

# Canoeing

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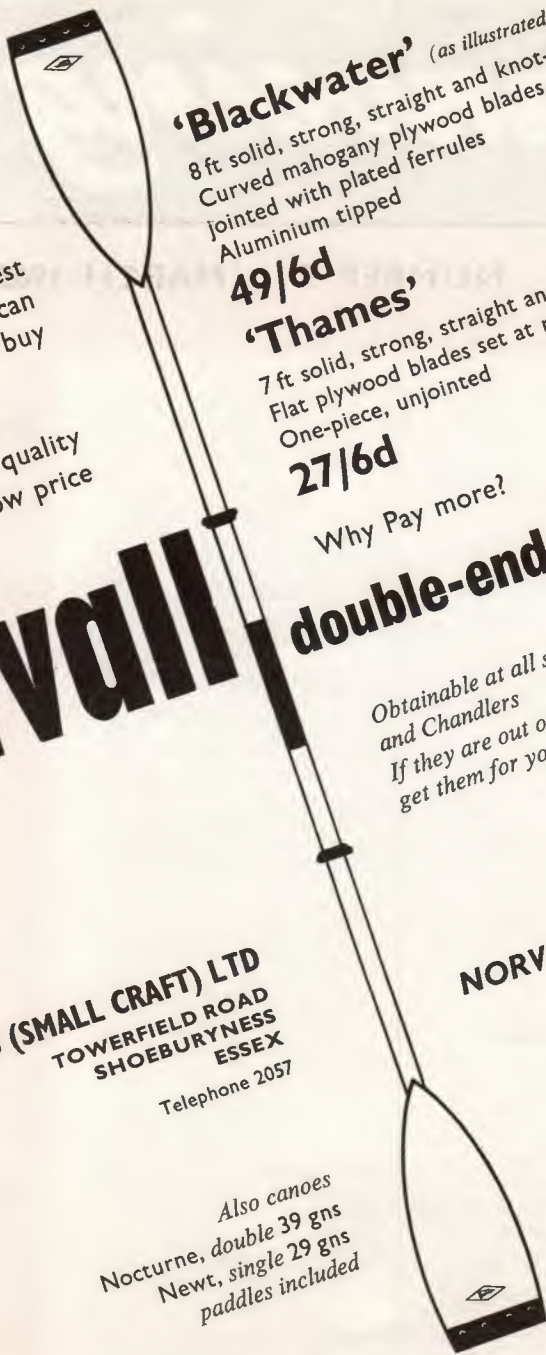
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## Editorially Speaking

From time to time we receive letters from our readers asking why we include this or that article in the magazine, or conversely why we do not cover particular aspects of the sport more fully. We feel that a statement of Editorial policy in this matter may help readers to a better understanding of our problems.

First, as our magazine is not sold in newspaper shops, it follows that most of our readers are involved in canoeing before they learn of our magazine. Because of this we tend to keep the number of very elementary articles to a minimum since much of this sort of information can be obtained from one of several books costing only a few shillings. Secondly, since circulation is important we have to try to estimate where most of our reader's interests lie. Thirdly, we are dependent upon the articles we receive or can encourage people to write. Fourthly, space is limited.

Bearing in mind these four factors and the response that any particular article or letter brings forth, we attempt to achieve a balanced magazine. Naturally, we try to select articles which will have the greatest appeal to the largest number of readers, at the same time we have published very specialised articles of only limited appeal where we have felt the information should be recorded in some accessible place.

To those who would criticise our selection of material, we would say please put it in writing in order that we may better judge the needs of our audience.

# Building the C.I. 'Vitez'

## Part 1

BY J. D. HAY

## The Mould



FIG. 1 The finished canoe

The C.I., as pictured in Fig.1., was built by myself and a fellow student, Mr. J.V. Binns, whilst we were training to be woodwork teachers at St. Peter's College, Birmingham.

From the outset I had better say that I do not intend to write this article as a complete set of instructions for making the canoe. Many of the finer details, especially in the initial stages, have been left out. The reason being that it would be impossible to include every single step and process in such a comparatively short article.

The plans were obtained from Canoeing Publications and consisted of a one-tenth scale side elevation and plan, and twenty full-size cross sections. As these were the only details we had, we had to spend a considerable time in deciding exactly how we would go about constructing first the mould and then the shell of the actual canoe.

As can be seen from the photograph, the stern of the canoe curves forwards at the gunwale towards the stem. Because of this it was obvious that if the mould were made in one piece, we would never be able to separate the canoe shell from the mould. We realised, therefore, that the mould would have to be split in two halves. The division was made aft of the widest section of the mould. The idea being that the stem end of the mould would be removed from the shell first. The aft part could then be slid forward, thus clearing the stern, and then lifted out.

We decided that the mould should consist of frames made from  $\frac{3}{4}$ " thick blockboard, covered by  $\frac{1}{2}$ " x  $\frac{3}{8}$ " thick softwood strips. The shell of the canoe was to consist of three layers of  $1\frac{1}{2}$ mm. mahogany veneer and applied in 2" wide strips. In Figs. 2. and 3. can be seen a photograph of the mould frames in position on the building board, and a view of the finished mould from the stem end.

