

# Canoeing

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Volume 2

Number 4

March 1962



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Channel

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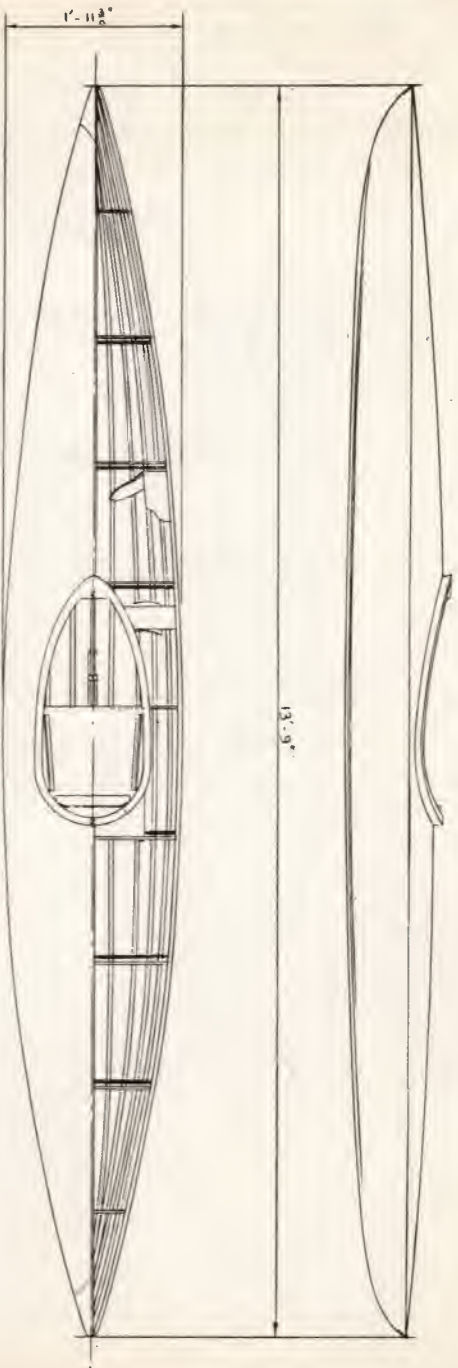
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# Canoeing

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Editor - Brian Skilling

Secretary - Marianne Tucker

Circulation Manager - James Bright

Art Editor - Mike Clark

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

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## EDITORIALLY SPEAKING

At this time of the year the canoeists' thoughts begin to turn to the long cruise. Those two weeks in the summer when work is forgotten and we can indulge in canoeing from dawn to dusk on rivers too distant for a week-end voyage. For some this means going foreign, for others the waterways of Britain still provide plenty of fresh rivers to be explored.

Whatever your choice the pleasure of your holiday will be increased by careful planning and, more than ever before, the canoeist of today has the means at hand to help him. Most of the major countries have guide books giving itineraries, and although these are not in English they are easily understood. This year also, the B.C.U. shop is stocking maps of the more popular rivers and can supply others if given due notice.

Finally, there is Miss Betty McLellan, B.C.U. Foreign Touring Secretary, 9 Downsway, Sanderstead, Surrey, who is available to give advice on the choice of rivers abroad, and Mr. Ralph Tyas, 19 Pine Hill, Epsom, Surrey, to assist those who are holidaying in Britain.

# SPLODGE

## INVERTED



narrated by ALAN BYDE

Splodge, by now a known character to be regarded with fair caution, realised that he lacked skill, you know, the sort of thing that even his friends would tell him about. Came Winter. The local branch of the CCPR, a flourishing affair, very leafy, in cahoots with other weakminded bods in the Club, and having influence with the City Baths Superintendent, arranged a course in Eskimo Rolling and Elementary Slalom. Splodge would have a bash and paid his pound. Just in time because all the keen types within twenty miles made application as well.

Splodge stood irresolute at the bathside. The coach, a hearty of the most revolting sort ordered him in for a swim. He omitted to mention that this was the shallow end, but Splodge knew at once. The shock of the chill water took his mind off the abraded epidermis of nose, hands, chest, knees, and toes. Two quick lengths, for Splodge was a tolerably good swimmer, and his body adjusted itself to the water temperature. There followed a short natter by the coach and a demonstration of how to fall out of an inverted kayak, with the assurance that whilst inverted in the water, the body is supported, and the rather tight cockpit of the Eskimo lubricated, by the water.

