

Canoeing

Price 1s.

Volume 2 Number 3 February, 1962



SPECIAL FEATURES

Repair of Veneer
Boats.

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

Viking Test Report.

First aid on the
banks of the Usk.

Photo. J.H.Haward.

EVERYTHING FOR THE CANOE CAMPER

1962 NATIONAL

camping



and outdoor



life

EXHIBITION
EXHIBITION

Empire Hall & Grand Hall Extension, Olympia W.14

5-13 January

Trade Only 2-4 January

all enquiries to: Organisers:



Trades Exhibitions Ltd., Exhibition House, Spring St., London, W.2.

Tel: AMBassador 5421



Sponsored by The Camping Club of Great Britain & Ireland

Supported by



Canoeing is more Fun with the Viking Mk.IV



A FAST, SLEEK, 2-SEATER SPORTS
TOURING CANOE FOR SEA AND RIVER

SPECIAL FEATURES:

- ★ Extremely light and fast, yet because of its **stable** design and **built-in foam buoyancy** can be used with perfect safety by beginners.
- ★ High impact strength.
- ★ Marine Fibreglass construction, using glass cloth giving greater strength.
- ★ Colour impregnated throughout.
- ★ Can be left in the open in all weathers.
- ★ Stern reinforced for easier rudder fixing (if required).
- ★ Suitable for racing or effortless touring

SPECIFICATIONS

LENGTH 16'9" BEAM 31" WEIGHT 55lbs. APPROXIMATELY.
PRICE WITH BUOYANCY SEATS £39-15-0 EX. WORKS.
H.P. AVAILABLE.

THE VIKING RANGER

Also in the same tradition, a convenient size, single or double canoe, 13'6" x 27 $\frac{1}{2}$ " £36-15-0 ex. works.

DOLEON LTD., 12 Duke St., St. James, S.W.1

(WORKS) DEAL KENT

SUPPLIERS TO H.M. FORCES CANOE CLUBS

**THERE IS ALWAYS A BOAT SHOW
AT ST. MARGARETS**



TYNE FOLDING BOATS LTD.

206, AMYAND PARK ROAD, ST. MARGARET'S,
TWICKENHAM, MIDDX.

Telephone : POPesgrove 4033

Contractor to Government Departments and Educational Authorities

Canoeing

Volume II

Number 3

February 1962

Editor - Brian Skilling

Secretary - Marianne Tucker

Circulation Manager - James Bright

Art Editor - Mike Clark

Editorial Office: 1, North Lodge, The Green, Ealing.W.5.

C O N T E N T S

The Dinner	34	Camping & Outdoor	
L.D. Racing Annual		Exhibition	41
Trophies	35	British Canoe Union	
Cambridge U.C. on the		A.G.M.	42
Usk	36	Viking Mk. IV	43
Repair of Veneer Boats	38	No Room for Radar	45
Boat Show	39	The Italian Annual	
		Training Programme	46

EDITORIALLY SPEAKING

One of the most interesting developments in canoeing in recent years has been the tremendous increase in Long Distance racing. In 1961 over 1,400 entries were made from over 40 clubs in this type of event.

This is a vindication of the policy of the L.D.Racing Committee in breaking away from the handicap system which was not popular with the experts and introducing a large number of classes in which almost any canoeist could find a class suited to his particular canoe. The result has been that many canoeists who would not dream of entering a sprint race have happily taken part in such events as the Bedford - St. Neots Race. Canoe manufacturers have responded and have produced touring canoes designed to take advantage of the Class Rules, and which are considerably faster than the average touring canoes of three years ago. But, herein lies the danger.

The next logical step would seem to us to be the production of fast racing canoes within for example, Class 4 which will win the races but be unsuited for general touring. When this happens the canoeist with a standard touring canoe will lose interest, and a valuable testing ground will have been lost. Already the Chelmsford Boating Club have recognised this problem by introducing a handicap for juniors.

The solution to this problem will not be easily found, but we would suggest that a compromise may be found in the establishing of a limited number of restricted classes with the remainder of competitors in two handicap classes one for singles, the other for doubles.

THE DINNER

by BRIAN L. PATTON (Belfast Canoe Club)

Somehow on that December night when the Club had their Annual Dinner the weather was exceptional. It froze hard, it even snowed but the dining room was warm, the curtains were drawn, and the food was excellent.

Now good food and good company lead to good conversation, and the boys from down South had arrived for our occasion. It really would not be right to let them go back without getting some canoeing in the North. After all we had been out every week-end up till now and it was pleasant not to get overheated. The room got cosier and we broached the subject. "Care to join us on the river tomorrow?".

Oh yes, they would like to try our river up here. We agreed that between 1 o'clock and 3 o'clock would be suitable when there would be enough daylight to admire the scenery. When the Dinner was over we still felt fine, and we went home through the frost and ice to a cold house and a cold bed. We eventually got warm and slept.

Now even in the North, cold weather never lasts long so that next morning the sun would shine and it would be warm.

But next morning there was bathroom glass in every window and the thermometer hadn't risen. Nevertheless we loaded up the canoes and set off to our meeting point. Just a few miles of skids and slides and we were there. The boys from the South were not there. They did arrive a little later and apologised for their lateness, their breath kept freezing on the windscreen of the car.

