

CHAPTER IX.

MISCELLANEOUS INFORMATION.

Cruising—Where to go—What to take—To beach a canoe among waves—Monkeying—What is required—To stop a leak—To repair damage—The uses of lard—And of varnish—Rules of the road—Rules for racing—Carriage of canoes—Clubs—The British Canoe Association — Canoeing literature — The canoeist and photography.

CRUISING—A canoe is a particularly suitable craft in which to go cruising ; its capacity for carrying stores and camping materials, and keeping them dry, is very great, in proportion to its size.

A canoe cruise should, as a rule, be so planned that port or a camp site shall be reached early each evening. The nights may be spent at inns or hotels ; but the best method is to carry a tent and to erect this for each night's sojourn. Camping out is certainly the most enjoyable form of canoe cruising. Small tents of ingenious construction are in the market ; they take up little room when packed, and weigh comparatively little, while affording comfortable and dry quarters when pitched. When two men cruise in company, either a roomy Canadian canoe may be used, or one canoe

can carry the tent, ground-sheet, and pegs, and the other be loaded with the clothes and stores. Tents for erection on the canoe itself are used by some; I have never found such night-quarters satisfactory. Where low muddy banks are met with it may be a convenience to sleep in the canoe; but as a rule such a proceeding is cramped, uncomfortable, and stuffy. On a canoe-yawl, however, a large enough tent may be erected to make a comfortable chamber.

For cruising on narrow rivers, sailing is but rarely the best method of progression; for general cruising, a canoe equally suitable for paddling and sailing is better than one chiefly adapted for sailing.

As to where to go the canoeist has more choice than have the owners of any other variety of small boat. He can go wherever they can, and to many places where they can not; he can cruise on rivers where there are only a few inches of water, and can shoot rapids no other craft dare attempt; while he can jump out and pull his boat over shallows and round obstructions without assistance; and, with the help of one man, may carry his ship for long distances. Most rivers and canals, and all lakes, estuaries, bays, and harbours, are navigable to the canoe. Delightful cruises may be made on Continental rivers and lakes, and on the waterways of Holland. In this country the best cruise for the canoeist to take—after he has exhausted his home waters and those easily accessible—will probably be down the Thames, from Lechlade to Kingston. The upper reaches, from Lechlade to Oxford, have the advantages over the lower portion, that they are much less crowded and that suitable ground for camping is more readily met with, and permission more easily obtained, than below Oxford. The river Wye and the Norfolk Broads are favourite cruising grounds for canoes, as are Loch Lomond

and other western Scotch lochs, Falmouth Harbour, and the Severn and Thames Canal.

In preparing the canoe for a cruise the lockers should be tested, to see that they are watertight. Tins to fit the well forward of the foot-yoke and behind the canoeist, between his back and the aftermost bulkhead, are used by some cruisers; they are handier than lockers, as they can be carried bodily up to the tent, instead of the articles having to be fished out a few at a time. Metal tanks, for water and methylated spirit, may be made to fit under the side-decks, and to fasten there by means of studs. Waterproof bags are used by some for the clothes and bedding. The canoeist will, no doubt, load his ship up too much on his first cruise; when more experienced he will learn to take only what he cannot possibly do without, or cannot obtain *en route*. Besides the tent, with its ground-sheet and pegs, a sleeping-bag and blanket, pyjamas, a spare suit of clothes, a towel, soap, bottle of matches, a lamp, an axe, a tooth-brush, a few tools, a corkscrew, and a tin-opener; nothing is absolutely necessary except the food, the cuisine to cook it, and a cup, spoon, knife and fork to aid its demolition.

A Norwegian jacket, of leather lined with flannel, is very useful. Where the canoeist is prepared to sit below during rain, only a short mackintosh cape is necessary, fitting with elastic round the neck and wrists. If he prefer to remain on deck in the rain, a complete suit of thin oilskins will be required.

Long wading boots are often needed; or, still better, the thin stocking-waders, as used by fishermen, for these can be rolled up and stowed away when not wanted.

