

# Canoeing

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VOL 5 NUMBER 3 FEBRUARY 1965



## SPECIAL FEATURES

SEA CANOEING

WOOD CARVING ON THE TEIFI

JOURNEY OF WONDER

C.I. ZAAAN REGATTA.

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# MOONRAKER

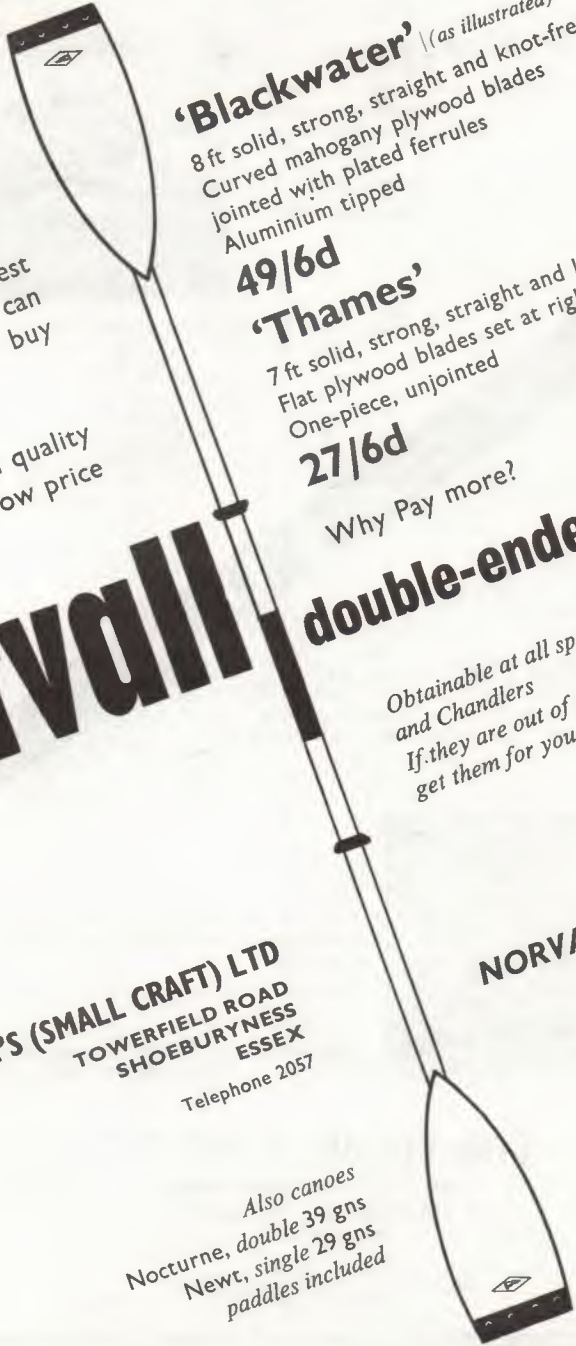
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## Death of a Magazine

The news that the magazine "White Water" has ceased publication will come as a shock to many people. Its passing is a cause for sorrow, because undoubtedly in its time it was one of the most important factors in the development of slalom in this country. It provided a link between canoeists in all parts of the country, and was a forum for the exchange of ideas in an infant branch of our sport. Incredibly, it succeeded when the Annual Ranking List of slalomists contained less than fifty names but failed when this same list numbered nearly three hundred and fifty names. Its story is an illustration of the perils which beset the amateur publisher.

"White Water" was originally a duplicated magazine published in 1963 by the Chalfont Park Canoe Club under the Editorship of Bill Horsman and with his guidance outgrew being a club journal to become the magazine of all slalom and white water canoeists. At this time, slalom was a small and matey world in which commercial slalom boats simply did not exist - you either built to your own design or modified a touring canoe. Slaloms were leisurely affairs of one division only and if there was time to spare then a double kayak event was sometimes held.

As time went on the Editorship changed hands and while the publication date tended to be erratic, its readers forgave this for the material was good and most readers were on Christian name terms with the Editorial Board and much was forgiven in the cause of friendship. With the growth of slalom and the introduction of the division system, those running the magazine who were top slalom people became remote from the vast influx which was taking place in the third and fourth divisions, but the style of the magazine remained largely unchanged. Christian and nicknames were still used in preference to more formal designations, and it

must have seemed to the newcomers that this was a magic circle in which they were forever on the outside looking in. Its irregular publication date began to arouse only irritation and not sympathy.

At the beginning of last year, a change of Editor brought an attempt at producing a more glamorous format using offset-litho instead of stencil duplicating. This was a bold step which could only succeed if the new format brought an increase in readers to cover the costs. Alas, the new readers were not forthcoming and without any financial resources the magazine could not afford to wait for them to arrive. The result, inevitably, was dissolution.

It is easy after the event to say that the Editorial Board should have realised the different needs of the new potential readership, that they should have realised that a casual approach to publication dates would breed a casual approach to the renewal of subscriptions, and that they should have realised that advertisers need to know precisely when their advertisements will appear. But the Editorial Board should not bear the blame for failure alone. The readers were also to blame for not realising that "White Water", like "Canoeing", was produced as a spare time job and as such the Editorial Board needed every bit of help they could get in the way of regular contributions sent in on time, and in the payment of renewal subscriptions promptly. But, perhaps the greatest blame lies with those who read 'White Water' and never bought a copy. They saved 10s. a year and wrecked a magazine.

