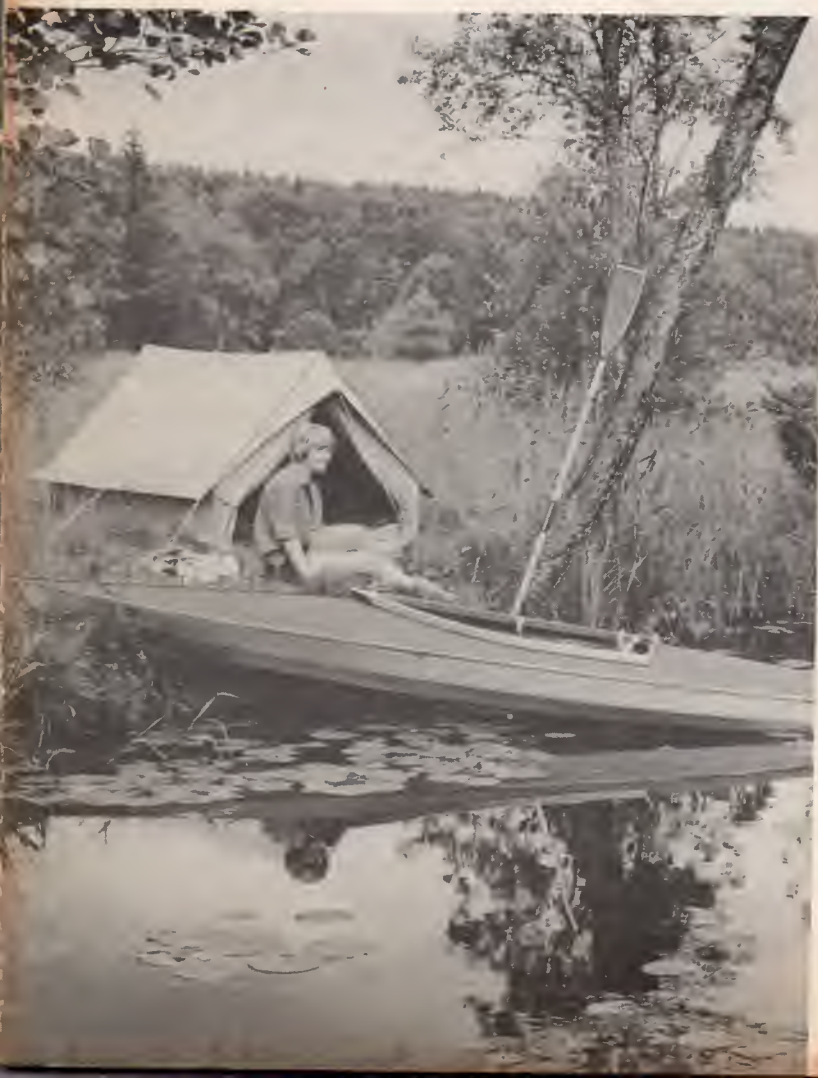


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Canoeing

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Number 2

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EDITORIALLY SPEAKING

Canoeing is a great sport. Every year more and more people are discovering this, and are buying their own canoes or spending their holidays on 'package' canoe tours organised by an increasing number of organisations. This increase in our numbers is something in which all canoeists must rejoice for the stronger our sport so must be the greater the benefit to us all. But the situation is not without danger.

As the number of canoeists grows so does the frequency with which canoes are seen on our rivers. In most cases this does not matter for the majority of landowners are pleased to see people enjoying themselves on the river. There are, however, a number of rivers which are jealously preserved because of the quality of the fishing, and, rightly or wrongly, the owners of the land adjoining these waters believe that the passage of canoes has a harmful effect on their own sport. In many cases the British Canoe Union has negotiated a settlement whereby canoeists can use these waterways at certain times subject to prior approval. We ask that all canoeists intending to paddle down this handful of fast waters rivers should check with B.C.U. officials prior to using them.

