

Canoeing

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VOL 5 NUMBER 4 MARCH 1965

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photo: L.R. Broad





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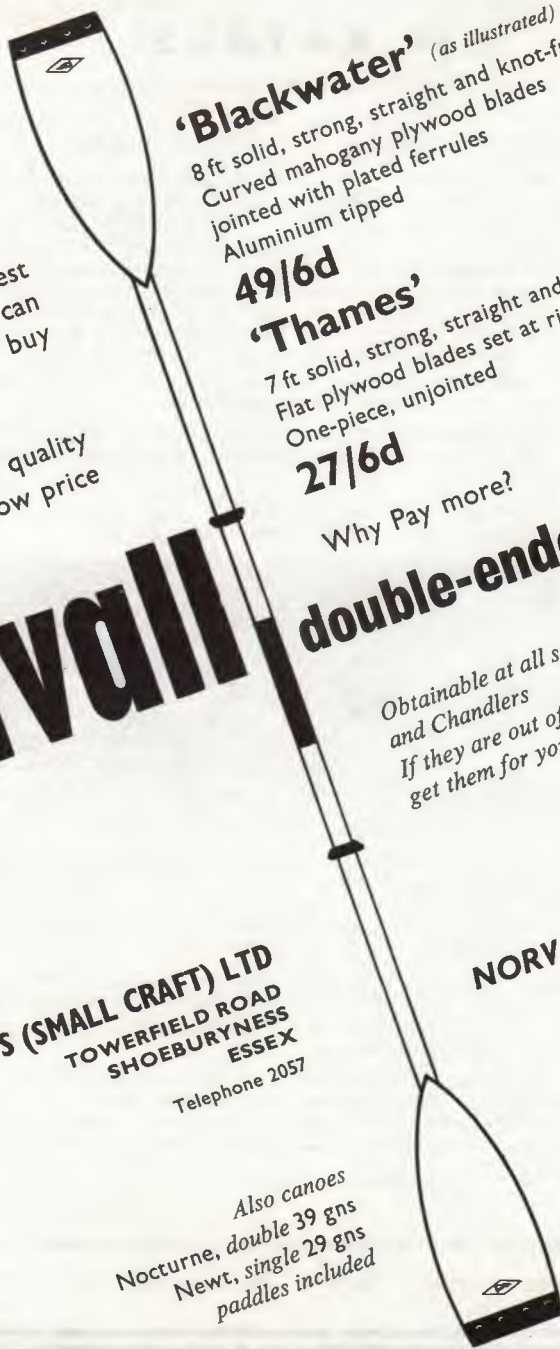
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The Little Boat Show

In the shadow of the Earls Court Boat Show away from the taped voices of seagulls, a canoe show was held without the glamour and propaganda of the Daily Express. It was a joint effort between The Canoe Centre and Streamlyte Mouldings, and may well point the way for more extensive canoe shows in the years to come.

Briefly, the problem is this. To exhibit at a major show at either Earls Court or Olympia is a very costly business. Not only is the exhibition space expensive, but exhibitors are bedevilled by trade rules, exhibition rules and trade union rules. Over the years almost every major canoe builder has exhibited at one of these big exhibitions and, with the exception of Ottersports, have felt that the money involved could be better spent in other ways. The result is that it is almost impossible for the canoeist to see gathered together the products of the British canoe building industry.

The joint B.C.U./C.C.P.R. conferences have helped to offset this a little, but a one-day stand is not enough for the visitor who, quite naturally, wants to discuss the various products. The step taken jointly by the Canoe Centre and Streamlyte Mouldings may encourage other manufacturers to get together and establish a show running for, perhaps, a week. Such a show in modest surroundings can be run quite cheaply and if the B.C.U. and C.C.P.R. would join in to run occasional information sessions then we might well see an annual Canoe Show which would be within the means of the trade and present the intending purchaser with a range of products covering the whole industry.

Some Thoughts on Navigation

BY DEREK C. HUTCHINSON

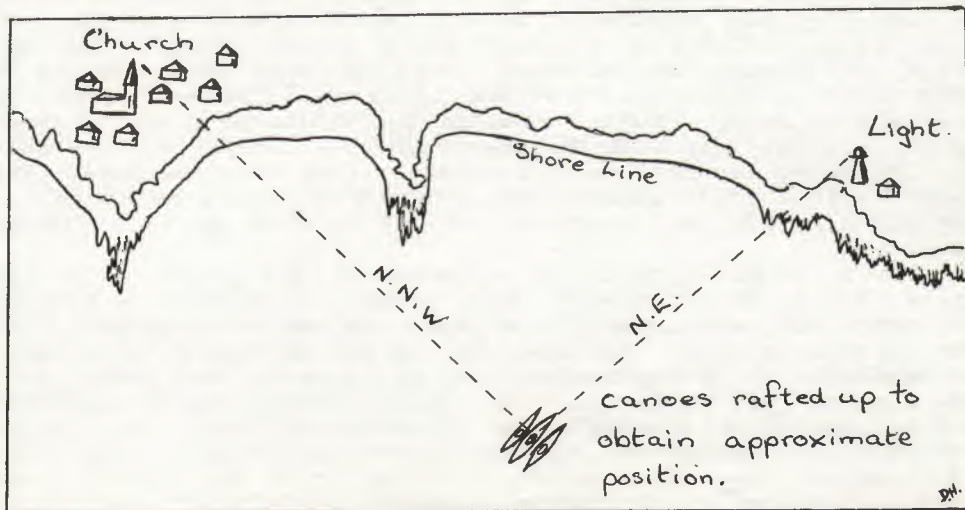
"Advance Sea Test (Kayak)

Section 86 - the candidate will be required to indicate by viva voce and by reference to a chart that he has a working knowledge of the following:- Use of transits, taking bearings of known features and use of compass....."

This test is long overdue, as most canoeists go to sea without the first idea of navigation. No-one suggests that the minimum qualification for a sea-canoeist should be a first mate's ticket, but he should, indeed must, be able to navigate with reasonable accuracy in coastal waters.

