

# Canoeing

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VOL 3 NUMBER 5

APRIL 1963



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# Canoeing

Volume III

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## Editorially Speaking

While almost all forms of canoeing in this country have expanded tremendously in the past few years, the one branch which has lagged behind proportionately is Sprint Racing, and it is generally accepted that one of the reasons for this is the high cost of an International K.1. which now retails at £82 per boat. Since these kayaks are craftsman built, it must be accepted that this is an economic price, and there is nothing that can be done with regard to the cost of top-flight competition boats.

Some years ago in an effort to produce cut-price racing for youngsters and novices the British Canoe Union introduced the National Chine Kayaks, a boat which could be amateur built and which would provide a useful stepping stone to international racing. At the time this seemed a good idea, but events have shown that the class is not popular and that the limitations on design have restricted performance so that much of the appeal is lost. We would suggest that the time for reappraisal is due.

One manufacturer, the Canoe Centre, has produced a K.1. in glass fibre to retail at £40 and while it is not intended to compete with the venerated model it is likely to appeal to the newcomer. Such a venture deserves recognition on a national level and we would suggest that the B.C.U. and the different canoe manufacturers could get together to create a novice class in which the design specifications are similar to International K. specifications but with a retail price limit of say £45. This would permit experiment and encourage other manufacturers to cater for this market. The dinghy racing world already recognises the value of a price limit, why not the canoeing world?

# The Outward Bound Schools

## Principles and Training Methods

The training at these schools is based upon continuous residential courses lasting 26 days which are held consecutively throughout the year at the five (soon to be six) permanent schools administered by the Outward Bound Trust. The object of the Outward Bound Schools is to help young people to develop the self-disciplines called for in a responsible adult life. Situations of difficulty, hazard and human obligation are presented in a framework of adventure at sea, in the mountains or elsewhere in unsheltered natural conditions. The boys and girls are trained on separate courses and the new School which will be situated near Towyn in Wales is to be devoted entirely to girls.

The training calls for maximum physical effort achieved through an intelligent understanding of and loyalty to the ideals which lie behind it, ideals which are expressed in the Outward Bound motto "To serve, to strive and not to yield".

The courses are planned to ensure a gradual strengthening of stamina and ability, starting with a period of training for fitness and skill followed by expeditions and projects of increasing difficulty in which character and determinations are tested to the full. Respite from physical exertion is given in recreation and discussion. The girls training is not so strenuous as that given to boys and is augmented with periods for cultural, intellectual and spiritual expression.

The achievements of each individual and his experience of the comradeship and cheerful endeavour of the community offset the comparative hardship and enrich the mind in a way that is deeply rewarding.

Boys and girls can be sponsored for Outward Bound training by their parents, employers, Education Authorities, youth organisations, schoolmasters or others concerned with their welfare. The normal ages are between 16 and 19½ but some Junior and Senior courses are held with suitable changes in the training. The fee for all courses is £40.



Outward Bound Boys' Training -  
Ullswater School

Each course starts with a fresh group of boys or girls who arrive as strangers to each other and come from all walks of life, all parts of the country and abroad. Most of them are unfamiliar with the activities and with the pace and demands of the training. Their severance from everyday influences confronts them with the challenge to stand on their own feet. They find that their fellows will measure their worth not by their dress, accent or social standing but by the extent to which they accept the obligations of the school.

For the boys, who are organised in watches or patrols of 12 each operating under an instructor, the training conditions demand abstention from alcohol and tobacco and a morning cold bath or dip in the sea or lake. The girls are grouped in dormitory units but are regrouped for particular projects. They are not expected to take a cold morning dip.

The grouping is done on arrival and watch or patrol captains are selected from among the students. The conditions and details are fully explained to each individual who is required to pledge his or her willingness to abide by them. There are no sanctions but the negligible minority who are not willing to co-operate are sent home if persuasion fails to alter their attitude. The instructors take immediate steps to get to know each individual and to give the fullest encouragement and help where it is needed. Each watch or patrol is a small family in itself with the instructor as guide, philosopher and friend. In the initial stages understandable apprehension, lack of confidence, occasional homesickness are overcome with advice and help from the instructor whose aim is to create harmony and objective team effort in his group. Care is taken to eradicate latent weaknesses rather than to glorify latent strengths and it is the initially unskilled boy who tries to improve rather than the boy of ability who needs to make less effort who often gains the most credit. At the end of the course the Schools make a report to the sponsors on their student's performances.



Coming ashore.

