

# Canoeing

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VOL 3 NUMBER 3 FEBRUARY 1963



## SPECIAL FEATURES

DOUBLE CANOE  
TECHNIQUE

BOAT SHOW REVIEW

ESTMO KAYAK 2

RAFTS ON THE  
BRUNAJEC RIVER,  
CZECHOSLOVAKIA

Photo: J. Howard

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# Canoeing

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## EDITORIALLY SPEAKING

"For services to canoeing". These four words in the New Year's Honours List followed the announcement that John Dudderidge, President of the British Canoe Union, had been awarded the O.B.E. There can be few active canoeists who are unaware of some of the services which he has rendered to our sport. There is probably nobody outside his immediate family who realises the full extent of these activities and John Dudderidge would be the last person to want it any other way. Much of what he has done has been carried out quietly without publicity, although if the situation demanded it he has never hesitated to wield the authority vested in him first as Secretary of the B.C.U. and latterly as its President.

From its early days he was the Secretary of the B.C.U. and held this office until 1960 when he was elected President. In 1936 he was a member of the British Olympic Games Canoeing Team and in 1938 he became British representative on the board of the then newly founded International Canoe Federation, and has served continuously in that position. But these things while being important nationally, give no indication of the time and effort John Dudderidge has given to individuals, new clubs, indeed to anyone who showed a flicker of interest in canoeing. If there was a spark to be kindled, John Dudderidge was, and is, ready to bring it to life with the blowlamp of his enthusiasm.

The staff of 'Canoeing' on behalf of all our readers wish to add our congratulations for this so well deserved award.

# DOUBLE CANOE TECHNIQUE

BY FLT/LT. P.F.WILLIAMS

1. If every experienced canoeist was given the opportunity of choosing between a double and a single canoe perhaps 99% would select the single for its manoeuvrability and the exciting skills that are related to it. However, many clubs and organisations are committed for one reason or another to use double canoes. The double need not be so dull a craft as people are apt to believe, as much excitement can be experienced and advanced techniques accomplished by a well trained crew.
2. The doubles used at the R.A.F. School of Physical Training Royal Air Force St.Athan are the Wessex Fibre Glass Mark II canoes which although  $16\frac{1}{2}$  feet in length can be telemarked effectively through  $120^{\circ}$  without using a spray cover. (Fig.1). The canoe can also be drawn across a fast run of water by reducing the cadence of the stroke to about 36 per minute. There is a tendency at times for the bows to turn away from the direction of the draw and this can be corrected by the bowman making his draw stroke nearer the bows or the sternman applying a quick stern rudder stroke while the bowman continues his paddling.
3. The application of a bow rudder stroke to turn the craft is very effective provided the canoe has sufficient way. The bowman leans well forward holding the paddle about 2 feet from the hull and facing inwards. The exact position of the blade will depend on the speed of the craft. To prolong the effect of the bow rudder stroke the sternman can continue paddling.
4. The draw stroke in the double is naturally less effective than with a single canoe due to the length of the craft and its correspondingly resistance to any pull sideways. To draw the craft sideways to miss an obstruction immediately ahead can be a difficult task but the boat can be made to clear such an obstruction by making it move diagonally sideways in the following manner. The canoe must be under way at a reasonable speed and faster than the current. A bow rudder stroke is made together with a reverse quarter sweep stroke on the other side. (Figs.2 and 3). Depending on the speed, the bow rudder is applied about 2 feet from the hull, the reverse quarter sweep is accomplished by placing the blade spoon inwards and vertical near the stern making a quarter sweep out from the boat and then holding the position. The canoe will move diagonally in the direction that the bow rudder has been placed. If a tendency for the boat to swing one way or the other develops the following faults in technique will be discovered.
  - (a) The bowman's paddle is not fully immersed in the water or is too near the hull.
  - (b) The sternman's paddle has overcome the pull of the bow rudder due to the fact that it has completed more than a quarter sweep.



Fig. I.

(c) The application of the paddles was not co-ordinated.

