

KAYAK

MAGAZINE



30 November 1976

A FORTH CANOE CLUB PUBLICATION

GLASS FIBRE MATERIALS CANOE ACCESSORIES FINISHED CANOES

CANOE MOULDS AVAILABLE FROM STOCK FOR HIRE OR SALE

MOULD PRICE



220 cm. (7' 3") BAT Mk. V POLO & TRAINING CANOE.

£45.00



400 cm. (13' 3") PANTHER SLALOM KAYAK.

£80.00



400 cm. (13' 3") SNIPE SLALOM KAYAK.

£85.00



425 cm. (14') TIGER Mk. IV.

£80.00



500 cm. (16' 9") SEAHAWK.

£80.00

Send for **FREE** leaflet:

- GLASS FIBRE MATERIALS AND TOOLS
- CANOE MOULDS FOR HIRE OR SALE
- CANOE ACCESSORIES
- CANOE BUILDING DEMONSTRATIONS
- NEW PRICE LIST
- SEAHAWK SEA TOURING CANOE
- HOW TO BUILD A GLASS FIBRE CANOE (BOOKLET) metric edition - 40p. Post free

BLOCK CAPITALS

NAME.....

ADDRESS.....

.....

.....

.....

.....

SK5

trylon·plastics

WOLLASTON · NORTHANTS · NN9 7QJ · Tel. Wollaston 275

KAYAK MAGAZINE is the official club magazine of the FORTH CANOE CLUB available free to members quarterly. It is available to non-members for a subscription of £1 (4 copies) per annum, payable in advance to Neil Barker, 1, Barnton Grove, Edinburgh. (cheques payable to Forth Canoe Club). (This charge includes postage).

USEFUL ADDRESSES

NEIL BARKER

FORTH CANOE CLUB
Hon. Sec & Treasurer
1, Barnton Grove,
EDINBURGH.
Tel. 031-336-1515.

KAYAK EDITORS:

J. CUTHILL & D. CUTHILL
2, Merchiston Bank Ave.
EDINBURGH, EH10 5ED.
Tel. 031-447-3954.

ANDREW MORTON,
34, Roselèa Drive,
Brightons, FALKIRK.
Tel. (0324) Polmont
711459.

SCOTTISH CANOE ASSOC.
GENERAL SECRETARY
J. STUART NESS,
7, DENOON TERR.
DUNDEE.
Tel. 038-264-2701

BRITISH CANOE UNION
DIRECTOR
GORDON RICHARDS
70, Brompton Road
LONDON, SW3 1DT

S.C.A. SLALOM SECY.
IRVINE ROSS
3, Wood Street,
CARLISLE

Tel. CARLISLE 34040

SCOTTISH CANOE ASSOC....
GENERAL SECRETARY
SCOTTISH SPORTS COUNCIL
8 Frederick Street,
EDINBURGH, EH2 2HB.
Tel. 031-225-5993

Also at this Address
(IRVINE ROSS - Slalom
(FRED NELSON - L.D.
(DREW SAMUEL - Sprint
(IAN McAUSLAND - Bat Polo.
(DREW MANZIE - Coaching.

F.C.C. SLALOM EQUIPMENT
DAVID CUTHILL,
2, Merchiston Bank Ave.,
EDINBURGH, EH10 5ED.
Tel. 031-447-3954.

CONTENTS

Page

2	EDITORIAL	
3	V SEMANA INTERNACIONAL DE CANOE-KAYAK	... Irvine Ross
6	STRATHCLYDE PARK	
8	CANOEING AT LIVINGSTON?	
9	HENGELO REGATTA, HOLLAND.	... Andrew Morton
9	SCOTTISH L.D. CHAMPIONSHIPS RESULTS	
10	WEST COAST TOUR ROUND MULL 1976	... Lilian Williamson
12	BCU/SCA FEDERATION PROPOSALS	... John Turcan
14	COMMODORE'S COMMENT	
15	MINE KAMP!	... Herr Balfour
18	CANOEIST OF THE YEAR	
19	C1/C2 RANKING LIST	
20	NOTES ON RIVER RACING	... Andrew Morton
21	RIVER TEITH W.W. RACE	
22	DOWN RIVER RACE CALENDAR	

E D I T O R I A L

Twenty three competitors entered the Leukaemia race ("where's that?" someone was heard to say) on the 5th September. The point of the exercise was to raise some cash for this worthwhile cause. Competitors received sponsorship forms and obtained cash per mile for the ten mile race. By September 28th, £90 had been received by the L.R.F., of which some £73 came from 4 participants. This might seem laudable, and I would agree, if taken in isolation. But what of the other 19 participants? Of these, six I know have returned their forms and cash, but 13 anonymous paddlers had not evidently found the time by the end of September.

