

Canoeing

Price 1s. 3d

VOL 5

NUMBER 6

MAY 1965



SPECIAL FEATURES

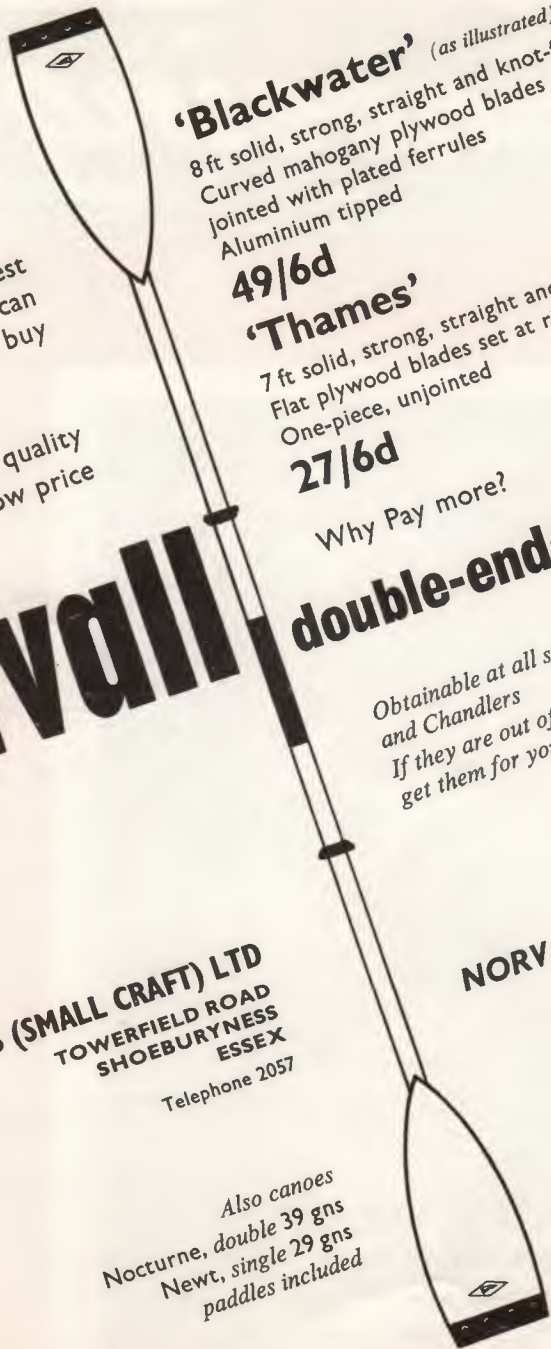
IN THE WAKE OF THE VIKINGS

WIND TALKING REPORTS - ON
COMPETITIVE CANOEING

BEFORE THE WHITewater RACE

D. M. VINEY - HARROGATE BOYS
ON TRAINING RUN

Illustrated by A-PHOTO PUBLICITY



The best
you can
buy

High quality
... low price

'Blackwater' *(as illustrated)*
8 ft solid, strong, straight and knot-free shaft
Curved mahogany plywood blades
jointed with plated ferrules
Aluminium tipped

49/6d

'Thames'

7 ft solid, strong, straight and knot-free shaft
Flat plywood blades set at right angles
One-piece, unjointed

27/6d

Why Pay more?

double-ended PADDLES

Obtainable at all sports Shops, Marine Dealers
and Chandlers
If they are out of stock they can
get them for you by return

Norvall

NORVALL'S (SMALL CRAFT) LTD
TOWERFIELD ROAD
SHOEBURYNESSE
ESSEX
Telephone 2057

NORVALL FOR VALUE

Also canoes
Nocturne, double 39 gns
Newt, single 29 gns
paddles included

'K.W. KAYAKS'

'The Champions Choice'

1962 K.W.1.

First Win in 1965 Div.1.

First Win in Div.2. Peter Reeves and K.W.3. third place went to Steve Leary also using the popular K.W.3.

First Team Event. Chester 'A' Dave Mitchell, John Woodhouse, Robin Witter, all used K.W.3's.

1963 K.W.2 Supreme

1964 K.W.3.

1965 K.W.3.

First Win in 1965 Div.1. Dave Mitchell who used a K.W.3. as did John Woodhouse who came in second.

First Win in Div.2. Peter Reeves and K.W.3. third place went to Steve Leary also using the popular K.W.3.

First Team Event. Chester 'A' Dave Mitchell, John Woodhouse, Robin Witter, all used K.W.3's.

Although success in Slalom depends so much on the skill of the canoeist it is also essential that the paddler has a craft upon which he can rely. It has always been our policy to produce hand-built high-quality glass-fibre kayaks which can meet this demand. Our first racing canoe was used to win the 1962 British Slalom championship and this was developed to produce the famous K.W.2 Supreme, the 1963 championship winner.- it even won some L.D. events. In 1964 we produced the K.W.3 an unorthodox design that has proved very potent in the right hands (World Champions E.Germany favoured this type of canoe) and was used to win the 1964 British Slalom championship. The demand for the K.W.3 has turned it into a 'best seller', but in spite of increased production the quality remains as high as ever and, of course, the workmanship is guaranteed.



1965 RANGE of Canoes and Equipment

K.W.3 International Slalom Special This craft needs no introduction, a Slalom canoe that trims valuable seconds of a competitor's time in an event by manoeuvrability second to none. Length : 401 cms. Beam : 60 cms. Seamless construction at no extra cost; Price : £42.0.0. with full equipment.

K.W.4 Slalom/White Water racer A very popular streamlined version of our K.W.2. 'Supreme' well proven in competition, fully elliptical section Length : 416 cms. Beam : 60 cms. Seamless construction at no extra cost; Price : £45.0.0. with full equipment.

K.W.5 This is our latest design, a real White Water missile in our usual glass-fibre construction, built for sheer speed this canoe can also be used for general canoeing. Features Seamless construction. Length : 450 cms. Beam : 60 cms. Price : £45.0.0. with full equipment. Immediate delivery on all 1965 models now. Hand Carved paddles Left or Right hand £4.10.0. Canoeist Wet suits and Kits, details etc. on request. Dubbel Helmets, for Canoeists.