One of the most important things a sea-canoeist needs to learn is how to read charts accurately and thoroughly. This is quite easy and yet it is amazing how many people fail to glean the maximum of information from a chart. One good book on this subject is "Coastwise Navigation Notes for Yachtsmen", by G.G. Watkins (5/-). Ideally a chart should be in some kind of waterproof transparent case, the surface of which is roughened by sandpaper, so that it can easily be marked by a chinagraph pencil, which of course must be attached by string to the canoeist.

To take a cross bearing, select the two prominent objects ashore and take their bearings. Draw a line along each of these bearings - and your position will be somewhere near the joint of intersection. As far as possible the two points from which you take your bearing should result in as close to a right angle as you can get. Bearings the result of an exceedingly acute or obtuse angle will increase your margin of error.



As all canoeists will realize, they must raft up for this operation, the outside men getting the canoes into position and then holding steady with a forward sculling stroke. If however there is some-one who claims the operation is possible without rafting up, then he has obviously never tried keeping his kayak (Eskimo) steady, while holding his paddle, chart and pencil, at the same time taking a bearing on the compass - all in a force 6.

You will notice that in all this talk about bearings, I stress that positions are only approximate. This is because I, personally, have little faith in bearings. The average canoeist is too inexperienced and unpracticed to take bearings accurately, especially with the type of compass used by most canoeists. The best type is, of course, the prismatic, but the price is prohibitive. I have recently managed to encase a compass in perspex, thus making it waterproof and also ensuring that it will float if dropped overboard. I am planning to circulate details of this.

By far the most convenient system of navigation for the canoeist is by the use of transits. With this system a chart need not be carried, so long as one has a fairly good memory, or is familiar with the coastline.

From the earliest times sailors have set up on the beach two posts some distance apart so that when they are kept in line they will keep ships clear of some known danger. Any chart will provide an enormous number of ready to use transits; the colliery tower in line with the pier; the wireless mast in line with the church; the water tower in line with a buoy; one piece of land just shutting out another or two headlands kept in line. The list is endless and each is either a leading line to keep the canoe navigator to one side or the other, or a position line on the chart more accurate than a bearing taken by any compass. The persistent use of transits brings other benefits for once a canoeist is thoroughly "transit minded" he will instinctively be aware of how the tide or wind are setting his canoe, even when he is some distance off shore, without taking any compass bearings at all.

I am told that just before the war when the skippers of fishing crawlers, who had volunteered for the Royal Navy, were being taught navigation, they often amazed their instructors, when asked for their position, by jabbing oily fingers on to the charts exactly on position without any bearings at all, simply with the intelligent and practised use of transits. The last word on transits from an old salt:-

"A compass is just an instrument used for telling which way the ship is heading no sailing skipper who is any good will ever not know his position once he has land in sight. And when you can't see land, there's nothing to take a bearing off is there?"