(Below) FIG. 2

The mould frames erected on the building board



(Right)

FIG. 3 - A view of the finished mould from the stern end

Having made up our minds about these basic points, we then had to transfer them all to paper. As previously mentioned, the plan gave twenty full-size cross sections. These have to be reduced by the thickness of the canoe skin and the covering on the mould. This is easily done by setting a compass at the total thickness of the above, and striking arcs along the inside of the cross sections at approximately half inch intervals. The top most point on each arc then has to be joined together with a smooth curve, thus providing the true full-size shape of the mould frames.

Having got this far, we then had to decide what sort of form the centre rib, or hog, should take. We thought that the best way would be to make it in the shape of a letter 'T', made up of two mahogany strips. One being  $1\frac{1}{2}$ " x  $\frac{1}{2}$ ", and the other being  $\frac{1}{2}$ " square fixed along the centre of the larger strip. The idea of this was that we could butt the strips of veneer against the  $\frac{1}{2}$ " strip, thus providing ourselves with a definite centre line to work to along the length of the canoe.

I would imagine that without this strip, it would be rather difficult trying to butt the veneers from one side of the canoe against those on the other side, and still maintain a dead straight line down the centre of the boat. (It would be impossible to wrap the veneers straight over the mould from gunwale to gunwale because of the definite 'V' section of the canoe).

I should also point out here that we intended that the stem and stern posts should have exactly the same cross section as the hog. In other words, the hog virtually started from the junction of the gunwales at the stern, and went right on round to the gunwales at the stern. This meant, of course, that the stem and stern posts had to be moulded. This was done with  $\frac{1}{8}$ " thick strips of mahogany for the stem, and with mahogany veneer in the case of

the stern. This was necessitated by the excess curvature of the stern. A photograph of the finished stern post can be seen in Fig.4.



(Left) FIG. 4

Stern post, moulded from mahogany veneer, in position on building board

As you can see from all this, and as I said before, there is a lot of work to be done before one can actually commence building the mould.

However, once all this has been done, the next job is to erect the mould frames on a building board. Here again, one meets a snag which is best dealt with, as we did, in the drawing and planning stage of work. Looking directly at the side of the boat, the gunwale is not a straight line, but rises slightly in a smooth curve between the stem and stern. The highest point being where the paddler kneels. A close examination of the photograph of the erected mould frames shows how this was dealt with. A datum line was drawn above the cross sections on the plan, the distance between this line and the water-line being exactly the same for each frame. All that remained to be done then was to elevate the centre part at the top of each frame to this datum line. This also meant that erecting the frames accurately on the building board was a comparatively simple matter. When the frames were erected in position, the hog was screwed down to every other frame, the holes left by these screws being filled in with mahogany dowel when the mould was removed from the shell.

The rest of the work on the mould was quite easy. The softwood strips were nailed and glued to the frames, the only precaution being to ensure that the gunwale line was kept absolutely true. This was done, so that on completion of the canoe shell, the veneers could be planed down level with this line, thus ensuring complete accuracy. The mould was then glasspapered to produce an absolutely smooth finish, and then given two coats of shellac to fill the grain of the softwood. The whole lot was then wax polished to prevent any glue, that might have oozed between the strips of veneer, sticking to the mould.



# Taking a Canoeing Party Abroad Part 2

BY ELWYN HUWS (WELSH LEAGUE OF YOUTH)

Camping and canoeing go together, and on any expedition worth its salt it is assumed that the members will be sleeping under canvas - usually these days lightweight canvas. Camping sites are easily found on the continent, and vary from the rough field to a highly appointed municipal site. For the Class I sites it is important to get in early, and preferably book the site beforehand. It is a good thing to join the Camping Club and carry the camping carnet with you - this can gain you preferential treatment and fees.

All bookings are easily made through the A.A. or the R.A.C., and a full ETI coverage gives adequate protection for your party and vehicles against most contingencies. It is essential for any person taking a vehicle abroad to obtain a Green Card from his Insurance Company, and in some countries drivers must hold an International Driving Licence. Details such as this may be had from the A.A. or R.A.C. Cross Channel Bookings may also be made through the A.A. or R.A.C.

It is quite amazing how much equipment and stores pile up for an expedition of the most unpretentious nature. The important thing is to ensure that you are not caught out at any time due to something having been left behind or forgotten. The following list may help some poor organiser trying to check his stores before departure!

(a) Tents. On long expeditions it is preferable that not more than two persons sleep in any one tent. Spare tents should be carried in case of accidents, and it is always useful to have one or two tents as storage space if the weather is bad.

Repair kits should be carried so that simple repair jobs may be carried out where necessary. Sewn in Groundsheets and a flysheet for each tent are well worth the extra money, and external 'A' poles are also a good buy.

(b) Sleeping Bags. These should be of the best quality available. This is probably the most important personal item of camping equipment. If possible it should be down filled, with the pockets of down overlapping in order to avoid the dreaded 'cold spots'.

(c) Stoves. Preferably 1 pint primus or larger. Some of the continental butane gas stoves are useful for a quick brew, but these are much slower than the Primus and also rather unreliable at high altitudes and in extreme cold. There should be at least one stove for every three members of the party.

(d) Camp Shovel and Pick axe. For disposal of rubbish and refuse.

(e) Toilet paper - often unobtainable on the continent!

(f) Paraffin. More than enough to cover your needs - this is also difficult to obtain in some parts of France.

(g) Solid fuel or Methelated spirits for pre-heating the Primus stoves.

