

Canoeing

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VOL 6 NUMBER 4 MARCH 1966



SPECIAL FEATURES

A.B. Sees a Technical
Column

British Canoe Union A.G.M.

"Thoughts on an Editorial...
Specialist Instruction"

Tini Bakker
'DeGeusen' Club, Holland.

Photo:- Aqua-Photo
Publicity

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The Nine Men of Holland Park

On the 29th January, 1966 at the 30th Annual General Meeting of the B.C.U. held at Holland Park School nine men changed the basic concept of a B.C.U. membership by voting for a doubling of the B.C.U. membership subscriptions. It is not the purpose of this Editorial to discuss the implications of this move which are dealt with elsewhere in this issue, rather we wish to ask whether the present system of voting at A.G.M's is suited to the present membership structure.

Over the years the B.C.U. members have become increasingly geographically widespread, and as a result attendance at the A.G.M. has become more difficult. For those unable to attend the Union makes provision for proxy voting, but this facility is seldom used except where something controversial appears on the Agenda. At the recent meeting there appeared to be nothing of a controversial nature, indeed the only item likely to arouse discussion was the proposed increase in fees which, though regrettable, most people would accept the Council's considered opinion as to its necessity. The amendment proposed to the Council's motion on subscriptions was, however, highly controversial and deserved a wider audience than the 142 members eligible to vote who were at the meeting, and if it had been known about beforehand would certainly have brought a greater response from members. Possibly with the same result, possibly not, but either way the result would have been more representative.

What we would suggest, therefore, is that the Council consider amending the Rules of the British Canoe Union, so that amendments to motions must be submitted before the meeting and circulated to all members. This will of course cost more money, but it will ensure that both members and Council will not be caught unawares as happened this year.

A.B. Sees a Technical Column

BY ALAN BYDE

HON. B.C.U. SENIOR COACH

Last summer, whilst taking part in a demonstration on the sea at Hartlepool I was perched in a Canadian canoe, a Kayel 16 in fact, and waited whilst the bloke in the other similar canoe sank his boat by tipping it on its side and then standing on it. It sank most thoroughly. Because of the lack of decking the boat sank in less than ten seconds. Swiftly, expertly, (I'm like that sometimes!) I took hold of the thing, and lifted it over the gunwale of my canoe, and hoisted the upturned hull from the water in about the same time that the thing took to sink. With the upturned and empty hull laid across the gunwales of my canoe, it was a small job to turn it upright, and lower it into the water alongside; I then held the gunwales together as my partner clambered in. Sunk and rescued in less than a minute. (Sound of trumpets off-page). It was a good demo.

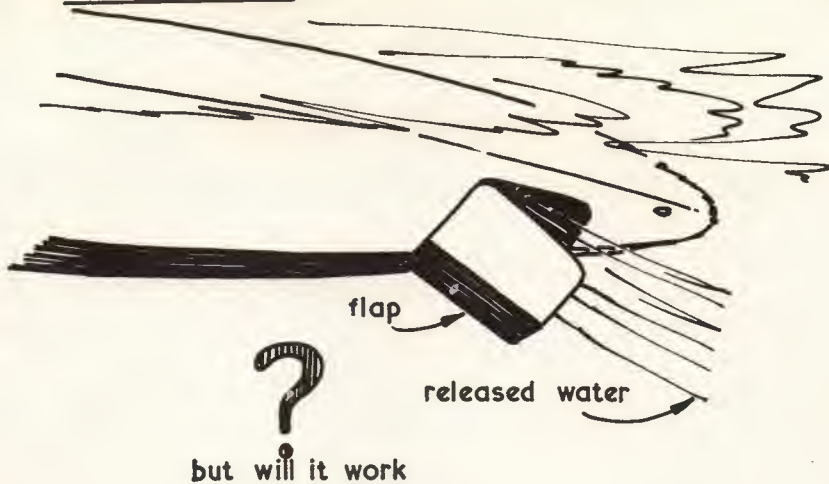
Last summer, I was at Plas-Y-Brenin, the CCPR mountain activities' centre, in North Wales. The group of gorgeous girls of which I was in charge (They called me 'Sir' ...depressing) was returning to the landing stage, when one, bubbling over with joie de vivre, came churning by in my special, going fast and trying lay over sweep turns at speed. Its a funny boat my special, reacting violently to stationary sweeps, and even more violently to moving sweep turns. It flipped.

We were the furthest of the group away, but fairly close to the landing. She might have swum there, but she agreed to try a deep water rescue with one boat. I tried a variation on the 'T' rescue method, that is where the upturned boat is pulled across the foredeck of the rescuing boat, taking care that as the cockpit breaks water, water does not flow rapidly into the lower end. This requires quick moves, and great inertia from a high content of water in the upturned boat would limit its use.