- 5, Manoeuvring the double canoe correctly not only demands a high degree of skill and fitness but can only be achieved through perfect team work and practice. A double rolled successfully by the crew gives more than a mild sense of satisfaction. In order to do this the bowman locks his knees against the decking and the sternman requires a wooden bar to maintain his position in the canoe, the bar being wedged against the decking across his lap. With practice the movement can be timed to exercise maximum leverage but in clear water the sternman has sufficient vision of the bowman under the water to co-ordinate his paddle movement with those of his crew member. In the "put across" method the bowman is able to exert greater leverage on the paddle as he is less restricted by the coaming sides at his point in the canoe. It is possible to roll the canoe without a spray cover using polythene sello-taped to the sides of the coaming with a gap left giving sufficient room for the crew to slide in.
6. The double need not be regarded as essentially a touring craft. With perseverance and teamwork it is possible to achieve a more versatile programme of doubles technique in a club's training schedule so that greater excitement and enjoyment can be obtained from this type of canoe.



Fig. 2.



Fig. 3.

# BOAT SHOW REVIEW

January the first, press day for this year's Boat Show, and while outside Earls Court most of Britain shivered and dug their way through the snow, inside model girls posed in the artificial sunlight of the pseudo South Sea Island village. If one looked closely one could see the models were shivering too. But, saying farewell to the Tahitian hostess we sailed into the sunset and headed for a round-up of the canoe stands.

First on the list was BADGERS, Decoy Road Workshops, Newton Abbot, Devon. On display were two canoes - a 15ft two-seater, and a 13ft single-seater, both of lath-and-P.V.C./Canvas construction. Kits for these boats cost a basic £15.10. Od. and £18. 5. Od. respectively but at extra cost it is possible to have certain parts pre-cut. An unusual service provided by this manufacturer is the supply of pre-formed hull skins in which the stem and stern portions are welded to form an envelope. In this way the skin has only to be warmed up and then stretched over the stem and sternpost and is ready for tacking along the gunwales. This certainly gave a neat finish to the ends, but it must depend on the canoe builder making an accurate hull.

On to the CANOE CENTRE, 18 Beauchamp Road, Twickenham, Middlesex where they may fairly claim to have something for everyone. Indeed, it is difficult to pack everything into what must necessarily be a short account. Pride of place should go, we think, to the glass fibre Klepper Slalom 63 (price £38), which is a truly beautiful boat and one whose construction would only be possible in this material. Although a specialist craft, we predict it will have a tremendous influence on canoe design for it achieves a unity of hull and deck shape which has not been seen before. Also on display was the Quirl R 63 white water touring and racing kayak again in glass fibre (price £40). For the long distance racing canoeist the improved versions of the Sport Gannet double and the Sport Gannet single (kit price £21.15. Od. and £17.10. Od. respectively) will have considerable appeal, and those who wish to use them for racing only will be interested to learn that light weight 'sprint' versions are available ready built. For the touring canoeist the Klepper folding canoes continue to win friends by their superb quality and design. The Canoe Centre are also agents of Struer racing kayaks which are generally accepted as the finest in the world; prices for 1963 are: K1 - £82, K2 - £96, and K4 - £170. Not on exhibition but available shortly are K1's and K2's in glass fibre at £40 and £55 respectively.

J.L.GMACH & CO. LTD., Fordingbridge, Hants, were at the Show once more after an absence last year. This firm have been manufacturing canoes in glass fibre longer than anyone, and their boats are very popular with those who want a canoe which will stand up to really hard usage. New this year is their Wessex Mark III (price £44.17. Od.) which is really de luxe version of the Mark II, but with deck and cockpits redesigned in order to take an apron spraydeck. The Wessex Mark II continues in production (price £39.17. 6d.). Those who like a single-seater the Sea Rapier, length 16' (price £34.15. Od.) and the Sports Rapier), length 15'9" (price £33.15. Od.) are well worth looking at. The glass fibre Accord K2 which has been so successful in the Devizes to Westminster Race in recent years was on show, and now has buoyancy tanks as a standard fitting.

