

KAYAK MAGAZINE



**April
1975**

A FORTH CANOE CLUB PUBLICATION

KAYAK CO-EDITORS

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Cover Picture from a photograph of Maureen McClure, one of Scotlands
foremost paddlers. D.C.

EDITORIAL.

The White Water season is over bar the Scottish Team selection and then the Awe W.W. Race on June 8th. Keep that date free in your diary whether you be a competitor or not. The weekend is one of the best of the year and, so far, touch wood (or fibre-glass) the weather has been excellent. Competitors and touring folks can paddle on Loch Lomond from Luss on Saturday, then move across towards the Awe only 50 miles away, for the W.W. event, or just a tour on the Sunday.

My feelings at the end of the W.W. season are of disappointment at the standard of organisation of events. At least two events were run at which the standard of timing was poor. Many competitors after having trained hard for weeks, spent pounds on travel and 50p on their entry fee, finished up at the end of the day either with no result for their run or a very dubious time/position which changed as the day proceeded and the organisers cast dice for placings.

Something must be done to improve the standards of our W.W. events. Why can't we have entries sent in well before hand as in Slaloms, and a proper seeded start list provided a few days before the event? To aid future organisers of events, Kayak magazine has published an article on the timing of W.W. events. Let's hope next year sees an improvement in standards.

A.M.

Letter from Glasgow University Canoe Club Commodore.

Dear Ed,

We at G.U.C.C. feel that an apology is due to the canoeing fraternity in Scotland concerning the Clyde Race.

We can assure you that a great deal of effort went into the organisation of this event, however, the clocks for the race only arrived on the day and due to the large numbers.....

Anyway, every effort will be made to correct this situation. We thank you for your support and hope to see you again next year.

HOW TO TIME A WHITE WATER RACE IN TEN EASY MOVES.

A.Morton

To the organiser: Please remember, some competitors take races seriously. They train hard and spend a lot of time and money on the sport. It is your DUTY to run an efficient and accurately timed event. If the instructions below are followed, it will be possible to have the time of every competitor within 30 seconds of his or her finishing the race, as has been done at many Forth C.C. races.

SATURDAY (or earlier)

1. Obtain a list of entries and divide the competitors into groups, eg. Senior White Water; Jun. W.W.; Sen. Slalom; Jun.Sl.; Ladies; C2; C1
2. Allocate blocks of numbers to the groups, leaving a few spaces in each to allow for late entries in each class.
3. Make a rough seeding of competitors. This will reduce "catching up" during the race and should result in a more even flow of finishers.
4. Write out the final list in duplicate using waterproof ink. The copy for the finisher should have columns for the finishing time, actual time and place. The starter's sheet should have name, club, class and number
5. Beg, steal or borrow a good pair of stop watches. The best available can be obtained from Andrew Manwell, Butchart Recreation Centre, University Rd., ABERDEEN. (There may be a small hire charge!) These are synchronised watches with a "split timer". Synchronisation between watches is essential, otherwise, after two hours, if the finisher's watch is 30 secs. ahead of the starter's then later competitors will have a 30 sec. disadvantage over the first few competitors. The split timer is a second hand comprised of two separate arms, one of which stops when the button is pressed -(the time is then read off)- and rejoins the other half as soon as the button is pressed again. This ofcourse makes for great accuracy.

SUNDAY

6. Assemble four time keepers at the start. A minimum of three are needed for the finish and one for the start.
7. Start both watches simultaneously at the hour (fixed beforehand) ie. 10.00 am or 11.00 am etc.
8. Immediately send the three finishers to the finish with one of the watches.
9. Start competitor Number One at one minute past the hour
Number Two " two minutes " "
etc.

All the smart Alocs who think that this is not really necessary should turn the page and read on.