TO BEACH A CANOE AMONG BREAKERS.—If it be necessary to land on a lee shore it should be remembered that near

shore the waves have way on them, and, unless skilfully managed, they may throw the canoe end over end, or force her stern round until she broach, and then roll her over and perhaps break her up. Before getting among the breakers, get the sail down and neatly stowed, and have everything ready for a jump out when necessary. If feasible, just before getting among the breakers (if these do not extend very far from shore), turn the canoe round, during a smooth, with the bow pointing seawards; then you can paddle to meet a rushing wave, and can drift and back-paddle shorewards on the backs of the breakers. If such turning would be risky, or if the breakers extend for a considerable distance, the best plan may be to back-paddle when driven too fast by a travelling wave, and to paddle ahead against the back-tow and in the smooths. Dash ahead on the back of the shoremost wave, jump out, and pull up the canoe before the next breaker arrives. Do not be afraid of a wetting, for if you leave the jumping out until too late a damaged canoe will probably be the result.

MONKEYING is a general term for the performance of odd jobs about a boat. It is not everybody who has the time or skill to build or rig his own craft; but every canoeist should be able to repair damage to his boat and its belongings, at least in a temporary manner. He should also be able to maintain his craft in good order, and to make such minor alterations as may seem advisable. A knife, a marline-spike, a small tool-box, screws, screw-eyes, spare blocks, cleats, lines and spun yarn, some copper wire, tape, with stout needles and thread, are necessary; a few brushes, some varnish, putty, lard, turpentine, and a small tin of mixed paint, are all useful.

To temporarily repair damage to hull, when on a voyage,

putty is often of use ; it will stop up cracks and holes. When a canoe leaks, owing to slight separation of the planks, this may be due merely to the dryness of the wood, and a few hours in the water, or a bucketful or two in the boat, will cause it to take up. Should the canoe still leak appreciably, it should be allowed to dry thoroughly ashore, and then have a good coat of varnish inside and out. For larger leaks a mixture of rosin and lard, melted together and put on hot, may suffice. For a fair-sized hole a patch of canvas, tacked over the place and painted, is a good makeshift ; or a piece of oilcloth, fastened on with marine cement, will last until the cruiser reaches skilled labour.

The canoeist will be wise to always have a small tin or pot of lard in one of his lockers ; its uses are numerous on a canoe. If the mast have an occasional rub, the traveller or jaws will hoist and lower readily without sticking or jamming. Any part of the spars or hull that has been knocked, or scraped, or is chafed from friction may have a little lard rubbed on to keep out the wet and diminish friction. Any block that is stiff or rusty will become active again under the persuasion of a little lard inserted with a penknife. A little rubbed on the canoeist's keys, knife, tools, or other metal belongings, will prevent them rusting. If the centre-board stick, the sliding-seat, the drop-rudder, or the tabernacle will not work, or any other tackle be refractory, lard is the agent to induce facility. If a locker-lid or slide is too stiff, a little lard will remedy it ; if it does not fit tight enough, but allows rain and sea-water to leak in, lard will stop this. Any line or fair-lead that sticks will allow of easy running if greased with a little lard. Any leather fittings, gear, or camping materials will keep soft, and not get stiff and mouldy, if treated with lard. Lard will stop a small leak, whether in the centre-board case, the

stuffing-box, or the canoe planking. The uses of lard on a canoe are, indeed, too many to enumerate. The canoeist can also use it on his sore or bruised hands, on his sunburnt face, neck, and arms; to keep his boots watertight; and, lastly, should he catch cold, a little rubbed on nose, throat, or chest may cause relief and ensure a night's repose. Therefore, always have lard aboard.

* Varnish should not be spared on a canoe, it preserves the wood; a frequently varnished boat will last longer than one in which the water can sink into the wood and rot it. When laying the canoe up for the winter it should be well washed, and when quite dry should be sand-papered, and then treated to one or more coats of varnish; this will become hard and firm before the boat is put in the water again.

To get a smooth surface, for racing purposes, some canoeists blacklead their boats below the water-line.

