baker, Harlow 1:19.35  
 2. J. Phelps, Newham 1:20.15  
 3. C. J. Tulam, Newham 1:27.03  
**Class 1c**  
 1. A. Huskinson, Royal 1:21.17  
 2. W. Baumeister, Richmond 1:32.10  
**Class 2a**  
 1. Ash/Dwy, Harlow 1:24.32  
 2. Giddings/Baker, Royal 1:24.33  
 3. Leach/Blackmore, Richmond 1:25.19  
**Class 2b**  
 1. Lockwood/Summers, Notts City 1:10.36  
 2. Worth/Carpenter, Exeter 1:10.45  
 3. Osborne/Wesley, Notts City 1:10.45  
**Class 3a**  
 1. P. Schnepf, Exeter 1:46.58  
 2. C. Gray, Notts City 1:47.29  
 3. S. Hatton, Harlow 1:53.05  
**Class 3b**  
 1. K. Gury, Nomads 1:37.35  
 2. M. Jackson, Bradford/Avon 1:37.35  
 3. P. Smith, Nomads 1:39.08  
**Class 3c**  
 1. R. Webster, Bradford/Avon 2:1.35

**Class 4.**  
 1. Lancefeld/Purchas, Bradford/Avon 1:43.55  
 2. Cottle/Vare, " 1:44.45  
 3. Shephers/Greenaway, Richmond 1:48.12  
**Class 4b**  
 1. Swallow/Brown, Longridge 1:25.20  
 2. Reed/Cowley, Norton School 1:28.50  
 3. Hill-Ward/Thomas, " 1:29.20  
**Class 4c**  
 1. Webster/Tandy, Bradford/Avon 1:50.40

**SMARCKSTONE SLALOM** 4/5 May

**Div. III**  
 1. J. Hooker, Lenside 51.9  
 2. K. Doldson, West Yorks. 54.7  
 3. W. Keef, Lakeland 79.0  
**Ladies**  
 1. C. A. Gostling, Buxton 88.9  
 2. M. Evans, Lakeland 117.1  
 3. J. Harber, Chalfont 153.0  
**Novices**  
 1. P. Wilkinson, Bristol 192  
 2. J. A. Harrison, Bristol 219  
 3. J. B. Avery, Army Gange Union 247  
**C.2.**  
 1. Witter/Swift, Leeds 194  
 2. Lumpitt/Denicester, Worcester 241  
 3. J. A. Harber, Chalfont 288  
**C.1.**  
 1. D. Patrick, Midland 385  
 2. J. R. Harrison, Midland 382  
**Team Event**  
 1. W. Keef, Leeds 253  
 2. Sheffied 385  
 3. Worcester 412

**POSSE L.D. RACE** 19 May

**Class 1a**  
 1. D. Clarke, Cambridge U. 1:40.06  
 2. S. Kison, Harlow 1:41.06  
 3. P. Fennam, Lincoln 1:46.30  
**Class 1b**  
 1. J. Wesley, Notts City 1:14.33  
 2. J. Phelps, Newham 1:17.45  
 3. -. West, HMS Ganges 1:17.91  
**Class 1c**  
 1. A. Huskinson, Royal 1:20.15  
 2. L. Boshier, Royal 1:40.18  
**Class 2a**  
 1. Giddings/Baker, Royal 1:55.43  
 2. Ash/Dwy, Harlow 1:56.35  
 3. Smith/Lilly, Lincoln 1:57.02  
**Class 2b**  
 1. Lockwood/Summers, Notts City 1:05.50  
 2. Briscoe/Baker, Harlow 1:05.50  
**Class 3a**  
 1. Baker/Baker, Notts City 1:31.15  
**Class 3b**  
 1. G. Jackson, Harlow 1:55.18  
 2. J. R. Last, Eagle 1:56.05  
 3. C. Hawksworth, Leeds 1:56.37  
**Class 3c**  
 1. D. Thornton, Eagle 1:23.00  
 2. -. Sutton, HMS Gange 1:23.20  
 3. M. Hall, Boston 1:26.41  
**Class 4a**  
 1. Sidney/Sidney, Eagle 1:45.41  
 2. Denkins/Charton, Lincoln 1:56.56  
 3. Shepherd/Tyler, Independent 1:59.49  
**Class 4b**  
 1. Benson/Elliott, HMS Ganges 1:20.15  
 2. Povey/Tourle, HMS Ganges 1:20.33  
 3. Dean/Gomocney, Hewell Grange 2:05.53

**NOBCHSTER L.D. RACE** 12 May

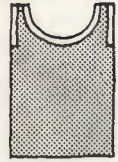
**Class 1a**  
 1. F. Lawler, Richmond 2:04.25  
 2. D. Clarke, Cambridge U. 2:07.25  
 3. J. Glavin, Royal Marines 2:07.58  
**Class 1b**  
 1. M. Whitby, Richmond 1:56.25  
 2. C. Hillman, Lincoln 1:56.30  
 3. G. Wesley, Nottingham 2:06.40  
**Class 2a**  
 1. E. Edwards/Oliver, Worcester 1:56.54  
 2. Giddings/Baker, Royal 2:03.35  
 3. Leach/Blackmore, Richmond 2:03.34  
**Class 2b**  
 1. Gov/Terrant, Wateiside 1:55.24  
 2. Billen/Head, Richmond 1:55.40  
 3. Boker/Briscoe, Harlow 1:55.45  
**Class 3a**  
 1. S. Hatton, Harlow 3:21.00  
 2. S. W. Smith, Worcester 2:23.05  
 3. M. Carpenter, Exeter 2:47.45  
**Class 3b**  
 1. C. Skellerns, Worcester 1:59.30  
 2. M. Carpenter, Exeter 2:06.05  
 3. Boker, Wolverhampton 2:08.15  
**Class 3c**  
 1. M. Turner, Southampton 2:53.37  
**Class 4a**  
 1. W. Chapman, Wolverhampton 2:23.55  
 2. Purchas/Tandy, Bradford/Avon 2:26.45  
 3. Clarke/Blaney, 63rd Para 2:34.49  
**Class 4b**  
 1. Dean/Summers, Windsor 2:40.59  
 2. P. Casson, Windsor 2:47.45  
 3. S.P. Holtrop, Independent 2:58.44

**B.C.U.  
REGISTER  
OF CLUB  
COLOURS**

**Additions to the club  
colours register should be  
sent to the B.C.U. Sec-  
retary. Please avoid dup-  
licating an existing design**

**BOSTON K.C.**

Green vest, neck and  
arm openings trimmed  
white.



**ROYAL MARINES  
CANOE FEDERATION**

Emerald green vest  
over white T shirt.  
Paddle blade striped  
blue red green yellow  
blue.