One final word to those whose activities are limited to quieter streams. Though there is seldom any objection to the passage of canoes, the right to camp is still a privilege so please ask permission before pitching your tent. Remember courtesy costs nothing, and other canoeists may be following you.

A further adventure of ARBUTHNOT SPENCER SPLODGE

SPLODGE GOES CAMPING



In the early days, when Splodge was new to canoeing, he and his mates tackled a river camping trip. The watery bit was found not only on the river but also on the land. Splodge made some ghastly blunders, and went home in his pal's van, with the shattered remnants of his canoe on the roof. His pals carried on down river being made of sterner stuff, and luckier than Splodge. Downriver of course, for the same reason that one does not whistle against the wind, or the semi quavers become stuck in the teeth. But let me tell you the sorry tale.

Their landfall was a soggy muddy business made late in the day, so the lads, being dispirited, dropped their gear in a heap on a ground sheet covered it with another, and beat it for pastures new at the local. Bent on a nosh up, they trudged wetly into the bar, their clogs leaking river mud and their clothes reeking with the smell of wet wool. A faint steam rose up from that sodden clump by the fire, and the landlord lost a little of his enthusiasm. He did, however, provide hot water and sugar for their whisky, and they felt better for that.

Then back to the tents, it was. They had a sloppy trudge along the bank in the gathering damp. A cow had trodden on Splodge's canoe, bust a stringer and ripped the canvas. A bed roll had slipped off the heap and sat smugly mucky in the dew, but being full of beer, whisky, and bonhommie, they cared little for that. Putting up the tents was a messy business. The light had gone and Splodge was thankful that cows did not fly. The rain was starting again and although they really knew better they thought to find shelter whilst erecting the tents by working under the tree. Being clumsy with fatigue and dizzy with ale, they let their backs rub on the inside of the canvas, and the water dripped in all night. Of course once having pitched the tents under the tree that is where they stayed. All night, while the tree twitched, clattered and dripped, Drums along the Mohawk.

Water for the coffee. Where water? Ancient water mariner everywhere and all their socks did shrink. Fuddled. Far from home. River water. All good stuff off the deep fells, the cattle meadows, the villages. Like the little boy on the plaque in the pub. Never drink water. Comical, eh Splodge? Oh well, boil it. The water.

So to bed. And out to count dewdrops on the hedge. And bed. Cold, very. No whisky to warm now, and colder. Should have repaired the air bed. Cold, hard ground. Rivulets of rain all over the ground sheet. Bed damp, clothes damp, future grim. Cows grunting early, sound of cracking stringers, cow slobbers all over the cornflakes, which were wet anyway, having been carelessly left out in the rain. Dizzy, remember, careless remember. Remember too well.

So Splodge went home by van. As the nearest approach was to the farm, just up the hill a little way, he had to carry all his gear that remained, piece by sloppy piece. Farmer's wife quite pleasant saying that they could have used the barn, and what a pity about the canoe, but they'd picked the very place where the cattle went to drink. Farmer at first not so pleasant, asking Splodge to go with him back to the camp site to check up and collect tins, etc. from under the hedge where they had hidden them, Farmer pointing out that calves, being inquisitive, would seek the tins out and very likely cut their daft mouths on the raggy edges. "Queer old place to camp", said the farmer. At the bottom of the hill? He had seen water an inch deep rolling down that hill in heavy rain. See how close the opposite bank was? River comes up to 6 feet in 2 hours just here. Well, they might have got away with it, he supposed, if it had. Now if they had only come to the farm last night, they could have used the barn, had fresh water, eggs and milk. Oh, rub it in, thought Splodge. Besides, it would have been an elementary courtesy, surely, to have told him they were there. He could see that they were canny lads, but he did not know that before and might have caused a rumpus if he'd caught them last night. Lord! thought the weary Splodge. This is a kindly man, but if I were big enough and strong enough, I'd thump him. Belt up man, please do.

