

An aerial photograph of a river winding through a landscape with autumn-colored trees. A red kayak with two people is on the water. The title 'CANOEING MAGAZINE' is overlaid in a red box in the top left.

CANOEING MAGAZINE

January 1971 for a new peace

for Firsts or Golds its...

STREAMLYTE SCORPION 3.

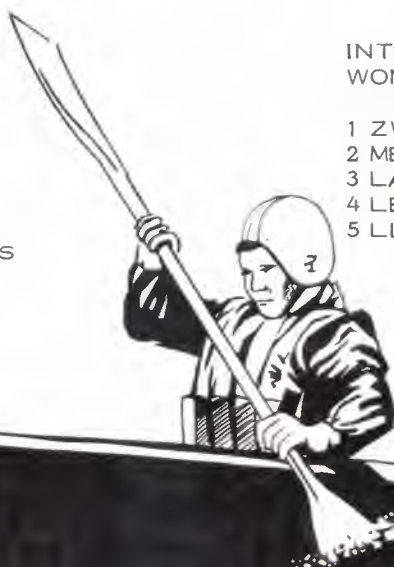
UNBEATEN IN INTERNATIONAL AND 1st DIV IN 1970

BRITISH MAJOR SLALOMS

1st place SERPENTS TAIL 1st Div
1st " LLANGOLLEN TOWN 1st Div
1st " LUNE 1st Div
1st " LUNE OPEN SLALOM
1st " MATLOCK " "
1st " CHESTER " "
1st " APPLETREEWICK
1st " YORKSHIRE CHAMPIONSHIPS

INTERNATIONAL EVENTS WON WITH SCORPION

1 ZWICKAU	Gold Medal
2 MERANO	Gold Medal
3 LANDECK	Gold Medal
4 LERIDA	Gold Medal
5 LLANGOLLEN	Gold Medal



STREAMLYTE LTD.

LANCING, SUSSEX, U.K. TEL. LANCING 62431

GAYBO

INTERNATIONAL CANOES & KAYAKS

MORE BRITISH CHAMPIONS CHOOSE GAYBO CRAFT



PAVEL BONE, KLAUS LETTMANN, TONI PRIJON...

THE FINEST RANGE OF ROUGH WATER KAYAKS IN EUROPE

SEE THEM ALL ON OUR STAND AT THE
CRYSTAL PALACE SHOW 6th-7th FEB.

WRITE FOR DETAILED BROCHURE ON OUR PRIZE-WINNING BOATS H.P. AVAILABLE

GAYBO LIMITED

1, RINGMER ROAD, BRIGHTON, BN1 9JD

Tel: Brighton 684599

CONTRACTORS TO - MINISTRY OF DEFENCE - EDUCATION AUTHORITIES

UK AGENTS AND MANUFACTURERS OF
PAVEL BONE, KLAUS LETTMANN,
& TONI PRIJON CRAFT

THE ORIGINAL CANADIAN SLOPP® SHIRT

AS SUPPLIED TO BRITISH SLALOM
TEAM FOR 1969 WORLD CHAMPS

IDEAL FOR TRAINING— ON OR OFF THE WATER



- * The SLOPP SHIRT is not a T-shirt but a quality fleecy lined cotton sweater shirt, crew neck and raglan sleeve.
- * We will supply your club or team with SLOPP SHIRTS to your own design in a choice of 13 colours and 4 sizes.
- * Prices:- 42/- each sm. med. lge. 44/- ex. lge. Artwork and stencil fees £6 6. 0. if order less than 40 shirts. Discount on orders over 50.

OVER 200 DESIGNS AVAILABLE _

*ALSO AVAILABLE NEW BRI-NYLON TRACK SUIT
IN VARIOUS COLOURS WITH CLUB DESIGN*

**CANADIAN SLOPP SHIRT CO., LTD (CM)
88 PARK LANE, CROYDON, CR9 1BY,
SURREY. Phone 01-688 9377**



TYPHOON K2

TYPHOON—ESPECIALLY DESIGNED FOR L.D. RACING.

This entirely new kayak from Tyne - especially designed for Long Distance Racing - brings Tyne Canoes once again into the competitive field of canoe sport. Built in glassfibre on modern K2 lines, the Typhoon runs smoothly on the water with little bow lift or stern drag, yet has ample buoyancy in the bow to prevent 'ploughing' in rough conditions. Comfortable, fully adjustable seats and footrests; large cockpits with coamings designed to give a dry boat; efficient overstem rudder. Spraydecks, Buoyancy, and Carrying Handles available as extras.

Ideally suited to L-D expert or novice crew alike, the Typhoon is a superb racing kayak with a degree more stability than many others of its class.

I.C.F. K2 Spec. WEIGHT 40-48lbs. PRICE £70 0. 0. ex-works

To: TYNE CANOES LTD. (Dept. CM)
206 Amyand Park Rd., St. Margaret's,
Twickenham, Middlesex. Tel.: 01-892 4033.
Please send me your FREE catalogue.

NAME..... ADDRESS.....



TYPHOON TRIALS ON THE THAMES

Canoeing Magazine January 1971

MISSING

Police searched for three hours, after a local canoeist was reported missing this lunchtime. He was eventually found drinking tea in his garage.

He told reporters:

'I have been completing my SOAR VALLEY SPECIAL SHELL. This kit is available now with deck and hull ready joined - I just put in the seat, footrest, and kneebars. Easy, and at £24.15.0d. the best buy on the market; try it yourselves.'

for best value in:

**SOAR VALLEY SPECIALS SURF-SHOES
CANOE SHELLS SKEGS SPRAYDECKS**

MOULDS FOR HIRE. MOULDS FOR SALE.
Tools and materials for canoe building.
Agents for: OTTERSPOrts, LENDAL
PADDLES, HARISHOK.

VALLEY CANOE PRODUCTS
WOODLEY STREET, RUDDINGTON,
NOTTINGHAM. tel. Nottm 214092

Glassfibre

BIG SAVINGS

Use this advertisement as your order form fill in the quantities you require in the column provided

All products highest quality conform to Lloyds and B.S. Specs.

Lay up resin 3 lb. tins @ 4/-
lb. 10 lb. tins @ 3/6 lb. 55 lb.
drums @ 3/- lb. 110 lb. drums
@ 2/6 lb.

Gel coat resin 6d. per lb. extra

Fire retardant resin

9d. per lb. extra

Clear casting resin

1/6 per lb. extra

Translucent resin

9d. per lb. extra

Flexible resin 9d. per lb. extra

Epoxy resin 12/- per lb. extra

Resin putty 3 lb. tins @

3/- lb. 10 lb. tins @ 2/6 lb.

Filler Powder

3 lb. bags @ 2/- lb.

Glassfibre mat 1 1/2 oz. mat

5/- sq. yd.

Glassfibre fabric

5 oz. fabric 4/3 sq. yd.

Glassfibre tissue 1/6 sq. yd.

Release agent 3/6 lb.

Complete glassfibre kit

28/- carr paid

Polishing compound 5/- lb.

Rollers 10/- each

Hand cream for removing

resin 4/- tube

Brush Cleaner 14 oz. bottle

3/6 1 gall 16/-

Polyurethane Foam for

buoyancy, surfboards, etc. 4 lb.

pack 32/-

Pigments

reds, greens, blues, 10/- lb.

yellows 9/- lb.

black, white 8/- lb.

RESINS ARE SUPPLIED WITH AMPLE HARDENER FREE

Many other bargains always in stock. Illustrated brochure & technical advice free. All mail order sent by return. Add carr. 3d. per lb., min 2/6, cross cheques and P.O.s & send to Brentford. Callers welcome Mon. to Fri. 9-5.30 Sat. 9-1 Manchester closed Wed. p.m.

Our colour film on using glassfibre, commentary by Clement Freud, FREE on loan to clubs and schools. Lectures and demonstrations at Brentford.

Please rush me your free brochure.

NAME.....

ADDRESS.....

Total Value £ Plus Carr.

Total Enc.

Strand Glass Co. Ltd.

Brentway Trading Estate, Brentford, Middlesex. 01 568 9517
8 980 Stockport Road, Levenshulme, Manchester 19. 061 224 5458



A sign of quality
Paddles made by craftsmen

SLALOM PADDLES



Constructed of 34 wood laminations

Shaft; Pine - Ash - Pine

Blade; Edges of Ash for durability

Aluminium tip for protection

**ENQUIRE AT
YOUR STOCKIST**

Trade & Export enquires to:

'MARK GEES'

21, Tower Road,
Twickenham,
Middlesex.

tel. 01-892 3635

Sprint Paddlers

Is your veneer kayak in need of an overhaul? Have it renovated NOW before the season starts.

paddle into the 70's



with

Lendal

SCOTLAND...

STOP PRESS
now agents for

SUBA WET SUIT

A complete range of Jackets,
Trousers and Shortie Kits, marked or cut out. Sheet
Sizes: 9ft. x 4ft.
Nylon lined or Sharkskin.

WILSON(Prestwick)LTD

167 AYR ROAD, PRESTWICK, AYRSHIRE

AVONCRAFT

now handle

Lendal

SCOTLAND...

(SPORTS' and 'L/D MASTER' MODELS
unassembled at their new assembly depart-
ment in an effort to reduce costs and speed
up deliveries.

ALSO

COMPLETE KIT BLADE RANGE AVAILABLE EX-STOCK

AVONCRAFT

30 CAVAN RD - REDBOURN
HERTFORDSHIRE - tel: Redbourn 2303



AVONCRAFT

THE MOST COMPREHENSIVE RANGE OF
BRITISH HARDSKIN RACING & TOURING KAYAKS

As Britains largest and most advanced Mould and Kit Service, AVONCRAFT proudly introduce 2 new kayaks to the Mould Service, the fantastic "LIGHTNING" K1, designed to I.C.F. Ruling for National and International racing events and The "ADVENTURER" Touring Double the superb training and expedition boat.

Also available:- "GNAT" MK. 3 Slalom G. P. Kayak. "BLIZZARD" White Water Kayak. "MINNOW" Junior Kayak.

SUBA GOES NORTH WILSON (PRESTWICK) LTD.

Now AGENT throughout Scotland and Northern Ireland for the COMPLETE SUBA SUIT RANGE.

'LENDALS COME SOUTH'

AVONCRAFT now have an assembly department for the SPORTS AND L/D MASTER paddles to speed a quick turn round of orders, and also in an effort to reduce cost.

SEE US AT THE CRYSTAL PALACE SHOW
STAND 17 - Avoncraft
STAND 14 - Lendal

or send for illustrated catalogue.



