

Canoeing

Price 1s.

Volume 2

Number 12

November, 1962



SPECIAL FEATURES

The Ordinary Is Different.

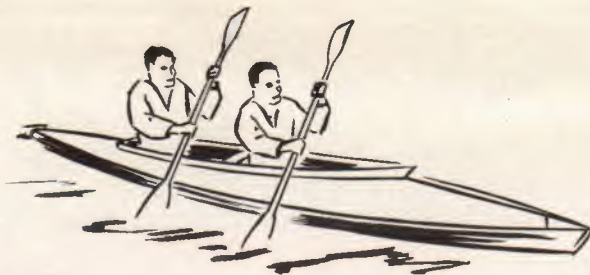
Report On Distress Signals.

Back From Greenland.

"C. I. Canoeist"

Photo:

Aqua-Photo Publicity.



ECONOMY TWO-SEATER

From time to time we have had customers who have been attracted by the quality and design of Tyne canoes, but who, because of limited financial resources, have been forced to look elsewhere for something cheaper. Many of these people have been Youth Leaders who are faced with the problem of getting as many youngsters as possible afloat for a given sum of money.

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The ECONOMY TWO-SEATER has exactly the same lines as our Compact two-seater, and is made of exactly the same high grade materials. The price reduction has been made possible by omitting some of the refinements of the more expensive canoe. For example, laminated frames have been replaced by built-up frames, and the more costly self-retaining nuts and bolts have been replaced with simple wing nuts. We would stress that in no instance has any change been made which would affect the performance of the canoe adversely.

The difference between the ECONOMY TWO-SEATER and the COMPACT TWO-SEATER may be compared to the difference between the standard and de-luxe models of a motor car. We have not used these terms, however, since we regard all our standard models as being of de luxe quality.

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Contractor to Government Departments and
Education Authorities

Canoeing

Volume II

Number 12

November 1962

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EDITORIALLY SPEAKING

"All, all are gone". Not the 'old familiar faces' of Charles Lamb, but the new and unknown faces of the hundreds of people that take up canoeing each year. The people who buy a set of plans and build their own canoe, the people who buy a canoe ready made, all those people who take up canoeing but do not join a club. All of them, we like to think, are finding pleasure in canoeing, but what they do and when, of this there is no record.

It can be argued, of course, that there is no harm in this and that if they do not wish to join the ranks of organised canoeing then they should be left alone. To a certain extent this is true, but in a small country such as Britain where there is no right of way on the waterway it is desirable that as many people as possible are aware of the restricted nature of our sport, and of the standards which are made for safe canoeing. The only way this can be achieved is by these people being encouraged to become individual members of the British Canoe Union and in this way receive the information and facilities provided by that body.

Last year we suggested that the B.C.U. should reduce its individual membership fee (at present 15s. per annum) and in so far as this was not increased when other classes of membership were, it can be claimed that our campaign was partially successful. But this is not enough.

The B.C.U. individual membership fee must be reduced to 8s. 6d. to what may be termed as an 'impulse' subscription, and details of facilities available, with a membership form, should be distributed at every canoe retail outlet in the country. Where possible retailers should be asked to take the initial subscription and pass it on to the B.C.U. In this way, the number of individual members of the B.C.U. will not stand at the present figure of about 100, but at 1,000 within the year.

THE ORDINARY IS DIFFERENT

BY B. H. JOHNSON

Always lured by water, canoeing as opposed to boating started for me on a holiday at Bedford about forty-two years ago when at the age of eight, a young uncle was persuaded to accompany me in a hired Canadian-canoe. This was followed later by similar trips on the Wey at Guildford when I was allowed to paddle single-handed and to work out the mechanics for myself.

Envious eyes on the kayak type of canoe on the British beaches brought no response from protective parents, but safely away at boarding school I evolved a plan for a canoe which must not be flat bottomed. If literature on the subject was available it was certainly not within my ken. The final point of the plan evolved was the use of children's wooden hoops for the ribs. At this time there were two types of hoops to be bowled along the streets, those of hard steel wire and those of steamed ash. The latter were 'two-ply' and secured by brads and by cutting, removing a few brads, straightening the ends and re-bradding, ribs of two foot diameter and one foot six inches deep were made. While the resultant craft was round bottomed, it was also parallel sided, too deep for its beam, and the canvas skin, well doped with linseed oil and white and lead paint (lead paint was lead paint in those days) added to the weight of the 2" x 2" hog and the heavy stem and stern posts. After modifications which occupied a whole school holiday it proved better sport the next summer in the sea, and was afterwards passed on.

The next endeavour was in 1929. This was what is now known as a hard chine canoe, and was made to the design produced by a cabinet maker. "Safari" is still in use today, thirty-two years later, and is a firm favourite. The original framework of ash gunwales, chines, and hog, with oak knee ribs, was originally covered with three-eighth inch thick Siberian pine but the latter has since been replaced with three-sixteenth inch marine ply, the decks raised and other slight modifications, but still in heart the old canoe! How different from the writer in 'Canoeing' who has had as many canoes as years! "Safari" was originally intended for the sea, but the difficulty of launching from a sloping beach in anything but a dead calm sea, and to retain a dry seat was almost impossible.

Following a summer when every available Sunday was too wet, too rough, too windy, or too cold, the canoe was housed with a rowing club on a small river nearby.