**VAGA KAYAK  
GROUP**

White T shirt trimmed  
scarlet at neck and  
sleeves, badge on left  
chest, paddles scarlet  
chevron on white.



**ROYAL LEAMINGTON  
SPA C.C.**

Royal blue vest with  
gold band.



**Calendar Additions**

29 Sept—Windermere L.D. Canoe Race  
A10½, Scout Association, E. M.  
Whewell, 479 Manchester Road, Bury.

5/6 Oct.—Potential Instructors' Course  
(Residential) Ham, Richmond, C.C.P.R.,  
160 Gt. Portland St., London, W.1.

18/20 Oct.—Potential Instructors' Course,  
(Residential), Bisham Abbey, C.C.P.R.,  
160 Gt. Portland St., London, W.1.

18/20 Oct.—Potential Senior Instructors'  
Course (Residential), Bisham Abbey,  
C.C.P.R., 160 Gt. Portland St., London,  
W.1.

27 Oct.—Open Slalom, R. Teme, Ludlow,  
Wolverhampton C.C. E. Palmer, 54  
Leighton Road, Penn, Wolverhampton.

**Change of Address**

Scottish Canoe Association.—Duncan  
Winning, Common Craig, Point Place,  
Inverkip, Renfrewshire.

<b>SENIOR COUNTY YOUTH CANOE CHAMPIONSHIPS</b>	25 May
<b>Girls (14-17) 500 m.</b>	
1. S. James, Fry's Club	
2. P. White, Kingsbury Episcopi	
<b>Girls (18-20) 500 m.</b>	
1. Y. Bull, Unattached.	
2. M. Haynes, Westlands	
<b>Boys (14-16) 400 m.</b>	
1. D. Thomas, Unattached	
2. P. Love, Clevedon Youth Room	
3. W. Tierney, Chew Magna	
<b>Boys (16-17) 500 m.</b>	
1. R. Steadert-Stones, Hillfield	
2. P. Stratten, Hillfield	
3. A. Alderwick, Churchill Youth	
<b>Boys (18-20) 500 m.</b>	
1. G. Hullah, Westlands	
2. D. Lang, Westlands	
3. D. Ho-cher, Crewkerne	
<b>Mixed Crew (14-20) 500 m.</b>	
1. August/Haynes, Westlands	
2. Harris/Harris, Westlands	
3. Ellison/Notte, Kingsbury Episcopi	
<b>Relay Boys (14-20) 4 x 500 m.</b>	
1. Westland Apprentices	
2. Churchill Youth Annex	
3. Clevedon Youth Room	
<b>Boys (14-20) 500 m.</b>	
1. Norris/August, Westlands	
2. Ellison/Heather, Kingsbury/Crewkerne	
3. Reed/Love, Clevedon.	
<b>Boys (16-20) 500 m.</b>	
1. Hullah/Lang, Westlands	
2. Parker/Blackburn, RAF Locking	
3. Marshall/Brown, RAF Locking	
<b>LEAMINGTON RIVER RACE</b>	31 March
<b>Class 1a</b>	
1. P. Lawler, Richmond	1.25.07
2. A. Wilson, Ayrshire	1.26.39
3. S. Kitson, Harlow	1.27.02
<b>Class 1b</b>	
1. M. Whiby, Richmond	1.29.10
2. C. Hillman, Lincoln	1.35.35
3. J. Phelps, Newham	1.40.58
<b>Class 1c</b>	
1. P. Lawler, Richmond	1.45.55
<b>Class 2a</b>	
1. Oliver/Meen, Southampton/ Harlow	1.53.05
2. Jackson, Emerson, Royal	1.54.11
3. Boshier/Baumeister, Royal	1.55.46
<b>Class 2b</b>	
1. Oliver/Edwards, Lincoln	1.20.30
2. Bolan/Meen, Leamington/Harlow	1.20.35
3. Sooman/Boshier, "	1.23.03
<b>Class 2c</b>	
1. Lockwood/Summers, Notts City/1.32.13	
2. Jones/Simons, Notts	1.37.10
3. Peck/Harris, Hythe Venture	1.38.05
<b>Class 3a</b>	
1. N. Jackson, Harlow	1.53.09
2. D. Olorenshaw, Leamington	1.41.00
3. R. Squires, Leamington	1.41.02
<b>Class 3b</b>	
1. G. Jackson, Harlow	1.39.36
2. J. Edmondson, Pinehurst	1.42.50
3. M. Carpenter, Exeter	1.45.25
<b>Class 3c</b>	
1. L. King, Boston	2.44.10
<b>Class 4a</b>	
1. Lilley/Saith, Lincoln	1.51.29
2. Delaplace/Attiliocks S/son	1.35.25
3. Yates/Acton, Wolverhampton	1.36.51
<b>Class 4c</b>	
1. Thomas/Rowden, Canoe Touring	2.07.52
<b>Class 5</b>	
1. R. Hartline, Leamington	1.53.21
2. S. Mitton, Harlow	1.51.40
3. P. Robinson, Leamington	1.52.59
<b>Class 4b</b>	
1. Anderson/Taylor, Hythe V.	1.42.12
2. Partidge/Bourne, Norton Sch./45.24	
3. Priest/Koler, Richmond	1.46.12
<b>B.U.S.P. WHITE WATER RACE</b>	1968
1. R. Lees, Leicester	21.55
2. L. Williams, L'boro Colls.	21.55
3. R. France, Birmingham	22.52
<b>DEDFORD ST. MUDS RACE</b>	1968
<b>Class 1a</b>	
1. D. Clarke, Cambridge U.	1.57.00
2. C. Evans, Royal	2.00.00
3. S. Kitson, Harlow	2.02.00
<b>Class 2a</b>	
1. Oliver/Edwards, Lincoln/ Worcester	1.50.00
2. Lawler/Whiby, Richmond	1.52.00
3. Boshier/Sooman, Royal/Leam- ington	1.54.00
<b>Class 3a</b>	
1. T. Young, Leeds	2.11.00
2. S. Hutton, Warrington	2.16.00
3. B. Smith, Ind.	2.19.00
<b>Class 4a</b>	
1. Yates/Acton, Wolverhampton	2.16.00
2. Sooman/Meaham, 22 SAS Regt	2.23.00
3. Kirkwood/Wootton, Kennet V.	2.30.00
<b>Class 1b</b>	
1. J. Lockwood, Notts City	1.05.00
2. J. Phelps, Newham	1.06.00
3. J. Summers, Notts City	1.06.00

