

Canoeing

Price 1s.

VOL 4 NUMBER 2 JANUARY 1964



SPECIAL FEATURES

FORGOTTEN CORNER OF CANOE AND KAYAKING

CANOE BUILDING IN OBERKIRCHEN/BRUNNEN - PART 2

THE "FISH OF LIFE" CHALLENGE

ADVICE FROM THE EDITOR
FROM "WORLD" CANOE CLUB
MEMBERSHIP

Published by THE CANOEING SOCIETY



MOONRAKER

OVER 100 FIRSTS
IN CHAMPIONSHIP RACES

SEND FOR OUR ILLUSTRATED CATALOGUE OF THE
UNBEATABLE MOONRAKER BRITISH RACING CANOES,
TOURING CANOES, CANOE BUILDING KITS & ACCESSORIES.

JENKINS & LANCEFIELD BOATBUILDERS, DEPT. C, **CORSHAM WILTS**

CONTRACTORS TO EDUCATION AUTHORITIES & GOVERNMENT DEPARTMENTS

THE 'SUPREME'

"SUPREME" The most successful Kayak in British 1963 Slalom and White Water racing. Nearly 75% of British Slaloms were won by competitors who used Supreme Kayaks, this amazing achievement is furthered by the fact that the Supreme has the finest White Water race record in Britain this season. Much credit is of course due to the smooth consistent handling of this very versatile canoe.



We proudly present a completely new Slalom Special glass-fibre Kayak for 1964, designed from experience gained from producing two outstandingly successful Slalom/White Water kayaks since our advent in canoe competition in mid 1962, this canoe model K.W.3. will be an addition to our range, featuring complete elliptical section, fully adjustable seat and footrest, knee-grips. Length 13ft.1½ins. Beam 23½ins. Weight 30lbs. A must for National and International events where the margin of manoeuvrability decides the result. (Price details available shortly).

Basic price of 'Supreme' model £38.5.0. Footrest, knee-grips, Spray-deck available extras. All models feature four layer woven cloth glass-fibre reinforcement.

Glass-fibre paddles (Slalom) £3.18.6.

for further details write to:

STREAMLYTE MOULDINGS (Marine) LTD.

124 Brighton Road, Shoreham-by-Sea, Sussex

Telephone: Southwick 3716

Contractors to: The Admiralty, Air Ministry, War Office, Education Authorities,
Canoe and Youth Clubs, Exporters Civil and Military.

GET WITH IT ! GET A

Mendesta

GLASSFIBRE CANOE



In 1963 **MENDESTA** slalom and white water canoes were high in the honours lists in the Belgium, French and Swiss Championships.

These glassfibre canoes are extremely light, easy to manoeuvre and consist of cloth and mat laminations impregnated with top quality resins. The seat of each canoe is very comfortable and placed well forward in the cockpit, which enables the canoeist to lean backwards without fouling the coaming.

Type Slalom 400: Length 13ft 2ins. Width 24 ins. Weight 32lb.

£42 10s. 0d. nett.

Type Slalom 42: Length 13ft 8ins. Width 24½ins. Weight 34lb.

£43 15s. 0d. nett.

Type Slalom 401: Length 13ft 2ins. Width 24 ins. Weight 32lb.

£43 5s. 0d. nett.

(This is **MENDESTA** latest slalom model and is slightly faster than the Slalom 400).

Prices include buoyancy, spraycover, kneegrips etc.

Also spoon blade slalom paddles, left or right control, length or order.

JOHN CRITCHLEY

**4 COX'S AVENUE, GRANGE FARM, UPPER HALLIFORD
SHEPPERTON-ON-THAMES, MIDDLESEX**

Sole U.K. Agent for Kayaks MENDESTA



SOLENT

CANOE

CENTRE

Clausement House, 166, Bitterne Road, Southampton

Tel: 49270

for all Canoeing needs

Accessories, Adhesives, Anoraks,
Buoyancy (personal, boat)
Canoes, (racing, slalom, touring, folding)
Elastic cords,
Fabrics, Fittings,
Glass-fibre materials,
Kits, (large stock)
Maps, Motors,
Paddles, Paints, Plans, Plastics,
Ropes, Resins, Repair outfits,
Spray covers, Sundries,
Tools, Torches, Trolleys,
Varnish, etc. etc.

Please let us have your enquiries.

***Come and see the new designs
at COLEX '64 Stand 7 (facing main entrance)***



***visit the exhibition at Olympia then
SEND FOR OUR NEW CATALOGUE***

DEPARTMENT 'C'

TYNE FOLDING BOATS LTD.

**206, AMYAND PARK ROAD
ST. MARGARETS, TWICKENHAM
MIDDLESEX**

Telephone : POPesgrove 4033

*Contractor to Government Departments and
Education Authorities*

Canoeing

Volume 4

Number 2

January 1964

Editor: Brian Skilling

Secretary: Marianne Tucker

Circulation Manager: Charles Ranshaw

Art Editor: Mike Clark

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

CONTENTS

Fundamental Theory of Boats and Paddling	20	Make a Greenland Eskimo Paddle	26 27
National Boat Show		Come and See us at Colex 64 - Stand 69	29
Earl's Court	22	Canoes on Stamps	30
Canoe Building in Glass- Fibre/Resin - Part 2	23	Book Reviews	32
New "Kiss of Life" Trainer	25	Letters	33
		News Flashes	35

Editorially Speaking

"Discord must cease, my masters. I must have it done. I must have the gentlemen to haul and draw with the mariners, and the mariners with the gentlemen." So spoke Sir Francis Drake nearly four hundred years ago, and at this time of the year with so many club A.G.M's taking place it is as well to remember these words.

The successful canoe club must have its share of both 'gentlemen' and 'mariners' if it is to remain stable and to provide first-class amenities. It is often overlooked by the very active paddlers when haranguing those who are seen at the club only on rare occasions that if these potterers were to suddenly turn up in full force, then the majority of clubs would find their changing facilities, launching facilities, and club room facilities strained to bursting point.