The canoeist should learn the most useful knots, bends, and splices; he can then repair his sails and running gear when required. The lines for canoe halliards, rudder-lines, etc., should be well stretched before being bent on. To diminish subsequent stretching, and to guard against the contraction which wetting such cords tends to induce, the following plan is useful:—Pass the line slowly through a pan of hot linseed oil, then put it on the stretch, rub it over with some cotton waste, to remove superfluous oil, and leave to dry. By treating line in this way it will not get harsh and brittle after being wet a few times, but will remain supple and soft; it will not kink or contract in a shower, and slacken off in the sun, and it will last twice as long.

The RULE OF THE ROAD, at sea and on rivers, is the

same for canoes as for other boats. When under paddle the canoe must regard the local rule, as to which side of the river to use when going up or down, as laid down for rowing boats. As a rule the paddler will have to keep out of the way of boats under sail. When under sail the canoe must conform to the rules for sailing boats. Boats driven by steam power are supposed, when their course brings them into such relation with a boat under sail as to risk accident, to keep out of the way of the sailing boat; but it is unwise for the canoeist to rely on this regulation, for steamships will not alter their course for canoes, and, should an accident occur, there are loopholes by which they may escape responsibility, and the sympathies of the "powers that be" are with the big boats, as well as with the big battalions.

In crowded waters at night, or when there is danger of being confused by many big steamships going in different directions, it is best to drop the sail and keep the boat under better command with the paddle until the danger is past. A canoe is supposed at night to carry a white light, and to have on board a lantern with green and red glasses, so that when there is risk of collision the red light may be shown on the port side, or the green on the starboard. Independently of the canoeist's legal rights, his best plan, in crowded sea-ways or wherever there is approaching danger of collision, will be, as soon as the danger is evident, to make up his mind to his proper course, and then *stick to it*. A small launch may be made to keep the rules, so long as she has room without risk of grounding or other accident; but keep out of the way of big steamships, and let it be evident what you intend doing; nothing is so likely to cause a catastrophe as vacillation. Remember that a steamer's wash has way on it, and may

cause a capsized vessel unless received end on. Large vessels under sail also require some consideration from the canoeist; it is easier for him to go about than for them, and he has more to risk from contact, so it is wise not to persevere in a dangerous course, even if it be according to rules. With small yachts and sailing boats the canoeist, when sailing, may make use of his rights, the chief of which are, that a vessel close-hauled on the port tack must keep out of the way of one close-hauled on the starboard tack; that one running free must keep out of the way of a vessel close-hauled; when both are running free the boat which has the wind on the port side, or if both have the wind on the same side, the one to windward, shall keep out of the way of the other; a vessel which has the wind aft, shall keep out of the way of the other. Whenever by right one vessel must keep out of the way of the other, this other must keep her course.

At night, should you see the port or starboard light of a vessel near to, turn your boat so as to present the corresponding side of the canoe—the port side to the red, and the starboard to the green, and, if necessary, show the proper light over the side of the canoe exposed to the approaching vessel. If the two coloured lights of the approaching vessel can be seen, she is coming towards you, and the sooner you present your side to her and get out of the way the better, showing your white light, or proper side light. A canoe's lights are so near the water that they are not easily seen from big vessels; and, as a rule, it is best to keep near one shore and trust to the paddle rather than to illumination.

RACING RULES.—The rules of the clubs vary slightly as to shifting ballast, use of the paddle, etc.; but when

paddling similar rules to those governing rowing boats are usually in force, and when sailing the laws regulating yacht racing are observed.

The racing rules of the Mersey Canoe Club will serve as examples of those commonly in force. Briefly, the more important ones are—

For *Paddling Races*.—Each canoe shall keep its own water during the whole of the race; if, in the opinion of the umpire, it improperly leaves its own water, it shall be disqualified. It shall be held that a canoe's own water is the straight or true course parallel with the other competing canoes from the station assigned to it at starting to the finish; but if one competitor fairly takes another competitor's water by a clear lead, the water thus taken by the leading competitor's canoe shall be considered to be that canoe's water, until such last-named competitor again takes another competitor's water by a clear lead. A canoe shall be held to have a clear lead of another canoe when its stern is clearly past the stem of that canoe.