For further details write or telephone to:

STREAMLYTE MOULDINGS (Marine) LTD. 124 Brighton Road, Shoreham-by-Sea, Sussex Telephone: Southwick 2108

Contractors to: The Admiralty · Air Ministry · War Office · Education Authorities · Exporters Civil and Military



MOONRAKER

BRITISH RACING & TOURING CANOES

- FIRST to specialise in canoes for B.C.U. Racing.
- FIRST in Britain to manufacture moulded veneer K.I. kayaks.
- FIRST British L.D. racing canoes of moulded veneers.
- FIRST to use mahogany decks with glass-resin hulls.
- FIRST with major improvements in design.
- FIRST place in the First Junior Race of the D.W.
- FIRST in L.D. Races more often than any other design.

If you are interested in

CANOES

CANOE BUILDING KITS

CANOE BUILDING MATERIALS

CANOEING ACCESSORIES

write for FREE catalogue to

JENKINS & LANCEFIELD

Dept. 9

PICKWICK, CORSHAM, WILTS.

Save money by buying direct from the manufacturer

SUPPLIERS TO H.M. SERVICES & EDUCATION AUTHORITIES

CONTENTS

In the Wake of the Vikings	92	Rally of Boats	102
Mike Clark Reports - on competitive canoeing	96	Building the C.I. 'Vitez'	
Before the Whitewater Race	98	- Part 2	103
Book Reviews	99	Letters	106
Esquimautage Sans Paddle	100	News Flashes	109

Editorially Speaking

We are fortunate in this country that the canoe manufacturing industry is largely made up of people who have a keen personal interest in the sport. Many of them have achieved a considerable measure of personal success in paddling and there can be no doubt that whilst they build canoes to make a living, at the same time, they are vitally interested in the welfare and development of canoeing.

Individually they have done a great deal to enhance British prestige in both the quality of canoes and of their paddlers. This being so, we wonder if the time is not ripe for the formation of a British Canoe Manufacturers Federation which would form a basis for co-operation not only between the manufacturers themselves but also between the British Canoe Union and the manufacturers.

Such a federation would have obvious benefits within the trade, but it is in the relationship between the B.C.U. and the manufacturers which the ordinary paddler would benefit. Federation representatives could sit on technical committees, the federation could offer sponsorship of events and exhibitions and in general the manufacturers could offer help to the sport without it being felt that, as sometimes happens at present, they are seeking personal publicity.

The formation of a federation by the manufacturers would enable a joint policy to be hammered out and we are certain that all concerned would benefit.

In the Wake of the Vikings

BY D. COURTMAN

When the Vikings invaded the shallow estuaries of The Blackwater and Colne in their long ships they little thought that some of their descendants would be exploring the same channels nine hundred years later in fragile single-seater canoes. Yet this is what the boys from The County Borough of West Ham's Outdoor Activities Centre at Heybridge Basin were doing on a bleak blustery November morning when they were seen leaving their H.Q. on the barge-yacht "Mamgu" to catch the last of the ebbtide.

The boys were on a training expedition for the Duke of Edinburgh's Award Gold Standard which involved a route on difficult tidal waters from Heybridge Basin down the River Blackwater to Mersea Island, where the night was to be spent, and on to Fingringhoe Ferry on the River Colne. The detailed preparations included the study of charts, tide-tables and hazards, in addition to plenty of practice at canoe-camping skills. It was intended that the log of the expedition should be sent to the British Canoe Union for inclusion in their records.

The canoes, six Sports Single Kayels, one Mk.III Slalom Kayel, and six Sports Dippers (all without rudders) made way downstream around the tip of Northey Island and set a course for Osea Island, just as their ancestors must have done many times before. The difficult wind and sea conditions off Osea produced large awkward waves which approached from behind and tipped the canoes first one way and then the other: this forced a change of course for Osea Road which was just emerging from the water (the tide covers it completely every day of the year). Rocks and stakes just below the surface where the fast current swirled over the road, presented the first major snag and necessitated an icy paddle before all boats were safely on the other side.

In the lee of the island the force of wind and seas was no longer felt but the sense of security was misplaced as large mudbanks appeared ahead. Deep water was found to the left and steady progress was maintained along Goldhanger Creek where mounting seas increased as the shelter of Osea Island was lost. As the fleet changed course S.W. for Stone, discernible in the distance 3 miles away, waves began to break over the canoes broadside on. Luckily the loads gave the additional stability: this held the bows in the right direction. On arrival at the deep water channel formidable surf was rolling in against the large shingle banks. With slight apprehension tinged with excitement the fleet plunged ahead amid flying spray from bows, anoraks, oars and all. The bucking swell of the main channel was child's play after such a baptism, and good progress was made to the landing point at Tollesbury Pier. At low water 200 yards of mud was revealed but previous inspection had unearthed a very convenient shell road formerly used by horses and carts in the sailing barge era.

Lunch was taken in the comfort of the Centre's 12-seater bus while rising wind and driving rain lashed around outside. The party was augmented by two at this point, as two younger members



"All ready to start"
from base i.e. West Ham's sailing barge H.Q. at Heybridge Basin.

of the group had wisely conserved their energy by doing the first half of the day's run by road.

A consensus of silent thoughts on re-embarking, knee-deep in water with a biting wind heaving a choppy sea on to a lee shore, might have been revealing but nothing was said, however. Loud laughter was produced when one unsuspecting unfortunate was flipped over by an extra large wave and had to wade ashore. Remounted and refortified the fleet set paddles for Mersea Island.

Sea conditions proved too much for the two newcomers who had difficulty in keeping their boats straight as large following waves alternately lifted and buried the bows of their canoes: sometimes they must have wondered how long a canoe will stay under before reappearing. Confidence was drawn by the proximity of the shingle spit, The Nass, the edge of which was followed out towards the open sea. Soon the flooding tide had built up enough water to permit crossing over to the calm of Mersea Fleet with its small winding channels leading to West Mersea harbour where a convenient slipway was used for landing.

The position of the camp site necessitated a portage along a treacherous muddy footpath about 600 yds. long. This was soon forgotten as tents were pitched and supper was cooked, not before all breaths were held as the vital waterproof bags were undone and the contents examined for evidence of sea water. Several sleeping bags were wet particularly the one which had been completely submerged, but there were enough dry ones to go round.