There are two advantages to this system:

- A No matter who scratches, or how many blanks there are in the start list, the starter can keep an exact check on where he is on the list and when the next competitor is due to be set off. This is because the boat number of every competitor equals the number of minutes after the hour at which the race started. His or her number should therefore be checked with the watch when the competitor is on the start line.
- B At the finish all the time keeper has to do is to subtract the boat number from the time on his watch to obtain the true time of the competitor's run - easy!!
10. When the last competitor has been started, the starter drives down to the finish keeping his watch going and checks that the two watches are still running synchronously. If not, then the timers have a fairly difficult calculation ahead of them!

The placings and prizewinners are now easily extracted because on Saturday night you made sure that all classes were in separate blocks - didn't you??

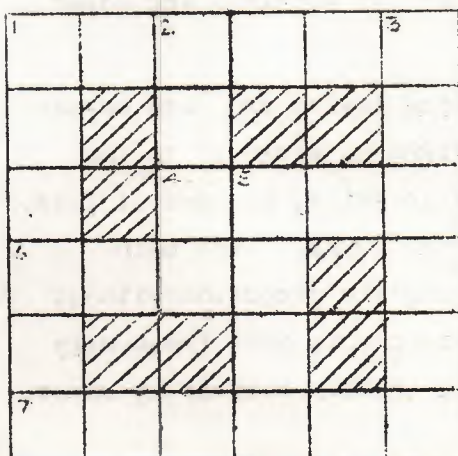
POSTSCRIPT:

Those of you lucky enough to own a portable tape recorder might consider the possibility of recording the finish. The time of the first competitor is recorded, thereafter, just the number of the competitor and a signal when he or she crosses the line. The tape can then be played back at leisure in a car and the times read off on a watch as the tape runs. This is followed by a fairly simple arithmetical calculation. Tape recorders I believe are used with some success at the Welsh Dee W.W. races.

Answers to the Crossword in the January issue:

Across 1 Canoes 4 neat 6 thaw 7 number
Down 1 canyon 2 oath 3 shower 5 atom

KAYAK CROSSWORD NO.2



ACROSS:

- This could cause a division in the river
- A dinghy for the very young
- Sounds a sluggish river
- This canoeist uses another form of propulsion.

DOWN:

- Eskimo toilets?
- Too many of these can be tiring in the Alps.
- Leaves the surfer in a mess
- It holds the slalom rope.

SOME NOTES ABOUT THE FITTINGS AND SEATING POSITION IN THE ESPADA.

1. The Sitting Position. The paddler sits upright with his knees bent. The only points of contact with the boat are the backside, the heels and the pad behind the toes. In particular, the hips, thighs, knees and shins should never touch any part of the kayak. At first, a paddler tends to prefer a low seat but as skill progresses, a higher seat is more desirable for an economic style. In general, as high a seat as is commensurate with stability is needed. Seats have a considerable fore and aft adjustment to take into account the wide variation in size and weight of paddlers. It is difficult to give an exact rule of thumb but the seat and footrest should be adjusted so that when the paddler is paddling smoothly at his best speed, the boat runs without pitch or yaw and level on its waterline. If the paddler is too far back, the bows will lift and tend to yaw. In general, when a paddler is correctly seated in his kayak in still water, the bows are slightly down. As the paddler starts to paddle, the bows lift until at racing speed the kayak runs quite level.
2. Paddling. Chapter 27 of the 3rd edition of the Coaching Handbook contains sections by Ted Cronk and Ron Emes and illustrations of Gert Frederikson. This chapter should be read by all who wish to paddle an Espada.
3. The Seat. The paddler pushes with his feet against the footrest. The seat should therefore be at such an angle that the paddler does not slide back over its rear edge. For the same reason, fore and aft adjustment should be by positive stages (at about half an inch centres,) rather than by friction device. The seat should fit the kayak exactly or it will either cause a ridge in the hull or it will wobble.
No doubt manufacturers will be providing high, medium or low seats. A beginner should be discouraged from starting with too high a seat but as he progresses he should be encouraged to try the effect of a higher seat.
4. The Footrest. The footrest has to stand quite a strain when the kayak is paddled hard. Many have been broken during a start. The footrest should be about two inches broad and held firmly in place with bolts if possible. Since many paddlers prefer to paddle in bare feet (except of course in LD races when portages may be rough) all surfaces and edges should be quite smooth.
5. The Tiller Bar. This comes back from the steering device and lies across the footrest. When the paddler wishes to go right he kicks it to the right and vice versa. As a paddler progresses in skill, he uses it less, making gradual changes in direction by leaning the kayak. The main purpose of the tiller and rudder system is to maintain direction without interrupting the paddling stroke. In races this occurs most frequently when the kayak's course is affected by wash from another boat or by waves.
The /