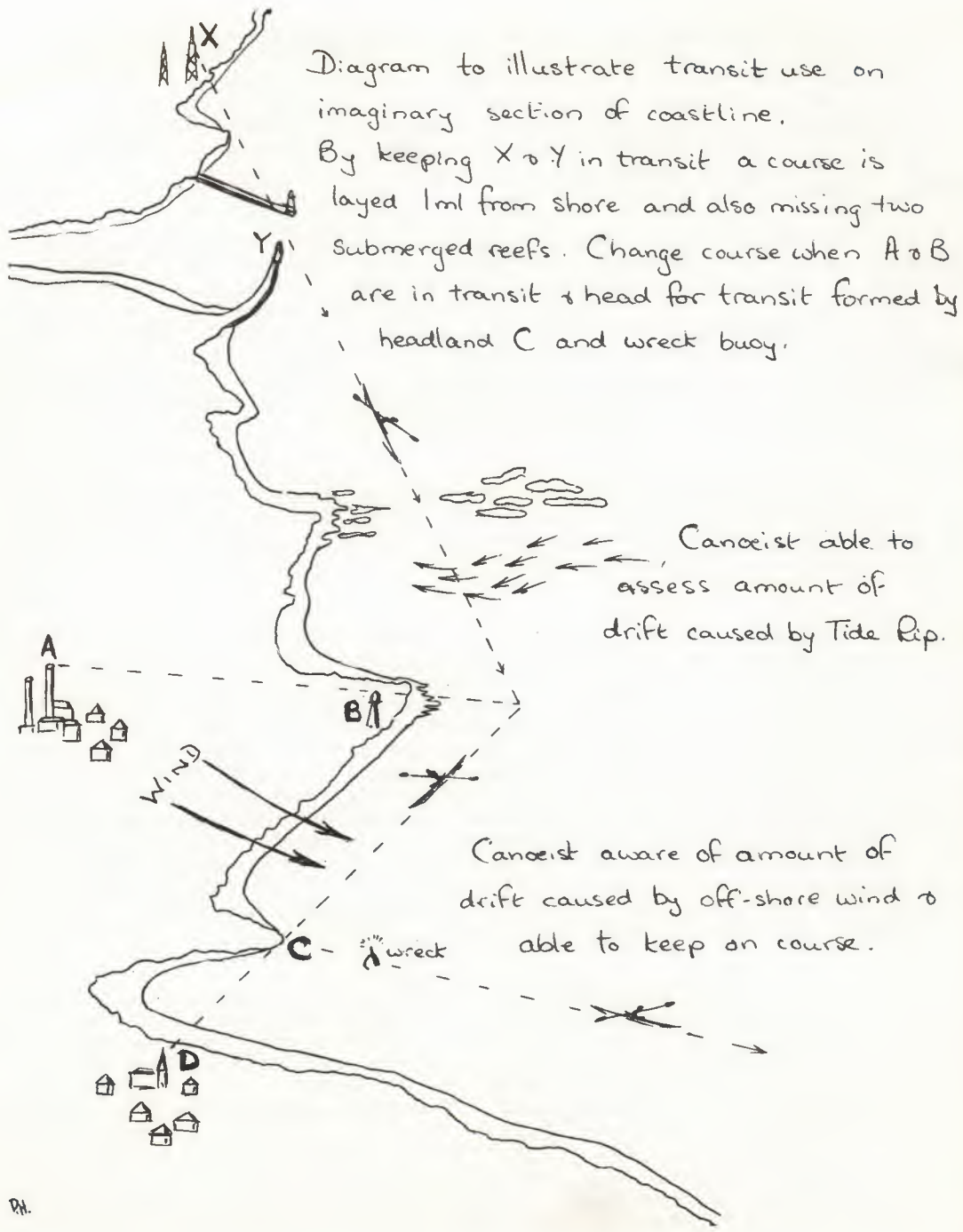


Diagram to illustrate transit use on imaginary section of coastline. By keeping X to Y in transit a course is layed 1ml from shore and also missing two submerged reefs. Change course when A to B are in transit & head for transit formed by headland C and wreck buoy.

Canoeist able to assess amount of drift caused by Tide Rip.

Canoeist aware of amount of drift caused by off-shore wind & able to keep on course.



A Journey of Wonder

Part 2

BY ELWYN HUGHES

(WELSH LEAGUE OF YOUTH)

Following this series of capsize everyone had a quick lunch and then the journey on the river was resumed. The rapid at the Medieval village of Haute Rive gave the party some good sport, but it was not in any way dangerous even for novices as it was free running and free from obstructions and hidden rocks. The barrage at La Malene necessitated a portage, but as it was a comparatively short and easy one it did not waste too much time.

From La Melene the river runs uninterrupted through the 'Narrows' - le Detroits - a gorge of breathtaking splendour and beauty, and eventually runs into the natural bowl known as the Cirque de Baumes. We found this an ideal Camp site with some charming local inhabitants who gave us a really warm welcome. As the Pas de Souci was some mile or so downstream we decided to load our canoes on the trailer in order to negotiate the long portage made necessary by the impassable Pas de Souci. Here the cliff has fallen into the river and as a result the river runs through these great boulders rather than over them. The resulting Chaos is quite impracticable. Two canoeists from Holland have tried to negotiate the Pas, but both were tragically killed in the attempt.

The following night was extremely cold, and on waking up we found that the heights were white with snow - this in the south of France in early April. We buried our Glacier cream deep in our duffle sacks, and went up into the snow for some winter sports!

Later that morning we rejoined the river at Vignes, and there followed some of the most exciting canoeing of the expedition. Shooting the Petit pas de Souci only brought the party on to the du Mas de la Fon where large waves almost caused further capsizes, as too did the long rapid at des Terres Noires. Eventually however the river quietened down just before entering le Rozier, and here we left the river to explore yet another cave - Grotto Dargilan. To find this cave we had a glorious journey up the Jonte gorge, and were not disappointed when we entered the cave to find fantastic natural formations with one huge stalagmite formed throughout the ages by one drop of water dripping once every month. One wag in the party asked the Guide who had been silly enough to sit there counting the drops!

We were late leaving this cave, and had hoped to camp at le Rozier. We found however that the camp site was unsuitable owing to the high state of the river, and we therefore decided to press on to the First Class Camp Site at Millau. Admittedly

we were very late at this camp site, but were quite dismayed to find that the Site Warden flatly refused us permission to enter and turned us away simply saying that we were too late.

This was a grave emergency. We had spent a long tiring day canoeing and caving, and were rapidly approaching the first stages of exhaustion - particularly so in the case of the canoeing party, and to be turned away from a Municipal Camp Site for such a trivial reason was indeed the last straw. We appealed to the local Gendarmerie, and were led to what seemed to be an admirable site. Rapidly the tents were pitched, and everyone immediately fell into a deep restful slumber. We woke the following morning to find ourselves perched on top of the local refuse dump!

By this time the river had widened considerably and was beginning to run rather sluggishly - a very different river from the ebullient torrent which we had experienced the previous day. However we decided to press on, and embarked once more at St Rome, canoeing down to the barrage at le Pinet quite without incident with the exception of one or two capsizes which were quickly put right.

At le Pinet we loaded the trailer once more and travelled on to Albi, where we spent the night. We intended canoeing further the following day, but we were unfortunate enough to be robbed of our return tickets during the night, and therefore had to call in Maigret and Lucas and all their comrades! We lost several vital hours because of this misfortune, and therefore had to abandon our final day on the river and set our sights for home.

Enroute to Paris we called in at Padirac - yet another cave - this time with an underground river still in existence. Indeed we camped above the cave, and spent several most interesting hours exploring the delights of this huge subterranean cavern. Here again we had a memorable meal and a Noson Lawen in a nearby cafe.

The return journey was comparatively uneventful. We camped at Orleans, and then at Paris, where the party spent a day and a night exploring the city, and finally at Calais. All three sites were first class as to their amenities and welcome.

Fortunately we were able to smooth over the difficulties regarding our stolen return tickets for the channel crossing, and eventually returned to Glan-llyn, weary but full of exhilaration following a wonderfully successful expedition. This indeed was a journey full of wonderful experiences which will be long remembered by all who took part in it.

The members have asked that their very warm thanks and appreciation be conveyed to all who were kind enough to donate goods to assist in the preparations for this expedition, and the organiser and leader adds his own very warm and cordial thanks to these good people.

Plans are now being drawn out for a further trip next Easter, and this time it is intended to travel even further afield - as it is intended that the party shall travel to Spain to explore a little known canoeing river called the Pallerosa. Plans are at the moment still only in the embryo stage, but enthusiasm and feeling is running high, and it seems likely that this too is likely to develop into a further resounding success.

The British Canoe Union A.G.M.