Into the cockpit went Splodge, and overcorrecting wildly, was moved out away from the edge, without a paddle and regretting the quid. Told to put his hands on the cockpit rim, beside his hips, and when under to lean well forward, let his legs go limp, push forward and down with his hands, and to swim for the bottom, Arbuthnot nodded. This did not so much indicate comprehension as involuntary nervous jerks of the head.

"When you are ready", said the coach.

Over went Splodge, hands flailing, eyeballs like chapel hat pegs, legs locked in mortal combat with the rough ply frame in the cockpit. "Death, where is thy sting"? was the question, and Splodge had found the answer. Still fighting hard, he found himself upright, shoulders pinioned by the coach, (beefy as well as hearty) who addressed him quietly, thus -

"O thou of little faith, are you drowned?"

"No", said Splodge.

"Or drowning?"

"No", said Splodge.

"Are you afraid?"

"No", said Splodge, who by now would have said No to a pint.

"Then", said the coach, "it is simply instinctive survival action, not at all unusual, and you must learn to relax". Splodge, who could sleep sitting up smiled wanly.

"O.K" said he, and there he was, gone. A frantic heaving of the upturned canoe followed, a pause, and Splodge rose up, grunting, clasping his head in his hands, having bashed his beam on the bottom whilst swimming vigorously in a direction he thought was up. Trouble was, under water, Splodge could not tell which way was up, as he is a non-floater having neutral bouyancy, and all ways are up.

"So you came out?".

"Yes", said Splodge, realisation opening new doors in the mind mansions and running down dusty, empty corridors.

Several capsizes and swims up later, Arbuthnot, slightly water-logged and happy, although suffering from chlorinated 'oggin in the 'ooter through not wearing a nose clip or face mask, watched whilst the other bod on his kayak had a basinful. Or should that be a bathful?

This swim up lark, thought Splodge, is O.K. provided one relaxes between strokes and does not fight up and out all the time. - So tiring, and the struggle demands more energy, and the output of energy demands more air, and the struggle becomes all the more desperate. By this time, the average panicking beginner is storming down the bath, arms flailing, the 17ft. of thin kayak slicing off sections of swimmer like Boadicea's chariot among the Romans.

Splodge continued his pondering, and thought about swim ups as distinct from swim outs, about why he should learn to slide out easily and then learn how to lock himself in with toes and knees. Through the following weeks he thought about it, and tried, as most do, to roll on dry land, with his feet over his head looking like Autumn's hedgehog, his paddles swiping teacups off the table. Some genius suggested that he should visualise the canoe as being vertical to take the edge of the hearth-rug as the waterline, and to bend forward at the middle pivoting through 360 degrees, standing with his feet on the floor, toes lined up with the rug. That way he did not splutter but he did not learn very quickly either, until he sat in the kayak again.

After his eight lessons, Splodge was rolling quite comfortably by the Put Across, and had seen the Pawlata in action which was very pretty. He tried it, but got in a tangle with the first movement through striking too soon and at the wrong angle, and the one time he did manage it he shot up so fast that he just had time to yell "WHEE" before plunging wildly over the far side. Next time, he would do it, or bust. The screw was done by one of the others after only five weeks, but he was a twisted genius anyway.

There is so much one may write about rolling that the only way to really put it across is to have you try it. The main difficulty of course is to obtain the use of a "swimming" bath, not all councils agree that baths were built for the use of canoeists. Another thing is that seventeen feet of canoe take some fiddling into some baths. However the thing is managed, managed it should be, because nothing gives quite so much confidence as being able to fall out of one's canoe with style and grace, and by far the best way to learn is in a swimming bath, because

# SAILING ACROSS THE CHANNEL

by JACK TRAVERS

I have been most interested to read Captain Cook's article in your November issue on his Channel crossing experience in September. Although my own crossing this year by canoe was made in June and differed in that the canoe used was a PGL Explorer and the crossing was made under sail, both expeditions were apparently similar in that we (my skipper was Rory O'Brien the designer of the Explorer) also set out on a snap decision to go, suffered from the whims of the Channel weather and, not the least, owed the success of the crossing to the physical strength and determination of our colleague.

There the similarity of the two crossings ends, with the exception of the commonsense precaution of an escort boat being in attendance on both occasions.