<b>Class 2b</b>	
1. Ried/Dillon, Richmond	1.02.00
2. Briscoe/Baker, Harlow	1.07.00
3. Gov/Tarrant, Watford	1.04.00
<b>Class 3b</b>	
1. J. Edmondson, Pinehurst	1.07.00
2. B. Calder, Wolverhampton	1.09.30
3. D. Thurston, Eagle	1.10.00
<b>Class 4b</b>	
1. Sidney/Halstead, Eagle	1.06.00
2. Lyde/Anderson, Hythe V	1.07.00
3. Elliott/Sutton, IDS Ganges	1.07.05
<b>Class 5a</b>	
1. Muskisson/Thomas, Royal/CTC	1.06.30
2. Boshier/Baumeister, Royal	1.06.35
3. Baker/Page, Notts City	1.21.30
<b>Class 5b</b>	
1. R. Newman, Newham	1.27.00
2. C. Gerahy, Newham	1.41.00
3. S. Jones, Newham	1.53.00
<b>ROYAL C.C. REGATTA</b>	27 July
<b>Youth K.1.</b>	
1. G. Harbin, Boston	
2. M. Taylor, Richmond	
3. T. Sumnerland, Riverside Norwich K.1.	
1. L. Head, Royal Marine	
2. G. Martin, B.Y.C.	
3. P. Schrepr, Exeter	
<b> Ladies K.1.</b>	
1. S. Jackson, Royal	
2. L. Oliver, Southampton	
3. B. Meen, Harlow	
<b> Ladies K.2.</b>	
1. Meen/Oliver, Harlow/Southampton	
2. Jackson/Emerson, Royal/Richmond	
3. Squires/Baumeister, Leamington/ Richmond	
<b> Junior K.1.</b>	
1. S. Kitson, Harlow	
2. A. Chapman, Royal	
3. C. Baker, Royal	
<b> Junior K.2.</b>	
1. Day/Kitson, Harlow	
2. Mackerath/Lean, Warrington	
3. Baker/Giddings, Royal	
<b> Junior K.3.</b>	
1. Richmond	
2. Royal	
<b> Open 500m.</b>	
1. M. Whiby	
2. M. Beeler	
3. J. Glavin	
<b> Senior K.1.</b>	
1. L. Oliver, Lincoln	
2. M. Whiby, Richmond	
3. M. Meen, Harlow	
<b> Senior K.2.</b>	
1. Glavin/Whiby, Richmond	
2. Oliver/Edwards, Lincoln/Worcester	
3. Meen/Bolan, Harlow/Leamington	
<b> Senior K.4.</b>	
1. The Argonauts	
2. 16 Para Regt.	
3. Richmond	
<b> PADDLING CHALLENGE CUP 10,000 m</b>	
<b> Senior</b>	
1. L. Oliver, Lincoln	
2. J. Glavin, R.M.	
3. M. Whiby, Richmond	
<b> Junior</b>	
1. S. Kitson, Harlow	
2. R. Avery, Richmond	
3. A. Chapman, Royal	
<b>CHELSEA JACE</b>	23 June
<b>Class 1a</b>	
1. Kitson, Harlow	1.37.48
2. Clarke, Cambridge U.	1.37.52
3. Chapman, Royal Marine	1.41.00
<b>Class 1b</b>	
1. Phelps, Newham	1.51.41
2. Baker, Harlow	2.01.11
3. Totam, Newham	2.04.55
<b>Class 1c</b>	
1. D. Lawler,	1.58.15
2. A. Jackson, Royal	1.58.16
3. W. Baumeister	2.09.50
<b>Class 2a</b>	
1. Ash/Day, Harlow	1.51.43
2. Glavin/Baker, Royal	1.55.05
3. Leach/Blackmore, Richmond	1.56.38
<b>Class 2b</b>	
1. May/Kennedy, Boston	1.53.57
<b>Class 2c</b>	
1. Greenaway, Richmond	1.53.10
2. Last, Norwich	1.56.50
3. North, Leedside	2.00.10
<b>Class 3a</b>	
1. Sutton, H.M.S. Ganges	2.09.46
2. Farthing, Richmond	2.10.55
3. Carman, Chelmsford	2.22.34
<b>Class 3b</b>	
1. S. Thomas, Canoe Touring	2.16.55
2. P. Renshaw, Newham	2.41.32
3. B. Hayward, Newham	3.26.00
<b>Class 4a</b>	
1. Sidney/Sidney, Norwich	1.48.30
2. Beers/Foulger, Harlow	1.53.00
3. Whitlock/Ginger, South/ton	1.56.05
<b>Class 4b</b>	
1. Brown/Swallow, Longridge	1.57.50
2. Benson/Elliott, IDS Ganges	1.59.10
3. Keates/Baynsford, Longridge	2.01.15

# OPEN FORUM

## Poor Service

Dear Mr. Levison,

May I add to what Brian Webb has written in the current issue of 'Canoeing in Britain' on getting replies from B.C.U. officials?

I wrote to the General Secretary on 11th May for a copy of the Coaching Handbook and a Log Book. The Log Book arrived by return with a note explaining that the Handbook was being sent separately from Wales. To date (25th June) this has still not arrived.

In a leaflet on the Coaching Scheme we are told that requests for help should be made to the Coaching Organiser. I did and received, promptly it is true, a set of information leaflets which did not answer my queries.

If the officials concerned are overworked, would it not be possible to divide the work?

I could quote several other occasions when I have never had a reply despite enclosing a S.A.E. Anyway, why a S.A.E.? Surely the officials have expenses paid by the Union. Perhaps this is why the non-competitive members are leaving, they can protest in no other way. It would be interesting to know how widespread the experience of bad service is.

For what it is worth I prefer the new calendar but a fuller directory list is possible, surely?

... This is by way of a follow-up to my letter of the 25th June.

To keep the record straight I received the Coaching Handbook on the 26th June—just about 6½ weeks after it was ordered.

Also on the 25th June I wrote for current information to the secretaries of the three main competitive sides of canoeing, the information is required rather urgently, to date (29th July) I have one acknowledgment. S.A.E.'s were sent.

No comment is necessary, I think.  
Herne Bay. DENNIS J. DAVIS.

*(I fully sympathise with Mr. Davis—as I am always working to a deadline, any information I want is inevitably wanted urgently. It must be remembered, however, that most B.C.U. officials are unpaid, rather overworked volunteers, and spare time work sometimes has to be put off whilst family matters, holidays and business commitments are dealt with.)*

*This explains, even though it does not excuse, inferior service. Certainly dividing the work would make it easier given a*

*few more reliable volunteers. If only there were some!*

*Mr. Davis may recollect that between January and December 1963 there were no issues of 'Canoeing in Britain'—because no-one would volunteer to do the job. Things haven't changed much since.*

*Re the calendar—certainly a fuller directory list is possible if this will be of use. What would you suggest including?(Editor.)*

## Rusty Rivets

Dear Sir,

May I present a plea to the manufacturers of white-water crash helmets to avoid the use of plated iron in rivets or buckles. It seems somewhat short-sighted to use brass-plated iron in a crash helmet designed for use in sea or on rivers. Inevitably the plating gets scratched and the iron starts to rust, before a few months are out. At least four out of the five or so specialist white-water helmets are at fault here.