"White Water" may not have contained everything that everybody wanted (what magazine does?) but it was the only one we had. Now there is nothing.

## Sea Canoeing

BY CAPT. F.G.E. GRAINGER, R.E.

The Junior Leaders Regiment, Royal Engineers, is conveniently placed at Dover for sea canoeing. To date, we have crossed the Channel 3 times in 1964 alone. Two of these crossings were of fifty canoes invited from all Junior Army units and a weekend was spent in France in between. The third crossing established the Junior Record of 3 hrs 49 mins 50 secs.

How do you set about canoeing at sea? Like every other facet of canoeing you must first learn the basic skills and select your canoe. Sometimes the sea is dead calm and a K2 can be used. This isn't often, for the weather can quickly change on a long trip. Hence I would suggest something more stable like the Wessex, Viking Mark IV or Sports Mallard. Obviously there are suitable singles, but I prefer doubles at sea. You can carry plenty of kit and the companionship helps.

### KIT

This is the same as normal canoeing i.e. camping gear, life-jacket, spare warm clothing and drinking water, plus the following:- Distress flares, a Verey pistol plus cartridges or hand flares in case of an emergency. Extra buoyancy, can be your kit wrapped in water proof bags. Sea marker, the BCU approved lifejacket. (Plus

Whistle of Handline) will suffice. Your spray deck will also help visibility at sea. Food - snack of chocolate. The party leader will require extra items:- A reliable compass for navigation, this should be attached to the canoe for ease of reading when paddling, and to prevent its loss. The present car compass that floats in all directions is ideal. The relevant chart and tidal stream atlas should be carried in a transparent waterproof bag. A chinagraph pencil plus protractor. These navigation aids must be taken but the trip should be planned so that their use is only required in unexpected circumstances.

Basic canoeing skills have to be reinforced for the sea. With a stable boat and a seasickness pill calm and moderate seas are easily canoeable. The problem is getting in and out at the beach. On a calm K2 day, your canoe can be placed along the line of the waters edge and you got in as for a river. Usually you have to keep the bow straight in, perpendicular to, the waves, front man in first, launch the boat further into the sea, then the second man gets in and off you go. Leaving the water the same practice is reversed but on a day when a surf is running, say waves about 3 feet, it is best to approach the beach stern first. This enables you to watch each wave and keep the canoe perpendicular to it. The sea rescue must now be learnt and practised i.e. righting a capsized canoe at sea by two other canoes. I will not describe this rescue but it leads naturally on to Safety at Sea.

#### SAFETY

These Safety Points must be observed.

1. Canoe in a group of at least three.
2. Keep together.
3. Slowest canoe must lead.
4. Carry whistle and distress flares.
5. Have pre-arranged whistle signals.
6. Practice formations and rescues.
7. Warn local Coast Guards.

If all the above has been digested you are ready to make a sea expedition. On a hot summers day all these points will appear absolutely irrelevant as you sunbath and capsize your canoe off Brighton to cool yourself. These points are noted for safe canoeing at any time, in all weathers.

If more than three canoes go on a long sea passage you must take a safety launch. The maximum one launch can shepherd is ten. In our Regiment we use a harbour launch and the Regimental Yacht, this gives us added reserves in case of break downs etc.

The safety launch makes navigation easy by going ahead and setting the course. Rescues and Signals must be practised with the launch before the trip.

Suggested signals are:-

#### a. WHISTLE

- |                  |                   |
|------------------|-------------------|
| (1) Short Blasts | - HELP!           |
| (2) Long Blasts  | - CLOSE IN ON ME. |

b. PADDLE

- (1) Vertical - HELP!
- (2) Held horizontal above head - CLOSE IN ON ME.

In the event of an accident the two nearest canoes only, must go to help, to avoid a melee of thrashing paddles. The others should close up and form a raft.

PLANNING A SEA EXPEDITION

The leader of a sea expedition must have some knowledge of navigation and weather. I would suggest he goes through the following sequence in planning a trip.

1. KNOWLEDGE OF AREA

This can be gleaned from Admiralty Chart, Tidal Stream Atlas and local people.

2. WEATHER FORECAST

The BBC Shipping forecasts are excellent but I would go further and get a specific forecast for the area from the nearest RAF Airfield. All airfields have a 'MET' office and are usually very helpful. The limit conditions in a forecast are:- WIND, MAXIMUM FORCE 3; SEA, MODERATE; VISIBILITY, 1 - 2 miles. The direction of wind may have a limiting affect on local conditions, this must be confirmed from your local knowledge.

3. CANOES

Prepare canoes, pack kit, brief personnel and practice drills.

4. INFORM OTHERS

When you are certain that you can start inform the Coastguards and local Harbour Board. The Customs will also have to clear you, if you intend to land abroad.

WHEN YOU END YOUR TRIP DO NOT FORGET TO REPORT IN.