- (h) Tilley Lamps or Electric lamps for lighting camp area at night.
- (i) First Aid Kits. One for each canoeing group, one on the bus and one with the canoe trailer.
- (j) Tool kits for the vehicles and the canoes.
- (k) Repair kits for the canoes - one for each canoe.
- (l) Water carriers, mess tins, plates, mugs, knives, forks, spoons, salt, pepper, mustard.
- (m) Spare blankets and groundsheets. Flags, Poles, string, cord, and rope. Washing up basins, scourers, can openers, dish-cloths, carving knives, ladles.
- (n) Spare tyres for the trailer and vehicles. Spare inner tubes. Spare oil, spare petrol cans, fan belts, gaskets etc., and any part which may prove difficult to obtain.
- (o) Flashlights and batteries, sun cream, lifejackets, paddles, spray covers for white water work, painters - on each canoe, self heating soups for use in case of capsizes. Waterproof kitbags for each canoeist for spare clothing food etc., paper, ink, biros, soap detergent, antiseptic, safety pins, matches, maps, phrase books, route itineraries, canoeing maps.
- (p) A passport for each member of the party!  
(Visas if necessary).
- (q) Cross Channel tickets.
- (r) Each member of the party should carry spare clothing, his own passport and his own money - some currency, but the lions share in the form of Travellers Cheques. Washing and toilet aids, towels, and any other personal idiosyncracies!
- (s) If the river entails any long portages away from the shore party then canoe trollies should be carried. These should be of the folding type.
- (t) Food. Try and take everything which may prove expensive in the land which you are visiting - coffee, tea, sugar, chocolate, sweets, tinned goods, soft drinks, honey, jam etc. Biscuits. Horlicks rations for the canoeing parties. Self heating soups (Heinz).
- (u) Any special equipment - cameras, Binoculars, whistles, films, playing cards, footballs, etc.

This only partly covers a very large subject, but I trust that it may help someone who is worried to his wits end and petrified at the thought of venturing into the unknown with the responsibility of the lives of a group of young people as an additional burden. It may be of some consolation to know that the acuteness of the trepidation usually mellows into a peculiar kind of numbness after the first five years! In fact, by now, I almost enjoy leading these trips!

I have information on the following rivers if anyone is in need of details:

Sein	(Paris - Rouen)
Ardeche	(Vogue - St. Martin d'Ardeche)
Tarn	(St. Enemie - Albi)

# Shoot Niagara and Live....

## As Long as you Wear a Lifejacket!

BY GEOFF SANDERS

I never thought there would be a time when I might blame lifejackets for being a contributory cause to dangerous canoeing! Don't mistake me : I am not advocating the abolition of life-jackets or buoyancy aids. It is simply that I am a little perturbed at the attitude of some youth leaders I have met in recent months who seem to think that it is safe to try practically anything in a canoe so long as the canoeist wears a lifejacket.

I would suggest that 'Wear a lifejacket - and canoe anything' is a dangerous philosophy that ought to be strongly discouraged. In the first place many of the commodities which rate as life-jackets or even personal buoyancy aids do not warrant much confidence in them. The recently published tests came as a nasty shock to many users and possibly manufacturers as well. The insistence on positive standards in relation to lifejackets is to be welcomed and the B.C.U.'s recommendation of satisfactory models is of value to all canoeists.

Secondly, the best life preserver of all is the individual skill and commonsense of the canoeist. The ability to handle a canoe properly and the wisdom of knowing when not to take foolhardy risks are essential ingredients to sensible canoeing. The B.C.U. Tests offer some indication to the canoeist of the basic essentials of handling a canoe. Additional experience should teach him to handle his canoe correctly in most contingencies and in time may well bring him into the class of the 'Advanced' canoeist. As a good canoeist he will know the importance of wearing a good life-jacket where a copsize would be dangerous - on swollen rivers, on open waters and even on the local canal in the middle of winter. He will have further studied and practised the skills of survival in water - a fascinating subject in itself. Knowledge and experience of essential skills, with a liberal sprinkling of commonsense, are the basic safety factors. The Safety Code formulated by the American Whitewater Affiliation wisely ends with the words "Learn Boating skills. The safest boater, to himself and his friends, is the skilled one." A lifejacketed canoeist without the qualities I mention almost invites disaster. Indeed, safety starts as an attitude of mind!

Forgive me for again emphasising the point that I do not support the discarding of the lifejacket : I simply say that something else is necessary. Youth leaders and teachers often have to insist that their pupils wear lifejackets : but let it be remembered by all that safety really begins with sound instruction - how to put the lifejacket on correctly and how to handle the canoe properly!

# New Rivers for Old

BY J. E. MARRIAGE

One of the first things that newcomers to Chelmsford - the County Town of Essex - notice is the vast amount of work now being carried out to the two rivers which flow through the town centre.

Briefly, the works comprise the widening and deepening of parts of both rivers, the River Chelmer and the River Can, construction of new cuts, concreting the sides of two sections of the rivers as they pass close to the main shopping centre and other buildings, and the construction of a new electrically operated sluice which automatically maintains the water at a constant level.

All this work is being carried out to prevent the periodic serious flooding of the town centre. On the last occasion in 1956 vast damage was done to hospitals, churches, offices, houses and shops. Parked cars were swept away and canoeists paddled down several of the main streets.