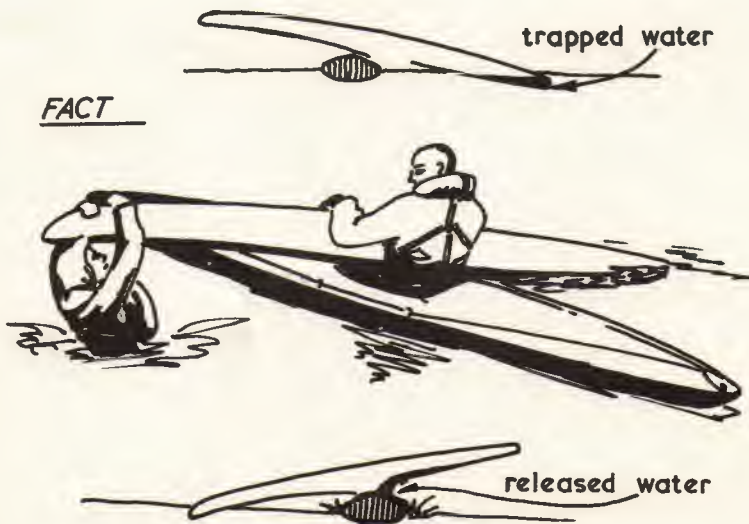
In less than twenty seconds the fairly empty upturned hull was across the foredeck of my KW 4, with the cockpit laid over my deck. The bows pointed at the sky, the stern was weighed down with water, and the cockpit was clear of the water. It was flat calm. The girl, a complete novice, swam to the place where the bows overhung the water, and on my instructions flung her arms up and over the bows, and pulled down hard. The bows slowly swung down, the deck of the KW complained, as resin-glass laminates do, and the water teemed out of the cockpit and off my foredeck into the water. It took less than a minute from start to finish, but the upturned hull was almost empty of water to begin with. As with the Canadian, I turned it upright, and held it alongside while the girl climbed in, just as the other instructor came up to assist. Neat, effective, quick, and very experimental for both of us.

Later, I had an argument with the two sea canoeists who had showed me the method, Chris Hare and Ian Williams of Hartlepool, and said I didn't believe that the method was any use unless the upturned hull was almost empty of water. Ian argued strenuously that he and Chris had done this in slightly choppy water with two

CONJECTURE



FACT



Greenland Eskimo kayaks in about twenty seconds from capsize to re-entry. The canoe at another time was three quarters filled with water, and the rescue was completed. These two people use the 'T' method where the rescue-ee himself puts the cockpit of his canoe over the bows of the other boat, and wave motion rocks the water out.

More recently still, I was discussing the emptying of the upturned boat with Ernie Evans, the man who uses a blow pipe to blow air in and consequently the water out of the upturned and watersealed cockpit, until there is so little water contained in the hull that he can, from a position where his head is inside the upturned cockpit, fling the capsized canoe up and over ready for deep water re-entry. (Memo. Try this initially close to the shore and safety, until you are sure it works.) It suddenly occurred to me that whilst a canadian canoe is so easy to empty and right, the kayak is not so easy because the deck stops the water flowing out except at the cockpit. For example, my variation of the 'T' method would be useless with a heavy mass of water in the hull, as the leverages would be too great for the deck of the rescuing boat.

However, if the end of the boat in the water could be opened wide, the water would flow out as the canoe was pulled up and over the rescuer's deck. The imposed load on the rescue boat would then be little more than the dry weight of the upturned canoe, and the deck of the rescuers canoe would not suffer excess strains. This calls for a flap which can be made watertight when not required, which can easily be opened by cold stiff fingers, and which will pass the volume of water contained in a canoe hull in seconds, and which can then be re-sealed in seconds, ready for use after the rescue. Something on the lines of a dinghy self-bailer would be the thing.

Now I come to the tragic bit. I burst with bright ideas, and lack the time in which to execute them. I have a lot of good excuses for this weakness. I have not tried this idea. However, in theory it seems reasonably practical that I commend it to your attention. One day I shall try it, but I think it worth while to capture the idea at the moment of its birth, thinking that perhaps it may save a life, or a nasty cold wait in the water whilst the lifeboat sets out from shore to rescue another helpless b...y huiance of a canoeist.

Some theorising. The weight of the average canoe is about forty pounds. The weight of water which it may contain can be as much as half a ton. The volume of water when it flows away leaves an equal volume of space. This space must be occupied by something, and air is favourite for our purposes. The rate of flow is affected by the cross-sectional area of the hole in the canoe through which the water flows. The height of the water level inside the canoe must be maintained above the water level outside the canoe if the flow of water is to be out of the canoe.