LIGHTNING K1



ADVENTURER touring double



GNAT slalom mk.111

Complete range of Accessories: PADDLES, LIFEJACKETS, ALL BUILDING MATERIALS

AGENTS FOR PADDLES
BY:

Lendal
SCOTLAND

AVONCRAFT Send for our Fully Illustrated Brochure

**R.H.VARDY - 30 CAVAN RD - REDBOURN
HERTFORDSHIRE - tel: Redbourn 2303**

Suppliers to H.M. Forces. Schools & Education Authorities.

Would you believe AQUAQUIPMENT have a better way

Simple-to-follow assembly instructions enable the novice to produce a professional-looking wet suit first time—easily.

The extensive range of AQUAQUIPMENT low-cost kits is designed and produced to meet the need for a wet suit at a cost that all can afford.

Send for illustrated brochure/price list.



AQUAQUIPMENT

LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

(CM) 69 HATFIELD ROAD,
ST. ALBANS, HERTS.
Phone St. Albans 50662

AROUND & ABOUT AROUND & ABOUT

HOLIDAY '71

The BBC Television programme 'Holiday 71', recently featured the PGL 'Three in One' Holidays at the British centres in South Wales. The 'Three in One' - Canoeing, Sailing, and Pony Trekking - obtained quite a reasonable report, although the PGL centre at Court Farm has only very recently been opened and still requires an amount of work.

PGL of course also run adventure holidays in the warm sun of Southern France with canoeing on the Ardeche and sailing on the Mediterranean, plus horse riding and snorkeling.

NEW MAN AT LONGRIDGE

The position of Canoe Instructor at the National Scout Boating Centre, Longridge, recently vacated by Alan Tullett who has joined the sales force of Strand Glass, has now been filled by a very qualified person - Peter Lee of the Exeter Canoe Club.

Peter of course has many years of competitive experience in the Long Distance side of canoe sport - your editor has even raced against him! His appointment as instructor at Longridge must be regarded as ideal for he will undoubtedly continue the fine progress made by Alan Tullett in the introduction of real canoeing to the many enthusiastic youngsters who camp at the centre each year.



FIRE AT BRADFORD

On the 30th November, the Bradford on Avon Rowing Club - which also houses the canoeing enthusiasts - commenced the first phase of its improvements and building programme for its Social Headquarters in the centre of the Town.

Just six days later on the night of 5th/6th December, a fire occurred which extensively damaged the portion of the building which the Club was using. Only by a very great effort on the part of some members was the Club able to reorganise the small portion of the building not damaged in order that it could remain open.

Now Bradford is faced not only with financing the first phase of their scheme (£8,500 but with rebuilding the portion destroyed in the first (estimated around £5,000). As happened in 1962 when the Club lost its boathouse and craft, the members are not lying down under this misfortune, but fighting back and hoping in the end to turn this to advantage.

PRIZE FOR CANYON FILM

Paul Berriss has recently been awarded first prize as cameraman of the year in the Rank T.V. Awards for 1970. His winning entry in the Outdoor Features Section was a ten minute excerpt from 'The Great Unknown - Grand Canyon by Raft and Kayak', the film of the 1969 Expedition down the Marble Canyon and Grand Canyon of the Colorado River. Mr. Berriss is a staff cameraman with BBC T.V. Leeds and the film had a repeat showing on BBC 1 on 27th December.

CANOE SLALOM

The ranking lists for British divisions have now been published. Dave Mitchell of Chester leads 1st Div with a percentage of 50.7. 2nd Ken Langford, 3rd Melvin Swallow, 4th Raymond Calverley, 5th John Macleod.

The Women's Division is led by Heather Goodman with 73.7%. 2nd Audrey Wickham (Keerie), 3rd Pauline Squires, 4th Carol Gostling, 5th Victoria Brown.

Witter/Witter are top of the C2 division 1, followed by Allen/Williams, and Court/Goodwin. In the C1 Jim Sibley has toppled Gay Goldsmith with Rowan Osbourne in 3rd place.

It will be seen from the above that in the Canadian class a division system has been introduced for the 1971 season. Basically there will be two divisions as shown in the lists (available from Slalom Committee), with all paddlers not mentioned and all C2 pairings not shown or new to start in Division Two. Oly 1st Div paddlers will compete at 1st Div Slaloms and only 2nd Div paddlers at 2nd Div events. At all other events both divisions are free to compete. (Open and 3rd Division).

A points system is to replace the percentage arrangement as follows:—At ranking events (1st and 2nd Division Slaloms) points are awarded to the first ten competitors in descending order. When a 2nd Div C1 or C2 pairing has accumulated 20 points, it is promoted to 1st Div. The ranking results will be made up at the end of the year by taking the best three slaloms of the competitor or crew. Relegation will be decided from the ranking lists, but there is to be no end of year promotion.

GIRLS' EXPLORING SOCIETY

For the last ten years, the British Girls' Exploring Society has organised expeditions to many different parts of Britain and Northwest Europe, chiefly to little-known mountain areas and islands. In 1971, for the first time, we intend to take a group of girls canoeing in France on the rivers Ardeche and Rhone—at Easter, when the rivers are at their best—there will be plenty of white water. The party will travel by train to Vogue on the Ardeche and will spend a day or two there practising before starting down-river. The Rhone will be reached in about four days and the expeditions will end at Avignon.

The party will be led by an expert canoeist Mrs. Pauline Harris; double canoes will be used and as well as two leaders on the water land escort will also be provided. The group will camp at night. It may be quite cold and so plenty of woollen clothes should be taken, as well as a wet-suit; it is essential that everyone is able to swim 200 yards. All members of the group should be fifteen years of age or over. The party will leave London on 8th April and will return on 19th April; the total cost of the expedition will be £40, including couchettes on the train. For further details, please contact Mrs Lynda Sowerby, at Lyndale, Weaving Street, Maidstone, Kent.



BEACON SIX

"I am very far from being an expert canoeist and if I was called upon to take part in an Olympic canoe race I should cut a ridiculous figure. But I have done

Canoeing Magazine January 1971

three longish journeys by canoe, and as a method of travel, or for that matter as a way of life, it has a great deal to be said for it." So wrote Peter Fleming, author and explorer, in a magazine article some years ago.

Many canoeists must have been attracted to buy or make their first boat because if offered an ideal means of travelling and exploring the waters of this and other countries. The canoe is eminently suited to expedition work and truly offers a 'passport to adventure'. I suspect that most canoeists would welcome the chance to take part in an adventurous journey of exploration by canoe.

Unfortunately such opportunities are rare, and perhaps most of us have to resort to the next best thing—to reading of the exploits of others. One welcomes, therefore, the recent publication of "BEACON SIX" by Robert Cundy (Eyre & Spottiswoods. (£2.50)—a book which justifies even the most active turning armchair for a while. It tells how the author and three fellow Englishmen canoed down 600 miles of rapid river near the Arctic circle in North-east Canada in order to reach the Arctic coast and solve the mystery of 'Beacon Six'. The journey was a dangerous one, only twice attempted before, and at times undertaken in extreme conditions. The stage is well set in the early chapters of the book and the author gives a lively account of the events and hazards; anyone who has ever journeyed by canoe will soon find himself 'involved', as though personally participating in the adventures of the group.

The expedition seemed ill-fated from the start—too much equipment to go into the Marines double seater folding canoes they were using, tents which leaked when coated with a fluorescent paint to make them easily observable from the air, and, above all, a party split by differing personalities. As if this were not enough, the journey then became a race—against the threat of approaching winter and a rival group of American canoeists who also seemed bent on reaching Beacon Six.

All this makes exciting reading, and it would be wrong to spoil your excitement or pleasure by telling you how the expedition ended. It is recommended to all canoe travellers, and should be regarded as essential reading for any planning adventurous expeditions.

The book is attractively produced, with good illustrations and maps, though the photographs are a little disappointing from the canoeing point of view—perhaps understandably considering the circumstances under which they were taken.

G. Sanders.

AROUND & ABOUT
AROUND & ABOUT

CANOE TOUR IN FINLAND

BY H.D. WILLIAMSON

"Welcome to Finland", said the pretty girl at the frontier at Tornio, then added, "your friends and their canoes are five hours in front of you". We were delighted. We had been worried because we had missed a rendezvous with the rest of our party during our long drive up the East coast of Sweden. Now that we knew that all was well, we took the road to Rovaniemi, the capital of Finnish Lapland, with lighter hearts.

We were a party of six canoeists from Gt. Britain, responding to an invitation extended by the Finnish Canoeing Association to join an international summer tour of the rapid rivers of Lapland. There is an irresistible attraction in travelling beyond the Arctic Circle which made our respectable and rather middle-aged party feel young. I was the least experienced and really had only done a little academic paddling on the River Cam but the others had been in the forefront of British canoe-camping for many years; Kathleen Tootill, (editor of the "Canoe-Camper"), David Hirschfield of Tyne Canoes, Eric Totty, a retired bank official and slalom expert, Brian Cowburn, a chemical manufacturer and John Alderton, a chemical engineer and the baby of the party at twenty-seven years of age. The starting point of the tour was at the small Lapp village of Tankapirtti, 220 kms. north of Rovaniemi. When we arrived after a long confused scene. People were busy sorting kit beside the road and launching their brightly-coloured canoes. We soon added to the chaos and were introduced to the paddlers from other countries who we were to get to know so well.

Tapio Ikonen, our leader from Kangasniemi, and his student son, Ilkka then arrived on the motor-bus from Rovaniemi with their folding canoes. From then on the trip began to be organised. We found in Tapio a born leader whose idea of a good holiday was to introduce people to the Finnish waterways which he loved. We were allowed to leave our cars at a farm and we finally set off at 7.30 in the evening down the narrow Tankajoki. There were fifteen of us in all including two attractive girls. Axel and Heidi Kaiser paddled a big Canadian canoe and came from Belgium. Waltrut Goller, Wilhelm Hoos, Lutz Pahl and Dr. Freiderman Meier came from Germany although the latter had a Finnish wife (who stayed at home and looked after the children while her husband and her brother, Vaino Kaasila helped Tapio to shepherd the rest of us.)

We soon discovered to our annoyance that because the summer of 1969 was dry there was very little water in the upper rivers. A canoe can float in about four inches of water but often we didn't have that and we were constantly running aground, so we either climbed out and towed the boats to deeper water or separated the two halves of our paddles and used them as crutches to hoist the canoes over the shallows into a swim without getting out. This manoeuvre badly scratched our hulls and is not recommended. We began to spend a lot of time putting on patches.

The next day stretched my flabby muscles to their limit but in spite of the low water we covered thirty-six kms. It was late in the evening when we made camp and we were tired. Then it began to rain.

I awoke next day feeling very stiff and loathe to get up. My spirits, it must be confessed, were rather low. However, after a substantial breakfast we broke camp, got into the water and coaxed our aching bodies back to life. The sun came out, it was warm and once more life was good.

