

KAYAK

MAGAZINE

October
1974

A FORTH CANOE CLUB PUBLICATION



KAYAK MAGAZINE is a FORTH CANOE CLUB production

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EDITORIAL

I heard recently that there are now nearly 500 individual members of the B.C.U. in Scotland. There are 24 affiliated clubs within the Scottish Canoe Association and as all club members are not individual B.C.U. members it suggests that we have more active canoeists than ever before. As is always the case, when dealing with large numbers, the problem of communications inevitably rears its ugly head.

It has been suggested to us that this magazine might serve in some small way to assist with at least linking the affiliated clubs more closely together.

As a follow-up to the suggestion we are sending a copy of this issue to all clubs. It will now be up to club secretaries to decide if they would like to make the idea into a viable proposition.

Regular competitors are going to be hard hit by the petrol increase and as there are limits to how far one can stretch students grants, club subsidies and private transport, would it not be possible to reduce entry fees? 50p has always appeared to me to be excessive anyway. This might be a good question for the S.C.A. A.G.M.

It would be helpful if you could send in your contribution for the next issue by 14th January 1975.

LIFFEY 1974.Isobel Morton

We can only feel admiration for those intrepid Scottish canoeists Graham Smith, Andrew Morton, Irvine Poss, Ronnie Kennedy and Douglas Melville whose dedication to their sport led them to the fearsome unknown depths of darkest Ireland. On the evening of Friday 30th August 1974 our heroes assembled at the deserted port (if it could be called that) of Cairnryan. The 'Port' consisted of a cement ramp, a caravan cunningly disguised as a booking office and assorted scrap metal spread liberally around. Nothing daunted, the courageous five boarded the ferry and took one long last look at the beloved, peaceful shores of their homeland. They were met by notices 'Defense de fumer', 'Hommes', 'Bureau de change'. Could they have boarded the wrong ferry? Maybe the Irish think we speak French now that we are in the Common Market? Is this some kind of nasty dream? No, everything is in good hands, Townsend-Thorensen have diverted an English Channel ferry to the Irish crossing - rumour has it that they want rid of this one and are hoping for an Irish bomb in the hold!

Well, we try to speak French in France and German in Austria, why not try the Irish on the Irish, to be sure. The barman seemed a suitable target - a prototype of the Irish joke - "Could you be giving me a couple of caffes and a currant cake?" It worked! All five of the Team were now indistinguishable from Irishmen. Wait a minute, we all knew that already.

At 11 p.m. the ferry docked at Larne and disaster struck. Some enthusiastic leprechaun had been gaily sprinkling tacks around the car deck causing grievous damage to the rear tyre of Graham's car. The small wizened Irishman who held the torch declared that we would most probably have two more punctures within the next 24 hours. In fact he was wrong, we only had one, the following day!

Digs, in the shape of the largest Hotel in Ireland had been prearranged but at 11.30 at night it proved to be difficult to obtain entry. Some not so sober young U.D.F. volunteers also wished to gain entry and the doorman found it difficult to distinguish between them and the gallant Scottish party. Eventually they gained admittance and were shown to the third floor the better to watch the gunfire and bombing during the night. "Well, I think someone let off a cap gun."

The next morning the party enjoyed an excellent Irish breakfast served by a young maid who did not speak a word of English (or Irish). They set off at nine and dodged soldiers, Loyalists and cement bags before clearing Larne and Belfast. The latter was a memory of derelict property, barbed wire and car wreckage.

As the happy crew wound their way through Northern Ireland it became evident that this was no ordinary day in the lives of the Irishmen (is any day ordinary?) Groups of people were gathered at street corners dressed in their best with orange trappings. Buses by the dozen, filled to the gunnels with top hatted men, drove south along the A1. Traffic soon began to slow as a diversion came up ahead. There was a half mile queue while each car was stopped and told by the Irish policeman that they must take the diversion along a narrow country road for 10 miles to avoid an Orange parade in one of the towns. This seemed O K until it was discovered that 30 ton articulated larries also had to take the diversion. The road was just big enough to allow for two cars to pass, so the reader will understand how the 10 mile journey took almost one Irish hour to negotiate.....Thereafter the journey proceeded at a slow pace. The border was passed after a speedy check by some Scottish soldiers and then there followed many hold ups in small Irish towns with narrow streets certainly not designed to take the traffic of the Irish A1.

The /

2.

The journey between the two capitals took 4 hours instead of $2\frac{1}{2}$ hours so our gallant five arrived at the start just in time to see the Senior K2 paddlers shoot the first weir!! Nothing dismayed, they quickly arranged their own personal start time with the starters and were set off together with the touring doubles which started 25 mins after the Senior K2 and K1 classes. The vital factor of company down the river, so important at hitherto uncharted weirs was therefore denied to our canoeists. Time was lost in finding the best way down many of the weirs and Irvine, Graham/Ronnie and Doug all had their share of capsizes on the way down. Graham and Ronnie eventually succeeded in breaking both their paddles on the same last weir (everything happens in twos in Ireland) and were of course forced to retire to the bank where they were assisted by the local doctor whose garden they just happened to be in. The whisky they said, was a lot better than the soup handed out to the others at the finish of the race. Doug knocked the bow off the W.W. racing canoe he was paddling and had to get a lift to the finish. Andy and Irvine were the only two to make it to the boathouse in Dublin and they finished 10th and 16th respectively on corrected times.

The weather was cold and wet so Andrew set off for the start and left word with Irvine that he would bring the car back down with everyones clothes in it. The journey to the start was 17 miles and our lone traveller turned many an Irish head as he strolled along the main road in the rain dressed only in a swimming costume, anorak and life-jacket. Not surprisingly it was some time before anyone dared stop to pick up the wandering vagrant. The kind Irishman actually went 6 miles out his way to drop Andrew off right beside the car. After changing, Andrew set off back to the finish, but hadn't gone a mile when a strange bumping sound from the back heralded the second burst tyre! The Renault ground to a halt at a local petrol pump and shop. The leprechauns were not joking this time. Not only was Andrew unable to reach the finish (no spare tyre) but unbeknown to him Graham and Ronnie had gone straight from the Doctor's house to the start to pick up the car and change their clothes. On arrival - no car!!

Meanwhile back at the farm (boathouse), Douglas and Irvine await in the rain, the arrival of their clothes.

Readers will be pleased to learn that from this point everything went well for the hapless five. Andrew, inquiring at the local shop, gained directions and a lift on a scooter to a house where there was a local tyre repairing Irishman. En route he passed Graham and Ronnie standing where the car had been, staring into empty space, and he was able to direct them on a short walk to the real location of the Renault. While the puncture was repaired, the three bought 32 lbs of Irish sugar at 12p per pound, booked up B and B for the night and booked a superb dinner at the local hostelry - all by courtesy of the local shop man!

Irvine and Doug were eventually rescued, three hours after Andrew had left for the car. In the words of the immortal Irish bard Seamus O'Tool "Never had so few waited for so much for such a long time".