In the world of competitive canoeing the Royal Leamington Spa Canoe Club have achieved a reputation for superb organisation and they are to be congratulated for the way in which they stage-managed the B.C.U. A.G.M. held in the Royal Leamington Spa Town Hall on the 23rd January, 1965. The meeting was well attended and certainly justified the decision of Council to hold its A.G.M. outside London for the first time.

The minutes of the previous meeting were passed without comment and this was followed by the presentation of accounts. These showed that the revised scheme of membership had resulted in a subscription income rising from £912 in 1963 to £1,245 in 1964. This is most encouraging, but even so the Union is operating on a very narrow financial margin for although the total income was £1,785 the excess of income over expenditure was only £58. Clearly, with the added expense of a paid secretariat in the forthcoming year, the Council will have to look for additional income from subscriptions or services during 1965.

John W. Dudderidge, O.B.E. was re-elected President for a further term and Miss E.E. McLellan and Messrs. R. Baker, H. Barton, J.A. Bright, H. Bruce, and R. O'Keefe were elected to Council. While the number of ballot papers received was not given, the number of votes for each candidate would indicate that only about 100 members bothered to return their voting papers. As the B.C.U. has a membership of over 3,000, this may reflect satisfaction with the state of the Union - or apathy.

The first motion to be put before the meeting was one from the Canoe Camping Club calling upon the B.C.U. to take some action regarding canoeist's rights on rivers and there was some confusion over the exact wording of the motion submitted. However, some healthy discussion followed on this topic and whilst all agreed that something should be done there was less unanimity as to the best course of action. It was finally resolved that the B.C.U. Access Committee should act with all speed and report back to Council. One can only regret that after being in existence for twenty-eight years that it should be necessary for its members to instruct the B.C.U. in this fashion.

Canoe insurance was the next item to come under fire. The B.C.U. scheme while excellent in its conception has suffered from a certain casualness in administration by those responsible and there have been complaints about delays in settlement. The Council did well to accept the blame without reservation, and members were reassured when they learnt that Joan Baker was taking on this work. Those who have known the superb job she has done in handling B.C.U. Supplies can have little doubt that the B.C.U. Insurance Scheme is now in competent hands.

A proposal requiring all racing paddlers to be examined at the beginning of each season again brought forth much discussion, and, finally, it was agreed that medical examination would be recommended but not demanded.

Finally, the B.C.U. Council proposed a number of minor alterations to the rules which brought canoeists in Northern Ireland and the Channel Islands officially under the wing of the Union.

The meeting closed with the presentation of Awards of Honour to Betty McLellan and Frank Luzmore, and the presentation of trophies to the competitive canoeists.

All in all a good meeting, lively, and well attended. But, perhaps, one note of caution should be struck. Because of the Dance which was held following the meeting, the President was forced to curtail discussion of some of the latter items on the agenda in order that the Dance might not be delayed. It seems to us that to give the dance precedence over the Union's A.G.M. is to have one's priorities wrong. This is further emphasised by the B.C.U. Press Release which called the dance the 'true highlight of the day'. Are we out of step in suggesting that for one day of the year the Union's business should come before pleasure?

Advance Calendar of Events - 1965

7 March	River Ure White Water Race/National event	Hack Falls - Yorkshire
28 March	River Lune National Slalom - Divisions 1&2.	Sedburgh - Yorks.
18 April	National Slalom Divisions 1 & 2	Grandtully - Scotland
1 May	Regatta. Paddle & Long Distance Racing/	Bedford
2 May	National	
8 May	1. Regatta. Paddle & Long Distance Racing/	Hartlepoons/Co. Durham
	National	
9 May	2. National Slalom Divisions 1 & 2	Hambleton, Nr. Henley/Oxon.
16 May	Royal Canoe Club - Long Distance Race.	Ham - Surrey
22 May	Regatta. Paddle & Long Distance	Lincoln
23 May	Racing/National	
12 June	Regatta. Paddle & Long Distance Racing	Bradford on Avon
13 June	National - International	
	(provisionally) - Army Paddle Racing	
	Championships.	
19 June	Regatta. Paddle & Long Distance Racing/	Midland C.C.
20 June	National	
4 July	Royal Canoe Club - Regatta	Ham
10 July	Regatta. Paddle & Long Distance	Richmond
11 July	Racing/National	
24 July	Regatta. Paddle & Long Distance Racing/	Worcester & Royal Leamington
	National	Spa C.C.
25 July	World Canoe Sliding Championships	Hayland Island
31 July	National Paddle Racing Championships	Pangbourne
14 Aug.	Regatta. Paddle Racing	Sunbury
29 Aug.	National Slalom Divisions 1 & 2	Grandtully - Scotland
26 Sept.	National Slalom Divisions 1 & 2	Llangollen - N. Wales
9 Oct.	National Slalom Divisions 1 & 2	Builth Wells - S. Wales
7 Nov.	River Usk White Water Race/	Talybont-on-Usk -
	National event	S. Wales.

Foreign Event

May 1 & 2	Slalom International	Monschau - Germany
Jun.12/13	Paddle Racing Regatta	Karlsruhe - Germany
Jun.19/20	Paddle Racing Regatta	Berlin - Germany
July 31/ Aug.1	Paddle Racing Regatta	Stockholm - Sweden
Aug. (date not given)	River Race - Long Distance Racing	Sella - Spain
Aug. 7	Paddle Racing Regatta	Duisburg - Germany
Aug.14 (+ week)	World Championships - Slalom & White Water Racing	Spittal - Austria
Aug.19/21	European Championships - Paddle Racing	Bucharest - Rumania

Make Your Own Anorak

BY M. E. POOLE

An anorak is an essential piece of the canoeist's equipment, but although almost everybody has one it is true to say that the ideal anorak does not exist. Let us look at some of the qualities which are desirable: Water repellent, light in weight, no inner condensation, and cheapness. Inevitably some of these qualities conflict, if an anorak is completely waterproof then inevitably perspiration from the body causes condensation on the inside and the paddler can finish up almost as wet as if he had not worn any protective clothing. The rubberised government surplus air-rescue-survival suits were particularly bad for this. In short the paddler must accept some compromise.