IN CONCLUSION

This article has been written from experience with boys 15 - 17 years old under instruction. These points will not always apply to Adult, experienced canoeists. It is considered that the greatest achievement in sea canoeing is the rolling and surfing as at POLZEATH.

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FOR A LIST OF 'CANOEING' HOME-BUILDING PLANS**



# Wood Carving on the Teifi

BY MYLES ECKERSLEY

The last rapid at Llandyssul has a tree trunk stuck at the foot of the rapid. One of our party followed the general trend of the rapid but did not turn, and stuck his bow neatly into the hole that was put there for him, about six inches long and three inches wide.

The canoe, a Sea Quirl, (our own adaptation of the standard QUIRL) was stuck by it's nose, with the rest of it lying dead in path of the main body of water that thundered down onto her. The two watertight compartments, and the buoyancy in the cockpit prevented a large flow of water into her, and she stayed stuck for four hours, without a broken back.

What to do to get it out? One end wedged into the tree trunk and the other wedges against the rock on the other side, and a few tons of water pressing down. Inspection showed that if we carved away about three inches of wood, this would let us pull her out. Who had a chisel and mallet? We did, for some unknown reason, at the camp, so we got them and solemnly carved through the hard wood for a long time. Being a woodwork master, I was able to get Brian Jenkyn, who had carved many abstract designs in the school woodwork shop to carry on at water level, ably assisted by Frank Mason. Eventually, she was freed, and apart from a slight crushing in the bow, she was undamaged.

Has anyone else been in that hole?

Does anyone want a carved tree trunk?



# A Journey of Wonder

BY ELWYN HUGHES (WELSH LEAGUE OF YOUTH)

Having spent long hours in weary preparation, worrying about the many items of equipment necessary for such a venture it was a great relief to set out from Glan-llyn on the first stage of the long journey which was to take us to the South of France to the river Tarn and its surrounding wonders.

The first party, consisting of Landrover and Trailer, carrying ten canoes, and three members - two drivers, and the leaders' wife! - left Glan-llyn about 8.0 p.m. on Easter Monday, travelling via the M1 to London and thence to Dover. In spite of heavy traffic returning to London good progress was made, and a really tired trio reached Dover in time for a wash and brush up before having a well earned breakfast in a Dover Cafe. The remainder of the party arrived weary and stiff after a night spent in the cramping confines of the bus, and we welcomed an opportunity to stretch our legs and explore the interesting old town of Dover. Soon after breakfast we embarked on the car ferry, having been rushed thence by an enthusiastic port officer, who promised that he would ensure that our friends from Welsh Television would be found and put on the same ferry. Needless to say we had to sail without them, with the result that we had a three hour wait at Calais - in fact a most welcome rest period.

Having been finally reunited with the TWW party we set out post haste for Arras, arriving in pitch darkness, and dog tired. In spite of this we made short work of setting up our camp, and after a welcome cup of Oxo the whole party was soon snoring tunelessly.

The following morning - at 7 a.m. - their sleep was rudely disturbed by the expedition leader. Anxious to get on the road, and determined to get within reach of the Tarn by the following day, he soon had the whole party up and about, with the result that the camp was struck and breakfast prepared, and the bus packed ready to go by 9.30. As the party was quite a big one, it was discovered that preparing meals and camp fatigues had to be very well organised. Lacking this organisation each simple meal took hours to prepare and clear.

The long drive through the uninteresting country of Northern France, by-passing Fontainebleau and Paris, and ending up at Nevers was a weary journey to impose on any party following their overnight vigil and sea journey of the previous 24 hours, but the party took it in their stride, and spirits were exceedingly high in the bus. Filming was going on the whole time, and it is to the credit of the TWW cameraman that he did not slow the expedition up at all in order to obtain his shots.

Following a pleasant stay at Nevers in the Municipal Campsite overnight the party continued their southward trek on the Thursday, eventually reaching the Tarn country by nightfall, and camping in a beautiful site at Mende. It was a night of heavy rain, but the whole party slept well, in spite of the ever increasing excitement created by the impending battle with the river.

An early start was made the following morning and we soon had our first glimpse of the Tarn after a breathtaking drive over winding undulating mountain roads, which must have been first mapped out by mountain goats. The Tarn was a glorious sight - in spite after the heavy rains, with the rain clouds still enshrouding the mountains, but allowing fitful shafts of sunlight through to add colour to the extremely picturesque countryside. We went on to Florac, but found that the river was unsuitable for canoeing between Florac and St. Enime owing to the height flow of the river, and thus made our way back to the Medieval town of St. Enime.

Having established camp at St. Enime we decided to postpone our start on the river until the following day. This was partly due to the fact that torrential rain was teeming down, and also due to pressure from our caving enthusiasts who wished to visit Aven Armand - a famous cave in the region. We therefore left our camp and canoe trailer at St. Enime and followed the tortuous road which literally ascended a mountain to reach the plateau of the Cevanne. This was a memorable journey, with some really outstanding viewpoints in spite of the cloud and the rain. Once we had reached the plateau a short journey brought us to the Aven Armand. The whole party descended into the cave, and were immediately struck completely dumb by the awesome magnitude of the cavern. A veritable forest of stalagmites and stalactites, lit by cunningly concealed electric lights presented a completely unearthly scene. Some of these wonders of nature towered up to a height of some 400 feet, and the cavern roof was almost a mile above our heads. Although many of the party had been anxious to start on the river and had objected strongly to 'wasting' a day at the Aven Armand once they had seen the wonders of the cave they were all without exception very glad indeed that they had been talked into making the journey.