The tiller bar may lie over the top of the footrest, or through it in a slot. Either way, there are two things to be avoided. First, it should not be able to fly up out of range of the foot. Second, there should not be a position where it gets trapped behind the footrest. All surfaces should be smooth.

6. Rudder Gearing. This is affected by the length of the tiller bar, the width of the T piece and the diameter of the drum on the rudder. The highest gearing is obtained with a small drum, a wide T piece and a short tiller bar. Since we wish to disturb the movement of the boat and our paddling position as little as possible, a high gearing should be used.
7. Wires and fairleads. These transmit the movement of the tiller bar to the rudder blade. Every effort to avoid friction should be made. There is obtainable a plastic coated wire which runs freely. Fairleads are of two types, those which keep the rudder wires away from the paddler and close to the inside of the kayak and those which lead the wires through the deck. Both types should be so positioned as to keep the wires as straight as possible. Kinks must be eliminated or the rudder loses all sensitivity.
8. To paddlers accustomed to slalom and white water boats, the K.1. seems strange, its sitting position odd and its stability worrying. If they can resist the temptation to fit knee bars, suspended seats and to try eskimo rolls and other exercises irrelevant to this kind of boat, they will learn the extremely satisfying sensation of effortless movement through the water that an Espada can give.

CAN YOU BEAT THIS ?

George Clelend, President of the Strathkelvin Kayak Club writes to tell us that on 10th March, Peter Turcan, a 17 year old member of his club, has just set up a new world record for the 100 hand rolls, in a Tempo Slalom Canoe. His time was 4 mins. 11.4 secs, 13.2 secs faster than the previous record as published in the Guinness Book of Records 1974.

Two attempts were made on the hand rolling record, one at Jordanhill College of Education, with a time of 4 mins 11.4 secs. followed by a repeat at the Langside College of Further Education with a time of 4 mins 19.1 secs. where he had been training in the pool for the last six months. Officials of the Scottish Canoe Association and independent timekeepers were present at both these attempts.

He is now training for the record maximum number of eskimo rolls, now standing at 1004 rolls. He hopes to break this record sometime during the summer.

Commodore's Comment

Irvine Canoe Club Colours

It was not the intention of the Commodore in his "Comment" (October '74 issue) to cause surprise and dismay in the ranks of the Irvine Canoe Club by observing that their present colours clashed with the blue and gold of the Forth Canoe Club, but rather to jog the S.C.A. into action by the concluding sentence:....."but perhaps the S.C.A. no longer cares?"

However Mr. McKinlay has called for our comment on his letter (Jan.'75 issue) and I have done some homework before making this reply. He rightly admits that his club records are far from complete, which we take as a euphemism for what they really are. It so happens that when the Irvine C.C. applied for affiliation to the S.C.A. I was at that time its Hon. Secretary. As I write there lies before me the copy-letters of the correspondence between myself and Chas. Cousar, their secretary of the day. The sequence is as follows:

I received a letter from Chas Cousar dated 4th October 1958 asking for details of affiliated membership of the S.C.A., fees etc. To this I replied in a letter dated 7th October 1958 one paragraph of which stated: "When an application for affiliation is made by a club it is required that the entrance fee (one guinea), a copy of the club's Constitution, safety rules and flag or burgee is sent for approval by the Council".