Consider. If it is necessary to have, say, two inches difference in water level, then if the surface area of the water trapped is large, the volume and consequently the weight of water to be lifted is large. If the surface area is small, then the weight will be small. It seems advisable to keep the canoe as close to the vertical endways as possible to achieve this effect. Most lift-outs occur with the canoe horizontal. If the cockpit is used for the efflux then the canoe must be horizontal. If a hole is made in the lower end of the canoe, then it will be possible to allow the water to flow out of this hole with the canoe vertical. In this way will the weight of water to be lifted be kept to a minimum.

When the canoe is completely waterlogged, and contains no added buoyancy and no added weights, then a canvas covered wooden framework canoe will just float. A ply canoe will just float. A fibreglass canoe will just sink. If buoyancy is added, this has the ability to take the place of water when waterlogging takes place. The buoyant effect is measured by the difference between the weight of the buoyancy bag or blocks, and the weight of water that that buoyancy of water displaces.

Buoyant material will only have the desirable quality of buoyancy whilst it is in fact under water; until that state is achieved it is in fact added weight that the canoe must support. For example, if the buoyant material were fixed outside under the canoe hull, it would have its affect whilst the canoe were right way up, (in addition to causing drag). When the canoe is inverted, this buoyant material would be out of the water and would have no effect other than adding weight. Lead has a buoyancy but this is more than overcome by its great weight.

Therefore, it seems wise to add buoyancy to the canoe under the deck, and high up usually as near to the cockpit as possible. (It is important not to create a pocket which would contain water unable to pass by the buoyancy blocks on its way out). If the weight of the canoe plus is say sixty pounds, then a cubic foot of buoyancy weighing $2\frac{1}{2}$ pounds will just support that weight out of the water. For instance, four slabs of polystyrene foam each six inches by two inches by three feet stuck up under the fore and aft decks near the cockpit will provide this buoyancy. Of course the canoe will not rise up triumphantly from the deeps, but it will spill most of the entrapped water, thus reducing the task of the rescuer. (I must say that I am obliged to Miles Eckersley for the idea, which he put forward in 'Canoeing' Vol 5, number 8, July '65, entitled "A Seaworthy Canoe"!)

The aforementioned method of adding buoyancy is for assistance in a horizontal lift-out. Browsing further in this field, it has become clear to me that you cannot fight water, so go with it. If the canoe depends for its buoyancy on sealed bulkheads, then you can be certain that this simple seals in damp, at the very least, and raises problems of varying pressures as the outside air pressure and temperature varies. Rotting of ply and canvas hulls is inevitable with unventilated compartments. Repair of damage, which is often found right at the ends is made more difficult. Valuable space in the modern slim single is lost to buoyancy compartments.

Therefore, if water flows in rapidly, make use of this characteristic, and allow it to flow out rapidly. Use the large opening at the cockpit, for horizontal lifts, or the hole to be made in the lower end for vertical lifts. You should never have to lift more than sixty pounds weight, and the canoe can lift itself with properly disposed buoyancy and allowance for air to flow in as water flow out.

There are other considerations on this matter; the ball is in your court. Kick it about a bit.

British Canoe Union A.G.M.

The 30th A.G.M. opened smoothly enough with the usual courtesies followed by a very full Annual Report which showed the great activity of the Union in the past year. The Hon. Treasurer presented his accounts which showed that the books only just balanced, and pointed out the need to build up a reserve for future years. We were disappointed, however, that the practice of including the previous years figures for comparison had been abandoned since this is a most useful guide to changing influences.

The declaration of the results of Council Election were as follows: E.J. Owen returned unopposed as Hon. Treasurer, with Messrs. Rothwell, Rogers, Spuhler, Tyas, and Manton as Council Members. This is the same team as last year with the exception that P. Rogers replaces H. Barton on the Council.

This was followed by the presentation of trophies, and while one naturally applauds the individuals who won these trophies, perhaps the most worthwhile thing this year was the very wide area from which the winners came. In short, the Thames Valley is no longer the exclusive home of champions as in the past.

Then followed the motion by Council to increase the individual member's subscription to 10/- per annum. The need for this was stated by the Hon. Treasurer, and there seemed little dissent. Whatever criticisms may be levelled at the Council it is only fair to say that in the handling of the Union's finances they have always shown extreme care, and have proved careful custodians of what funds they have had. Now they needed more money. The bombshell of the evening came when Major Jones proposed that the individual subscription should be raised to 15/- per annum, in order to match the Ministry grants and to make more money available for competition and development. On a show of hands this amendment was defeated, but the discovery of the Trophy winners in another room to where they had been dispatched for photographing led to the demand for a poll to be taken. The result of this poll was 80 votes for the amendment and 62 against, the amendment was therefore carried.