On our return to St. Enime we had a substantial evening meal and then made our way to one of the cafe's in the town where we had a most enjoyable 'Noson Lawen' in the company of the local people. The Entante Cordial was strengthened considerably that evening.

We found that the local inhabitants were amazed that we found that we were the first canoeing party to make the journey that year. We were given many words of advice and warning - and it was difficult to know what advice to take seriously. We have found through experience that the average layman - especially in France has little or no idea of the potentials of a white water touring canoe, and always tends to exaggerate the dangers of his local river as if they were something to be proud of!

The following morning the canoes were unloaded, and the four folding canoes assembled before an admiring audience of the ever present small boys. Following a hearty breakfast the party was divided into two groups - one to tackle the river and the other acting as a shore party attending to the immediate needs of the canoeing party.

The first stage of the river from St. Enime to Cirque de Baume is usually graded as being Grade 2 in difficulty. In view of the state of flow of the water it was probably closer to Grade 3 when the party tackled it. Everything went well for the first three miles, and then suddenly four canoes capsized one after the other

on a tricky rapid complicated by an overhanging tree. All the occupants followed their capsize drill correctly, and all but one of the personnel in the water managed to reach the shore and right their canoes. The other unfortunate victim was carried downstream by the strong current for a distance of some three quarters of a mile, and was eventually shepherded to the shore in slack water by another canoe. Fortunately she was little the worse for her experience apart from being literally blue with cold, and soon recovered after being swathed in blankets and fed two tins of self heating soup. The value of the B.C.U. lifejacket was demonstrated by this capsize as she was able to inflate it fully whilst in the water, and it was so effective that it kept her hair quite dry in spite of her long journey downstream. We have found that the best way to use these lifejackets is to wear them uninflated in the canoes, as they have enough inherent buoyancy to bring even an unconscious person to the surface, but not too much to impede the escape from the capsized canoe. They are then easily inflated orally whilst the victim is in the water. We have great faith in these lifejackets - even more so after the experience gained in their use on this expedition.

(to be continued)

## Leven Wild Water Test

BY ERIC TOTTY

The Leven Wild Water Test organised by Lakeland Canoe Club continues to grow in popularity. A record number of 94 timed runs this year in addition to many untimed practice runs.. No less than twelve Clubs were represented extending from Forth Canoe Club in the North to Twickenham, Chalfont Park and Royal Leamington Spa in the South. Chester Canoe Club provided the three leaders but strong competition was provided by Manchester, Carlisle and Leeds.

David Mitchell's best run with a time of 6 mins. 43 secs. is a new record for the course - two seconds better than the previous record which he set up only last year. This earned him the Gold Dipper for the third year in succession. David has shown remarkable consistency on each of his recorded runs at different water levels and the time allowance worked out equably at all levels. This is illustrated by the corrected times of various competitors who secured recorded runs at different levels, i.e.

David Mitchell	Oct.	8' 7"	6 mins	43 secs
do	Oct.	8' 7"	6 "	46 "
do	July	8' 6"	6 "	51 "
John Woodhouse	July	8' 6"	7 "	20 "
do	May	9' 4½"	7 "	22½ "
do	Oct.	8' 7"	7 "	23 "
Nigel Morley	June	9' 0"	7 "	25 "
do	Oct.	8' 7"	7 "	30 "
do	May	9' 4½"	7 "	33½ "

Exceptionally high water evaded us on all the selected dates this year but only February and April failed to provide sufficient for the event to be held. Two ladies, both of Manchester Canoe Club, joined the ranks of the Dipper making five in all since its inception eleven years ago:-

Jean Battersby	May	7 mins	52½ secs	(Silver)
Lesley Calverley	Oct	8 "	47 "	(Bronze)

The full results once again prove that the skill of the slalomist is more important than the sheer speed of the racing man on a course of this nature. Yet, whilst skill is the first requisite of success, stamina and speed are also necessary. As these are the three essential qualities necessary in international slalom today it is considered that the Test provides excellent training for all those aiming at international slaloms and a place in the British team.

This year those who qualified for the Silver Dipper numbered 38, and for the Bronze Dipper 40, whilst 16 failed to qualify.

For the benefit of those not conversant with the rules of this contest it might be helpful to say here that the Standard Water Level is reckoned at 10' 10" (Ten feet ten inches) on the Club's gauge. For each inch below this level five seconds are deducted from the competitor's actual time. For each inch above this level five seconds are added to the actual time on the course. This enables equitable comparisons to be made at all navigable levels. A copy of the rules is available on request with all entries received ten days before the actual date of each fixture. This early notice also enables the organisers to notify the competitors if low water conditions make a cancellation likely.