To those thirteen I say this: I hope that by now you have found the time. Remember, canoeing will only flourish when competitors put as much into the sport as they take out. But let's face it, it was not the canoe race which was important, but the lives of those less fortunate than ourselves.

And talking of Contributions - The Kayak Editors always require good topical articles of as varied a nature as possible.

As one who trains quite hard, I can't help but be amazed by the results of the events at the Olympics this year, which were run on virtually calm water and in still air. To those of you unfamiliar with times and speeds here are some facts and figures gleaned from the results - guaranteed to impress!

The Men's 500m K1 final was won by a Rumanian who paddled the course in 1 min 46.5 secs at a speed of 10.5 m.p.h. Scottish paddlers are very hard pushed to break the 2 min. mark.

The Men's K2 travelled at 11.5 m.p.h. and the Men's K4 1,000m final was paddled at 12 m.p.h. One could probably just about water-ski at that speed.

If the top Scottish paddlers had entered the Ladies final they would have been hard pushed to gain a medal, and in the Men's K1 1,000m final they would have finished about 150 yds behind the winner!

Don't lose heart though, Willie Reichenstein from Darvel represented Britain in the C1 class and Alistair Wilson of Lendal products has been to two Olympic events, one of which saw him in the finals. (You should come to the Compass Centre at Granton on WEDNESDAY 22nd DECEMBER when Willie will be telling us of his Olympic experiences, illustrated with slides.)Talking of canoeing feats - if you have not read the new Guinness Book of Records you will have missed the fact that Drew Samuel has the record for paddling down Loch Ness in a kayak. Unfortunately his record breaking channel crossing was too late to be included in the 1976 issue. Congratulations Drew.

In late June as the whole of Southern Scotland baked in temperatures in the nineties and the rivers were looking like desert waddis, two hopeful bands of canoeists gathered from various parts of the country to set out for Northern Spain. Hoping for what? you are doubtless asking. Well, apart from the minor considerations like warm sunny weather and big hairy rivers to paddle on, our main hopes were: that the price of cheap plonk hadn't gone up and that we could do a repeat of last year's clean up of the medals at the white water canoeing festival at Seo De Urgel.

The first band, too numerous to mention individually, were conveyed in two Aberdeen University Transits, while the elite group departed one week later in a well used Saab estate car with a broken spring. What the rabble got up to in their journey to the Pyrenees I leave for one of their number to tell while I concentrate on the doings of the minority group who had the pleasure of my company. When the Heads of the Faculty of Medecine at Aberdeen University set the examination time table they, with a deplorable lack of consideration for we international athletes, decided that Anita would have to sit her last exam on Friday 2nd July. The Slalom at Seo De Urgel was due to take place on Sunday the 4th, which left us with a lot of fast motoring to do.

Anita left Aberdeen 3.30p.m., picked up the car at Stirling, Pete Easson at Lockerbie and me at Carlisle. We drove through the night to London and picked up Geoff on the M2 at 5.30 in the morning. The Channel crossing was smooth and at 10 a.m. on a hot Saturday morning we rolled out on to the French motorways with the butter in the food box already melting and the temperature guage sitting just under the red. We had to queue for petrol a couple of times (even at French prices) so when we reached Montelimar Sud at 8.45p.m. we were 15 minutes late for our rendezvous with Geoff's brother Harry! If British Rail could run as close to timetable as that they might make a profit.

Having two cars meant we had more room for the off duty drivers to sleep as we sped on down the motorway into our second night on the road. We slept until we began to climb the twisty mountain road from Perpignan to the Spanish border. If anyone ever needs to stay awake he should try motoring around hairpin bends at the intensity of about one every 30 seconds - it's far more effective than black coffee. We were waved through the border by a couple of sleepy customs men and then descended another equally twisty road with agonising slowness because the top heavy car had only one headlight working and was in the hands of a tired young man with a reaction time of around 3 seconds - that was me. We finally collapsed into our sleeping bags at the festival campsite at five o'clock on Sunday morning.