At 5 o'clock darkness enveloped the camp. Several of the crew decided to 'turn in', whilst the majority preferred to sample the delights of West Mersea and the hospitality of The Dabchick Sailing Club where a social evening had been half-suggested. Much careful

thought went into the improvisation of the going ashore rig. and with the final arrangement of bedraggled forelocks the party deemed itself fit to face the discerning eyes of the anticipated local talent. Human nature triumphed for when 'the girls' failed to appear the boys were soon reconciled, accepting a good long warm in The Club House instead.

An early night preceded an early morning which turned out to be very windy, but sunny and bright. A quick getaway was made. By 9 a.m. the fleet was picking its way in file through the many moored boats on The Strood. Sea conditions, with wind against tide, pitched and tossed the canoes in all directions. Everyone held on to his seat long enough to reach the road where a landing and portage was made.

The two younger members of the party gracefully withdrew at this point in anticipation of the greater things to come and made off for Mersea Town in a friend's car for a warm bath.

In relative calm water on the other side of the road good progress was made to The Pyefleet: this was beset by a N.W. wind which was heaving up large rows of rolling white-topped waves. The north shore provided soke shelter from these, but the full effect of wind and waves had to be combatted in rounding the Pyefleet Spit to head up the Colne for the southern tip of Rat Island where fate took an unwelcome hand. One of the canoes was gunwales under! There was nothing for it but to run on to the mud and empty it. What a struggle it was to lift a boat while knee-deep in mud - it kept the spectators amused but the novelty wore off over the next four miles when frequent recourses to the shiny, evil-smelling freezing mud had to be made. By this time, however, they were necessary as much to rest complaining muscles as to empty the leaky boat.



"A Study in Hats and Appetites!"

Lunch halfway in the Centre's 12-seater bus on the first day.



"The Canoeist Homeward Paddles His Weary Way".
The last 100 yds. up the Colne at Wivenhoe.

Abdication point arrived when, with two canoes in tow and one sinking, the demands for food proved too great. The fleet sat on the mud at Wick, which once had been a Roman Fort, and ate lunch shoulder to shoulder.

With the destination still nearly 3 miles of head wind and water away it was decided to put that section of the crew ashore who thought they had better 'live to fight another day': this party consisted of two holding this view, plus one with a holed boat, plus two stout men to lend a hand in the 150 yds. push across the gleaming mud to dry hard land. The five made quite a picture against the sun all bent over the stems of their craft plodding so slowly seemingly, and in some cases virtually 'on their knees' towards the shore.

The Colne narrowed at this point. The eight paddlers still 'in the game' inched their way forward against the elements which seemed to have been revitalised by their apparent success. However, powerful shoulders and unquenchable determinations pushed wind and tide aside to reach The Ferry at Fingringhoe where an almost incredulous reception committee welcomed the paddlers right on schedule. Ten minutes passed and a Land Rover carrying a very muddy, forlorn crew appeared - they had hitched a lift! A communal crew cleansing was held on the river bank.

Judging by the conversations for the next three hours some boys in West Ham have something to remember and yarn about for many a long day in following and fighting the same twisting tide that the Vikings knew so well.

Mike Clark reports

on competitive canoeing

The 1965 L-D racing season got away to an excellent start with the Oxford race, held on Sunday, 7th. March. Conditions for the paddlers were good compared with past years, although clear sky and brilliant sunshine, the day was cold, and on some parts of the 11 mile course a thin film of ice covered the water. The very fine entry of over 120 crews, had the usual start of season surprises, but generally the competitors showed a high standard of fitness, and it was obvious that many paddlers had been doing intensive winter weight-training for some months.

The senior K1 class, with an entry of 14, had one of the big surprises of the day. P. Gardner from Riverside Activities, - two new names to L-D, and two I think to remember - romped home to win the class almost 10 minutes ahead of B. Pratt, who was closely followed A. Wilson. Gardners time of 1hr 44min 45sec is a record for the course, and very fast when compared with B. Lowery's time of 1hr 47min 20sec over the first Oxford race in 1961. Incidentally the race was a half-mile shorter than. Alister Wilson, "the kilted wonder" from Prestwick, could only gain third place, but admitted after the race that he had not been on the water long this year, a fact borne out by some massive blisters on his hands. Also in this class was M. Mean of Hatfield, and it was a great pity that this paddler was plagued with a faulty rudder, for I feel sure he would have been well up in the field.

Dave Shankland of Llandaff, again managed to take home a first place. Last year he won the Senior K1, but to Oxford this time he brought his old N.C.K. "Jelly Roll", and took first place in class 2a, just ahead of Pumphrey.

The junior K2 class was won by D. Jorden and R. Stevans, only seconds ahead of a J.L.R.E. Dover crew, Evans and Haskey. The Dover boys - they had eight crews in the race - looked very fit, and their paddling style, so often lacking among Service teams, was much improved from last year. I suspect these enthusiastic young lads will be out to win the D-W in a few weeks time.

The slalom fraternity are able to boast some 34 lady paddlers, but in past years sprint and L-D have been hard put even to find a ladies K4 or enough entries to make up a respectable L-D class. At Oxford it was encouraging to see six ladies competing in singles so early in the year. I hope during the season more will be persuaded to take to the water.

For some weeks now there has been great activity along the Kennet and Avon Canal, and a few prospective D-W paddlers have been out on the water since before Christmas! However on the 20th March, I met up with seven crews from Harrogate AAS at Wootton Rivers out for a five day training paddle over the course. Harrogate has some new faces in their team this year, but all the boys looked in fine form, and it's my bet that they will all be in the first dozen crews to finish the junior course.



1. (Top). Start of senior singles class at Oxford.

2. (Middle). Olympic paddler and novice. Left is top paddler Mrs. Tucker, and on the right newcomer Miss A. Huskisson both of whom competed at Oxford

3. (Bottom). D. Shankland, winner of the N.C.K. class, off the start at Oxford.