So Splodge went. Sad, sorry, thinking uncharitable thoughts with a shattered canoe on the roof.

Therefore,

1. Take lightweight gear.
2. Pack it in waterproof bags. Polythene is too flimsy on its own
3. Tie the bags to the frames of the canoe.
4. Arrange camp site before going, whenever possible.
5. By making a preliminary survey, whenever possible.
6. Use your noddy when selecting a site, especially look for ground water, flood water, dripping water. And tap water.
7. Access by road could be important.
8. Are fresh supplies available nearby?
9. Toilet facilities are important. Ask the cows.
10. Take this advice with a pinch of whatever flavour suits it best, and try it for yourself.

Remember canoe camping is just ordinary camping, but with that little extra that makes the difference.

THE ITALIAN ANNUAL TRAINING PROGRAMME

by BLAHO KALMAN

translated by Leslie Willmott, M.A.(Cantab.) F.L.A.

PART III

3. MAINTENANCE OF FORM PERIOD (1st June to 15th September) Regatta Period.

Purpose

The maintenance of specific stamina, strength and style, and within this the building up of maximum form for the peak races, together with final assimilation of details of technique and tactics.

Kinds of Training

The training plan is based on training over long and short distances interspersed with games periods depending on the capacity of the individual or team. During training periods in the boats we should carry out exercises with complementary movements. This is necessary because in the period of specific training we execute in general the same cyclic movements and thus spend the greater part of the time with the greatest effort.

A. Training in the Boat

It is better to prepare the training programme from race to race, elaborating it according to the races in which paddlers are taking part, either individually or as a team, over long or short distances. We should take into consideration the following: the training distance, the intensity, the development of individual or group technique, speed, etc. As in the preceding period we shall diminish in general during the training the number of kilometres paddled, but increase the intensity of work. We must develop to its maximum paddling technique.

B. Other Methods of Training

To balance the heightened intensity of the racing period and its nervous tension the boat training should be thorough but alternated with light gymnastic exercises and games.

Theory

On one of the days immediately preceding the regattas a meeting of paddlers should be held in which is given the detailed programme of the regatta, place and time of assembly, method of transporting the boats.

After the race a meeting should be held immediately to assess the results of the regatta. It is essential that the achievements and shortcomings should be criticised objectively. From these experiences it should be possible to indicate for succeeding races methods of correcting generally and individually errors committed during training, both in technique and tactics. The attention of the paddlers should be continually drawn to modest behaviour in order that they may compete with true sportsmanship.

Racing

In this period we take stock of the year's work.

Only those paddlers who are physically and technically prepared and who know the rules of competition will be allowed to take part in regattas.

The results of individual performances should be evaluated according to the standard of preparation of the competitors, and bearing in mind their adversaries, and all those other circumstances which could have influenced a good or bad result.

Taking all this into consideration the results of the races and our work during the year can be evaluated so that ultimately we can discover what in our training programme and its realisation have achieved positive results and what has been negative.

Medical Examination

About a month before the date fixed for the attaining of maximum form a medical examination is advisable. This usually takes place in July.

Culture

Again in this period a programme of group culture is organised.

Number of Training Periods per Week in the Regatta Period

The duration of the daily training period is between $1\frac{1}{2}$ and $2\frac{1}{2}$ hours.

JUNE	-	Total number of periods per week	6
		Training in the boat	5-6
		Other types of training	1
JULY, AUGUST, to 15th SEPTEMBER			as above.



R.Temb, above Downton Gorge by Burrington Br. Two members and hats a) home made Davy Crockett for winter use, b) Mexican sombrero for sunshade and very cool. Birmingham C.C. Boats T.66 and P.B.K.15 modified and Sports Dipper cockpit (Photo: J.B.Gosling). Leica 3.5 Elmar on K.B.17 Adox.

In the Wake of The Romans

by RON CANNING

Way back, when a galley was an overgrown canoe with a Roman skipper, this south eastern tip of the British Isles called Thanet was an Island of some note with a two mile stretch of water twixt us lot and you lot, and a couple of forts standing sentinel to sort us all out.