From a canoeist's point of view the rivers will be vastly improved as they will be wider and deeper and, due to the thoughtfulness of the local Council, in time not unsightly. As part of the scheme a proper portaging place with boat rollers for larger boats is being provided around the new sluices. Previously the portage was long and difficult for canoeists and impossible for larger boats. The new facilities will for the first time create a direct navigable link between the two rivers and the Chelmer & Blackwater Canal which runs from Chelmsford to the sea.

Chelmsford Boating Club, who with the Inland Waterways Association were the instigators of the rollers, provided by the Town Council, are to be allocated a site for a permanent headquarters, just upstream of the new sluices, on a new section of the River Chelmer. With the improvements to the rivers and the rapid growth of Chelmsford the Club is expected to increase its membership when the new headquarters are complete. At present though, the club is faced with the task of raising funds towards the permanent buildings. It is intended that these should include storage facilities for about 100 canoes, a clubhouse, changing rooms for both men and women etc., Although the club hopes to receive a 75% grant for this work a considerable amount of money will still have to be raised. This is no small task for what is, at present, a very small club.

The Club is appealing to former members and other well wishers to make a donation, however small towards the building fund. This should be sent to the Hon. Treasurer Charles R. Price, 38, St. Peters Road, Chelmsford, Essex.

# Eskimo Roll

Let us first answer the controversial question: Is an Eskimo roll something useful to learn or is it just a stunt? If you have a good control of the roll it can save a race for you and it can save you from the dangers and embarrassment of swimming through the rest of the rapid. However, if the river is shallow or if your roll is not as fast or reliable as it should be, trying to roll is about the best way to have your head smashed against the rocks. In this case, follow the time tested rule to get out of the boat as fast as you can and swim!

Almost anybody who has enough muscle power can learn to roll one way or another. It is nice to see all the bulging muscles when such a paddler comes up in quiet water and his wife or darling will admire him. The question remains whether he will be able to do the same in a rapid or if an upset occurs unexpectedly near the end of a paddling day or during the race.

If a paddler does not master the basic paddling techniques and spends most of his time on practising his rugged roll he is only wasting his time and effort. It certainly makes little sense learning to roll to recover from upsets caused by mediocre paddling skill. If you cannot brace or do the draw stroke, forget about the roll, unless of course your only ambition is to impress ignorant spectators. If however, you are seriously interested in paddling learn the Duffek technique first because this is something which will give you the satisfaction on the river.

Rolling is an important part of our paddling course. But we want to teach you to do it with a minimum amount of effort. Not everybody has enough power to do the "Rugged Roll". Contrary to popular belief you do not have to be strong to be able to roll. If you put your head to work you will learn to roll better and with more grace than your muscular friends.

How can this be done? Simply by working with the physical laws instead of fighting them. Do you remember the Archimedes Law from your school days? It states, that the body submerged in water is buoyant by a force equal to the weight of displaced water. For a paddler it means that while he is out of water he might weight 150 pounds and this is quite a burden to lift with his hands. On the other hand while he is in water his body is practically weightless.

If you want to roll up after capsizing you have to accomplish two different things:

1. To turn the boat the right side up
2. To lift your body above water

If you try to do both things at the same time it will take all your muscle power. Only the strongest can do it and it is dubious that they can rely on their roll in rough water and when they are tired. We will refer to this type of roll as a "Rugged Roll".

You will need less than half of your strength if you take full advantage of the Archimedes Law. Simply flip the boat into the upright position while your trunk is still in water. Since you are not lifting your body and head out of water this step requires very little power from your arms. When the boat reaches its stable position it gives you extra support to lift the head and body out of water.

The sketches on the attached sheet will clarify the principle of rolling. Since there are several ways of using the paddle when rolling the paddle and hands of our little man are omitted.

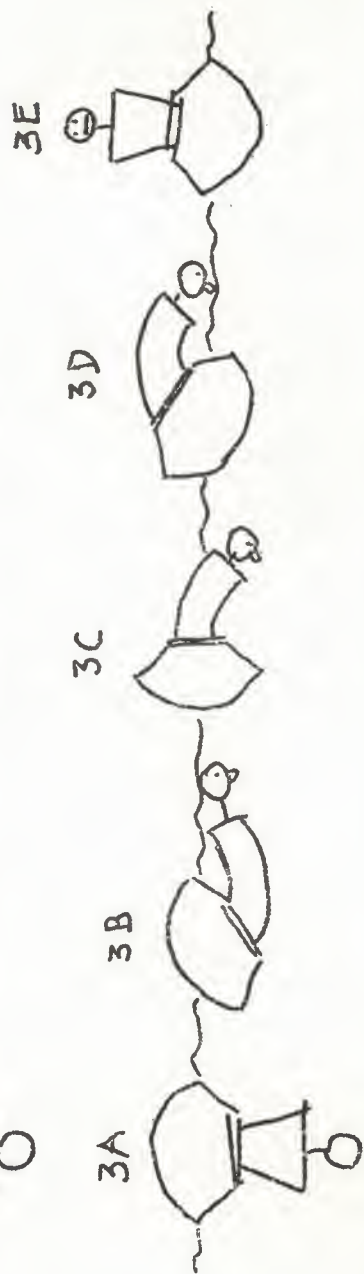
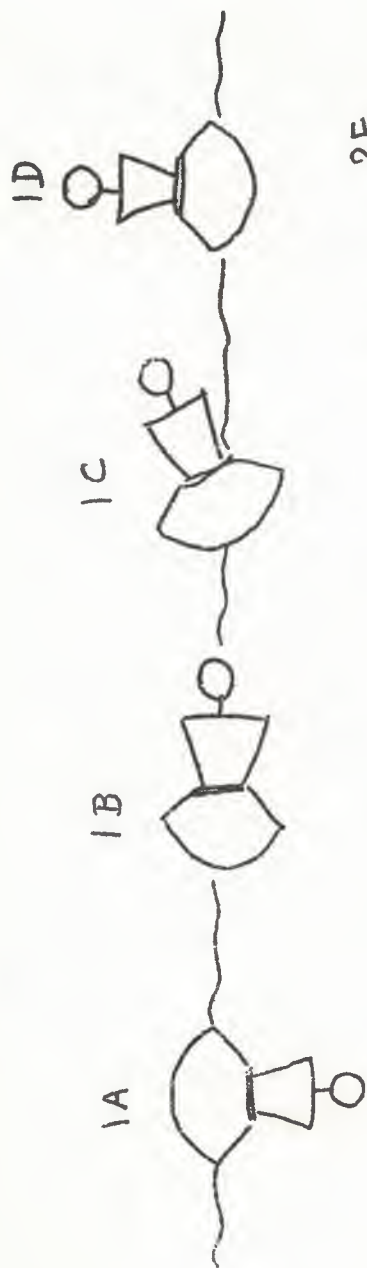
The first row of sketches show the way most people think the Eskimo roll is executed. From the capsized position (1A) the paddler emerges on one side (1B) and in a nice stiff way lifts himself (1C) to the upright position (1D).