In spite of the shallows, the Tankajoki proved to be a good river for a novice like myself as it introduced me to simple rapids. My companions taught me to "read the river" by looking for the tell-tale ripples which indicate rocks beneath the surface and also how to steer into the "V" of dark between rocks. By following the experts, my initial apprehension gave way to the enjoyment of the excitement of white water.

In spite of blisters, aching arms and perpetually wet bottoms we were having a wonderful time. The reason lay in the vast wilderness around us. In the short summer months of July and August, the Arctic wears a smiling face. Each turn of the river revealed a new vista. Each view was superb - an endless panorama of forest, sky water and rock. I saw less variety in the species of wildlife than I expected. Small groups of reindeer often appeared on the river bank. Of the birds, the Pied Wagtail and Siberian Jay appeared to be the most common. Arctic terns wheeled and dived around us as we paddled along. Their call, kee, kee, was heard at all hours of the long day. I only saw one species of duck during the holiday, the black and white Velvet Scoter which would scutter away across the surface of the water away from us. On two occasions we saw eagles overhead. We surrendered to the peace of the wilderness but when we passed a homestead on the banks the children would come out and stare at our flotilla as it passed. We would wave and Tapio would explain who we were and where we were going and ask about the river conditions ahead.

We were therefore surprised when we heard the sound of many big engines intrude on the silence. On turning the next bend of the river we found that it was blocked by the high earthworks of a new dam under active construction. We landed, inspected and found we had to portage our boats and gear over two hundred metres of wet mud and stone. No doubt this dam will be of great value but that afternoon, very tired, I wished that dam elsewhere than the Kitinen.

Some notes about the gear required for canoe-camping in the wilderness may be of value. General purpose, fibreglass canoes seemed the most suitable. A good quality lightweight tent, sleeping bag, air-bed, space blanket, light cooking stove and pans are obvious items but suitable clothes gave us some concern. We found to our delight that the weather was hot during the day and warm in the evenings. In the boats we usually only wore bathing costumes and plastic sandals; in the camp, jeans, sweaters and anoraks. Fortunately, our part of Lapland was not a dressy place. We saved weight by carrying dried foods in polythene containers. Tinned food was kept to the minimum. Bread, milk and eggs were purchased en route when we passed by a village. We would also gorge ourselves with ice-cream and lemonade.

When we reached Sodankylä we found photographers and reporters of the Lapland press waiting for us on the river bank to interview us. Afterwards we explored this fine new town, bought reindeer skins and postcards and I purchased a Lapp hunting knife which I find very useful. It was arranged that we should camp that evening at the Tahtela Geophysical and Meteorological Observatory where we were treated with great hospitality, shown the wonderful radio equipment used for studying the electrical phenomena of the upper atmosphere, watched them launch a radio-sonde balloon and inspected the meteorological laboratory. Finally, after signing the visitors book, we were invited to take a real



Finnish sauna in their hut by the river.

Our first saunabath was an event. After stripping in the outer room, we were shepherded into the hot room. When I had recovered from that first traumatic shock from the intense heat, I felt all my aches and pains seep away. When we had been properly cooked, Tapio gave a yell and led the way out and down the stony path and dived into the river. We followed, we were so hot we didn't notice the cold water but swam around whooping like schoolboys and feeling wonderful. After cooling down we returned for another session. I have become quite addicted to the sauna. The next day the weather was perfect - hot with no wind and confirmed the good forecast given us by the staff of the observatory. Shortly after the start we encountered our first difficult Grade 3 rapid at Portakoski. We landed and climbed the cliff overlooking the gorge and our leaders mapped out a route down. I felt scared. The leaders went down first while we waited until they waved for us to go down in turn. When my turn came I found that one is too busy concentrating to feel frightened and exhilarated to feel the canoe slice through the white, standing waves. Apart from watching the water one must also keep half an eye on the canoe in front and follow his route but not keep too close. When we reached clamer water I realised that in spite of our spray decks water had leaked in over the tops and our pants were soaking wet. Tapio's tour programme for the holiday consisted of paddling the interesting sections of two river systems which flow into the broad Kemijoki. We were still on the first leg which consisted of the rivers Tankajoki; Kitinen and down the Kemijoki to Saunavaara. The Kitinen is a wider river than the Tanajoki but this summer was shallow in parts and a good lookout kept for rocks was necessary all the time. We made much better progress and were all very fit and a happy



party. We were two days in the country between Sodankyla and our camp site at Saunavaara. We reached there late under a blazing red sunset but were fresh because we had stopped at the town of Peikosenniemi for a delicious reindeer stew at a 'baari'. In the first seven days we had canoed 236 kilometres. The next day was a rest day for some, but not the drivers who had to return to Tankapirtti for the cars. We spent the day blissfully sunbathing, swimming and trying to assuage our enormous appetites. We visited the mountain of Pyhatunturi in the afternoon, ascending to the summit by skilift. At the top there was no grass or trees, just a field of broken rock and a giant T.V. mast. We admired the view and then descended to the lower slopes where there is a comfortable hotel where we went for drinks. To our surprise we were asked by the management to sign the visitors book, a most imposing leather-bound volume. We felt most honoured.

The most wearisome part of any canoe holiday is the chore of driving and of loading and unloading the cars. It took us the best part of the next day to travel to the beginning of the second leg; the army post at Hietaniemi up by the Russian border. It was our intention to canoe down the beautiful and exciting Naruska river, which as far as we could discover had not been canoed before. It was obviously used for floating logs down in the spring because the banks on the bends were lined with them. Pride goeth before a fall! I proved the old adage to be true. I was in the lead on a deceptively quiet stretch when on rounding a bend found myself at the entrance of a vicious rapid. Instead of landing and investigating it first I carried on and promptly hit a large rock, slewed sideways and felt the fibreglass hull crack like an eggshell under the pressure of the water. I couldn't move. Ilkka ran along the bank and managed to push me off and I then went down backwards until I finally ignominiously capsized. Fortunately the water was not deep and my gear was dry in the polythene bags, except the camera, which floated off. When it was rescued we found that water had ruined the film. When I got the canoe to the bank, emptied out the water and surveyed the damage I thought that for me the trip was over but my companions knew all the tricks and mended the holes with strips of plastic adhesive tape, allowing me to continue but taking great care to avoid the rocks.

On the Naruska we encountered that pest of the North, the mosquito - but only in the evening and only on Land. When we landed to make our evening camp, they were waiting in their millions to fall on our nearly naked bodies with joy. Priority number one was to dress very quickly and to anoint ourselves very generously with mosquito oil. One evening, in an attempt to dry some wet clothes and to keep off the flies, I lit a small fire of birch chips down by the river. As if by magic a policeman appeared. He was sympathetic and friendly but also insistant that the fire be put out. This was just; in the dry weather the forest is most vulnerable to fires and fires are forbidden.

At Saarikoski, near where the Naruskajoki joins the Tenniojoki, there is a long series of rapids which extend over a kilometre and are great fun, but there-

after the going was more placid. We paddled along the Tenniojoki, chatting in our odd mixture of German and English, soaking up the sun and enjoying the scenery. We finished the tour at Savukoski because Brian had catch to a plane from Rovaniemi. On this last day Tapio showed me an old machine-gun post which overlooked the junction of the Tenniojoki and Kemijoki rivers. The dugouts were a grim reminder of the Winter War. We camped at a farm by the village and were allowed to use their sauna hut. The drivers hired a taxi to fetch the cars and we loaded up and began the long trek home.

Finland is a wonderful country for canoeing and all other water sports. Those who are interested in exploring, like us, are urged to get in touch with the Finnish Canoeing Association through the Tourist Office, because different trips are organised each year, easy or more exacting, in various parts of the country. We thank them for giving us a wonderful time. We were invited to enjoy and admire the peace and brightness of Finnish Lapland - and we did.



SLALOM



RULES

Excerpts from the I.C.F. SLALOM RULES

Art.9 SAFETY MEASURES

a) All boats must be made unsinkable and handholds must be fitted at stem and stern. These can be in the form of loops or toggles or a line running the length of the boat from stem to stern. Loops must be large enough to allow the entire hand to pass through them and the cord from which they are made must have a minimum diameter of 6mm.

Art.14 MARKING OF GATES

... Forward, Reverse and Team gates. No free gate.

Art.15 NEGOTIATION OF GATES

All gates must be negotiated in numerical order and in the direction of travel indicated by the colours.

A.

In order that negotiation of a gate is judged as CORRECT the following conditions must be observed:

1. A pole must not be touched from the outside.
2. The gate must be negotiated in accordance with the colours and (if applicable) the "R" sign.
3. The body (in C2 the bodies) of the competitor must pass through between the poles.
4. The competitor must not intentionally push aside a pole in order to pass through the gate.
5. The boats of a team must negotiate the Team gate within 15 seconds.
6. A faultless negotiation occurs if boat and body have passed through between the poles (gateline) in the direction indicated by the colours and neither pole has been touched by boat, body or paddle.

The negotiation of a gate is completed when boat and body have left the gate line in the direction of travel indicated.

B. JUDGING

No Penalty - Negotiation of a gate without touching.

10 seconds penalty - One pole touched from inside.

20 seconds penalty - Both poles touched from inside.

20 seconds penalty - Touching a gate from outside followed by negotiation according to Art. 15A.

50 seconds penalty - Touching a gate from outside without subsequent negotiation according to Art. 15A.