Footnote: The return journey to Larne on Sunday only took $2\frac{1}{4}$ hrs.

Any resemblance to the log kept on the '74 West Coast Cruise to Skye by Jock Young, Scott Balfour, Cathy Balfour, Andrew Boath, Peter and David Brown, Keith Bootland and Jimmy McFarlane is purely coincidental, as all the above are almost fictitious legendary supercrazeists who ding all that follows:-.....

It is not difficult to organise a fortnight cruise - so it takes a great deal of experience to know how to manufacture holdups and create difficulties - it has to be made difficult - otherwise there is no challenge. Well, anyone who has read the book by Alistair Dunnett will realise that his trip with Sheumas Adam was too smooth running and not-at-all welcomed by real non-plastic unbreakable CRUISERS.

The first difficulty to manufacture is the first meeting of all interested parties. After two or three attempts to hold such a meeting on your own, an effort should be made to contact some other people. Unfortunately the SUPER-CRUISERS all managed to come at one time. Here, like all good political meetings, there were many suggestions that other people should collect all this and that - everyone must give an impression of being extremely busy and should, at the very least, maintain that one is going away for a week to a Brownie Camp and so avoid any preparation.

The punishment for failing to keep this high standard of busyness is to spend the week before the E.T.D. (estimated time of delay) stripping every boat down to the bare board, recanvassing and finding as many faults in the craft as is humanly possible. This earnest activity relieves one's mind of the burden of worry about how many pairs of pyjamas to take or how many beans make five or how much porridge will eight people eat in a week. However, luckily the first meeting of the supercrazeists had assured us that everyone liked every food and there were no dislikes. This allows the catering manager to buy 2 boxes of beans for the provisions and to spend the remainder of the kitty on beer, post-cards etc.

As the frantic hours of activity wear on, efforts must be increased to delay the time of departure. A super plan is for one of the vehicles to break-down as near to the departure date as possible. With such short notice, it is then extremely likely that the final scrounge round will produce a minibus that has to be push started. Good timing is essential - for if the car breaks down at the weekend then the insurance cover has to be arranged on the day of departure. Those waiting on the arrival of the vehicle shouldn't be told what's happening - it's this suspense that produces REAL ADVENTURE.

It is essential that the seats in the transport are as uncomfortable as possible - this penance ensures that the supercrazeists are conditioned to sitting around while waiting for the weather to clear..... It is also important that the first camp is suitable for the inevitable bad weather. e.g. a nameless bunch of amateurish plastic supercrazeists travelled to Dornie. Here they let the standards of coarse cruising down by finding a nice campsite that allowed them a very pleasant couple of days getting acquainted with their leak-proof boats and packing all food out of reach of the gannets and fairies who steal the chocy biscuits.

However, one point in their favour was that during a midnight cruise three of the supercrazeists achieved excellence by "shortcutting" round the back of the island in front of Eilean Donan Castle and found a continuous wall of gloomy slimy impenetrable seaweed from all the way round on the left.....to all the way round on the right..... This masterpiece of REAL ADVENTURE ensured a mile of extra paddling back round! It is obvious that any serious coarse cruiser should never study the O.S. maps too closely.

This group of eight paddlers flouted the unwritten laws of supercruising by paddling from Dornie to Kyleakin - however, they are forgiven partially because the wind was against them and especially pardoned due to the efforts of one member of the party who decided to lighten the weight in his boat by stopping for 30 minutes to eat most of the food so carefully packed under its decks!

An honourable mention /

An honourable mention must be given to this bunch of loonies - for they established a record by getting stuck at Kyleakin for 6 nights. This excellent achievement was mainly due to some days of remarkable gales all over Scotland - the following extract from the Waterside Tapes proves without any doubt the excellence of our president.....

12.noon S: "That's the breakfast dishes cleaned"
 C: "Shall we start lunch?"
 J: "No! Let's have a cup o' tea first to help us
 digest our breakfast"
 Chorus: "Shall we move today?"
 J: "Let's see what the tide's doing"

(At this point the conversation becomes indistinct due to rustling of many charts, scratching of heads, feverish calculations rechecking tidal constants, until

2.00 S: "I thought you were making the tea"
 K: "Are we moving then?"
 J: "I think I'll have a wee lie down"

However, despite this brilliant performance, they lowered the whole tone of Coarse Cruising by daily push starting the minibus and coach touring round Skye looking for dollybird hitch-hikers. As well as dollybirds, always pick up a diesel mechanic just in case the minibus chug spurt breaks phut down.....

Despite all these excellent difficulties, their efforts had exhausted their ability to delay and they had to set off. Their record on the last few days was unspeakable - they failed miserably and paddled 40 miles up to Staffin. However, they might be excused any reprimand, for on the last leg from Portree to Staffin the wind, swell and tide was with them. It was much too strenuous to back paddle for long periods, and inevitably the day had to be spent waveriding, exploring caves, keeping upright!

This day of canoeing must not be allowed to overshadow the earlier great achievements of the trip, in which the minibus went 890 miles and they canoed 50 miles. It is hoped that next year the group will reassemble - a time has not been arranged until the long range weather forecast is available. This will ensure that we don't get a fortnight of good weather!

TROSSACHS CANOE AND BOAT CLUB

Maureen N. McClure.

Following the enthusiasm shown for canoeing during the Trossachs Festival of Inland Water Sports and with such excellent water facilities on our doorstep, it was felt that a club should be formed not only to cater for canoeists, but also small boat owners and rowers. As a result of a meeting of Drew Samuel, Iain Davenport of Scottish Sports Council earlier in the year, the inaugural meeting of the club was held in mid October. At this meeting a film was shown on basic safety along with "Canoe to Win" to 30 potential members.

Irvine Canoe Club joined us for our first meeting on the water, providing large numbers of boats to augment our meagre supply. Twenty members fought waves whipped up by Force 5-6 gales on our next outing and we are looking forward to more moderate conditions on Sunday 10th November.

Plans are now afoot for a film night, a weekend at Rannoch Outdoor Centre and a dance. In spite of subscriptions being gathered from over 40 members, fund raising activities, including a sponsored paddle and jumble sale, are necessities on our calendar.

TROSSACHS CANOE AND BOAT CLUB (CONTD.)

The club, affiliated to the B.C.U. has already been represented at the Long Distance Championships and we hope to increase participation at competitions in the future. We hope to organise the Loch Lubnaig L.D. during the 1975 Water Sports Festival and help with the Leny Slalom and Youth Sprint Championships, both included in the Festival programme.

Any people wishing to join the club should contact Geoff Hatfield, Secretary of Trossachs Canoe and Boat Club, 2, Ancaster Square, Callander, Perthshire, FK17 8ED. Phone Callander 30227. Any club wishing to join us on club outings should also contact Geoff - charge:- provision of equipment for canoeless canoeists.