The second row shows the "Rugged Roll". Here the paddler forgets about the boat and drags it behind himself. Note the position (2C) and (2D). He is lifting himself and flipping the boat over at the same time. This requires a tremendous amount of power and that is when the muscles bulge and the paddle trembles.

The third row illustrates the easy way of rolling. This paddler is using his head by keeping it in water. The first step is bringing the body and head close to the surface (3B). After that the boat is flipped over while most of the body is kept in water, (3C). When the boat gets past the critical point it will actually help to lift the paddler's body out of water.

The only trouble with the "Archimedes Roll" is that it is not as easy as it looks. True, it requires very little power, but it takes a great deal of coordination to do it properly. This is why we are sending you these instructions now. As you know your little brain works all the time with only two exceptions. It invariably stops when you are asked to make a speech or when you are upside down in the boat. The best thing then is to practice and memorize all motions you have to go through when rolling so that you can do them without thinking. This you can do in the comfort of your living room without even getting wet.

As was pointed out before, to make rolling easy you have to flip the boat over while most of your body remains in water. You will see, in looking at sketch (3C) that this takes a considerable amount of bending of your torso. Sketch No.4 is an unflattering picture of your bony anatomy. This skeleton by the way, belongs to a gorgeous blonde who modelled for it. There is a relatively small space between the lowest rib and the pelvis as shown by the arrow. You can feel it with your hand. If you now bend to one side (5) the rib will start interfering with the pelvis and that will limit the extent to which you can move. You will find it impossible to reach the floor in this fashion.

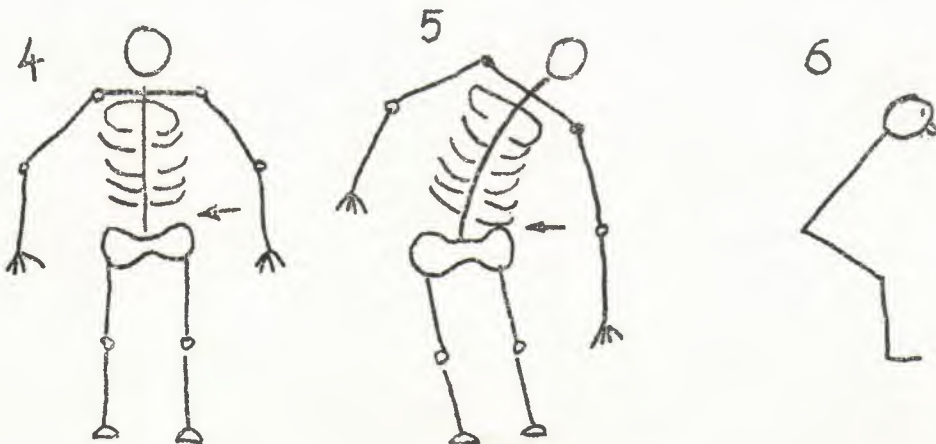


However, if you turn your torso first and then bend, you can manage to touch your heel. Do not get discouraged though, by all the alarming noises in your joints! The same thing applies when you are sitting. Take a chair and try to touch the floor on the side of the chair with your hand while keeping both halves of your seating facilities in contact with the chair. Unless you turn your torso you will find it extremely hard to do.

You can get a good preliminary practise for rolls while lying on the floor or in the bed. Lie down flat on your side as shown on sketch No.6 Spread your knees apart as you would in your boat. The imaginary line drawn between your knees corresponds to the level of the deck of your boat. You are now about in the position (3B). You just managed to get your body to the surface. The surface is still more or less capsized and therefore your upper (right) knee is slightly forward.

Next thing to do is to flip over the boat, first without lifting the body. Turn your trunk so that your face down. At the same time turn your hips to get your knees up in the air. Thrust out the left knee! That will turn the boat into the right position (3D) and the rest is easy.