While ostensibly a member of this club for two years I did not meet any of its members, the reason being, I believe, that they knew the tides, arrived and departed accordingly, while I stuck obstinately to the clock and more often than not paddled even more obstinately against the ebbing or flowing tide. At that age, however, one has superfluous energy and paddling against the tide on a small river is a very sure way to work it off.

The upper reaches were in true countryside and I found that this type of canoeing more suited to my nature of enjoying the countryside by admiration of it. The approach of a twenty-first birthday brought the present problem into focus and the hankering of a Canadian-canoe as used on the Bedfordshire Ouse and the Wey was

recalled. Genuine Canadian canoes were too expensive and a clinker built version in mahogany was finally purchased. This was, and still is, sixteen feet long and could accommodate three people or alternatively two with camping kit. "Chief" as it is known was unfortunately too beamy and made difficult paddling. With two canoes, I could sometimes double up with friends for company. Except for the excitement of a porpoise surfacing near the canoe, and the torrent of tidal water between high flood banks, the lower reaches soon palled of interest, and the one-way traffic from the boathouse upstream became the only alternative, so pastures new were sought, if possible with a permanent camp site where the canoe could be stored.

I should remark here that at this time the only way to transport canoes any distance was to hire a lorry or van for the purpose, but for short portages I did use a pram wheel trolley which could be dismantled and stowed for a journey.

The search for a suitable place ended on another tidal river, but on the opposite side of my home town. A very kindly farmer was most helpful and rented to me a small piece of timber covered river bank with permission to erect a 'Canoe shed' subject to consent from the local planning authority. The building had to be larger than the largest canoe but small enough to meet my modest budget. After requesting the use of clay tiles, which for a building seventeen feet by seven feet would have weighed some two-and-a-half tons and required heavier rafters, the Authority allowed me to use red-wood cedar shingles. The building, or the 'Cabin' as it came to be known, has since settled into its surroundings and has become the base for all our canoeing operations. Not, however, before war came in 1939 and I had just time to introduce my elder son at the age of a few months to the sight of a canoe before I departed with the B.E.F. for France.

Six years away at war with nostalgic memories of the 'Cabin', thoughts on the slender weeping willow I had planted and thoughts of exploring further the extremities of the river. When hostilities did cease the petrol problem loomed large, but as things improved we once more started canoeing and the son, now aged seven, started to use 'Safari'. Son Number Two arrived in 1948 and cramped our style for a while but not before son Number One was off on his first long lone canoe trip, since when he has not looked back.

At this time the clinker built Canadian 'Chief' which was showing signs of wear, was taken home for the winter (on a hired lorry) and ribs of ash were steamed to shape to replace those which had rotted. As 'Chief' was past her prime and still very unmanageable (she would blow broadside across the river in a gale) we - no longer I you will notice - decided to remove the top strake and deck her over leaving a cockpit for two fitted with a suitable combing. This turned out to be a most successful job, and after it followed 'Safari's' turn to be re-skinned with marine ply as already mentioned.

In the meantime, a friend and I had dubiously carried an inverted canoe on the top of a car, where the curvature of the canoe had a somewhat similar profile to the car's roof, cushions and rugs were used to spread the load, but the sole means of lashing were the handles of the car which made final entry and initial exit

difficult! The prospect of visiting the upper reaches, other than by an all day two-way paddle opened new vistas. The subsequent car of the station wagon type and the advent of the roof-rack has altered this entirely. My wife and I for a week's holiday on our own took 'Safari' to Cornwall. While it is true that we only used it on one day it has been a day to remember. At the mouth of the Fowey River I had a swim while we waited for the tide to make, then with the weight of water behind and into a head wind we had to seek the more moderate water of the shore line, past the ships loading china clay, past the ocean-going vessels laid-up in the river, with an ever changing vista of roughly wooded banks, undulating country and finally lush water meadows we drew alongside the bridge at Lostwithiel right at the height of the tide. Returning on the ebb with the wind behind us we watched the shoals of fish break the surface of the water, saw sheld-duck with their young, and kingfishers, looked down through the clear sunlit water to gently swaying kelp and the romantic looking hulks of former ships.

Since then we have travelled, canoe aloft, to revisit the Wye and have thrilled at the scenery and rapids from Goodrich Bridge to Huntsham Bridge, seven glorious miles of rock and forest - and only half a mile to walk back for the car! But even here caution is necessary, we looked at the rapid at English Bicknor and studied the canoeing map. "You", said my wife, "Give me your money, your watch, and your wallet, I will wait for you lower down." I may add that I made a dry descent of the rapid.

It was now Number One son's turn to build a canoe - a PBK22. This was borrowed for another holiday when we had a glorious day on Llangosse Lake, alternately lulled and becalmed in drowsy sunshine and then fighting for headway in driving spray from the wind which rushes down from the mountains. Further up the Usk Valley we explored several sections of the Monmouthshire-Brecon Canal and crossed on the aquaduct above this very beautiful river.