SCOTTISH SPRINT CHAMPIONSHIPS - LOCH LUBNAIG - 14/15th SEPTEMBER 1974.

Maureen McClure

Since the venues at Dullatur and Castle Semple were unavailable for staging the Scottish Sprint Championships, paddlers returned to the Trossachs to race over the various courses on Loch Lubnaig. Events were held over distances of 250m, 500m, 1000m, 5000m and 10,000m: - thus various trees and rocks appear to have been attired with white paint at regular intervals along the loch side.

Forth Canoe Club stole the scene from Irvine Canoe Club this year, with Andrew Morton coming first in the 10,000m, 1000m and 500m; while along with David Cuthill he gained first place in the K2 500m. Maureen McClure won the 500m and 5000m events for the Ladies.

Although Irvine Canoe Club was formed some 29 years after Forth Canoe Club, it claimed first place in the Veteran's event as a result of the energetic paddling of William McKinlay. Colin Dunlop and Willie Reichenstein gained first place in the 1000m K2, while Willie and his girlfriend won the Mixed K2 event. Irvine's A team showed expertise in K4 paddling by winning over the 500m course.

In the youth events, Irvine Canoe Club came to the fore with Robert Montgomery first in 5000m, 500m, Espada 'B' 500m. He was also first with Douglas Cameron in Youth K2 and with the rest his team won the youth K4. William McKinlay (Jun) won Espada A, while Forth Canoe Club won the Espada C with Gregory Brooks.

Due to the very short notice given, concerning the date and venue of the event, to both organiser and competitors, the championships did not display the same improvements in standards shown in 1973. Of the 9 competitors attending the International regatta at Zaandam only 3 raced at the Scottish Championships with 1 also taking part in the Youth regatta. I feel that if paddlers are going to represent Scotland at International Regattas, they should make every effort to attend the main event on their home soil (or rather water).

Of the S.C.A. Sprint Committee only half the members have appeared at the 2 sprint events held this year.

Standards of slalom paddling in Scotland have improved greatly due to the dedicated work of organisers and competitors alike. Unless Scotland manages to show attendance at events, comparable to that of their English counterparts, no progress will be made on the sprint scene.

In /

In slalom events it is an established fact that paddlers send in entries in advance and arrive at the start on time - no matter how uncivilised the hour. (How often have I crawled from a tent in mid-winter to collect my judges board at 8.45 a.m. from control?) Since only 3 entries were received by the "last date for entries", - maybe due to the fact that little notice was given I admit - only a provisional programme could be compiled for the day of the event. The start time was clearly stated - but alas only a handful of paddlers were present. as a result of punctuality experienced in England those travelling from England arrived in plenty of time for the start. Due to a late start on the Saturday one of the events had to be missed out of the programme - imagine this being suggested at the Slalom Championships.

I do not want to arouse the wrath of sprint enthusiasts or those who are devoting a lot of time to all branches of canoeing; nor to detract from the enjoyment experienced at sprint events. I do wish to point out that I'm very envious of the disciplined behaviour which co-exists with pleasure in other branches of the sport. If Scotland is to organise regattas both National and International at Strathclyde Park, standards will have to improve. In 1975, let organisers and competitors alike put their best foot (or blade) forward in preparation for staging events at Strathclyde and producing the same creditable results shown by Ayrshire paddlers in the past.

Maureen N. McClure.
Secretary of Sprint
Committee.

RESULTS

BRITISH CANOE UNION
SCOTTISH CANOE ASSOCIATION

LOCH LUBNAIG

SPRINT CHAMPIONSHIPS

14th/15th September 1974

K1 MEN 10,000m Final

1. A. Morton	Forth	55m 24.4s.
2. I. Speirs	Irvine	56m 13.1s.
3. W. Reichenstein	AKRC	56m.36.8s
4. C. Dunlop	Irvine	56m.36.9s
5. D. Cuthill	Forth	57m.17.6s.
6. H. Lyons	Forth	57m.37.0s.
7. D. Samuel	Ind.	58m.32.5s.
8. G. McRobbie	AUCC	1hr 0m.40.0s.
9. E. Walker	AUCC	1hr 2m.42.6s.
10. I. Russell	AUCC	1hr 5m.07.6s.
11. D. Manzie	Strath- Clyde	1hr 6m.42.0s.
12. D. Brown	AUCC	1hr16m.07.0s.

K1. Veterans. 10,000m Final

1. W. McKinlay	Irvine	1hr 1m 24s.
2. A. Manwell	AUCC	1hr 2m 59.
B. Beely)	Retired
J. Young)	

K1 MEN 1,000m Heat 1

1. C. Dunlop	Irvine	5m.26s
2. G. Hatfield	AUCC	5m.29s.
3. W. Reichenstein	AKRC	5m.31s.
4. D. Samuel	Indep.	5m.33s.
5. H. Lyons	Forth	
6. E. Walker	AUCC	
7. J. Young	Telford	
8. D. Brown	AUCC	

K1 Men 1,000m Heat 2.

1. D. Cuthill	Forth	5m. 21s.
2. A. Morton	Forth	5m. 23s.
3. I. Ross	EWWC	5m. 23.2s
4. I. Speirs	Irvine	5m. 28s
5. G. McRobbie	AUCC	
6. W. McKinlay	Irvine	
7. N. Spinks	AUCC	
8. D. Manzie	Strathclyde	
9. I. Russell		

K1 MEN 1,000m FINAL

1. A. Morton	Forth	4m.54s
2. I. Ross	EWWC	5m.13
3. C. Dunlop	Irvine	5m.22s
4. I. Speirs	Irvine	5m.24s.
5. D. Cuthill	Forth	5m.29s
6. W. Reichenstein	AKRC	5m.50s.

K1 MEN 500m HEAT 1

1. A. Morton	Forth
2. C. Dunlop	Irvine
3. D. Samuel	Indep
4. W. McKinlay	Irvine
5. B. Clarkston	Forth

SPRINT CHAMPIONSHIPS RESULTS (contd.)K1 MEN 500m Heat 2

1.	I. Speirs	Irvine
2.	D. Cuthill	Forth
3.	W. Reichenstein	Irvine
4.	J. Young	Telford
5.	D. Manzie	Strathclyde

K1 MEN 500m FINAL

1.	A. Morton	Forth	2m. 14s.
2.	D. Cuthill	Forth	2m. 20s.
3.	C. Dunlop	Irvine	2m. 21s.
4.	I. Speirs	Irvine	2m. 24s.
5.	D. Samuel	Indep.	
6.	W. McKinlay	Irvine	
7.	W. Reichenstein	AKRC.	

K2 MEN 1,000m Heat 1

1.	A. Morton/D. Cuthill	Forth	5m. 00s.
2.	W. Reichenstein/ C. Dunlop	Irvine	5m. 07s.
3.	G. McRobbie/E. Walker	AUCC	5m. 37s.