It would be far better if these less active club members were encouraged to help out in the organisation of events instead of being made to feel unwanted because they do not wish to spend all their waking hours on the water. In turn, the occasional paddlers must realise that joining a club brings its obligations along with the cheaper boathouse accommodation and they should be prepared to fulfil them.

To both gentlemen and mariners we offer this New Year resolution: 'Let us haul and draw together'.

Fundamental Theory of Boats and Paddling

WRITTEN BY MEMBERS OF THE ONTARIO VOYAGEURS KAYAK CLUB

BOATS. The main factor influencing the behaviour of the boat is the shape of its hull. Boats intended for different applications have to comply with specific requirements, which then decide the ideal shape of the boat. The criteria most important for the evaluation of the boat are speed, stability and manoeuvrability. As these criteria are to a great extent incompatible, it is impossible to design a boat that would be equally ideal for all purposes. On the other hand, a certain degree of speed, stability and manoeuvrability is required from any boat and a compromise is therefore necessary.

Speed. The ideal shape is a long narrow boat with a V-shaped or circular cross-section. Only a very small amount of stability and manoeuvrability is built into typical racing boats.

Stability. A rectangular cross-section is characteristic of great stability. A flat-bottomed canoe or a pram is a close approximation to this. The stability of flat-bottomed boats is greatest in an upright position and quickly decreases with a lean. Once the critical point of a lean is reached, the boat suddenly capsizes. The direct opposite of a rectangular cross-section is a circular one, which has no stability but also no critical point. A V-shaped cross-section has little stability in the vertical position but stability increases with a lean. The critical point is far out and reached gradually, after ample warning - an advantageous property for white water boats.

Manoeuvrability. This is the ability of the boat to turn fast and to move sideways. The ideal shape would be a short wide boat, similar to a square or round raft. Such a craft turns well, can move sideways easily, but its forward speed is much lower than that of a long narrow boat.

Boats for slalom and white water are designed first of all for manoeuvrability, with stability as the second consideration and speed only the last. In general they are shorter and narrower than cruising boats. Though a slalom boat is somewhat slow in quiet water, its ability to turn fast and to move sideways makes it superior in the negotiation of white water and slalom courses.

One approach followed in designing slalom boats is the pronounced rocker. An arched keel-line with lifted bow and stern results in a good response to turning and guiding strokes. This is because the ends of the boat are only slightly immersed in water and therefore offer very little resistance to turning. Excessive rocker, however, detracts from other vital qualities of a boat. Forward speed is reduced, as instead of cutting through the water, the boat tends to lift the bow and push the water ahead of it. In heavy waves and rollers too curved a keel will give an unsteady, bobbing ride.

Those who are familiar with advanced paddling techniques will probably prefer a different approach to manoeuvrability, and settle for a boat with a fairly straight keel-line with a low oval cross-section in the middle. For sharp turns they will use strong leans to the side of turning so as to lift the bow and stern above the water. This is in effect a means of controlling the amount of rocker according to the paddler's need. However, only the best paddlers will be able to take full advantage of this particular design.

PADDLES. The paddle has three main functions: it propels the boat, controls its direction and is used to maintain its stability. A long paddle permits long comfortable strokes while a short paddle permits more powerful strokes and consequently greater speed. A shorter paddle is also faster to apply and less likely to hit slalom gates or overhanging branches in difficult places. Large curved blades are more efficient for propulsion, but on the other hand excessive curvature and size are a disadvantage in certain stabilizing and guiding strokes.

For these reasons, the best paddle for slalom and white water should be relatively short, with blades that are not too large. Flat or only slightly curved blades are ideal for slalom.

PADDLING. In principle, the paddle is inserted into the water so as to create a point against which the paddler applies his force. As a result, his body is pulled towards or pushed away from the point. Depending on the angle of the blade and the direction of its movement through water, the body of the paddler could also be turned or tilted, so that the motion of the body is transferred to the boat. For maximum effectiveness, contact between the body of the paddler and the boat must be firm and reliable. Improper seating, giving insufficient support, prevents the use of strong leans and fast turns. Sliding on the seat, which might cause an upset in rough waters, is eliminated by good side supports or a similar arrangement. Good support for feet and knees is equally important. Only a paddler who seats himself properly in the cockpit can take full advantage of his boat and the paddle.

Modern kayak-paddling technique is a combination of the classical style and of elements adopted from the Canadian canoe. The most noticeable characteristic of the new style is free movement of the body, strong leans and extensive use of the paddle for stability. More attention is paid to proper seating support. The boat must react like a horizontal extension of the body, in the same manner as a ski in ski-ing. There are striking similarities between modern paddling and ski-ing in many other respects also: the skier uses small irregularities of the terrain to facilitate turns, while the kayaker takes advantage of eddies and cross-currents; Telemark and Christiania compare with the Telemark and Duffek turn in white water; if something goes wrong, an expert skier quickly recovers from a fall, and so does an expert kayaker by using the Eskimo Roll; graceful movements and apparent ease of control, displayed by expert skiers and paddlers, come only through long and patient practice.

With experience every paddler will gradually develop his own style. For the beginner, however, it is strongly recommended that he follow the instructions and assignments of this course without any alterations. Do not rush through the technical section, and practise all the assignments repeatedly. Do not be afraid to capsize as only repeated upsets will give you confidence and a knowledge of your boat's natural stability. If you do not capsize while following this course, chances are that you did not practise hard enough.

ASSIGNMENTS

1. With the boat close to shore, rest one paddle blade on the shore. Lean past the critical point until the water level reaches the cockpit. If after you bring the boat back to the upright position you find that your body has shifted, your seating is not firm enough and requires attention.
2. Sit in the boat with the spray cover on and lean towards one side. Slowly increase the lean until the critical point is reached. To avoid capsizing, have your paddle ready to right the boat by a quick downward push.
3. If you have not capsized often enough or if you are afraid of being trapped in the spray cover, practise capsizing first without it, then with it on. Do not start this course until you have overcome the last traces of fear of upset.