There can be little doubt that if the Union wishes to serve the best interests of the dedicated canoeist, then this increase is entirely justified and we can expect to see the number of enthusiasts rise in proportion to the total membership. However, when the B.C.U. changed the basis of membership from a club capitation fee to individual membership in 1962, the subscription was deliberately pitched at a low figure in order to embrace as many canoeists as possible. The idea being that an 'impulse' subscription of 7/6 per annum would result in the B.C.U. membership representing the widest possible conspectus of the sport. In announcing the result of the poll, President John Dudderidge expressed the hope that this substantial rise in the annual subscription would not result in a loss of the less dedicated members.

At the present time with 'access to the waterways' in the balance and with the increased interest of the Government in sport, it is essential that the B.C.U. should be guiding the largest

possible number of canoeists and B.C.U. membership figures are the only accurate statistic we have, therefore we believe that this substantial increase may have come two years too soon.

It is perhaps a matter for regret that the Chairman did not exercise his right under Rule 66 to require that the proposed amendment be dealt with by a postal poll which could then have been truly representative of members views.

The Boat Show and Colex —

With each succeeding year the Boat Show seems to grow bigger and glossier, but items of interest to the canoeist become harder to find. This year our first call was at the stand of TYNE FOLDING BOATS who were exhibiting again after an absence of a number of years. In spite of their name, Tyne Folding Boats are developing more and more the number of models in glass fibre, a sure sign of keeping up with the times. In their glass fibre range, emphasis is on touring canoes rather than competition models, i.e. the emphasis is on saloon cars rather than sports cars. Their Two-Seater 'Tourer' in glass fibre with a length of 16' and a beam of 2'4" should find a popular market with those who want something that is easily stored and yet not so sluggish on the water as the 15' doubles must inevitably be. The 'Beaver' Canadian Canoe in glass-fibre should also prove popular in this increasingly active side of canoeing. Both keel and gunwale are integrally moulded, and buoyancy is provided by foam blocks resulting in a very efficient looking craft for the touring canoeist. The 'X' factor of the display was that rarity a new design in folding canoes. The 'Prefect' is a 12'6" single-seater with a 26" beam, and collapses to a package 3'6" x 1'6", and the basic canoe sells at £28.10.0. With these dimensions it seems that such a canoe might find favour with those who have storage problems, or who want a second canoe for use when transporting a rigid canoe is not feasible. Before leaving the stand, Mr. Hirschfeld showed us his new range of Schafer paddles which included a 'White Water' blade in the modern carved style which at £5 seemed excellent value. White water canoeists who have got out of the habit of checking the Tyne catalogue might profitably have a look at this new paddle.

Our next call was on Mr. Falkner of Ottersports who is the most regular of all Boat Show canoe exhibitors. Main feature of this display were the redesigned Kayel canoes by Kenneth Littledyke. Frames have now disappeared entirely from the latest models and even deck beams are no longer. A particularly interesting development is that the ply panels are not now 'stitched' together with copper wire, but instead mono-filament nylon line is being used which makes the cleaning off process easier. The building instructions have been re-written and the number of parts requiring hand-finishing by the constructor has been reduced. Altogether these new boats are considerably improved in comparison with the early Kayels. As ever, Ottersports were showing a wide range of accessories and we were particularly taken with a synthetic painter attachment which enabled the painter to run round the deck and by simply unclipping be ready for instant use as a bow line or stern

line in short or long lengths. Also featured was a new life jacket to B.S.I. buoyancy standards and approved by the B.C.U. Basically similar in principle to the 'Lifemaster', this jacket had a larger neck aperture and was constructed of a fabric more suited to the needs of the canoeist. The securing tapes were of synthetic fabric which should give longer life and greater durability. Space prevents listing all the accessories on display, and if you cannot get along to visit the various manufacturers, now is the time of the year to send for their catalogues so that you can be fully equipped for the new season.

Continuing round the show we saw that GMACH had a glass-fibre 'Accord' on display - a reminder that the D/W race will soon be with us for this has long been a popular boat with the marathon canoeists. Alas, this was the only canoe there, perhaps a sign that the canoeing interest among visitors is still fairly small.

Finally, we made a call at SMALL CRAFT BLUE HULLS LTD. of Brockley, the only other manufacturer's stand with any serious canoeing contribution to offer. They were exhibiting a sports single (15' x 26") and a double tourer (15' x 31") in plywood. The single had quite a pretty hull shape, but the construction can best be described as 'early Littledyke' with wire stitching and plywood frames, and as such we felt the manufacturers might do well to reconsider the building method.

Colex

We went along to the Camping and Outdoor Life Exhibition on the final day, and were pleasantly surprised to find how crowded it was. Inevitably, the show was dominated by the ubiquitous frame tent but the show was not without interest to the lightweight camper with regard to equipment. The advent of the family camper may have caused the trade to neglect the development of lightweight tents, but we have gained from the development of accessories. Sleeping bags with synthetic fillings abounded at the Show and were very competitive in price, while crockery and 'eating irons' were available in designs which would do credit to the home. The tin plates and mugs are clearly things of the past, although to digress a moment our local 'avant garde' furnishing shop is selling enamel mugs at 7s.6d. each so perhaps those who have clung to these lip-burning relics are the ones who are really 'with it'!