K2 MEN 1,000m Heat 2

1.	G. Hatfield/I. Ross	AUCC
2.	I. Speirs/D. Paterson	Irvine

K2 MEN 1,000m FINAL

1.	W. Reichenstein/ C. Dunlop	Irvine	5m. 56s.
2.	D. Cuthill/A. Morton	Forth	6m. 07s.
3.	G. Hatfield/I. Ross.	AUCC	6m. 10.1

K2. MEN 500m Heat 1

1.	C. Dunlop/R. Montgomery	Irvine	2m. 14s.
2.	A. Morton/D. Cuthill	Forth	2m. 15s.
3.	G. Hatfield/I. Ross	AUCC	2m. 16s.
4.	H. Lyons/W. Reichenstein	Forth	2m. 19s.

K2 MEN 500m Heat 2

1.	Paterson/Speirs	Irvine	2m. 25s.
2.	McKinlay/Manzie	Irvine	2m. 34s.
3.	I. Russell/Brown	AUCC	2m. 51s.

K2. MEN 500m FINAL

1.	Morton/Cuthill	Forth	2m. 13s.
2.	Montgomery/Dunlop	Irvine	2. 14s.
3.	Paterson/Speirs	Irvine	2. 17s.
4.	Lyons/Reichenstein	Forth	2. 19s.

K4 MEN 500m Heat 1

1.	Reichenstein/Speirs/ Patterson/Dunlop	Irvine 'A'	2m. 30s.
2.	Aberdeen 'A'		2m. 17s.

K4. MEN 500m Heat 2

1.	McCairns/Montgomery/ Cameron/Manzie	Irvine 'B'	2. 12s.
2.	Aberdeen 'B'		2. 14s.

K4 MEN 500m FINAL

1.	Irvine 'A'	2m. 9s.
2.	Irvine 'B'	2m. 12s.

K1 LADIES 5,000m FINAL

1.	M. McClure	Forth	29m. 11s.
2.	Y. Allison Esp. B.	Irvine	32m. 51s.
3.	A. Spinks	AUCC	33m. 46s.

K1 LADIES 500m FINAL

1.	M. McClure	Forth	2m. 37s.
2.	Y. Allison	Irvine	3m. 02s.
3.	H. Spinks	AUCC	3m. 10s.

K2. LADIES 500m FINAL CANCELLEDK2. MIXED 500m FINAL

1.	W. Reichenstein/D. Scarth	AKRC	2m. 21s.
2.	M. McClure/D. Samuels	Forth	2m. 27s.
3.	A. Spinks/N. Spinks	AUCC	2m. 42s.
4.	A. Cullen/W. McKinlay	Irvine	3m. 02s.

YOUTH REGATTARESULTSK1. YOUTH 5,000m FINAL

1.	R. Montgomery (Esp. B.)	Irvine	27m. 33s.
2.	R. McCairns (Esp. B.)	Irvine	27m. 56s.
3.	K. Bootland	Telford	29. 54s.
4.	G. Brooks (Esp. C.)	Forth	30m. 22s.
5.	A. Farrell	Telford	31m. 43s.

K4 YOUTH500m FINAL

1.	Irvine	2m. 15s.
2.	Telford	2m. 17s.

K1. YOUTH 500m FINAL /

YOUTH REGATTA RESULTS (Contd.)

<u>K1 YOUTH 500m FINAL</u>			<u>K2 YOUTH 500m FINAL</u>		
1. R. Montgomery	Irvine	2m.33s.	1. Cameron/Montgomery	Irvine	2m.54s.
2. R. McCairns	Irvine	2m.38s.	2. McKinlay/Cameron	Irvine	3m.10s.
3. A. Farrell	Telford	3m.20s.			
4. D. Cameron	Irvine	3m.33s.			
5. W. McKinlay	Irvine				
6. G. Brooks	Forth				
7. K. Scotland	Telford				

<u>ESPADA K1 ESPADA 'A' 500m FINAL</u>			<u>ESPADA K1 ESPADA 'B' 500m FINAL</u>		
1. N. McKinlay	Irvine.		1. R. Montgomery	Irvine	2m.34s.
			2. R. McCairns	Irvine	2m.41s.

OPEN SLALOM 250m.

1. R. Clark		
2. W. Watt	2m.4s.	
3. R. Park	2m.11s.	
4. Rona, Cunningham	2m.13s.	
5. C. Samuel	2m.16s.	
8	took part	

ESPADA 'C' 500m FINAL

1. G. Brooks	Forth	2m.43s.
2. D. Cameron	Irvine	3m.54s.

I would like to thank all who so willingly helped during the event, with starting and timing. Thanks are also due to Drew Samuel and family who did a power of work in preparation of the courses and gave their support throughout the event. Naturally thanks to all competitors and friends for attending.

Maureen McClure.

SCOTTISH CANOE ASSOCIATION
ANNUAL GENERAL MEETING
SUNDAY, 8th DECEMBER, 1974
in
CASTLEHEAD HIGH SCHOOL, PAISLEY
Starting at 11 a.m. Coffee from 10.30 a.m.

DINNER-DANCE
SILVER THREAD HOTEL, PAISLEY
SATURDAY, 7th DECEMBER 1974
Ticket £2.50

Overnight accommodation is available in the Barrhead Scout Hall. Applications for this accommodation and tickets for the Dinner-Dance should be made to:
Dave Shaw, Secretary, Paisley Kayak Club, 24A Thornly Park Avenue, Paisley, Renfrewshire.

Meetings of the S.C.A. Specialist Committees will be held on Saturday afternoon, 7th December, in Castlehead High School Paisley to elect new members.

SCOTTISH CANOE ASSOCIATION

L.D. RACING CHAMPIONSHIP

RESULTS : 3rd NOVEMBER 1974.

SENIOR K1 and W/W

1. <u>A. Morton</u>	Forth	1-17-15	(1st K1)
2. <u>E. Kjerschow</u>	Strath- Clyde	1-17-20	(2nd ")
3. <u>G. Smith</u>	EWWC	1-18-17	(1st WW)
4. <u>H. Lyons</u>	Forth	1-18-20	(3rd K1)
5. <u>J. Dolan</u>	Gracemount	1-18-22	(2nd WW)
6. <u>C. Waghorn</u>	Neptune	1-20-40	(4th K1)
7. <u>G. McRobbie</u>	AUCC	1-20-44	(5th K1)
8. <u>F. Nelson</u>	Paisley	*1-21-04	(3rd WW)
9. <u>D. Samuel</u>	Trossachs	1-22-50	(4th WW)
10. <u>G. Hatfield</u>	Trossachs	1-23-45	(6th K1)
11. <u>J. Knox</u>	Roxburgh	1-25-01	(5th WW)
12. <u>I. Linn</u>	GUCC	*1-25-57	(6th WW)
13. <u>S. Balfour</u>	Forth	1-26-00	(7th WW)
14. <u>G. Thom</u>	AUCC	1-27-17	(8th WW)
15. <u>D. Manzie</u>	Strathclyde	1-28-37	(9th WW)
16. <u>J. Young</u>	EWWC	1-29-00	(10th WW)

JUNIOR W/W

1. <u>R. McCairns</u>	Irvine	1-24-0
2. <u>D. Melville</u>	Gracemnt	1-24-15
3. <u>L. Wright</u>	B'muir	1-24-16
4. <u>D. Cameron</u>	Irvine	1-27-50
5. <u>J. Brown</u>	Paisley	1-53-19

SENIOR K2.