Practise capsizing ...

Keep smiling!

4. Get enough speed, then stop paddling. The boat will invariably start turning to one side, usually away from the side of the last stroke. Note that the stern of the boat starts skidding with increasing speed. This can be facilitated by unloading the stern by a forward lean and vice versa, an important aid to manoeuvring

National Boat Show - Earls Court

Ottersports, Ltd. are exhibiting at the Boat Show at Earl's Court and this year their stand is bigger than ever in order to accommodate a greater range of canoes and equipment.

We learn that the Canoe Centre, Jenkins and Lancefield and J.L. Gmach will not be attending the Boat Show this year.

**SEND AN S.A.E. TO OUR CIRCULATION MANAGER
FOR A LIST OF 'CANOEING' HOME-BUILDING PLANS**

Canoe Building in Glass-Fibre/Resin - Part 2

BY BILL SAUNDERS, C.C.P.R. SENIOR TECHNICAL REPRESENTATIVE

TOOLS AND EQUIPMENT REQUIRED

1. Bucket, Cloths and Soap etc., - for washing and polishing the mould and general washing and cleaning purposes. Carborundum paper may also be required.
2. Brushes etc. - for applying resin and release agent No. 2. (though some people prefer a small sponge covered with a piece of old silk). For gel coat and release agent use, decent quality, clean, but not new brushes are best, for 'lam'-coat resin application and "stippling" the same but with the hairs cut down to about 1" from the base. Brushes should not be too small, about 2"-3" are best, with a $\frac{1}{2}$ " or 1" for awkward corners, 4" brush can also be very handy, particularly for quick, efficient application of lam-coat resin.
3. Scissors - useful for cutting materials to size and trimming edges, etc. They must be sharp - the use of blunt cast-offs will tear the mat and lead to a good deal of frustration.
4. Tins - for mixing, holding the mixed resin and cleaning purposes. Dry, clean, rimless tins, not too deep and sufficiently large (e.g. 7 lb. jam and vegetable tins) should be available in numbers.
5. Measures - for measuring resin, activators, etc. Some people use chemical type measures, such as pipettes and commercial measuring flasks, but bearing in mind the other variables which face the amateur (e.g. room temperature), this would seem to make the job unnecessarily complicated. I have found the 'tin and jar' method, used with care and discretion, sufficiently accurate and dependable (i.e. a tin of at least 6 lbs. resin capacity and two jars with 1/50 capacity of the tin, each container with a clear mark at a convenient distance down from the top or with a wire measure).
6. Rollers - for consolidating the laminations, wetting out the glass more efficiently and ridding the job of air bubbles. Metal, decorator-type, washer rollers are efficient; plastic multi-washer roller are equally efficient and easier to clean.
7. Mixers - for thoroughly mixing the additives throughout the resin base, a mechanical stirrer is best, but I have made do very well with clean mixing sticks, powered by young humans.
8. Shell trimming tools - for trimming the edges of a laid-up job as it completes gelling. If this trimming is left until some time afterwards a sharp knife, chisel, light hammer or mallet file and surform tool will be required to cut away the surplus material.

PRELIMINARY PREPARATIONS

Check that the room is clean, large enough (say at least 18' x 8'), draught-free but adequately ventilated so that concentrations of styrene vapour do not form, well lighted and sufficiently warm (a temperature of at least 60°F. should be maintained). See that the mould is safely mounted at a convenient working height (top of mould about waist high) and that there is access all round. Have a table or bench with a disposable cover for the resin materials and for mixing and cleaning purposes. Have another table or bench (clean or covered with clean ply, board or paper) for the glass materials and for cutting out. Check that all materials and tools are clean and readily available and that there is a bucket of clean water for the douching of skin accidentally splashed with chemicals. The floor should be adequately covered with board, cloths or brown paper unless resin splashes are of no consequence.

With an inexperienced group it is worthwhile to cut ready for use pieces of surface tissue (if to be used in the gell coat) and mat for the main laminations and for gunwale and keel stiffening strips.

METHOD OF WORKING

1. Preparation of Mould

(a) Remove all traces of old resin and glass fibre - at worst, this should only be present on the mould edges and is best scraped away with the side of a chisel. Inside the mould, any small remnants can be removed by scraping with the thumbnail and attacking particularly stubborn bits with wet and dry carborundum paper. All this must be done very carefully so that no damage is done to the mould.

(b) Remove all traces of old release agent, dust, etc., by washing out the mould thoroughly with warm water, using soap and a second lot of clean water if necessary and drying thoroughly with soft cloths.

(c) Apply lightly the waxy mould release No. 1. (any good quality wax polish will do as long as there are no silicone additives), spread whilst moist, then polish thoroughly with clean, fluff-free cloths.

(d) Apply mould release agent No. 2. Make sure that the surface, including edges, is wholly covered with a thin even film - runs must be smoothed out, and pools must not be allowed to gather. Make certain that there are no bare patches left - examining against the light helps here. A good, long-bristled soft brush or a small silk-covered sponge should be used for this job.

Great care in the preparation of the mould is vital - careless work leads not only to a damaged shell, but also a damaged mould. The separator must be thoroughly dry (i.e. to a hard, cellophane-like, full cover) before further work can proceed and must not be touched during the drying process.

(To be continued)

New "Kiss of Life" Trainer



During recent months successful attempts to resuscitate casualties by the "Kiss of Life" method have been reported in the press practically every week. If more people knew how to apply this method undoubtedly there would be many more lives saved when persons are apparently dead due to electrocution, drowning or asphyxia.

The "Kiss of Life" or, to use the medical term, expired air resuscitation is very simple to learn and does not require any real strength or stamina on the part of the rescuer. Although a very short training period is required (and there have been some successful rescues made by people who had only read of the method) there has been a need for an inexpensive training aid. This is now provided by the Cheshire Wilson Rescue Trainer.