Motor caravans were on display in profusion, and for anyone wanting to study a wide range of vehicles this was one of the best collections we have seen. Backing up the display were a number of firms who were offering motor caravans for holiday hire. While not cheap these seem a good basis on which to organise a canoe camping trip for a small party particularly if backed up with tents.

All in all, this was the best Colex so far and was worth visiting to keep up with accessories and background information.

Canoeing with the YHA

Youth hostels are open to anyone who travels on foot, by cycle or canoe. Each year the YHA also runs a series of organized holidays for canoeists. Beginners aged 16 and over are trained in single-seater fibre glass canoes on the River Fowey in Cornwall and encouraged to take the novice B.C.U. qualification. They stay at Lostwithiel youth hostel at a fully inclusive cost of £11.10s.0d. a week.

Another holiday, using double seater touring canoes, takes participants from the middle reaches of the Wye at Hay to the mouth of the river at Chepstow, staying at hostels on the way. The cost is £12.5s.0d. a week fully inclusive. Similar holidays are arranged for boys and girls aged 11 to 15. All applicants must be able to swim at least 50 yards.

Among YHA Holidays Abroad is a canoeing tour along the Danube. With qualified instructors and an Austrian leader, this tour is ideal for beginners who can swim 200 yards. Four nights are spent in Vienna and the all-in cost is £41.15s.0d. for 16 days.

Strong swimmers with experience in handling canoes can go canoe-camping in Austria at £44.19s.6d. for 16 days. The Inn and the Drau are fast rivers with plenty of rough water. Four days will be spent travelling along the Inn from Moll to Worgl, then the Drau will be followed for 100 miles through the mountains to Stein.

Details of all the above holidays may be obtained from YHA, Trevelyan House, St. Albans, Herts.

Cash from your Camara

Two photographic competitions recently announced are of particular interest to canoeists. The first, run by OTTERSPTS, who are looking for illustrations for the 1967 catalogue, offers a range of prizes from £50 downwards. Ottersports sell the Kayel and the PBK designs so there should be plenty of opportunity to find suitable subjects. Full details are in the Ottersports 1966 catalogue which is available now.

The second is rather more unusual and is being run by the National Institute of Oceanography. The Institute is anxious to build up its library of sea wave photographs and is holding an 'Ocean Wave Photographic Competition' with prizes of £20 downwards for photographs giving the impression of the power of sea waves. Here is an opportunity for the increasing number of sea canoeists to profit from their sport. Details of the competition are available from the National Institute of Oceanography, Wormley, Godalming, Surrey.

Canoe-pic quiz

Can you name the
place these prints
were taken at.

Answers on page 69

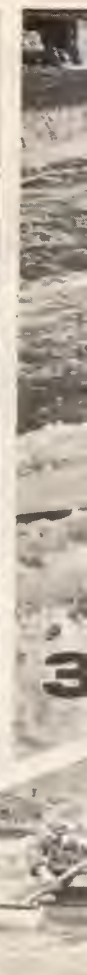




Photo: Aqua-Photo Publicity

"Thoughts on an Editorial

Specialist Instruction"

BY GEOFF SANDERS

Your Editorial on 'Specialist Instruction' in the February issue is to be valued for its thought provoking suggestions.

Possibly a misconception arises, however, about the nature of the Coaching Scheme. It was devised as a comprehensive one and is meant to cover teaching in specialist as well as general aspects of the sport. The general coaching is covered by the Instructor, Senior Instructor, Coach and Senior Coach awards and holders of these are considered qualified to teach general canoeing. The Senior Instructor is expected to have a wide knowledge of the sport and the Coach must be able to advise on all aspects - including organisation of regattas, slaloms. Written and oral examinations are now conducted to ascertain the degree of knowledge possessed by candidates. It is thus hoped that members of the general scheme will be equipped to advise education authorities, youth groups, clubs and the like on the different types of canoeing and that, without being specialists in any one branch, they will have up-to-date information on all the different aspects.

The National Coaching Committee has seen fit to allow the different specialist committees to examine and appoint their own coaches although, as far as I know, not all committees have yet got to the stage of arranging their awards. It is perhaps worth pointing out that several of our general scheme members have already become further qualified by taking specialist awards . . . a practice surely to be commended.

How is all this working out in practice? Now that most regions are administered by Area Coaching Organisers a pattern is beginning to establish itself. When an Organiser is asked for help within his region he is generally able to provide the appropriate assistance by knowing the capabilities of the members of the coaching scheme in his area. His task will be even easier when the specialist committees have holders of their awards spread throughout the country. Similarly, of course, many individual members of the coaching scheme are often asked for help, but I cannot think that many would be willing to coach or advise in a specialist sphere when their own knowledge is limited.