1. <u>Oliver & Fraser</u>	Roxburgh	1-21-00
2. <u>Grant & Manwell</u>	AUCC	1-24-16
3. <u>Brown & Walker</u>	AUCC	*1-26-50

* Start Nos. 6, 8 and 16 started 5 mins. late. The adjusted times shown include a one minute correction/penalty for late start. (ie, actual time + 1 min.)

LADIES W/W

1. <u>M. McClure</u>	Trossachs	1-23-53
2. <u>S. Edwards</u>	Benmore	1-26-42
3. <u>S. Laurie</u>	ESCA	1-35-15 (1st Jun)
4. <u>A. Wilson</u>	ESCA	1-40-40 (2nd Jun)

SENIOR SLALOM

1. <u>A. Sanderson</u>	Indep	1-28-42
2. <u>D. Payne</u>	Forth	1-29-40
3. <u>M. Dougharty</u>	Paisley	1-35-30

JUNIOR SLALOM

1. <u>C. Purves</u>	ESCA	1-28-41
2. <u>A. Farrell</u>	Compass	1-35-53
3. <u>K. Bootland</u>	Compass	1-37-51
4. <u>P. Millar</u>	ESCA	1-40-50
5. <u>J. Mangen</u>	ESCA	1-43-10
6. <u>D. Wolfe</u>	Forth	1-43-51
7. <u>P. Smith</u>	ESCA	1-45-55
8. <u>N. Palfryman</u>	ESCA	1-45-56

TOURING CLASS

1. <u>C. Speedie</u>	Paisley	1-28-59
2. <u>D. Shaw</u>	Paisley	1-31-10
3. <u>J. Thomson</u>	Paisley	1-31-45
4. <u>I. McAusland</u>	Paisley	1-32-15
5. <u>J. Broadfoot</u>	Paisley	1-33-41 (1st Jun)
6. <u>D. Wilson</u>	Paisley	1-37-35

Many thanks to all those who competed and especial thanks to everyone who helped with the organisation of the event. We hope you enjoyed it.

D. CUTHILL
L.D. Secretary.

NOTICE

All prizes for National Championship events will be presented at the A.G.M. in Paisley on Sunday 8th December 1974, CASTLEHEAD HIGH SCHOOL PAISLEY, starting at 11 a.m. coffee at 10.30 a.m.

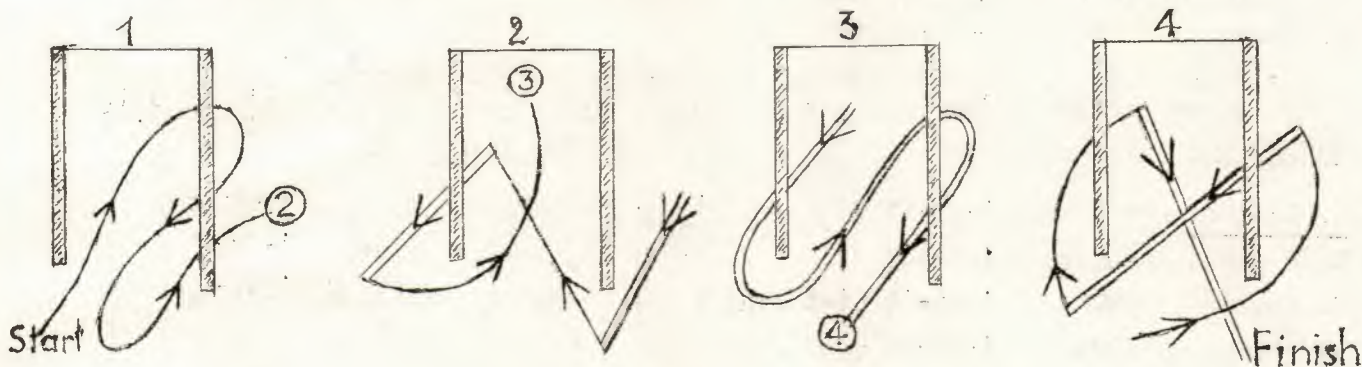
Letter from THE BRITISH CANOE MANUFACTURERS ASSOCIATION.

Secretary. R.H.Goodman,
58, Loughborough Road,
Bunny, Notts.

We are looking for the National Wiggle Gate Champion! The final elimination will take place at the National Canoeing Exhibition at the Granby Halls, Leicester, on 15/16th February 1975. The paddler with the fastest time of the weekend will be presented with a slalom canoe, of his choice, chosen from the range of any B.C.M.A. Member.

Unfortunately, it will be necessary to limit entries so we must ask Clubs and Groups to nominate their own Champion. If still over-subscribed, we may be forced to hold elimination events, previous to the Exhibition. Entries, on the form below please, to the Secretary, by 14th December 1974.

Rules:- The competitor will be timed through a 48" Gate and runs must be made in the sequence shown below. The touching of the Gate, with canoe, paddle or body, will mean disqualification. Only one run per competitor, who should supply canoe, paddle etc.. Timing starts as the gate line is broken and finishes as the gate line is cleared after the final sequence. The diagram shows forward directions with a single line and reverse directions with a double line. There are nine gates in total, five forward and four reverse.



A fee of 50p must accompany all entries and this also allows free entrance to the Exhibition. Acceptance will be confirmed as soon as possible after 14th December.

Sgd. R.H.GOODMAN
Hon.Sec. B.C.M.A.

ENTRY FORM TO:- R.H. GOODMAN, 58, LOUGHBOROUGH RD., BUNNY, NOTTINGHAM.

Please enter me in the National Wiggle Gate Championships, the finals of which will be held at the Granby Halls, Leicester, on 15/16th February 1975. I enclose 50p. entrance fee, which also allows me free entrance to the National Canoeing Exhibition. I have read the rules and understand that the Timekeepers decision is final.

Preferred time:- SATURDAY / SUNDAY / EITHER. A.M. / P.M. (Delete as necessary)

Name.....

Address.....

.....
.....

CLOSING DATE FOR ALL ENTRIES.....14th DECEMBER 1974.

Commodore's Comment

There was a time when the S.C.A. maintained a record of Club colours, badges etc. to avoid duplication.

The first club to have its colours of royal blue and gold so registered was the Forth Canoe Club in 1939.

It is noticed that the Irvine C.C. now also use these colours and one wonders if this is a slip on the part of the S.C.A., or perhaps they no longer care?

In another part of this magazine Maureen McClure makes some very justified criticism of the organisation and lack of official backing at the Scottish Sprint Championships on Loch Lubnaig.