With the march of time, the Romans were posted, silt and marsh replaced the proud channel until only a thread of blue remained on the map. Take a look for yourself, O.S. map 173, and if it fascinates you, as it did us, you may wonder if it is still possible to emulate these Roman galleys and make a circuit of the Island. Mind you the only thing which stopped me in the beginning was the 36 miles or so of assorted tides, the North Foreland, and the crossing of Pegwell Bay.

However, after a couple of years I had almost talked myself into it, and then in a rash moment I mentioned it to Dick Waterhouse - damn me, he took it seriously, and the next Sunday at 8.35 a.m. we were heading out of Minnis Bay and paddling east towards the North Foreland in our Klepper Aeriis.

A mile out with a light following wind and a pleasant popple on the last of the ebb tide we had time to enjoy the sight of the Margate sea front as we slipped past the low white cliffs with the inviting bays of Grensham, Epple, St.Mildreds, and Westbrook.

With the pier and jetty to starboard and the North Foreland to round, a dark line on the sea ahead foretold a less favourable wind, and sure enough as we swung past the North Foreland lighthouse and headed south past Broadstairs we faced into a freshening wind and a rising sea, although the tide was still helping according to plan.

Just before Ramsgate we were astonished to find ourselves approaching a sharply defined line of broken water which once entered remained with us until we entered the mouth of the River Stour some three miles distant. Here our target was a pontoon moored alongside Richborough where we calculated the tide would start to flood up river whilst we refueled ourselves. And so it did. A fact which brought forth much jubilation from the navigation department.

In high spirits we put the spraydeck away and started off, so did the rain. We stopped and put the spraydeck on - the rain stopped. We started off again, and the tortuous miles to Sandwich between steep banks of mud were pushed behind us.

The rising water slowly increased our view. A Roman legionary might have been watching as we glided below the sombre castle walls, certainly workmen were as we fronted the new powerstation under construction close by. After seven miles of paddling away from the pontoon we were only a hundred yards away - does that river wind - but we were glad we had turned down the temptation to portage.

On to Pluck's Gutter, how is that for a name, where we joined the River Wantsam and heading north for the sea again. Three portages a brawl with some swans, a trip down a half-filled three foot pipe, and once more we were on the sea. What a thrill that was.

By now the tide was full and the seas were large, just in keeping with our mood. We raced along the crests with a strong following

wind. Those last few miles filled us with exhilaration.

Then after seven and a quarter hours paddling we reached our starting point. Mission accomplished, ambition realised, and the next target already under discussion. Canoeing is not a sport, it's a complaint.

B.C.U. A.G.M.

At the A.G.M. on the 13th January, the Council of the British Canoe Union will ask members to approve an increase in the capitation fee from 4s.6d. to 7s.6d. This is something every member should support.

The last increase was in 1951 and to maintain the same spending power an increase to 6s. is necessary, but the Council are to be applauded for seeking a further rise to 7s.6d. It is impossible to maintain a first-class organisation on second-class subscriptions.

Nevertheless, before giving approval to this increase members must be assured that the money will be wisely spent and on things which will benefit the majority of members, and this means the touring canoeists who form 90% of the Union's membership. Two possible outlets would be: the mailing of 'Canoeing in Britain' direct to members, and the payment of travelling expenses to Council members living outside London.