For *Sailing Races*.—The paddle shall not be used during a race except for back strokes, and for steering when the rudder is not shipped, or when it is disabled, or for putting and keeping the canoe in a position for starting, or shoving off when aground, foul of anything, or in extreme danger. Any ballast used shall not be shifted, and must be retained during the whole of the race. Every canoe overtaking any other canoe shall keep out of the way of the last-mentioned canoe, and the other shall hold her course, subject to the following qualifications:—Canoes may luff or bear away for any purpose, but only as long as they can do so without compelling any other canoe to luff or bear away out of her course to avoid a collision; and when rounding or passing any buoy, boat, or vessel, used to mark out the course, and

when passing any pier, shoal, rock, or other obstacle, must give each other room to pass clear of it and each other. Canoes close-hauled on the port tack shall give way to canoes close-hauled on the starboard tack. In the event of a collision being imminent, owing to the canoe on the port tack not giving way, the canoe on the starboard tack shall luff or go about, but shall never bear away. A competitor whose canoe is on the port tack compelling a canoe on the starboard tack to thus alter her course, forfeits all claim to the prize. Canoes going free shall, on being requested, invariably give way to canoes close-hauled on either tack. A canoe may anchor during a race provided the anchor is weighed and on board during the remainder of the race. No fouling whatever shall be allowed, and any competitor committing a foul shall be distanced. It shall be considered a foul if, after the race has commenced, any competitor, by his paddle, canoe, sails, spars, or person, comes in contact with the paddle, canoe, sails, spars, or person of any other competitor, unless, in the opinion of the umpire, such contact is so slight as not to influence the race, and nothing else shall be considered a foul. In case of a foul, the non-fouling competitor must paddle or sail, as the case may be, the remainder of the course in order to claim the race. If a canoe be upset by a foul, the umpire may require the race to be paddled or sailed again. No foul shall be awarded by the umpire until appealed to by one of the competitors.

CARRIAGE OF CANOES.—The majority of British railway companies will take a canoe that can be got into the guard's van of a passenger train (not longer than fifteen feet), at the rate of one penny per mile, with a minimum charge of *2s. 6d.* It is generally advisable for the canoeist, or his

agent, to personally attend to the loading in the van, as the railway authorities are not extra willing to take care that the canoe goes this way; and if it do not, a considerable overcharge may be attempted. Where a special truck is required the charge is commonly threepence per mile for the first truck, and twopence per mile for each additional truck, if these be addressed to the same consignee. Where there is the option of sending a canoe to the desired place by rail or sea, the latter is to be preferred. Seamen handle canoes more carefully, and take more interest in their safe conduct than do railway men; and a canoe is more easily packed on a steamer and is less shaken, jarred, scraped, and dirtied than when sent by rail. Not only is the canoe more safely carried by sea, but generally much more cheaply also. By a little diplomacy, steamship owners or captains can be induced to take a canoe to any part of Great Britain for about ten shillings, provided the owner accompanies the boat, and for very little more if he do not do so.

CLUBS.—If there be a canoe club in the canoeist's neighbourhood, he should by all means join it. By so doing he can have company, advice, and help on his cruises; he can meet with competitors for racing, and obtain information and instruction on all canoe matters; he is also in a position to buy or sell a canoe when he may desire so to do. Association with others of similar tastes will make the man a better canoeist, the canoeist a better man. Whether a member of a club or unattached, the canoeist should join the British Canoe Association. This association, started in 1887, already numbers nearly two hundred members;

besides enjoying the advantages of its annual meets and camp-fires, its members can obtain information from one another about canoeing waters and facilities in almost any part of the world. The American Canoe Association is an older, a larger, and still more vigorous body of canoeemen.

CLUBS AND ASSOCIATIONS.—It may be of use to record the addresses of the secretaries of the more important canoe clubs of this kingdom :—

Royal C.C., 72, Mark Lane, London.

Mersey C.C., C 9, Exchange Buildings, Liverpool.

Northern C.C., White House Buildings, Newcastle.