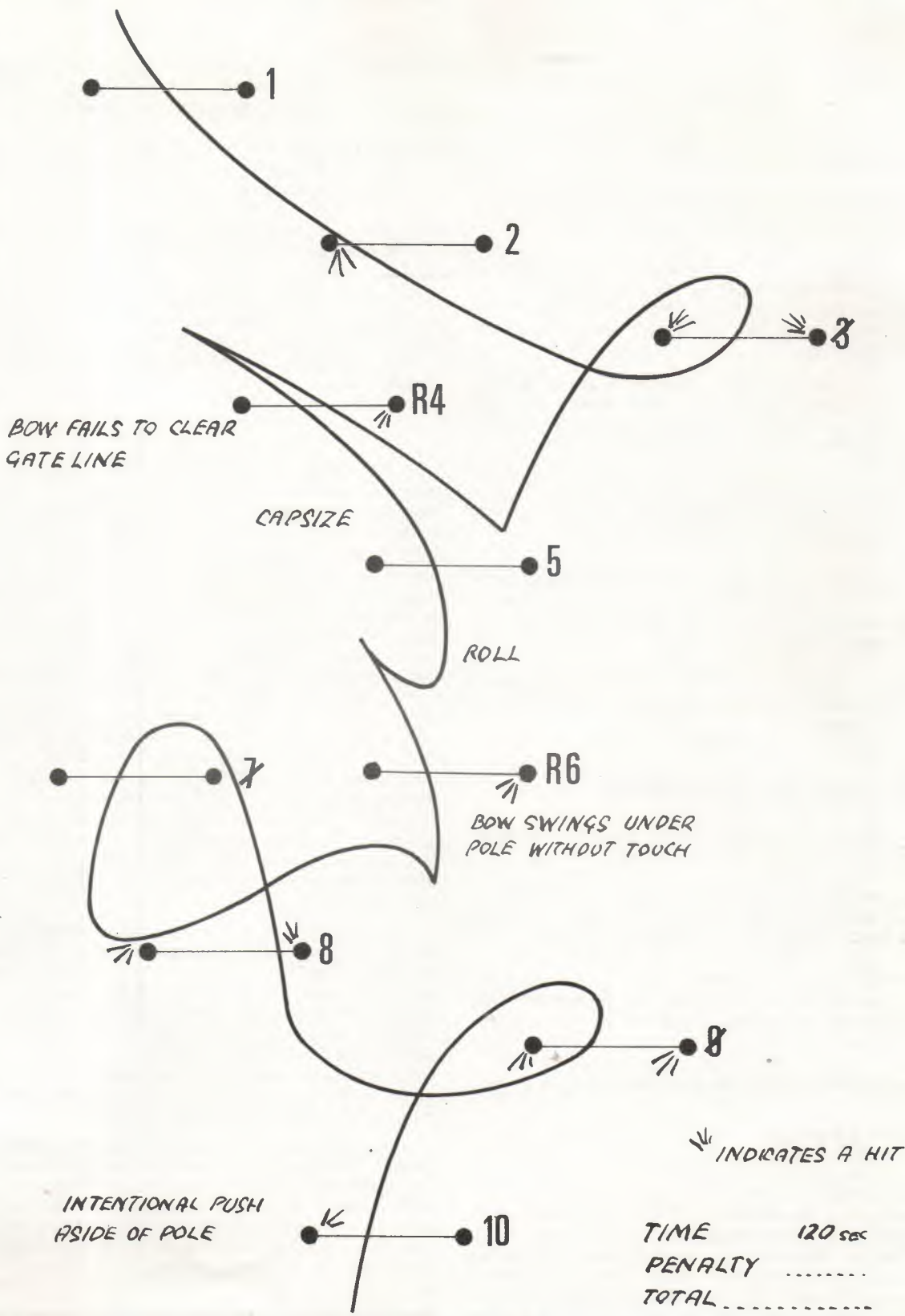
50 seconds penalty - Intentional pushing aside of a pole in order to pass through the gate.

50 seconds penalty - Exceeding 15 seconds in negotiating "T" gate.

50 seconds penalty - Eskimo roll within the gate whether or not the body has crossed the gate line.

50 seconds penalty - Negotiation of a gate contrary to the colour indications according to Art. 15A. 2.

50 seconds penalty - Gate missed out (omitted). The boat passes outside the gate without touching. A gate is only regarded as definitely missed out when the competitor continues down the course or touches the next following gate in the numerical order.



50 seconds penalty - Repeated attempt at a gate after the body of the competitor has crossed the gate line (that means once the competitor has crossed the gate line he must continue in the indicated direction of travel).

Passing underneath a pole without touching (undercutting) is not penalised.

Repeated attempts at a gate without touching is not penalised provided the body of the competitor has not crossed the gate line.

If during undercutting of a high hanging pole the boat is lifted in such a way that the pole touches the deck ahead of the body and is then deflected inwards so that the boat is outside the gate, this constitutes an outside touch.

If on the other hand during undercutting of a high hanging pole the boat is lifted in such a way that the pole is deflected outwards so that the boat is inside the gate with correct colour presentation, this is an inside touch.

If when approaching the gate the stem (stern in the case of a reverse gate) makes point contact with a pole, the following rule applies:

- a) If the pole swings back in such a way that the boat is inside the gate with correct colour presentation this is an inside touch. If the opposite occurs, it is outside touch.
- b) If the pole swings high over the head of the competitor, in doubtful cases he is given the benefit of an inside touch.

Gate missed out (omitted)

If a gate is negotiated out of numerical order with 0, 10, 20 or 50 penalties, the following applies:

- a) One single gate missed out: this is penalised as omitted: 50 seconds penalty. Any penalty obtained on the gate attempted out of order stands.
- b) Two or more gates missed out: the penalty on the gate negotiated out of order can be nullified by turning back and negotiating one or more of the gates left out.

For each gate left out, 50 seconds penalty are given.

Art. 16 CAPSIZE

The Eskimo Roll is not regarded as a capsize. In Team Races the members of a team may help each other to roll up. If a competitor leaves his boat he is disqualified for that heat. He must immediately make for the nearest bank and leave the course. If a member of a team leaves his boat in a team contest the whole team is disqualified for that heat and must leave the course.

Art. 18 TIMING

The time of a run is taken:

- a) From the moment the stem passes the starting line to the moment the clearly marked finishing line is cut by any part of the boat.
- d) Crossing the finishing line upside down disqualifies. The boat is regarded as upside down when the whole of the competitor's torso is under water.
- e) If electronic timing is used, the body of the competitor (in C2 the body of the front man) is timed.

On the opposite page you will see a diagram of a slalom course with a paddlers indicated route through the gates and comments on his negotiation. Under the new rules total up the penalties, before reading on.

It will be seen the first gate is taken clean and thus no penalty. On gate 2 one pole is hit from inside gaining a ten, while on gate 3 there is a 20 with both poles hit from the inside. The reverse up-stream gate 4 gains a 50, although there is a hit from the inside on one pole, the canoeist has failed to clear the gate line and thus the greater penalty applies. A capsize through the following gate gains another 50, while on gate 6 the score is 10 although the kayak passed under one pole but without touch, the 10 coming from a hit on the right hand pole. On gates 7 and 8 the total is 70, the pre-touch of 8 scoring a 50 for gate 7 although it was subsequently attempted, and only a 20 for gate 8, the pre-touch scoring a 50 but reduce to 20 for subsequent negotiation **EVEN THOUGH THERE IS ALSO A 10 SCORED**. On this the 20 stands and the 10 ignored. Gate nine picks up a twenty for touch of both gates from inside, but a score of 50 applies on gate 10 for deliberate pushing aside of one pole. With the time of 120, your total score should be 400pts - if you differ from this re-read your rules.

With the new rules the maximum penalty is now a 50, and although not applying to the 1st division or top competitions (a score of 50 will usually put you out of the 'placings!') there is or could be a certain advantage to be gained in missing out a gate completely. Where you have a difficult gate on which the paddler is likely to pick up at least a ten - particularly an up-stream where time will be taken in getting to it - there could be advantage to accept a 50 and run straight on the following gate.

As evidence to this the Australians - who of course are in the middle of their season and now using the new rules - have found so many paddlers deliberately missing a gate that the 100 penalty has been re-imposed. Maybe for the 3rd and Novice divisions in Britain we should also follow suit? Let's see what the season brings.

Rules reprinted from **WHITE WATER**

Canoeing Magazine January 1971

DIY

MAKING A WET SUIT

NO SKILL or previous experience is needed to make a wet suit, and it is a great deal quicker than most people realise. All our kits contain everything that is required to make the suit and the instructions are full of tips and short cuts to help the novice produce a professional looking suit first time, in the shortest time.!

Thus reads the catalogue of Aquaquip, specialists in the manufacture of the 'do-it-yourself' wet suit kit. Our kit arrived in a long parcel and indeed everything was there to produce a first class wet suit garment. Your editor, along with the help of a Royal Canoe Club member, neither of whom had any previous wet suit production, completed the entire job in a little over four hours, which include one tea break and constant stops to take the photos.

Having checked out all the items, read through the detailed instructions supplied and assembled all the necessary tools (one pair of scissors, a felt-nib pen, one piece of hardboard, and a handkerchief size piece of rag), we began by marking out the various shapes from the patterns supplied. Here we came up against our only problem - which side to mark the rubber. The suit was a nylon lined neoprene and was thus easier to mark on the nylon than on what would be the outside. After a little consultation we decided it did not matter which side was marked, provided all shapes were faced up the same way, with the leg pattern turned over to make a pair. The only possibility that would result was the flap under the zip would be either on the left or right.

A sharp pair of scissors easily cut through the material and care was taken to ensure a straight cut to produce a good joint when stuck. Following the instructions we were soon fitting the zip, and with



the glue drying within a few minutes, two coats were applied to the zip material before cleaning down the rubber with solvent and applying a thin coat of glue along the zip lines. With the zip and rubber glue almost dry we carefully placed the zip in position and pressed home.

Leaving but for a few minutes we now turned to the front side seams, coating both left and right sides before coating the side seam on the material that now carried the zip. By the time the coating was complete on this first side, it was ready to have the side panel pushed into place. The instructions recommended a hard surface for this - hence the piece of hardboard. Starting at the bottom corner we found it easy to join and the first touch gave a positive joint. Completing threequarters of the way to the short sleeve we then placed the end in position, which immediately pushed the suit up from a flat position. Now carefully lining the marked 'V's together, the centre of the panel was joined. The first part of the seam was easy enough to push together on the flat hardboard surface, but, now the end of the seam had been jointed, the centre portion had to be completed by gripping both sides and working above the hardboard. The same procedure was employed for the opposite panel and our suit was taking shape. The back panel was next fitted and once again after the first few inches were joined, it was easier to work above the surface.

Being a shorty suit, the garment was almost complete with the fitting of the back panel and it only now needed the collar before stopping to let the glue really harden prior to trying the wet suit on to ensure a good fit all over. There were no alterations necessary and thus the following day all joints were over with a yellow tape, a careful operation here to really give a professional finish.

Certainly the kit lived up to the makers claims, 'NO SKILL' or previous experience is needed... and in just four hours we had made a fine wet suit for a little over £6.00

AQUAQUIPMENT supply a wide range of kits, shortie or full, with French or English neoprene, lined or un-lined, single or double skin, and a price range from around £6.50 to £22.80. The firm also supplies kits for the younger person from 6 years upwards.

SPECIFICATIONS

TYPE OF SUIT	Shorty
MATERIAL	French Nylon-lined
THICKNESS	4mm
ZIP	Riri 24"
SUPPLIER	AQUAQUIPMENT 69, Hatfield Road, St. Albans, Herts.





the month ahead



CANOE ROLLING

- LONDON

Canoe Rolling instruction each Tuesday 9 pm - 10 pm at Fulham Public Baths, North End Road, S.W. 6. 15p per session. Admission is by ticket only and details available from:- S.F. Holtorp, 54 Claygate Lane, Esher, Surrey. Tel: 398 3118 (evenings).

- GUILDFORD

Guildford Canoeists are holding Canoe Rolling lessons and practice at the Castle Street Baths, Guildford on the 1st and 4th Wednesday in each month. Sessions from 7 pm to 8 pm. 17½p per session.