The discovery of some new lightweight waterproofed nylon material at the Canoe Centre, Twickenham, prompted me to consider making my own anorak. The material weighs only 2 oz. per square yard and costs 12s. per yard in a width of 54", the zip, elastic, and terylene thread cost a total of 5s. thus the cost of the anorak 32s. This, I think readers will agree, made the anorak a most economical buy.

The instructions that follow are for an anorak made from the Canoe Centre material with a width of 54", but, of course, they may be adapted to suit any other material.

SCALING UP THE PATTERN

From the attached drawing, scale up full size paper patterns. The segments at the edge of the diagram each represent one inch and therefore if you can redraw the pattern on paper marked in one inch squares you should have little difficulty. Plain paper can, of course, be used but it will take a little longer and more care is needed.

CUTTING OUT

The diagram shows the most economical way of cutting out the material. N.B. Place the pins within the seam allowance.

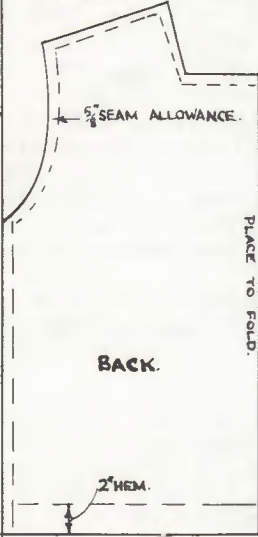
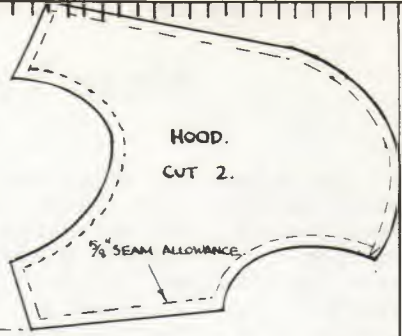
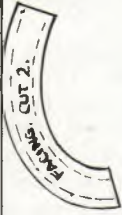
MAKING UP THE GARMENT

Points to note in making up the garment:-

1. $\frac{5}{8}$ " is allowed on all seams unless otherwise stated.
2. Double stitched seam - with wrong sides together machine along the seam line, trim one edge of the seam allowance to half its width. The other edge is then folded over the trimmed edge twice and machined so that the seam lies flat against the garment. If possible these seams should lie towards the back of the garment.
3. Care must be taken when trimming the edges that threads are not pulled as the material frays if pulled.

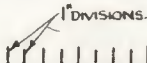
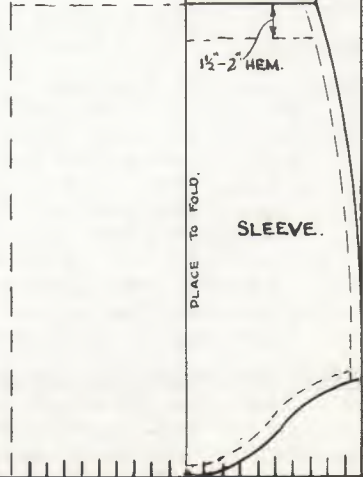
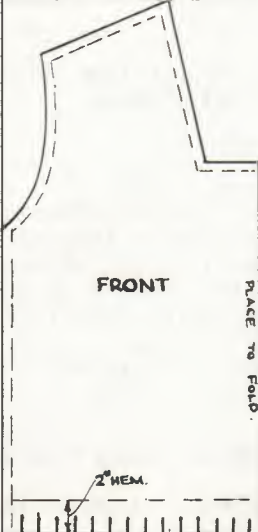
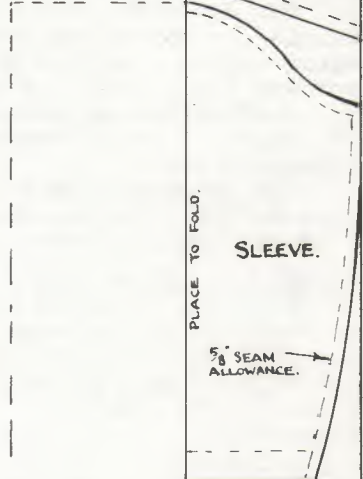
STEPS IN MAKING UP THE GARMENT

1. Join the shoulder, back and front, and sleeve seams together with double stitched seaming.
2. Fit the sleeves into the armholes, easing the fullness into the upper part of the armhole.



CANOEIST'S ANORAK.

MATERIAL REQUIRED:
2 1/4 yds. 54 ins. wide.



R.C.B.

3. Turn up the hem allowance on the sleeves and on the bottom of the garment, stitch two rows of machining $\frac{7}{8}$ " apart - so that elastic can be threaded through. A gap should also be left in the upper row of stitching for the introduction of the elastic.
4. Join the outer curves of the hoods together with a double stitched seam.
5. Attach hood facing to R.S. of hood - inner curve. Machine $\frac{1}{4}$ " from edge. Turn facings completely over on to W.S. of hood. Machine the facing $\frac{1}{4}$ " from the edge. Turn under raw edge of facing $\frac{1}{4}$ " and machine edge to hood.
6. Attach hood to neck edge with double-stitched seams, making sure that the centre fronts and backs match and that the two round edges at the front meet. The depth between chin and front edge approx. 9" to fit zip.

Suggested method for joining the hood to the neck edge:-

Machine the seam allowance on the shoulders, fit the front and back edges and stitch. Trim the shoulder edges as for double-stitched seaming, trim the back and front edges of the hood so that any excess material is removed. Turn over material twice and complete the seam in the usual way, if possible stitch the outer edge all in one piece.