JENKINS AND LANCEFIELD, Pickwick, Corsham, Wiltshire, were showing their range of 'Moonraker' canoes, with the hull shape unchanged but with several refinements, e.g. improved steering control, lower deck height, and a greater distance between cockpits on the doubles. These boats are available either in kit form or factory built. Rapidly increasing in popularity are the Jalcraft glass fibre canoes with marine ply decks, and two particularly attractive touring canoes are the 14ft single (price £32.10. Od.) and the 10ft double (price £36.10. Od.). The designers have chosen to combine glass fibre and marine ply in this way because they feel it gives the best strength/weight ratio. Touring canoes are also available in lath-and-P.V.C./Canvas construction either factory built or in kit form. Note for home builders who do not like a back rest but who find the coaming is rather hard when relaxing - Jalcraft have a very neat foam cushion back-rest which is simply held in place with press studs (price 7s. 6d.).

NORVALL'S (small Craft) Ltd., Towerfield Road, Shoeburyness, Essex, were showing a somewhat heavy (60 lbs) single-seater in glass fibre, length 14ft. The interesting feature was that the hull and deck were joined by a sealed flange, and then this flange was covered with a hard rubber U sectioned rubbing strake.

OTTERSPTS, LTD., Broad Street, Northampton, had probably the largest range of canoe building materials and accessories on show. There were too many items to list, but mention must be made of some extremely good imported canvas in a wide range of colours, P.V.C. self-adhesive strips in widths of 2 and 3 inches, and racing paddles in two pieces leaving the purchaser to splice according to his own exact needs as to length and feather (price £3.15. Od.). A new venture for this firm is the supplying of kits of parts for the Kayek Sports Single Special, and the Kayel Double 16 Special, which are plywood chine kayaks bonded with glass fibre and copper wire joints. Of special interest to the experimenter is the Ottersports Glass Fibre Pack (price £2.5.Od.) containing 50 yards of tape, resin, catalyst, and accelerator, that is, enough to build a plywood kayak to your own design.

These were the main canoeing exhibitors at the Boat Show. There were, of course, the odd canoes which we like to think were intended merely as play things but even these were far fewer in number than in previous years. This is a healthy sign.

Also a healthy sign was the sight of boys from the Haberdasher's School and the B.C.U. lifeguards, demonstrating canoe safety techniques in the Tahitian Lagoon - particularly as the water temperature stood at forty-two degrees.

Footnote: We could not mention everything in detail but the manufacturers will be delighted to send you their 1963 catalogues.

## S T O P P R E S S

The 1963 Irish Canoe Union Rally will be held from 28th July to the 11th August. The centre of activities will be Bantry with opportunities for both sea and river canoeing, and also to compete in the Killarney Lakes Regatta.



# WEEKEND AT POOLE

BY J.LITTLEWOOD

When ten members of Clare School Canoe Club want to spend a short weekend at Poole Harbour a great deal of organisation is required. Enough food has to be found so that we all receive enough to eat. All the sleeping and cooking equipment has to be packed into waterproof bags "borrowed" from Matron.

There is only one car available, this will hold, uncomfortably, one master, four boys and one small dog. The rest have to travel by train. These have to be good runners, because at Dorchester they have to change from one station to another, a distance of about a quarter of a mile in less than a minute. Sometimes they do not make it, so they have to wait for three hours for another train.

During this time the other members of the party have arrived at the boat house, which is a converted railway engine shed. As soon as it is evident that the train party have missed their connection at Dorchester, the others start making tea, which is a more complicated business than is usually imagined. As no one owns any matches these have to be borrowed from a house-boat. We have a small stove without a windshield. After about half an hour the tea is fit to drink. When the train party arrives we set out to Shipstall Point in four double-seater canoes and three singles.

We arrive at Shipstall Point, our camping site, at about seven thirty. After supper, which consists of soup, bread, cheese and cake, we go for a walk along the coast. When we eventually go to bed it is well after midnight.



The camp site at Shipstall Point. Note the additional use of the lifejacket as a seat, (left foreground).

Photo: P.C.Larsen



2 singles and 1 double on the River Frome at Wareham.

Photo: P.J.Robinson

We are all up with the sun the next morning. We have breakfast about eight o'clock, and by nine o'clock are under way to Brownsea Island in our canoes, wearing life-jackets for safety. We arrive and land under a "Keep Off" notice. After making some coffee we split into two parties and explore the Island. As one party is walking along a path they hear noises ahead of them, and there is a mad rush back to the beach and the canoes. We wait on the beach for the second party and they come along the same path as we have done.