And so we set off, just five of us in two doubles and a single. The flow on the river was fairly fast and we didn't want to tire these chaps, after all they had a long way to drive home. We would go downstream, transfer to the canal and make our way along it, and then return downstream by the river. Nice little 3-mile trip.

It was very pleasant and when we portaged to the canal we didn't even get our feet muddy. The mud was hard, rock hard with a white hoar. The canal looked just as it always did, the green algae collected at the lock gate.

We launched the first canoe, and then a funny thing happened, it made a funny crunching noise and there was no ripple spreading out from the canoe. We stood for a moment just staring and wondering. It dawned on Arthur first, "Look boys, Ice!".

Ice there was, under that green coating, about a quarter of an inch thick and not very strong. We pressed on and Arthur got into the single to blaze a trail for the visitors, must show good manners and all that sort of thing.

When we were all aboard we noticed Arthur was only about four lengths away and right in against the bank. Now usually Arthur would be nearly out of sight by now and out in midstream, but there he was jerking to and fro and poking about with his paddle.

We realised he could not turn and could only go in a straight line, so not wishing to be so silly as to repeat his mistake, we took careful aim for where the ice ended in midstream and set forth.

Now paddling in ice isn't easy, each paddle stroke starts with a blow on the ice with the corner of the paddle to get at the water, and then you push the bow up on to the ice. After a while the weight of the canoe breaks the ice and you progress another three feet.

We had nearly gone to the edge of the ice when we felt a dampness where we sat down. We looked down and could see the water rising fast. Quick to the bank, but then we realised we were pointing the wrong way.

We got to the bank after some more efforts, only just in time, and we carried out an inspection to see why the canoe was like a cocktail shaker with ice cubes in it. It had no less than three five inch gashed along the waterline and a host of small ones.

During the ensuing conference carried out across the ice we agreed to portage back and get another canoe and to go upstream by river to meet them coming down.

We never saw them till we decided to return to base and there they were, behind us but in canoes of a different shape and colour.

Well they really can tell the boys down South about how we do it up here. Any volunteers to help repair three canoes?

L.D. RACING ANNUAL TROPHIES

THE HASLER TROPHY

1st Worcester CC	186 points
2nd Royal Leamington Spa CC.	147½ "
3rd Richmond CC.	147 "
4th Canoe Touring Club	134 "

THE SINGLES CHALLENGE TROPHY

1st J. Richards,	Worcester CC.
2nd P. White,	Canoe Touring Club
3rd A. Edwards,	Worcester CC.

THE PAIRS CHALLENGE TROPHY

1st J. Dalton	Canoe Touring Club
B. Smith	
2nd M. Powell	Worcester CC.
R. Powell	
3rd B. Lyons	Richmond CC.
D. Green	

THE SELLA CUP (JUNIORS)

1st P. Sowman	Royal Leamington Spa CC.
2nd M. Manning	Worcester CC.
3rd G. Reardon	Twickenham CC.

JUNIOR PAIRS CHAMPIONSHIP

1st A. Goodman	Royal Leamington Spa CC.
A. Watts	
2nd R. Goodman	Royal Leamington Spa CC.
N. Goodman	
3rd P. Massey	Worcester CC.
D. Phillips	

CAMBRIDGE U.C.C. IN THE USK

The Usk in flood is a sobering sight; it would send your average dry-shod Englishman scurrying for his cosy fireside to toast his toes in safety. But if he had been on Llangynidr Bridge last week-end severe nervous shock would probably have cut off his happy life there and then.

He might have heard a Cambridge undergraduate inform the Lady Glen-Usk, in matter of fact tone, that he was "doing the river" (her river); or he might have seen three canoes and several nervous young gentlemen evacuate a field in the twinkling of a very angry farmer's eye. But most probably, and worst of all, he might have seen thirteen hitherto uncertified youths being washed at breakneck speed through, round and into the bridge quite voluntarily in somewhat fragile and extremely unstable canoes. He would certainly have seen them fishing with bits of string for a boat pressed, with maniac strength against one of the bridge's pillars by the current, and shewing no signs of motion, and he would, if his mental resilience had carried him through such a traumatic experience, have staggered off, muttering "serves 'em right".

What he would have witnessed was the C.U. Canoe Club enjoying itself in its own inimitable way. Its idea of enjoyment is not everyone's. It is worth explaining.

(1) Pack yourself, before dawn on Saturday, with at least five friends and four canoes, into or onto an 8 year old German car, spare parts for whose gear box are not available.

(2) Exit and rubb stiff limbs six hours later in the Brecons greeting demise of gear-box with a cheery laugh.

(3) Canoe

(4) Bend canoe (Technical term: to bend = to smash up)

(5) Mend canoe

(6) To it anew



Franzi Poldy, Cambridge University Canoe Club, shoots Mill House Weir on a very flooded Usk.

After this shot was taken he did a marvellous half-roll recovery from a seemingly irrevocable position of capsized.



The response of New Members for our Usk meet was so great that we had to drag out the Tyne Double. It is seen here shooting Spuhlers Folly which has been transformed by the flood into a fearsome mass of mountainous waves.