The "Frank A. Worsley" was modified from the standard Explorer canoe by the addition of a centreboard, extra buoyancy under the side decking, a reinforced after-deck to take an inverted U shaped mast of aluminium, the foreseat converted to form a camber in order to allow the crew member (myself) ease of lateral movement for trimming the craft. This is another way of saying it gives him every chance of getting as wet as possible! No spray cover was used and it says much for the canoe that in spite of meeting confused seas whilst crossing the shipping lanes and a sea raised by a force 4 wind we only shipped enough water to warrant sponging out at the conclusion.

As the novelist will have it "the day dawned bright and clear". We launched at 0800 hours in Folkestone harbour and in a flat calm I paddled the canoe out to rendezvous with our escort vessel, a 12 ton ketch. A very light wind encouraged us to raise our main and fore-







sails (30 square feet each) as we slowly headed towards France, as yet invisible. There was in fact quite a heavy swell running once we cleared the shelter of the harbour wall and we were soon gliding up one green wall, over the rounded top and down the other side. At this point we were sure we'd never make France in one day and then we sighted the first cat's-paw away to starboard. The foresail was down and stowed as the breeze quickly strengthened to force 2. With the increase of wind the sea shortened and we made good headway bearing off to port to avoid the Varne bank.

If any of your readers who owns a canoe or small boat wants a bit of excitement, I recommend crossing the main shipping lanes of the Channel. This can be guaranteed to give one plenty of practice in course setting and handling a craft in a confused sea. Although no boat passed nearer than about 4-600 yards from us, when we encountered three of over 10,000 tons (two ahead and one astern) the sea became very confused! Add to which our escort vessel in taking evasive action itself was now about a mile away and only visible when we rode the crest of a wave.

Once clear of the shipping lane the wind increased to force 3, gusting force 4 and we maintained a steady 4 knot speed. The sea had become shorter and we both began to get wet although we took nothing in board.

Rory was still not certain at this point that we would make it. But we became stimulated by seeing first Cap Gris Nez lighthouse, then longer and longer stretches of the French coast appear until it was one continuous line. Next the towers and harbour cranes of Calais on our port bow.

It was as our enthusiasm rose and success seemed a certainty that the wind increased and as we turned to run for Calais harbour the sea came astern. A combination against which we had not practiced during our training outings. Then to cap all the car ferry bore down on us from astern. We had no alternative but to up centre-board and lay off to starboard. As I paddled the canoe in a circle to come round astern of the ferry, Rory lowered the mainsail, which he had by now held continuously in his left hand for nearly 7½ hours, and tied a large knot in it. So under reduced sail with the Red Duster, Tricolour and Q flag flying we entered Calais.

May I say in conclusion that although the final decision to go was made at dawn on the day of the crossing, the initial plans and study of Channel charts and tide tables commenced in March. The intervening week-ends being spent in modifying and trying out the canoe, interviewing local fishermen and the Folkestone harbour authorities regarding currents etc. and, I may say, that once they realised that this was being undertaken seriously and not as a stunt, they couldn't have been more helpful.

---



The Boathouse of the Bradford-on-Avon Rowing Club and all its equipment comprising:

4 Fours  
2 Pairs  
2 Single Scullers  
10 Canoes  
and all blades, sculls and paddles.

was completely destroyed by fire on January 18th.

An Appeal Fund for £2,500 has been opened so that they may be enabled to rebuild by the time of the annual Bath-to-Bradford Canoe race, week-end 14th/15th July, which has been so well supported by so many Canoe Clubs.

The Club is interested in the possibility of acquiring any secondhand K.1., K.2. or N.C.K.1's.

A.E. MOULTON  
President & Chairman.



## THE NATIONAL C 8

On Sunday, 14th January, 1962, the National C.8, Britain's largest canoe, was successfully launched at Richmond, Surrey. The ceremony was carried out by Mr. Peter Cadbury, Chairman of Westward Television Limited.

What a day it was. The sun shone, the river sparkled, the Sea Cadet band played, and the crowds alerted by the previous day's television broadcast, gathered to watch this important event in the annals of British canoeing.

Mr. Peter Cadbury performed his duties admirably, and no sooner had he named the canoe 'Alpha' than it was seized by the crew, carried down the raft, and slid into the water. Then the first crew went aboard, and, with a few preliminary wobbles, they were off. The band played a fanfare, the crew picked up the stroke, and for a few moments the experts, and pseudo-experts, held their breath. Then, when it was clear everything was going to be alright, everyone began to congratulate everyone else. And, there was cause for congratulations for this was the first time the canoe had been on the river, or on any moving water.