On the way back to Shipstall one of the single canoeists cap-sizes, but as we are near the shore he soon catches up with us. We arrive back at Shipstall at about one o'clock ready for lunch. Lunch consists of corned beef, bread and cheese, "washed down" with coffee without milk or sugar - we have run out of both. As with all our meals there is a certain amount of sand present in the food.

During the afternoon we do as we want. Some members go canoeing round the two islands just off the shore. Others go swimming, with a canoe in attendance as the safety craft. Some of the more lazy ones just lie on the beach and sunbathe.

On the way back to the boathouse we decide to stop for a late tea at Russel Quay. Soon after we arrive there, our master paddles off to see someone he knows who is in a boat off shore. There is a sudden yell and he is in the water. Two of us immediately paddle out to his aid. As the master is pulled aboard the boat, and is unhurt, we set about salvaging his belongings. The first and most important is his small dog, who always travels with him in the canoe. We also salvaged a pair of paddles, a pair of shoes and his canoe which was floating away.

We arrive back at the boathouse very sunburned and tired, but we have all enjoyed ourselves thoroughly.

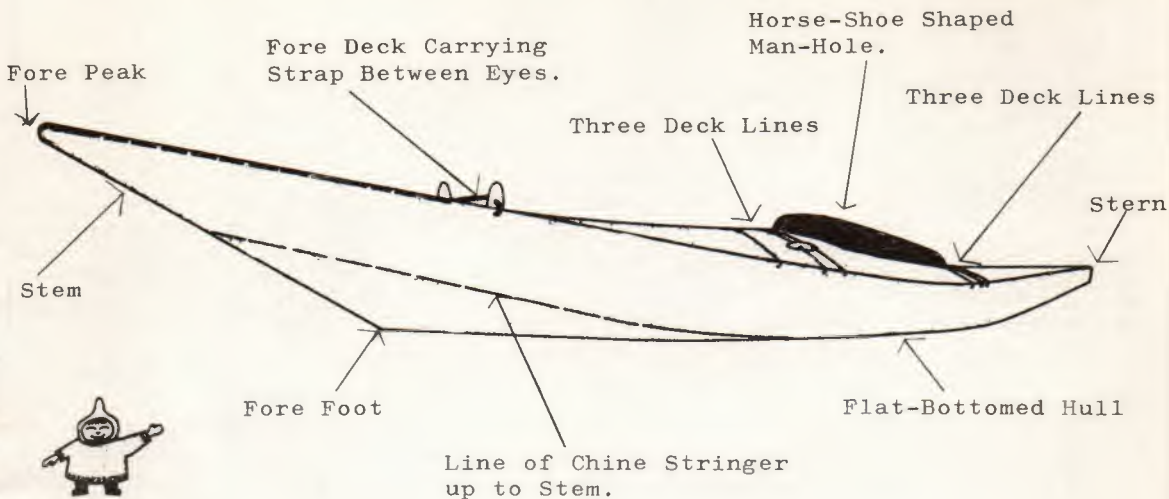
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## TWICKENHAM CANOE EXHIBITION

On Saturday, 2nd February, Twickenham Canoe Club are sponsoring a canoeing exhibition at St. Mary's Hall, Church Street, Twickenham. The exhibition will feature the activities of the Club in the different fields of canoeing and amongst the exhibits will be the club C.8. In addition, manufacturers and canoe suppliers are being invited to show their products and, of course, sell them. Other groups who will be there include the B.C.U., the C.C.P.R., and Canoeing Publications.

The aims of the exhibition are two fold: one, to publicise the Twickenham Canoe Club, and two, to provide people in the London area with a comprehensive display of canoeing equipment. This exhibition is particularly opportune since the C.C.P.R. canoe building conference is not being held until September, and thus it provides the only opportunity for a pre-season view of a wide range of products.

The official opening will be at 2 p.m. and admission will be free. All canoeists and prospective canoeists should put a note in their diaries - NOW.