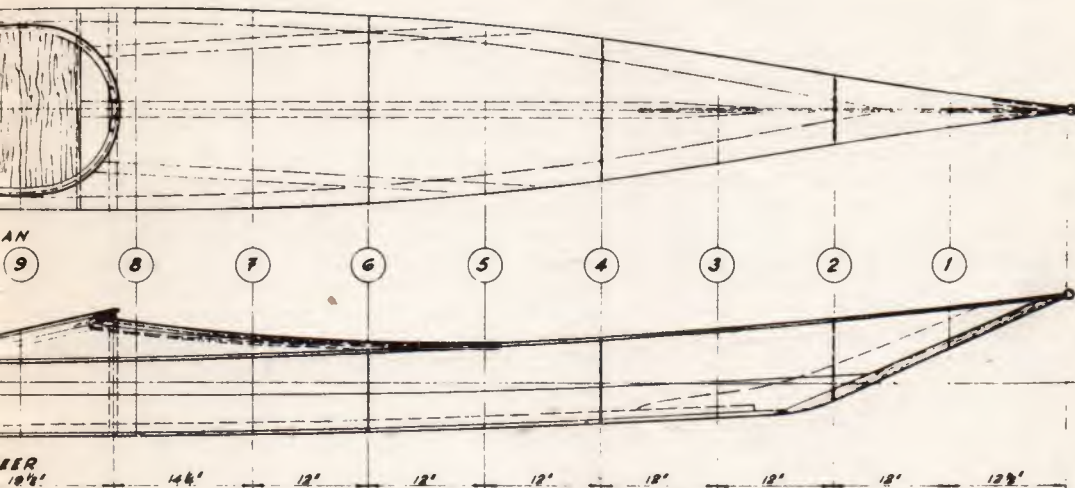
Finally, in view of the recent correspondence in the pages of 'Canoeing', there is the opportunity for the proposal to be amended to include a reduction in the rates for individual members.

It is with deep regret that we announce the sudden death of Mr.H.Eustace Wells, Late Commodore of the Royal Canoe Club, and one of the founders of the British Canoe Union.

Mr.Wells, who was 81 years of age, died on Sunday morning 26th November and a Requiem Mass was said at St.Raphael's Church, Kingston at 10 a.m. on Thursday November 30th followed by interment at Kingston Cemetery.

A floral tribute was sent from the British Canoe Union. Messages should be addressed to Mr.Peter Wells, 55, Arnison Road, East Molesey.

Canoeing kayak design



ARRANGEMENT DRAWING -
DISPLACEMENT 250 LBS OR 114 KG.

The body sections on Drawing 2 have been 'faired'
by a mathematical process and embody the exact lines of the kayak.

DRAWING NO 1.

UNITED KINGDOM AND WORLD COPYRIGHT RESERVED
To the designer. The purchase price of this plan includes
the royalty for the construction of one craft only.

GREENLAND KAYAK 'ROSS' AND ITS DESIGNER

This Eskimo kayak has been designed by Mike Wilkins, designer of the 'Flying Fish' and the 'Ace of Clubs'. It was originally built in Australia for Henry Ross, three times winner of the Devizes to Westminster Race and holder of the Cross-Channel Canoe Record, and had a thorough testing out there.

The 'Ross' Greenland Kayak shown above has been slightly modified in one or two constructional details but is essentially the same boat. The 'Ross' was designed to provide a fast sporting Kayak with the emphasis on seaworthiness plus reliability. Mike Wilkins feels that in this boat he has brought together the best of the Greenland kayak's qualities, and combined them with the advantages of the hard chine sports canoe. We agree with him and are therefore happy to present these plans to our readers.

As we go to press the final cost of the plans is not yet available, but we hope to have them on sale at our stand at the Camping and Outdoor Life Exhibition at Olympia. For those who won't be coming there, we shall be publishing more details in the next issue of 'Canoeing'.

SLALOM SCENE

reported and photographed by CHRIS SUTTON

For the Slalom fraternity the Season has at last closed and Zeta can be put into hibernation for the winter. The Oxford Ranking Slalom was unfortunately cancelled owing to a very unusual state of drought on the Thames. October is usually a month of fairly high rainfall but the Thames Conservancy were resorting to the use of sandbags to block up Sandford Weir. We hope this event will be the first 3rd and 4th Div. Slalom of next season, for Sandford is the highest Thames Weir and should provide some really good rough water.