After the first crew had returned, Mr. Peter Cadbury and the Mayor of Richmond won the admiration of the crowd by taking a trip in the 'Alpha'. A courageous gesture, indeed. They were followed by some of the Junior Members of Twickenham Canoe Club who will be building the second of these canoes.

The afternoon was rounded off with refreshments in the Richmond Canoe Club headquarters, and this made a fitting end to what was one of the happiest canoeing ceremonies for many a year. Credit for this must go to Commodore George Flint of Richmond C.C. for their splendid hospitality, to the Sea Cadets for their band, to the guests who graced the occasion, and, of course, to Peter Begent and Charles Ranshaw who provided the canoe.

Since we have described the construction of the C.8 several times in the pages of "Canoeing" the following details are merely for the record. Length 36ft. Beam 37 ins. Construction: cold-moulded veneer, three skins of 2.2 mm. bonded with beetle adhesive resin.



**NATIONAL C.S.**  
**A**  
**RICHMOND**  
**BY**  
**MR. PETER**

(Photo's by courtes



LAUNCHING

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# RONALD ERNEST RHODES



RON RHODES at the start  
of the 1961 D/W race.

Once more the shadow of sorrow has been cast on the sport of canoeing. For the third time in recent years a prominent canoeist has been tragically killed.

Ron Rhodes, affectionately known to many of us as Rhodés, is irreplaceable. His quiet unassuming way earned him spontaneous popularity wherever he went. In Britain and abroad he gained the admiration of millions, his tremendous power which produced express train like bursts of speed amazed the crowds everywhere he raced. He trained hard and at long intervals. In the earlier years whenever you were on the water you would meet Ron and eventually these mammoth training sessions achieved results. Unlike many, Ron would not share in the excitement and clamour of success but would slip quietly into the shadows away from the glare of publicity.

At the European Games in 1959, Ron shook the international canoeing world. For the first time in history a British sprint paddler won a medal. In his inevitable shy way, Ron put his medal in his pocket and had to be asked before he would show it round. His endeavours won respect for the British team and from that day it was received with respect, gained by Ron's efforts.

In 1960, Ron crowned his canoeing career by reaching the final of the K.1 1,000 m. event in the 17th Olympic Games in Rome. His placing in this event was fifth and how magnificently he earned it against the cream of the canoeing countries of the world. Even at this high level of competition there was no show of nerves, just a few deep breaths. When it was all over, Ron again tried to slip into the shadows but this time his efforts received the notice they deserved and many people outside the canoeing game heard of Ron Rhodes. As one newspaper at the time put it "Kayak Kid goes for glory".

As a person who was honoured to be a team-mate of Ron on many occasions I can only say that there will never be anybody else like Ron. Canoeing as a sport and 'Canoeing' as a magazine extends its heartfelt sympathies to his parents.

Marianne Tucker.

# THE ITALIAN ANNUAL TRAINING PROGRAMME

by BLAHO KALMAN

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

For each of the five phases into which a training session is divided a schedule is given.

## TRAINING ON THE WATER

### 1. Introductory (10 to 20 minutes)

- a. The instructor ascertains the physical and mental condition of the paddlers.
- b. He tells them the training programme for the day, tells them the distances to be paddled, and intensity of training.
- c. The paddlers must see that their canoes are in fit condition.

### 2. Preparatory (20 to 30 minutes)

Gymnastics, breathing exercises for a prescribed period.

Warming up exercises in the canoes over a prescribed distance.

### 3. Principal Period (30 to 60 minutes)

Light over prescribed distance.

Medium over prescribed distance.

Strong over prescribed distance.

100 metres or 30 seconds.

250 metres or 60 seconds.

100, 200, 300 metres or 30, 60, 90 seconds.

100, 200, 300, 200, 100 metres or 30, 60, 90, 60, 30 seconds.

300, 200, 100, 200, 300 metres or 90, 60, 30, 60, 90 seconds.

500 metres or 150 seconds.

800 metres or 225 seconds.

1,000 metres or 270 seconds (4m.30s.)

1,200 metres or 330 seconds (5m.30s.)

3,000 metres or 900 seconds (15m.)

5,000 metres or 1,500 seconds (25m.)

10,000 metres or 3,600 seconds (1 hour)

Starting exercises (about 50 to 150 metres)

Training in rounding the buoy, overtaking, keeping within a lane, etc.