Before the Whitewater Race

BY BRIAN JOHNSON

A crackle of frying and a smell of breakfast greeted Fred as he put his head out of his tent for the first time on Sunday morning. Bleary eyed he crawled out of his tent like a mole out of hole, and, looking up at the dull grey sky with an indescribable expression, tripped over the guy line. He called out to Jo who was busy putting repair tape over the bows of his canoe, and asked him the time. It was 8.30 and the race was due to start in half an hour, so he quickly dug out his cooking equipment with a view to breakfast.

Cooking never was Fred's strong point and he found it a tiresome business, however he eventually tucked into bacon and scrambled egg, which was supposed to have been fried egg until it stuck to the bottom of the frying pan and had to be scraped off.

Breakfast finished, the pots and pans were washed, in a panic as usual, and Fred dived into his tent once more to change. Ominous mutterings could be heard coming from the tent as Fred hunted for his spraycover, till his clothes which were once in neat piles, were now strewn in chaotic abandon about the tent from one corner to the other. Suddenly he remembered. His spraycover was in the boot of the car, which was locked and the key was in his tracksuit. Now where did he put his tracksuit?

It wasn't long, though, before he was togged up and Fred picked up his old faithful paddles, which looked as if some hungry person had eaten pieces off the ends, tied "No.1" on his lifejacket and humped his canoe onto his shoulder. He trudged down to the Start. In true Welsh tradition it had been drizzling for the last three days, and although it wasn't raining at that moment, it had left a sea of mud which some humourist called a campsite. Fred's legs became bespattered with mud as he squelched his was in plimsoles across the fields. He carried his canoe precariously over two slippery stiles and through one gate and finally arrived at the start.

He looked around, forlornly, as the drizzle began again, and parked his canoe with a number of others lying in the hedge. A few competitors were standing around or jumping up and down, their lily-white knees knocking visibly. Two officials picked their way through the long wet grass in Wellingtons. One carried a megaphone and the other headphones and a reel of telephone wire which stretched back into the distance to Control. Fred thought of them, sitting comfortably in the dry.

There was little room to manoeuvre the boat and launching had to be performed seal fashion. Fred put on his luminous orange crash hat and, with his canoe still on the bank, climbed into the cockpit. After a few minutes fight with his spraycover, he called to a couple of late arrivals to push his canoe into the water. With broad grins and mighty muscles they obliged. Fortunately for Fred he could roll, but nevertheless he uttered a number of unprintable protests to his admirers on the bank when he had uprighted himself.

Almost before he had time to collect his thoughts he heard that man with the megaphone again "Number One, are you ready? Go!"

Book Reviews

EXPEDITION GUIDE,
(Duke of Edinburgh's Award Office, 5s.)

edited by John Disley

This book is written mainly for adults who are supervising the expeditions, in the form of mountain journeys, for boys undertaking the expeditions for the Gold Award of the Duke of Edinburgh's Award Scheme. As such, readers may be inclined to wonder about its relevance to the canoeist, but let us settle these doubts at once. This 'Expedition Guide' is packed with information for the light-weight traveller who is journeying in rough and desolate country and this is precisely what an increasing number of canoe tourists are doing.

Topics covered in this book which are particularly relevant include: preparation for the expedition, map reading, camping techniques in wild country, planning and cooking of meals, expedition equipment, home-made equipment. Throughout the book, as must be expected, these are related to the award scheme and in particular to the guidance of supervisors, but even those who are not involved in the award scheme will find much rewarding material in this book.

Its theme is best expressed in the introduction by John Disley, himself an experienced canoeist and co-founder of 'Canoeing', in the following words. "The combination of rough, wild country and British weather provides an ever-present background of danger to all who travel across such areas. It is this potential danger that makes expedition work adventurous and worthwhile as an educational experience. Facing up to danger is a vital part of our growth and must accept it as a necessary part of first-hand living. Expedition dangers are objective ones - a sudden mist, a heavy storm, a complicated path through ridge and cliff, or the unexpected illness of one of the party. It is to reduce these objective dangers to an acceptable level that all training is directed." This is essential reading for youth leaders.

OFFICIAL REPORT OF THE OLYMPIC GAMES 1964
(British Olympic Association, 10s.)

It seems incredible that it was less than six months ago that we were sitting in front of television and radio sets waiting for the various Olympic results to come through from Tokyo. Now here is the Official Report of the Olympic Games with its detailed breakdown of times, events, and heats. Canoeing, of course, forms only a small part of the report but for anyone whose interests range outside paddling this is a fascinating document to while away the odd half-hour remembering some of the Tokyo highlights. For the canoeist it is a permanent record of the British team's progress towards the elusive medal.



Fig. 1—The one-hand roll at Aspen, Colo.



Fig. 2—Shot from underwater window



Fig. 3—Only now do the arms leave gunwales

Esquimautage Sans Paddle

By Barbara Wright

Kayak and Canoe Club of Boston

Imagine yourself upside down in a Class V — flipped when your paddle caught in some rocks and was jerked from your hands. Why, you ask yourself calmly, **why didn't I learn that no-paddle roll from Milo?** How much more pleasant to meet your fate clear-visioned and upright—paddle or no paddle. Besides, if there's a spare on your deck, a quick assembly job between stoppers and you're in business!

The practicality of a no-paddle roll may indeed be questioned. However, the maximal hip action it teaches will certainly be useful in leans and boat balance generally, as well as in strengthening all types of paddle rolls. Besides, a one-armed, no-paddle, half roll is sure to impress your friends.

While training with Duffek this summer, I was amazed to see the technique of his no-paddle roll (AWA, Autumn, 1964). Two years of struggle and experimentation had convinced me that quite a different method is the only one capable of righting a kayak with hands only. Duffek uses 3 or 4 breast strokes to swim the body to the surface in the initial phase; the alternate method relies on one synchronous movement between body and boat. It might be possible to describe these two techniques accurately enough to be practiced even by those who did not have an opportunity to study with Duffek. Like many other things, it's easy when you know the trick.

Hip Practice

Really effective hip and knee action is the fundamental ability basic to any no-paddle roll, and should be dealt with first by doing the following exercise: Flip over and rock your boat with your hips until you can almost tip it up on its gunwale line. Your body should be perpendicular to the long axis of the boat. Try to tuck the boat under you with a snappy upward pull from your leading hip and knee. The next step is to lay your hands gently

Acknowledgement to Am

on those of a friend standing by your boat. Flip, and press your hands down on his as you snap the boat under you. On successive tries, apply less and less pressure with your hands.