If you are wondering when this article is going to get around to canoeing, you have just read my three paragraph excuse on why I didn't win the slalom. About three seconds after my head hit the pillow there was a loud bang and it was daylight; anyway that's how it felt at the time. The Spaniard's method of announcing dawn to competitors scattered all over the campsite was to let off a rocket maroon. The one that woke me meant we had half an hour to get ready to leave for the slalom site. We made it, -don't ask me how, almost as fast as the Aberdeen crew. Ever had fifteen people greet you in rapid succession with "Hallo! when did you get here?" We thought of writing "5 a.m." on the car windscreen to save what was left of our voices.

The slalom course was a grand stretch of grade 3 rapid on the Rio-Vallira with gates set by an expert. The others had practised on Saturday so I was leaning on my paddle at the end of my first run, ruefully reflecting on my 40 penalties but thinking that if I extracted the digit on the second run I might just get into the medals, when down the course came a low /

low profile Prijon boat powered at high speed by a blond teutonic superman "Who is that?" I asked in a hoarse gasp. "One of the three Germans from Augsburg who arrived three days early and designed the course", I was informed. They came first and second as you may guess and Eric Milne did very well to take the bronze medal and force the other into fourth place. These three lads we discovered were all ranked in the German top twenty. It takes class opposition to beat us Aberdonians. Geoff won the C1 event against strenuous opposition from Gordon Thom and the inimitable Peter Schafer from Hildersheim. The Ladies event was cleaned up by Chris Linn, Lynn Brown and Anita in that order but neither torture or bribery will force me to reveal who was originally listed as the Ladies silver medalist on the results sheet.

We spent the afternoon with a much needed siesta and awoke to the gentle patter of rain on the - "RAIN? on the flysheet? Come on! Cannae be!" We complained to the organisers - "It never rains here in July" said Ramon as the water streamed off my anorak.

The next day it was just cloudy until it began to rain again, and we were miles from the legendary Spanish Plain. It was "team event day", Slalom in the morning and River Race in the afternoon. The "best" Scottish team was doing well on the slalom course until it picked up a couple of 50's on the bottom half, but never mind we would do better on the second runs. Unfortunately the Spaniards forgot to tell us that the water was due to rise about a foot between the runs. We was robbed. The Germans won as expected but Aberdeen took second and third places in the persons of Eric Milne, Colin Tannock, Bill Kersal and Neil Spinks, Richard Brown and Ian (Sunny Jim) Anderson. The three C1 paddlers decided to form a multinational team and did quite well on their first run. Before they even set off on their second run, however, Peter capsized in the sizeable stopper at the start. We rescued the carcass of his boat at gate 20 and promptly bought the salvage rights for a bottle of beer.

In the late afternoon the River Race was held on a lower stretch of the Rio Segré. The Spaniards seemed as wobbly as ever in their racing boats so two Scottish teams set out in slalom boats full of hope and carrying memories of last year's victory (see Kayak Magazine for January). We discovered that the Spanish had remembered last year's victory just as well as ourselves and the course was long and flat so that their teams could get to the finish. (It was their National Championships after all). The other German team from Paddler Gilde Kelsterbach won this time, mind you they cheated, they all had racing boats.

The prize giving for the days events took place in the main square of the village near the river race finish, with ranks of local dignitaries and smiling dark eyed young maidens to hand out the medals. The silver and bronze medals were handed over by the dolly birds so our lads for the time being were quite glad they hadn't won the slalom team event. The Spanish teams got a tremendous reception from the home crowd when they stood up to take their river race medals and they proved equally appreciative of the feminine charms of the aforementioned ladies.

The following morning was spent practicing on a rather low individual river race course. There was a stretch of grade 4 with a graveyard of muckle great boulders to dodge and a rather tricky bit with big stoppers which at the time we thought was grade 5 but on reflection was only a difficult grade 4. The afternoon was occupied with repairing boats or sightseeing in Andorra. "It never rains here in July", said Miguel as I dodged the showers, dried my boat over a stove and tried to forget the weather we had left behind at home. The evenings entertainment was a concert of recorded music in the Cathedral Cloisters. The cool overcast sky took away a little of the magic of the evening and so did a group of Irish. They thought that "Son et Lumière" was some sort of disco and stood about chattering through three movements of a symphony until they guessed something was amiss.

The day of the individual river race dawned bright and fair for a change. The ladies and juniors paddled the lower half of the Rio Vallira in the early part of the morning. Chris and Anita took first and second places in the ladies event. No-one else was brave enough to enter so they deserved their medals. The mens course began well above the junior start and finished at the campsite. When we got to our start we found that the organisers had taken our protests about the river level to heart and the water was higher than we had ever seen before - Magic! The sun shone warmly, the river roared, people walked about smiling or muttering "Wish I'd brought my racing boat," or looking for a secluded spot in the bushes, according to their inclinations.