The trainer dispenses with the need for expensive equipment, an important consideration for voluntary groups who have to buy their own equipment. Whilst avoiding direct contact, it provides realism for the student and is hygienically safe for both people involved in the training. It consists of a face-piece linked through a valve which only opens when the head is in the correct position to allow the flow of air into a pair of plastic "lungs" which are tied to the victim's chest. The rescuer either closes the mouth or the nose of the face-piece (depending on whether mouth-to-nose or mouth-to-mouth resuscitation is being given) breathes into the patient, checks that the air has entered the lungs by seeing that they have been inflated.

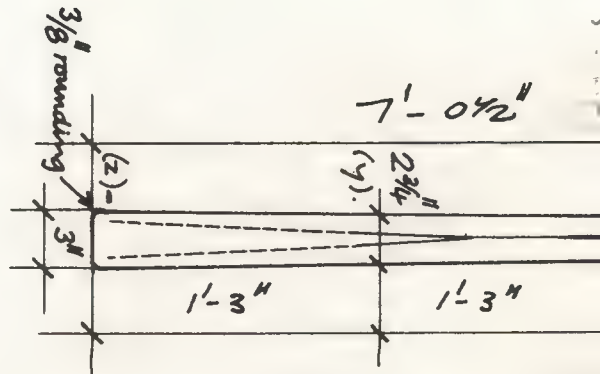
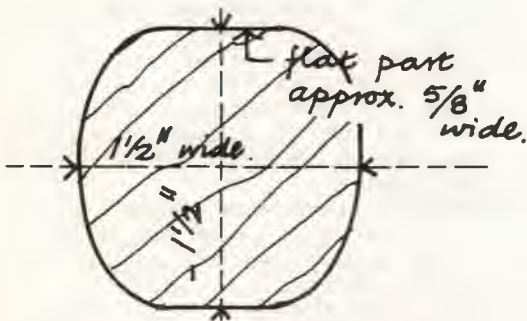
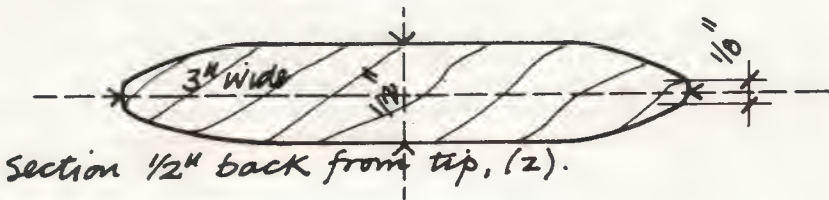
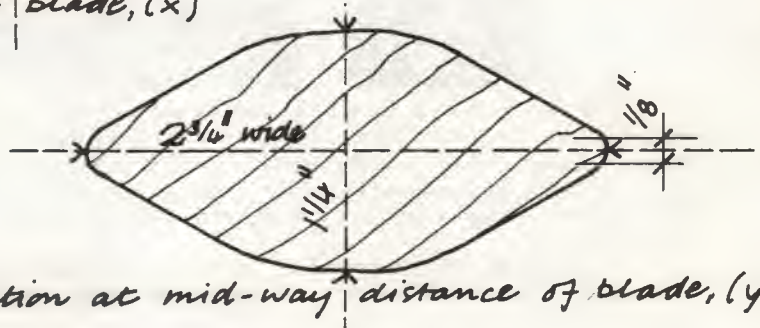
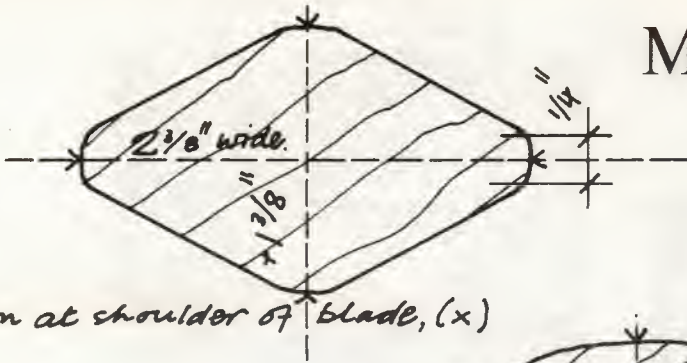
The lungs contain a polythene disposable liner which should be used by one trainee only. A supply of liners is provided with each kit. However, they may be washed in an antiseptic solution (also supplied) and used for more than one session.

The Cheshire Wilson Trainer Kit contains two face-pieces so that one can be disinfected while the other is in use.

This Trainer might well become a standard piece of equipment in all canoe clubs, and attendance at a training session could be a condition of club membership.

The Trainer which costs £5.5s.0d., is available from the Royal Life Saving Society, 14 Devonshire Street, London, W.1, St. John Ambulance Assn., Priory House, St. John's Gate, London, E.C.1, or direct from the manufacturers, Cheshire Wilson (U.K.) Safety Services Ltd.

Make a Greenlan

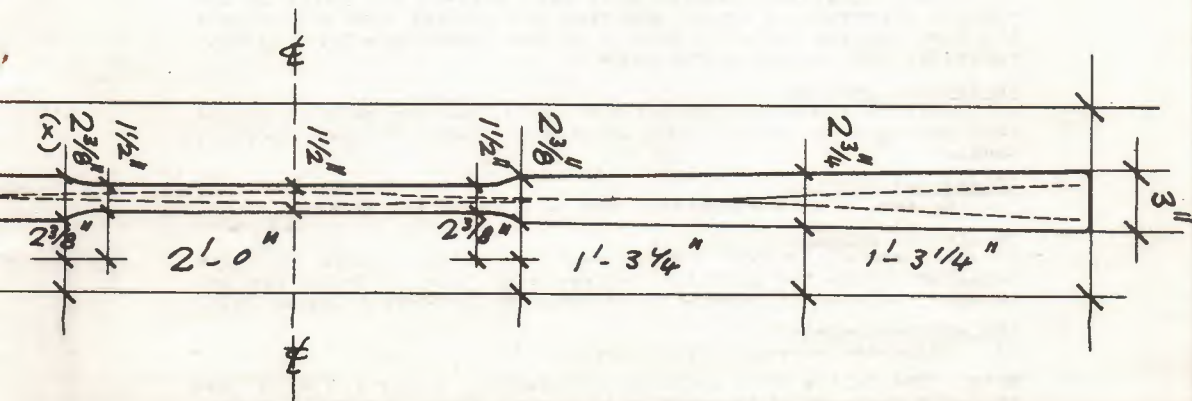


and Eskimo Paddle

The paddle illustrated on this sheet is one brought back to this country by the Cambridge Greenland Kayak Expedition of 1962. The paddle was made especially for the Expedition by the Eskimos of Isortoq, a village some 80 miles south of Angmagssalik, and is a typically shaped paddle of the region; it is not typical, however, in that it is made entirely of wood without adornment. Eskimo paddlers with any pride in their craft usually decorate the edges and tips of their paddle blades with bone or ivory.