7. Stitch zip into front opening.
8. Neck piece - along the straight edge make a hem of $\frac{1}{4}$ ", the hem on the two other sides is $\frac{1}{2}$ ". Stitch, care must be taken when mitring the corners.
9. Tack the neck piece to the wrong side of the front opening, (the zip should be undone). Hem by hand into position.
10. Thread elastic through sleeve and garment hems.
11. Proof all the seams by painting with polyurethane varnish on the inside.

GENERAL NOTES

This pattern is for a medium sized anorak. Having made the paper pattern up, check that this is the size for you.

Possible refinements which will occur to the skilled seamstress are: kangaroo pocket, under cuffs, double shoulders. These of course will require extra material, but an extra quarter of a yard should suffice.

Results

<u>DEE RAPID RIVER RACE, III. 17th Jan. 1965</u>						Better % to date 1	
			<u>Min.</u>	<u>Sec.</u>	<u>=Sec</u>	<u>%</u>	
1. Ken Langford	Manchester	Streamlyte KW3	10	29	629	94.7	86.8
2. M. Rillyard	Chalfont Pk.	Klepper Jet	10	33	633	95.3	95.3
3. Ian Pendleton	Manchester	Strmlte. Supreme	10	37	637	95.9	100.3
4. Robin Powell	Worcester	ditto	10	39	639	96.2	96.2
5. John McLeod	Manchester	Mendesta 401	10	40	640	96.4	96.8
6. Robert Carr	Leeds	Strmlte KW4	10	47	647	97.4	97.4

Taking a Canoeing Party Abroad Part 1

BY ELWYN HUWS (WELSH LEAGUE OF YOUTH)

Following the introduction of the Duke of Edinburgh's Award Scheme the popularity of Expedition work in every form has increased tremendously. It is nowadays common for parties of young people to travel great distances on foot, in canoes, on horseback or cycle, and even sometimes on skis. Expedition work is highly approved by most Educationists, and the 'powers that be' give it their unqualified benediction. It follows that many long suffering adults are suddenly called upon to lead packs of not hoards of enthusiastic youngsters on expeditions of all kinds to varying locales. The main purpose of this article is to offer these overworked colleagues what little knowledge and experience I have gleaned during the past five years in the task of organising and leading canoeing expeditions to the continent.

Once you have been persuaded (usually against your better judgement!) to embark on the venture the first task is to select a suitable river. The main factors to be considered here are as follows:

1. The ability and experience of the members of the party. The river must offer a challenge but not too much risk, and yet must provide fairly easy stretches of canoeing for the weaker members of the party.
2. The distance which must be travelled to get to the river. Coupled with this factor is the time available for the venture, and the proportion of this time which can be spent in travelling. One must always remember that the interest of the youngsters lies in canoeing rather than sightseeing, and that travelling time is often a necessary evil to many of them. Coupled with this again is the financial situation. The further the river from base the greater the strain on the finances.
3. Access rights are usually no problem on the continent where most rivers are open to canoeing by the public. Apparently Continental fish are immune to canoes and take no notice of their passage! Thus canoeists and fishermen get on well on the continent, as indeed do all other water users - dinghy sailors, water skiers, swimmers &c. This in itself is a strong argument in favour of going continental!
4. It always pays to learn as much as possible about the river before deciding to visit it. In this context the BCU Foreign Touring Secretary can often be of great help, and most French and German rivers have excellent guides and maps showing the snags and the best ways of overcoming them. Local opinions are not always as valuable as they seem, as the average layman has little idea of the potential navigability of a touring kayak!

Once you have selected a river you then have to cost the project, and this is probably the most difficult part of the whole process. I find that the best way to do it is to write down all possible expenditure which seems likely, and then add 10% for

unforseen items. It is always advisable to insure both the members of the party and their baggage, together with the canoes and your transport. Medical fees can be very high in certain continental countries, so always ensure that these are covered by the Insurance. The canoes themselves should also be insured, together with equipment such as paddles, tents, lifejackets &c.

Probably the main item of cost in a trip abroad is that of transport. The next step therefore is to decide how you are to get your party and their canoes to and from the river of your choice. Flying is the quickest method, but it is also the most expensive. The canoes and the party may travel by Train, but this again is fairly expensive and can lead to considerable difficulties when getting your canoes from the train to the river and finally back to the train. This leaves road transport. If you can persuade a local bus owner to carry your party you may also be able to persuade him to let you erect temporary canoe racks in the rear end of the bus, carrying more canoes on a roof rack on the bus roof. Unless you have a very amenable and sympathetic bus owner/driver this is, however, rather unlikely. Failing this the best way is to hire a bus to ferry the party and make alternative arrangements for the canoes. These are best carried on a trailer which may be towed by any suitable vehicle, or possibly by the bus itself. This arrangement is ideal - you are transported from your base camp in Britain to the Car Ferry terminal, thence across the Channel with a minimum of fuss, and once on the Continent you may choose your destination and route at will. You will often find that there will be a road running right alongside the river of your choice, and your shore party can then keep an eye on the canoeists almost throughout the time they are on the water. It is a good practice to divide your party into two groups each day - a shore party and a canoeing party. Whilst the canoeing party is tackling the problems set by the river the shore party can strike camp, pack the equipment and then keep an eye on the activities of the canoeists until dinner time. As dinner time approaches the shore party can forge ahead to a convenient spot to prepare hot soup or drinks, and then finally find a new camp site as the evening draws in, also preparing the evening meal. These tasks will allow plenty of spare time for sightseeing, and a day on shore is usually as interesting as a day in the canoes. If this system is used it is essential that a competent Co-leader is available - one to lead the shore party and the other to lead the canoeing party.

Safety measures are often forgotten on trips of this nature - and this often leads to quite unnecessary tragedy. The wearing of lifejackets should be absolutely compulsory at all times when on or near the water - no matter how easy the conditions. We have found that a group of four canoes together is ideal, a good canoeist as a leader and an equally good if not better canoeist as the rearguard, with the less able paddlers in between. Several small groups like this can follow each other down the river keeping in touch with a simple code of signals sounded on whistles. It is essential that each leader should land his party in order to examine any hazard before tackling it. It is bad practice to follow the previous group blindly.