- (7) Eat, drink, shake off drips and go to sleep
- (8) Repeat (3) to (6)
- (9) Fold folding canoes for transport
- (10) Unfold rigid canoes which current has tied in knots
- (11) Eat
- (12) Hitch home
- (13) Drown sorrows (not in water)

No.3 is, of course, the most enjoyable in fine weather on a rain-swollen Usk. This provides good, heavy rapids (grade III) and several really exciting natural falls, one difficult one (grade IV) being shot by 3 members of the party in their canoes, and two half out of them. But such achievements make one giddy, and one of the successful canoeists capsized in calm water immediately below. On dripping out onto the bank, he was confronted with a large "No Bathing" notice!

No.5 is easier than one might think, but 6 of the 9 canoes were finally abandoned as requiring more thorough repair than we had time for.

No.7 was made possible by our secretary's Aunt, who was rash enough to settle in Abergavenny, a strategic point for canoeists; we are all very grateful for her generous hospitality.

No.12, though not normally included, is the most interesting item on the list. Some people managed to hitch back in less time than they had needed to drive there; others, whose knowledge of geography was none too broad, hitched from Abergavenny and took a train back to Abergavenny, before talking their way on to a London train, for which they expect to receive a fair-sized bill.

We met over drinks and an atlas to compare notes on Monday, and discovered how much more pleasant hitching is in retrospect. We also agreed that the trip had been a good introduction for newcomers to rough water, and at the same time sufficiently testing for the experts. Much to everyone's surprise, we found that we had thoroughly enjoyed it.

REPAIR OF VENEER BOATS

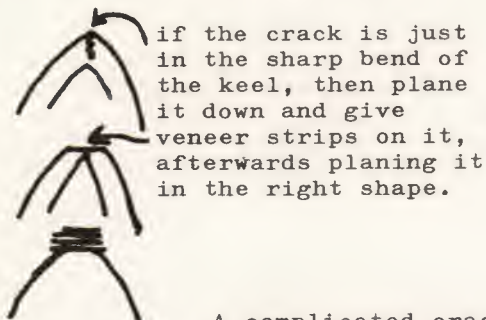
by JORGEN SAMSON of Denmark

The repairing procedure will change according to the kind and size of the crack.

For a furrow in the wood even if the veneer sheets are all broken:



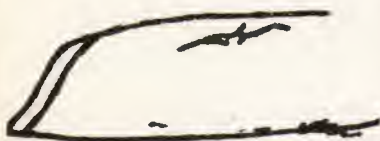
Use some good waterproof glue, not cellulose or dope but a phenolic one or, if you can get it, the new "Araldit" glue which is a perfect one. The "Beetle" urea-glue might be used too. Carefully fill the furrow with glue, cover it with paper and place a piece of wood, not too thick and stiff over the crack. Now get the pressure by using one or two ropes round the boat, insert a wooden rod in each and turn it round. Be careful not to break the whole boat!



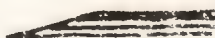
if the crack is just in the sharp bend of the keel, then plane it down and give veneer strips on it, afterwards planing it in the right shape.



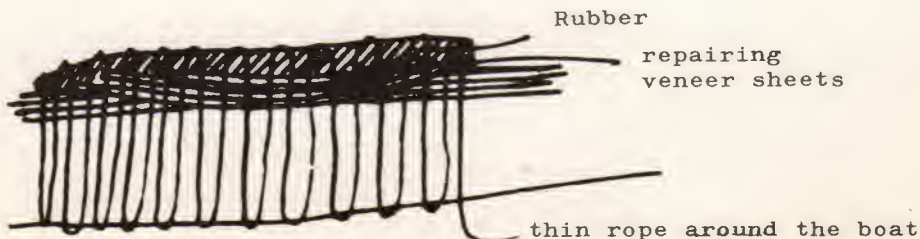
A complicated crack always needs a veneer plate inside the boat, or mould some fibre glass over the damage with resin inside the boat. Or you can cut away all the cracked veneer layers and bevel the edges like



and



This procedure should always be used for regular holes through the veneer.



Rubber

repairing
veneer sheets

thin rope around the boat

CAMPING & OUTDOOR LIFE EXHIBITION

This increasingly popular exhibition now in its fourth year should not be neglected by the canoeist. At first sight it seems filled with frame tents in a dazzling array of colours, but on closer inspection a number of lightweight tents could be found nestling among their bigger brothers. This year, too, much more emphasis was placed on equipment and those accessories which make life more comfortable for the canoe-camper, and with the wide range of stoves, for example, which are now available it becomes important to make comparisons before you buy.

The only canoe manufacturer on show was GRANTA and these were attracting considerable interest. In addition to their full range of canoes, they were showing the canoe and equipment to be used on a trans-Atlantic voyage to begin in the spring. The Daily Express have paid £1,000 for the story of this trip with a promise of a further £4,000 when the other side is reached. The boat to be used is a production model with special sailing gear.

The NATIONAL C8 was completed just in time for the show and proved to be a source of wonderment. From the publicity point of view there must have been some gnashing of teeth among other exhibitors at the attention given to it by the press, radio and television. Those, however, who have watched Charles Ranshaw and Peter Begent as they have worked patiently away at building this boat know they deserve every bit of praise. More important many youth leaders have shown a great deal of interest and this is the boost which is needed.