Surely the saving involved in using plated iron rather than stainless steel, aluminium or copper is marginal. I personally would willingly pay an extra 5/- to avoid re-riveting each crash helmet I buy after only six months use.

Bishops Waltham. PETER WAKELING,

## B.C.U. "Sponsored Paddle"

Dear Canoeists,

As you will be aware, over the last few months the President of the B.C.U. has been appealing for financial assistance with our Olympic Team.

To this end I am organising, on behalf of the B.C.U., a "sponsored paddle" on the Norfolk Broads on the 20th October.

The idea is similar to the "Sponsored Walks" that are now very popular.

The course is only 10 miles long, and will not be of an advanced nature, so all can partake.

May I ask you to please support me and make this a public demonstration that the canoeists of this country are behind their National Team, and at the same time publicise canoeing as a sport.

If you are interested, or if anyone in your Club is interested in supporting me, either as a participant, or as a sponsor, please contact me.

101 Beccles Road, S. LYNTON DANIELS.  
Oulton Broad,  
Lowestoft.

Dear Sir,

23rd July, 1968

It has been drawn to my attention by Mr. Frank Sutton, who was formerly known

as Franz Schulhof, that in the letter which I wrote to 'Canoeing in Britain', and which was published in March 1968, the allegations which I made that Mr. Sutton was an Agent of Grazer Canoes and that he joined the Royal Canoe Club under the guise of an amateur in order to display their Grazer Canoes, are totally untrue. I now recognise that this is so, and that Mr. Sutton was at all times a genuine amateur canoeist, and I wish to apologise unreservedly to him for the hurt, damage and embarrassment my letter has caused him.

F. O. D. HIRSCHFELD.

Twickenham.

### Exposure

Dear Jack,

Anyone with stories of exposure cases to relate is asked to tell all to me, no matter how trivial. There is a Ph.D. at Oxford who is currently putting together a paper on exposure and its specific effects on canoeists. I will forward these items to him, and of course take great interest in them myself.

ALAN BYDE.

27 Bredon Close,  
Albrighton,  
nr. Wolverhampton.

### 1948 Olympic K.1.

Dear Jack,

Following the query about Jicwoods, in my 'Canoeing in Great Britain' in the last issue of 'C. in B.', I have now had a reply from John Dudderidge who carried out the negotiations with regard to the supply of K.1's for the 1948 Olympic Games. He writes as follows:

"Jicwood is a subsidiary of Airscrew of Weybridge and it was I who negotiated the 1948 Olympic Kayak with them. The man responsible for their production was a Mr. Polovtseff, then Materials Superintendent. He had built kayaks in Poland or Finland before the war and undertook the job with interest and enthusiasm".

Henley-on-Thames. OLIVER COCK.

### Rob Roy

Dear Mr. Levison,

May I draw your attention (if you have not yet seen it) to an illustration in the current (June) issue of the Illustrated London News? This is a woodcut from their edition one hundred years ago showing a pontoon bridge across the Thames at Datchet and in the foreground of all the multitude of spectators afloat one lone *kayak* canoeist. Could this be one of the earliest illustrations of John McGregor in Rob Roy?

C. P. WITTER.

Chester.

## The L. D. Scene Molly Green John Woolley

The earlier part of this season saw a change round in the organisation of the Executive, brought about by the resignation from the post of secretary of John Woolley, after 8 years of service. The growth of the sport during John's term of office is an indication of how much we all owe him. We were all very pleased when he agreed to remain on the newly formed executive. The new L.D. Executive is a working one, under the Chairmanship of Captain Hugh Gledhill. General Secretary now is Mrs. M. E. Green, 2 Highfield Road, Impington, Cambs.

The season has been a very full one with a race nearly every weekend, all very well supported. There was considerable competition for selection to the international events. The splendid results of the Sella Descent in Spain proved very gratifying to the selectors.

Until one has been a part of the Sella Descent as either a paddler or a spectator it is impossible to believe what it is really like, nothing in this country could ever come up to the 10,000 jubilant crowds who throng the river banks, jam the roads and cheer and sing to encourage the paddlers from 11 nations along the Rio Sella. This shallow, fast flowing river with numerous rapids, takes on a character of its own to the paddler when it is faced not only with the very tricky course but 200 other boats trying to go the same way through the narrow rapid.

Charles Evans (Team Captain) won the Senior International Singles class with N. Jackson in 2nd place. G. Mackereth won the Junior International K.1. and the Southampton pair, Bevis and Rogers came 2nd in the Junior International Doubles. I understand that three British Senior pairs came in in the first 10 in the Senior Doubles event. Altogether nearly 40 British Canoe Union members attended or supported the Spanish Championships.

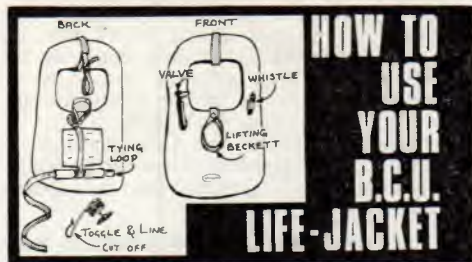
Out of interest it may be as well to know how much financial aid the team members are receiving from the Department of Education and Science. For Spain; £228 ... for Ireland; £70 ... for Denmark; £148 ... it is really most encouraging to realise that the "powers that be" are taking such an active interest in Long Distance Racing.

Other International News—The Open British Championship looks as though it may attract a record entry from this country and abroad. Already an entry from Austria has been received and we expect Denmark, Norway, Spain, Holland and Ireland to follow up.

## MY COLUMN

Oliver Cock

In the course of my wanderings I see so many wrong ideas as to how the B.S.I./B.C.U. life-saving jacket can be worn, that I think it may be of help if I give a detailed description of how it should be put on and worn.



Your B.C.U. Life Jacket is what is known as a 'two stage' jacket. The first stage is permanent ('Inherent'), is made of sponge rubber or the like, and is about 20 lbs. buoyant. The second stage, after the jacket has been blown up, it 35 lbs. buoyant or more. *Only in an actual emergency should the jacket be blown up.*

First of all unpack the thing and, if it is in a polythene bag, take it out of that as well.

Lay it out in front of you, so that the bulky bit is towards you and the hole is away from you. If the manufacturer's name is visible, more or less in the middle of the bulky bit, and there are a whistle and a black tube with a valve in it on either side of the hole, you are looking at the front, the face that will be showing when you put it on. If there is a fair amount of wordage (the maker's instructions as to how to put it on), and a lot of webbing straps, you are looking at its back, the face that will be pressing against your chest when you put it on.