The last 1st and 2nd Div. Slalom took place at The Rocks Rapids just above Buihth Wells and certainly ran the season out in the best possible way. The event was brilliantly organised by Worcester and Royal Leamington Spa C.C. who carried off the competition in very slick style. I feel the loudspeakers could have been put to more use, especially to give results to the spectators. This was probably the best organised Slalom of the season but it was again noticeable that the spectators are completely uncatered for. Iain Carmichael was in grand form and easily won the event in his new Teryskin Spuhler which dispenses with the traditional canvas decking. Iain caused a mild sensation by using the continental slalom blades which have a wider blade area and are slightly curved. As we were the "inventors" of the flat slalom paddle we are watching the advent of the curved blades with mild dissatisfaction. I predict however, that they will definitely be "in" next year, especially for the longer river courses requiring more sustained speed. The other alternative is the new flat slalom blade by Tyne Ltd. with larger blade area and revolutionary shape. They must however be made of a stronger material to survive the tough treatment given them by the White Water boys - mine only had the good grace to stay intact for 20 minutes.



Iain Carmichael (Twickenham) with the new Continental Slalom blades slightly curved at the ends. He is here seen after the fall at Buihth Slalom breaking out of the rather vicious tail.



Geoff.Dinsdale, looking very cool and suave, telemarks into the rough for Gate 12.
Div.I Slalom, Bulth Wells - photo CHRIS SUTTON

We were all glad to see Doug Simms back in competitive slalom. He still retains the magic touch of the true natural but appeared to be sadly out of practice.

Well the season is now over and the ropes have been stretched across the rivers for the last time. Winter closes in on us and traditionally we put our feet up on the mantelpiece or as your Editorial puts it, Eskimo Roll in heated Swimming Baths. Not a bit of it. Slalom has become so highly competitive that wet suits and Winter Training are the order. The fact being that anyone who does not keep Eskimo Rolling in the Weirs and Rapids will find himself so rusty next Spring that the fight against demotion may prove too fierce.

Well, what has 1961 taught us. We had a very young and relatively inexperienced team for the World Championships at Dresden and with the exception of Keith White didn't do at all well. This isn't really surprising - we had lost Paul and Doug. Simms and also Julian Shaw (through the almost inevitable marriage factor). Perhaps we were over optimistic; Paul's fantastic achievement had gone to our heads to such an extent that we forgot the devoted effort and tremendous training before gaining the World Championship at Geneva. At the moment competition is more intense than ever in the 1st Division and a single 50 puts one right out of the running for the first ten. This fierce competition factor should produce a much stronger team for Spittal in 1963.

Two boys to watch are Dave Mitchell of Chester C.C. and Dick Marlow, of Chalfont who have both rocketed into the 1st Division this season and look remarkably good on the water. Both Dave and Dick spend a great deal of time on their training.

I have felt however, that we tended to take a rest in the pre - World Championship year of 1961 - we must not do this again next year. I hope next year will include a training holiday on the Lieser, as well as some "Giant Slaloms" with more than 30 gates and a very long and rough course.

BOOK REVIEWS

CANOEING by Joe Jagger (Arco, 12s.6d.)

Yet another book on basic canoeing, the fourth this year, this time by Joe Jagger of the C.C.P.R. As might be expected the author through long experience of introducing novices to canoeing is familiar with the questions which beginners ask, and in this book succeeds in answering them with admirable clarity.

The book covers building, touring, sea canoeing, racing and slalom, and each chapter provides the essential information. There are both line drawings and photographs by way of illustration, but unfortunately the very topics which need pictorial explanation, e.g. Eskimo Rolling, are described without their aid.

In all the practical information we found only one lapse: the suggestion that in sea canoeing a spare-half paddle should be carried - we wondered which half! On less important topics, two further points should be clarified in the next edition: one, MacGregor did not design his canoes 'round about the turn of the 19th century' - he died in 1892; two, the author writes about the Eskimo kayak, but describes the Greenland kayak - there are several different types of Eskimo kayak all of widely varying design and many unsuited to rolling.