Mention must be made of our 'CANOEING' stand. Here we dispensed lots of advice (free) and copies of 'Canoeing' (1s. each). The whole venture was well worthwhile and we must thank the manufacturers who loaned us equipment for display, and catalogues which we were able to pass on to enquirers. Manufacturers do not always receive the credit they deserve for the present healthy state of canoeing, and we are fortunate that without exception the principal suppliers in this country are as enthusiastic about the sport as their customers. We were also pleased to meet a number of our readers who up to now had just been names on our mailing list.

Finally, there were a number of canoes scattered about the exhibition on various youth and service stands. All these helped to create interest, and we wonder if perhaps the time is coming when canoeing will be an accepted part of the Camping and Outdoor Life Exhibition rather than the Boat Show. We suspect the relationship is a closer one.

SMALL ADS. 3d. per word. Box Nos. 1s.6d.)

FOR SALE

Klepper T-6, single seater canoe with full equipment. £20.
J.H.Haward, 3 Sheridan Road, Peterborough.

BOAT SHOW

Last year when we reported on the Boat Show we commented on the increasing number of canoes on display; this year we must report a decline in the number of exhibitors. Messrs. Gmach, and Messrs. Tyne Folding Boats were not there, and as readers may know Deecraft are now no longer in business. Fortunately for canoeists the manufacturers who were there showed a larger and more interesting range than ever before. In addition there were, of course, a number of 'canoes' on which we would rather not comment. For a first choice amongst canoes we don't wish to paddle was a 12ft 3in two-seater model!

THE CANOE CENTRE (Portable Boats) Ltd. had the widest range of canoes on show and covered racing, touring, and slalom in all methods of construction except plywood. To tempt the sprint racer was the new Struer pointer K1 designed to conform to the ruling against concave hull shapes, and with a satin varnish finish which is claimed to be faster and more durable than the conventional finish, (price £75). The Slalom 62 was also attracting a great deal of attention with its new deck line and moulded seat, the hull shape remains unchanged. A full range of Klepper folding canoes was also shown. Of these the Aerius Double remains first favourite, (£62.10s.) followed by the TS2 their long double (£60). For the home constructor the Sportskits were also available. Also on show was the Viking MKIV made by Doleon which is reported elsewhere in this issue.

JENKINS AND LANCEFIELD this year devoted their entire stand to canoes and left their sailing dinghies at home. This impressive array of boats was attracting a great deal of attention, and the fact that their kits come with every joint completed and all screw holes ready drilled is undoubtedly a big selling point. Since last year they have developed their fibre glass boats, and have succeeded in keeping the weight down to 27lb for a single and 38lb for the double. Jalcraft fibre glass boats have the conventional fabric deck which is undoubtedly a factor in this saving of weight. An interesting feature of both lath-and-canvas canoes and fibre glass boats is that they have identical cockpits which simplifies production and enables a standard spraydeck to be produced, the benefits of which are passed on to the canoeists in price.

OTTERSPTS had their kits for the PBK range of canoes on show, but as usual concentrated on accessories for the canoeists. Fibre glass seats in a variety of sizes to suit bottoms of different dimensions seemed a good idea at 18s.6d. In hull materials they were showing a fluorescent orange PVC/Canvas which had been produced for the R.A.F. in 36 inch widths but which seemed particularly suited for sea canoeists to use as a keel strip. For schools and clubs wishing to paint distinguishing colours on PVC Ottersports were selling a special paint. Sufficient paint and activator for one hull costs 17s.6d. and the sample we tried really did provide a tough finish. Paddles and fittings on show were too numerous to mention.

STREAMLYTE MOULDING (Marine) Ltd. makers of fibre glass canoes were showing their Hunter 61, but this year with sailing gear. Although many paddlers will frown on this we must compliment them on their ingenuity in fitting a dagger plate rather than the unwieldy lee-boards. The competitive canoeist is much more likely to be interested in two models of which only the bare hulls were on show.

First a fibre glass slalom canoe the Hunter K.W. built to a design by Keith White, this is to sell at just over £40 and although its performance has yet to be judged in competition it certainly looked very pretty. Second was the Hunter 361 again in fibre glass, a single 14ft 11ins, beam 23 $\frac{3}{4}$ ins at just under £40. This had a pronounced fish form hull and is intended for L.D. racing.

Finally on the Canada stand the CHESTNUT CANOE CO. were displaying a 16ft Canadian canoe 'Moonlight' at £72. This was a deluxe model and the price seemed a little high for the British market, but in the first three days of the show 12 firm orders had been placed. Plans are in hand to import these canoes in sizes ranging from 14ft to 16ft in six inch steps and at prices ranging from £50 upwards, e.g. a standard 16ft canoe will cost £62. The boats are, of course, lath-and-canvas construction and the finish was superb. With the present increasing interest in Canadian canoes we predict these are going to be very popular. Regular supplies will be coming over in the spring when we hope to be able to report more fully on them.