- LEEDS

Leeds Canoe Club Rolling Sessions Friday evenings at the Kirkstall Road Baths - 8 pm.

- DERBY

The Midland Canoe Club have the Reginald Street Swimming Baths at Derby on Wednesday evenings, 9 pm to 10 pm. Price 15p per person. Details from Dave Patrick, telephone Derby 61108.



COURSES

SCOUT/VS and GUIDE CANOE COURSE at the LONGRIDGE CENTRE and covering all aspects of the sport. Full details available from: The Warden, NSBC Longridge, Quarrywood Lane, Marlow, Bucks.

CANOE COURSES, both for beginners and advanced paddlers, organised by CCPR/BCU at Bisham Abbey, Marlow, and at Plas y Brenin, Snowdonia. Details: General Secretary, Dept. B, 26-29 Park Crescent, London, W1N 4AJ.

FEBRUARY

27th/28th -ASSESSMENT COURSE for Senior Instructors and Coaches. Details: D. P. Hardy, 9 Bryn Teg, Beau Maris, Anglesey.



SLALOM

MARCH

14th/16th -MONNOW SLALOM. Details: J. Richards, Slalom Organiser, Buckstone Lodge, Staunton, Nr. Cotsford, Glos.



INTERNATIONALS

From the Nederland we have three sprint event dates of interest to paddlers:

MAY

1st/2nd

Sprint Regatta, Open and National plus 10,000m, Enschede, Nederland, organising club Euros.

JUNE

12th/13th

Sprint Regatta, International Zaaregatta, Zaandam, clubs, De. Guzen and Quo Vadis.

19th/20th

Sprint Regatta, International Deventer Regatta, organising club Deventer Canoe club.

NEW YORK RETURN £68.

The first British Grand Canyon Expedition has chartered a special plane from B.O.A.C. to take them and their equipment to New York. The aircraft is a Super V.C. 10 and has a further 96 seats available to B.C.U. members at £68 0.0. Departure is from London Heathrow on 28th July and return flight on 18th August 1971 (three weeks) from New York Kennedy Airport. In addition onward flights have been arranged from New York with United Airlines at 50% discount off normal prices.

Why not support British Pioneer Canoeists and at the same time have a holiday of a lifetime. Bookings and Seat Allocations are now being made. Please write for forms and/or further details enclosing SAE to: Chris Hawkesworth (GCE), 4 Victoria Street Wetherby, Yorks. Or tel: Wetherby 3220 - evenings; Collingham Bridge 3198.

CANOE EVENTS - MUNICH 1972

Approximately 4¼ million admission tickets will shortly be on sale for the 1972 Olympic Games in Munich. Of these, 40,000 are allocated for the slalom in Augsburg - to be held on 29th August - and a proportion of the 3,345,000 tickets for events in Munich will be for the canoe sprint regatta - held over 5th/8th September.

Prices range from 5 to 60 DM (.50p to £6.00). The sale of tickets outside Germany are to be linked with the reservation of accommodation but at the present time there is no indication, other than that a mere 8,000 have been allocated to Britain, to which sports these will apply. Likewise, the details of camping, and as to whether one has to book this for the minimum 18 day period, is unknown at the present time.

A QUESTION OF SAFETY...ED.

To the expert or experienced Long Distance paddler, the wearing of a buoyancy aid or lifejacket is more often looked upon as a childish and unnecessary garment only adding dead weight to be carried over the course. In Canoe Slalom the wearing of a buoyancy aid to slalom to minimum requirements is compulsory and aids of the jacket type have almost become standard wear for training as well as actual competition. In Sprint Racing I would guess hardly a single paddler has a buoyancy aid, but this type of water competition is an exception, being only over a short distance of totally flat water and within easy reach of help in the event of it being necessary. In organised Canoe Touring the situation is at the discretion of the paddler. Thus in all sides of canoe sport, with the exception of slalom and sprint, the safety standard is far from good and, although Long Distance has an untarnished record in actual competition there is no reason for complacency.

From the Royal Life Saving Society's 1969 analysis of drowning accidents in the U.K. the canoeist is more vulnerable than the dinghy sailor to accidents. Fatalities recorded were:

CANOEISTS 10 - DINGHY SAILORS 7 - ROWERS 21
- POWER BOATERS 49.

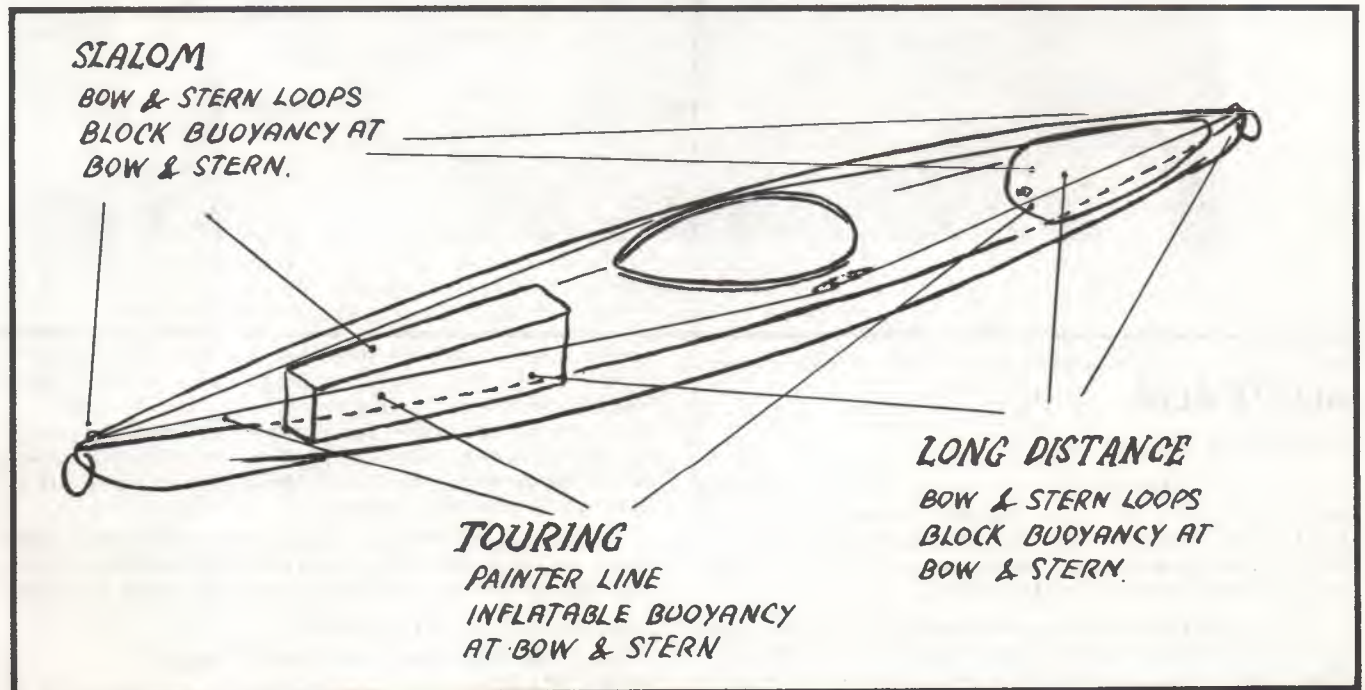
Of the ten canoeists drowned I would contend that the vast majority were from outside the established canoe clubs and thus of a naive standard with

no experienced paddlers to guide them in the use of their craft. However ten drownings is ten too many and although there may seem little the club paddler can do about it if most are from outside the clubs, we can at least ensure that the competitive sport is beyond reproach by setting the example to the novice or casual spectator. This particularly applies in Long Distance.

With the exception of the 'descents' very few of our paddlers wear buoyant aids - even of the smallest cushion type. On the market are a number of really good buoyancy jackets that offer not only buoyancy but a good degree of protection from bad weather. Before the new season starts I employ paddlers to consider such a jacket - they will find that it in no way impairs paddling efficiency - and to check out their kayak for all reasonable safety measures.

Most manufacturers now supply buoyancy fitted into kayaks as standard, but if your kayak does not have such buoyancy it would be more than wise to rectify. Remember glassfibre does not float and a capsized could mean the total loss of your craft. All slalom kayaks have to be fitted with safety loops at bow and stern - such a measure could be of great advantage in the glassfibre K1. The fitting of a painter on touring craft to my mind is a certain necessity as well as a good safety aspect. The season starts within the next months, please, bring your kayak up to good safety standards, not just for your own benefit, but as an example to all those prospective canoeists who may be watching from the bank.

Throughout the past year dozens of photographs used in our pages have shown paddlers competing without buoyancy aids to any type. While we will continue to use such photos if they are newsworthy, it would be nice not to have to answer letters from sport educationists that top paddlers do not set a good example for young persons to follow.



INTERNATIONAL CANOESPORT



NEWS AND REPORTS
from our correspondents
around the world

and endeavour which prevailed was its hallmark. Seventy-eight tents, 136 canoes and kayaks, plus a number of caravans, turned the grazing land into a small town.

Families, some equipped with 6 boats for each members of the group; from hot slaloms for the young adults, to touring Canadians for the oldies, and short minnows for the sixes and sevens. All of this on a stretch of river which had selections for every talent.

The Rally was organised by the Illawarra Canoe Club. Col Foye, the President, kept an expert eye on the planning, energetic Alan Mackey meticulously prepared for the slalom to be held during the Rally, and Bill Gowans acted as a camp manager. Col brought along his own portable swimming pool so the very littlies could swim in safety, Bill provided a flying fox on which the children worked out any extra energy.

Canoeists also came from Victoria, led by the ubiquitous Roy Farrance of Trinity Canoe Club, who



Peter Egger giving his illustrated lecture to friends in the Illawarra Canoe Club in Kangaroo Valley. He journeyed over three thousand miles as a favour to the club. Photo: Frank Whitebrook.

AUSTRALIA

CHIDOWLA RALLY

From the 23rd December until well on into January 1971 was held the largest canoe rally yet in Australia. The site was Ken Armour's property on the Murrumbidgee River, about ten miles below Burinjuck Dam in New South Wales.

Over 250 persons were camped on the river bank amidst the casuarinas in complete shade if desired. The weather was perfect and the spirit of friendship

seems to be anywhere there is a slalom contest. Along with his wife, Jane, they have done an outstanding job with their youngsters, who are fast gaining the highest reputation for finesse and determination on white water. Rod Bridgborn, Cathy Elderton, Julie Seabrook, and Judy McCutcheon were all up amongst the place getters.

Of course, Peter, Eda, and John Egger were there, always willing to hand on their skills and encouragement; rolling practice was a daily routine.

from FRANK WHITEBROOK,
'Canoeing Magazine' correspondent,
AUSTRALIA.