Using the momentum of a full roll is the best way to start. To initiate the roll, dive down with some force beside your seat—i.e., lean sideways, not forward — pointing your hands (held flat, side by side) downwards, reaching for the air on the other side of the boat. As soon as you break water, push down with the hands and simultaneously use hip and knee to flip the boat under you. As you come up, the body should stay in the water as long as possible. Imagine your arms to be the upper jaw and your boat the lower jaw of some creature snapping at a piece of water.

Practicing with a square of plywood is very helpful. Saw one inch off of it every night. After mastering the full roll on both sides, try the more difficult half-roll.

Duffek's no-paddle roll is a half roll; the technique involved breaks the momentum of a full roll. Flip. Twist the body so that you face down and your shoulders are as parallel as possible to the water's surface. Using 3 or 4 broad breast strokes, bring your upper body towards the surface until your shoulders break water. NOW, using leading hip and knee, snap the boat under you while pushing the body and hands downwards.

The One-Hand Roll

It has also been possible to develop a dependable one-armed roll. Although this trick was not yet in Duffek's repertoire when we trained with him in Canada, I am willing to bet my new 22-lb. kayak that he does it like this: The inactive hand is tucked into your skirt (to prevent cheating). After capsizing, the boat is flipped under you with one strong effort, in perfect synchrony with the first of 2 or 3 strong "pawing" motions of the hand. With optimal hip and knee action, only two arm strokes are necessary.

Please drop me a card when you can scull up with a no-arm body roll.



Fig. 4—"Swimming" toward surface



Fig. 5—Photo from above surface again



Fig. 6—Success! — Photos by Art Kidder

FEDERATION OF BRIDGEWATER CRUISING CLUBS

Fourth Annual

RALLY OF BOATS

WORSLEY, Lancashire

JUNE 11th to 13th, 1965

The Canal Duke's Worsley, quaint, picturesque and tranquil.

A tiny jewel, sylvan set, amidst the drab filigree of industrial Lancashire. From the Delph, the ochre coloured waters lazily eddy to the broader Pool, there to reflect with mellowing influence, the timbered contrast of Packet House and Cottage. With them flows an indefinable atmosphere of 18th Century England, of Brindley, Gilbert, and the rest; for it was here, in this half forgotten backwater, that the heritage of our waterways was born!

WHAT BETTER SETTING FOR A RALLY?

Here, in the POOL, a floating dais will be the focal point of outdoor events, whilst near at hand, the old world Court House will beckon you through hospitable doors to cheery "Get-togethers" and gay Rally Dance.

Worsley is old, historic, and dreamy, the Federation is young, futuristic, and virile. Piquant ingredients, these!, which, when blended and seasoned with the experience of past Rallies, will ensure a memorable "Feast of a Weekend," for both skipper and crew.

WHAT OF THE PROGRAMME?

Early days for detail, perhaps, but here are a few generalisations on some of the planned events.

SATURDAY - No regimentation here, the morning free to spend as you wish; ambling around the moored craft, exploring the village and places of local interest, shopping, chatting or just plain lazing.

In the afternoon there will be displays and entertainment centred around the dais for those seeking interest.

SATURDAY EVENING - The Rally Dance, a Buffet Dance, to be moderately priced in the region of 12/6 to 15/-, the venue being once again, the Court House, with its attractive atmosphere and convenient central situation.

For those not caring to dance, a popular alternative will be the Social Evening in the Worsley C.C. headquarters at the Bridge-water Hotel, a mere twenty yards or so from Court House and canal.

SUNDAY - At a reasonable time of morning, a non-denominational service by a nautical padre at the Pool, for those who wish to attend. Judging of craft and the various competitions will follow, competitions in which all may compete, without entrance fee.

After lunch, the Sailpast of Civic Dignitaries and Guests of the Federation, followed by presentation of Trophies and Awards.

JUNE 11th to 13th, 1965

That is, the weekend after Whit, carefully chosen to allow craft from no matter how far, the preceeding holidays to travel to Worsley, and, perhaps, to combine the Rally with a holiday. Incidentally, there will be a distance Trophy or prize, and Rally Plaques will be awarded to all skippers attending.

Nearer the time, Club Secretaries and individuals will receive Entry Forms and further details. In the meantime, please address any queries and requests for further information to the Rally Secretary:- T.P. Gregson, 32, Lambton Road, Worsley, Lancs.

Tel: SWinton 1293 or 1353.

Fact - Last year, more than 100 boats attended the Federation Rally. The Worsley Moorings will accommodate 200!

In the last article we had finished the construction of the mould and are now ready to commence work on the shell of the actual canoe.

Laying the veneers, which go to form the shell, is a relatively simple process, but one which takes a long time and is a very tedious sort of job. The sheets of veneer were first cut into 2" wide strips. With the continually varying curves of this canoe, it is not really necessary to cut these strips absolutely straight, as almost every piece had to be individually shaped to mate perfectly with its neighbour. We found the occasions to be very rare when we could lay one strip next to another without having to shape it a little, in order to make it lie absolutely flat on the mould.

Great care has to be taken to ensure that the strips of veneer do, in fact, lie absolutely flat on the mould. If a strip of veneer does happen to buckle slightly, and is allowed to remain like that, it can spoil the whole canoe. It can be imagined that as each successive layer of veneer is applied, this fault will become more and more pronounced. Apart from spoiling the looks and true shape of the canoe, it also produces a weak spot, which is hardly to be desired.

The strips of veneer were laid at an angle of about 50° to the hog. Each successive layer was then laid at an opposite angle to its predecessor. The first layer of veneer was glued to the hog and fixed down 'dry' to the mould by means of paper staples. As I remember, for the whole shell, we used about 15,000 staples! We were careful not to be too liberal with the glue as some was bound to be squeezed off the hog onto the mould, and possibly sticking the veneer to it, despite the precaution we took to seal the mould. The second layer of veneer was then glued and stapled to the first layer. At all times the glue used was the synthetic resin glue, Aerolite 306. In actual fact, any of the synthetic glues could be used with equal success, we just happened to have that particular one on hand, so I hope no-one will accuse me of plugging one particular make of glue! When removing the staples that hold the first layer of veneer to the mould, only remove those which are absolutely necessary, in order to lay each single strip of veneer in the second layer. This stops any possibility of the veneers in the first layer moving out of position.