Outward Bound training was first introduced in 1941 specifically to help Merchant Navy recruits to acquire the physical and moral courage necessary to meet the rigours and dangers of life at sea in war time. Its effects upon character and in developing the qualities required for discipline and team work showed its probable value as a peace-time facet of general education. The Outward Bound Trust was formed in 1946 to harvest the experience and to apply the work to boys in all walks of life. The demand for the training has consistently grown and by enlisting widespread financial support from Industry, Trusts and private individuals the Trust has steadily expanded its work. A large number of Industrial Companies, the majority of Education Authorities, Public Schools, Police Forces, youth organisations and many others send boys and girls regularly to the Schools.

Activities such as these frequently expose young people to hard conditions at all times of the year and can only be organised intelligently and constructively if based upon well-equipped permanent schools, where the staff is geared to meet many problems not often encountered in formal education.

Wardens and instructors are chosen as much for their devotion to the ideals of education as for the special skills which they possess, i.e. sailing, canoeing, mountaineering, rock climbing, rescue and athletics. These skills are coupled with the ability to interpret the lessons of the training and a culture which includes some knowledge of affairs, or of the arts or of science.

Outward Bound has a religious, if non-denominational background. It admits all races and creeds but interprets its way of life in the Christian tradition to which end the visiting padres and the Wardens conduct prayers, Services and voluntary discussion groups.

Each school has its own family atmosphere - they are in fact large country houses where the boys and girls enter an established mixed society which includes the resident married staff and their wives and the single men and women who run the various administrative domestic and training activities. The permanent staff at each school includes a matron, housekeeper and cook caterer. Administration is in the hands of a full time Bursar.



Outward Bound Boys' Training



# Canoe - Polo

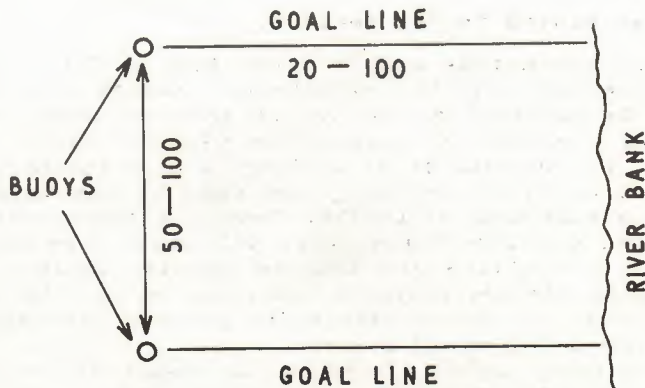
DESCRIBED BY ANDREW MACLEHOSE

If you have ever had to run a scout or club camp with canoes, you have probably felt the need for variety in the programme, something different from the usual rag-regatta events. If you don't know it already, you will find that 'Canoe-polo' will be enjoyed for hours at a time by experts and novices alike. Last summer, we kept going a Boys Club camp by the sea for a whole week of bad weather almost entirely with this game.

The rules are simple, Any number can play though 3, 4 or 5 a side is best, and singles are obviously much better than doubles because of their manoeuvrability. (Padding on the bows prevents damage to other boats). Depending on the number of players, the 'pitch' should be from fifty to a hundred yards long and as wide as the river, or if in the sea, within limits set by the goal-line and marked by buoys.

The game is started by one player throwing the ball into the middle (there is usually no need for a non-playing referee), and the idea is simply to knock the ball (a strong beach-ball is ideal, but a football or even rugger-ball will do), with the paddle, over the opponents' goal-line. No hands are allowed to touch the ball, and if necessary rules against ramming and obstruction can be imposed. We usually play to a certain number of goals (e.g. 'best of seven'), changing ends after each goal minimises any advantage gained by tide, current, or wind.

Apart from being most exciting, the game makes great demands on the players' skill - e.g. quick turns, draw-strokes, backwards-paddling, teamwork, not to mention rolling! - speed and stamina (as anyone will tell you after a hard game). I suggest that what few rules there are might be standardised by the B.C.U., and that regular competitions be held between club teams, in what might become a most popular branch of canoeing.



WATER POLO (Circa 1883)



CANOE POLO

This game was originally played in KAYAK singles of the type used to run white water. The "field" is a buoyed area about the size of a football field and the ball is a light plastic beach ball about two or three feet in diameter.

While kayaks are more suitable, tandem crews in canoes will find the game possible. Any number of canoes on a side, as long as both sides are the same number, will work. The referee places the ball on the water in the middle of the water area, blows his whistle and paddles out of the way. The object of the game is to propel the ball across ones opponents goal line, marked by buoys, without kicking, striking or biting. The ball may be butted with the canoe or pushed with paddles. Four five minute quarters with three minutes rest between each, constitute a game. The ball is put in play where it goes dead at the end of a quarter. After a goal it is brought back to center.