The formal application by the I.C.C. for affiliation to the S.C.A. was received by me on 29th December 1958 though strangely enough the letter was dated 20th October 1958. Enclosed was a copy of the club Constitution but no colours or burgee. However in the accompanying letter it stated: "You will note that the design of the club's burgee is written into the Constitution". Sure enough under item 3 of the Irvine Canoe Club's Constitution it is written: "The Club's burgee shall be 8" in the hoist and 13" long. It shall be triangular: ABOVE THE CENTRE LINE, RED AND BELOW THAT GREEN." !!

My reply acknowledging the application for affiliation was sent on 6th January 1959 enclosing a receipt for the entry fee.

The Irvine Canoe Club was formally accepted as an affiliated club of the S.C.A. at the A.G.M. held on 18th January 1959 in Glasgow.

It follows from the above that the excerpt from the I.C.C. Minutes dated 5th November 1958, which Mr. McKinlay quotes, can only be described as historical rubbish.

However the present S.C.A. records do show the Irvine C.C.'s burgee to be yellow and blue but I can find no record as to when or how the change came about. One wonders if they made an official request to the S.C.A. to have their registered colours changed and did they remember to alter item 3 of their Constitution?

My 20 years stint as S.C.A. secretary finished in December 1959, anything happening after that was, of course, not my responsibility.

I was somewhat perturbed to read that the Scottish White Water Racing Team 1975 selection event on 27th April, "is open to all paddlers actively engaged in canoeing in Scotland." In any international a Scottish Team is made up of native born Scots or are of the blood i.e. one or other of the parents or grandparents are Scots. If the S.C.A. intends to select a team on their wide general requirement it means that any non-Scot whose job or degree course has brought him to Scotland can paddle for this country. What the reaction of some of our native born Scots will be if they are passed over in favour say, of an Englishman for membership of our Scottish Canoe Team we shall just have to wait and see but I would suggest that the S.C.A. Slalom Committee do their homework again and avoid precipitating the kind of trouble that rent the SCA asunder 15 years ago.

FORTH CANOE CLUB'S

RIVER TWEED L.D. 1975

SUNDAY, MAY 11th

The event will be run on the same programme as in previous years

Senior Course Walkerburn (A72 Peebles-Galashiels Road)
16 miles to Gattonside (Suspension Bridge after
Melrose Cauld)

Be at Walkerburn at 11.30 a.m. for 12.00 midday start.

Junior and Ladies Event

8 miles Fairnilee to Gattonside

Be at Fairnilee at 1.00 p.m. for 1.30 p.m. start.

The event will be run to the current Scottish Canoe Association
L.D. Racing Rules.

SAFETY You are recommended to wear a crash hat and
you MUST wear a buoyancy aid. Boats will be checked
for safety and buoyancy.
Competitors whose equipment is not up to standard will
not be allowed to start.

ENTRY PLEASE ENTER ON THE ENTRY FORM ATTACHED

FEES 50p All senior classes except K2
75p for K2
40p All youth classes (Youth = under 18 on 1st Jan 1975)

All classes will be offered, with prizes for K1 K2 W.W.K1
Slalom K1 In youth & senior for men and women.

If sufficient numbers justify the award of prizes in
other events, this will be done.

FORTH CANOE CLUB AWE WHITE WATER RACE 8th JUNE, 1975.

Start: 1.00 p.m. Distance 3 miles Grade 3.

The start is at the Hydro-Board Barrage where the river leaves
Loch Awe in the Pass of Brander.

The finish is on the right bank at the Inverawe Power Station.

Runs will be timed with competitors starting at minute intervals.

Competitors' boats which are not clearly marked cannot be guaranteed
a timed run.

Competitors should NOT practise on the Saturday for three reasons:

1. The water is very low
2. To maintain good relations with fishermen
3. Competitors should be racing at Loch Lomond.

Competitors must abide by the B.C.U. rules regarding safety and conduct
during the race.

Entry Fee: 50p Senior. 40p Juniors and Ladies
Sent to: Andrew Morton, Biology Dept. The Academy, Broxburn.

It makes the organisation of the event a lot easier if entries and cash
are sent in the week before the event. So competitors entering on the
day of the event will be charged an extra 20p.

Prizes: 1st and 2nd in all classes.