Main Dimensions: 19'2 $\frac{1}{2}$ " long  
 24  $\frac{7}{16}$ " wide (rear of man-hole)  
 14 $\frac{1}{4}$ " maximum depth (front of man-hole)  
 20 $\frac{1}{2}$ " x 18 $\frac{1}{2}$ " man-hole

Measured at Pond's Inlet during Knud Rasmussen's  
 5th Thule Expedition data taken from 'The 5th  
 Thule Expedition' Vol.VI, No.1, (Fig.52a).

# Eskimo Kayak 1

## North Baffin Land Type

Using conventional canoe-building techniques this design follows as closely as possible to the kayak measured at Pond's Inlet. That kayak was a sea-going craft, the North Baffin Land kayaks being distinguished by the long gradual curve of the deck line up to the stem and the unique horse-shoe shaped man-hole. Most are quite flat-bottomed, the floor being nearly as wide as the deck. This type is longer and more heavily built than all other varieties of kayak and only the Alaskan type is wider. The keel line is a long gradual curve.

The North Baffin Land kayak is not rolled in its homeland. If it is capsized, the kayaker gets out as best he can and either waits for help, clinging to the kayak in the frigid waters or tries to kick and paddle it to shore.

The EK'Is optimum speed is in the moderately fast category; considering its length it proves to be surprisingly manoeuvrable.





The design is particularly suitable for canoeists over 12st. and for those wanting a craft capable of covering most types of water. The EKI would not be suitable for small, low or rapid rivers but it would have a comfortable margin of safety over most single seaters along the coast.

The constructional method employed is one that most people should find easier and simpler than most conventional systems of canoe building. The sides are virtually 'pre-fabricated', joined together at stem and stern and then sprung apart by inserting the frames. This simulates the shape of the original kayak to a remarkable degree, especially at the ends where the intricate assembly of gunwales, stringers, and end posts is difficult to imitate. This method is also a kind of prestressing working on the same principle as the bow-string truss.



Although many of our readers will be familiar with the Greenland Eskimo kayak, we think that the design on p.44 will have considerable appeal to those wishing something different. While not possessing such a highly developed hull shape as the Greenland type, it should be rather more comfortable to sit, and its flat bottom should make for ease of embarking when used on the coast. We believe that this is the first time that plans of a Baffin Land kayak suitable for home construction have ever been published, and we present it to our readers as yet another specialist 'Canoeing' design.

The complete plans for the North Baffin Land Eskimo kayak with full building instructions are available from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex, price 12s.6d. post free.

# EMPIRE MAKING BY CANOE

BY BERNARD JOHNSON

The discovery and subsequent colonisation of Alaska was the direct result of two things, the sea-otter and the canoe. The story goes back to Peter the Great who in 1725 despatched an expedition for scientific purposes across the Russian domains eastwards to Siberia under the leadership of Vitus Bering. In five years surveying, Bering reached the Pacific coast of Siberia and established the fact that Asia was not joined to the American Continent but was divided by a strait now known by his name. Bering did not sight America on this voyage but the subsequent expedition of 1741 enabled his assistant Chirikof to be the first 'European' to land in North West America. The boats used by this expedition were constructed of green timber from the Siberian shore, and were fastened together with thongs for want of metal, and on the return journey through the Aleution Islands the vessels were wrecked. The survivors from among the crew managed to reach an island where their misery was ameliorated by the presence of a hitherto unknown animal which Steller the German naturalist who was with them named a 'sea-ape'. The survivors found the flesh of these animals palatable, but realised that the value of the fur was enormous and commenced to slaughter the animals far beyond their immediate needs for food. It was here that Vitus Bering died, and the remaining members of the expedition built a small boat from wreckage and loaded with the meat and pelts of the sea otter succeeded in reaching the Siberian coast in 1742.

The sea otter pelts excited great attention, and expeditions were organised to seek out more of these beautiful furs. In 1745 an expedition landed on the island of Attu in the Aleutions where they forced themselves upon the local natives who were then living in a Stone Age era sustained largely by hunting the sea otter for food and clothing. The Russians found that their own heavy rowing boats were useless for hunting the sea otter, being too clumsy and unwieldy, and they had to rely upon the native Aleuts for the capture of the furs.