According to the annual period choose and combine the distances daily indicating for each paddler the intensity and number of repetitions.

### 4. Slowing Down (10 to 20 minutes)

Gradual slowing down of work in boat over a prescribed distance, about 2 to 3 kilometres.

Gymnastics and breathing exercises to prescribed time.

### 5. Conclusion (20 to 30 minutes)

a. Putting the equipment away.

b. Showers.

c. Weighing.

d. Massage.

e. Trainer's remarks.

A complete training period should last from 90 to 160 minutes.

## TRAINING IN THE BASIN

1. Introductory (10 to 20 minutes)
  - a. The instructor ascertains the physical and mental condition of the paddlers.
  - b. He tells them the training programme for the day.
  - c. The paddlers prepare their equipment.
2. Preparatory (20 to 30 minutes)  
Warming up gymnastics.  
Breathing exercises.
3. Principal Period (30 to 60 minutes)
  - 15 to 20 minutes technical exercises in the basin.
  - 15 to 20 minutes strengthening exercises with weights.
  - 15 to 20 minutes technical exercises in the basin.
  - 15 to 20 minutes strengthening exercises with weights.
4. Slowing Down (10 to 20 minutes)  
Slow running 10 to 15 minutes.  
Breathing exercises.
5. Conclusion (20 to 30 minutes)  
As for training on the water.

## TRAINING IN THE GYMNASIUM

1. Introductory (10 to 20 minutes)  
As for training in the basin.
2. Preparatory (20 to 30 minutes)  
Slow running (with sprints, and jumping etc.)  
Breathing exercises.  
General exercises.
3. Principal Period (30 to 60 minutes)  
Specific exercises.  
Exercises in pairs.  
Climbing exercises with ropes, etc.  
Co-ordinating exercises (vaulting, balancing, etc.)  
Strengthening exercises (with weights, bars, and medicine ball)  
Games (basket ball, volley ball, rugby, etc.)  
Specific individual exercises, e.g. exercises to increase suppleness for strengthening the arms, the legs, and the abdominal muscles.
4. Slowing Down (10 to 20 minutes)  
Free gymnastics.  
Free running and walking.  
Breathing exercises.
5. Conclusion (20 to 30 minutes)  
As for training on the water.

## TRAINING IN THE OPEN AIR

1. Introductory (10 to 20 minutes)  
As for training in the basin.
2. Preparatory (20 to 30 minutes)  
As for training in the gymnasium.



3. Principal Period (30 to 60 minutes)

Specific exercises.

Exercises in pairs.

Co-ordinating exercises (vaulting, balancing, etc.)

Strengthening exercises (with weights, bars and medicine ball)

5 to 10 kilometres cross-country running.

Games (basket ball, volley ball, rugby, etc.) (15 to 20 minutes)

4. Slowing Down (10 to 20 minutes)

As for training in the gymnasium.

5. Conclusion (20 to 30 minutes)

As for training on the water.

TRAINING WITH GAMES

1. Introductory (10 to 20 minutes)

As for training in the basin.

2. Preparatory (20 to 30 minutes)

As for training in the gymnasium.

3. Principal Period (30 to 60 minutes)

Two sessions of 25 to 40 minutes of football, basket ball, volley ball or rugby.

4. Slowing Down (10 to 20 minutes)

As for training in the gymnasium.

5. Conclusion (20 to 30 minutes)

As for training on the water.

TRAINING WITH BICYCLE

1. Introductory (10 to 20 minutes)

As for training in the basin.

2. Preparatory (20 to 30 minutes)

As for training in the gymnasium.

3. Principal Period (30 to 60 minutes)

15 to 20 kilometres cycling (including 2 to 4 sprints of 1 to 2 kilometres).

4. Slowing Down (10 to 20 minutes)

As for training in the gymnasium.

5. Conclusion (20 to 30 minutes)

As for training on the water.

SWIMMING TRAINING

1. Introductory (10 to 20 minutes)

As for training in the basin.

2. Preparatory (20 to 30 minutes)

Breathing exercises.

General exercises.

3. Principal Period (30 to 60 minutes)

10 to 20 minutes light swimming in varied styles.

10 to 15 minutes rest.

- Strengthening exercises (with weights, bars, etc.)  
10 to 15 minutes rest.  
10 to 20 minutes light swimming in varied styles.
4. Slowing Down (10 to 20 minutes)  
As for training in the gymnasium.
  5. Conclusion (20 to 30 minutes)  
As for training on the water.