Tyne C.C., 17, Hutt Street, Gateshead-on-Tyne.

Clyde C.C., Ardlin House, Helensburgh.

Wear C.C., 7, Winifred Terrace, Sunderland.

Sunderland C.C., 28, Chester Road, Sunderland.

Ulster C.C., 19, Bedford Street, Belfast.

Humber Yawl Club, Elim Lodge, Hornsea.

The British Canoe Association has representatives in various divisions of Great Britain and Ireland, who are willing to give information about the waters and other matters interesting to canoeists in their localities. By addressing the Honorary Secretary of the B.C.A., H. Thorp, Esq., Danecliff, Lymm, one can obtain the address of the B.C.A. representative nearest to one's residence, or can receive general information about the association. Percy Nisbet, Esq., of 1, Water Lane, Great Tower Street, London, the present Vice-Commodore, is also most courteous in answering inquiries on canoe matters, and on the doings of the B.C.A.

CANOEING PERIODICALS.—The representative paper of canoeing in Great Britain is the *Model Yachtsman and Canoeist*, published by Mr. Thomas Grassam, 161, High Street, Hull. The canoeing portion of the paper is edited by Mr. George Holmes. The paper is published monthly; each number contains accounts of recent developments in canoes and canoe-yawls, of inventions in appliances and fittings for the same, and generally of all information interesting to boating, and especially canoeing men. Designs, photographs, and illustrations of canoes are frequently given as supplements, and the paper is an excellent advertising medium for the sale and purchase of canoes and their gear. The *Field* and the *Yachtsman* also publish canoeing articles and information. The enthusiastic canoe sportsman will find entertainment and instruction in *Land and Water*, *Forest and Stream*, *Outing*, and in *Rudder, Sail and Paddle*.

THE CANOEIST AS PHOTOGRAPHER.—Canoeing is the ideal sport for the amateur photographer, and each pursuit intensifies the enjoyment and success of the other. Some time ago the author wrote on this as follows :—“To canoeists photography supplies the one thing needful to make their sport the most fascinating of any under the sun, by enabling them to secure permanent pictures of scenes and events, to be enjoyed at times and seasons when, in this country at least, it is impossible to pursue the pastime itself.

“The canoeist visits scenes in river valleys rarely visited by any other than an occasional fisherman; in such valleys he finds scenery more lovely than any on the roads and highways of more general resort. Few are gifted with the

artist's skill, but all may cultivate the artistic sense to detect what will make a good picture, and any one may readily master the chemical and mechanical details of the photography-made-easy of the present day. The artist has the advantage in the matter of colour ; but the canoeist has seldom time to spend in the production of painted pictures, and, as a photographer, he has the great advantage of being able to prepare lantern slides from his negatives. These enable him, on winter evenings, to sail his cruises over again, to picture his travels to friends and brother canoeists, to enliven the camp-fire, and to illustrate his entertaining descriptions of adventures by flood and field. By this means he may kindle others with the desire for similar voyages. The writer, an ardent canoeist and amateur photographer, rejoices to know that, to lantern-slide exhibitions of past cruises he has made, more than one vigorous canoeist of to-day owes his first attraction to the sport. All enthusiastic canoeists marvel why everybody does not canoe, and are eager for others to participate in the delights the sport affords ; and we believe that lantern-slide exhibitions are amongst the best recruiting means that could be adopted by the clubs."

The hand-camera—the so-called detective—is particularly suitable for the canoeist. It need be of but small weight and bulk ; it is simple and inexpensive. It is, of course, impossible with the hand-camera to take pictures equally good, from an artistic point of view, as those which may be taken with the stand camera ; but, in canoeing, incidents are constantly occurring for the record of which the stand camera is useless ; moving scenes and objects appear, and, long before the stand camera could be ready, the opportunity to fix them is past.

If a film-roll camera, not larger than a half-plate size, be taken, such as the Kodak, the weight is but trifling, and the extra weight and trouble of glass plates, packing boxes, red lamp, and changing tent are avoided, while by the use of a stout indiarubber bag or case, the whole outfit can be kept dry and safe.