For hunting the Aleuts used canoes or baidarkas which were some nineteen feet long and about nineteen inches in beam, and constructed with a framework of wood and bone covered with seal skin. In these canoes which normally accommodated two men, one paddling and the other a spearsman, the operation was to stalk a sea otter basking on the surface. Usually the animal would dive whereupon the hunting pack of baidarkas would await its return to the surface and then give chase. Each dive of the sea otter would be shorter in time until eventually the animal would be speared. Sometimes after a violent storm, individual hunters were able to capture a tired and sleepy otter single-handed.

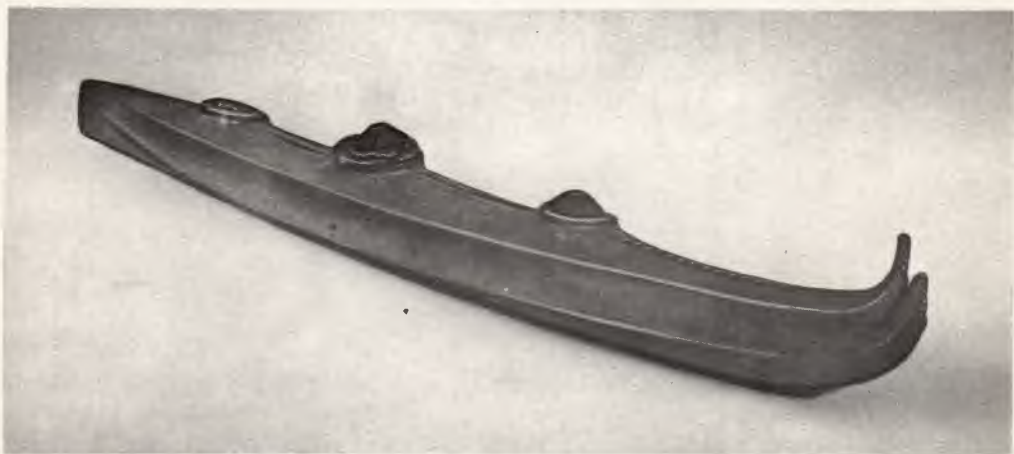
The Russians in order to secure more pelts enslaved the Aleuts who were then forced to hunt the sea otter without intermission, and the result was that in that locality the animal came near to extinction.

By 1759, the Russians had progressed along the Aleutian chain of islands to Umnak, and in 1761 established winter quarters in a village called by its inhabitants Al-Ay-Ek-Sa. This later proved to be part of the mainland, and is what we now know as Alaska. Passing

Kodiak island the Russians were prepared to push on down the west coast of North America, but the Spanish Government became alarmed at these incursions towards their colonies of California and Mexico and sent an expedition northwards to lay claim to all the territory. At this stage England entered the scene with Captain Cook who in 1766 inadvertently started a new phase in the sea otter trade by introducing the pelts to Canton in China whose tea was bought in exchange.

The baidarkas manned by the Aleuts continued to be the sole means of capturing the valuable furs and as each area was in turn cleared of the animals the Russians sought new pastures taking with them the canoes and their crews. The canoes were not transported aboard the larger ships, but instead their crews were forced to paddle them. Fantastic distances were recorded, for example, one such journey from Unalaska to Prince William Sound in the year 1783 was nearly a thousand miles in length. Laced in their canoes, the Aleuts are reputed to have paddled at about ten miles per hour, but on the open storm tossed ocean, travelling day and night, eating and sleeping, and with the problem of bodily functions, such a journey presents an aspect of canoeing that none of us would care to envisage.

To those who would like to read more, I would recommend 'The Hunters of the Stormy Sea' by Harold McCracken (Oldbourne, 1957), but would warn readers that it is a grim epic of wild and bloodthirsty 'Civilised savages' - the 18th Century Russians.



#### Technical note

In addition to the two-men kayaks mentioned in this article the Aleuts also built one-man and three-man kayaks. In the latter case the third man was a passenger. Lengths varied from 5 metres for a one-man kayak to 10 metres for a three-man kayak, whilst the beams ranged from 65 cm. to 80 cm. An unusual feature of these kayaks was the bifid stem of which there existed several variations.