We found it a wise precaution to remove any glue which squeezed up between the strips of veneer, before it got a chance to dry. Synthetic resin glues dry absolutely rock hard, and it is almost impossible to remove, once it has set, without taking a great piece of veneer with it. Once the glue holding the second layer of veneer had set, all the staples were removed and the partly finished shell carefully sanded smooth.

The third and final layer is then laid in exactly the same manner.

I apologise if I don't seem to have gone into very much detail in this section, but there really is very little more that one could say. It seemed to us at the time, to be a job which required common sense and a great deal of patience, but very little else.

The veneers were then trimmed off to the correct gunwale level by cutting them back to the mould. As mentioned in the previous article, the correct gunwale level was incorporated in the mould to ensure complete accuracy at this point of the construction. The shell was then carefully sanded using fine Garnet paper. This is a type of abrasive paper, similar to normal glasspaper, but superior to it, in that it does not clog with dust, not wear out as quickly. It is, however, a little more expensive.

A gunwale strip was then glued to the canoe shell and held there, till the glue set, by cramping it to the mould. This strip was fixed on at this stage of the work, because we thought it would help the shell retain its shape, once it was removed from the mould.

Then came what could be termed our "moment of truth" - getting the mould out of the shell. The complete mould was unscrewed from the building board, turned right way up, and the screws holding the two halves of the mould together, were removed.

As mentioned in the first article, the idea was to lift the 'stem' half of the mould first, and then to slide the 'aft' part forward and out. This operation was carried out before a pessimistic audience of fellow students, and to our horror, at first try, nothing moved! However, by inserting a screwdriver between the two halves of the mould and levering it slightly, the front half lifted out very easily. The rest of the job was then accomplished without any further bother. Needless to say, much to the frustration of our audience! Any glue that had squeezed through to the inside of the shell was then removed and the whole lot carefully sanded and cleaned out.



(Above) Fig. 1
The completed canoe



(Right) Fig. 2
View showing fore end of canoe.



Fig. 3
View showing aft-end of canoe



Fig. 4
The completed canoe

An inwale was then glued to the shell and screwed through to the gunwale. Two small cross frames were fixed in position at the fore end of the boat, to support the plywood fore deck, and a small frame aft, to support the very small aft 'deck'. These frames, and the gunwale, where necessary, were then faired in to ensure that the deck plywood would lie absolutely flat. Five bent Ash frames were then sprung into position and the cross-bracing strut (seen to advantage in Fig.4.) was fitted.

The whole of the inside of the canoe was then given several coats of polyurathene varnish. This had to be done at this particular stage of the work, because once the longish foredeck was fitted, we would never have been able to reach right to the stern of the boat.

The plywood decking was then glued and pinned into position. I should mention that the centre support for the foredeck was made in the same shape as the hog, i.e. an inverted letter 'T'. This was really only done to give a better look to the foredeck, although it also gave us a definite straight centre line to butt the plywood against. (This can just about be seen in Fig.2.) The finishing touch was to add a small coaming to the foredeck, seen in Fig.2., and the canoe was ready for varnishing.

As mentioned earlier, we used polyurathene varnish, as this dries quickly and gives a good, durable finish. Each successive coat of varnish was rubbed down with 'Wet and Dry' paper. The last two coats of varnish were then subjected to a process known as "Burnishing":- The varnish is first rubbed over with wire wool, which acts as a fine abrasive. It is then vigorously rubbed with a soft polishing cloth, the powder left by the wire wool acting as an even finer abrasive. This process gives a very smooth, almost silky, feel to the varnish and a very high gloss. Finally the hull was laboriously wax polished and the C.I. Vitez was ready for her maiden voyage.

(Editor's note: With reference to Part I of this article which appeared in our last issue, the following apologies are made: from ourselves for transcribing Mr. Hall's name as Hay, from our printer for printing photograph 4 upside down, and from the author whose hasty handwriting caused the keyword in the caption to photograph 3 to be printed as stern instead of stem. We trust our readers will forgive these errors in what has been a most interesting article).

Dear Sir,

Sea Canoeing

There seem to have been a number of plaintive little wails in recent numbers of this magazine regarding the supposedly shortage of articles on Sea Canoeing. This is of course not entirely true because looking back through my copies I find that the subject is referred to in one context or another fifteen times and this does not include the many articles and diagrams on types of Eskimo kayaks.

No doubt the bias towards racing and slalom events for which the magazine is blamed is assumed because these items appear in nearly every issue. Why? Surely this is due to the enthusiasm of those who take part in these aspects of the sport and take the trouble to send in race and competition results. The fact that this is a good way of advertising one's interest in one aspect of the sport is born out by the cries of those who think they are not getting "a fair crack of the whip".

To the best of my knowledge, Sir, you have never yet refused an article on any subject connected with canoeing. So one can only assume that a shortage of articles on sea canoeing if this were indeed so is due solely to a shortage of supply of material. Therefore my fellow sea canoeists scrape the barnacles off, stop complaining and get writing.

We have hardly started to compare notes on our experiences around the coasts of Britain and there are some thousands of miles of that.

I remain, Sir,
Yours faithfully,
Jack Travers

Dear Sir,

Sea Canoeing

Your correspondent, R.J. Lancefield really went to town in castigating the canoes of our manufacture and we respectfully ask space to reply.

He is not alone in claiming to be a yacht and canoe designer; the writer spent his early years in the drawing office of a firm of yacht builders who are famous throughout the world, also we have the services of an Associate Member of the Institute of Naval Architects. He has designed for us the most beautiful Canadian we have ever seen and is now engaged on what we hope will be the ultimate in canoe design.