CANOE POLO, as played in New Zealand.

The field dimensions are 50 yards long by 30 yards wide with sufficient clearance for the single-seat slalom type of canoes to turn behind the goals which consist of tractor tubes. The object is to get the ball (smooth 6" pneumatic plastic type) through the opposing goal by throwing it or hitting it with the paddle. The ball must be passed within  $\frac{1}{4}$  seconds, and must be thrown at least two yards, using either hand or paddle. There are three boats in a team. The team losing the toss throws off, all boats starting behind the throw off mark. Penalties are awarded against deliberate fouling, ramming, holding another player's boat, and failure to pass the ball within  $\frac{1}{4}$  seconds, the other side being given a free throw from the point where the infringement occurred.

Suggested duration of a game is two 15-minute spells with a 5-minute break at half-time. The game is controlled by a referee stationed on the bank or in a boat just outside the field, wherever he can get the best view.

# National Youth Championships

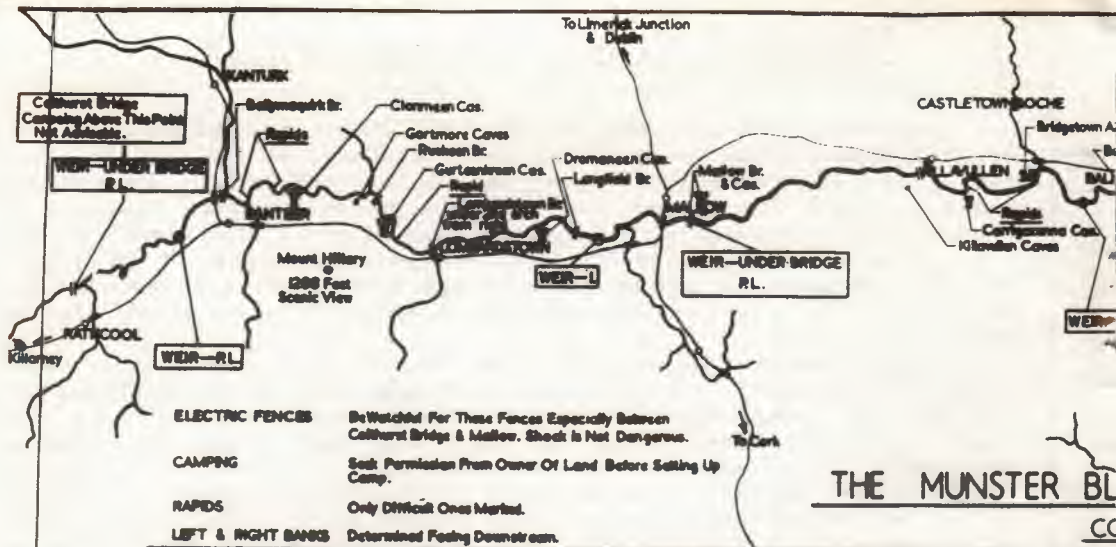
Following the success of the 1962 Youth Championships, the British Canoe Union, with the active assistance of the Central Council of Physical Recreation, have decided to promote this competition again in 1963. The competition is aimed at encouraging interest in competitive canoeing particularly among schools and Youth organisations which do not normally enter competitive events. It is open to all boys between 14 and 18 years of age and to girls between 16 and 18 - no matter whether they belong to an affiliated canoe club or not.

The arrangements will be similar to last year. Open Youth Championships will be held in selected geographical areas throughout the British Isles. These areas will in general be similar to last year except where experience has shown that some slight variation is desirable. The Champions of each area in each class will then be eligible to compete in the National Youth Championships at the "News of the World" Serpentine Regatta in London on 9th/10th August, 1963. It is hoped that all the area youth championships will be held during the same weekend - namely 22nd/23rd June.