Camping: There is a public camp site with shop where the road crosses the
river about $\frac{1}{2}$ mile from the barrage.

Team Event: There may be an event if time allows and competitors so wish.

PLEASE ENTER ON THE ENTRY FORM ATTACHED

SCOTTISH WHITE WATER RACING TEAM 1975SELECTION EVENT
*****Graham Smith.

It has been brought to the attention of the Slalom Specialist Committee that an International Sprint Regatta is to be held at Zaandam on the weekend of 7th/8th June 1975 - the weekend originally set aside for the selection event for the White Water Racing Team. To avoid this clash of venues the Slalom Committee has decided to hold the Scottish W/W Racing Team selection event on the River Awe on Sunday 27th April 1975 in conjunction with the Scottish Universities W/W Racing Championships.

Entries are open to all paddlers actively engaged in canoeing in Scotland and who meet the requirements recently set down in the last Slalom Committee Minutes.

Advance notice is also given that the Teviot Slalom, programmed to be held on Sunday 27th April has been postponed to a date to be decided later.

New slalom and White Water Race entry fees were recently agreed by the B.C.U. at their last Executive meeting. The slalom entry fees become effective from 1st January 1975 and these are:-

Div.1 Individual ...	£1.50	Div.2-4 Individual80p
Div.1 Team Event ...	1.50	J & N.	
		Teams	.90p

Youth entry fees 20p less than those above. Judges Event 50p(refundable).

The increased W/W Race levies become operative on 1st September 1975 and these are:-

Individual ...	80p
Team ...	90p
Youths	20p less than above.

Please bring these changes to the attention of your club members.

SEND STAMPED ADDRESSED ENVELOPES FOR
LAST MINUTE S.A.E. INFORMATION SERVICE

As Kayak Magazine is only published quarterly, many last minute programme alterations occur in the intervening months which are of vital importance to many canoeists but the information may never get to them in time - unless of course Club Secretaries send last minute information to the address below. This S.A.E. service is designed to give last minute information about your branch of canoeing and also help club secretaries to circulate information quickly.

Send half a dozen stamped envelopes stating about which branch of canoeing you want information

to: David Wolfe,
7, Easter Currie Crescent,
CURRIE, Midlothian. EH14 5LH.

9.
SCOTTISH CANOE ASSOCIATION

LOCH LUBNAIG LONG DISTANCE RACE

SATURDAY 24th MAY 1975

The Loch Lubnaig Long Distance Race is again being held within the programme of the Trossachs Water Sports Festival. This L.D. is the only event in Scotland to receive Tier 3 Ranking Status from the British Canoe Union L.D.R. Committee.

VENUE Ardchullarie Point, Loch Lubnaig.
On A84, 6 miles from Callander and 8 miles from Lochearnhead.
Grid Ref. 582135.
Parking available beside water.

START TIME Briefing at 2.00 p.m. Start at 2.30p.m.

COURSE Round Loch Lubnaig.

DISTANCE Seniors 8½ miles. Juniors and Ladies 6½ miles.

CLASSES K1 - International Racing Single Kayak.
K2 - International Racing Double Kayak.
Class 3 - Single Kayak (max.length 15ft. min.beam 23")
Class 4 - Doubles Kayak (max.length 18ft.min.beam 24")
Espada.

K1) Category a - any paddler
K2) " b - paddlers under 18 on 1st January 1975
Class 3) " c - Ladies.
Class 4)

Espada - Classes A,B,C, for Boys and Girls as laid down by the Espada Racing Committee, according to age.
In the case of there being less than 3 paddlers in any class, classes will be combined.

RULES Each competitor must comply with the B.C.U. L.D.R. Committee Rules.

SAFETY All Espada paddlers and any other paddlers under the age of 18 must wear approved personal buoyancy and all canoes must be rendered unsinkable. The Organisers cannot accept liability for injury or damage to competitors or their gear.

CAMPING On Forestry Commission Site at southern end of Loch Lubnaig, south of the Stank Farm at Grid Ref. 583104. Access by bridge ¾ mile past Falls of Leny, at Grid Ref. 587092. Alternative site may be available at Strathyre. Check with Organisers.