Since this is a scale drawing it will be seen that there is a slight variation in measurements in the plan view of the paddle, anyone making a replica should choose one set of dimensions for both blades. Timber to be used should be well seasoned, and it is probable that something suitable could be found in a demolition contractor's yard. The weight of the original paddle is 3lbs.8 $\frac{1}{4}$ ozs.

Drawn by John Brand, for Canoeing Publications, 6 The Mall
Brentford, Middlesex.



So Start Thinking

BY ALAN BYDE

1. There are five canoeists who set off in a slalom in order of their numbers which run consecutively.
2. John is 23rd to start.
3. First of these men is followed by a red canoe, whose paddler carries number 22.
4. The South Shields paddler is placed 15th.
5. Thirty seconds before Colin sets off, Chris gets into his canoe in accordance with the rules.
6. The man who cleaned gate 6 finished 27th.
7. Don would have cleaned gate 6 if he had been right way up.
8. The green canoe almost cleans gate 6, but the tail end just clips the red and white pole, which is already shaking from a touch by the paddle blade.
9. The Spennymoor man is a quarry foreman, and looks it, won't be beaten, and isn't. -At any rate, he is only just not last among this lot.
10. The black canoe cleans gate 6.
11. The green canoe is placed 15th, one place behind the canoeist who scored 50 on gate 6.
12. The bloke from West Hartlepool follows the Durham Canoe on the course and finished 27th.
13. Colin clobbers gate 6 from the inside, both poles.
14. Alan is often in correspondence with the Spennymoor, South Shields, Sunderland, and West Hartlepool bods, and is pipped by one place by the man sometimes called "rock buster" for more than one reason.
15. The fourth man to start scores 100 on gate 6.
16. Alan goes direct from gate 5 to gate 7. Never saw it, he says to the man in the white canoe who scored 20 on gate 6.

Question. Who has the blue canoe? Which town does Don come from?
Who comes in 53rd? (Answers on page 34)

Extract From The Spuhlerised Slalom Rules

Section 7 Definition of a successful (clear or clean) attempt.

Boat, body, and paddles must pass between the poles in the correct direction of travel and from the correct side of the gate (so that the red and white pole is on the competitors left) without in actual fact touching the poles.

10 seconds penalty.

Attempt successful as defined above, but one pole in actual fact having been touched once, or several times, by boat, body, or paddle.

20 seconds penalty.

As for 10 second penalty, but both poles are touched.

50 seconds penalty

c/ Capsize while boat is between the poles. This includes drifting across the gate line upside down, even if poles are not touched and even if capsize is followed by successful Eskimo Roll.

100 seconds penalty.

b/ Abandoned attempt. Gate missed.

Note. The full set of rules is obtainable, price 1/3 each from RV and X Crockett 12 Bluecoat Walk, Harmans Water. Bracknell. Berks.

Come and See us at Colex 64 - Stand 69



*Our stand
at Colex '63*

Once again 'Canoeing' will be exhibiting at the Camping and Outdoor Life Exhibition at Olympia (3rd - 11th January, 1964) and we look forward to meeting many of our readers. As in previous years we shall be acting as an information bureau on canoeing topics, and will have a great deal of literature on all aspects of our sport. Our magazine will be on sale, and also our full range of canoe plans including a number of drawings of Eskimo kayaks which we have not had space to publish to date.

Also at Colex 64 will be TYNE FOLDING BOATS who have taken a large stand on the ground floor immediately opposite the main entrance. On this stand will be a selection of Tyne canoes including some new models which are being shown for the first time. Canoes on show will include folding, kit, and glass fibre models. There will be something new in each group, but Mr. Hirschfeld thinks that it will be his new designs in kits and glass fibre which will attract the greatest attention. Also on display will be a wide range of accessories.

The exhibition, which is larger than ever this year, is to feature a special display of lightweight camping equipment and with the tremendous development taking place in synthetics no canoe camper will want to miss this comprehensive collection where it will be possible to make direct comparisons between brands.

Having covered the canoe exhibits, the lightweight camping exhibits, canoeists can then proceed to watch judo demonstrations, camping films, ski-ing on the artificial slope, quick cooking demonstrations, and finally the Miss Camper 1964 Competition. With all this going on, plus a number of other attractions, we expect our readers will have a busy day at the exhibition indeed we suspect some of them will come more than once in order to be sure they have seen everything.

Canoes on Stamps

DESCRIBED BY CHARLES RANSHAW

At the end of the first World War it was still possible, at reasonable cost, to make a fairly representative collection of the World's postage stamps. Since then, the increasing use of stamps for commemorating anniversaries and other events, for propaganda, and in some cases purely for sale to the stamp trade, has led to a vast increase in the number of new stamps issued annually.

Today it is financially impossible for the average collector to keep pace with new issues, with the result that an increasing number of them tend to specialise. While some collect stamps of single countries, or groups of countries, others specialise in a particular subject such as Sport, Railways, Music, Portraits, etc. What has canoeing to offer in this field?

If we confine our attentions to the sporting aspect of canoeing then we can barely fill a single page, although the Tokyo Games will probably add four or five more. If we extend our interests to include native craft then a collection of worthwhile proportions becomes possible; and one which is all the more interesting in that, with the rapid, almost explosive, emergence of the underdeveloped races, the native canoe will soon be no more.