The fact remains that, at the moment, the great need is for people with general qualifications - able to give beginners a sound general introduction to the sport and to teach skills of proficiency up to a high standard. One likes to think that specialist coaches will be available to take over when a person shows promise or shows a definite preference to concentrate on one aspect of the sport.

Indeed, if any sub-divisions are to be made in the general awards at this stage I would have thought that first priority needs to be given to distinguishing between those qualified for 'inland' and those for 'sea' canoeing.

I was pleased to see Dick Gay's proposals in print. His grand effort deserves careful scrutiny by all who are interested in the teaching of our sport. My own reaction is that his scheme is

unnecessarily complex for implementation at this stage of affairs, but it might be well worth thinking of a 'Certificate in Canoe Building' as an additional qualification to the existing coaching awards if a means can be found of administering it effectively. In the meantime I think that a valuable service can be provided by the Area Coaching Organisers who know the capabilities of their local coaching scheme members - whether they be experts in any methods of construction or specialists in any branch of the sport.

I can't resist making a comment about the B.C.U. Coach who is reported to have put knee grips as essential equipment for an L.D. Racing boat. Did he really say that they were necessary to "achieve control over the canoe" or did he merely suggest them as a possible useful addition? If the latter is the case and the school in question was contemplating the purchase of only one type of boat ... then I begin to see sense in the advice given! But perhaps this is to start an even bigger argument than that on coaching awards!

(It is because we believe that the Coaching scheme should be a 'comprehensive one', that we make our plea for greater integration. We believe that there is a common core of knowledge which all those who give instruction should possess, and suggested that this should form the basis of the scheme of awards, followed by specialist certificates by way of endorsement. The present scheme seems inadequate since Coaches are deemed qualified to advise on what may be a theoretical knowledge of one or all of sprint, L.D., and slalom.

We would like to believe that the Area Coaching Organisers have a sound knowledge of the capabilities of members in their areas, and this may be true in some closely-knit communities, but elsewhere it is simply not true. To our personal knowledge, in two areas at least, members of the coaching scheme have not received any area communication for the past two years, and in these circumstances it seems difficult to understand how tabs are kept on specialist knowledge, and how with the ever-increasing number of coaches and instructors this will be possible without some form of documentation.

With regard to Geoff. Sanders final paragraph, who knows at this stage what the coach or instructor said, or intended to say, all we can do is quote the message received. Ed.)

1. Canoeist shooting Beverer Weir at a Worcester slalom.
2. Start of a Chelmer L-D.
3. Slalom at Hambleton Weir on the Thames.
4. Start of a Bedford L-D.
5. D-W race. Capt. W. Crook gives last word of advice at Junior start Newbury.
6. Canoeists shoot a broken weir on the Bedford L-D.
7. Italian competitor at the Serpentine Regatta in London.
8. D-W race. Juniors off the start at Newbury. Another part of photo number 5.

Book Review

THE ESSEX AND SUFFOLK RIVER STOUR (London and Home Counties Branch, the Inland Waterways Association, 3s. 6d.)

This is another useful booklet in the series published by the London and Home Counties Branch of the I.W.A., and is as welcome as the previous titles (The Medway, The Wey, and The Lee and Stort). The booklet covers the river from Sudbury to Brantham Lock and is of particular interest to canoeists since a good deal of the waterway can only be traversed by light craft. As readers will no doubt recall this waterway has been a source of controversy and in the fight to maintain the right of way, canoeists (in particular John Marriage and his friends) have played no small part. We would advise readers in the south of England to buy this descriptive booklet and then get up and go. While much of the battle for the waterways must be fought on paper and in the committee-room, basically the strongest case for maintaining a navigation must spring from continued use, and in a case such as this where the locks are being allowed to decay it is only the canoeists who can keep the waterway open.

It may seem that we have said remarkably little about this book in our review, but we hope that it will be enough to encourage readers to spend 3s. 6d., and then go out and 'do' the river.

RETURN OF THE TIGER

by Brian Connell

(Evans Brothers, Cadet Edition, 13s. 6d.)

"The spectacular raid of the 'Cockleshell Heroes' on shipping in Bordeaux harbour has up till now seemed the most daring and successful use made of canoes during the last war. But in the 'Return of the Tiger', Brian Connell tells of a canoe attack even more breathtaking in its conception, hazardous in its undertaking, and successful in its execution - an attack on the Japanese shipping in Singapore Harbour". With these words five years ago we opened our review of the 'Return of the Tiger' when the book was first published, now we are delighted to see that the publishers have produced a Cadet Edition for junior readers.