## AREAS

1. SOUTH WEST - Cornwall, Devon (Provisional date  
Regatta base: Plymouth 8th June, 1963)
2. WEST - Somerset, Dorset, Wilts, Gloucester (Date 15th June,  
Regatta base: Bradford-on-Avon 1963.)
3. WALES  
Regatta base: Llandaff
4. SOUTH - Hampshire, Isle of Wight
5. LONDON AND SOUTH EAST - London, Middlesex, Kent, Sussex, Surrey  
Regatta base: Bedford, Middlesex
6. CENTRAL - Oxfordshire, Berkshire, Bucks.  
Regatta base: Reading
7. EAST - Essex, Herts, Beds, Cambs, Suffolk, Norfolk, Hunts,  
Regatta base: Bedford Northants, Peterborough
8. MIDLANDS - Warwks, Staffs, Notts, Worcs, Salop, Lincs, Herefds,  
Derby, Leics, Rutland  
Regatta base: Edgbaston, Birmingham
9. NORTH WEST - Lancs, Cheshire  
Regatta base: Chester
10. YORKSHIRE - East and West Ridings  
Regatta base: Harrogate
11. NORTH EAST - Co. Durham, Northumberland, North Riding of Yorkshire  
Regatta base: Durham
12. NORTH - Cumberland, Westmorland
13. SCOTLAND  
Regatta base: Irvine, Ayrshire
14. NORTHERN IRELAND  
Regatta base: Belfast

For further details contact your local C.C.P.R. Office.



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<b>BRIDGE</b>	<b>R.L.—PORTAGE LEFT</b>	<b>B. — BUTCHER</b>	<b>C.I.—CHURCH OF IRELAND</b>	<b>KANTURK—</b>
<b>CASTLE</b>	<b>S.—SHOOTABLE</b>	<b>F. — FISH</b>		<b>BANTEER—</b>
<b>ABBEY</b>	<b>I.—INSPECT</b>	<b>R.J.—RAILWAY JUNCTION</b>		

52° N. LAT.

9° W. LONG.

JANUARY 1962

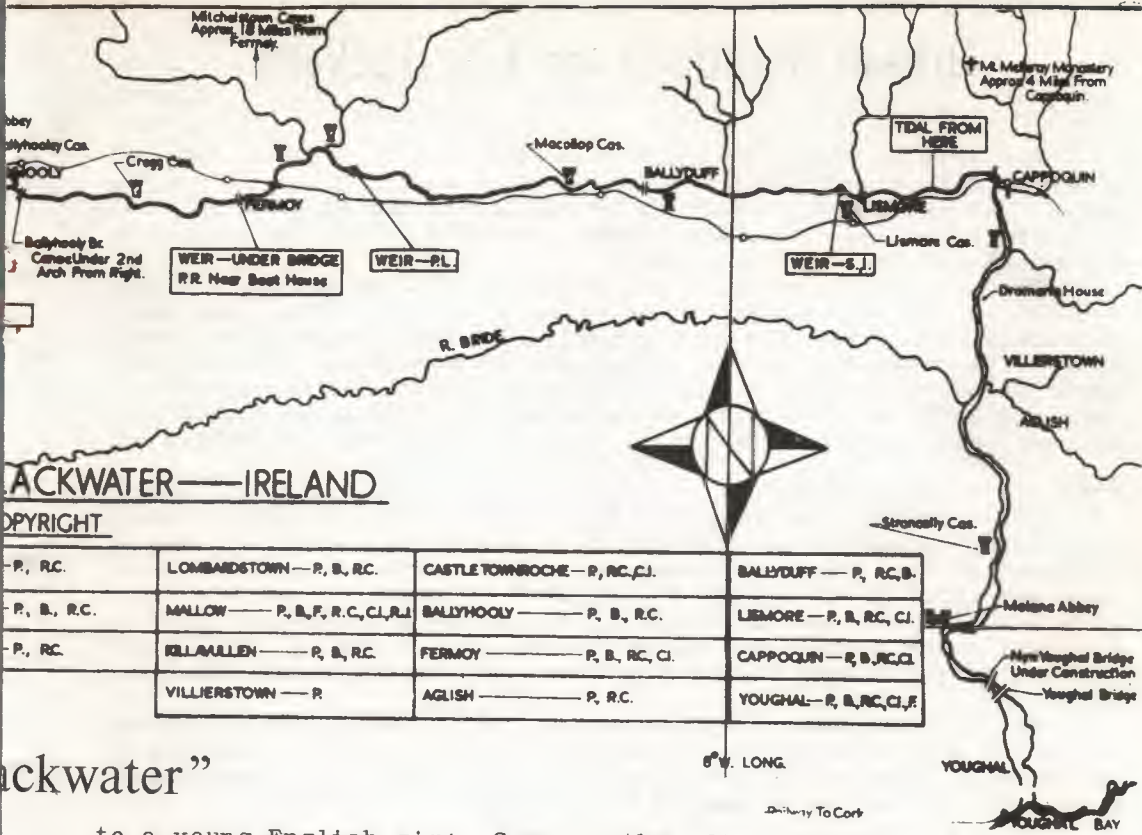
“My Bla

Ireland's most beautiful river is the Munster Blackwater, and it is also the most popular for canoeists. It rises in a rushy mountain spring near Ballydesmond, about 30 miles from the famous lakes of Killarney.