Colin Tannock, mounted in his slalom boat because we expected low water was second off with four Spanish paddlers between him and "Super Ross". The grade four section was big, fast and very bouncy and put the heart rate up considerably. The big fall probably was a genuine grade five and left you with no time to consider silly things like heart rate. The slalom course was unexpectedly hairy and by the time I had reached the bottom of it I had counted five swimming Spaniards. So Colin and I had this bit of river to ourselves. When I arrived at the top of the weir there was a great deal of gesturing (all of it polite) from the bank and I gathered that I must not shoot it for the time being. A few blokes on the bank were pulling on ropes and pushing with long poles. The wooden shute must have shifted with this extra water, I thought, and they must be trying to get it back into position. I hung around for a couple of minutes wondering if they would disqualify me if I carried round, when all of a sudden, up the sluice gate buttress, on the end of a rope appears the bold Colin. He yelled (among other things.....) "ye cannae shoot it". It transpired that with the increase in water level the wooden shute no longer reached out beyond the suck back on the stopper and Colin had been duly sucked back and spent about three minutes jammed across the bottom of the shute until he accepted a rope and bailed out.

There was a brief debate amongst the organisers and everyone began shouting "Portage, portage." just as the first of the fast Germans arrived. We portaged, I rescued Colin's boat below the weir and we cruised on together. On the next fall I got caught in a fair sized stopper until Colin carried me out on his foredeck on his way through. We stuck together after that, it was one of those days. The Germans won of course while we barely arrived in time for the last of the free beer which was being handed out at the finish. The first beer must have gone to Colin's head as he was seen buying large quantities of alcoholic beverages in the camp site bar for the remainder of the afternoon. Sunny Jim and the Broom put in creditable times and made it to the brewery van without mishap - "Boring really", but Geoff had no free beer. He had no C1 either. There isn't much you can do when a stopper is pushing you down on the side you have to roll on, except bail out. We found the wreckage two days later and gave it a Viking burial.

The final day of the festival was taken up with a "Rescenso Turistico" of the lower Rio Segré followed by a rolling competition. The object of the exercise was to do three rolls in the shortest time, starting and finishing with your paddles held above your head. Try it in the pool some time. An Espaniol won in 6.1 seconds with Peter Schafer second and the Broom third in 7.1 seconds.

The trophies were presented in the Town Hall at 5 o'clock in the evening. They were all donated by local shops, businesses and V.I.P's such as the Lord Mayor, the Chief of Customs etc. The cups were all very impressive and the table groaned under their weight. The final Scottish tally was Chris Linn three pots and Anita, Lynn, Geoff, Colin, Richard and Sunny Jim, one each and one to A.U.C.C. for being the biggest team attending the festival. All this in addition to the 18 medals won collectively through the week, and we did it without an S.C.A. approved team manager. There must be a moral in that somewhere.

Of the open air banquet that closed the week's activities I have only sketchy memories. I remember the end very vividly and I can remember at the beginning all the competitors seated at long tables headed by the local bigwigs. I can well recall the rare done gammon with melon slices and the chicken, lamb chops and sausage roasted over an open fire that began the meal but of the rest there are only fragments. Pictures come to mind of wine spouting from carafs laid up and down the table and of a few heroes doing a "down in one" from these infernal glass teapots, and of a few more failing in the attempt. At one stage we suffered a fiendishly accurate bombardment of peach stones from the Kelsterbach youngsters which was returned with devastating effect.

As we finished the last drops of something reminiscent of anisette the "throwing in the pool" sessions began. The following morning 100 Peseta notes could be seen drying in the sun all over the campsite. Peter Schafer was one of the prime targets. He temporarily escaped his pursuers by taking a short cut over the toilet roofs but got trapped when his 13 stone bulk crashed through the asbestos sheeting into one of the cubicles. A number of us less extrovert Scots were keeping clear of the midnight ablutions and getting on with the serious business of sampling the wine in the hope that someone had accidentally slipped a bottle of Cadet Mouton Rothschild into the latest shipment. This fruitless search came to an abrupt halt when I was attacked from behind by one large wet German, two Spaniards and two Irishmen - No, it would have taken more than that - four Irishmen, who unanimously decided that I should take a dip. Perhaps they felt that we Scots should be discouraged from returning to Spain and grabbing all the "pots". But the wee plucky Scots lads and lassies will return, never fear.