MATER MURRUMBIGEE GETS MAD!

Twenty thousand cusecs were spilling over the wall of the Burrinjuck Dam in October. No human structure could possibly have been built to prevent the flooding further down at Wagga Waggs on the Murrumbidgee River. Melting snows on the Southern Alps combined with continuous rains at lower levels produced the heaviest water in ten years.

Hearing this from the Dam Superintendent, Kevin Davies, a few of us journeyed south to see what this meant for canoeists. We put one 15 foot white water touring kayak on the racks of the Holden.

ventured in where the rapid started to dissipate. He soon found out that ferry gliding across a 20 yard rapid is not the same as doing the same to one which is 100 yards across. It was even more alarming when he reached the other side to realise that there was no haven-like back eddy in which to rest. This was so because the leafy branches of the submerged trees presented a barrier to the ultimate bank beyond. We were all acquainted with the dangers of venturing into a tree barrier through which water is racing; where the paddle is unusable and where the downstream pressure on the hull and upstream pressure of the branches on the body, makes it impossible to keep up the upstream gunwale.

It was a paddler with even more diffidence, who reached the original bank safely in a fortuitous gap in the trees, 200 yards further down stream. We got that tourer back on the racks very smartly.



The Childowla Rapid on the Murrumbidgee River in New South Wales. Here a member of the Canobalas Canoe Club gets in a little practice
Photo: John Sumegi.

The sight of the Dam filled us with about 10,000 cusecs of diffidence, especially when we remembered the workmen who had gone over the spillway in like conditions quite some time ago. The fury of water whether it be at sea or going over a tumescent dam, always has a humbling effect on the most vigorous of humans and we obviously were not of the most vigorous variety. We wondered what it would be like at Childowla, our usual practice place.

The extra 35 miles did not take long. The rather high camp spot was partially under water and the river was at least 100 yards across, with the trees on each bank some feet submerged. The practice rapid, normally liberally scattered with rocks both large and small, was 300 yards long and visibly rock free. However, it was savagely suffering from the torment which large obstructions can cause under water. It was a truly rugged sight.

We took the tourer off the racks and one of us dressed in a wet suit, life jacket and head gear,

Two or three weeks later, with only about 6,000 cusecs, we came back! So did Peter and Eda Egger fresh back from the Arkansas and Feather River events in the USA. They brought with them John Sumegi, Australian flatwater racing junior champion and several others of the Canobalas club from Orange a town of about 28,000 people about 160 miles west of Sydney.

Some of the well known rocks had reappeared with the usual friendly and inviting back eddy behind them. It is surprising how good they look to a tired paddler. There were plenty of stoppers and the result was that all had their fill of excitement.

The experienced paddlers coached the newcomers in the back eddies and one, Frank Smith from the Illawarra Club finished off his tuition by paddling confidently down the complete 300 yards which was in a constant boil. His planned trip down the entire of the Murray is going to seem calm after the Murrumbidgee - especially when it's mad!

THE BARRON RIVER

run by ian royds

The Barron River squeezes through a steep rocky gorge descending from the Atherton Tablelands just north of Cairns on the far north east coast of Australia. The valley is very hot and steamy, while covered with an almost impenetrable rain forest with a large variety of fauna and flora.

We arrived at the end of the wet season when the only water coming down the river was that let out by the Barron Gorge Power Station built high in the gorge. It was enough water for us however, as the river is very narrow in places and produced rapids

of grades II to VI extending almost continuously for about two miles, before spilling the water into 'Placid Lake'. The locals say, during the monsoon wet season the volume multiplies over and over again, and that the raging torrent is such that fish can barely survive.

We spent our first two days on the Barron just messing around in rapids a few hundred yards from our camp. This was made more interesting by the irregular flow. The power station would operate at reduced output in the morning and then release its fury late in the afternoon when peak load for electricity came on. During the wet season however, they operate flat out 24 hours a day, and according to station officials still have twice as much flowing over the dam!

The paddling was very enjoyable for there was good water, which was also very warm. It was one of the few canoeing trips I have been on that I haven't been half frozen to death by freezing water. Being so pleasant, the Barron was ideal for practising rolls and, in fact, being able to roll was a real necessity in the wilder lower sections where there were falls of over six foot drops

We found camping here a bit of a hang-up as the only real flat areas were on the road. And here, with the mosquitoes, snakes, and creepy crawlies from the jungle, we moved camp to a beach only seven miles away. Having had a great time, and having paddled the most exciting stretch of the Barron River we left with a feeling of satisfaction - despite having one badly damaged kayak on the roof





Certainly up to grade IV, Ian Royds tackles an exciting fall on the Barron River.



BCU ESPADA



YOUTH K1

The first, of what I hope will be a regular supply of 'Espada News Sheets, arrived in time for the January issue and is printed below in full. The information is supplied by David R. Cook, Bryntysilio Outdoor Education Centre, Llangollen, Denbighshire, North Wales. All queries regarding the Class should be addressed to David Cook and NOT Canoeing Magazine.

ESPADA CLASS INFORMATION

1. At the above address the Director will keep three Espadas and a rack. By arrangement with the Director, this equipment may be borrowed by BCU affiliated groups for short periods. It is suggested that the way to use this facility will be to bring a small group of youngsters to Bryntysilio with camping gear, have a short introductory session with Mr. Cook on local water and then put the rack and kayaks on the car and take the equipment to Lake Bala, the Shropshire Union Canal or to the Dee near Chester for the weekend.
2. Priority will be given to groups who wish to be introduced to K1 paddling for this facility.
3. In general, the Director feels that his main contact should be with schools, youth groups and bodies of concern who have not yet gone in for K1 paddling. The established racing clubs will have their paddlers who may wish to use the Espada Class and indeed who will be very keen but they already have their contact with the main stream of racing.
4. AN ESPADA CLASS ASSOCIATION.
The Director will be sounding out opinion on the formation of an association. He feels that the sooner such a body can be established, probably on the

same lines as a sailing class association, the better. In particular he wishes through this to draw in to racing a fresh body of interested adults. Paddle racing is too short at the moment of concerned adults. Far too often at meetings, one sees an official in a track suit frantically checking numbers before getting into his own boat to warm up for the start. This points to a shortage of officials and organisers. The Director would like to hear from anyone who is interested in taking part as an official or organiser in the Espada Class and he wishes to stress that previous experience as a racing paddler or even as a canoeists is not necessary except in certain categories like regatta safety officer.

5. Within a reasonable distance of the above address or on the offering of travelling expenses, the Director will be pleased to visit groups and give a talk, illustrated with slides on kayak racing and at the same time conduct a session on the water with the three aforementioned kayaks which he will bring with him.
6. The Director is acting at the moment as a clearing house for information about racing kayaks, he will continue to do so and feels that he should also be able to keep racing paddlers in touch with each other and tell people of other paddlers who might like to share ideas, facilities etc in their area.
7. The Director will keep the registration files at the above address.
8. The Espada class owes a great debt of gratitude to the established racing world which gave it birth and promises to keep it nourished. In turn the Espada class should bring young blood to the sport from all over the country.
9. To paddle a K1 is a new kind of sport with a non-competitive as well as a competitive side. It is hoped that soon there will be a large group of paddlers who, whether they race or not, would not think of paddling anything but a kayak of the correct length and breadth.

ASSESSMENT TRAINING

A course for the BCU Senior Instructor Award has been arranged for 19th/21st March at the Bisham Abbey National Sports Centre.

Applicants must already hold either the Instructor or Proficiency Award. The written section of the examination should be taken beforehand and candidates should make their own arrangements with the BCU to take this paying the fee (.50p) for the whole examination at that time. Full details can be obtained from: CCPR, Watlington House, Watlington Street, Reading, RG1 4RJ.

PBK PLANS

During the last year PBK Plans have sold a total of 4,500 plans, just under a 1000 of which were for kayaks - PBK 22, 20, 27, and 15. Although the canvas covered frame kayak is falling off in popularity with the turn to glassfibre, this still a sizable number of plans. It is interesting to recount that many years ago the PBK 10 and 20 went well over the 10,000 mark for each, certainly making by far the most popular kayaks anywhere.

CANADIAN SLALOM FILMS

A quick look through our 'Small Ads' will show that Rodney Witter is offering films on Canadian slalom technique for sale or hire. The films, on 8mm standard, show technique demonstrated by World experts such as Emil and Jara Pollert, Helmar Steindl and Heimo Mullneritsch, Gunter and Manfred Merkel and Zbynek Pulec.

The films are accompanied by very detailed notes and should prove invaluable to both expert and novice in the sport of rough water Canadian.

CLUB BADGES

Some rather interesting badges are being produced by S.A. Cory & Company in South London. The badges, illustrated below, are suitable for wear on swimming trunks or any wet wear gear. The badge can be made to any design and is printed on a drill material with a plastic-based compound. It withstands normal washing and unaffected by chlorinated water.

Details of the badges can be obtained from; S.A. Cory & Company, 35b Tooting Bec Gardens, London, S. W. 16.



OTTER J1 JUNIOR

For a long time parents have been asking for a canoe in which their children as beginners can quickly be trusted with very little risk of capsize, and here is a canoe produced for just that purpose.

The J.1. (Junior) is frankly a "knock-about" canoe, designed with stability as its main characteristic, plus strength, and it is therefore a canoe which children can safely be entrusted to handle.



There is a recessed "keel" built into the hull and a recessed "rib" throughout the deck to improve rigidity and strength.

A large cockpit makes it easy for youngsters to get into and out of the canoe - and also for parents to try it but whenever they feel so inclined. More than usual depth has been made between deck and hull, giving plenty of room for long legs and big feet.

To make it easier for little people to paddle the canoe effectively, the cockpit coaming has been recessed into the deck.

This canoe has been designed to be as light as possible commensurate with sturdiness, and can easily be carried or lifted onto a car roof. It is short enough to travel on the roof-rack of most family cars without overhanging which might involve additional charge on car ferries, and small enough to be stored without difficulty during the winter months.

It is complete with inbuilt buoyancy sufficient to keep the canoe afloat even when full of water; adjustable Glassfibre Seat and Footrest to accommodate paddlers of all sizes; and white Nylon Deck Fittings housing a painter/lifeline.

Attractive colour combinations are available - white or yellow hull and red, blue or yellow deck, and the resin is self-coloured throughout, so that with a reasonable minimum of maintenance and fair use, the canoe will give years of pleasure and retain its appearance.

Dimensions - length 12ft. (366cm.), beam 24" (61cm,) cockpit 32" (80cm), by 15" (38cm), weight approximately 37 lbs. (17kgs).

And all of this can be purchased for your child for £36. (£36. 0. 0d.)