#### SKI TRAINING

1. Introductory (10 to 20 minutes)  
As for training in the basin.
  2. Preparatory (20 to 30 minutes)  
Breathing exercises.  
General exercises (with and without skis)
  3. Principal Period (30 to 60 minutes)  
10 to 20 kilometres of ski-ing at varying speeds over slightly hilly ground.
  4. Slowing Down (10 to 20 minutes)  
Walking with skis (about 2 kilometres)  
Free gymnastics.  
Breathing exercises.
  5. Conclusion (20 to 30 minutes)  
As for training on the water.
- 

## LETTERS

Dear Sir,

#### "WASH-HANGING"

The season of Long Distance Canoe racing will shortly be with us again and I suppose that wash-hanging will still persist. This is the method of keeping behind another competitor and riding his wash and so getting pulled along without too much effort. It also assists in conserving energy until it is possible to overtake and pass the much tired and demoralised adversary, you hope!

This technique can at times be a trifly bumpy to an outside fitted rudder. A good remedy against the hanger's-on is to attach a light-weight pole slung from the stern 4ft. long and to tie to the end a 3-pronged fork - trident shaped! This will protect one's rudder by warding off bow thrusts from the attacker behind.

Perhaps other readers have far better suggestions to cover this problem, if so, I shall be pleased to hear them.

Yours faithfully,

L.R.FISH.  
Richmond, Surrey.

Dear Sir,

I am sending my subscription for another year of "Canoeing". I hope your 2nd year is as successful if not more so than your first. Up till the time that you launched your magazine the world of canoeing was sadly lacking in literature of this sort. Now, we have a magazine which caters for the many and varied tastes of canoeists.

It is with sadness that we in Llandaff note the death of Ronald Rhodes who was surely one of the finest canoeists ever produced in this country in the sphere of racing. He won a Bronze Medal in Duisberg being the first British canoeist ever to do this, and also did well in the Olympics in 1960. Let us hope that the up and coming racing canoeists such as Shankland, Gyoffry, Lawler and Still can carry on the fine reputation Ron helped to build up.

Yours sincerely,

COSTAS D. GARGALOS.  
Llandaff C.C.

Dear Sir,

Sea Canoeing

I was very interested to read Mr.Fuller's suggestion in "Canoeing" Feb. 1962 that a booklet on sea canoeing is needed.

The suggestion is noted. Now begins the search for an author, or authors, to prepare a draft of this highly technical subject.

I can foresee that such a booklet would fit into the British Canoe Union's series of technical booklets.

RODNEY BAKER  
Hon.Sec. B.C.U.

Dear Sir,

Reference: A letter from I.W.Williams, Swansea  
and printed in the November issue of "Canoeing"

Whilst I agree articles of the nature suggested by Mr.Williams would be excellent, he need not feel "out of reach of clubs and experienced canoeists". There are both in the Swansea area.

I will gladly effect an introduction if you will send me his address or vice versa send him mine.

He may also like to know that the C.C.P.R. are running a Canoe Building week-end at Mumbles, Swansea, 23rd-24th February, 1962 and have plans for beginners' courses during the Summer also in the same area.

Yours faithfully,

N.B.RUSSELL  
C.C.P.R. Technical Representative  
for West Wales.  
5 Hendrefoilan Avenue,  
Sketty,  
Swansea, Glam.

N.B.RUSSELL  
C.C.P.R. Technical  
Representative for  
West Wales.

# BOOK REVIEWS

CANADIAN CANOEING by BRIAN SKILLING

(B.C.U. Booklet No.5 - 3s.6d.)

With the Kayak, the beginner, even without instruction, can usually make fair progress; but with the Canadian canoe and the single paddle some preliminary knowledge of correct technique is almost essential if he is not to despair of ever steering a reasonable course. In a booklet of this size it is impossible to cover the subject completely. To provide the beginner with all he needs to know is difficult, but in this the author has succeeded admirably. Paddling with the single blade is an art, and as with all the arts, requires the practice no book can provide. Bearing this in mind this booklet provides the beginner with all that is necessary to enable him to handle his craft with skill and confidence on any of the quieter waters of this country. In four parts: Construction, Choice of canoe and equipment, Paddle strokes and Watermanship, it covers most things adequately, although there were one or two points I should have liked to have seen amplified. "Landing on a beach" for example, can be dangerous and was, I thought treated a little too lightly, but one must assume that the reader has at least a modicum of commonsense and will not try his first beach landing through a heavy surf. Within the limitation of space it is difficult to see how this booklet could be improved upon. Excellent value, and, at a time when interest in the Canadian canoe is reviving, a welcome and timely addition to the B.C.U. series of booklets.