My impression was that if she had not been there to take over the running of the show the event would have had to be cancelled.

Sprint Racing has always been a sort of poor relation in Scottish canoeing because so few clubs take it seriously.

Following some outstanding performances by Scottish Sprint canoeists last summer at home and abroad it is perhaps time we gave sprint canoeing its proper place in our affairs and more clubs gave their co-operation to help maintain it there.

This month the Forth Canoe Club celebrates its 40th Anniversary with a party at the home of the Commodore. It is hoped that one or two of our founder members will be present to join with us on this special occasion.

For some time now I have been aware of living on my past reputation as a canoeist but had not realised it had worn quite so thin until driving in to the start of the recent Tay L.D. Race. Since this race was organised by the Forth C.C. it seemed fitting for the Commodore to lend his aid to David and Andy by arranging the safety teams and driving the official transport with all the clobber and bodies required for the running of such a race. I was met by a senior official of the S.C.A. as well known to me as I to him with the words, "The owner would like spectators to park outside on the road" - and he was not being funny either!

Hitherto our club numbered competition bibs have always been available for borrowing with only the threat of a £1 charge for any number not returned. The cost of ties, fablon and wear and tear, however, is now such that we must make a charge of £1 to all who would like to use them, plus the previous charge of £1 for any number not returned.

In this connection No. 8 used by the Aberdeen University pair Brown and Walker in the Tay L.D. Race should be returned without delay.

REPORT - From our "Foreign" Correspondent - Scott Ramage.

The first ranking race of the season took place on the last weekend of October on the river Treweryn in Wales. The dam controlled tributary of the Welsh Dee was open for practice on Friday afternoon and all Saturday.

At 9 a.m. on Sunday morning Dave Mitchell was first off down the course which was technically difficult, with many rocks and rapids. Taking it steady all the way because of the length of the course he put in a time of 28 minutes 45 seconds. From times taken half way down Melvin Swallow should have been in contention but he went over on the last rapid and after having difficulty in rolling, because the river was shallow, pushed off the bottom. This cost him 2nd place and his time of 29.10 put him in 3rd place, with Norman Jackson 2nd on 28.58.

The only Scottish paddler racing, Irvine Ross, was placed around 22nd on 33.05. Although he was not pleased with his performance it was fair out of a very large entry.

In the Ladies, Pauline Goodwin took 1st by 9 seconds from Peggy Mitchell. After a fast run, Hilory Peacock unfortunately swam before the finish.

Ending on a lighter note, to coin a phrase, an exhausted Chris Avery paddled through the finish to be met by Gay Goldsmith as he collapsed on the side "You're not racing then?" Gay asked him.

The next race for the British Championship is on the Eden. <1.

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RESULTS TRYWERYN INTERNATIONAL CANOE SLALOM 31st AUGUST/ 1st SEPT.

MENS KAYAKS

<u>Pos.</u>		<u>Pens.</u>	<u>Time</u>	<u>Score</u>	<u>Pos.</u>		<u>Pens.</u>	<u>Time</u>	<u>Score</u>
1.	J. Dolan	-	219	219	7.	D. Mitchell	10	220.3	230.3
2.	M. Peters	-	222.9	222.9	8.	R. Calverley	20	212.5	232.5
3.	R. Campbell	-	225.1	225.1					
4.	J. MacLeod	10	216.1	226.1	23.	J. Young	30	234.9	264.9
5.	N. Wain	10	216.8	226.8	31.	D. Cuthill	50	230.2	280.2
6.	C. Lovelock	10	218.2	228.2	52.	N. Rickerby	70	238.9	308.9

MENS TEAM EVENT

<u>Pos.</u>	<u>Team</u>	<u>Best Run.</u>	<u>Pens</u>	<u>Time</u>	<u>Score</u>
1.	Lovelock/Shackelton/Halaby		50	249.1	299.1
2.	Calverley/Langford/Thomas		50	254.3	304.3
3.	Mitchell/Wain/Swallow		60	245.4	305.4
4.	Edge/MacLeod/Peters		70	245.6	315.6
5.	Cuthill/Dolan/Young		100	257.2	357.2

RESULTS. SERPENT'S TAIL FIRST DIVISION SLALOM 28/29 SEPTEMBER

DIVISION ONE MEN'S K.1.

THE ROHLEDER TROPHY

1.	Martyn Peters	Manchester	10	257.0	-	228.9	228.9	60
2.	Nicki Wain	Chester (Youth)	40	248.3	-	231.8	231.8	59
3.	Melvin Swallow	Chester	-	235.6	-	243.1	235.6	58
4.	Albert Kerr	Carlisle	-	237.2	30	249.2	237.2	57
5.	Robert Campbell	Viking (Youth)	-	244.9	-	241.3	241.3	56
6.	Dave Mitchell	Chester	50	259.8	-	244.8	244.8	55
11.	Jim Dolan	Edinburgh (Youth)	70	238.3	20	233.7	253.7	50
15.	David Cuthill	Forth	60	263.6	-	267.9	267.9	46
21.	Jock Young	E.W.W.C.	30	277.6	10	267.3	277.3	40
33.	Ronnie Kennedy	E.W.W.C. (Youth)	.	Scr.	30	266.0	296.0	28
42.	Neil Rickerby	Strathclyde	30	279.4	30	286.2	309.4	19

SERPENT'S TAIL RESULTS (Contd.)DIVISION ONE TEAM EVENT

1. MANCHESTER "B"	Lovelock/Peters/MacLeod	10	266.8	40	277.0	276.8	10
2. CHESTER "A"	Mitchell/Swallow/Wain	30	266.4	70	284.5	296.4	9
3. E.W.W.C. "A"	Young/Dolan/Kennedy	70	312.0	70	289.4	359.4	8
4. CHESTER "B"	Kerr/Wood/Cuthill	70	300.2	230	301.5	370.2	7

LLANGOLLEN INTERNATIONAL 1974 - RESULTSK1 Men

		<u>Better run scores</u>		
1	Great Britain 'A' Peters/Dolan/Calverley	70	254.0	324.0
2	Germany 'A' Loos/Trach/Trach	70	268.7	338.7
3	Great Britain 'B' Wain/Swallow/Mitchell	100	266.7	366.7
4	International Wilson/Sattler/AN Other	170	274.7	444.7
5	Germany 'B' Kurzke/Zobel/Remmlinger	210	293.0	503.0
6	Ireland 'A' Casey/Collins/Pilkington	250	293.6	543.6
7	Ireland 'B' Jacob/Murphy/Talbot	280	372.4	652.4

Individual Events

		<u>K1 Men</u>	<u>Better run scores</u>	
1.	R. Calverley G.B.	0	249.7	249.7
2.	D. Mitchell G.B.	0	262.7	262.7
3.	D. Loos Germany	10	272.7	282.7
4.	V. Trach Germany	30	257.1	287.1
5.	M. Peters G.B.	30	258.9	288.9
6.	N. Sattler Austria	40	249.0	289.0
7.	J. Dolan G.B.	60	257.4	317.4
8.	N. Wain G.B.	70	253.7	323.7
9.	G. Collins Ireland	60	271.0	331.0
10.	J. Kurzke Germany	80	251.5	331.5
11.	J. Trach Germany	50	283.6	333.6
12.	B. Casey Ireland	70	266.0	336.0
13.	M. Swallow G.B.	80	272.5	352.5

No doubt everyone now knows about Jim Dolan being British open Slalom Champion and also having won the Llangollen Town DIV I Slalom, but how many realize just how great these achievements are?