Our canoeing is an opportunity to see the countryside from a different angle, as far from people as possible (anglers included), to watch the wild life, to study the history, to battle with the elements, to drowse in the sunshine, to breathe the air. After the heavy rains our sphere is extended, then we can explore the summer's hidden brook, ride high over the water meadows, stalk the migrant duck feeding in the shelter of the trees, hoist a sail and cream along on the top of a wave to the music of a straining mast. Yet there is one thing I have forgotten - wood. Yes, flotsam and jetsam, fence posts, aris rails, branches even trees, yes, these we tow back to the cabin to be cut and split and cut again as logs for the fire. When we come off the river with ice on the canoe decks, and hoar frost rims the heads of last summer's cow parsley, with red faces and blue hands we make up the fire for toast, and, putting another log on the fire, say, "Do you remember towing this one back during the heat wave?"

And now, as I dive into the river, the canoes will rock at the landing stages and I look up to the light ripples reflected under the branches and foliage of the giant oak, at the trailing branches of the weeping willow, the willow I planted - yes, twenty-seven years ago.

The object of this Conference is to help the general public to enjoy their boating in safety. Every aspect of the activity is covered by approximately seventy lectures and lectures are organised in "Streams". They will include Amateur Boat Building; Dinghy Cruising; Dinghy Racing; Canoeing; Power Boats; Small Sailing Cruisers; Lectures by the R.Y.A; designed to help the club member and official, whilst there will be numerous talks on assorted subjects, hard to place in a "Stream" but in themselves of vital importance both to the experienced owner as well as the novice or prospective owner.

The Organisers are concerned with the newcomer to boating as well as the person who requires a change of craft and are anxious to see that they are given an opportunity to examine the best there is in the particular branch of boating that he intends to take up and that, by expert advice, he is going to enjoy his leisure in happiness and safety. The leisure panels are composed of men who are notable in their own fields as either builders, designers, helmsman or members of Associations formed to further a particular branch of boating.

For further details see advertising pages.

INTERNATIONAL FIXTURES

Jugoslavia was the only candidate for the 1963 European Championships. Since the 1962 World Championships had been cancelled, Congress accepted a proposal to combine the 1963 European Championships with Extraordinary World Championships. There will be no separate races: each event will be counted twice - once for the World Championships and separately for the European Championships.

The venues for the various championships were fixed as follows:

World and European Championships in Racing 1963 -	Jaice, Jugoslavia 23-25 August
Slalom World Championships 1963 -	Spittal, Austria 10-11 August
Wild Water World Championships 1963 -	Spittal, Austria 13-14 August
Canoe Sailing European Championships 1963 -	Karlskrona, Sweden 14-20 July
Olympic Canoeing Regatta 1964	Tokyo, Japan. 21-23 October
Slalom and Wild Water World Championships 1965 -	Merano, Italy Possibly June

(reprinted I.C.F. Bulletin)

A SLALOM CANADIAN IN GLASS FIBRE

BY D. J. HALL

This Canadian-canoe is based on a design by Charles Ranshaw and was a first attempt at this type of canoe, although as readers may recall not a first attempt at working with glass fibre. The following are the vital statistics:

Length: 15ft. 2ins.

Beam: 32ins.

Weight: (Rather heavy) the next one will be lighter.

Buoyancy: Polystyrene foam (built-in)

Cost: £26. (will be cheaper when made lighter) this includes everything.

Manoeuvrability: Can easily be spun round in its own length.

Speed: We averaged 6 m.p.h. on our 18-mile trip with camping gear.



REPORT ON DISTRESS SIGNALS

BY OLIVER COCK, NATIONAL COACH

A test of three Distress Signals was made from Gorleston on Sunday, 26th August, 1962.

The Test was carried out at the wreck of the S.S. "White Swan" approximately 1 mile south of the mouth of the River Yare. It was observed by the local Commandant of the Coastguards from their watch-tower at the river mouth. Also present were the Cox'n of the Gorleston lifeboat, the Youth Officer for Great Yarmouth and a member of the local Press.

Present at the Test itself were two two-seater canoes and a single-seater canoe, manned by members of the Charter Canoe Club, Gorleston; also myself in a single-seater. A small motorboat was in attendance.

Weather: Wind SSW. Force 5-6 (20 knots, gusting to 23)
Big light cloud. Sun just showing.

Sea: Moderately calm.

After capsizing, I got the signals out of the canoe, and released them one by one, waiting for each to finish before firing the next. The method of firing was the same for all, viz: 1. Unscrew the protecting cap. 2. Pull and twist the wire loop thus exposed. Ignition was automatic and instantaneous. I did this whilst holding on to the bow of one of the two-seater canoes. I had no difficulty. The signals fired are given below in the order of their release. Comments, and retail price, are given against each. All were from the Schermult Pistol Rocket Apparatus Ltd. of Dorking.

Two Star Red. Duration: about 7 seconds between stars. The stars were almost invisible against the light, from the watch-tower. Price 13s.9d. each.

"Newdigate" Hand Flare. Duration: 45 seconds. Bright red flare highly visible from the tower. Price 7s.6d. each.

Day and Night No.1. Mk.1.

Night Flare. Duration: 15 seconds.

Bright red flare visible; but duration so short as to make it easily missed.

Day Smoke. Duration: 15 seconds.

Reddish brown smoke visible; but quickly dispersed at this strength of wind. Price of complete flare 29s.0d.

The general opinion was that the "Newdigate" Hand Flare was the most effective. Its price is also very much in its favour. Although too bulky to be put in a pocket, it can be easily stowed in a canoe and an occasional wetting before unscrewing the cap does it no harm. The signal can easily be secured inside the canoe within easy grasp of the canoeist after he has capsized.