#### Leading Positions:

	(Club)			
D. Mitchell	Chester	6 mins	43 secs	
J. Woodhouse	Chester	7 "	20 "	
Robin Witter	Chester	7 "	22 "	
J. Roberts	Forth	7 "	25 "	
N. Morley	Manchester	7 "	25 "	
Keith White	Manchester	7 "	29 "	
Frank Nelson	Lakeland	7 "	35 "	
B.D. Sawyer	Chalfont	7 "	37 "	
J. McLeod	Manchester	7 "	38 "	
P. Brownhill	Manchester	7 "	39 "	
D. Bennett	Manchester	7 "	42½ "	
B. Cook	Carlisle	7 "	45 "	
R. Carr	Leeds	7 "	45½ "	
R. Thacker	R. Leam, Spa	7 "	48½ "	
D. Morton	Carlisle	7 "	48½ "	
K. Langford	Manchester	7 "	49½ "	

# War Canoe Training

ART PATAKY

War canoes range from 20 to 30 feet in length and although they handle in a manner similar to the 16 or 18 ft. canoe, more teamwork is required to paddle them. They make excellent training craft for beginners and are therefore suitable for camps and are frequently used in pageants, racing, and for transportation.

The war canoe is heavy; therefore, all of its crew should bear a hand in launching it. If launched alongside a dock, the crew members board one at a time, starting at the amidships section and proceeding toward both ends and from side to side, so as to keep it trimmed at all times. If launched from a beach, the canoe is launched stern-first and the sternman gets in first followed by the others going toward the stern and the bowman getting in last.

The sternman should be the most skilled as he is responsible for steering and for giving the commands. He is responsible for the craft and the crew and will be the coxswain.

The bowman is responsible for setting a steady cadence of approximately 30/min. for the other paddlers to follow. It is mandatory that all paddles be unison. The bowman must also be on the lookout for obstructions ahead.

## CANOE COMMANDS

Canoe commands are required of a crew for stroking in unison whether it be a crew of four, nine, or fifteen. Commands are required in training or when several canoes are under one command.

Commands are frequently given in two parts:

1. **PREPARATORY COMMAND** — telling you what you should anticipate doing. Example: **STAND BY TO ---- Give Way!**
2. **COMMAND OF EXECUTION** — telling you to actually do it. Example: **GIVE WAY!**

Commands will be made in a loud, crisp voice with a pause after the preparatory command so as to give you enough time to react.



**BROADSIDE STROKE** (port or starboard): Sideward movement is properly executed when the canoe is stationary. Inside paddlers do draw strokes (or draw scull) and outside paddlers do pushover stroke (or reverse scull). Strokes should be in unison so as to avoid forward or backward movement or excessive rolling.

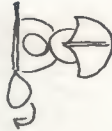
**SIDE, BLADES:** Paddles are swung to an overhead horizontal position, with arms straight and paddles athwartship with blades outboard and facing forward.



**QUARTER FORWARD, BLADES:** Same as "SIDE, Blades" except that the blades are pointed forward at a 45-degree angle. **QUARTER AFT, BLADES** - similar but aft.



**CIRCLE BLADES:** While holding "SIDE, Blades", the blade moves forward and down into circles of approximately two-foot diameters while the grip remains still.



**STAND BY:** Attention; listen for command.

**GIVE WAY:** To get underway, usually to go ahead; a command of execution (Go!)

**HOLD:** To stop motion instantly by stroking slightly in the opposite direction that the canoe is moving in and holding blade in water in a near-vertical position. It is also used to steady the craft when someone is getting in or out, or to keep the canoe in a particular direction when not moving. Example: "Hold into the wind," "Hold into the current," "Hold shoreward," etc.

**REST BLADES:** Paddle rests across gunwales with blade extending out toward paddling side and hands are on the grip and throat. This is sometimes called "Out Paddles."

**TRAIL BLADES:** At the finish of the stroke the blades are trailed in the water on its edge, close to the canoe.

**PIVOT TURN, PORT (or starboard):** Properly executed when canoe is not underway by executing sweep and reverse sweeps. Example: "180-degree Pivot Turn to Starboard ---- Give way!" (The starboard bow paddlers in war canoe do a reverse 90-degree sweep from the beam to the bow; port bow paddlers do a forward 90-degree sweep from bow to beam; port stern paddlers do a forward 90-degree sweep from beam to stern; starboard stern paddlers do a reverse 90-degree sweep from stern to beam - 90-degrees is a 1/2 sweep.)

**SHARP TURN, PORT (or starboard):** Properly made when underway and without losing much headway. Outside paddlers sweep forward as in the "Pivot Turn" above, and the inside bow paddlers do some type of drawing stroke, such as the draw, stationary draw, or diagonal draw; and inside stern paddlers execute "J" strokes.



**PASSING, SALUTE:** While underway and at the completion of a stroke, the "Side, Blades" position is assumed momentarily instead of feathering during the recovery. The blade is then immediately dropped into the water for the next stroke without losing the pace.

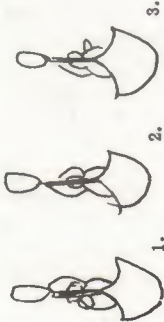
**SHOULDER, BLADES:** Paddles are brought into a horizontal position close to shoulders and athwartships. The elbows are bent and the blades face forward. **SHOULDER EXTEND, BLADES:** Same except that arms are extended straight forward.