This Cadet Edition retains all the essentials of the main edition, with only a small amount of documentation and detail omitted. It tells of the first successful attack on Singapore harbour by a force of three two-man folding canoes led by Lieut. Col. Ivan Lyon D.S.O., M.B.E., which resulted in the sinking of nearly 40,000 tons of enemy shipping, and then goes on to describe the second attack which ended in failure and the tragic loss of the entire attacking party.

This is a great story, and one which deserves to be widely read.

CANOE CAMPING
(British Canoe Union, 3s.)

This is a revised and enlarged edition of the earlier B.C.U. booklet first published in 1960. Since this is a side of our sport which has shown little change over the past five years the alterations in this second edition are mainly by way of amplification. More space is given to packing gear, both in containers and in the canoe, and the section on touring and on campcraft has been considerably increased. There is a particularly useful appendix on the 'Legal rights of canoeists on inland waters' and since this differs from the earlier one in the B.C.U. Guide it is a must for all canoe-campers. It should be noted, however, that the statement confines itself to the position in England and Wales - which seems to us a wee bit parochial on the part of the publishers.

This booklet is a good second edition in that it is a genuine attempt to revise and improve on its predecessor, and for anyone who wants the basic facts presented in the minimum of space this is the best source. We regret, however, that we have to mount our hobby horse once more and draw attention to the absence in yet another B.C.U. publication of the date of publication, details of edition, and acknowledgement of authorship.

THE WATNEY BOOK OF INLAND CRUISING by Viscount St. Davids
(Queen Anne Press, 8s. 6d.)

This would seem to be a useful book on the practicalities of cruising on inland waterways. However, it is mainly intended for those who are contemplating power cruising and there are only occasional references to light craft such as canoes and skiffs. Because of this it would seem to be of little direct value to the canoeist, but it is useful to know the other chap's point of view and there is some interesting background information. A book for the canoeist to borrow rather than to buy.

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Letters

Dear Sir,

Keeping Your Power Dry

I remember a reader's letter some time ago pointing out one of the very few snags of fibreglass boats as opposed to wood-and-canvas: water, even half a cupful of it, makes a confounded nuisance of itself if it gets a chance to slosh around inside and wet your kit. The puritans' reply was to tell him that he should use waterproof bags; but that seems to me to be a counsel of perfection, hardly applicable in the case of a sweater discarded after a paddler has "warmed-up", or a map which has to be consulted frequently.

The solution I found was a very small plastic air-bed shoved under the stern deck (Lilo produce one about 48" long for 7s/11d.) If the pillow is towards the stern this prevents your kit from sliding aft right out of reach. If the canoe has a seat suspended from hipgrips, as the Mendestas and K.W.'s are, then the foot of the airbed is best shoved between the hull and the underside of the seat. Then, if you scrape over a rock or a weir-sill, the boat's bottom will flex gently instead of coming into brutal contact with the underside of your seat and perhaps cracking at that point.

While on the subject of kit, may I commend a new line which is appearing in some shoe-shops under the name of "Practice Boots"? They appear to be a very cheap type of football boot, made of black canvas with hard rubber soles that are moulded right up round the sides and over the toes, so you can step into shallow water without getting wet. The big rubber studs on them mean that you can walk up a muddy riverbank without slipping. They cost about 16s/-d. and appear to me to be much better suited for canoeing than the basketball boots or gym shoes that are generally popular.

Yours faithfully,
M.C. Powell

Dear Sir,

A Bouquet From Down Under

Please find enclosed Australian money order 4/09 000712 to cover air-mail delivery of your bound volume No. 4 of Canoeing and a plan of the "Porpoise" slalom glass fibre kayak published in the July edition of Canoeing.

Your fine magazine is always keenly awaited by canoeists here in Perth and your technical and international articles are very well received.

Yours faithfully,
P.A. Dear,
Nedlands,
W. Australia.

Dear Sir,

A Plea For The Ultimate

I was delighted to read Mr. Court's article in the January "Canoeing". The I.C.F. restrictions, of maximum length, minimum beam and weight, have utterly failed in their purpose: To prevent the use of freakish racing canoes.

A camel has been described as "a horse designed by a committee". The present K1, K2, C1 and C2 canoes were clearly conceived by an International Federation. Their restrictions force the world's best canoe designers to make boats which are either relatively slow or ludicrously ugly. In their frustration, some designers have resorted to fancy deck styling and a two-tone finish.

Unfortunately, our own L.D.R. committee have adopted the same restrictive policy in their classes, and the newer L.D. boats have the same grotesque deck plan and a mid-section flaring out from a narrow rounded bottom. Sadder still, many canoeists mistake these distortions of the hull shape for improvements.

The chief culprit is the minimum beam ruling. There is justification for a maximum length in the slower classes of L.D. boats, since length affects cost, building and storage space and ease of transport. But let the designer decide the beam, and we will get boat-shaped boats once more.