He quotes from my letter and comments that "the statement was inaccurate", that the writer "has little knowledge of canoe design" and that our construction is "contrary to all accepted principles". He gives as an example, the hull of a lifeboat! The writer owned one for several years; it was certainly safe but it rolled like a barrel and to suggest that it would inspire one to design a racing canoe is ridiculous. He suggests I consult a text book on hull

design and I suggest that he throws away the one he uses for since Eric Tabarly, using a hard chine boat trounced all comers in this year's Single Handed Race, experts are having second thoughts. Eric was three days ahead of Chichester's round-hulled boat, and without an automatic rudder. (How's that for streaking through to gain first place!)

It was said by a famous personage that there are lies, damned lies and there are statistics and Mr. Lancefield manipulates the latter to belittle the performance of the 'Cygnet' at the Exeter L.D.R. The explanation is simple; had the rough conditions lasted all the way, the 'Cygnet' would still have been first in it's class and would probably have been much nearer to that "junior member from Hatfield" who is one of the best canoeists of our time. We tell all those who write to us for information that on calm waters we recommend our round hull canoes and these too have an impressive number of firsts.

Finally he has a nasty dig at our own L.D. Race. In mitigation may we say that our Club members, even the schoolgirls, went out and back without difficulty whereas so many visitors capsized that the turning boats decided that rescue operations must have priority. This will be allowed for on August 15th next. Could I whisper that our hard chine double was first in it's class?

Yours faithfully,
S.C. Orchard,
Solent Canoe Centre.

Dear Sir,

Too Many Canoeists

I do not want to flog this matter but I cannot let Mr. Tilley's letter go unchallenged, I was in this business before there was a B.C.U. and before the I.W.A. was founded by Mr. Robert Aickman; and I can assure Mr. Tilley that in the early days my co-operation with the B.C.U. in the matter of opening waterways to canoeists was very close, and continuous, if not spectacular.

When later on the I.W.A. came on the scene it is true that access was often for larger craft, but by no means exclusively so and in fact canoes were often the spear head of an opening up that subsequently made the way for larger craft.

An example of this is the River Great Ouse, where a party of canoeists forced a passage and the publicity resulted in Bedford Town Council opening up the Town Lock and the then River authority spending considerable sums in clearing derelict locks. This manouvre was repeated on the River Medway and again on the Middle Level.

I would estimate that some 20% of canoeable water now available is directly the result of the efforts of the B.C.U. and another 20% is directly the results of the I.W.A.

The one big really constructive effort of the B.C.U. was the B.C.U. Guide to Waterways which was created out of nothing, and which is invaluable to canoeists and by encouraging use, established a legal right.

Mr. Tilley does not know that scores of rivers once accepted canoeists as trespassers and now have to accept them as legitimate travellers on waters which are in Riparian ownership, due to the B.C.U.

Finally - what specific proposals or policy has Mr. Tilley to offer? After all "Worthwhile action" is a little ambiguous.

Yours faithfully,
A.S. Cavender & Son Ltd.

News Flashes

SLALOM AND WILD WATER RACES CALENDAR

The B.C.U. Slalom Committee have produced a most attractive and useful diary calendar of events for 1965. The booklet is sent free to all paddlers in the ranking lists and is available price 2s. per copy to anyone else interested. Cash with orders should be sent to Julian Shaw, 33 Towersey Drive, Thame, Oxon. THIS IS AN IDEA WHICH THE OTHER B.C.U. COMMITTEES COULD WELL FOLLOW.

MILITARY MEDAL PRESENTED TO GILLIE HOWE

Colour Sergeant Gilbert Howe of the Royal Marines was recently presented with the Military Medal by the Queen for gallantry and distinguished service in Borneo. With C.E. Tandy he holds the course record for the D/W race of 20 hours 32 minutes, and in eight successive attempts he has won 4 firsts, 2 seconds, 1 third, and 1 fifth place. This year Howe and Tandy are planning to break the 20 hour barrier.

FIRST REGATTA

On Saturday, 15th May, the Maidenhead Canoe and Climbing Club are holding their first regatta. Starting time is 2.15 p.m. and the club is asking for support in this new venture. Further details from 'Tree Tops', High Road, Cookham Rise, Berks.

CHALFONT SLALOM, 9th MAY, 1965

In addition to the 1st and 2nd Division events listed in the 'Canoeing in Britain' Calendar we learn that there will also be a ladies event and a club team event.

TYNE ADOPT NEW METHOD OF GLASS FIBRE CONSTRUCTION

Tyne Folding Canoes announce that they are now adopting a new method of one piece construction for their glass fibre canoes. Briefly, the hull and deck are moulded separately but whilst still wet they are brought together and an air bag is inflated within the shell. The result is an extremely strong one piece boat.

At the present time only the 11ft. single is being built by this method but it is planned to extend it to other models in the near future. It is believed that this is the first time canoes in this country have been produced using this new method.

SOLENT CANOE CENTRE

BITTERNE SMALL CRAFT (Southampton) LTD

166, BITTERNE ROAD, SOUTHAMPTON

Telephone: 49270

We have pleasure in announcing an addition to our range - a most aesthetically satisfying Canadian. The Clausentum 'Canuck'. Price £40. Constructed of double diagonal mahogany veneer.



Designed by John Savory A.M.R.I.N.A.

Our range includes:

'Cygnet' Glass/Fibre single tourer

'Swan' Double version of the above

'Rapide' Laminated racing single

'Hustler' Very fast racing double

On the drawing board: The Clausentum 'Superb'.

Solent lifejackets are now approved by the Ship & Boat Builders National Federation. Price 49/6.

Why pay more?

Canoeing

why not

take out a

SUBSCRIPTION

NOW!

**18/- per year postal
subscription**

available from:
CIRCULATION MANAGER
6, THE MALL,
BRENTFORD, MIDDLESEX.

Get Afloat!
IN A MENDESTA
Glass Fibre Canoe!



*Remember that there is a **MENDESTA**
for every canoe activity.*

JOHN CRITCHLEY,

c/o 7, Constance Road, Whitton,
Twickenham, Middlesex.

Telephone: POPesgrove 6925

Also available **MENDESTA PADDLES, GILCO CRASH MATS**
and **LIFEJACKETS** conforming to **B.C.U.** specifications.

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

FOR SALE:

International C.1 built by woodwork student at Teacher Training College, Would like £45 but will accept reasonable near offer. Write to - J.D. Hall, 17 Oxford Road, Newbury, Berks.