**ANGLE, BLADES:** Paddle is swung to an overhead sideward position at an angle of approximately 30 degrees with blade facing forward. The grip is near shoulder. **CROSS ANGLE, BLADES:** Same except the paddle swings over to opposite side to a 30-degree angle and grip is in hand in lap.



**UP, BLADES:** Paddles are swung to vertical position with the blades up and facing forward. The grip is held in the lap and paddle is in front of eyes.



**UP, CHANGE, BLADES:** Swing to "Up, Blades", then hands are changed by raising the grip hand to the throat of paddle and lowering the throat hand to the grip. The paddle would then normally come down on the opposite side.

REPORTED FROM AMERICAN CANOEIST

(Although there are still only a handful of 'war canoes' in this country the interest in them is increasing and in the interests of establishing some uniformity of style in commands we publish this article by Art Pataky who has been responsible for the revision of canoeing standards for the American Canoe Association. Anyone interested in building a C8 should contact Peter Begent, 39 Arlington Gardens, London, W.4. who is responsible for the mould owned by the C8 Development Group).

# Book Reviews

LONG DISTANCE RACING HANDBOOK  
(British Canoe Union, 3s. 6d.)

by David Green

This is a much needed item for a branch of our sport which is growing rapidly in popularity. The author, David Green who is the Long Distance Racing National Coach, has covered a great deal of ground in a small space. The beginner wanting an introduction to L.D. racing will benefit considerably from reading this booklet.

However, I feel that some sections, particularly Part II Paddling Style, could have been expanded and when reading this I found that I was rather confused as to what the author actually meant. As a novice or paddler seeking information on racing this section adds little further knowledge. It is such an important matter that I do feel more effort could have gone into compiling this. I really must protest at the diagram showing the pulling hand with fingers loosely gripped around the loom, page 12, Fig 5, the paddle should always be firmly gripped during this phase of the stroke and the hand only relaxed when it is actually guiding the paddle forward in preparation for the next stroke through the water. No effective power can be applied to pulling the blade through the water if it is not strongly gripped and this is the most important part of the whole paddle stroke. I quite agree, that there must be a relaxed phase so as blood and oxygen can be pumped to the forearm muscles but this will come efficiently into effect if the grip is relaxed during the guiding part of the stroke.

I also feel that some purpose is lost during circuit training, page 16 Circuit for circulo respiration, if the actual performance of an exercise is allowed to slip in the acquisition of speed. In not performing an exercise correctly the whole load can be shifted onto another set of muscles completely divorced from those used in canoeing and I would strongly recommend that the circuit speed is increased only whilst correctly performing the exercise.

The section entitled LIFE-JACKETS. (PERSONAL BUOYANCY) is most misleading since it makes no distinction between the two categories. The confusion is made all the greater by reference to the glossary at the end of the booklet which defines a LIFE-JACKET as personal buoyancy in the form of a smock.

In making these criticisms I do not wish to under-rate the major portion of the book which present a valuable contribution to canoeing literature. The fault, rather, lies with the publishers who have failed to have the manuscript read critically before publication. I am also disappointed that the publishers have fallen far below the standard of presentation set by the earlier booklets in this series. The earlier booklets were most attractively laid out and could only be criticised on the absence of illustrations, this time there are plenty of illustrations but the layout and text is most unpleasing.

This handbook should be purchased by all people interested in Long Distance Racing and will be a useful addition to their canoeing bookshelf.



# B.C.U. Holidays

The Council of the B.C.U. has just announced a new facility for members of the Union; grouptravel facilities to canoeing waters abroad.

For the Summer of 1965 two trips only are offered (a) THE DOROGNE in France From Argentat to Limeuil and (b) THE WESER in Germany from Kassel to Minden. Both these rivers flow through beautiful scenery and past interesting towns. Both are easy rivers lacking the excitement demanded by the white water enthusiast. Both have many delightful camping places.

On these trips the parties will travel by modern motor coaches which will tow a specially designed trailer to take the members' canoes.

It is expected that the parties will start from London and will travel via Dover to the rivers and will return a fortnight later. The dates of both trips will be fixed by the time this article appears, however, for this year the trips are being run during the school holidays. The fare for each will be about £15 per person including the conveyance of the member's canoe. A B.C.U. Approved Lifejacket will be available for each member of the parties at no extra cost.

On both trips the coach will follow the river stopping each night at a pre-arranged campsite. Members who so wish may put their kit aboard the bus each morning but will then have to camp on the sites decided by the B.C.U. However, members wishing to remain independant of the party whilst canoeing will be quite free to do so always remembering that everyone must be at the finish in time to catch the bus home.

The organisers hope that individuals, family parties and small groups from clubs will take advantage of this new facility. Readers wanting further details should write to Rodney Baker, 147a Station Road, London, E.4. who will send a brochure as soon as it is available, which will be about a week or so.

At its meeting in January 1965 the Touring Committee of the B.C.U. will be asked to take over the administration of these holidays and will want to start planning trips for 1966 onwards. It is expected that an increasing number of trips will be run each year designed to cater for all tastes; white-water trips for the experienced, sea and lakeside camps for the family members as well as trips on the popular canoeing waters. The organisers are particularly keen to arrange parties to the ICF International Cruises.