One or two people such as Hobbies and Small Craft were displaying PBK kits amongst other things, but for the enthusiast there was little else to report. One wonders if the canoeist really gets a fair deal from the organisers of the Show. In all the press releases we received beforehand there was little to indicate that canoes were being exhibited, and whilst all the manufacturers put on a good display, their siting which is in the hands of the organisers left much to be desired. We suppose the answer is that canoeing is still not receiving the recognition it deserves.



BRITISH CANOE UNION A.G.M.

The 26th Annual General Meeting of the B.C.U. held on 13th January, opened on a sad note as the Vice President Ralph Tyas, in the absence of John Dudderidge, told members of the recent death of Mr. Eustace Wells (late Commodore of the Royal Canoe Club) and of death in a road accident the previous day of Ron Rhodes, Britain's Olympic paddler and the finest racing canoeist this country has ever produced. The whole canoeing world grieves the loss of these two men, the one an elder statesman, the other a young man in the prime of his career.

Then followed the minutes of the previous meeting, the annual report, and the adoption of the accounts. All these had an uneasy passage, but the Chairman steered the meeting safely through.

The result of the election of officers which had been carried out by postal ballot, in which a 10% return was made, was then declared. Secretary, Rodney Baker, and Treasurer, Ted Owen, were returned unopposed, and the Union has every reason to be pleased at this for both have proved their worth this year. The vote for Councillors was as follows:

<u>Elected</u> J. Spuhler	136		
R.F. Tyas	121		
M. Rothwell	118		
H. Thelen	94	<u>Not Elected</u> W. Crockett	92
G. Marshall	93	E. Beanland	90

Clearly, a close fought election and one which should lead to some lively Council meetings next year. David Dancer was re-elected as Honorary Auditor.

The first proposition before the meeting concerned the possession of the Elementary Proficiency Certificate by Juniors taking part in competitive canoeing. This proposition was not without merit, but was rejected by the meeting for a number of reasons, the most powerful of which was probably the statement by Oliver Cock, the National Coach, that the testing organisation of the Union was not sufficiently developed to cope with the numbers involved. An amendment calling for greater precautions was carried.

That as from 1st November, 1962 the rate of subscriptions for affiliated clubs shall be Full Members 7s.6d., Family Members 2s.6d., Junior Members 2s.6d. As was to be expected this provoked a lively discussion as the various clubs with their different interests put their points of view. An amendment calling for an increase in Junior Membership fees only was defeated, and the path was then clear for the meeting to show its support of the Council's proposition. Undoubtedly part of this success was due to Treasurer, Ted Owen, who without any verbal gymnastics showed the need for the increase, and answered the critics with disarming candour.

The meeting closed with the presentation of trophies and without the usual film show since the business meeting had consumed so much time.



C.M. Rothwell



G. Marshall



H. Thelen

Viking Mk.IV



IMPRESSIONS OVER 100 MILES

Crew - DICK WATERHOUSE, RON CANNING

by RON CANNING

This 16'9" two seater canoe with a 31" beam and fibreglass construction was handed to us with the information to do as we liked with it - a fair enough expression of confidence in his product by a manufacturer.

Let's see if it was justified.

Marketed as a 'fast, sleek 2-seater Sports/Touring canoe for sea and river', and made available in various colour schemes to satisfy the usual canoeists individualistic ideas it certainly has an eye-appeal that should not flag with familiarity.

Twin cockpits blending smoothly into the deck lend considerable rigidity to the structure and allow complete drainage of the hull when inverted deliberately during portages, but did not provide a satisfactory anchorage for spray covers.

The hull form with its lack of rocker is fairly symmetrical fore and aft with a flat 'D' section amidships, a pleasant taper to the bow, and a slightly fuller reduction to the stern. The interior being entirely free of ribs or formers offers a stowage space to gladden the heart of the cruising man, plus the strength to carry the full load out of the water.

Over recent weeks some 100 miles have been paddled on the Kentish Stour, a fast flowing winding river. Conditions varied from perfect canoeing to rough going as we battled against a gale that put white horses between green meadows.

We anticipated trouble and wasted effort from the lack of a rudder and in anything other than calm air we would have appreciated one - however in moderate conditions it was possible to navigate severe bends with body leaning tactics and little interruption to paddling.

It was possible to sustain a comfortable 5 m.p.h. cruising speed in a manner that promised a good cruising range, and for the interest of occasional LD racing fans we pushed 15 miles into 2 hours 39 mins. without working unduly hard.

The seating was excellent, the aft section of the cockpits providing a comfortable support for loafing but not intruding or chafing in serious paddling.

disposition of the crew is about right and a full correct swinging stroke could be used without beating the bow man around the head and shoulders.

Bouyancy built in fore and aft plus that provided by the moulded seats appeared adequate but was not tested out of deference to the temperature.

Stability under every condition encountered gave us no cause to suspect it of hidden vices and I feel that not only would this be a satisfactory sea-going boat but that it would be capable of sailing fairly effectively under a main and jib for those who wish it, although I do not consider sail a serious proposition at sea other than for sheer sport and with potential help nearby.

To come back to the footrest; when being shown over the factory after our trips we were assured by the Managing Director that future boats would be produced with footrests, a lid round the cockpits to accomodate standard spray covers, and built-in rudder pivots to take a reasonably priced rudder as an extra. Another extra to be lifting handles at stem and stern strong enough to lift both 50 lb of boat plus camping gear. A fair enough reaction to criticism.