Winding its way for about 90 miles through bogland, lush farmland and wooded hills, by limestone cliffs and under picturesque stone and wooden bridges, it embraces the surging Atlantic at Youghal. It has a quietness of its own impossible to describe, a friendliness so gripping, which it gathers from those wonderful people who live by its banks.

While it is recognised as Ireland's canoeing river, the Blackwater is world famous for its salmon. Its trout and coarse fishing is now being developed into a very large tourist industry.

Its banks have many Castles, all now showing their years except magnificent Kismore Castle, the Irish residence of the Duke of Devonshire. Large mansions abound from Ballydesmond to Youghal, the homes of many feudal landlords in days gone by. The historical interest of the Blackwater is so intriguing. One must surely pay a visit to the caves at Roskeen, and hear, and maybe even meet some of the many ghosts reputed to exist in many of the ruins along the river valley. The most remarkable of these is at Cregg, just 2 miles west of Fermoy. Here stands a beautiful Mansion and a well preserved Castle. It is now 70 years since the son of the landlord at the time fell in love with a labourer's daughter. His parents objected and married him off



# Blackwater

to a young English girl. Some months after the young lover threw himself from the castle battlements. Since then, it is said, the ghosts of the young lover and the labourer's daughter can be seen and heard looking for one another around the castle and the house, - Ridiculous maybe, - but I wonder!

It is impossible to "Explain" the magnetism of the Blackwater in so few words. It has - its towns and villages, its wooded banks and distant hills, its many rapids and exciting weirs. The cattle, cooling lazily in the shadows of the overhanging trees, watch as we paddle by and seem to say "Why, oh why hurry -, Life is so short, and why not enjoy these beautiful surroundings?" It has its kingfishers, the wild duck rising as they hear the sound of dipping paddles, the geese, the peacocks, and we must not forget the most beautiful of all - the mighty swan guarding its river domain.

At night, watching the moon rise and reflect on the river, we listen for the "plop" of a salmon or a trout.

Yes, this is my Blackwater. Others may see it differently, but no one can say it is not beautiful. Away from it I feel a sadness only removed when I again see its evergreen banks.

MATT MURPHY.

Enlarged copies of the above map of the Blackwater (scale 1/2" to 1 mile) may be obtained from Matt Murphy, 1 St. John's Terrace, Cork, Ireland, or from B.C.U. Supplies, price 3s.0d. (post free).

# British Standard for Life Jackets

The British Standards Institution published on the 19th February a new British Standard (B.S.3595) dealing with life-jackets. The specification was the result of 18 months' technical research and exhaustive trials, during which many interested bodies were consulted including the British Canoe Union.

The main points of the Standard are given below and now all that remains is for the manufacturers to put them into being. One point which may well prove difficult to solve for manufacturers supplying jackets to canoeists is the requirement of the 30lb. minimum buoyancy. At present, the popular slalom-type life-jacket has about half this buoyancy, and the problem as we see it will be to double this buoyancy and still make a jacket which it is possible to paddle in.

## WHAT THE STANDARD SAYS

Life-jackets complying with B.S. 3595 may be inherently buoyant (e.g. made of kapok), or they may be of the kind which is inflated by mouth or by gas. Those containing a certain amount of inherent buoyancy but which need also to be inflated by mouth or gas are dealt with too. The standard is based on performance requirements - not on any particular design or type of jacket. Any design of life-jacket which will perform as required by B.S. 3595, may carry the BSI Kite-mark.

British Standard life-jackets must take no more than 30 seconds to put on and secure. They must fit well and allow for freedom of movement on land and in the water. They must stand up to extremes of heat and cold and be unimpaired by long periods of storage.

## BUOYANCY

British Standard life-jackets must have a minimum buoyancy of 30lb. (average man in water weighs 51lb.). Few of the jackets now marketed have a buoyancy of more than 20lb.

## DISTRIBUTION OF BUOYANCY

Life-jackets must be designed so that the mouth of an unconscious or exhausted person is held well clear of the water, with the head fully supported and the trunk of the body inclined backwards.

## SPEED OF TURNING

Life-jackets must within five seconds turn an unconscious or exhausted person who falls face downwards into the water on to his back, with his head out of the water.

Among the many other requirements of B.S. 3595 are that life-jackets shall be of distinctive colour (flame-orange or traffic yellow) and shall carry a whistle - not of metal - for distress signalling.