The whole business of rolling in bed might sound silly, but it will bring results if you practise it. It is easy to acquire bad style in rolling and it is very difficult to correct it. Those of you who think that they can roll well enough should do some soul searching. Have a good look at sketch (2C) and (3C). Which is your style? The mere fact that you can come up and that you occasionally break the paddle doing it proves only your strength, but not your skill. No matter how good you are there is always room for improvement. Whether you are a "Rugged Roller" or just a beginner, read this sheet once more and take it with you to bed!





## Moonraker "Veneer" S-Type



Above

Two new racing kayaks. The MOONRAKER "GLASS-RESIN" S-TYPE CLASS 3 (centre), and the MOONRAKER "VENEER" S-TYPE CLASS 3. On the left of the picture can be seen the foredeck of the MOONRAKER "VENEER" S-TYPE K.1.

Due to the mounting number of new designs introduced by Jenkins & Lancefield of Pickwick, Corsham, Wilts, they have adopted a new form of designating their craft. In future, designs most suitable for sprint racing will be known as "S Type" followed by the class number, and those intended for L.D. racing "R Type". Hence the heading to this Test Report.

This boat has already had a number of successes and follows the expected standard of first-class workmanship by Jenkins & Lancefield. The S-Type Class 3 is lively to paddle although it is stable, and it has no drag on a start. The general impression given is one of speed and when wash hanging it does not "sit down" in the stern but rides high. I say the general impression is one of speed and certainly the relative times between K.1s. and the Moonraker Class 3 speak for themselves but it is only with extensive tests in a tank that it can be categorically stated that one boat is faster than another.

The Hull is constructed from multi layers of mahogany veneers laid diagonally with a longitudinal finishing veneer on the outside. At water level the lines follow the usual Moonraker design of being "fish shaped" and the hull sections are semi circular, the hull finish being in polyurathene varnish. There are drainage holes in the frame to allow easy drainage and there is a unique hatch which also acts as a self draining device if the boat is lifted with too much water aboard. The water in the stern forces the hatch open until there is very little water left in the canoe when the hatch closes again, it is permanently fixed to the boat and is spring loaded.



Above

The spring loaded hatches which give access to the fin rudder pulley on the new MOONRAKERS. Left: on the MOONRAKER "VENEER" S-TYPE K.L. Right: The type fitted to the R-TYPE K.L., and the two new S-TYPE CLASS 3 kayaks, using the fin rudder arrangement.

The moulded veneer seat and floorboard is held firmly in place by simple side fixing which caters for quick adjusting and the chance of damaging feet is eliminated as there is no projection in the centre of the floorboard.

Class 3 canoes are being used for Youth Championships and some regattas include events especially for these boats so they are able to serve two purposes - this is an added attraction for a person with limited means who would like to try sprint as well as Long Distance. With this in mind, Moonraker have catered for their needs and have designed the S-Type Class 3 so that it can be fitted with a fin rudder as used on K class boats and can also be converted within a few minutes to a stern lifting rudder which is far more suitable on certain Long Distance races. Any adjustment required to the actual rudder wires can be easily made as the adjuster is sensibly situated in the cockpit unlike conventional K. class boats where it can be quite a job to make even a simple adjustment as the fastenings are forward of the steering bar. The footbar is fully adjustable, it can be held in position by either a shock cord looped through an attachment on the floor, or with the usual brass pins.

The dimensions are Length 15'0", beam 23", Cockpit length 32½" cockpit width 16", weight, complete with rudder, seat, floorboard, footbar 26 lbs. and the price complete £45.0s.0d. These boats are in limited production but I understand that an alternative model which is less expensive can be supplied quicker, or it can be supplied in kit form.

Moonraker have designed an identical craft in glass resin called 'Glass-resin' S-Type Class 3, which is less expensive, and can be built from a kit if desired. The alternative rudder arrangements are also available in this craft and the canoe is complete with built-in buoyancy. All details are as above except for the price which is £38.0s.0d. Price for the kit of this boat complete is £29.10s.0d.

# Dartmouth Delights

BY GERRY PRICE

Dartmouth, "A friendly town where every hand is outstretched in welcome" (The Official Guide says so - and it's true). Being no strangers to this town we automatically made our way to Bayards Cove - the "Mayflower" and "Sheerwater" lay here in 1620 before being storm blown to Plymouth to embark the Pilgrim Fathers. Sure enough we found an old friend, Mr. Thomas, busy about his boat which was ship shape as any Bristol craft. "Drat the gulls" he would say as he strung a cord which glistened with bottle tops from bow to stern, "keeps them from making a convenience of 'er m'dear". If you have any nautical queries, who has not on a strange waterway? Mr. Thomas will have all the answers and, in his charming confident manner, be pleased to grant you the benefit of a lifetime's study of the River Dart and the harbour. Heed his advice and follow it.

An ideal spot at which to embark is in the vicinity of the Dartmouth "Marina" by the Upper Ferry, a small gently shelving shingle beach with constant water. One can paddle if one has the mind to and with an early tide, to Totnes, about twelve miles between steep wooded banks out of which peep hamlets with poetic names, Dittisham and Stoke Gariel are two which fascinate me. Be cautious in your choice of the main channel, it's as straight as a dog's hind leg - a pity to be up the wrong creek so soon!