The Newdigate Hand Flare is available from yacht chandlers. Groups of canoeists going into open waters are strongly recommended to carry one or two.

BOUND VOLUMES OF CANOEING

Once again we are having some copies of Volume Number Two, which closes with this issue, bound up. The format will be as last time, i.e. title on the spine, stiff illustrated boards covered with a transparent laminate, and in the style known to the trade as 'perfect' binding. The cost of these will be £1 per volume (post free). Orders are being taken now.

Because this year we have had a considerable run on certain issues it will not be possible to bind up from stock as many volumes as last year. We are, therefore, prepared to bind up readers' own copies of Volume Two at the same time as our stock copies are being bound. The charge for this will be ten shillings per volume, and it is stressed that all individual copies must be in perfect condition otherwise success cannot be assured. Copies for binding, plus the ten shillings, must be at the Editorial Office by 7th November, 1962. It is anticipated that orders will be completed by the end of the year.

Because of the additional work involved we do not intend making the binding of readers own copies a regular service, but on this occasion we feel there is a moral obligation to see that all those who have purchased bound copies of Volume One are able to purchase Volume Two.

We are still able to supply bound copies of Volume One from stock, price 17s.6d. (plus 1s.3d. postage). We particularly recommend them to Clubs and Libraries.

SMALL ADS. - 3d. per word, Box 1s.6d.

FOR SALE

Klepper T.55 folding single kayak, Kobberup Swift 17ft. moulded touring K.1, £20 each with all gear.

Hodkinson, 24a, Montgomery Road, Sheffield 7. Tel: 55388

FOR SALE

Back numbers of 'Canoeing' price 1s.3d. each (incl. postage), 6 or more copies 1s. each (post free). No single copies of Volume 1 available, nor of the May and September issues of Volume 2. Bound copies of Volume 1 - 17s.6d. (plus 1s.3d. postage), orders being taken for bound copies of Volume 2 - 20s. (post free). Apply: Circulation Manager, 6 The Mall, Brentford, Middlesex.

LETTERS

Dear Sir,

Passion Wagons

I have been a canoeist of the Touring kind for some years. I have recently been converted to take an interest in White Water techniques, and I am filled with admiration for the progress and enthusiasm that they show. But, added to the rigours of rolling, wiggling and so on, is the task of reading some of the contributions in canoeing magazines. I feel myself getting very hot under the combing at the cavalier attitude of some of these sports car drivers.

Passion Wagons first. Did you ever hear such a snooty, superior, holier-than-thou label for our revered barges? Who cares if some canoes are barges? Barges are useful, they carry an immense amount of things, and a lot of them are very seaworthy. More than can be said for the white water feathers. I have a Passion Wagon and an AK White Water, and I am proud of them both. Live and let live, I'd take my bath tub, with the soap, into filthy water before I would take the AK. I like the AK, in surf, and rapid, but I have never had such an unpleasant haul as I had recently, across a stretch of wind-swept, choppy sea, on the wild coast of Mayo and Donegal. I longed for my Sea Rapier, with it's long flat keel and stick-in-the-water refusal to budge from the course set. Conversely, I would not be very happy in Rapier down the few little rapids that I have tried. Do I make sense?

Now for this matter of Colour. Aestheticsm seems an unlikely thing to find in Canoeing Magazines. I am an artist, and I love colour. My passionate wagon is - wait for it, bright, crossing beacon, orange, with a white hull, fibre glass through and through. Why bother to go and hide behind a tree? Skis are bright red and blue, skiers wear bright reds, and all sorts of colours. They are not afraid to be seen, with a little gaiety. I have a glorious colour film of the Club Passion Wagons, a bright splash of orange and white against the rippling turquoise and ultramarine of the Solent sky and sea. Let's not confuse sophistication with a lack of vitality.

This business of fibre glass, What a sideways slating the Klepper 62 got in the August review. Fibre glass has got to come, for white water and everything else, and surely blasting it will not stop this kind of progress, colour or character notwithstanding.

This is a plea for the under-dog-Touring, especially, Passion Wagons. Sea canoeing and river canoeing, demand their special skills. Knowledge of tide, wind and current. It's not dull, it's more skilful than it may appear, and it does require a passionate kind of a wagon; just try a force 6 wind and a tide race of 4 knots and see if you do not agree. Whatever is said, canoeing is still, in all it's many sides, part and parcel of putting paddles into the water and deriving from it, forward motion, and an emotion of pleasure, whatever the wagon.

Yours faithfully,

MYLES ECKERSLEY
Romsey, Hants.

Dear Sir,

Once upon a time.....

Why must you waste the valuable space of your magazine in these excursions into the past? Personally, I find the picture of National Coach, Oliver Cock, neither quaint, unusual, nor interesting, and I think the space could be put to far better use. If this thing is carried to its logical absurdity we will be having baby photographs next.

Yours in disgust,
NORMAN TILLEY.

(Mr. Tilley may be joking about baby photographs, but we are even capable of publishing those - see below. Seriously though, we know that a number of our readers are interested in the early history of canoeing and we try to cater for them just as much as for those readers interested in other aspects of our sport. With regard to the Oliver Cock picture we had the additional motive of showing that top-people in canoeing do not start at the top - they have to work their way up. We believed this photograph might give encouragement to novices who have been awed by Oliver's gyratics in an Eskimo kayak. Ed.)