ENTRY ON FORM ATTACHED Closing date for entries Monday 19th May 1975.
Additional Late Entry Fee 10p.

10.
SCOTTISH CANOE ASSOCIATION

SPRINT REGATTA AND SCOTTISH YOUTH SPRINT CHAMPIONSHIPS LOCH LUBNAIG

SUNDAY, 25th MAY 1975

- VENUE Ardchullarie Point, Loch Lubnaig.
On A84, 6 miles from Callander and 8 miles from Lochearnhead.
Grid Ref. 582135. Parking available beside water.
- TIME Competitors should report to the Organisers at the Loch at 10.00 a.m.
on 25th May.
- ENTRY Any person resident in Scotland and who was under 19 years of age on
1st January 1975 is eligible to enter the Youth Championship Events.
The Sprint Regatta is Open.
Entries should be in the hands of the Organiser by Monday 19th May.
- EQUIPMENT Competitors should provide their own equipment as far as possible,
i.e. boats, lifejackets and paddles. A few S.C.A. Espadas will be
available for use.

COMPETITION CHAMPIONSHIP EVENTS

Class A - under 14 years of age on 1st January 1975
Class B - under 16 years of age on 1st January 1975
Class C - under 18 years of age on 1st January 1975
Youth - under 19 years of age on 1st January 1975

	<u>Boys</u>	<u>Girls</u>	<u>Youth</u>
Espada A	250m	250m	Open 500m
Espada B	500m	250m	K2 500m
Espada C	500m	250m	

NON CHAMPIONSHIP EVENTS

MENS	K1	500m	LADIES	K1	500m	MIXED	K2	500m
MENS	K2	500m	LADIES	K2	500m			
MENS	K1	1000m						
MENS	K2	1000m						
MENS	K4	1000m						

In the case of there being less than 3 in a class, classes will be combined.

- PRIZES Medals, Certificates or Trophies will be awarded in all classes.
- RULES Each competitor must comply with B.C.U. Sprint Racing Committee Rules.
The Organiser cannot accept liability for injury or damage to competitors
or their gear.
- CAMPING Camping on Forestry Commission Site at Southern end of Loch Lubnaig
south of Stank Farm at Grid Ref. 583104. Access by bridge $\frac{3}{4}$ mile
past Falls of Leny at Grid Ref. 587092. Alternative site may be
available at Strathyre - Check with Organiser.
- ENTRIES Entries should be sent on entry forms to The Secretary, Trossachs Canoe
and Boat Club, 2, Ancaster Square, Callander, Perthshire, FK17 8ED.
SEE ENTRY FORM ATTACHED

Closing Date for entries Monday 19th May 1975.
Additional Late Fee 10p.

FORTH CANOE CLUB

SPRING GENERAL MEETING

will be held on

WEDNESDAY 14th MAY 1975 at 7.30 p.m.
in the

COMPASS ADVENTURE CENTRE - GRANTON

It is hoped that there will be a good turn out to take part in the business of the club. We only meet formally twice a year and our hard working voluntary officials require your encouragement to prevent the impression of working for a "faceless society".

A G E N D A

1. Apologies received for absence
2. Minutes of the Autumn General Meeting
3. General Report on progress since last meeting
4. Present financial situation
5. Kayak Magazine
6. Programme of events to come
7. Other Relevant Business

F.C.C. COACHING CLASS

During the Thursday nights of June a special course in Racing will be held on the canal at Meggetland. Full details of this course to be run by Scott Balfour will be available at the Spring General Meeting. If you are unable to attend the meeting but wish to take part in the course, please 'phone Scott Balfour at 667.4486 for particulars.

The attention of all members, including our non-competitors, is drawn to two events for which the club is responsible for running:

TWEED L.D. - 14th MAY 1975. Our Club Challenge Cup is at stake here and every able bodied member will be expected to enter. Non-competitors will be required for: Starters, Time Keeping, Race Numbers, Finishing Judges, Record Keeping, Transport, Safety Checks and the like. David Cuthill - 447.3954 will be glad to have offers of help. Any problems of transport should also be 'phoned to David.