## THE TESTS

Before they can carry the BSI Kite-mark, life-jackets must pass a series of searching practical and laboratory tests.

Each prototype will be checked for compliance with B.S. 3595 by a special team of experts led by ex-Naval man Mr. Michael Borrow who directs a marine safety establishment at Fleet, Hampshire. The life-jacket will be worn by a test subject - a human guinea-pig - who will plunge into a pool and simulate unconsciousness to make sure that all the "dynamic" conditions of the standard are fully met.

While these "subjective" tests are under way the BSI's Hemel Hempstead centre will be carrying out "objective" laboratory tests for which special equipment is being installed.

After approval of the prototype, and of the factory production line where the jacket is made, BSI's inspectors will visit the factory to take jackets for random testing and the firm will submit samples for routine testing at the BSI test centre.

B.S.3595 Life-saving jackets is available from the Sales Branch, British Standards Institution, 2 Park Street, London. W.1. Price 6s. each. (Postage will be charged extra to non-subscribers).

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continued from page 74

Each school is an official Rescue Post for the area in which it is situated. This imposes upon it the obligation to answer calls for help for anyone in distress and to this end the boys and girls are taught elementary first aid, mountain, sea or cliff rescue techniques and carry out one or more full scale dummy rescues. In addition the schools are frequently turned out to assist in real cases of distress. All permanent instructors are fully qualified to lead Rescue parties. This practical activity supplies the element of service which forms part of the ideals of the schools and which is also expressed in the situations arising from the difficulties shared by individuals.

A photographic exhibition showing the activities of the Outward Bound Trust (motto: To Serve, to Strive and not to Yield) is being staged jointly with ILFORD the photographic firm at Ilford House, 133/135 Oxford Street, London, from 25 March to 2 May, 1963. Titled "Outward Bound - Character Training Through Adventure", it will be opened by Group Captain D.R.S.Bader, CBE., DSO., DFC., at 11.30 a.m. on 25th March, 1963. The exhibition will later tour the country.

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#### Correction

In the last month's advertisement for Tyne Folding Boats Ltd., showing their new glass fibre canoes, the price of the Compact Two-Seater should have read as £37.10s. not £38.10s. as given.

# Ron Rhodes

BY W. S. CROOK

In January last year the news of Ron Rhodes' tragic accident came as a very great shock to the canoeing world.

Perhaps, at this time, it might be appropriate to look back at that phenomenal man: appropriate because most racing canoeists should be well into training for the 1963 season, and perhaps in receptive mood for inspiration.

Ron was immensely strong: that none will deny. Even though I knew him only slightly, I often tried to "draw him out" on what his strength meant to him, and to his canoeing. Although I was invariably baffled by his modestly evasive answers, one fact emerged over and over again: he really worked for his strength, and took his training with deadly seriousness. One must not be misled by his ebullience or his often Puck-ish sense of humour: Ron's physical efficiency was his very life, and therefore his life's work.

Ron also was possessed of an intensely competitive spirit. He would sprint against anything on water, be it sculler, canoeist or power boat, to indulge a truly aggressive desire to defeat any opponent. His concentration and determination were at their highest levels when he had this incentive.

Further, Ron knew no limit to his physical prowess. By this I mean that he created no "mental barrier" to success. Many athletes do, to the detriment of their performances. Ron once told me that he knew he could do 500 metres in 1 min 45 secs - "or better", he added reflectively. By this token, one wonders how much sooner the 4-minute mile would have been run if the so-called "4-minute barrier" had not been "erected". Further, what about the 24-hour DW? Oliver Dansie's record stood for eight years before Stuart Syrad and Tom Shenton broke it in 1959: K boats were not responsible - they were first used in the race as early as 1956. Further, we know that the race is feasible in well under 21 hours: anyone who might have said that, even three years ago, would have been laughed out of court.

Ron, then, was never bothered by other peoples' analyses - he simply did his best, having trained himself to perfection. This attitude was very apparent when we went for the cross-channel record. Our preparation could only include two trial paddles together before we set out for Dover: during these sessions he at once showed himself to be both a superb waterman and a remorseless slave-driver. Further, whilst we were actually crossing the channel, we experienced a lot of difficulty with the rudder system and with the weather conditions: the combined effects produced in Ron an acute anxiety to overcome these difficulties.

Perhaps Ron's approach to a physical challenge carries a lesson for all athletes. Obviously, all records will be broken in time, and by a progressively smaller time margin. However, to decide for ones' self the size of that margin is to impose immediate limitations on one's subconscious effort.