Ronald Emes, aged 14 months in 1928. Today he is Secretary of the B.C.U. Paddling Racing Committee, has represented Britain abroad, and has done much to develop sprint racing in the Midlands.

Dear Sir,

Lifejackets

Having always appreciated your magazine and found it extremely useful, I am reluctant to pass adverse comment but, however, feel it my duty.

I spend a considerable amount of my time instructing canoeing to both service personnel and to local youth organisations. In consequence I do not like constantly having to explain away photographs of experienced canoeists failing to obey simple safety rules. The most consistently broken rule is the failure of canoeists to wear suitable life jackets. In the Royal Air Force it is compulsory for all canoeists to wear adequate safety jackets. In youth clubs however I can only advise that they should use them.

I was surprised to see Geoff Dinsdale's picture in the January edition telemarking at Builth Wells and then later in June testing the RAK 62 again without a life jacket. Even the experts have tumbles usually when least expected.

Lance Corporal Dalziel's article in April describes vividly the dangers of canoeing on the Nile and in particular the treacherous cataracts where one pair take a tumble. Yet when you see a photo of Captain Fairs "shooting" ducks from a canoe there is no sign of a life jacket, only a sun-burnt back covered with a towel. I would have thought that the War Office would have insisted on life jackets. Or is it because they do not, that the Army lost an apprentice in Scotland recently.

I hope in future that, if possible, photographs of canoeists either undergoing dangerous expeditions or participating in L.D. and Slalom events shows them with life jackets. If an approved design is used it should not hinder the participants performance.

On this same subject - have you printed large copies of the centre pages of the May issue, if so could you please supply me with five copies. If not, will you please send me an additional copy of the May issue and allow me to reproduce photographically five copies for display in the local clubs.

Thank you for all your help in the past.

Yours sincerely,

H.BOSTOCK (Sgt.)
Royal Air Force,
Beverley, Yorks.

(Whilst sympathising with Sgt.Bostock's point of view, we must point out that we can only print photographs as they are sent to us, and this means that unless the Nile article, for example, is to go un-illustrated we must show the canoeists without lifejackets. Further the B.C.U. only recommends a lifejacket where a capsized would be dangerous - we agree this is rather nebulous. Finally, no large copies of our safety chart from the May issue are available, but we will forward an extra copy of the magazine as requested. Ed.)

BOOK REVIEWS

YOUR BOOK OF KNOTS by Percy Blandford
(Faber, 9s.6d.)

Whilst 'Sellotape' may have ousted string as a means of securing parcels, for any activity making use of rope a knowledge of the correct way to make a knot is essential. And, not only should you know how to make a knot, but also which is the correct knot to use in any particular circumstances.

It is not difficult if you use sufficient rope to secure any object and be reasonably confident that it will stay secure, but a good knot will enable you to do the job in less time, with less rope, and with the knowledge that once tied it will stay tied, and finally, what can be just as important - a good knot is as easy to untie as it was to make.

In this book Percy Blandford presents in a clear and readable manner, and with plenty of illustrations, all the knots, bends, and splices, which are needed in a wide range of activities. It is one of the best books on the subject, at its own level, that we have come across because it is extremely practical in its choice of material. The endless variations which bedevil more comprehensive books on this subject have been omitted, however, and the path of the novice is made clear.

One reservation, however, must be made about the book, and this is the difficulty of tracking down any particular knot. Since any book of knots by its very nature must be a reference book, it follows that it should be easy to refer to. Alas in this case it is not so. There is no index and whilst this may have been dictated by economic reasons, the contents page could have been amplified, e.g. simple chapter headings such as 'Outdoor knotting', 'Boating knots' give no clue as to their contents. Further the illustrations which, as we have said, are first-rate are not named but only identified by a letter from which it is necessary to refer to the text. This is a pity and makes the book more difficult to use than need be.

With this one reservation we recommend the book wholeheartedly, and until the day comes when we moor our canoe with self-adhesive tape we shall regard this as a basic book for canoeists.

COOKING WITH CAMPING GAZ INTERNATION by Janice Davies
(P.T.C., 1s.)

This book is simply a cookery book with recipes using a single burner stove. The Publishers, the Pneumatic Tent Company who handle Camping Gaz over here, hope that the stove will be one of theirs, and hence the very modest price of the booklet. Don't let that deter you, however, the selection of recipes is very comprehensive and imaginative. Do your camp menus include Cauliflower au gratin, or fried rice and prawns, or even sausage trifle? If not, then this is the book for you. It even tells you how to make chips from instant potato powder. For those whose horizons are not bounded by sausage and beans this book is to be recommended, and is available from any camping shop.

SEEING SPORT WITH PETER LLOYD
(Desmond Lloyd Publications, 15s.)

This book takes its title from the television programme of the same name, and consists of a number of long articles on different sports by experts. Joe Jagger, of the C.C.P.R., has written the section on canoeing, and a very fine job he has made of it. Beginning with a brief historical survey, he then describes canoeing today, follows this with advice on choosing a canoe, and concludes with some elementary advice on technique. All in all as nicely balanced a survey as I have ever read, and one which could be read, with profit, not only by intending canoeists, but also by anyone called upon to give an introductory talk on our sport. It is always very difficult to provide a balanced picture of canoeing in a single lecture, but here is a pattern which might well be followed by many intending evangelists.