---oOo---

STRATHCLYDE PARK

The Park is situated beside the M74 Motorway near Hamilton and has many facilities including picnic areas, fishing, nature reserves, football/athletics ground, cricket pitch, golf and putting courses, bowling green, caravan site, and of course the loch itself which is equipped with canoes, sailing dinghies and rowing boats.

The Loch is asymmetric in shape and is just over 2,000m long. Unlike Holmepierrepoint at Nottingham which is rectangular and designed principally for racing, the loch at Strathclyde is designed primarily with general public amenity value in mind. Racing comes second and consequently the facilities, as yet, are not quite as good as those at the National Centre. The buoyed course is not permanent, neither is there a finishing stand nor electronic timing facility. However, the Centre building is well designed with a Restaurant, changing facilities, Committee room, bar etc.

There is no doubt that the S.C.A. will make great use of the facilities. We were the first sports organisation to make use of the committee rooms and next year it is expected that all our Council Meetings will be held there. Moreover, the Centre will be used for training/coaching courses and for National/International events. Already there are 2 K4s, 4 K2s, 12 Panther GP canoes and 10 Slalom canoes, and by next Spring there will be four K4s permanently housed at the centre.

It is expected that in the near future we will run a Mini trial event to test our own, and the Centre's ability, to run an event.

The /

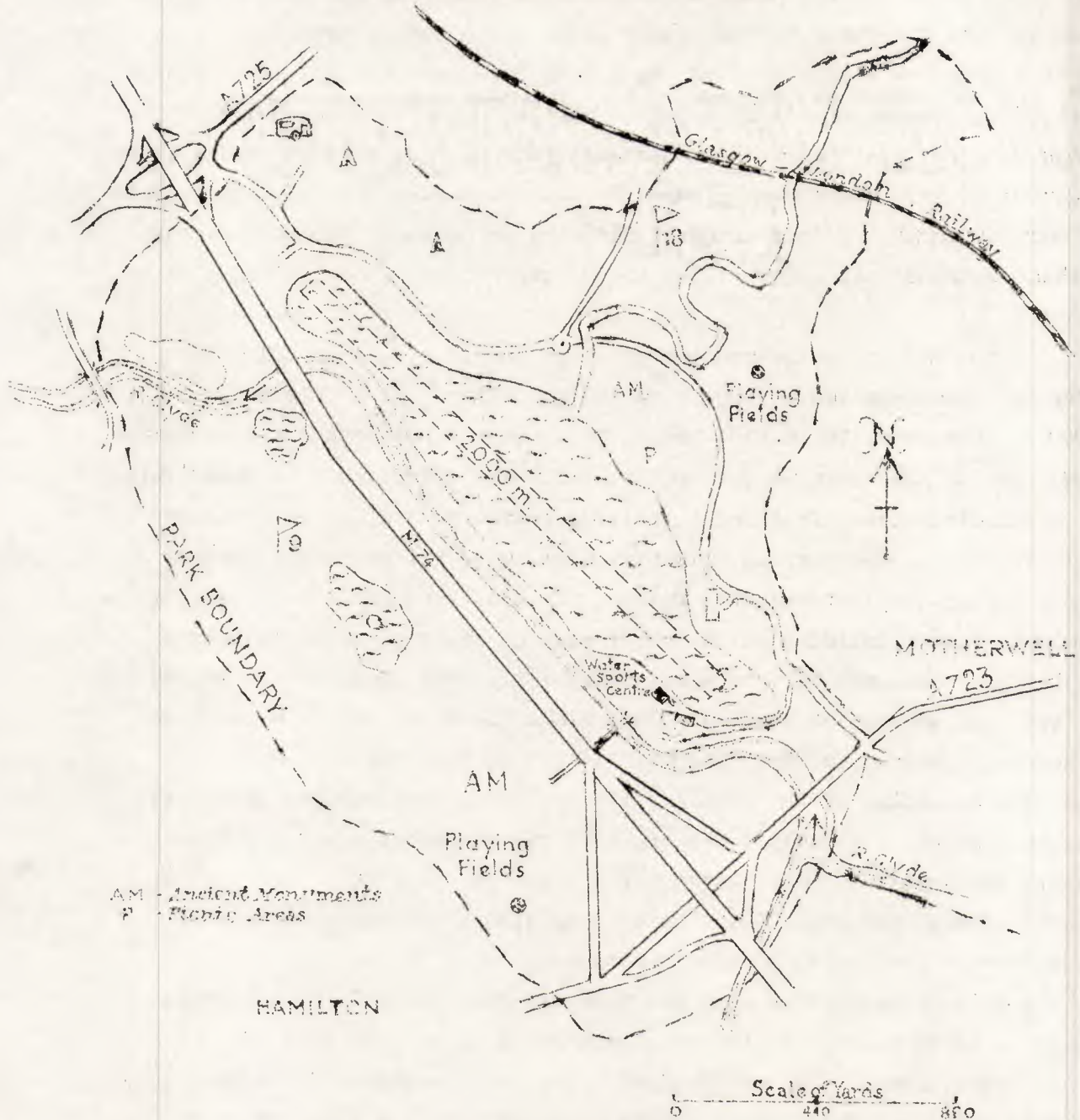
The charges for canoeing on the Loch are as follows:-