With these few reservations, we would recommend the book wholeheartedly, particularly to those concerned in the instruction of youngsters. This book is available post free from the B.C.U. shop.

LIGHTWEIGHT COOKING by Gerald Baerlein and Eric Colley (Boy Scouts Association 1s.)

Canoeists must practice lightweight cooking when they are cruising, but unfortunately for too many people cooking means catering from cans. This little book should help to change that. Although intended for Scouts and with the emphasis on cooking over an open fire, it contains a bob's worth of ideas for anyone, from how to cook fish in a cabbage leaf to suggested sandwich fillings. Its got some funny (ha, ha) illustrations as well.

L'HOMME ET LA TENTE by Jacques Bidault and Pierre Giraud (J.Susse, Paris)

Readers who are already familiar with Jacques Bidault's history of canoes entitled 'Pirogues et pagaies' will, no doubt, be delighted to learn of this book which we have received for review. This time the subject is the history of the tent treated from the historical and the ethnographical point of view. The author has gathered together a vast quantity of information, and has listed his sources most carefully with the result that this is a most valuable work, Its worth is increased by a large number of drawings and some photographs. Since we are told that last year 5,000,000 million people spent at least part of their holiday under canvas in this country, it is to be hoped that some imaginative publisher will consider producing an edition in English.

Right of way on the water

A statement by the British Canoe Union Touring Committee

Above tidal limits there is no legal right of passage for boats without permission unless a right of navigation has been established by statute (sometimes on payment of tolls) or by long usage. The legal position of a canoeist on a river or lake where there is no right of passage is the same as that of a person on a private foot-path: unless he has permission from the owners of the banks and/or the fishing rights he is a trespasser and must move off the water if asked. Even where there is a right of passage there may be no right to land for instance for a picnic or to portage an obstacle.

On many rivers where the legal position is doubtful canoeists are in practice not challenged. If challenged remember that you are likely to be in the wrong - certainly on clearly private water. There is no ground for indignation or bluster. Argument is out of place, and you should be prepared to move off if the owner or his agent asks you to do so. Discourtesy does not help - in fact it may prejudice the owner against canoeing and cause him to refuse permission later on.

Experience shows that canoeing is challenged most often on rivers and lakes where the salmon and trout fishing is an important item on the income of the estate. Some fly-fishermen pay a lot to fish a stretch of river and believe that the passage of a canoe will ruin the fishing for hours, if not the whole day. Whether this is so or not it is obviously good manners on a river where a narrow channel or pool is being fished to ask the fisherman whether he is ready for you to pass - even in you have the owner's permission. If you have not, then, clearly, you should be even more considerate. If you have been refused permission, accept the situation and don't go on that particular stretch.

On rivers in England and Wales where passage is challenged permission is most likely to be given, and difficulty avoided, if the trip is confined to the close fishing season. This is approximately:

For fly-fishing - October to the end of January.

For coarse fishing - March to mid-June.

Easter and Whitsuntide are best avoided on fly-fishing rivers, despite the fact that water conditions may be favourable for canoeing.

The British Canoe Union, which is the national body for the sport of canoeing, welcomes information from members and non-members alike about objections to canoeing, and has appointed three persons to receive and collate information for different parts of England and Wales, and advise members about attempting rivers where objections have been particularly frequent or where the owners have made it known that they wish to be approached beforehand for permission. These are: Most rivers in the Pennines, the Welsh Dee, the Usk and the Wye above Glasbury.

With the object of maintaining good relations with riparian owners and fishing interests, without which canoeing on some of our best rivers would become impossible, the Union urges all canoeists to do everything possible to preserve the goodwill of the owners and fishermen, and to build up the feeling that canoeing and fishing are

not incompatible sports. The Union will accept enquiries from members and non-members alike. They should be addressed (with a stamped addressed envelope for reply) to:

The Touring Secretary,
British Canoe Union,
3, The Drive,
Radlett,
Herts.

who will forward them to the individual dealing with enquiries about the water concerned.