The photograph above is of a model in your Editor's possession. It is believed to be genuine native workmanship and may have been intended as a toy. As far as can be seen the construction follows that of the full size kayaks and the hull is covered with skin. In line it is not dissimilar to a present day touring kayak.



# RISE IN CANAL CHARGES

DENOUNCED BY GEOFF. SANDERS

A friend was recently required to pay a rather exorbitant fine for overdue books at the local library. Delving into his pocket for the necessary silver he jocularly commented 'And which part of the library do I own now?'.  
I feel rather the same way about the recent announcement relating to the price of canal permits, though I fear that the comment would not be so jocular in tone. Wild water enthusiasts may scoff at the still and murky waters of the local 'cut' but the truth is that many canoeists not only have their introduction to our sport on canals but also continue to find great enjoyment from exploring and cruising along them. Living in the Midlands I realise that the canals can play a real part in furthering the sport of canoeing.

Imagine my horror at receiving, not many days ago, a letter from British Waterways that was headed "Revised Pleasure Craft Licence Scheme". I reflected, however, that it was unlikely to effect canoes - why, the canoeist already paid £4 per year, less £1 (a 25% reduction for owners of craft moored to land not owned by the Commission - this thanks to negotiations conducted by the B.C.U.). I grew more suspicious as I read "I am happy to say that the revised scheme will not entail an increase in the basic powered craft licence rates" - the underlining is my own - and later "As stated there will be an increase in the existing rates but the present 25% rebate allowed to craft not requiring a British Waterways mooring will be discontinued." So it looked as though the canoeist's permit was to cost, not £2.10. 0. as in 1959, nor £3 as in 1962, but £4. But steel yourselves for a further shock - a glance at the scale of charges sheet attached to my letter showed clearly that the charge for a Class D licence (unpowered rowing boats and canoes) for 1963 is to be £6. (£5.10. 0. for 9 months, £5 for 6 months, £3.10. 0. for 3 months, £1.10. 0. for 1 month.)

Only a 100% increase for canoes ... and no increase for powered vessels! What price the Wolfenden report and the encouragement of healthy and worthwhile pursuits? Two lines of action seem to commend themselves: to join the B.C.U., who we hope will fight such an injustice, and the Inland Waterways Association who are always in the front line when it comes to battling against unreasonable British Waterways rulings. And what about a word with your M.P.?

Wishing to learn both sides of the story, we contacted British Waterways and asked for their comments on the increased charges and received the following reply:

Dear Sir,

## Revised Pleasure Craft Licence Scheme

I confirm that the licence charge for a canoe using British Waterways has been increased to £6 per year, but would point out that this will include the full use of locks.

We regret the need to make any increases, and indeed, have avoided doing so although it has long been evident that pleasure

# BOOK REVIEWS

CANOES AND CANOEING by PERCY W. BLANDFORD  
(Lutterworth, 12s.6d.)

For a long time there has been a need for a book on canoe building and in spite of its unrevealing title this is what Percy Blandford's latest book is about. Writing with his customary clarity, the author describes in detail the building of five different types of canoe: a 16ft 6in rigid double, 14ft rigid single, an 11ft plywood single, an 11ft folding single, and a 16ft lath and canvas Canadian-canoe. These are followed by chapters on accessories and on canoe handling.

Undoubtedly the experienced canoeist looking for specialist designs and information on the more esoteric constructional methods such as cold moulding or glass fibre will be disappointed in this book. But to criticise it because of this would be unfair for this book is intended for the newcomer to canoe building and these are not the people who should be encouraged to dabble in advanced techniques.

This book will benefit anyone who is interested in building a canoe. Even if you do not wish to follow one of the designs described in the text, you will find a wealth of advice on choice of materials, fittings, and practical tips on assembly. Over the past thirty years, Percy Blandford has probably answered more questions on canoe building than anyone else in the country and this book represents the quintessence of that experience.

THE NEW ZEALAND BEACH AND BOATING BOOK by GAINOR W. JACKSON  
(Cassell, 15s.)