One misty morning a large party of canoeists (I noticed that they all wore life-jackets) bore down on me and fair fascinated they were to meet "Father Neptune" afloat on his "Tod". They had come some nine miles from Totnes and anticipated a long sea trip ahead if H.M. Coastguard at Berry Head, Brixham, gave them a satisfactory "actual". From the "Devon Outward Bound School" near Ashburton they came, average age I would say, seventeen, from all walks of life but with one ambition - "To Strive, To Serve and not to Yield". Upon arrival at Berry Head it was their intention to scale the very steep cliffs, practice breeches buoy rescues from an offshore rock and then, turn and turn about, Stand Watch with H.M. Coastguards for twentyfour hours - I'm sure that they did too! At the harbour mouth, regretfully I'll own, we parted company, thirty years leaway just too much of a handicap.

Another day dawned and over the Tannoy a canoe race for "singles" was announced - my "piece of resistance" - down Gladys. I've rarely seen such a motley gaggle, unless it be the Chelmsford C.C. annual race on the Chelmer, Eskimo kayak, P.B.K. and Klepper the lot. It shook the commentator rigid, the handicapper did a "Nelson", not so Mr. Starter, gun poised (shades of Armada and later a quarter of the "D" Day Forces) paddles dipped, many a "crab" was caught - could have been May "bumps" on the Cam. I vaguely saw the rapier stern of the Eskimo draw away and take two others. Dig, dig, lungs fit to burst, I plodded on - three explosions from the cannon, I was not in the "frame" and felt sure the "Finish" boat was adrift till the third lad called, "Well paddled Sir, I thought you were going to pass me", - it made my day to have competed rather than watched. Mr. Rodney Tucker, Dartmouth Royal Regatta Hon.Sec.

will welcome you all next year. Gently I carried on towards the twin castles at the mouth of the river there to see several large passenger steamers entering the harbour in "Line astern", I judged my course to be head on to their wash and, confidently and comfortably (lifejacket and bags of buoyancy) I rode the broken water. Keen as the passengers were to view this beautiful river they could not, as I did, paddle quietly past One Gun Point into the shadows of Warfleet Creek, surface like glass and clear as crystal. Beautiful homes with boathouses where lawns reach to waters edge and many a greeting to the solo canoeist who had respectfully come upon their happy solitude without roar of outboard and wash to set moorings straining and masts dancing. Even the heron and cormorant showed no fear as I silently glided past.

Behind the wheel again and with Kayak Touring Club pennant gaily glapping at the prow of "Ubique", now airborne, we make excursion from idyllic Dartmouth to Slapton Sands, no crowds, easy parking but watch for the "soft spots" as you drive off the road. Fore and aft lashings removed I am again donning lifejacket, swim shorts and "holey" plimssoles before manhandling down the steep, loose shingle towards a moderate sea. I found it best to point the bow into the waves, on this occasion they happened to be off the starboard bow, I placed my paddle across the washboard just behind the backrest with right blade gently resting on the shingle and myself about knee deep on same side. Holding washboard and paddle as one I watched for the lull between breaking wave and backwash and smartly placed left foot into canoe by which time another wave had arrived and I was balanced, just, with a fifteen foot foot on my left leg. Again I waited for the correct moment then sharply added right foot to left and backside to seat, quickly brought paddle ahead and with short strokes drew away from waters edge before attempting to fit spray cover (takes longer to write than perform - drier too!). To disembark I approach the shore stern first and reverse the boarding drill. Do check that the beach does not shelve too steeply, one's legs are just so long - it was a laugh anyhow and I could imagine the glee with which the phantom shadows of the thousands who had practised for "D" Day on this selfsame beach witnessed my ducking. Do not forget to raise your rudder for each operation either.

To Dartmouth for an evening paddle to find that the America Cup Challenger, "Sceptre", has joined the graceful throng - "Bluebottle" too awaits tomorrow's contests. Inquisitive, as ever, I paddle towards and around them and acknowledge courteous greetings of other mariners whose delight is also to come down to the sea ....., alas one also passes the rusting, towering hulls of many a merchantman, "Laid up" but temporary I hope. On this busy harbour and river one should be aware of an infinite variety of hazards, in particular the three ferries which ply from shore to shore, I've had to up rudder and execute a sharp about face on several occasions to escape a ramming.

Having studied Dartmouth from almost every vantage point I decided to visit "Britannia", the Royal Navy Training College, may I suggest this is a shore jaunt that should not be missed. Out of term all are welcome if an approach has been made through the proper

channels, Mr. Wood of the "Slipway" was our guide - another true Dartmothian!

Our holiday over, my wife, the "mini" surmounted by my T.9., join me in bidding farewell to Dartmouth, we keep coming back, who would not?

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## Letters

Dear Sir,

### Too many canoeists

I am flattered that Rodney Baker (until recently Hon. B.C.U. Secretary) should consider me a 'man of ideas' although I am a little perturbed that I should warrant this title for the suggestion that the B.C.U. should take some worthwhile action over canoeists access to the waterways.

I am even more perturbed when I learn from Mr. Cavender that the B.C.U. along with the I.W.A. have been doing just this for the past thirty years. Shouldn't someone have told Mr. Baker about this when he was in office?

Mr. Cavender is, of course, right. A great deal of work has been done to open up the waterways for pleasure craft by the I.W.A., but I think his letter is misleading in implying that the B.C.U. played an important part in these negotiations. The waters quoted by Mr. Cavender have been opened to larger craft and the canoeists have followed scavenger-like in their wake.