Other topics covered in this book include camping, swimming, angling, athletics, judo, and a host of others. In all honesty, I don't think I would pay 15s. for the canoeing section alone, but it would make an ideal gift for a young cousin of either sex and buying it this way you can read the canoeing section for free - almost.

B.C.Sk.



Wherever you may be send your contributions - articles, letters, photographs, cartoons, to the Editor, 1 North Lodge, The Green, Ealing, W.5.

BACK FROM GREENLAND

BY GILES DICKINS

Well, Chris Sutton and his merrie men are back from the wilds of Greenland, safe and more or less sound, and their skin-covered kayak is on its way back by ship - so if anyone smells the distinctive aroma of damp sealskin around the London area, let us know. We have a private theory that the Greenland coastal motor-boats navigate in fog to the seal-hunting villages by just this smell. Other specimens (alias souvenirs) collected include assorted "Toobilaks", small whale-bone carvings of grotesque appearance, incorporating a powerful curse, "kanniks", sealskin footwear of the gumboot class, and Mike Thomas's wicked-looking eight-foot sealing harpoon - nervous officials at Renfrew Airport still tremble at the memory.

Briefly, the story runs something like this: the four of us flew, via Glasgow and Iceland, to Kulusuk, E.Greenland, almost exactly on the Arctic Circle, and thence went in a motor-boat by, through or over (yes!) some alarming pack-ice, to the town of Angmagssalik. This boasts 600 odd inhabitants, and is one of the two towns on the entire East coast. There we got down to business, finding out which of the surrounding hunting villages were most kayak-minded, and suitable for our survey. It was decided that Franzi and Giles should make the long journey south-west to Isortok (30 kayaks and 3,000 seals per year) in one of the Danish government's motor vessels, while Chris and Mike trekked over the mountains to Tinitekilak, a similar type of settlement in the north-west, up Sermilik fjord.



Once installed, we proceeded to make measurements and photographs of the hunting kayaks in our respective villages - Chris and Mike also managed to include Ikatek on their way - and to get to know the hunters. Despite inevitable language difficulties, (Greenlandic is the world's worst language, with 200 different words for ice, and pretty long words, too!) getting to know them was very easy. The sight of a European in any species of kayak or canoe (we took two Kleppers) was enough to have the entire village out to investigate, and afterwards, amidst much laughter and violent sign language, we



drank coffee and talked about kayaks. The Danes were very helpful, and we had a lot of conversations with the aid of interpreters. We managed to go hunting with the Eskimos in both villages, and, on our way back, in Kulusuk, too, and saw mighty slaughter made among the seal and seabirds. One thing we soon realised - you don't notice how skilfully they handle their kayaks until you've tried shooting, harpooning, or even lighting your pipe in one, with a broomstick for a paddle.

All we saw and learnt would fill a larger volume than one issue of canoeing: rolling by the most intricate methods, cutting up a seal with a weird "ullo", or woman's knife, watching our kayak being built, and covered with stinking sealskin by an army of cheerful, pipe-smoking women..... we're trying to find the time to write our official report on them, and the money to develop our film of them, but here I've said about all there's room for.

Chris and Mike canoed back 40 miles down Sermilik fjord ("easy portage to Angmagssalik, cafe and post-office), and Franzi and Giles covered their 50 miles the easy way. After comparing notes, blisters, jokes etc. in Angmagssalik, we went back to Kulusuk for the plane to civilisation. We had a couple of days there to see what kayaks there were, but, with an American base on the Island since the war, the locals have found easier ways of earning a living than seal-hunting - they even charged us for "man's time" when they came kayaking with us! Here they spoke such excellent English as, "Him say how long you keep money" - simple, but effective!

On the way back we had time to reflect; where the Americans haven't brought in their over-rapid modernisation, Greenland and its inhabitants are quite marvellous, and, if we had the chance, we'd go there again - for longer. But the slum of Kulusuk and its mercenary inhabitants are a nasty warning..... kayaking isn't the only thing they've lost.

RESULTS

TWICKENHAM CANOE CLUB

SHEPPERTON SLALOM SEPTEMBER 16th 1962

FIRST DIVISION

POSN.	NAME	CLUB	FIRST RUN			SECOND RUN			BEST RUN	MOD %
			PEN.	TIME	TOTAL	PEN.	TIME	TOTAL		
1	Dave Mitchell	Chester	0	127	127	0	123	123	123	74.7
2	Pat Doncaster	Worcs. C.C.	0	135	135	0	135	135	135	82.1
3	Paul Mayhew	C.P.C.C.	40	125	165	10	125	135	135	82.1
4	Alan Edwards	Worcs. C.C.	60	146	206	0	141	141	141	85.4
5	Woody Woodcock	Twick C.C.	—	149	149	10	133	143	143	86.9
6	Ken Miles	C.P.C.C.	30	128	158	0	144	144	144	87.2
7	Julian Shaw	Manchester	10	148	158	0	151	151	151	91.6
8	David Patrick	Midlands	80	159	239	10	143	153	153	92.8
9	Alan Wilkinson	Harrow	10	150	160	SCRATCHED			160	97.1
10	John Critchley	Manchester	20	156	176	10	151	161	161	97.6