"Impossible" targets have often been achieved. Too often, perhaps, for us to ignore the lessons we might learn from athletes such as Ron Rhodes, or to fail to draw inspiration from his "impossible" achievements as a racing canoeist.



## The Rhodes-White L.D. Trophy



The Rhodes-White L.D. Trophy received its first public showing at the A.G.M. of the British Canoe Union in January, but for the many readers of 'Canoeing' who were unable to attend the attached photograph and this short description may be of interest.

The trophy consists of a statuette of an anonymous young male canoeist and stands 23 inches high. It is cast in bronze and is the work of Mr. Robert Thomas, A.R.C.A., A.R.B.S. of Ealing. Around the base are engraved the names of the L.D. Races in which Ron Rhodes and Peter White had paddled, and since some of these are no longer run it is also a record of these past events.

The trophy will be awarded each year by the L.D. Committee to the best Men's Singles Paddler in L.D. racing who has not previously been placed in L.D. National Championship. This was the idea of Peter White when the Rhodes Memorial Fund was started, and following Peter's tragic death the joint fund was created.

Donations towards the trophy have come from individuals and clubs throughout the country and have made possible the commissioning of this very striking figure. Mrs. Beryl Fish, Hon. Secretary of the Canoe Touring Club writes to say that should anyone still wish to subscribe she will be pleased to receive small donations towards the cost of the fitted case. Her address is 5 Park Hill, Richmond, Surrey.

# That Was The Week-end That Was

or Building the Third National C.8.

There is nothing very startling about trying to build a canoe in a week-end for it has been done many times, but if that canoe happens to be a 36ft. cold moulded C.8. then it is something newsworthy, and is just what the lads of the Endeavour Boys Club, or Morden, Surrey, tried to do on the week-end of 10th/11th February, 1963. Under the guidance of full time Club Leader Keith Strudwick, thirty members of the Club met at Richmond on Friday evening and working in shifts attempted to lay the three skins of a C.8. by Sunday evening. In this way they hoped that they would be able to lift the shell off the mould the following week-end, and take it back to their headquarters for finishing.

Preparatory to the week-end the hog, gunwales, and stem and stern pieces had been fitted in the mould and so at 10 p.m. on Friday evening the signal was given to lay the first veneer. From then on until Sunday evening the work continued without ceasing, the three shifts of ten workers taking it in turn to return to the Thames Young Mariners base at Ham.

The first skin went on smoothly, as did the second but when the laying of the third skin began then difficulties started to mount up. The dampness and low temperature of the building space slowed down the curing of the resin glue and this in turn led to a shortage of battens for holding down the veneers since those prepared could not be removed as early as expected. When it looked as though work might have to stop, someone conceived the idea of fitting a length of metal pipe over the flame nozzle of a large blow pipe and leading this under the inverted hull. This allowed work to continue but at a slower rate.

By early Sunday evening two and a half skins had been laid but it was clear that the canoe could not be finished without risking its ultimate strength. The weather not the time had beaten this enthusiastic group.

Talking with Charles Ranshaw, who with Peter Begent, helped the Club in their efforts it was clear that given better conditions and a little more preparation the idea of taking a C.8. shell off a mould in a week-end is not impossible.

Photograph by courtesy of B.I. Plastics who once again donated the adhesive used in bonding the veneers.



# Book Reviews

THE ARUN AND WESTERN ROTHER by Robert H. Goodsall.  
(Constable, 30s.)

Of all rivers in the south of England the Arun has probably been the most popular with canoeists for a first attempt at canoe cruising. Starting at Midhurst on the Rother or Billingshurst on the Arun, and finishing on the coast at Littlehampton the cruise can be accomplished in a week-end. Such a trip will range from water almost too shallow for paddling to a final headlong dash on top of the tide through Arundel down to the sea. Although such a trip represents only two days paddling time; anyone who reads Mr. Goodsall's book will want to take far longer for although the river is the thread which holds the narrative together his description of the surrounding countryside shows how much the canoeist may miss if his attentions are confined to the water between the banks. This is a leisurely book which will be enjoyed by leisurely canoeists.

THE WATERWAYS ANNUAL, 1963 (George Godwin, Ltd. 5s.)

THE THAMES BOOK, 1963 (George Godwin, Ltd. 5s.)

THE BROADS BOOK, 1963 (George Godwin, Ltd. 5s.)