Usage charge: 25p Hire charge 25p
 Half price for Juveniles.

At the moment, canoeists wishing to use the loch must produce a B.C.U. proficiency Certificate.

For any enquiries or bookings, phone Motherwell 66155.

STRATHCLYDE PARK



Note to Clubs Organising events for 1977

Andrew Morton has negotiated the bulk purchase of half pint tankards at a reduced rate. Those clubs interested in purchasing such trophies at cost price should contact him.

PROVISION FOR CANOEING IN LIVINGSTON.

A document with the above heading has been produced by the Recreation and Leisure Group of the Livingston Development Corporation. With some advice from canoeists of the Lothian Region the R.L.G. have planned a one to three mile canoe course on the river Almond running from the old village to the centre of the New Town.

This Grade 2 river drops about 30 or 40 feet over the course and the flow is very variable, but certainly less than 5 cusecs normally. Scott Ramage and Norman Kidd of the R.L.G. have marked pairs of rocks for much of the course and it is hoped to make a canoeable passage down the river between the rocks. Mechanical diggers will be brought in and it is expected to have the course cleared by next summer. Unfortunately a plan to have it completed this summer during the drought was thwarted by the fishing interest and negotiations are at present under way to allay their fears.

At the end of the course the river is dammed by a weir under the A899 and there appears to be a good 300 yd. stretch of fairly deep, still water. Moreover, the L.D.C. are at the moment constructing a Trim Course right beside the river at this point. For the uninitiated, a Trim Course is a naturised open air circuit training course consisting of a running circuit over uneven terrain, punctuated by areas set aside for various strenuous activities! climbing frames, benches, bars etc. Eventually it is hoped to have a building on the other side of the river with changing facilities, showers, toilets and a store for sports equipment. Access by car will be easy at various points along the river and there will be a pathway constructed along the full length of the course.

The potential of the area is high both for school novice groups and for the expert. My only fears are that the volume of water may prove barely adequate for use at least for a third of the year. However, in the long term, the Water Board hope to be able to control the flow of water down the river to a certain extent.

A mile or so further down the river in the Almondell Country Park there is an equally good stretch of the river which is a good grade 3 in spate conditions. The Lothian Region may provide cash for a similar, shorter course. Here again, access would be easy and permanent wires could be stretched across the river for slalom gates.

After protracted discussion, many 'phone calls and last minute alterations, a rather depleted Team set off for Holland on Thursday, 16th September.

Drew Samuel, although himself an active competitor, stood in as Team Manager, when no other non-competitor could be found. Of those selected, Andrew Morton, Peter Turcan and Colin Tainoch were unable to attend for various reasons.

As if the problems of selecting a Team plus Manager were not enough, Drew Samuel's car ground to a halt in England with a smashed gearbox and his group missed the evening ferry. However, with the aid of a hired vehicle they boarded the mid-day ferry on Friday, exhausted by their efforts of the previous day. Tents were finally pitched at 22.30 hrs on the campsite at Twentse Watersports Clubhouse.

From this point everything went well for the Team and a large collection of medals were won. When one considers the circumstances which surrounded the event one cannot but feel impressed by the excellent results gained for Scotland.