SECOND DIVISION

1	Frank Everleigh	W.L.C.C.C.	0	126	126	20	115	135	126	75.4
2	Robin Powell	Worcs. C.C.	0	130	130	80	131	211	130	77.9
3	Derek Baker	W.D.C.C.	20	132	152	10	124	134	134	80.2
4	Alf Kay	Chester C.C.	10	128	138	0	135	135	135	80.9
5	Ned Turner	Reading	10	145	155	0	138	138	138	82.7
6	Malcolm Thomson	Worcs. C.C.	70	131	201	10	133	143	143	85.6
7	Rod Adamson	Manchester	10	158	168	10	134	144	144	86.3
8	Stewart Baker	W.D.C.C.	10	137	147	20	130	150	147	87.9
9	George Bolt	C.P.C.C.	30	142	172	10	137	147	147	87.9
10	Ken Langford	Manchester	20	135	155	20	128	148	148	88.7

LADIES DIVISION

POSN.	NAME	CLUB	FIRST RUN			SECOND RUN			BEST RUN	MOD. %
			PEN.	TIME	TOTAL	PEN.	TIME	TOTAL		
1	Margaret Bellord	C.P.C.C.	10	204	214	10	176	186	186	75.8
2	Valencia Cadby	C.P.C.C.	30	184	214	10	180	190	190	77.5
3	Julie Amsden		30	220	250	20	204	224	224	91.4
4	Cathy Whiteside	Manchester	10	217	227	60	210	270	227	92.4
5	Ann Braithwait	Lakeland	80	192	272	30	204	234	234	94.5
6	Ursula Payton	Chester	60	214	274	60	183	243	243	99.1
7	Mary Satchell	Royal C.C.	30	219	249	40	210	250	249	100.8
8	Virginia Cartwright	R.L.S.C.C.	100	237	337	70	219	289	289	108.9
9	Honor Hodges	C.P.C.C.	60	234	294	70	257	327	294	119.9
10	Jill Olerenshaw	R.L.S.C.C.	160	235	395	90	245	335	335	136.2

TEAM EVENT

POSN.	TEAM	TIME	PEN.	TOTAL
1	Worcester	159	30	189
2	Twickenham	171	20	191
3	Chester	162	40	192

WEST YORKSHIRE CANOE CLUB

Club Sprints Championship : Ist. C.E.McAllister.
2nd. K.Harrap.
3rd. I.Walton.

Grand Obstacle Race: Ist. K.Harrap.
2nd. C.E.McAllister.
3rd. I.Walton.

Apple Race: Ist. C.E.McAllister.
2nd. J.White.
3rd. I.Walton.

Balloon Fight: Ist. K.Harrap.
2nd. I.Walton.
3rd. J.White.

EXETER CANOE CLUB.

Exc Estuary Race, 23rd-September, 1962.

Finishing Sheet.

Weather Conditions were perfect. Warm day and calm sea.

NAME	CLUB	Records	Time	Place
Class 1				
B. Lowry	Royal C.C.	1956 - G. Gaultier } 1hr. 36mins.		1
B. Peenay	Exeter C.C.	1961 - B. Peenay } 1hr. 4mins.		2
M. Peart	Exeter C.C.		1hr. 47m30s.	3
Class 2				
D. Shankland	Leeds C.C.	1957 - P. Lee	1hr. 36mins.	1
P. Young	Ross C.C.		1hr. 37mins.	2
P. Lee	Exeter C.C.		1hr. 46mins.	3
No Record				
B. Peacock	Met. Police C.C.		1hr. 58mins.	1
V. Binstead	Royal C.C.		Scratched	
Class 4A				
B. W. Smith	Worcester C.C.	1961 - R. Lawler	1hr. 36mins.	1
P. Smith	Royal C.C.		1hr. 45mins.	2
A. Jensen	Royal C.C.		2hr. 10mins.	3
K. Pereira	Twickenham C.C.		Scratched	
Class 4B				
G. Palmer	Worcester C.C.	1961 - P. Bowman	1hr. 46mins.	1
R. Watson	Royal C.C.		1hr. 49mins.	2
A. Chapman	Canoe Touring C.		1hr. 56mins.	3
Class 4C				
No Records				
A. Anderson	Canoe Touring C.		2hr. 7mins.	1
D. Fletcher	Canoe Touring C.		2hr. 58mins.	2
Class 5				
1960 - Smith } 1hr. 26mins.				
Dalton } 1hr. 22m. 30s.				
Class 6A				
1961 - Smith } 1hr. 36m. 30s.				
Birk }				
Class 6B				
1961 - Smith } 1hr. 44mins.				
Dalton }				
Class 6C				
1961 - Smith } 1hr. 47m. 30s.				
Dalton }				
Class 6D				
1961 - Smith } 1hr. 46mins.				
Dalton }				
Class 6E				
1961 - Smith } 1hr. 50mins.				
Dalton }				
Class 6F				
1961 - Smith } 1hr. 17mins.				
Dalton }				

SCOTTISH CANOE ASSOCIATION ANNUAL REGATTA

Roverdennan, 30th September, 1962

Mens' Singles Scottish Championship N.C.K.I. Class - 1,000 metres

1. A. Wilson (Kyle)
2. R. McElland (Hostellier's)

Winning Time: 5 min. 3.4 sec.