No Scottish Slalomist has ever reached this standard of competition before. In fact the last time even a non-Chester or Manchester paddler won the Llangollen Town slalom was back in 1968 when Keith Wickam took the honours.

In slalom at this level there is no one else in Scotland at the moment in the same class.

Next year is World Championships year and I can quite easily forecast Jim making the team, although he will have to redouble his training in preparation in order to do well against the foreign champions. In the Llangollen International he won the team event when paddling with Martyn Peters and Ray Calverley. Next season should see more wins when he teams up with Melvyn Swallow and Niki Wain for 1st div. competitions.

INTERNATIONAL CALENDAR

This will, no doubt, be of interest to the Scottish Team, British team members and those planning continental expeditions.

The provisional International Calendar of events in Slalom and White Water Racing has been published in the ICF Bulletin as follows. Events fall into 3 categories: A, B or C as follows:

- A: International event for National teams only, of member associations. A maximum of 6 boats per class is allowed.
- B: International events for National teams by invitation only. A maximum of 6 boats per class is allowed. (ie Iron Curtain country events usually).
- C: International events open to all member associations. Numbers may be limited by organising committee.

INTERNATIONAL CALENDAR 1975 (contd.)

<u>Date</u>	<u>Venue</u>	<u>Country</u>	<u>Slalom</u>	<u>WWE</u>	<u>Category</u>
May 4	Zwickau	DDR	*		B
June 1	Goumois	France	*		A
1	Tacen	Yugoslavia	*		C
7/8	Spittal	Austria	*	*	A "GBS/GBR"
7/8	Muotathal	Switzerland	*	*	A
14/15	Merano	Italy	*	*	A
25/29	SKOPJE	Yugoslavia	*	*	WORLD CHAMPS "GBS/GBR"
July 6	Lipno	Czechoslovakia	*	*	A
5/11	Lerida	Spain	Wild Water Week		C
26/27	Bourg St. Maurice	France	*	*	C
Aug. 2/3	Lofer	Austria	*	*	C "GBY"
9	Ribadesella	Spain		*	C
9/10	Augsburg	BRD	*	*	A "GBY"
16/17	Landeck	Austria	*	*	C "GBY"
25/26	Jonquieres	Canada	*	*	C
30/31	Novy Sacz	Poland	*		C
Sept 1/2	Savage River	USA	*		C
6/7	Cervey Klastok	Poland	*		C
Oct. 4/5	Trewerwyn	Wales	*		C

Any member of the BCU may apply to the Slalom Executive via the SCA Slalom Committee for permission to compete in an International event. Permission will not normally be given to canoeists who are not in Slalom Div. 1 (for slalom events) or of a reasonable standard in river racing (for WWR events). The British Team has first priority at any event - the events which they intend to compete at are marked "GBS" for GB senior teams slalom, "GBR" for GB senior teams racing and "GBY" for GB Youth team.

NEW BOATSA REVIEW OF THE OLYMP 6D. Cuthill.

I believe I have the great honour of being the first person in Scotland (who knows maybe even Britain) of trying out the olymp 6! Actually I stole a shot in Jim's Test boat after bringing it back from Llangollen Town and before he had a chance to try it.

The points of difference between the new marque and the mark 5 are:-

- a. Cockpit raised
- b. Centre section of hull deeper
- c. Front deck not "Bowed" but more of a straight line from cockpit to about a foot from the front.
- d. The characteristic Olymp 5 corrugations are filled in.
- e. Back deck lower
- f. The bulbous sides on the deck by the cockpit on the \bar{V} have been smoothed off as if the plug had been planed but raised cockpit makes for a steeper deck angle and this makes dipping the sides under the poles easier.

The general appearance is of an exaggerated Olymp 5 - higher in the middle and more tapered at the ends. The lower back deck means that the tail can be "ducked" at the back of the cockpit rim under a pole at water level! It must be easy because even I can do it. Because of the low back deck one has to be careful not to lean into sweep turns when not attempting a dip, because if one does one temporarily submerges half of the boat. Ducking the bow is about as easy as on the 5 i.e. when reversing lean into the turn and forward sweep on the other side and hey presto the front end submerges under the pole.

It is a welcome sight to see a kayak design which has not been taken to extreme - as has the Hawkesworth Treska - the idea there obviously was to get a slalom boat plug and plane it down as much as possible - the result is a submersible /

submersible unstable fibreglass shoe. On the contrary the New Olymp 6 has maintained the buoyancy and volume by increasing the height amidships whilst tapering off at the ends. This allows good turning when under waves because of the small area presented by the turning ends.

The Olymp 6 is obviously going to take over from the 5 in the same way as the 5 took over from the very large Olymp IV.

A TRAINING WEEKEND IN THE LIFE OF THE SCOTTISH TEAM

D. Cuthill.

The latest in the series of training weekends was held as usual at the Edinburgh Corporation outdoor centre at Benmore near Dunoon. The following attended:

Trainers/Coaches

G. Smith	Fay Roberts	Jock Young	Dougy Melville
S. Balfour	Sheila Lawrie	Jim Dolan	Lindsay Wright
		David Cuthill	Colin Purves
		Marshall Hall	Douglas Cameron
		Ronnie Kennedy	R. McKairns
		Andrew Morton	George Boag
			Peter Millar

Most of the group were Youth competitors and most of the youths were on their first training weekend. A typical programme is as follows:-

6.45 a.m.	Rise
7.00	Assemble for $\frac{1}{2}$ hour running training
8.00	Breakfast - Porridge, bacon, egg, bread, etc.
8.20	Rest until
9.15	Assemble for morning water training (slalom course or Loch Eck)
12.30	Break for lunch, slalomists run back $\frac{1}{2}$ mile to centre buildings.
2.00	Assemble for afternoon water training (Loch Eck or slalom course)
4.30	Slalomists run back to centre ($\frac{1}{2}$ mile) interval sprinting up the road.
5.00	Evening pre-meal running, 3 miles approx + 2 hill climbs (steep hill path $\frac{1}{4}$ mile)
6.00	Evening meal, pies and chips
	Film - Grand Canyon 1972
10.00	Bed time

- The Sunday is much the same. Slalom training on the slalom site consists of
- A. 1. planning a sequence of about 6 or 7 gates and practising it, then timed run.
 2. breaking the course down into moves and practising these followed by timed runs on each part.
 3. Stringing all the moves together and doing timed runs, all the time under the encouraging but pressurising instruction from the coach. The practises were done with all the paddlers on the gates at once. The timed runs gave short rests for everyone as only one canoeist was on the gates at a time.
- B. Slalom training on Loch Eck.
- Distance & Sprints training on Loch Eck.
- $3\frac{1}{2}$ mile paddle at racing speed in WW boats
- Paddle down loch and down river in slalom boats doing "follow my leader" etc. with the lead always being taken up by the back man racing into the front position.
- WW training consists of distance work e.g. 4 mile trip at racing speed on the Loch then interval sprints relay races followed by 2 or 3 timed runs down the river each lasting about 15 or 16 minutes.