The problem of the rivers that the majority of canoeists wish to use, that is those unsuitable for larger craft, remains unsolved. The canoeist is trespassing on these waters, and while the occasional trespasser has been tolerated it is unlikely that the 'barbaric hordes' now massing will receive a courteous welcome.

In conclusion, may I say, that I think it is significant that the Canoe Camping Club felt it necessary to prompt the B.C.U. into movement on this matter. And, if I read your report of the B.C.U. A.G.M. right, the B.C.U. Council were unable to offer any definite policy statement.

Yours faithfully,  
Norman Tilley,  
Chiswick, W.4.

Dear Sir,

### Inside 'Canoeing'

Please don't 'fill up' with so many competition results.

Yours faithfully,  
G.E. Price,  
Leigh-on-Sea.

Dear Sir,

### Sea Canoeing

You undoubtedly have readers who are new to canoeing and boating, and it should be made quite clear to them that your correspondents statement - "undoubtedly the best canoe for estuary waters in all it's moods is a hard chine ply or glass-resin craft" - is quite inaccurate, and it would appear that he has little knowledge of canoe or boat design. To say that hard chine construction is the most suitable for sea work is contrary to all accepted principles of the hull design of displacement craft. Boat builders through the centuries have always gone to a great deal of trouble and expense to build the more "sea-kindly" rounded bottom boats. The reasons cannot be gone into here, but Mr. Orchard would do well to read any good text book on hull design, and perhaps consider the "sea-kindly" hulls of lifeboats and N.E.Coast drifters, which were evolved over the years, by men whose lives were dependant on the performance and safety of their craft.

Mr. Orchard suggests a hard chine craft of resin-glass. But glass-reinforced resin is definitely not at its best in large flat areas, and a combination of this sort can only result in a heavier, or a weaker craft, than a round bottom hull of the same materials.

A round bottom canoe can be designed to be just as stable as a chine hull, and because it is more 'sea-kindly' it is also safer. Mr. Orchard should not make comparisons in stability between his hard-chine craft, which are reasonably beamy on the water line, and the round bottomed hulls which are designed for speed, and require a more experienced paddler.

Hard chine construction became popular with the availability of waterproof plywood. It has always been considered a cheaper and easier method of boatbuilding, more suitable for the amateur.

I feel I must also ask Mr. Orchard to re-consider his claim of an outstanding performance of the 'Cygnet' at the Exeter L.D. race. The facts are that the 'Cygnet' arrived 11 minutes behind a Harlow member paddling a round bottom Class 4B kayak, and 16 minutes behind a junior member from Hatfield paddling in Class 3A. Though the 'Cygnet' did win Class 3B it was placed 15th overall in the singles classes and this could hardly be described as "streaking through to gain first place".

Mr. Orchard's claim about the Southampton L.D. race does not bear any relation to the true facts. In any case, no comparisons can be made in this race, because, very few of the paddlers followed the correct course, due to the sad and almcsst dangerous lack of stewards in safety boats and properly marked turning points.

Yours faithfully,  
R.J. Lancefield,  
Yacht & Canoe Designer,  
Corsham, Wiltshire.

# News Flashes

## BACK ISSUES OF 'CANOEING'

In response to several requests we print a list of issues of 'Canoeing' for which back numbers are still available. The letters SS in brackets after an issue indicate that six or less copies remain for sale.

### Volume 1

No copies available.

### Volume 2

Nos. 1(SS), 2, 5(SS), 6(SS), 7(SS), 8(SS), 9(SS), 10(SS), 11(SS), 12(SS).

### Volume 3

Nos. 1(SS), 2, 3, 4, 5, 6(SS), 7, 9, 10, 11(SS), 12.

### Volume 4

Nos. 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12.

Copies of the above magazines are available from the Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex, ls. 3d. per copy (Post free) or ls. per copy if more than six are ordered at one time.

Bound copies of Volume 3 and Volume 4 complete with index are available price 20s. each (post free). Volumes 1 and 2 are no longer available, and we should be pleased to hear from anyone who has copies of these bound volumes for disposal.

## ISLEWORTH REGATTA, 1965

The Isleworth Regatta to be held on the Thames on 17th July 1965, is to include canoeing events. Those interested should contact the Secretary, Mr. D. Bundy, 78 Victoria Gardens, Heston, Middlesex.

## NEW BRITISH K.1's

For several months there has been talk of a new British veneered K.1 coming on the market. We can now reveal that Messrs. Jenkins and Lancefield are behind this project and that work on the prototypes has been successful, and the boat is in limited commercial production. Two versions will be available, an S-type costing £68, and an R-Type costing £46. Both types have identical hulls, but the R-type is fitted out with a simpler form of coaming and decking. Providing their performance is of a high standard these new kayaks at such competitive prices may well result in the doubling of the numbers of sprint canoeists within the next eighteen months.

## SPECIALIST CANOEING COURSES IN THE SOUTH OF ENGLAND

This is the title of a new pamphlet just issued by the C.C.P.R. and covers Spring and Summer 1965. Copies of this pamphlet are obtainable from Alix Cowie, C.C.P.R., 26 Park Crescent, London W.1.

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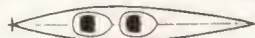
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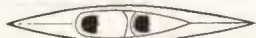
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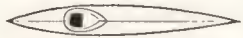
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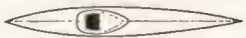
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