Letters

Dear Sir,

Too Many Canoeists

Mr. Norman Tilley asks a specific question - "Can Mr. Jenkins recall any worthwhile action by the B.C.U. or any other National Body with regard to making waterways more accessible?"

Depends of course what "worthwhile action" means. I know that for nearly 30 years, the B.C.U., continuously, persistently and patiently have fought, persuaded and inveigled the use of waterways once claimed as private. In particular once it was impossible to canoe the R. Wharfe.

Is 30 years of devotion not considered "worthwhile"?

Then again the Inland Waterways Association has been dedicated to this very purpose, I have done my little bit to help, I seem to remember the River Avon, the Basingstoke Canal, Poole Harbour, to say nothing of the fact that the access to the British Waterways Canals, is entirely due to the B.C.U. and the I.W.A.

Let Mr. Tilley come to the River Great Ouse opened up by the B.C.U. and the erstwhile Fenlands Branch of the I.W.A. and he will find 90 miles of waterways virtually unused; or the Cam and Granta. I do not agree that Canoeing water is in short supply.

Finally - nobody "controls" canoeing, we all help in different ways, and it is due to the dedication of the B.C.U. and the I.W.A. that as much water is now available.

Personally I think this 30 years effort is "worthwhile" I see no short term spectacular effort possible or desirable.

Yours faithfully,
A.S. Cavender,
Chairman,
Granta Folding Boats.

Dear Sir,

Too Many Canoeists

My search among the names of those appointed by canoe clubs to the Touring Committee of the B.C.U., which deals with Rights of Access, failed to reveal the name of Norman Tilley.

What a pity that this man of ideas cannot put his enthusiasm at the disposal of organised canoeing.

Yours faithfully,
Rodney Baker,
London, E.4.

Dear Sir,

Coming Events

The method of dating issues of "Canoeing" appears to cause some confusion, however my renewal subscription is intended to commence with the March issue which will be published in February.

During the last year it has been noticed that you frequently report the results of competitive events, but detailed advance information is provided less often. As a potential spectator I should like to be given sufficient information to locate an event, the time of the start, and the approximate duration. Perhaps such a feature each month might interest sufficient readers to justify the extra space involved.

Yours faithfully,
P.A. Barrett,
Christchurch,
Hants.

('Canoeing' follows the usual trade practice of dating the magazine forward, i.e. the March issue is published on the 20th February. With regard to giving news of forthcoming events, this is largely prevented by shortage of space and the fact that the B.C.U. quarterly 'Canoeing in Britain' publishes an annual calendar of events in its Spring issue. Since all competitive canoeists must be B.C.U. members we are reluctant to waste space in repetition. With regard to results we give these as we offer the most up-to-date service of any magazine, i.e. results published on the 20th cover events occurring in the preceding month provided they have been sent in. Ed.)

Dear Sir,

Sea Canoeing

The members of the Southampton Canoe Club were very interested in Andrew Carnduff's letter and although we had not reached the stage of complaining to the Editor, we do agree that Sea Canoeing does appear not to have had a 'fair crack of the whip'.

In this connection, manufacturers must accept some responsibility for whilst they advertise "for sea and inland waters", in many cases the former is wishful thinking except in very favourable conditions and so only a few hardy ones venture out.

Everything on the water is a compromise but undoubtedly the best canoe for estuary waters in all it's moods is a hard chine ply or resin-glass craft. We purchase these from a local maker who has sea canoeing experience and the wisdom of our choice was shown on at least two occasions. (1) At the Exeter L.D.R. the light round hulls capsized left and right but the 'Cygnet' streaked through to gain first place. (2) In the Southampton Water L.D.R. our Juniors and Ladies went out and back without any difficulty but the forces athletes capsized, some of them twice. Two girls using the 'Swan' said it was a stable and dry boat. It also came first in it's class.

Here in Southampton we are as well served as any in the country; we have Poole and Portsmouth Harbours as well as our own estuary and the Isle of Wight, so please expect to have an increase in the number of articles on Sea Canoeing next season.

Yours faithfully,
S.C. Orchard.
Hon. Sec.
Southampton Canoe Club

(To hear is to obey. Ed.)

'Marvel' Instant Non-fat Milk

Two years ago we reported favourably on 'Flying Bird' milk powder and recommended it for the canoe camper. The only disadvantage was that it had to be reconstituted before use. We were very pleased, therefore, to learn of a new product developed by Cadbury's - 'MARVEL' instant non-fat milk which could be spooned straight into the cup.

'Marvel' is non-fat milk in the form of small granules, and following the instructions we sprinkled a spoonful into a freshly made cup of tea. The result was indistinguishable from fresh milk. Over a period of time we experimented with 'Marvel' in tea, in coffee, and reconstituted in a milk pudding and on cornflakes. On cornflakes, we found the result a bit on the thin side but quite drinkable through necessity if not choice. In the other cases, the results were most successful when we followed the manufacturers instructions. This sounds logical, of course, but it is surprising how often people do not follow the words on the tin. We tried bending the rules and the results, as we should have know, were sub-standard.

A tin of 'Marvel' can be recommended for your emergency camping kit, we go further, we recommend it for your emergency kitchen shelf. One snag for readers in some parts of the country is that it may not be available until May, but it's worth waiting for.



Pre-season Training for Racing

BY MARIANNE TUCKER



Winter is now spending itself and thoughts should be turned to the forthcoming racing season. General work, weights and circuits have laid an excellent foundation for the coming competitive year, but, the pre-season training in a boat is just as important and due attention should be paid to it.

There should be a gradual progression from land work to water work. As the lighter evenings come in, start to substitute paddling for land work while still leaving two evenings a week for general fitness and circuits. For the first few weeks build up mileage paying special attention to technique. Watch that your style does not deteriorate after a long paddling session as this will serve no useful purpose at all.