THE WATERWAYS ANNUAL is a compendium of useful information for those who find pleasure in small boats. The information provided covers canals, rivers, lakes and coastal waterways both at home and abroad and while it is necessarily selective it is extremely practical for the areas covered. There is one article on 'Canoeing Holidays' which cannot be recommended as it makes no mention of hiring canoes, or of folding canoes, although it mentions C.8's! Further it does not mention the B.C.U. Guide to the waterways but recommends L.A. Edwards' 'Inland Waterways of Great Britain and Ireland' which is excellent in its field but cannot compare with the B.C.U. publication where canoeists are concerned. Finally, the author states 'The type of canoe you use on canals or rivers, such as the Thames, with locks along their course, is not important provided it is sound in wind and limb and not too heavy to carry round locks.' This viewpoint is quite unrealistic, for a correctly chosen canoe means the difference between satisfaction and exhaustion at the end of a day's paddling on any kind of water. The rest of the book, however, is very informative and on the waterways of which we have personal experience the information was up-to-date and accurate.

Both the THAMES BOOK and the BROADS BOOK because of their more limited scope give considerably more detailed information and are among the best things that have been done in this field. With plenty of illustrations and maps they are just the kind of guide book which is needed for anyone travelling on these waters. It is to be regretted that in the THAMES BOOK there is not a section devoted to canoeists, canoe clubs, canoe slaloms and canoe regattas, especially as no river has such a large concentration of canoeists as the Thames.

All three books contain a great deal of advertising and this is extremely useful for not only has it kept the price down but it also gives them added value as a directory.

Conclusion: jolly good, but can we have more information directed towards the canoeist next time.

# Letters

Dear Sir,

It was recently mentioned on a T.V. programme by a river pilot, that canoeists do not know the sound signals, and monopolise the deep water channels.

First I should like to say that many boats may only navigate in the deep channels and must be given a lot of room, and second I would like to list a few important sound signals:-

- 1) 4 blasts - Keep out of my way as I can't get out of yours.
- 2) 1 blast - I am turning to starboard.
- 3) 2 blasts - I am turning to port.

When manoeuvring out of the way, make it very plain which way you are going and remember, a large vessel looks as though it's hardly moving when it really is shifting, so don't leave things to the last minute.

Yours sincerely,

SA/A C.HAMMOCK.  
H.M.S. Drake,  
Devonport.

Dear Sir,

You mention the Twickenham Canoe Exhibition which was held on 2nd February, and say that manufacturers were being invited to show their products. We do hope that Twickenham had a most successful exhibition, but we would like to make it clear why we and probably other manufacturers were not able to be present. The reason is that any firm exhibiting at the International Boat Show, Earls Court, has to sign a covenant agreeing not to participate in any other boat show or exhibition for a period of twelve months following the International Boat Show, unless permission has been granted by the S.B.B.N.F. This permission is usually given if the exhibition can be classed as educational, but not if a charge is made for exhibition space. In the case of the Twickenham Canoe Exhibition my firm asked the S.B.B.N.F. for their approval for us to exhibit, but this was not granted. The following is a part of their reply: "...we informed them (Twickenham C.C.) that we (S.B.B.N.F.) were prepared on this occasion to waive the requirements of the International Boat Show Covenant on the signatories to enable them to put on their Show. It was particularly stressed to the Twickenham Canoe Club that this was a limited waiver of a local nature and that only those firms in the immediate vicinity of the Club were to be considered free of the covenant requirements".

We think the knowledge about the existence of this covenant might be useful to other Canoe Club Secretaries.

Yours faithfully,

W.J.JENKINS  
Jenkins & Lancefield

# News Flashes

## LATH AND CANVAS CIGAR

The Canoe Centre have produced the prototype of cigar-shaped 'Dipper' in lath and canvas. On test this proved to be extremely manoeuvrable and it is hoped to put it into production very shortly. We wonder if this new look will spread to other types of canoe,

## SIMULATED BIRCH BARK CANOES

An American firm are producing 34 foot replicas of a voyageur canoe in glass fibre. They are said to have a simulated birch bark exterior that requires close inspection to expose the camouflage! To our minds this is like making plastic to look like leather. We hate it. Why not bring out the true nature of the material?

---

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## WANTED

Veneer K.2. Any condition considered.  
Secretary, Worcester C.C., Grandstand Road, Worcester.

## FOR SALE

Kayak. 16' x 22". Recanvassed last Easter. Good sea-going craft. Requires a little experience. £10 o.n.o.  
Little, Dibbinsdale Lodge, Bromborough, Cheshire.

## WANTED

Appx. 14' canoe and paddles. Immaculate condition.  
Faulds, 567 Bolton Road, Bury, Lancs. Phone: 4946.

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