FOR SALE:

K.1. Rapido. £45. R. O'Keefe, 75 Saxon Avenue, Hanworth, Feltham, Middlesex. FELtham 5335.

FOR SALE:

Moonraker, Class 6B, Double. 1½ seasons use, excellent condition. £20. Purchas, Greenacres, Hill Wootton, Warwick.

FOR SALE:

Klepper T.9. c/w cushions, rudder assy, W.W. Spray covers, touring paddle, pennant holder, rubbing strips in and out, tip top condition - £40. Price, 116 Danescroft Drive, Leigh-on-Sea, Essex.

FOR SALE:

15ft. Tyne Tourer two seater folding canoe. Genuinely used only once. Excellent condition, is now as new having been completely re-varnished. Extras include two paddles, carrying bag, sail, crossbar and leeboards. £30 or offer. Would exchange for Tyne sports single seater folding canoe. Cash adjustment, if necessary. Rendell, Orchard Hill, The Common, Berkhamsted, Herts. Phone 1817.

WANTED:

K.2. Veneer, price and particulars to: Purchas, Greenacres, Hill Wootton, Warwick.

AVONCRAFT

RACING AND TOURING CRAFT

"INVADER" CLASS K.1. and K.2.

In addition to the highly successful "Invader" K.1. which went into production at the latter part of 1964, we now proudly introduce the "Invader" K.2.

Never before has the competitive canoeist had the opportunity to afford the very best in kayak racing, at prices comparable to those of ordinary class type kayaks.

The Olympic "Invader" class K.1. and K.2. have an external skin of mahogany veneer, and incorporates internal glass fibre sheathing as used exclusively in all Avoncraft kayaks.

Other craft in the Avoncraft range are:

- "Rapide" Mk.3. Winner of numerous Class 3 L.D. and sprint races, including events in the 1964 National Youth Championships.
- "Hustler" Mk.3. Winner at Major Class 7 L.D. events during 1964.

For Details of Craft, Kits and Accessories write:

R. H. VARDY

30, CAVAN ROAD,

REDBOURN, HERTFORDSHIRE.

TELE REDBOURN 303

THERE'S NONE SO BLIND AS THOSE THAT WON'T SEE

(Grandmothers' proverb)

We believe that our canoes are as good as any in the world and better than most.

That if you compare price with price you will get better quality. And if you compare quality with quality, you will get a better price.

It is as simple as that. Nor do we have to shout, Our hull design is known to be the best; Time has proved them so and the seal of approval given when Granta design was taken as the prototype for the Admiralty.

You can inspect these at all leading Sports Shops - Lilywhites and Gamages in London - Lewis Ltd. in the provinces etc. Or you are very welcome to call and see them here in Cottenham, and a car will meet you at Cambridge Station if you ask.

Illustrated catalogues are free.

GRANTA CANOES. COTTENHAM. CAMBRIDGE.

We specialise in . . .

PBK RIGID CANOES AND KAYEL KAYAKS KITS AND FINISHED CRAFT

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

THE "TARKA" CANOE

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

SAVE MONEY PADDLE KITS

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

H. W. PALSER

BOAT BUILDERS

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

SUPPLIERS TO:

H.M. FORCES, EDUCATIONAL AUTHORITIES, Etc.

ROYAL CANOE CLUB FIXTURE LIST 1965

Long Distance Race

May 16th

Sprint Regatta

July 3-4th

Enquires to Racing Secretary,

**ROYAL C.C., TROWLOCK ISLAND, TEDDINGTON
MIDDX. TED. 5269**

Dear Sir

I have just finished building the 15' rigid canoe from one of your kits. I feel I must tell you how pleased I am with it. Every piece of timber I found perfect and the pre-cut parts were very accurately cut. The building was thus easy and the finished product something to be proud of. Thank you for such good value for money

London.

E.17.

15-1-65.

Yours faithfully,
H. W Taylor.

A KIT WORTH HAVING

For anything about Canoes
FIRST TRY

TYNE CANOES

PIONEERS FOR 30 YEARS

Write, phone or call for FREE Catalogue



TYNE FOLDING BOATS LTD.
(Dept. C.) 206 Amyand Park Rd.
St. Margaret's, Twickenham,
Middx. Tel.: POPesgrove 4033

BEFORE YOU BUY

consult

Ottersports

LTD.

8-10 BROAD STREET, NORTHAMPTON
FOR EVERY CANOE REQUISITE

INCLUDING

THE BCU APPROVED LIFEJACKET

Why not send for

OTTERSPTS 40 PAGE ILLUSTRATED
FREE CATALOGUE

PLEASE WRITE TO US - OTTERSPTS
8-10 BROAD STREET, NORTHAMPTON



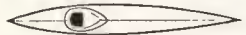
PROVED UNDER *TOUGH* CONDITIONS
GMACH'S WESSEX
FIBREGLASS
CANOEES



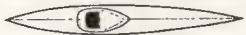
— 21'6" GFACCORD £55-10-0 —



— 16'6" WESSEX MkII £39-17-6 —
WESSEX MkIII £44-17-0 —



— 16'0" SEARAPIER £34-15-0 —



— 15'9" SPORTSRAPIER £33-15-0 —

HIGH CLASS CRAFT -
IDEAL FOR RACING -
TOURING - POTTERING

*ILLUSTRATED:- Sleek lines
of the Superb 'SEA RAPIER'*

MODELS FROM **£24**

Consistent winners and record
holders of the DEVIZES —
WESTMINSTER Race

Also Supplied to H.M. Forces

Free Literature on the WESSEX
CANOE RANGE ONLY from:-

J. L. GMACH & CO. LTD.
Fordingbridge Hants.
Tel: 2422

Michael Mann

THE LARGEST RANGE OF CANOES AND KITS IN BRITAIN



KLEPPER
FOLDING CANOES

STRUER
RACING KAYAKS

SPORTKITS
RIGID CANOES

ALL MATERIALS
ACCESSORIES
AND PADDLES



THE CANOE CENTRE
PORTABLE BOATS LTD.
18, BEAUCHAMP RD., TWICKENHAM, MIDDX.
Telephone: POPesgrove 8979

EVERYTHING FOR THE CANOEIST