Motor fishing boats are replacing the dugout, and the native craftsman now works in modern, well equipped boat yards. He can, and may sometimes still, build himself a canoe, but for the next generation it will be a forgotten art.

From time to time, as space permits, we shall illustrate some of the stamps on canoeing. Here to begin with are some of the sporting stamps:-

- (1) Russia. 1949 National Sports Issue. One of a set of eight illustrating various sports, the 25k Green shows two double kayaks.
- (2) France. 1953 Sports Issue. 40f Blue. The canoeists are G.Turlier and J.Laudet winners of the 10,000 metres C.2 race at Helsinki in 1952.
- (3) Hungary. 1956. Olympic Games Issue. The 20f Blue shows a K.1.
- (4) Yugoslavia. 1956. Olympic Games Issue. 15d Indigo. A symbolic design showing a swan and a canoeist without a canoe.
- (5) Roumania. 1956. Olympic Games Issue. 1.551 Green. A stylised drawing of a Canadian single.
- (6) Czechoslovakia. 1958. Sports Events of 1958. The 40 h Blue showing two C.1.s at speed, commemorates The World Canoeing Championships at Prague.



1



2



3



4



5



6

Book Reviews

A WEEK ON THE CONCORD AND MERRIMACK RIVERS by Henry Thoreau
(Holt, Rinehart, 10s.) .

In 1839 Henry Thoreau and his brother spent a week in a home-made boat on the Merrimack River and its tributary the Concord. Several years later Thoreau expanded the journal he had kept of the trip into this book.

Thoreau was what might be termed a reflective writer and only about half the book is taken up with descriptions of his actual cruise, the remainder being digressions on a large number of subjects. The result is a leisurely work, superbly written, which will appeal to those who like to find 'time to stand and stare'. Those who so far have not come across the work of Henry Thoreau will be grateful to the publishers for reprinting this classic American title.

THE TRAIL OF THE RED CANOE by Margaret Govan (Dent, 6s.)

This is a cheap hard cover reprint of a junior book first published over here in 1954. 'Kid's stuff' you may say, but don't let that stop you reading this rattling good yarn and one which has, unlike so many books, a plausible plot. Located in the Algonquin National Park, Canada, the book recounts the adventures of four girls in two canoes over a period of several days. The authoress knows the country she is writing about and she also knows canoes and canoeing; not only does she show the excitement and the beauty to be found in canoe camping, but also the discomfort which results from miscalculation and stupidity.

Although the principal characters are girls, this is not an exclusively girls story but one which boys will enjoy as well. If you have children then we recommend you buy the book and read it first; if you haven't then buy it for a young relative. But whatever you make your excuse for buying it, if you are a canoe camper we predict you will enjoy this realistic novel.

YOUR HOLIDAYS by Pamela Carmichael (Longmans, 10s. 6d.)

A reference to canoeing in the pre-publication publicity led us to seek out this book for review. On inspection, however, we found that the space devoted to our sport was negligible, but we have no hesitation in bringing the book to the notice of our readers.

The book is one of a series entitled 'Modern living' which is intended to offer intelligent advice to teenage girls on the problems which they are likely to encounter in growing to maturity. In 'Your holidays' topics covered include youth hostels, camping, holidays afloat, beauty advice, and holiday romances. The advice given is extremely practical and realistic, and at the end of many chapters there are useful lists of addresses.

All those concerned with choosing a book to be read by a teenage girl will welcome this effort at solving the problems of the normal adolescence who after all compose 99% of the population in this age group.

Letters

Dear Sir,

In Defence of Splodge

If a man produces nothing, his work cannot be criticised, but if a man sets out to help his fellow paddlers is it necessary to bite the hand that feeds us information? Looking back over the issues of 'Canoeing' I find that Byde has amused me, infuriated me, stimulated me, and educated me, and for this I am grateful.

I only hope that Alan Byde is "not awa' to bide awa'" - if you will forgive an awful pun.

Yours faithfully,
Norman Tilley,
London, W.13.

Dear Sir,

Calendar of Events

Can I suggest an idea for Canoeing which would be of immense help to us canoeists round the country? This is a 'Calendar of Events' for the next month, giving the location and details of slaloms, races etc. This is particularly important to have when the names of organizers or dates or locations have changed after the initial BCU programme has been laid out in January. It would also be useful to know of non-ranking slaloms and white water events and no doubt the racing fraternity would also like similar news.

Initial difficulties in obtaining information would soon be overcome when readers realized that you needed the information.

Yours faithfully,
Brian Johnson,
Slalom Secretary,
Twickenham C.C.

(In 1961 and 1962 we deliberately abstained from publishing a Calendar of Events since this was provided in the Spring issue of 'Canoeing in Britain'. In 1963 we did publish such a calendar as 'Canoeing in Britain' did not appear, and we supplemented this from time to time with any information we received and which had not been included. In 1964 we would be prepared to publish a monthly list of events provided Club secretaries or national committee secretaries sent the information in. However, judging by the difficulty we have in obtaining results of events we are not very optimistic about being able to provide a comprehensive service. Secretaries it is now up to you to provide information one month ahead, i.e. April events by March 1st. Ed.)

Dear Sir,

re: BCU Canoe Insurance Cover

I would refer to the above mentioned Cover and have to advise that I have been instructed by the BCU Council to publicise the following changes:

- 1) With effect from the 1st November 1963 cover is available ONLY as follows:
 - a) To affiliated Clubs for club-owned canoes, and equipment.
 - b) To Individual Members for their own property.
 - c) To Club Members for their own property, on payment of an additional premium of 15/-.
 - d) To the Irish Canoe Union, its Affiliated Clubs, and Individual Members.
- 2) That the additional cover available for Slalom and Whitewater canoeing, has been extended to cover surfing, at NO additional charge, PROVIDED that the surfing takes place under supervision. viz., that a rescue boat is standing by.
- 3) That the Insurance Company has increased the Third Party Benefits at no additional charge, from £1000 and £5000 to £5000 and £10,000.