Although part of this book is relevant only to those living in New Zealand, there is a great deal which will interest and inform anyone who goes down to the sea. It tells of the nature of the sea and its currents, of the weather and its visual signs, and of the basic boat lore which is common to all countries and all small craft.

Canoeing is not specifically dealt with, but there is a great deal of information which the coastal canoeist will find of value. Because of its New Zealand origin, few paddlers will wish to purchase this book but it is certainly worth borrowing from your local public library. If they do not have it in stock, then ask them to purchase it.

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*Canoeing* is a non-profit making magazine  
produced by canoeists for canoeists

# LETTERS

Dear Sir,

I have watched with interest the reports from Australia of the Commonwealth and Empire Games on the television. I have seen Athletics, swimming, fencing, weight-lifting and rowing, but no canoeing.

Can anybody please explain to me why there was no canoeing in these 'games'?

Yours faithfully,

D.GREEN

Viking Kayak Club.

Dear Sir,

I was most interested in D.Winnings letter and photographs of the Eskimo Hunting Kayak which appeared in the January issue of 'Canoeing'. I was more interested, however, in his sea touring kayak which seems to be a happy combination of two cultures.

Would it be possible for you to show more photographs and the lines of Mr.Winning's kayak, or if not could I have his address?

Yours faithfully,

NORMAN TILLEY

London. W.13.

(We have already thought of this one, and we hope to have more details for readers in the next issue of 'Canoeing'. Ed.)

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...continued from page 49

craft users have not contributed sufficiently to revenue. In fact, no increase has been made, however, and I enclose a copy of the revised charges scale.

Yours faithfully,

A.W.KNIGHT

Public Relations Officer  
BRITISH WATERWAYS.

(The weakness of the British Waterways case seems to be that whereas a canoeist not passing through locks merely uses the water, a canoeist making full use of locks is actually consuming water which must be replaced at the summit level. This being so it may prove that the British Waterways will make a loss on the new fees because they are encouraging the use of locks by canoeists. A discount for canoeists who do not make use of the locks would, therefore, help everybody. Ed.)

# NEWS FLASHES

## B.C.U. SAFETY OFFICER

John Dawes has been appointed B.C.U. Safety Officer and will have a place on the National Coaching Committee. This is a most welcome appointment, and one which we hope will lead to a much stronger policy than has been apparent so far.

## CANOEING LIBRARY

The North Eastern Canoeing Association is considering the foundation of a library of canoeing books for the benefit of those members studying for the Hon. Coach examination.

## REFRIGERATORS FOR THE ESKIMOS

We hear that the Oxford University C.C. on its summer expedition to Greenland, sold the inhabitants a Klepper Aerius double before leaving.

## IK HEB EEN TELEGRAM TE VERZENDEN

Dutch speaking readers will be delighted to hear that Percy Blandford has translated the text of some of his plans into Dutch. Hence our heading which means 'I want to send a telegram'.

## AWARDS FOR PROFICIENCY IN PERSONAL SURVIVAL

Readers may remember that in the September 1962 issue of 'Canoeing' we published details of the A.S.A. 'Awards for Proficiency in Personal Survival', and suggested that these might well be linked with the B.C.U. Proficiency Tests. We are pleased to hear from Geoff. Sanders, Hon. Secretary of the B.C.U. National Coaching Committee, that the Amateur Swimming Association has agreed to all B.C.U. Hon. Coaches being able to examine for these tests. Full details are available from Geoff. Sanders, 33 Orchard Avenue, Solihull, Warwicks. (Tel: SOLihull 4493).

## HEIN THELEN NOT TO STAND FOR RE-ELECTION

We understand that Hein Thelen has withdrawn his name from the list of candidates standing for election to the Council of the B.C.U. Hein has served on the Council, both as a co-opted and an elected member, for a long number of years and his experience will be sadly missed. In recent years he has been doing an increasing amount of work for the International Canoe Federation and the establishment of the I.C.F. propaganda committee is likely to make even further demands upon his time.

## NEW YEAR MEMO. TO CLUB SECRETARIES

Will you please send copies of any Club news-sheets or magazines to the Editor of 'Canoeing'. Often they contain items of general interest, and even when they do not they help us keep abreast with the activities of our readers.

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