C.R.

HOW TO BUILD A KAYAL KAYAK by K.H.LITTLEDYKE

(Pearton (Kayaks) Ltd. - 1s.6d.)

Designed to assist builders of 'Kayel' kayaks, this little pamphlet is admirably done. It takes the constructor step by step through the process of building, and finishes off with some very useful advice on varnishing and painting. Whilst this book is not intended as an instruction manual in its own right, but rather as an adjunct to a 'Kayel' plan, readers interested in Ken Littledyke's ingenious method of construction, in which plywood panels are linked with wire and fibre glass, will find much to interest them. Indeed, we suspect some may be tempted to adapt their favourite design to this method, and with this pamphlet there should be few snags. Remember, however, this pamphlet is intended to help you build a 'Kayel' kayak and is written from that point of view.

B.S.

# NEWS FLASHES

## NEW B.C.U. APPOINTMENTS

Gil Marshal of Durham is taking over the Enquiries Secretaryship of the B.C.U., whilst John Gould is to be the new Youth Officer.

## NO LATE ENTRIES

Entries for the Canoe Touring Club L.D. Race to be held on the 1st April must be in by the 18th March. Secretary, Beryl Fish, has sworn to accept no late entries. Other Secretaries please copy.

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

The date of the next Annual General Meeting of the B.C.U. will be 26th January, 1963. Provisional starting time 6 p.m.

## THE SECOND C.8.

The Twickenham Canoe Club Junior Section are to build the second National C.8. It is expected that the mould will be free again after Easter.

## C.T.C. DANCE

The Annual C.T.C. Dance will be held at York House, Twickenham, on Saturday, 24th March 1962. Tickets 5s. from Mrs. B.Fish, 5 Park Hill, Richmond, Surrey.

## RHODES MEMORIAL TROPHY

It has been suggested that a fund be created for a Ronald Rhodes Memorial Trophy. Already overwhelming support has been received for the idea, and further details will be announced later. Such a trophy would seem suited as an International or National Trophy for the 1,000 metre K.1. event.

## CHOSIN CUP COMPETITION for SEA CADETS

The Chosin Cup Competition, which is open to the 69 units in the London Area, will this year be held during the week-end March 9/11 in the Aldershot military training area.

This tough and exciting competition is designed to develop initiative, endurance and stamina as well as exercising cadets in the knowledge of those subjects that are taught during training.

Teams of six cadets, all over 14 years old, will engage in: .22 shooting at clay pigeon tiles; an assault course (including a 12ft wall); 3-miles two-seater canoe carry; canoe crossing of a lake; speed march of 4 miles through difficult country (use of map and compass essential); movement of a heavy object up a steep incline; short river crossing by raft; lake crossing by boat; and First Aid, including conveying a casualty by stretcher across a river by jackstay (rope and pulley 'bridge').

continued from page 51

The water is warm.

The water is clear,

Help is near,

One is less reluctant to roll in warm water than in cold.

The coach may remain waist deep in water for an hour or so without great discomfort.

Finally, if you would like to learn to roll and there is no one who can coach you, try the CCPR, and if that fails, buy the B.C.U. booklet No.4 cost 3s.0d. and study it, and wait until the water is warm and then practice with the help of someone else. NEVER attempt it without help, or in water deeper than 5ft. or shallower than 2ft. 6ins. Later when you are competent, try surfing, and showing off rolls until you are dizzy. Its great sport. In addition to the booklet, try the "Clarence" film No.3 about rolling. It is excellent, and may be hired from the British Film Institute. The B.C.U. also has a film strip that shows the roll, which may be bought from B.C.U. Supplies, 147a Station Road, London. E.4.

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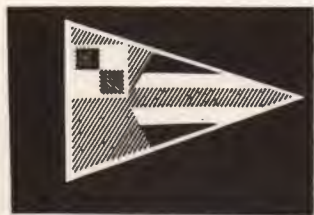
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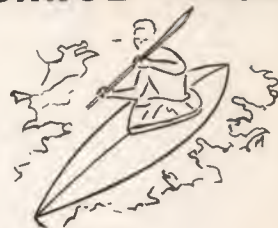
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