Let us put it on its front, so that you are looking at its back.

Sort out the webbing straps. The piece on the body of the jacket (the bulky bit) is fairly heavy webbing and is something like an inverted 'T', sewn to the body near the bottom. The leg of the 'T' goes up, through the hole (which is where you are later going to stick your neck) and on to a press stud on the front of the body (the face you are not looking at).

There may be a line with a toggle on the end of it, neatly folded and secured. The other end of this line is looped on to the webbing. Remove the line by carefully cutting this loop (NOT the webbing); it is potentially dangerous on the jacket, and is better used as the starting cord for your motor mower.

(Go back to the main webbing).

The cross bar of the 'T' has a short length with a loop in it, going to your right, and a long length with a free end going to your left.

Attached to the far side of the neck is another piece of webbing, looped over the jacket. One end of this free end is fairly long. The other end is short and has a buckle on it. Push the free end through the buckle, from the back, upwards, as near as you can to its own attachment to the strapping, bring it back again and push it through the slot just above the tongue of the buckle. You will now have an adjustable loop beneath the buckle. By pulling the free end you will make the loop smaller (shorten it). By lifting the tongue of the buckle and pulling the loop you will lengthen it.

Thread the free (long) end of the main harness loosely through this loop, from left to right. This will give you yet another, huge loop, of which the jacket itself will be one part, the webbing over the top of the neck hole will be another, and the long, free end of the main strapping the other.

Pick the jacket up and thread your left arm through this big loop. Put your head through the neck hole. With your right hand grope behind you for the dangling end of the main harness, and bring it round to the right of you. Thread this end through the little loop at the short end of the cross bar of the 'T'. You have now got to make a fairly complicated—but not difficult—knot. Here it is:

By pulling on the free end that you have just threaded through the little loop, you tighten the harness round your waist. It should be reasonably tight; that is to say tight enough to prevent the whole jacket from slipping round sideways but not so tight that you cannot breathe. You can hold this tightness with the finger and thumb of your left hand.

Pull the free end underneath the waistband, so that you have made another loop. Now, without actually taking the end through, pull the free part through this last loop, and pull it tight to make another loop. Lastly, again pull the free part through this new loop (without taking the very end through) to make yet another loop. This last loop locks all the ones before it and, if you take the very end and pull it hard, the whole lot will come undone and let you take the jacket off. (For the more rope-minded of you, this is a version of the highwayman's hitch, and why it used to be asked for in the Proficiency Test.)

There is one more adjustment to make to the harness. The loop from the neck down the back, through which the waist strap was pushed before you put it on, must now be adjusted so that your neck is in the







middle of its hole. The squab behind you must not rub against the back of your neck, and the front must not rub against your throat.

Now you have the jacket on, let us see how you will blow it up, if you ever have to. May we say now, loud and clear, that **YOU MUST NOT HAVE THE JACKET BLOWN UP WHILE YOU ARE IN A CANOE.** If you capsize while it is blown up, it can jamb you in the canoe and prevent you escaping from it. But you might, if you were silly enough, find yourself in for a long swim, in which case you will have to blow the jacket up, when you are in the water. So—better to take lessons before you get afloat.

The inflation tube is in an elastic loop, just to one side of your face. On the other side is the whistle by which you can signal for help if necessary. Take the tube out of its holder, so that it is in front of your face. At the end of it is a valve, to prevent it deflating after you have blown it up.

The valve may have a cap on it, in the which case, to blow the jacket up all you have to do is to remove the cap, put your mouth to the valve and blow. Other than when you are inflating the jacket, **THE CAP MUST BE IN PLACE OVER THE VALVE**, otherwise water can get inside the jacket. And a life jacket with water inside it is not a very good life jacket.

The valve may be of a screw type, when you give it half a turn and push it in to be able to blow. Other than when you are inflating or deflating the jacket, **THE VALVE MUST BE LOCKED SHUT**, otherwise water can get into the jacket.

The screw type valve is easy to open to deflate the jacket, simply by unlocking it and pushing it in.

The capped valve has somewhere about it a 'key' or a tab, which you push gently into the valve.

After you have tried blowing the jacket up, open the valve again and gently squeeze the whole jacket until you have got all the air out of it that you reasonably can. Then reshut the valve, and lock it, or cap it again.

Now you are ready to get afloat.

### Things that might go wrong later

Well, virtually nothing, if you look after it. We presume you will, since it may have to save your life one of these days; but you may find that the squab in the back of the collar wanders round and ends up under one ear, where it is not very comfortable. Work it back to its right place, right in the middle of the back of your neck.

After a long time there may be some wear, either round the neck or at the bottom of the front squab. Test your jacket every now and again, by blowing it up and leaving it so overnight. Don't forget to let it down again before you put it on next morning. If it has gone down of its own accord it requires urgent repairs, which the makers will be glad to do for you. Send it back to them, via the shop from which you bought it, if you like. Then it will last again, for another long time, before it goes in for its next overhaul.

### Avon Sets Up Sports Fund

The Avon Sports Fund has been set up by Avon Rubber Company Ltd., to give help to Britain's sportsmen and women of international potential in fields where there is currently a shortage of funds.

Grants in the form of specialised equipment, travel and coaching are available to those who, in the opinion of the committee, will benefit in the short or long term, and consequently improve British standards in their particular sports.

Grants will be limited, as a general rule, to the equivalent of £100 a person, though it is expected that most applications will be for sums between £25 and £50. Those seeking a grant will obtain an application form either from their governing bodies or direct from Avon's head office. A duplicate copy of their application will be sent to the governing body concerned, who will be kept fully informed at all stages. The committee, however, reserves the right to reject an application, without giving a reason.

Avon will be glad to consider suggestions from members of the Press and from individual clubs.

No specific sum has been set aside but Avon expect that grants could total between £3,000 and £5,000.



## *Speed*

### SPECIFICATION

Dimensions		cms.		
Length	OA (Overall)	399.5		13' 2"
Length	LWL (Loaded Waterline) average	380		12' 6"
Beam	OA	61.5		2' 0 $\frac{1}{4}$ "
Beam	LWL	49		1' 7 $\frac{1}{2}$ "
Footrest	Distance from back of seat			
	(Shortest)	94		3' 1"
Footrest	Distance from back of seat			
	(Longest)	111.5		3' 8 $\frac{1}{2}$ "
Length	Cockpit inside	70		2' 3 $\frac{1}{4}$ "
Width	Cockpit inside	35.5		1' 2 $\frac{3}{4}$ "
Width	Seat front	35		1' 2"
Width	Seat aft	37.5		1' 3"
Weight	Tinted	14.515Kgs.	32lbs.	
Weight	Solid white	15.876Kgs.	35lbs.	