Why restrict the "best" boats at all, in sprint or L.D. racing? In rowing the only restrictions are that the boats should carry the right number of people and no engine. Many freakish shapes of rowing shells, excessively long and narrow for example, have been tried and discarded for boat-shaped boats are best.

Yours faithfully,
Charles Sutherland,
Teddington, Middx.

Dear Sir,

B.C.U. Hon. Coaching Secretary

I am reluctantly compelled to resign from my position as B.C.U. Hon. Coaching Secretary due to pressure of work. As from 1st. January 1966 I will be handing over to:-

Mrs. FELICITY LITLEDYKE,
15, Denewood Close,
Watford, Herts.

Tel: Watford 26351

Mrs. Littledyke is a B.C.U. Instructor (and her husband a Coach as well as a rather well-known canoe designer!) - I hope that you will give her the same support and friendship that you have proffered me over the last few years.

For your information I shall remain as editor of the Coaching Newsletter/Coaching Handbook - so please don't stop writing to me completely! - and Area Coaching Organiser for the West Midlands.

4, Barston Lane,
Solihull,
Warwicks.

Yours faithfully,
Geoff. Sanders

CONTINENTAL CAR INSURANCE

We understand that Townsend Car Ferries which operate the Free Enterprise services between Dover and Calais are operating a scheme whereby the £2 Green Card fee is refunded providing that a return cross-Channel journey is made on Townsend vessels. Full details are available from Townsend Car Ferries.

HELP FOR THE DEVIZES/WESTMINSTER RACE

The D.W. Canoe Race Committee are looking for people to help run this year's race over the Easter Week-end. Organising this event over the 124 mile course is a major task and can easily absorb over a hundred officials in varying capacities. If you can help, even for a short time, please write to Peter Begent, 39 Arlington Gardens, Chiswick, London, W.4.

GOODBYE TO MULTI-COLOUR CANOES

John Critchley tells us that the advance orders for his new improved version of the Mendesta 400 indicate a strong preference for uncoloured hulls. The reason for this is that there is a weight saving of something like 7 lbs over similar models with a coloured gel coat. John Critchley was the first to introduce the translucent hulls over here but other manufacturers are now offering this type of finish. Personally, we will be sorry to see colour disappear from the canoeing scene, and we are sure that photographers will nash their teeth in rage, but with the intense competition that now exists in competitive canoeing a change to translucent monochrome hulls seems inevitable.

SHOEBURYNNESS SAILING AND CANOEING CLUB

A new club, Shoeburyness Sailing and Canoeing Club has been formed in Southend-on-Sea. Facilities for the use of the Club have been provided by Norvall's (Small Craft) Ltd. The Secretary is Miss Christine Mills, 15 Goldmer Close, Shoeburyness, Essex.

CANOE CAMPING CLUB MEMBERSHIP

We learn that the membership of the Canoe Camping Club, which is an affiliate of the Camping Club of Great Britain, topped the 700 mark last year. This is the highest membership ever, and we predict that the recent increase in B.C.U. subscriptions may have the side effect of increasing the Canoe Camping Clubs Membership well towards the 1,000 mark this year.

KAYAK RACING IN NEW ZEALAND

As a point of interest, New Zealand's first Olympic K4 reached the country last week, together with a new K1 Hunter and Glider K2, and with these craft and the existing few high class K1's and K2's in the country we hope to boost our chances of success in overseas competition, particularly in Australia. The N.Z. Racing Champs (National) are to be held on March 5th and 6th, probably on Lake Orakei-Korako near Taupo in the North Island. Most local canoeists are training to schedules (B.C.U. included) and the future is very bright as club records are being broken daily in training runs alone by most of those concentrating on rigid schedules.

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LATEST CANOE PLANS LIST FROM CIRCULATION MANAGER.

YORKSHIRE Canoeing Guides, inc. strip map, notes on access. permission etc. Swale, Tees, Ure, 6d. each. Wharfe 1/- plus foolscap S.A.E. from Leeds Canoe Club, 11a Springfield Mount, LEEDS 2.

British Universities Slalom at Appletreewick Sunday 13th March. This event will decide the 1966 University Championship and also the U.A.U. champions. Further details from D. Oliver, Cayley Hall, Ashby Road, Loughborough, Leics.

The event is open to all full time students at Institutes of Further Education.

FOR SALE:

1 Greenland Kayak plus Paddle. £10 - o.n.o. Apply F. Harvey, 24, Molesworth Terrace, Millbrook, Plymouth.

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Gannet racing/touring single canoe, only 6 months old, used once. - £22. P. Hall, 15 Ashdown Road, Epsom, Surrey.

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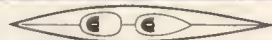


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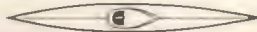
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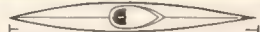
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