The following were medal winners:

1st Ladies 3,000m	...	...	M. McClure
2nd Junior Ladies 3,000m	...	...	Y. Allison
3rd Senior Men Class A 10,000m...	...	...	W. Reichenstein
3rd Senior Men Class B 10,000m...	...	...	I. Speirs
1st Ladies 500m	...	...	M. McClure
1st Junior Ladies 500m	...	...	Y. Allison
1st Ladies K2 500m	...	...	Allison/McClure
1st Senior Men Class A K2 1,000m.	...	...	Batchelor/Reichenstein
1st Senior Men Class A K2 500m.	...	...	Batchelor/Reichenstein
3rd Senior Men Class A K1 500m.	...	...	W. Reichenstein
1st Senior Men Class B K1 500m.	...	...	I. Speirs
1st Senior Men Class B K1 1,000m.	...	...	I. Speirs
3rd Senior Men Class B K1 1,000m.	...	...	D. Samuel
1st Senior Men Class B K2 1,000m.	...	...	Samuel/Speirs

The other two members of the Team, Robert Montgomery and Alistair Munro were up against stiffer opposition, but nevertheless gained a number of 4th, 5th and 6th places.

SCOTTISH L.D. CHAMPIONSHIPS

RESULTS

SENIOR MEN K1	...	P. TURCAN (Edinburgh University C.C.) A. MORTON (Forth)
SENIOR MEN K2	...	REICHENSTEIN/DUNLOP (Irvine C.C.)
JUNIOR MEN K1	...	A. MUNRO (Strathclyde Univ. C.C.)
LADIES	...	M. McCLURE (Trossachs C. & B.C.)

WEST COAST TOUR - JULY 1976.Lilian WilliamsonSUNDAY, 11th July.

Today we, i.e. John S. Young, Robert Blanche, Keith Bootland, Alex Farrell, Stephen Russell, Peter Buchanan and myself, set off on a two week trip beginning at Oban.

The weather was extremely promising so everyone was in high spirits. At about 4 p.m. we arrived at the River Awe and as we had three slalom boats with us it was unanimously decided that they be put to use. Of course the question was "who should go?" Everyone wanted to go but it was the most experienced of our group, excepting John who had to stay and drive the transit to the end, who eventually climbed into canoes and set off down-river. Three quarters of an hour later we were all packed up again and left the river for the sea at Oban.

Four miles outside of Oban, our first camp was set up. We left the trailer here and went into Oban for some tea. After eating, Keith and Alex decided to paddle back to camp in the brand new double, finished the day before we left Edinburgh (not quite finished as I finished the spray decks on the journey north!) However, they set off on the 6 mile journey, after the designer, John Young, had launched and tested it in the harbour watched by interested passers by and dwarfed by the Macbrayne Ferries. The rest of us returned to camp by road and waited for Keith and Alex.

MONDAY 12th.

Today was our first day on the sea. Up at 8.30 a.m. we started preparing to leave. As the tide was ebbing it was a race to be on the water before low tide as that would have meant a long walk with very heavy canoes. We were unsuccessful! We had a long walk and the canoes weighed a ton. The new one had so much storage space that Keith kept on stuffing it with gear making it extremely heavy. It needed all of us to carry it.

John drove the transit into Oban while we set off by sea to meet him and his canoe there. After cooking some lunch on the slipway we were all ready to go. Two doubles and three singles left Oban bound eventually for Mull, but after doing 6 miles around Kerrera we stopped due to lack of time. It was 9 p.m. so our second camp was on the west side of Kerrera, the island just off Oban.

TUESDAY 13th

We rose late today. There was some talk of leaving but as it was pouring with rain no decision was really made. About midday the weather began to clear. Keith and Alex decided to go fishing; Robert, Stephen and Peter went swimming; John tried out his new radio, and I went for a walk. So we spent another night on Kerrera.

WEDNESDAY 14th

This morning the rain poured down and the wind gusted to force 4. However, we packed our canoes hoping that by afternoon the weather would be fine. Luckily it was, so by 4.30 p.m. we crossed to Mull. We arrived about 6 p.m. having canoed 5 miles over a choppy sea.

THURSDAY 15th

Raining again! We lazed about camp the whole day and later the sun did come out but so did the midges. Keith, after a while, started running around to try to escape them. It didn't work!

FRIDAY 16th

Everyone rose about 10 a.m. and after breakfast John decided that we should move on at noon, but we were not ready to leave until 2 p.m. so we missed high tide. However, undeterred, we set off, lucky to have the tide flowing with us for most of the journey. We paddled 14 miles in all to Carsaig passing Lord Lovat's Cave, Loch Buie and a promontory called An Garadh which, I thought, changed profile every time you looked at it. These included a young man, old woman, old man, even Alfred Hitchcock. Also on the way we saw interesting rock formations, dykes, blow-holes, even some wild goats.