With time for the necessary planning and negotiation the Committee should soon be able to offer members of the B.C.U. trips using coaches, trains and aircraft as the means of transport. As soon as trips by aircraft can be arranged the Union will enable its members to enjoy a fortnights holiday on far distant waters.

From the results of his enquiries among members, clubs and schools canoeing associations Rodney Baker deduces that these trips will meet a long felt need.

We wish "B.C.U. Holidays" bon voyage.

# Get Fit

BY MARIANNE TUCKER

Once basic fitness has been obtained you should progress to training at a more intensive level, and it is now accepted that the use of weights is a most valuable part of winter training.

Strength and power are best obtained by using heavy weights with low repetitions, and endurance and stamina by using light weights, or body weight with a high number of repetitions. An ideal schedule is to start with weight training and then progress to circuit training.

Strength is the ability to produce force, and power is the ability to produce force continually. You must work to maximum, as to become really strong a lot of stress must be imposed and your programme must be progressive. There are various methods used in weight training but I would suggest that three sets of six repetitions is the easiest method at first. The time to put-up the working poundage is when one more repetition over the six can be achieved, and the weight actually being lifted is related entirely to whichever muscle group is being used. Give yourself plenty of time to recover between each set as the weights get heavier. Work into your schedule gradually and start with too light weights at first rather than too heavy. Most of the work in your schedule should be directed towards the arms, shoulders and trunk.

There are many books on the market covering the subject of weight training which provide illustrations and give exercises covering particular muscles and groups of muscles. If you are able to purchase one of these you can pick out the exercise whichever you think best. Bench Press, Straight Arm Pullovers, Bent over, or upright, rowing, wrist rolling, single arm rowing, rotation sit-ups, just to name a few which are excellent for canoeists. Arrange your programme so that the same group of muscles are not being used in consecutive exercises. Ideally, go to a gym or a place where there are organised facilities run by a knowledgeable person.

Keep an accurate record each session of the weights you are lifting and you will probably find that after a period of time a plateau has been reached. Change your schedule for a couple of weeks and then return to your original programme, and you will find you will be able to lift up to a higher level. The generally accepted number of days per week for weight training is three i.e. Monday, Wednesday and Friday.

Circuit training, where you have a high number of repetitions and low weights, will not make you strong but will improve endurance. It improves circulation and the efficiency of the muscles to contend with extended exercise - absolutely essential to canoeists. Circuit training is no more than a series of consecutive exercises which are done in rapid succession. You can have circuits without any form of apparatus or more sophisticated ones using weights and gym apparatus. Arrange your circuit to contain approximately twelve exercises such as chins, dips, bench thrusts, rope climbing, squat

jumps, press ups, rotation sit-ups in fact any exercises aimed mainly at the upper body. Step ups is another excellent exercise for circuits. All the exercises should be done at speed with no rest between each one, starting with one circuit and then when you are completely familiar with it progress to two and then to three. To add incentive use a stop watch but still do each exercise correctly otherwise you are only cheating yourself. Fix the number of repetitions to each exercise independently, for instance, you may decide on twenty press ups and only two rope climbs. As you become familiar with circuit training and your own ability you will be able to set the numbers easily.

At all times enjoy your training. If you are becoming bored, change it. Basketball is good fun and hard work, there of course are many other games which can make a welcome break to routine training.

## An Easily Built

# Rolling Kayak

*DESIGNED BY DENNIS J. DAVIS*



In our issue of October, 1964, Dennis J. Davis described his experiments in producing a round bilged kayak from plywood without using a mould. As a result of the interest shown in this design he has now produced detailed constructional drawings and building instructions and these are available price 12s. 6d. (post free) from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

Designated the D.K.1, the kayak is 15' long with a beam of 19". In shape, the canoe shows the influence of the Eskimo kayak with its characteristic bow and stern but it is, of course, shorter than the traditional designs and has a round bilge construction. The prototype has proved popular for rolling instruction of youngsters in the swimming baths.

Briefly, the method of construction is to join two pre-cut plywood panels with a but plate and then to bend to shape. It should be noted that this method of construction produces a slight hogging of the keel, but this would seem to have little effect on the performance.

For those looking for a cheap easily and quickly constructed training kayak, this design would seem to have much to recommend it.

# Perspectives on Rolling - a Reply

BY JOHN R. DAWES

I cannot help feeling that Jack Travers has himself slightly over-corrected the perspective on rolling, on the one hand by emphasising too strongly its use for righting a capsized canoe, and on the other by seeking to restrict its utility at sea for just that purpose.

Obviously no-one would deny that whenever you find yourself standing on your head, an unfailing ability to roll up again is, not to labour the point, mighty convenient, - and indeed a skill which ought to be acquired. But I am firmly of the opinion that this is only half the story, if as much.

To my way of thinking by no means the least important thing about being able to roll is that it subtly alters and improves your canoeing technique; the better you can roll, the less likely it is that you will need to do so.

Even by achieving the two Pawlatas in a swimming bath, of which Jack Travers spoke, you will, however unconsciously, have added something of value to your general ability. But if you think that on such experience you really know how to roll, then you are an ass.