LETTERS

Dear Sir,

Reference the apparent differences which exist between Individual and Club Members of the B.C.U., to my mind the obvious answer lies with the Club Members to make it worthwhile for all canoeists to join. We endeavour in the Durham Club to provide the member with his or her "money's worth". Obviously, the main problems to an individual member are canoe storage and transport. If a Club can provide the first, right on the water's edge of a canoeable river in delightful surroundings, then that Club will eventually get to the unhappy stage when restricted membership has to be considered.

Even without canoe storage facilities, by providing opportunities for members to indulge in their respective fancies, slalom, L.D.races, week-end camps at sea and lake sites, river touring, by providing social functions and film shows at regular intervals and by suitable courses of instruction for beginner and expert alike, obviously, not only existing individual member canoeists but complete newcomers to the sport are attracted to the Club.

It is surely physically impossible and incorrect in principle for the B.C.U. at national level to provide any single one of the above facilities for an individual member. In what other organised sport does an individual member have to write to his national committee for such facilities.

The B.C.U. Council, with its respective technical committees, should be responsible for the organisation at national level. Regional organisation should be the responsibility of a B.C.U. Regional Association. We, in the North East, are naturally annoyed when the B.C.U. Council ask the C.C.P.R. in the area to arrange the B.C.U. Coaches visits and organise Regional Youth Championships when we have a regional canoeing association capable of this.

On the question of Club subscriptions being high (Mr.Muteau in your December issue), the policy of this Club has been to keep the Club subscriptions as low as possible. In fact our subscriptions are 5s. per annum Junior and Family Members, 8s.6d. per annum Senior Members, which include affiliation to the B.C.U. and the North Eastern Regional Association with free canoe storage at the Club House.

It would obviously pay Mr.Muteau and any other individual member of the B.C.U. to join our Club, even if they wished to remain aloof or lived too distant to take an active part. The same services as at present would be available to them, and in addition they would receive our literary masterpiece, the Club Newsletter, all for the grand sum of 8s.6d. per annum instead of their present 15s.0d.

This Club devises other methods of raising money for creating better facilities rather than place membership to the Club at a premium.

Of course it is wrong and unnecessary for individual members to pay more than Club members. In fact there should be no such separate designation. The rates and method of applying subscriptions are obviously out of date, and I am pleased to say that Mr.Muteau intends to table a motion for the A.G.M.

We will be there,

Sincerely,

GIL MARSHALL
Durham.

(This correspondence is now closed)

Dear Sir,

Why, oh why is it that British Canoe manufacturers cannot produce a K1 of their own design instead of copying the Struer boats in glass fibre, a bad material for racing kayaks.

Ten years ago Mr.Carlow of the C.T.C. designed and built, for a local Scout troop, a double kayak with concave sections, a shape which was introduced as something new by Struer when they produced the Attack a few years ago. The K1 he designed and built for R.Rhodes about seven years ago had a reverse rake to the cockpit coaming and a straight bow later seen on the Arrow, but the real proof of Mr. Carlow's ability was the experimental K1 he built of moulded veneer about four years ago, when it was thought that concave sections would be barred, a shape without concave sections, with the maximum beam well aft of the cockpit out of the way of the paddles, and a long tapering bow of a design which is now being produced by Struer as the very latest thing, and which they call the Pointer.

All this points to the fact that Mr.Carlow is about four years ahead of Struer in his thinking and I am certain that if British builders would use Mr.Carlow's brains we would see a British team racing British boats in International events.

Why not get together.

Yours faithfully,

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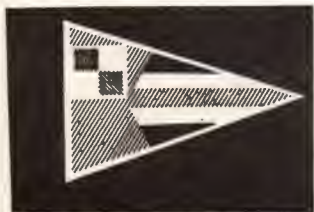
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