### DESIGN

Amongst the few top grade Slalom Kayaks there is little to choose from basically, but it is the considered opinion of canoeists who have devoted their lifetime to the sport that the D.S.4. is the best compromise between the three main desirables of SPEED. MANOUVRABILITY and WEIGHT CARRYING ABILITY.

### CONSTRUCTION

The G.R.P. laminates are unique, the secret is in the choice of several different woven roving types of glass used, each layer being very carefully "laid up" by hand the result is a highly resilient integral construction, with a hollow half round section keelson running the whole length of the inside bottom to solid stem and stern ends.

The  
**D.S.4. Slalom**  
is the best



### *Carrying*

The deck is similarly constructed transversely with a hollow bottom and cockpit coaming.

### FOOTREST

The footrest is fully adjustable with accurate adjustment.

### SEAT

Here is another important feature. In order to have been given to strength and flexibility the seat is moulded into the deck. This is a novel feature of the D.S.4.



D.S.4.

**HOLWILL FIBRE**

**Boatbuilders, Wharf Lane, Hockley Heath**  
**G.R.P. Canoe Builders**

# om Kayak

## compromise

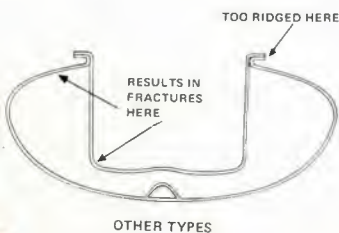


### Capacity

strengthened longitudinally also beam under each end of the

stable in 5 positions permitt-

ent area where attention has inuity. To obtain maximum d as one continuous part of eature exclusive only to the



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lders since 1956



### Manoeuverability

#### OTHER FEATURES

of importance are an easily replaced self adhesive gun-whale strip, and drilled holes through bow and stern to receive lines.

#### COLOURS

Solid white with black trim.

Salmon pink tinted, black trim.

Signal red tinted, black trim.

**GUARANTEED 2 YEARS** against faulty materials or workmanship.

#### PRICE

£40 0s. 0d. ex works special discounts apply to members of clubs and similar organiations.

**MONEY BACK GUARANTEE** in full if canoe is returned undamaged within 7 days if not satisfied.

#### EXTRAS

D/E PADDLES From £2 18 0

Durable White Cockpit cover with adjustable shoulder straps £2 19 11

Four sizes Slimline Buoyancy jackets From £3 3 6

**Surfing or Touring**

**THE D.S.4.**

**is for you**

# MEXICO 68

The Olympic Selection Committee of the B.C.U. met at the B.C.U. H.Q. on Monday 5th August, and the following paddlers were selected to represent Great Britain in the Canoeing events at the Olympic Games to be held in Mexico.

Ladies K.1.—Sylvia Jackson (Royal C.C.). Reserve: L. Oliver.

Ladies K.2.—Lesley Oliver and Barbara Mean (Southampton C.C. & Harlow C.C.). Reserve: S. Jackson.

Men's K.1.—J. L. Oliver (Lincoln C.C.). Reserve: A. Wilson.

Men's K.2.—P. Lawler & M. Whitby (Richmond C.C.). Reserves: Edwards/Oliver/Glavin.

Men's K4—A. Wilson—(Ayr K.C.), A. Edwards (Worcester C.C.), M. Mean (Harlow C.C.), and J. L. Oliver (Lincoln C.C.). Reserves: Lawler/Whitby/Glavin.

General Reserve (Men): J. Glavin (R.M.C.C.).

In sending this team, the selectors are confident that this is the strongest team we have ever sent to an Olympic Games, with every crew returning times inside the qualifying times that were set up by the S.R.C. at the beginning of the season.

Throughout the season, a very high standard of paddling has been achieved by many of our senior paddlers, and also by some of the paddlers who elected themselves to compete as seniors, although fully entitled to take part in junior events.

Both Robin Avery—Richmond C.C. and John Glavin—R.M.C.C. produced race results, and time inside the qualifying times laid down, this being no mean task, considering that before 1968 nobody in Britain had ever reached these qualifying standards for men in K.1. or K.4.

Photos: Bill Richmond  
Alistair Wilson



Mick Mean



Alan Edwards  
John Glavin



Lesley Oliver

Photo: D. Lewis



Barbara Mean





Peter Lawler  
Photos: Bill Richmond



Mark Whitby



Laurence Oliver



Sylvia Jackson  
Photo: Aqua Photo

Our K.4. crew has three members all with times in K.I's that are inside the qualifying time. The reserve K.2. which is part of the K.4. crew also has regularly produced times inside the qualifying times.

The ladies too, this year have been working hard with some very creditable performances. A welcome newcomer to the sprint field being Pauline Squires from Leamington Spa C.C. moving over from slalom and surprising a number of established paddlers.

It is gratifying to see such an improvement in the general atmosphere of racing, without which it would have been impossible to have reached the standards we have.

Most of the credit for this all-round improvement, must go to Ron Emes the Team Manager, for his fantastic efforts throughout this season in organising time trials, training courses and international competitions.

I am sure that everyone will wish the whole team every success in their training before and during their racing at Mexico.

R. O'KEEFE

Canoeists who were chosen as "Olympic Probables" but were not able to be accommodated in the final team were R. Avery, L. Bolam and Miss K. Emerson.

The team is expected to leave for Mexico on 15th September. Team manager is Ron Emes. John Dudderidge will serve as Assistant Manager. He will also serve as a member of the I.C.F. Jury and as B.C.U. Delegate to I.C.F. Congress. Mr. H. Thelen will also attend the congress, which will meet at Xochimilco between 14-26 October.

The Agenda of the I.C.F. Congress will include the following items:

1. Reports from the Standing Committees of the I.C.F.
  - a. Paddling Racing; b. Slalom; c. Sailing; d. Touring; e. Medical; f. Propaganda.
2. Report of the Board of I.C.F.
3. Motions submitted by Federations and by Committees and by the Board.
4. Financial Report of the Board and Budget for next 2 years.

#### NEW RECORDS FOR OLYMPIC "POSSIBLES"

The last of the three Trials weekends organised by the British Canoe Union Sprint Racing Committee for "Olympic Possibles" was held on the Gloucester/Berkley Ship Canal at Sharpness during the weekend of the 18th/19th May. It is of considerable interest to compare the performances achieved in the various events by the "Possibles" in May, 1968 with those of the "Possibles" in the last Olympic year, 1964.

With the exception of the L.K.1. and L.K.2. events all times were records, and have never previously been achieved at any time of the year by British crews or individuals at officially organised time trials on a measured still water course.