In these outings vary your tempo, have a good warm up then do sustained bursts over a period of five minutes for men and three minutes for women, with a reasonable rest in between. There is no need to be too regimental at this time but have a definite schedule to work to and keep a log of your efforts for future reference. Fartlek training is an excellent variation i.e. sprinting as and when you feel like it from one point to another. If you are lucky enough to train in a group, echelon training is good fun and hard work. Keep to a varied programme with the accent on long sustained efforts. Try to use a stop watch even at this stage of training rather than counting paddle strokes.

Prepare an outline programme for the pre-season training bringing you into the actual competitive season. This should aim at giving you a good mileage background and gradually bringing you up to racing fitness. As the weeks progress the sprints will cover less distance but be of a more intense nature. i.e. instead of five or three minute bursts these will be shortened to possibly two or one minute bursts at a higher rate. Starts will come into the programme and time trials over the distance you will race.

It is important to prepare a balanced schedule and a lot of thought must go into this. The Paddling Racing Committee will help you with your training if you are unable to approach another experienced person. Good Luck for the coming season.

Book Reviews

THE BARK CANOES AND SKIN BOATS OF NORTH AMERICA by Edwin Tappan Adney and Howard I. Chapelle. (Smithsonian Institute, Washington D.C., Bulletin 230. 30s.)

Edwin Tappan Adney died in 1950, aged 82, after a lifetime spent among the Indians of North America studying their culture and recording it for posterity in word and picture. Throughout his life Adney was particularly interested in the birch-bark canoe, and it will give some idea of the depth of treatment when it is realised that at his death his researches were incomplete and his collection of papers was not yet organised for publication. These papers were deposited at the Mariners' Museum, Virginia, and it fell to Howard Chapelle to prepare from them a description of bark canoes, their history, construction, decoration and use.

The result is magnificent. Profusely illustrated with diagrams, plans and photographs, this volume provides a most comprehensive survey of the many varieties of birch-bark which were built to meet the differing needs of the various Indian tribes. The detailed information given on all aspects of canoe construction are evidence of Adney's patient and systematic study. It must be regarded as one of those fortunate accidents of research that Adney commenced collecting material when he did, for with the march of civilisation many of the skills which he was able to watch being practised at first-hand have now been lost or abandoned.

The second and smaller portion of the book is concerned with the Eskimo kayak and is largely the work of Howard Chapelle. Here again the result is a most comprehensive study. This latter part on its own would deserve high praise and it is perhaps unfortunate that the reader will inevitably compare it to its detriment with Adney's work. But it must be remembered that in one case we are seeing the result of a lifetime's observation in the field whilst in the other we are seeing a study of specimens mainly in the museums of Eastern America. Even so, we have been given an analysis of the Eskimo craft which is unequalled in the English language. Compared with this book, Hornell's 'Water transport' is but an introductory essay - although in fairness it must be stated that the American content was Hornell's weakest field.

It may seem carping in the face of so much scholarship to suggest that in the section of the book dealing with the Eskimo kayak that further research in overseas museums might have been justified. The bibliography at the end of the book contains no Russian reference and only a handful of Danish ones and this is most surprising in view of the links with Siberia and Greenland respectively. Nor does that most unusual kayak belonging to Trinity House, Hull, which dates from 1613 and has a framework of bone receive a mention. But these are minor things and we must be grateful to the Howard Chapelle for compiling what must surely be the definitive work in its field for many years to come.

(Readers may be interested to learn that Percy Blandford, Newbold-on-Stour, Stratford-on-Avon is importing a few copies of this book from America, and may still have copies left. Failing this they may be obtained direct from the Smithsonian Institute - payment being made by an International Money Order).

News Flashes

SERPENTINE REGATTA TO END

We understand that the annual Serpentine Regatta which has taken place during the week following August Bank Holiday for fourteen years is to be discontinued. The sponsors 'The News of the World', no longer feel that they can carry the expense of this event.

NEW SMITHS NYLON CASE STOP WATCHES

Smiths have produced a new stop watch in a waterproof grey nylon case with a 7 jewel lever pin movement. The cost is £4. 10. 0. each. We have not seen these watches, but they sound as though they might be well suited to the needs of canoeists.

C.C.P.R. PROGRAMMES FOR 1965

The new C.C.P.R. programmes for 1965 are now available. As usual a wide range of activities are offered at very moderate prices. Further details are available from C.C.P.R., 26/29 Park Crescent, London, W.1. or from your local C.C.P.R. Branch.

SOMEONE TO WATCH OVER YOU

Competitors in this year's Devizes to Westminster Race will be more closely watched than ever before. The Civil Defence are to set up a radio link of fifteen stations along the 12¹/₄ mile course. The idea is that any competitors in difficulty will be able to receive assistance in the minimum possible time.

GRANTA CANOES FOR HIRE AGAIN

Granta Folding Boats of Cottenham, Cambridge, have informed us that they are once again hiring out folding canoes. This facility was suspended some time ago due to shortage of labour, but this has now been overcome.

THE THAMES BOOK AND THE BROADS BOOK

The 1965 editions of both the above books have now been published, price Five shillings each. These are amongst the best guides published on these waterways. Profusely illustrated with maps and photographs and containing a great deal of practical information as well as informative articles on many topics including canoeing. Thoroughly recommended.

SOLENT CANOE CENTRE MERGER

A merger has taken place between the Solent Canoe Centre and Payton & Orchard, Boat Builders. The new name will be Bitterne Small Craft (Southampton) Ltd. The canoe building section has moved to larger premises and the firm intend to offer a glass-fibre laminating service to the trade.

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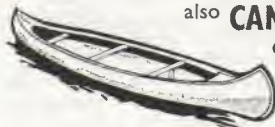
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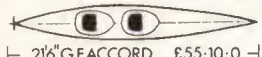
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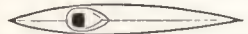
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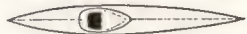
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