The best part of the training is changing into dry tracksuit in the drying room which has an environment akin to a tropical hothouse and sauna combined. One large basement room equipped with half a dozen 3 kilowatt industrial fan heaters. These excellent machines generate enough heat to dry one's canoeing clothes over lunchtime.

As will be seen from the attendance list Fay is back after her successful shoulder operation and is training up for next year. Although not on river training yet she is canoeing and training in the gym etc.

As the centre also accommodated school students from Edinburgh the team as a group tends to feel as if they should behave as a national team; this gives good preparation for travelling and competing as a team when abroad. Unfortunately there were a few minor breaches of this discipline this time in the form of high jinks when Graham Smith's group arrived at about 3 a.m. from Edinburgh on the Saturday morning after a school dance, waking up most of the centre residents in the process. No doubt this late arrival technique simulates long distance car travelling, lack of sleep and irregular hours of activity to prepare the group for the same sort of thing when abroad?? However one of the major culprits was singled out and received his just deserts in the form of dish washing duties. I am sure the memory of this will inspire him into correct team behaviour on future team training weekends. The training weekend was quite up to usual standards both of training and the usual excellent accommodation, changing and drying room facilities etc. There is a remarkable and welcome improvement in the standard of competition displayed by one or two of the younger competitors and no doubt they will be strong contenders for Scottish slalom and WW team in future years.

CANOEIST OF THE YEAR - RANKING LIST - 1974.

Awarded to the person with the best aggregate result from the four Championship events: Slalom, W.W., Sprint, L.D., on a 10, 9, 8 basis.

1st Ten places

<u>Name</u>	<u>L.D.</u>	<u>Sprint</u>	<u>Slalom</u>	<u>W.W.</u>	<u>Total</u>
A. Morton	10	10	3	10	33
J. Dolan	6	-	8	8	22
D. Cuthill	-	6	6	6	18
G. Smith	8	-	-	9	17
I. Ross	-	9	-	5	15
S. Ramage	-	-	10	3	13
G. Hatfield	1	4	2	4	11
J. Young	-	-	9	2	11
E. Kjerschow	9	-	-	-	9
C. Dunlop	-	8	-	-	8
H. Lyons	7	1	-	-	8

40th ANNIVERSARY PRIZE QUIZ

I wonder how many of our readers made an attempt at solving the Quiz printed in our last issue? What a pity is that nobody bothered to send in their attempts and all Andy's hard work went unrewarded.

Here are the correct answers for any who might be interested:-

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
A	C	C	C	A	A	D	B	C	B	D	D	C	D	B	D	A	D	A	A

TIE BREAKER: What do the following trade names stand for?

P.B.K.	Percy Blandford Kayak
K.W.	Keith White
GAYBO	Gay and Bob Goldsmith
MENDESTA	Mendes da Costa
C.V.P.	Canoe Valley Products

THE AUTUMN GENERAL MEETING
of the
FORTH CANOE CLUB

will be held on

WEDNESDAY, 27th NOVEMBER, 1974

in the

COMPASS ADVENTURE CENTRE

11, WEST GRANTON ROAD

at 7.15p.m.

AGENDA

1. Apologies received for absence
2. Minutes of Spring Meeting (circulated)
3. Matters arising from the Minutes
4. Secretary & Treasurer's Report
5. W/W & Slalom Secretary's Report
6. Proposal to raise the Club Subscription
7. Election of Office Bearers
8. Programme for 1975.

PRE-AUDITED ACCOUNTS OF THE FORTH CANOE CLUB
FOR THE YEAR ENDING 31st OCTOBER 1974

Cash in hand and in Bank at 1st November 1973	...	£117.76
less excess of Expenditure during the year	...	<u>3.35</u>
Cash in hand and in Bank 31st October 1974	...	<u>£114.41</u>

<u>Payments</u>		
Expenses of Newsletter (Kayak Mag.)	£37.29	
Postages & Telephone	... 4.45	
Secretary's expenses	... 1.80	
Club Stationery	... 13.31	
Paper for Kayak Mag (2 yrs supply)	12.98	
Loss on Tweed L.D. Race *	<u>4.63</u>	£ 74.46

* (£5.75 worth of book token prizes held for 1975 event)

<u>Receipts</u>		
Subs 1973	...	£ 3.75
Subs 1974/5	... 28.75	
Subscriptions to Kayak Mag	... 9.10	
Profit on Awe Slalom95	
Profit on Grandtully W/W Race	6.30	
Hire of Slalom Equipment	... 20.50	
Bank Interest	... <u>1.76</u>	<u>71.11</u>

Loss for the year ended 31st October 1974 £ 3.35

We hope there will be a good turn out at our Autumn Meeting because it is not often that we meet together as a club and it is always interesting to meet the new members - an interest which works both ways. At present the membership is about the 40 mark; even half that number would make a good meeting.

T H E C O M M O D O R E
 and Officers of the Club
 invite you to attend at
 2, Merchiston Bank Avenue
 on Saturday 30th November, 1974
 at 8p.m.

to recognise the 40th Anniversary of
 THE FORTH CANOE CLUB

If you drink bring
 your own poison

Crash hats and buoyancy aids
 need not be worn.

R.S.V.P. to the Commodore

N.B. Our Hon. Secretary, Andrew Morton will be changing his address after December, 1974. His new address is not yet known but don't send his New Year bottle to 2 Cedar Place, Perth.

ASSETS

Values as at 31st October, 1974.

3 Club Slalom canoes @ £15	...	£45. -
1 Typewriter £10	...	10. -
Slalom Equipment (32 gates, spacers & ropes)		80. -
Stock of Stationery and paper	...	14.50
Unpresented prizes	...	5.75
Commodores Cup	...	60. -
F.C.C. Challenge Cup	...	20. -
		£ 235.25
Cash in Bank	...	114.41
		£ 349.66

I have always been very keen that those of our members who compete in canoeing events should own their canoes and equipment. It is only by having a boat that is familiar to you that the best results will come.

However, a sudden outlay of £60 - £70 may not always be convenient so there is available to our members a credit scheme whereby the canoe is bought for them and the net amount is paid up to the Commodore free of any interest charges normally associated with such a transaction.

Jack Cuthill.