AWE RIVER RACE - 8th JUNE 1975 There will be no trophy involved in this event but otherwise the need for help and participation will be as for the Tweed Race.

BAT POLO

It is our intention to take part in the forthcoming Bat Polo competition and for this purpose 5 bat canoes have been made. We are still producing these canoes on Wednesday nights at the Compass Centre. All offers of help will be gratefully received.

All interested in taking part in this dangerous past-time on behalf of the club should 'phone David Cuthill.

If you keep your old copies of KAYAK you will find the rules of Bat Polo in issue No. 5.

BATHS NIGHT

Now that the light nights are here again, interest in our Thursday night baths session is less than it was but we hope members will continue to make use of this facility which will be available until 3rd July 1975. We are required to see that a qualified swimmer is in charge each night and if there is anyone else with a Life Saving Certificate willing to undertake this duty, please 'phone David Cuthill.

More bat canoes would help but we need assistance to build them on Wednesday nights.

NEW MEMBERS

We have a membership of over 40 but the ratio of competition members to others is too small. Though we have a number of young up and coming enthusiasts we still require a larger active membership, so lets start a recruiting drive. All school friends, local pals, relatives and camp followers should be encouraged to join us. See what you can do, starting now.

Jack Cuthill
Commodore

FOR SALE

1 KW7 MOULD, manufactured by Streamlyte Ltd.
in good condition - £50 or nearest
offer.

2 Beaufort Sportsman Life Jackets to B.S.I. Standard
(oral inflation, no inherent buoyancy)
unused, at £6.50 each, or nearest offer.

1 Beaufort Sportsman Life Jacket as above
in sound condition, £3.

Please contact Drew Manzie at the Department of
Physical Education, University of Strathclyde
Royal College, 204 George Street, Glasgow G1 1XW.

Additional Coaching Courses - Information just received

13/15th June - Advanced Inland Proficiency
Venue - Aberfeldy

22nd June - Inland Proficiency Testing
Venue - River Clyde.

24th/26th October - Assistant Instructor/
Senior Instructor - Training and Testing.
Venue - Caldercruix Outdoor Centre.

Details of the above Courses from J. Newns, The Rowans,
Roughrigg, Longriggend, By Airdrie.

POSTSCRIPT

We have to apologise to certain of our contributors to this issue for failing to include their articles but, after the number of adverse comments about the last issue being overweight and our subscribers having to pay excess postage rate, we have had to reduce the size of the magazine.

This April issue of Kayak marks the second anniversary of our magazine which started as the Forth C.C. Newsletter. It still remains the magazine of the F.C.C., issued free to members, but its circulation is throughout Scotland and outside subscribers now exceed club members for the first time. It was for this reason that we re-named it "Kayak" to be more readily acceptable to others. We also carry for the first time a trade advertisement which has prompted the idea that other notices of items for sale by canoeists might have a charge made on them. We may also have to consider making a charge for circulating notices of events being run by other clubs, say, a % of the postal charge we save them. Our magazine is not self-supporting yet and there is a limit on the F.C.C.'s Treasurer's generosity.

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LENDAL offer two types of shaft - one constructed of wood, and the other of fibreglass. The latter are designed to give maximum flexibility with minimum weight, and are constructed with 70% of the fibre running along the axis of the shaft giving exceptional longitudinal strength. The shaft will never tire, absorb water, or warp. A unique addition to the "Pacemaster" and "Whitewater" models is the patented handgrip. This moulded section is fitted to the shaft so that the user has a positive tactile indication of the attitude of the paddle blades. The grip is several degrees offset giving the hand its most advantageous grip location which helps to eliminate the "cocked" wrist action in the control hand, seemingly, a major cause of wrist and forearm injuries. It is felt that this in itself is a principal breakthrough in paddle design. All material used in the manufacture of these paddles is of the highest quality, selected personally, thus ensuring a top grade article.