Price £39.15.0. from Doleon Ltd., 12 Duke Street, St. James, S.W.1.

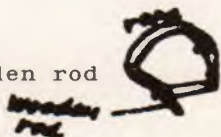
Contd. from page 38

Put on the veneer sheets crosswise with the grains longitudinal and next time transversely. By pressing each layer alone you will undoubtedly get a better contact than if you press all of them in one time. Afterwards you must plane the surface and sandpaper it. (Last year Bjarne and I repaired one meter hole on his canoe in this manner). Remember that the glue must not harden too quickly.

A little hole being not bigger than 20 mm. ($\frac{3}{4}$ ") is cut bevelled like below and with an even contour, either circular or square. Cut out a piece of wood in exactly the shape of the hole and press it firmly with a good glue. Use the rope and the wooden rod which is turned round in order to get pressure.



wooden rod



NO ROOM FOR RADAR

by F.W.FULLER

No one who, while on a sea passage or crossing a fairly wide estuary has run into mist or fog, will doubt the value of always having a compass and some sort of chart or map in the canoe when in coastal waters. In such circumstances he will be doubly glad if he has followed the advice the 'how to do it' books usually give to aspiring sea canoeists that while gaining practical experience with someone who knows the ropes they should "make a study of such branches of seamanship as tides, weather, navigation and chartwork". But of course it is not only when in difficulties that we need a knowledge of these things: their use is (or ought to be!) part of the everyday routine of sea canoeing. The difficulty is that we can generally study them only in books written for ocean liners or yachts and although the principles are the same, we need methods which are possible within the confines of a canoe cockpit where there is usually no room for radar if you want to get in to and where a log line would be likely to get tangled up with the paddle. Still, there are some simple procedures in the field of navigation which are really essential for efficiency and safety at sea.

Let's begin with the chart, map or plan. It doesn't matter what we call it but it must show accurately the coastline, sandbanks, buoys etc. along the proposed course as well as the position of some conspicuous objects ashore. It is best to have it in a waterproof container with a transparent cover on which a line to represent the course can be drawn (perhaps before setting out) and on which marks to show progress and deviation can quickly and easily be made.

Even if your memory is good it is desirable to write down the essential tidal information and have it readily available. In unfamiliar waters it is a good plan to show on the chart in some simple way the set of the tide at various points and times if there are any marked peculiarities.

Often enough it is next to impossible to steer by compass and most of us 'keep about the same distance from the shore' or put the bow on the next headland or on a star by night and try to keep it there. Even so, we need to check our course by compass as we go. This is greatly helped if the compass is fixed and the fore and aft line of the canoe clearly indicated. It is possible to arrange this and also to release the compass for use in taking bearings. Compasses designed for this purpose can now be bought but they are not cheap. A little thought will soon produce the desired arrangement using one of the commoner compasses used by canoeists. Bearings can frequently be taken with sufficient accuracy to be useful and they help to fix position much more satisfactorily than just trying to note when we appear to be passing something we can see on land. Successive positions fixed by bearings are the most useful guide to speed and distance run and to the tricky business of what sort of allowance we need to make for leeway, current, etc.. Bearings of fixed objects are the best check on the accuracy of the compass: something we need to be confident about if we are going to rely on it.

A sounding line is another useful thing to have on board. It can sometimes be helpful to know more than we can discover by up-

ending the paddle. The famous Cockles were equipped with sounding lines on fishing reels attached to a short length of dowel and in practice it is hard to beat this arrangement for convenience.

So far as the weather is concerned, most will rely on the latest local forecast and their own observation of sea and sky. On a long journey it might well be worth finding room for one of the tiny transistor radios so as to keep up to date with the forecast: water-proof packing is essential of course. It is possible to get a 'pocket' barometer which some would consider more worthwhile than the radio but its uses are more limited!

Without overloading the canoe we can carry a little simple equipment which will add much to the safety and efficiency of a sea voyage and give added interest and fun into the bargain. If we use these things in good weather when perhaps we could manage without them we shall not only become familiar with the equipment and methods but shall learn how accurate or otherwise are our results and so how much reliance we may place upon them when we really need them. I have tried to suggest just one or two things that we should find useful and have said little about methods suitable for use in canoes. Perhaps someone will feel inspired to attempt a canoeing navigation manual showing both equipment and methods adapted to our needs and written in canoeing language.

THE ITALIAN ANNUAL TRAINING PROGRAMME

PART IV

by BLAHO KALMAN

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

4. TRANSITORY PERIOD (15th September to 31st December)

We divide this into two parts:

- a. Slowing down period (15th September to 30th November)
- b. Active rest (1st December to 31st December)

Purpose

- a. Slowing down period: The gradual slowing down of work both in intensity and quantity compared with the previous period.
- b. Active rest: Active rest serves first of all for the relaxing of the nervous system.

This is a good time for any medical attention (tonsilectomy, dental treatment, etc.).

Trainers, coaches, and paddlers make a great mistake in the transitory period when after the last regatta or championship they put their canoes on the highest rack, and arrange to meet again for training in the Spring.