TYNE TYPHOON

The Tyne 'TYPHOON' K2 recently introduced has now undergone further alterations in design to improve its speed and handling to even better than before.

Contrary to beliefs held by a number of Richmond canoeists that the Tyne Typhoon was longer than international specifications, we point out that the K2 is in fact a length of 21' 3 $\frac{1}{4}$ " (approx 648cm) and under the specification by 1/5". This belief was held as a result of the 'Typhoon' being some two inches longer than the Glider K2.



AGE-TRADE PAGE-TRADE PAGE-TR

A black and white photograph of a man standing next to a canoe on a display stand. The canoe is mounted on a stand that has the text "OFF THE SHELF INTO THE WATER" written on it. The man is wearing a dark jacket and glasses. In the background, there are other items on display, including what looks like a kayak or another canoe.

Choose your new canoe at Centresport
— Off The Shelf
Latest designs of all leading makes in stock.
Favourites for slalom, wild water and touring.
Everything you'll need.
— Send for stock list or call and see:
CANOE CENTRESPORT.
Centresport,
40 Woodhouse Lane, Leeds LS2 8LX
Tel: 31024

DOUBLE TOP

WINNERS
CHOOSE



EITHER
GLASS GLIDER
OR
KIRTON MIRAGE

STRUER-
KIRTON



THE

CANOE
ENTRE (TWICKENHAM) LTD.

18 BEAUCHAMP RD. TWICKENHAM. MIDDX.
TEL. 01-892 8979

MARSH LANE. CREDITON. DEVON.
TEL. 0363-2 3295

- *I Look at that, it's like a battleship.!. IT'S A TOURING KAYAK * COMMENTS ANSWERS AT CRYSTAL PALACE 1970.
 - *IFold it, pack it in a bag? Ridiculous.!. THOUSANDS DON'T THINK SO
 - *IOxford or Cambridge paddle it? Ha. Ha.. 4/5/6 SEASTER KAYAKS ARE POPULAR
 - *ISail a kayak? You must be joking.!......FACT - 75% OF OUR EXPORT MODELS HAVE SAILING EQUIPMENT - FACT - 68% OF OUR PRODUCTION IS EXPORTED....
 - *ISlalom?..... SORRY, NO. WE DON'T CONSIDER OUR PROTOTYPES MEET OUR EXACTING STANDARDS WE HAVE MAINTAINED FOR ALMOST 40 YEARS..
- *with acknowledgement to the persons who made these statements

HAPPY NEW 'SLALOM' YEAR

WITH THE

'GRANTA TROPHY'

SEE IT AT
CRYSTAL PALACE

YES! THIS MEETS OUR STANDARDS. DO YOU REACH IT...
NEW COLOUR ILLUSTRATED CATALOGUE NOW AVAILABLE



**GRANTA
BOATS
LIMITED**

RAMSEY, HUNTINGDON,
PE17 1HG. ENGLAND.
Ramsey 3777 (STD 04-872)

GRANTA FOR
QUALITY &
RELIABILITY

Ottersports LTD SERVICE FOR ALL CANOEISTS



TOURING

KAYAKS, CANOES, KITS, PADDLES

SLALOM

KAYAKS, PADDLES, ACCESSORIES

D.I.Y.

KITS, PLANS, MATERIALS...

KAYAKS - PADDLES - KITS - LIFEJACKETS - AND ACCESSORIES

Ottersports LTD

BRUNSWICK PLACE, NORTHAMPTON
phones 39405 & 39161

COMPLETE

Service

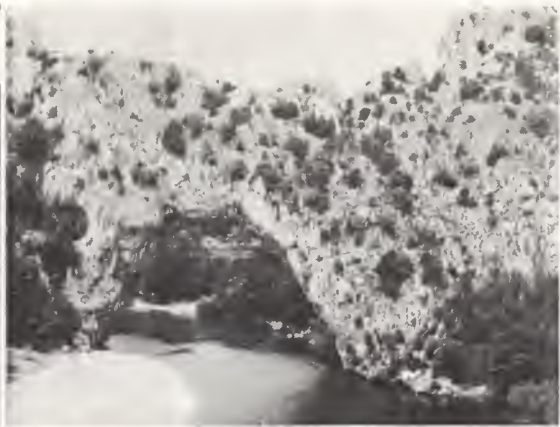
FOR ALL CANOEISTS

OTTERSPTS Ltd., Brunswick Place, Northampton.
Please send me FREE, your Illustrated Catalogue.

NAME.....

ADDRESS.....

C. M.



SUNSPORT HOLIDAY SOUTHERN FRANCE

PACKED WITH ADVENTURE,
VARIETY AND FUN....

RIDING IN THE CARMARGUE....

MEDITERRANEAN SUN, SEA
AND SAND, WITH SAILING,
SNORKELLING, COBLING....

PLUS A CANOE CAMPING
TRIP THROUGH THE
SPECTACULAR WOODDED
GORGE OF THE ARDECHE....

School parties and Youth groups
15 Days - £55

*Further information and free colour brochure
of our inexpensive twin centre sun sport tour*

P.G.L. ADVENTURE LTD
STATION ST., ROSS on WYE,
HEREFORDSHIRE.
tel Ross-on-Wye 3311

CANOEING MAGAZINE

Classified Advertisements
6d. per word prepaid
(minimum 8s.)

small ads.

CANOE & KAYAKS

FOR SALE - HUNTER K1 in fibreglass, blue with white flash. Excellent condition, only 6 months old. £45 o.n.o. Apply: B. Haynes, 57 Tenton Road, Staines, Middx. Tel: Staines 53498.

FOR SALE - STRUER HUNTER K1, excellent condition. £75. G. Harris, 1 Edwards Road, Hythe, Southampton.

FOR SALE - HOME BUILT VENEER K2 - cold moulded - built to racing specifications. £20. Bernard Perrett, 4 South Drive, Leighton Park School, Reading. Tel. 860412.

FOR SALE - WHITE WATER/FAST TOURING kayak MOULD. Good condition. £25 only. H. Evans, 210 Cheltenham Road East, Churchdown, Gloucestershire.

FOR SALE - SLALOM KAYAKS, various prices and condition. Write for details - G. Hodgson, 59 Sudbury Park, Sudbury, Derbyshire.

DRY SUITS

DRY SUITS: Made to measure at £14 0.0. KITS: From £7 0.0. Send for samples and measuring forms from: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby. DE2 7DF. Tel: DERBY 61108.

EQUIPMENT

CRASH HELMETS - 'Wilde', East German for sale. £3. - Robin Witter, 5 Walnut Close, Upton by Chester, Cheshire. Tel: CHESTER 25277.

FIBREGLASS

NEW FIBREGLASS MOULDS: Top quality fibreglass moulds with positive locating flange for 'DEFIANT' Mk2 and SOAR VALLEY Slalom Kayaks for sale - PRICE £650.0. Further details: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby. DE2 7DF. Tel: DERBY 61108.

BUOYANCY

HARISHOK BUOYANCY JACKETS as worn by members of THE BRITISH SLALOM TEAM, I. C.F. standard. Price £5 12s. del. free. Also KITS £3 17s. measurements and cash with order. KANURAK to match in proofed 4oz nylon with velcro adjusted neck and wrist bands. Medium up to 40" chest. Large up to 48" chest. £3 10s. From: 22 Schools Road, Manchester M18 8RF.

Announcing the HARISHOK 'B' MODEL Personal Buoyancy. Designed to fit over dry suits easily. In all sizes in yellow or orange. Small 28" to 36" chest/medium up to 40" chest/ large up to 44" chest. Other sizes to measure. Price for all sizes £6 0.0.

CANOE PLANS

B. C. U. CANOE PLANS - 25 designs available. List from: 55 Conaglen Road, Aylestone, Leicester LE2 8LE.

GANTOCK SINGLE 16' 0" x 23". Specially designed for sea touring. Plans 30/-: R & W CANOE PLANS, Old Manse, Inverkip, Renfrewshire.

BUILD-YOURSELF PLANS for canoes and other craft in PLYWOOD MOULDED VENEER FABRIC

Cheapest and simplest plans, with full-size drawings. Thousands of satisfied P. B. K. owners.

Stamp for list of fully detailed plans etc.

PERCY W. BLANDFORD
NEWBOLD-ON-STOUR, STRATFORD-ON-AVON

FILMS

Definitive films of C1 and C2 technique, demonstrated by Czech and East German world experts, for hire or sale. 8mm. standard. For further details write: Robin Witter, 5 Walnut Close, Upton by Chester, Cheshire. Tel: CHESTER 25277.

THE LIFFEY DESCENT. Film sponsored by Messrs Coca-Cola. Now available for Hire. No. 16/8. Other titles available: Arkansas River Race U. S. A. 16/1, World Slalom, France 16/3 and 16/4, Llangollen International 16/7, plus others in 16mm and 8mm. Send foolscap S. A. E. for Leaflets to: CHRISFILM, 4 Victoria Street, Wetherby, Yorks. LS22 4RE. Tel: Wetherby 3220.

WET SUITS

DOLPHIN

The NEW name in top quality
WET SUITS

DOLPHIN, Wet Suits Ltd., (CM) 69 HATFIELD ROAD,
ST. ALBANS, HERTS. Phone St. Albans 50662

HOLIDAYS

FOR SCHOOLS AND YOUTH ORGANISATIONS our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park and our River Ardèche Centre provide an inexpensive introduction to CANOEING for school party groups. Write now for our 1971 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire. Tel: ROSS 3311.

A HOLIDAY teaching others to Canoe at our Wye or Cornwall Centre. If you have the personality and ability to teach novices, B.C.U. teaching qualification is desirable, send for application from to: Peter Hall (1/C), Y.H.A., St. Albans, Herts.

EXPLORE SCOTLAND'S WEST COAST. Canoeing and walking holidays to remote lochs and headlands; hillwalking holidays too. Brochure form: TREKKING HOLIDAYS, Strome ferry, Ross-shire.

NEW YORK return by BOAC SUPER V.C.10 for £680.0. A charter flight for B.C.U. members, dep. Heathrow 28th July, 1971 - Return from New York Kennedy Airport 18th August, 1971. For booking forms and further information send foolscap SAE to: Chris Hawksworth (GCE), 4 Victoria Street, Wetherby, Yorks, LS22 4RE. or Tel: Wetherby 3220.

INSTRUCTORS

TEMPORARY CANOEING INSTRUCTORS required; U.K. and France, Short or long periods April - October. Details: P.G.L. ADVENTURE LTD., Ross-on-Wye, Herefordshire.

INSTRUCTOR-Canoeing, Canoe Building and Light-weight Camping; also some opportunity for local youth work. Salary according to age, qualifications, and experience. Single accommodation available. Apply - Camp Director, Y.M.C.A. National Training Centre, Fairthorne Manor, Curdridge, Southampton, SO3 2GH.