Results were even better at the Final Olympic Trials at Gloucester on 3-4 August.

	K.1. 1000m	K.2. 1000m	K.4. 1000m	L.K.1. 500m	L.K.2. 500m
23 5 64.	4.09.3	3.59.4	3.23.2	2.14.2	—
19 5 68.	3.59.8	3.46.5	3.21	2.16	2. 7.3
3-4 8 68	3.52.3	3.37.2	3.13.6	2.10.5	1.58.4

In the Mens' events, four paddlers broke the qualifying time of 3m.58s. for the K.1. 1000m, and six were inside the old 4 minute barrier which had never been broken until this year. In the K.2. two crews were inside the time, and in the K.4. four crews. In the Women's events, two of the four Olympic Probables were inside the qualifying time, and in the K.2. one crew was within 1 second of the time.

Ron Emes writes: "Certainly, there can be no doubt, that internationally successful or otherwise, sprint canoeists are fitter, stronger, and faster than they have ever been before. The results at Sharpness exceeded even the most optimistic hopes of everyone who has been concerned with sprint racing in recent years".

5. Applications for the staging of Championships by various Federations.
6. Elections: First Vice President of I.C.F.

Members of the Board.

(a) 3 for Europe; (b) 2 for America; (c) 1 for Asia; (d) 1 for Australasia; (e) 1 for Africa.

Present I.C.F. Vice President is Otto Vorberg of West Germany. Present representing Europe: J. W. Dudderidge, G.B., L. Grappelli (Italy), V. Lukatin (U.S.S.R.). America: F. Clement (Canada), R. I. Wilkinson (USA).

Asia: K. Hagiwara (Japan).

Australasia: the late L. G. Varcoe (Aust.).

H. Thelen (G.B.) is the Chairman of the Propaganda Committee of I.C.F. and Editor of the International Bulletin.

### Flashback to Tokyo 1964

At the 1964 Olympic Games in Tokyo, Britain's athletes took 4 gold medals, 12 silver and 2 bronze. The Canoeing team then was:

K.1.—Alistair Wilson (reserve: Peter Lawler).

L.K.1.—Marianne Tucker.

K.4.—A. Wilson, R. Lowery, G. Palmer, P. Lawler (reserve: A. Edwards).

Bryan Woods acted as Team Manager and Coach.

Winning times in 1964, on what was described as a slow course, were—

**K.1. 1000m.**—3.57.13 (P Peterson, Sweden).

**K.2. 1000m.**—3.38.54 (Sjödélius/Utterberg,

**K.4. 1000m.**—3.14.67 (U.S.S.R.).

Sweden).

**L.K.1. 500m.**—2.12.87 (L. Chwedosiuka, U.S.S.R.).

**L.K.2. 500m.**—1.56.95 (Zimmerman/Esser, Germany).

Laurence Oliver's best time in this year's trials has trimmed 15.3 seconds off Alistair Wilson's fastest run in Tokyo—a magnificent achievement. This is 4.83 seconds faster than the winning time in Tokyo, though this was not a particularly fast race by Olympic standards. Mick Mean, John Glavin and Alistair Wilson have also turned in faster times than the Tokyo Gold medallist.

Our K.4. team in 1964 reached the semi-final by dint of the repechage, but were eliminated at this point. Their best performance in Tokyo was 3.28.59, almost 14 seconds slower than the winning time, though they had managed 3.23.2 in the June of that year.

Marianne Tucker also reached the semi-final. Her best time in the heats, 2.14.37, was faster than the winning time in the semi-final, in which she came fifth.

### Olympic Training Fund

#### MEXICO RAFFLE

The date of the draw has been postponed from 10th August and Messrs. John Player & Sons kindly offered to conduct the draw at the celebration dance and prize giving of the British Canoe Union Open British Championships at the Sherwood Rooms, Nottingham, on Saturday, 7th September, 1968.

The Olympic canoeing events at Xochimilco, Mexico, begin on 22nd October, these heats are followed by the repechages on the following day. Semi-finals are on the 24th, with Finals on the 25th. Our chances are better than they have been in the past, and given a little luck we should be represented at the award ceremonies. For canoeing, these will take place at 10 a.m. on Saturday, 26th October, when 39 medals will go to those who gained the 1st, 2nd and 3rd places.

### Coaching News

#### Coaching Register

Copies of the 1968 Coaching Register together with Amendment No. 1 should now have been received by all Award Holders down to and including Senior Instructors. Further copies are available from Headquarters Office, but please send a large stamped addressed envelope. Postage is 5d.

Amendments will be issued from time to time to keep the Register up to date and as will be seen from the succeeding report on Examination Successes, additions to the Register are numerous. The list now comprises 946 names and we shall undoubtedly reach the 1,000 mark well before the current season is finished.

Unfortunately we have to report that 94 members of the 1967 Register have failed to renew their membership and therefore have not been included in the 1968 list.

#### Examination Successes

Our congratulations to Messrs. D. J. Mayes, W. Young, A. T. Blount, C. A. Gray, R. J. C. Reilly who have recently been successful in gaining the Award of Coach and to the following members who have passed their Advanced Proficiency tests:—

**Sea Kayak**—Messrs. R. T. L. Hirst, R. Stinson, C. R. Midgley, D. E. Bland, A. M. Gough, D. E. Tremaine.

**Inland Kayak**—Messrs. G. C. Wright, J. A. Baxter, I. Mathews, R. L. Miller, V. F. Seaward, R. W. Ruckley, C. H. Waghorn, P. J. F. Hewitt, B. S. Harrison, G. Gaskell, P. Wilbourne, E. R. Fielding, G. C. Wilson, J. M. Kedward.

In addition since the last issue of Canoeing in Britain 13 members have received the

(cont. on p. 92)



# round the clubs

## Bookshelf

**B.C.U. Lifeguard Manual**, (Corps of Canoe Lifeguards, 7s. 6d. to non members and 6s. to members). A duplicated handbook with masses of illustrations. I found this to be excellent reading and would recommend it for any member of the coaching scheme and people involved in canoeing with groups. Obviously it deals with the work of a lifeguard but it has a great deal of information which is worthwhile for canoeing group leaders, etc. I found some of the graphs rather hard to follow and the authors have a tendency to jump back and forward across their subject, which leaves the reader to cross reference through the pages, however its wide terms of reference should make it a standard in coaching field. Obtainable from B.C.U. Supplies.

Rating ★★★★★

**Stanford's Canoeing Map of England and Wales**. (Edward Stanford Ltd., 6/-). If you ever wanted to prove how much water there is in this area then this is for you, but as a work of reference it is sadly lacking. Some of the details are inaccurate, it has no reference to river advisers, and quotes William Bliss's "Canoeing" as a possible work of reference. The blurb states that the B.C.U. helped in its preparation. It is disappointing that a publication associated with our name does not contain a higher standard of information than this.