I would comment on the above and especially regarding No. 1(c). In view of the fact that Individual Membership of the BCU now costs only 7/6d. per annum, Club Members would be foolish not to join and therefore save themselves the other half of the surcharge.

Also on Insurance, I would advise that during this last summer many instances have occurred of canoeists colliding with other canoeists. One of them has usually been insured. Usually the party who has received damage. Those causing the damage could have avoided unnecessary financial hardship to themselves IF they had been insured, as this Cover would have paid both their own, AND the other man's claims. I would therefore commend this cover to your readers, solely for their own protection.

Yours faithfully,
C.F. Muteau,
BCU Insurance Secretary.

(Answers to "So Start Thinking", page 28)

Starting Order	21	22	23	24	25
Name	Colin	Don.	John	Alan	Chris.
Town	Spennymoor	<u>Sunderland</u>	S.Shields	Durham	W. Hartlepool
Colour	White	Red	Green	<u>Blue</u>	Black
Gate 6	20	50	10	100	Zero
Position	52nd	14th	15th	<u>53rd</u>	27th

News Flashes

BOUND VOLUMES OF 'CANOEING'

The bound copies of Volume 3 of 'Canoeing' are now available, price 20s. each (post free). Bound copies of Volumes 1 and 2 are also available at the same price, but we would advise readers that only six copies of Volume 1 remain unsold and once these have been purchased no more will be available.

3,962 P.B.K. PLANS SOLD

We learn from Percy Blandford that in the year ending October 1963 the sales figure for his canoe plans was 3,962. The most popular design was his PBK 20, a 15ft. two-seater with a beam of 32 inches.

FITNESS FOR SPORT CONFERENCE

The C.C.P.R. are holding a weekend conference on the above topic at Bisham Abbey, Nr. Marlow, Bucks, from the 24th to the 26th January, 1964. Fees are: Residents £3.10s.0d., Non-Residents £1.1s.0d. Further details may be obtained from C.C.P.R. (Southern Region), Watlington House, Watlington Street, Reading, Berks.

BRITISH CANOE UNION A.G.M.

At the forthcoming A.G.M., the four vacant places on Council are being contested by five candidates: W.Crockett, C.B.Manton, C.M.Rothwell, J.Spuhler, and R.F.Tyas. The only proposition before the meeting will be one calling for the appointment of a full-time secretary. Highlight of the evening will be a talk by W.Winterbottom, O.B.E., General Secretary of the C.C.P.R. on the subject of 'Government aid for canoe clubs'.

SERVICE FOR SOUTH COAST CANOEISTS

The opening this month of the Solent Canoe Centre (see advertisement pages) will gladden the hearts of all canoeists along the south coast. Behind the venture are the Orchard family who have become well known over the past five years in competitive canoeing circles. The service they plan to provide, however, will cater for all types of canoeists and their aim is to sell the best of everything.

TRAILER CONSTRUCTIONAL DRAWING

Alan Byde has produced a detailed drawing for a trailer to carry up to ten canoes. Copies of this drawing are available price 7s.6d. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

CHAFFONT PARK CANOE CLUB

USA RIVER RACE 2nd/3rd Nov., 1963

<u>Team</u>	<u>Event</u>	<u>mins</u>	<u>Secs</u>
1.	Manchester	54	3
	Dave Mitchell Ken Langford Ian Pendleton		
2.	Leamington	59	52
	Bob Thacker David Olorenshaw Philip McAuliffe		
3.	Canoe Fellowship	61	21
	Geoff Dinsdale Woody Woodcock Eric Taylor		
4.	Chaffont Park	68	46
	Dick Marlow Peter Rogers Charlie Greaser		
5.	Bladdeff	103	55
	David Green Ian Darvey Neil Williams		
6.	Warren L.C.	108	28
	Frank Eveleigh Gordon Svensen Eric Dale		
7.	Twickenham	Retired	
	Brian Johnson Stan Holtorp Steven Felstead		
<u>F1</u>			
1.	Dave Mitchell	47	13
2.	Roger Holman	48	3
3.	J. Stampe	49	56
4.	Geoff Dinsdale	50	20
5.	Phillip Sixsmith	50	32
6.	Tony Cox	50	33
7.	Chris Webb	55	8
8.	Malcolm Thompson	57	27
9.	Bill Pipe	57	7
10.	Brian Cubberley	62	2
<u>R1</u>			
1.	Dave Mitchell	45	28
2.	David Green	46	37
3.	Ken Langford	47	2
4.	Frank Eveleigh	47	55
5.	Jim Doney	48	2
6.	Ian Pendleton	48	20
7.	Aryen Harrison	48	42
8.	Philip McAuliffe	48	50
9.	Mick Ramsey	49	16
10.	David Olorenshaw	49	17

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

WANTED

Good price offered for best condition Limfjorden. Bradford-on-Avon Rowing Club.

CANOE INSURANCE

B.C.U. Canoe Insurance. Cheapest Rates. For proposal form write to the B.C.U., 36 King Edwards Grove, Teddington, Middlesex.

FOR SALE

Klepper Quirl White Water Canoe cost £45. Buoyancy, Spraycover, Footrest, Kneegrips and Paddle, almost new. BARGAIN £30. Evenings Holtorp, Emberbrook 2274.

FOR SALE

Back numbers of 'Canoeing' price 1s.3d. each (incl. postage), 6 or more copies 1s. each (post free). Bound copies of both Volumes 1, 2 and 3 available - price 20s. per volume (post free). Apply: Circulation Manager, 6 The Mall, Brentford, Middlesex.

WHITE WATER

Obtain your copy from R.V. & X-Crocket, 12 Bluecoat Walk, Harmans Water, Bracknell, Berks. Quarterly 10s. p.a. (post free). Back numbers and single copies 2s.6d. each. Also available WW supplement No.1. WIGGLE/WRIGGLE TESTS 6d. each, reductions for quantities. WW Supplement No.2 SPUHLERISED RULES - a 12 page booklet 1s.3d. each, reduction for quantities. -

'CANOEING' is available by postal subscription of 15s. per annum from the Circulation Manager, 6 The Mall, Brentford, Middlesex.