This is a mistaken idea and the wrong way to behave - even though our grandfathers and fathers did so and achieved considerable success. This may be so, but in those days the athletes of other countries did the same thing, but there is an enormous difference in the performances of then and now.

Especially in the regatta period, and the preparatory and formative period, the physique of the athlete has had to undergo a heavy strain, whilst his state of nerves has been under variable tension.

The state of high physical and mental tension of the paddler cannot end suddenly without damaging his health. A programme of gradually diminishing intensity in the transitory period has great value in the interests of health.

In the transitory period it is necessary to instruct the new paddlers of the club. In general this period is more restful and so the trainer with the help of his more advanced pupils can fit in the regular instruction of novices. If the novice works hard and regularly until the preparatory period we can be sure that with good will and hard work he will become a paddler capable of development.

The prospective paddlers should be chosen from those who have the requisite physical potential; it is adviseable not to lose time and patience with those who are weak, or rejects from other sports, they only occupy club equipment to no useful purpose. Naturally, a strong and well built paddler can be beaten by one of medium physique who is hard working and willing, and so in selecting trainees all the characteristics and talents must be taken into account.

In the transitory period the club officials and the more senior paddlers should undertake propaganda work on a large scale (in schools, factories, and amongst friends) in order to convert to canoeing those who like and are suited to this kind of sport. Work of this kind which is very time consuming is more than justified by results.

Kinds of Training

a. Slowing Down Period.

As well as training in the boat in the slowing down period we can include in our programme all the other kinds of training, but the work in general should be carried out with a gradual diminution of quantity and intensity.

A. Training in Boats

With the conclusion of regattas we pass to less intensive training on the water. In the course of a paddle over distances of 15 to 10 and then 12 to 8 kilometres, most attention should be paid to perfecting paddling technique. In these training periods we can try out technical innovations of style which may show themselves to be more efficient and economical during the regatta period.

If their usefulness and advantages are convincing then we should try to learn them and assimilate them perfectly.

In this period there is nothing to disturb the training which should be relaxed now that the preparatory and formative period is passed - both of which require great strength and stamina, and then the regatta period full of nervous tension. Now is the time to benefit from the rich experience recently acquired, in the interests of the coming year.

B. Other Kinds of Training

As well as gradually reducing training in the boat in the course of which innovations are introduced, the inclusion of other methods of training in which physical form is maintained is most important. e.g. open air training, cycling, games, swimming, etc.

Kinds of Training in the Active Rest Period

In this period we abandon training in the boat completely, and only work in the basin or from the pontoon with new pupils.

- a. Training in the Basin (or Pontoon)
Teaching the technique of canoeing to beginners.
- b. Other Kinds of Training
Depending on local circumstances, the following kinds of training are advised and should be carried out as recreation: physical exercises, swimming, outings, ski-ing, games, cycling.

Technical Instruction

In the course of meetings and discussions we evaluate the achievements and failures of the club. We also criticise individually the work and results which have been obtained by our paddlers in the course of the year. We praise their successes but over their failures we exercise a severe but constructive criticism, whilst we study ways of overcoming them.

We examine the major international regattas from the point of view of results, tactics, technique, and preparation, then using the lessons they have taught us we try to make them bear fruit in the programme and work of the following year.

We show films taken in the course of the year and evaluate the races from a technical point of view. This evaluation has interesting results if each of our paddlers has been filmed in the course of a regatta.

Medical Examination

During this period a thorough medical examination is necessary so that we can tell exactly how our paddlers have fared. This examination will tell us how much intensive training the paddler can take in the following season without damage to his health.

In this period the athlete should undergo any treatment which may be necessary for the physical development of the paddler (tonsillectomy, etc.).

Cultural Activities

It is advisable to organise collective programmes of an entertaining nature in this period.

Number of Training Periods per Week in the Transitory Period

The duration of the daily training period is 1 to 2 hours.

15th September to 30th October	
Total number of periods per week	5
Boat training	3
Other types of training	2
November	
Total number of periods per week	4
Training in the boat	2
Other types of training	2
December	
Total number of periods per week	2
Other types of training	2

In the preceding we have illustrated a planned schedule based on those principles and methods which we must develop for the annual training programme for our kayakers and canoeists. I know that for

many this programme may appear utopian, but if we wish to be considered amongst those nations who are strongest in canoeing we must carry out this training programme to its limit, until it is necessary to develop a programme even more advanced and even more intensive.

With a carefully prepared programme and greater utilisation of resources as well as hard annual training we can guarantee our successes and reach a higher level of development.

Although on the basis of old-fashioned methods of training certain of our own and foreign paddlers still obtain excellent results this is only because of certain natural abilities. These successes are ephemeral that is all.

We should not be under the illusion just because we work on the basis of multilateral methods of training for one or two weeks or months that our success will be assured. This is a grave error because to have a permanent and sure success it is necessary to work hard and unceasingly for many years.

It is wrong to think (according to me it is a sign of incompetence) that one alone of the elements is sufficient, e.g. technique tactics, method of training, personal circumstances, to achieve success. Within the framework of general development the development of one particular element is of small importance if the others remain disproportionately behind.