Because I am convinced of the indirect value of rolling, I would go a long way with those instructors, (not all of them, I suspect, "of doubtful ability"), who advocate teaching the roll in suitable cases not, - to get my vote, - before anything else, but certainly sooner rather than later in a novice's development.

Of course, this is by no means the end of the story, a canoeist who aspires to be 'good' should certainly learn to master the three basic methods of rolling, (not "every type of roll", surely?). Unfortunately mastery of these methods, or even of one of them, is all too rarely achieved. I have seen far too many people who have rolled on muscle, not on technique, and who would be hard put to it when muscles were tired or where strength was not enough. But I cannot agree that you should not even try to roll up from a capsized at sea unless you have "100% ability".

This is to counsel a perfection which is probably unattainable in the face of the possible combinations which could attend an upset. Indeed one may ask how you will ever achieve this 100% ability unless you put yourself to the test.

To roll or not to roll is surely a matter for individual judgement in the particular circumstances. It is clear folly to waste one's strength by repeated unsuccessful attempts, as it is to try even once if the only likely effect is to exhaust one.

I believe it to be a first tenet in a canoeist's creed that if you are in difficulties it is your prime duty to try to save yourself if you can. Only if you cannot are you justified in putting others in hazard by relying on their help. All too often it has been the rescuer who has drowned, not the rescued. And by the way, if you capsize at sea when you are not wearing a life jacket, don't bother other people, either roll up or go away and drown quietly, because that's what you deserve.

I do not think that we need worry overmuch about displays obscuring the real purpose of rolling. Certainly so far as my own experience went, the B.C.U. Rolling Circus for many years took every care to explain that rolling was a technique, not a stunt, and what its purpose was. I see nothing wrong in stunt rolls being included in displays, provided that they are announced as such. If this is not done now, it clearly should be.

All the same, I have always doubted whether rolling displays had value other than as entertainment and did much, if anything, to further canoeing as a sport, - except in so far as club or B.C.U. funds or functions might benefit. While, therefore, I believe that the facts should be presented accurately, I do not think that many canoeists will be harmed if this is not done.

I do not think we should be too puritanical about rolling and if I were to try, (and probably fail), to give a perspective it would go something like this:-

- (a) Rolling-for-fun is fun, even rolling badly.
- (b) Rolling at all is useful, for instance, efficient recovery strokes and sculling-for-support, Mr. Travers, are more likely to be achieved if you can roll than if you can't. You will also have another possible shot in your locker if you're not as efficient as you thought.
- (c) Rolling really well' can be vital, but to rely on this needs lots of practice, and also judgement.
- (d) Rolling will NOT, of itself, make you a good canoeist, so don't kid yourself or other people. There's more to it than that.

## Letters

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Yours faithfully,  
Alan Bye,  
Durham City.

# News Flashes

## NORVALL OARS AND PADDLES FLOOD FRANCE

Norvall's (Small craft) Ltd. are comparative newcomers to canoe manufacturing and we learn with interest that they are helping to reverse the flow of canoe paddles into this country. Already they have received orders for two thousand five hundred oars and paddles for France. It is heartening to see a British firm establishing such a strong foothold hold in this competitive market.

## PLYWOOD VERSION OF THE 'DALESMAN'

Ron Croad, who produced the plywood version of the Cambridge Greenland Expedition kayak, has just completed the prototype of a white water kayak using the Littledyke plywood construction. The basis of the design is the popular Leeds Canoe Club Dalesman. We expect to be publishing plans of the new design very shortly.

## SCOTTISH CANOE ASSOCIATION - OFFICERS FOR 1965

Honorary President - Mr. James S. Adam; President - Mr. J. Macintyre; Vice President - Mr. R. Marshall; Secretary - Mr. D.R. Winning, 1, Ashburn Gardens, Gourrock, Renfrewshire; Treasurer - Mr. F. Westington, 25, Aros Drive, Galsgow, S.W.2; Paddling Racing Secy - Mr. J. Katzenell, 24, Monteith Drive, Clarkston, Glasgow; Slalom Secy - Mr. J. Reid, Old Manse, Inverkip, Renfrewshire; Long Distance Racing Secy - Mr. J. Speirs, 44, Harbour Street, Irvine, Ayrshire.

## WHITE WATER

It is with regret that we record that the magazine 'White Water' has ceased publication. We understand that several people have expressed interest in publishing a new white water and slalom magazine, but that the B.C.U. Slalom Committee consider it unwise to support such a magazine until this season is out and a completely fresh start would be possible.

## DEVIZES TO WESTMINSTER RACE

Entry forms are now ready for the Annual Devizes to Westminster Canoe Race to be held at Easter. Intending competitors should note that Frank Luzmore is no longer race secretary and that all enquiries should be addressed to the new secretary, Mrs. Brenda Wayne, 'Glaslyn', Springwell Lane, Hillend, Harefield, Middlesex.

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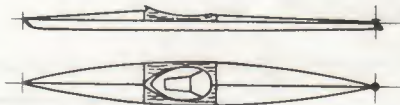
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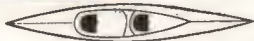
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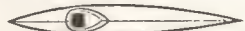
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