BCU Supplies

BCU Publications	s. d.
GUIDE TO THE WATERWAYS OF THE BRITISH ISLES	21 0
CANOEING	
No. 1—Choosing your Canoe and its Equipment	3 0
No. 2—Canoe Handling and Management	3 0
No. 3—Canoe Camping	2 6
No. 4—The Eskimo Roll	3 0
No. 5—Canadian Canoeing	3 6

(Special prices to members of the B.C.U.)

CANOEING (P. W. Blandford)	4 0
STARTING CANOEING (M. Russell)	6 0
YOU AND YOUR CANOE (O. J. Cock)	10 6
TACKLE CANOEING THIS WAY (P. W. Blandford)	12 6
CANOEING (B. Jagger)	12 6
CANOE-KAYAK EN FRANCE (J. de Liege)	12 6
THE CANOEING MANUAL (N. McNaught)	15 0
CANOEING (American Red Cross)	15 0
WHITE WATER SPORT (P. D. Whitney)	35 0

River Maps & Guides

Send s.a.e. for list of British and Foreign river maps and guides.

All prices are postfree. Please send remittance with order. Cheques, etc. should be made payable to "The British Canoe Union"

BCU SUPPLIES 147a Station Road London, E.4

We specialise in...

PBK RIGID CANOES AND KAYEL KAYAKS KITS AND FINISHED CRAFT

PLANS, ALL MATERIALS & ACCESSORIES,
CANVAS & PVC COVERING MATERIALS

THE "TARKA" CANOE

finest value in Two-Seater canoes **£26.6.0**

SAVE MONEY PADDLE KITS

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

H. W. PALSER

BOAT BUILDERS

LONDON LANE · UPTON-ON-SEVERN
WORCS. Telephone: UPTON 324

SUPPLIERS TO:

H.M. FORCES, EDUCATIONAL AUTHORITIES, Etc.

AVONCRAFT CANOES

Racing and Touring Craft

"RAPIDE" MK. 3

With 1963 season nearly over, the "Rapide" has proved beyond all doubt to be the most superior class 3 craft available in L.D. and Sprint racing. In L.D. racing alone the "Rapide" can claim nearly 80% of all the awards. This new and unique craft offers the strongest and lightest structure possible, with a version of the craft weighing only 18 pounds. The "Rapide" is also an excellent touring and sea going kayak.

Length 15 ft. Beam 23 in. Weight 18 lb.

"HUSTLER" MK. 3

The class 7 "Hustler" has been designed and built using the same method of construction as the "Rapide" Mk. 3, and although unraced as yet, it is almost certain to follow the same success story in the dual role of racing and touring. Length 17 ft. Beam 27 in. Weight 27 lb.

Plans and Kits, etc. available giving a choice of seven models using the most advanced techniques for easy construction in marine plywood and veneer.

R. H. VARDY

1 ELM DRIVE, HATFIELD, HERTS.

Suppliers to H.M. Forces, Education Authorities, etc.



Plans for plywood canoes by K. H. Littlelydke

Sports Single	Double 16
Sports Single Special	Double 16 Special
N.C.K.1	Double 18
N.C.K.2	Canadian
Slalom Mk I	Racing Canadian
Slalom Mk III	Angmasalik

materials and accessories, also

HAMMER

Folding Canoes

mail or phone enquiries

John E. Pearton (Kayaks) Ltd.

42 Fitzjohn Avenue, Barnet, Herts.

Telephone: BARNET 1623

BUILDING A CANOE?



PBK

or



Kayel

Our 32 page illustrated catalogue will help.

FOR YOUR FREE COPY
with covering material samples

PLEASE WRITE TO

OTTERSPO RTS LTD.

8-10 BROAD STREET, NORTHAMPTON Tel: 39405

GO WITH **WESSEX** *Canoes*

**THE FAMOUS RANGE
OF HIGH CLASS
GLASS-FIBRE
CRAFT**



Illustrated:
The Record
Breaking
G/F ACCORD

For Racing, Touring or Pottering and as supplied to H.M.
Forces. From 11 ft. to 21 ft. 6 in. Prices from £24.

THESE SPEEDY DURABLE CRAFT hold the A & B Class Records in the 1961 & 1962 DEVIZES - WEST-MINSTER RACE, took the first 12 places in the Junior '63 event and came 1st, 3rd, 5th and 8th in the Senior Detailed literature on these excellent craft from:

FULLY ILLUSTRATED
BROCHURE FROM:

J. L. GMACH & CO. LTD.

FORDINGBRIDGE
HANTS. Tel: 2422

EVERYTHING FOR THE CANOE CAMPER

COLEX '64

6th camping



and outdoor



life

EXHIBITION
EXHIBITION

Empire and West Halls, Olympia, W.14

3rd - 11th January, 1964 (10 a.m. - 9 p.m. Daily)

Trade Only Days 31st December to 2nd January
(10 a.m. - 6 p.m.)

REDUCED ADMISSION RATES FOR PARTIES

all enquiries to: Organisers:



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

Tel: AMBassador 2886

THE CANOE CENTRE



**FOR THE LARGEST RANGE
OF CANOES IN BRITAIN**

We are not exhibiting at the Boat Show, but a large selection of our canoes are on display at Twickenham, 15 minutes from Earls Court.



**SEE OUR DISPLAY
AT OUR EXPENSE!**

During the Boat Show dial
POP 8979 for free transport
to and from our premises.

**KLEPPER
GERMAN FOLDING CANOES**

**STRUER
DANISH RACING KAYAKS**

**SPORTKIT
BRITISH RIGID CANOES**



THE CANOE CENTRE
PORTABLE BOATS LTD

18, BEAUCHAMP RD., TWICKENHAM, MIDDX.

OVER 30 MODELS TO CHOOSE FROM