The best performance is achieved by the maximum development of all our powers, collectively, not by concentrating on a single one.

(to be concluded next month)

MOONRAKER

BRITISH RACING CANOES



DESIGNED AND BUILT BY
JENKINS & LANCEFIELD
CORSHAM · WILTSHIRE

**JALCRAFT TOURING
CANOES & READY-TO
-ASSEMBLE CANOE KITS**
SEND FOR FREE BROCHURE



**THE FASTEST CLASS-6 & CLASS-4 KAYAKS THIS SEASON &
TROPHY WINNERS IN THE DEVIZES TO WESTMINSTER RACE.
CONTRACTORS TO H.M.SERVICES - EDUCATION AUTHORITIES & CANOE CLUBS**

**WE SPECIALISE IN PBK
RIGID CANOES**

**KITS AND FINISHED
CRAFT**

**PLANS, ALL MATERIALS AND
ACCESSORIES CANVAS AND
PVC COVERING MATERIALS**

**THE "TARKA" CANOE
FINEST VALUE IN
TWO-SEATER CANOES £26. 6.**

SAVE MONEY PADDLE KITS

Make your paddles from our kits
S.A.E. for details and samples

**H.W.PALSER, BOAT BUILDERS,
LONDON LANE,
UPTON-ON-SEVERN, WORCS.
Telephone UPTON324**

Suppliers to H.M.Forces
and Educational Authorities etc.



BCU Supplies

BCU PUBLICATIONS

GUIDE TO THE WATERWAYS OF THE BRITISH ISLES 21 0

CANOEING:

No. 1—CHOOSING A CANOE AND ITS EQUIPMENT 3s. 0d.
No. 2—CANOE HANDLING AND MANAGEMENT 3s. 0d.
No. 3—CANOE CAMPING 2s. 6d.
No. 4—THE ESKIMO ROLL 3s. 0d.

OTHER PUBLICATIONS

BOATING—[Know the Game series] 2s. 6d.
CANOEING (P. W. Blandford) 4s. 0d.
STARTING CANOEING (M. Russell) 5s. 0d.
YOU & YOUR CANOE (O. J. Cock) 10s. 6d.
JACKLE CANOEING THIS WAY (P. W. Blandford) 12s. 6d.
THE CANOEING MANUAL (N. McNaught) 15s. 0d.

All prices post free

Obtainable from:

BCU SUPPLIES

147a Station Road, London, E.4

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

KAYEL

Build your own canoe from a plan by K.H.Littledyke.

7 models now available in this increasing so varied
range of Plywood canoes

— — — — —
We are also sole U K distributors of

HAMMER

FOLDING CANOES

mail or phone enquiries
JOHN E PEARTON (KAYAKS) LTD.
42. FITZJOHN AVENUE.
BARNET. HERTS.
(phone: BARnet 1623)

NCK-I

**PLANS & FULL
BUILDING INSTRUCTIONS
FOR THE LATEST VERSION
OF THE NCK - I KAYAK**

NOW AVAILABLE FROM :

CANOEING SERVICES

35 EDMUNDS TOWER

HARLOW

ESSEX

WESSEX

Sea Rapier

REGD

GLASSFIBRE SINGLE - SEATER CANOE

TRULY THE ARISTOCRAT
OF SINGLE-SEATER TOURERS



Builders of
of the G/F Accord K2
Winning canoe in the 1961
Devizes-Westminster race in Class
"B" (kitless) in the time of 20 hrs 37 mins.

Magnificently paddled by Capt. W.S.Crook (The Lanca-
shire Regt. Prince of Wales Volunteers) and Cpl. R.M. O'Keefe,
The Middx. Regt. (Duke of Cambridge's Own) both Richmond Canoe Club.

PHOTOGRAPH BY R. BRUCE GRICE, A.I.B.F., A.R.P.S.

PRICES FROM ONLY £33.15. 0. EX. WORKS

Write for full details of this model and the full **WESSEX CANOE and DINGHY
RANGE** to the makers of the Famous **WESSEX Mk. II 2-seater TOURER CANOE.**

Tel: 2422

J.L.GMACH & Co. Fordingbridge Hants.

the finest canoes available...

KLEPPER

FOLDING CANOES

Seven folding models now available, including the famous Aeriis-2-seater unsinkable. The equally famous Slalom '59 and the new very popular TS-2 fast 2-seater. Also 3 fibreglass single seaters for Slalom, White Water and L-D racing.



STRUER

RACING KAYAKS

Winners of every Gold, Silver and Bronze Medal at the last Olympic Games. See the new "Pointer" K.1. in veneer as well as the new version of the "Sharkie" K.2. in fibreglass, fastest 2-seater of its class available for the Devizes to Westminster Race.

SPORTKITS

RIGID CANOES

Four rigid canoes in easy-to-build kit form include the Sport-Dipper for Slalom and Eskimo Rolling and the new Sport-Gannet single for Class 4 L-D racing, the prototype of which has so far won every event entered. Large range of materials and accessories always in stock.



**THE CANOE CENTRE
PORTABLE BOATS LTD.**

18, BEAUCHAMP RD., TWICKENHAM, MIDDX.

Telephone: POPesgrove 8979