Rating ★★

**Stanford's Inland Cruising Map of England for Larger Craft**. (Edward Stanford Ltd. 9/6). A map of the canals in England and Wales which is very well turned out. Provided one bears in mind the size of craft envisaged, it is a very good guide. If you are the type who wishes to plan trips on canals, or using them in part, then this is for you.

Rating ★★★★★

Richard Roberts of Llandudno Y.C.C.C. at Porth Ceiriad, surfing in his home-made glass-fibre B.S. Trier.

Photo: Humphrey Smith



Although the NOMADS C.C. own racing has been severely curtailed, first because of Foot and Mouth disease and now because of Salmon Disease, members are still very active on home waters. To raise funds, always a problem, a sponsored canoe trip over 30 miles was held and with all the money in, there will be sufficient for another K.2 for local paddlers. Later in the summer it is hoped to stage a Regatta with local Sea Cadets to coincide with the Hereford Sports. This entails various lighthearted events which should entertain bystanders and create good publicity. In this slack period of little L/D racing some members are training or being trained for the B.C.U. canoeing awards and it is obvious that L/D paddlers are not necessary 'proficient' in the eyes of the B.C.U. examiners!

Men of the 32nd HEAVY REGT. R.A. have been using kayaks as part of the publicity scheme this summer. In 33 days they paddled from Hildesheim (where the notorious Chris Hare was station a long time ago) to Runcorn. The four 17 ft. canoes completed the journey across the North Sea in 18½ hours—with a force 6 gale blowing part of the time.

WEST SUSSEX COUNTY COUNCIL Education Committee ran its Fourth Annual 'Double A' Canoe Race on Sunday, June 30th; this race was open to all canoeists in the county between the ages of 16 and 20 of either sex. The course started at Shoreham on the Adur and the canoeists proceeded upstream to West Grinstead—approx. 17 miles and 5 portages. This completed the first leg and crews were then transported to Washington, where the second stage began

with a 6 mile portage (on trolleys) to Pulborough on the River Arun followed with a 20 mile paddle to the Fisherman's Hard at Littlehampton.

Geoffrey Tricker (8th Worthing Sea Scouts) won the Individual Singles for the fourth year running in a new record time of 6 hrs. 38.3 mins.

The secretary of the ST. MICHAEL'S C.C. in Enniskillen has heard from the secretary of the Fermanagh County Council, that so long as they can gain legal access to it, they have legal right of way on any water in the county.

**THE STRABANE ADVENTURE CLUB** (County Tyrone), have come to an agreement with the local angling club, to share a small lough. The sports that now use this lough are canoeing, swimming, water skiing and angling. Before the agreement was made the angling club had stocked the lough with trout; but the fishing, while adequate, was never very good. Since the agreement the trout have thrived and it is estimated that they have doubled in both numbers and size.

Neill Alexander reports on the Ballymore-Eustace/Kilcullen race 1968 in the BELFAST C.C. newsletter: "The start of the race was fun. 20 minutes before the off someone upstream at dam blew a hooter and released a few million gallons of water. This turned a dry ditch into a raging torrent in about five minutes. It also cancelled out all the information about the course which the Lepers and I had already gained, so we started even. The flood also saved the bacon (or should I say skin?) of a pair who entered the handicap event in a P.B.K. double, covered in 500 gauge polythene. (It is hardly surprising to learn that Dun Laoighaire Lifeboat had rescued one of them clinging to a breakwater at the mouth of the Liffey earlier in the year)."

We hear of more objections to canoeists parking along the waterfront at SHEPPER-TON. The local Residents' Associations seems determined to try to prevent further slaloms taking place unless more control is exercised.

A teenage canoeist from THIRSK C.C. attending a course in Sea Proficiency near Whitby, observed a young child drifting out to sea in a dinghy after having lost an oar. He was able to tow the dinghy and youngster ashore at Sandsend. The wind was strong offshore and the sea would have capsized the dinghy as it got further out.

**BIRMINGHAM CANOE CLUB'S** team of five successfully crossed from Dover to France on July 7th. The conditions in the first ten miles were described by one of the team as uninterrupted grade four and



to prove his point he became the rescued in a real live 'H' rescue in mid-channel. It was a very rewarding expedition which more than justified the eighteen months progressive training. Back at home the club continues to grow with a further 25% increase in membership. To meet the increasing demands for training ten members have taken and passed the B.C.U. Instructors Award following a course run in June.

**BERKSHIRE COUNTY COUNCIL** Youth River Training Centre situated on the Thames at Pangbourne is now getting into full swing with a variety of courses ranging from Novice Taster Sessions, to courses for prospective instructors and introduction to Slalom and White-water techniques. Evening, day and week-end courses are open to all young people. Details direct from the Warden at the River Training Centre.



"On the weekend of our first training camp, we were at Appletreewick", writes Robert Briggs, of LEEDS C.C. "About 40 members of this Club turned up, about 50% more than expected! We did timed runs on the course erected on the Friday night, circuits, running, etc., a full training weekend. We hope that other 'competitive' clubs will take our lead, and give us some good sport when the season re-opens".

---

#### **COACHING NEWS (cont. from p. 90)**

Award of Senior Instructor and 189 members the Instructor Certificate.

#### **National Coaching Committee Weekend**

Once again Hothorpe Hall at Theddingworth near Rugby has been booked for the National Coaching Committee meeting which will be held on Saturday and Sunday 26th and 27th October. The cost for the weekend will be 40/- and full details will be circulated in due course.

#### **Log Books**

Log Books have proved a popular selling line and should now be widely distributed. Supplies are available from Headquarters Office and Area Coaching Organisers at 3/6d, each plus 6d. postage.

#### **Proficiency Tests**

Will Examiners please state the type of test taken i.e. Sea, Inland, Canadian, when sending in the completed forms. Guessing is sometimes very difficult and may result in the incorrect certificate being issued.

#### **Apologies**

An unfortunate delay occurred during July in the issue of Proficiency Certificates due to printing and postal delays and for those members who waited so patiently for their certificates we offer our sincere apologies. The issue was brought up to date early in August.



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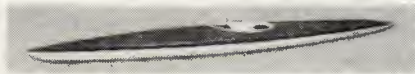
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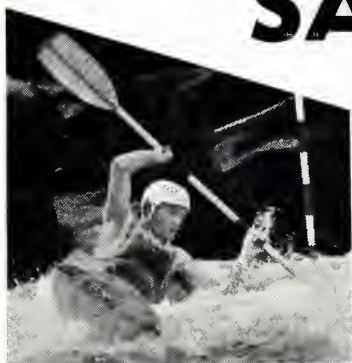
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