NEW K FROM
DECKS

CANOE-CAGS

THE IN JACKET FOR THE CANOEIST
LOOK SMART ON OR OFF THE WATER

- * 4oz NEPRENE BACKED BRI-NYLON
 - * MANDARIN COLLAR (VELCO ADJUSTMENT)
 - * DOUBLE WRIST (VELCO ADJUSTMENT)
- FOR CANOE OR CASUAL WEAR
THIS IS WHAT MAKES IT DIFFERENT.....

COLOUR
ROYAL BLUE with YELLOW SLEEVE FLASH
YELLOW with BLUE SLEEVE FLASH
ALREADY G.B. TEAM MEMBERS HAVE THEM,
THE PRICE 85/- sizes S.M.I.

send for illustrated leaflet:

**HOWARTHS SPORTS, 27 LIMEFIELD ROAD,
Southills, BOLTON.**

P & H FIBREGLASS PRODUCTS
OFFER TOP QUALITY
LOW PRICED

**CANOEES AND KAYAKS AT
MOST COMPETITIVE PRICES**

**COMPARE OUR PRICES AND
PRODUCTS
THEN MAKE YOUR CHOICE**

**WE OFFER IN OUR RANGE A QUALITY
FIBREGLASS KAYAK WITH FITTINGS
FOR ONLY £30 0.0.**

SEND FOR DETAILS OF OUR FULL RANGE
OF CANOES AND KAYAKS

P. & H. FIBREGLASS PRODUCTS
76 DALE ROAD, SPONDON, DERBY, DE2 7DF.

TEL WORKS - ILKESTON 3155 HOME - DERBY 61108

THE NORTHERN WILD WATER CENTRE

We had hoped to show you a photograph of our newly developed K2 on this page, but at the recent Exe descent LD, this craft was so far ahead of the field that none of the photographers managed to catch up. (After a loop at Four Pines weir followed by a swim, the crew finished third). Not bad for a boat that had not been in the water prior to the race.

Have you noticed that very few advertisers, when they quote their race wins do not quote a year? Suffice to say that our proprietor has pushed his personal total of trophies to 56, and these include trophies for every class of canoeing except.

Have you also noticed that very few manufacturers quote their prices, ever wondered about the one's that don't. Members of the British Team and first division have had our new 'OLYMPIA' slalom K1 for three months, but we have not dared to advertise it because of the huge number of orders we have had in hand for the 'INN-SPEZIAL', we therefore list below our new craft for 1971 and our current range of truly slalom or race winning kayak:-

'OLYMPIA:- A brand new slalom Kayak from Toni Prijon. Already in use by British team members. Complete with S/Cover £47.50.

'ELECTRON 2:- A brand new sprint and L.D. K2, built to ICF dimensions, all craft have buoyancy blocks as standard, price without spray covers but otherwise complete £65.00.

'ELECTRON 4:- A brand new K4, sectioned between cockpits two and three the largest racing kayak ever made in GRP, designed to the ICF K4 specification. Price complete £140.00.

'SURFYAK Mk2:- We started the craze with the Surfyak 1, this has now been improved to suit British surf, it travels faster, does more tricks, and in addition has recessed grab handles for greater safety. Price including Double Elastic S/Deck £37.75. (N.B. The kit is now discontinued as impracticable.)

These are of course in addition to our current range of Kayaks:-

'INN', and 'INN-SPEZIAL', two excellent Slalom and White water kayaks, the 'INN' used on the Grand Canyon Exped, the best selling slalom Kayaks for 1970. Designed by Toni Prijon. Price, complete including S/Deck £47.50.

'The PHANTOM SPRINT 2', again designed by Toni Prijon, this fantastic Wild Water Racing Craft is possibly the most successful ever built. £48.50. incl. S/Deck.

'ESPADA Youth K1' in Kit form from £34.00 Complete £44.00.

The 'INN-MINOR', a scaled down version of the 'INN' for the younger paddler price, Kit form £17.00, complete £28.50 incl. S/Deck.

Also:-

'LIFFEY LIFEY':- Brand leader in Buoyancy Aids for the Canoeist.
Standard £5.50. Spezial with Dip £6.30 p.p. 0.15p

'CHRISLID':- Brand leader in Crash helmets for the canoeist, a new shape for 1971. Med to 7 $\frac{1}{4}$, and large above 7 $\frac{1}{4}$ available. Price:- 2.60 p.p. 0.15p. Choice of colours.

PLEASE WRITE OR CALL FOR LITERATURE ENCLOSING STAMP



THE NORTHERN WILD WATER CENTRE

4, VICTORIA STREET, WETHERBY, YORKSHIRE.
Tel: WETHERBY, 3220 or COLLINGHAM BRIDGE, 3198



Contractors to: Education Authorities, and forces both at home and abroad.

COMPLETE SERVICE FOR BUILDING GLASSFIBRE CANOES

ALL TEN MATERIALS IN STOCK
AT ALL TIMES



Ox 1 showing Rear Deck Stiffeners

TRYLON LTD. PLEASE SEND ME:—

- T14 GUIDE AND PRICE LIST
- T29 HIRE OR SALE OF MOULDS
BAT 8ft. TRAINING and BAT POLO
OX1 13ft. 3in. LIGHTWEIGHT SLALOM
TIGER 14ft. FAST TOURING
ESPADA 17ft. BCU YOUTH K1
- T40 BOOKING FORM FOR FREE CANOE
BUILDING DEMONSTRATIONS
- "HOW TO BUILD A GLASSFIBRE CANOE"
2nd EDITION READY NOVEMBER
5/- POST FREE

NAME

ADDRESS

MS



TRYLON Ltd. WOLLASTON. NORTHANTS.
Telephone Wollaston 275 STD 093-363 275

WILSON (Prestwick) Ltd

167 AYR ROAD, PRESTWICK, AYRSHIRE

SUPERIOR PADDLE KITS WITH REPLACEABLE BLADES

rely on *Lendal* paddles

LIGHT · STRONG · FLEXIBLE

Sprint/Long Distance/Slalom/Touring Models

Special terms on quantity orders to Schools, Clubs, Universities, etc.

re-introducing

Former Wooden Range—Plus Slalom Paddle

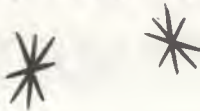
PLASCO Shark 1

A general purpose kayak suitable for Touring, Wild Water, Slalom and Sea work.

£29 complete



Built with seamless construction on the monocoque principle for strength.



Already proved in surf, Div 3 slalom, river Touring and Sea work.



Good directional stability for the beginner.



OPTIONAL EXTRAS

SPRAY COVER: - £2. 10. 0
KNEE BARS: - £1. 0. 0

SHARK 1 KITS

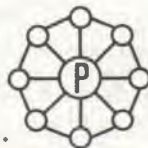
MONOCOQUE BOAT COMPLETE:
You fit the seat and trim.
£23 Complete with bonding Kit.

PADDLE KITS.



SPECIFICATION

Length: 13'6"
Beam : 24"
Height: 11"
Weight: 35 lbs approx.
Choice of colours, single or two-tone.



PLASCO
Blue Gates, Biddulph, Stoke on Trent.
tel: Biddulph 2342

PADDLES? JH



for KAYAK

Wood, ash-spruce-ash shaft, and glassfibre blades. £5/18/- carriage 7/6

for CANADIAN

A new wood paddle of advanced design. £4/18/-, carriage 6/-

Details from JON HYLAND

42 Diddington Lane

Hampton-in-Arden (Tel. 2247)
Warks.

FIBREGLASS MATERIALS

LAY-UP RESIN. Lloyds & B.S. approved.

3lb tins @ 3/10 lb 10lb tins @ 3/4 lb
56lb tins @ 2/10 lb 112lb tins @ 2/4 lb
500lb @ 2/2 lb 1000lbs @ 2/- lb

Fire retardant resins 6d. per lb. extra.
GEL COAT RESIN. Lloyds & BS approved.
Prices as for Lay-up resin plus 6d. per lb.

GLASSFIBRE MAT. 1st grade, 'E' Type.
B.S. approved.

1oz mat @ 3/- s yd 1 1/2 oz mat @ 4/6 s yd
2oz mat @ 6/- s yd Discount on 20 s yds
or per lb: 120lbs @ 4/5 per lb.

2nd grade mat @ 3/8 per lb. Full rolls only

SURFACE TISSUE available in 3ft. widths
1/5 per yd length. 1/2 yd per 10yd length
11d. yd per 100yd length.

GLASSFIBRE REPAIR KITS

Type 101/1. To cover area of 3 sq. ft. 17/6
Type 101/2. To cover area of 8 sq. ft. 27/-
Carr. free.

ALL RESINS SUPPLIED WITH
HARDENER FREE OF CHARGE

Callers welcome, Mon-Fri. 9-5. Sat. 9-12.

Carriage charges 3d. per lb. 2/6 minimum.

Free on orders £25 and over.

Admiralty and Lloyd's Approved Factory.
Works situated at Thornycroft (Hampton)
Boatyard.

Primapak Div., Platts Eyot, Lower Sunbury
Road, Hampton-on-Thames, Middx. 01-979 1904.

PRIMA PLASTICS LTD.

TWO NEW KAYAKS FOR '71

JC

SEE THEM

and all
OUR RANGE

at
**CRYSTAL PALACE
CANOE
CONFERENCE**



OR VISIT OUR SHOWROOMS AT NORWOOD

ANYTIME Mon—Fri 9 to 5.30 Sat 9 to 12.30

JC

JAYCEE GLASSFIBRE PRODUCTS

69 Knights Hill, West Norwood, London, S.E. 27

tel: 01-670 1234 SUPPLIER TO H.M. FORCES & EDUCATION AUTHORITIES

send for illustrated leaflets

Five New KAYAKS For You IN 1971 SOMETHING FOR Everyone

SEE THEM AT
CRYSTAL PALACE
6TH/7TH FEB.

NEW



LANCER THE STRUER LANCER K1
AN EXTRA TO OUR ALREADY SUPERIOR RANGE OF RACING KAYAKS.

NEW



ESPADA BCU YOUTH K1
THE ONE DESIGN KAYAK SPONSORED BY THE BCU FOR YOUTH RACING.

NEW



DART CLASS 3 L.D RACER
A NEW ERA IN KAYAK DESIGN.

NEW



VEGA
A DEVON MADE SURFER FOR DEVON MADE SURF.

NEW



COMRADE-WANDERER
ARMCHAIR COMFORT FOR THE TOURING ENTHUSIAST.

THE  **ANO E**
ENTRE (TWICKENHAM) LTD.

18 BEAUCHAMP RD. TWICKENHAM. MIDDX.
TEL. 01-892 8979

MARSH LANE. CREDITON. DEVON.
TEL. 0363-2 3295