Mens' Doubles Scottish Championship S.C.A. 'A' Class - 1,000 metres

1. A. Wilson/C. Hope (Kyle)
2. J. Macgregor/J. Young (Kyle)
3. W. Macrae/B. Brakie (Kyle)

Winning Time: 5 min. 2 sec.

Ladies' Singles Scottish Championship N.C.K.I. Class - 500 metres

1. C. Stevenson (Irvine)
2. J. Wallace (Ardrossan)
3. E. Young (Kyle)

Winning Time: 3 min. 48 sec.

Mixed Doubles Scottish Championship S.C.A. 'A' Class - 500 metres

1. E. Young/J. Young (only team to finish)

Mens' Singles SCA Class 'A' - 1,000 metres

1. A. Wilson (Kyle)
2. D. McConochy (Kyle)
3. A. Baillie (Kyle)

Winning Time: 4 min. 51.6 sec.

Juvenile Mens' Singles SCA 'B' Class - 500 metres

1. J. Lawson (Irvine)
2. A. Green (Irvine)
3. S. McIvor (Kyle)

Winning Time: 3 min. 10.8 sec.

Junior Mens' Singles SCA 'B' Class - 500 metres

1. W. Shanks (Ardrossan)
2. B. Brockie (Kyle)
3. B. Brockie (Kyle)

Winning Time: 2 min. 58.6 sec.

Mens' Doubles SCA 'B' Class - 1,000 metres

1. J. Macgregor/A. Baillie (Kyle)
2. J. C. Speirs/J. H. Speirs (Irvine)
3. D. Gilchrist/D. Ardrossan (Hostellier's)

Winning Time: 5 min. 10.6 sec.

Junior Doubles SCA 'B' Class - 500 metres

1. B. Brockie/D. McConochy (Kyle)
2. W. Shanks/D. Paterson (Ardrossan)
3. J. Lawson/G. Moore (Irvine)

Winning Time: 2 min. 39.6 sec.

Points Kyle, 29 Irvine, 11

Ardrossan, 7 Hostellier's, 3

1962 L.D. CHAMPIONS

Individual Championship

- | | | | |
|------------|----------------|--------|---------|
| A. Edwards | Worcester C.C. | (Max.) | 20 pts. |
| S. Smith | " | | 18 pts. |
| R. Lowry | Royal C.C. | | 18 pts. |

Doubles Shield

- | | | |
|-----------------------------|--------------------|---------|
| A. Ward/D. G. Arnold | R. Marinere C.C. | 20 pts. |
| B. R. Smith/J. L. P. Dalton | Canoe Touring Club | 18 pts. |
| B. Pratt/A. Young | Royal C.C. | 16 pts. |

Junior Singles (Sella Cup)

- | | | |
|------------|----------------|---------|
| G. Palmer | Worcester C.C. | 20 pts. |
| M. Manning | " | 20 pts. |
| A. Chapman | Royal C.C. | 20 pts. |

Junior Pairs

- | | | |
|-------------------------|------------------|---------|
| R. Wade/P. Treacey | N. Sea Camp C.C. | 20 pts. |
| M. Thompson/R. Nicholls | Worcester C.C. | 18 pts. |
| A. Kirkby/N. Brewer | Royal C.C. | 11 pts. |
| D. Thompson/J. Fisher | Worcester C.C. | |

NEWS FLASHES

CAMP COOKING WITH CHEESE

A free leaflet with the above title is available from the Cheese Bureau, 40 Berkeley Square, London. W.1. We wonder if recipes entitled Cheese Dreams, and Cheese Hero have any significance.

NEW EDITOR FOR WHITE WATER

Chris Sutton is to take over the Editorship of 'White Water' magazine in the near future. Bill Horsman has been finding it increasingly difficult to carry on with the tasks which he has handled for so long, and at his own request is passing over the reins. Regular readers of 'White Water' are wondering if Chris can continue to be the angry young man of the rapid rivers while wielding the Editorial pen. We suspect he can.

THE CANADIAN CANOEIST

The above is the title of the recently published magazine of the Canadian Canoe Association of Great Britain. The first issue consists of 14 duplicated quarto pages within a printed cover and contains articles on a number of aspects of Canadian-canoeing. Copies of the first issue are available from the Editor, David Mitchell, 11 Haversham Close, East Twickenham, Middlesex. It is hoped to produce the magazine quarterly.

SEA CANOEING TEST

In our October Editorial we advocated the introduction of a test for sea canoeing. We understand this is to be considered at the next meeting of the National Coaching Committee.

CANADIAN CANOE WANTED TO TRAIN KAYAKERS

Geoff Sanders is looking for a cheap Canadian canoe in order to test out the theory with youth groups that 'a person who can handle a Canadian as well as a kayak will tend to make a better kayaker'. Offers to 33, Orchard Avenue, Solihull, Warwickshire.

SKI TRAINING HOLIDAYS

Programmes for the C.C.P.R. ski training holidays are now out, and are available from 6 Bedford Square, London. W.C.1. Apart from the recreational side of this sport, it is worth noting that many Continental canoeists regard ski-ing as an essential part of their winter training.

GATE SIX

Our last month's cover picture 'Gate Six' was taken by J.Haward at Grantully

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