The swell on the sea was confusing, waves hitting you from all sides. You/

You needed to have your wits about you. It was that bad, we had two, at least, feeling sick.

By 6 p.m. we landed at Carsaig and pitched tents and ran into a spot of bother with the local landowner who, after some friendly persuasion from John, allowed us to stay for one night.

SATURDAY 17th JULY

Sunshine today! We had to pack up and leave today so it was just as well. By late afternoon, about 7 p.m., we left. The tide was just coming in. It was a beautiful time to paddle - the sun's rays shone on the water and the cloud formations and rocks, all lit up, made various shapes and patterns. Everyone was in happy mood and if there had been anyone about they would've heard us singing (or groaning in some cases).

Once we'd rounded Malcolm's Point the waves were very big and broke with tremendous force under the Carsaig Arches. This part of Mull was very beautiful especially with the sun setting. The high cliffs, waterfalls, breakers and volcanic rock formations were awe-inspiring.

We paddled to a bay just across Ardalanish Bay arriving about 10 p.m. a total distance of 11 miles.

SUNDAY 18th

We stayed at this camp as the wind was reaching Force 6. We walked into Bunessan for supplies and a celebration lunch - it being Alex's birthday.

MONDAY 19th

We moved today but only travelled about 7 miles to Iona. This was due to a strong head wind and high waves making it more arduous and time consuming.

TUESDAY 20th

Spent the day on Iona. It was reminiscent time for John as he'd worked on the Abbey during its reconstruction, so he took all the boys on a tour. They were actually allowed on the tower, which is not one of the places open to the public. It was a most interesting visit.

WEDNESDAY 21st

Today our journey took us 21 miles from Iona to Port na Caillach, stopping at Staffa for a quick look. This journey took in the whole of the west coast of Mull in 7 hours against a force 4 wind. Peter did this in a single whose rudder broke just past Staffa....

THURSDAY 22nd

Today we canoed 13 miles to Tobermory. We had a change in the seating arrangements and Peter went in a double with Robert while Stephen was behind Keith getting very wet and I was in the cadet single. The waves were with us so most were wave riding.

FRIDAY 23rd

Rose early and walked around the bay into Tobermory before leaving camp with the tide at about 4 p.m. We didn't leave until 5 p.m. but the wind and tide were still with us so we averaged about 4 miles an hour. We originally planned to stop for the night at Ardlanish Bay on the mainland but as we were doing so well we decided to go on further - possibly to Oban.

We arrived at Oban at nearly midnight having covered a distance of 26 miles. We surf-rode into the harbour - even the huge double was moving very fast. We camped for the night on some waste ground. All were extremely tired.

SATURDAY 24th

Spent the morning in Oban, then left for home, stopping at Loch Earn for a meal. Peter and Stephen went on to the loch to practise some eskimo rolls. We were home by 7.30p.m.

All agreed that it had been a most successful tour.

Representatives of the British Canoe Union and the Scottish Canoe Association met on Saturday 6th November 1976 in Glasgow, to discuss the existing relationship between the British Canoe Union and the Scottish Canoe Association.

Without prejudice, the following agreed Joint Statement was issued:-

The meeting has considered the 1972 Agreement between the British Canoe Union and the Scottish Canoe Association, and now feel it is necessary to separate, as a matter of priority, federal (i.e. United Kingdom) areas of responsibility from national (e.g. Scottish) responsibilities.

Having agreed the definitive problems pertaining to the BCU/SCA Agreement, the signatories feel it is time to consider the solutions and alternatives. To this latter end it is unanimously agreed that a statement is needed which outlines the specific federal (U.K.) areas of responsibility.

The general federal responsibilities are seen to be as follows:-

1. The Training and Selection of British Competitive Teams (e.g. Training arrangements, selection procedures, appointment of Selectors and Team Managers etc.)
2. The establishment, review and maintenance of uniform standards for teaching, and for competitive Coaching Awards.
3. The maintenance of comparable ranking standards for competitive paddlers at United Kingdom level, and if necessary and appropriate, devising the procedures for determining the British rankings for top Paddlers.
4. All negotiations with the British Government and other British National Bodies, including the United Kingdom Sports Council and the British Olympic Association.
5. All matters of liaison and negotiation with the International Canoe Federation.
6. The provision of a central Journal and Publications service for canoeists in the United Kingdom.
7. The organisation and conduct of British Championships and, where allocated by the International Canoe Federation, World Championships.
8. To promote the Touring and Recreative aspects of canoeing as required by the International Canoe Federation.
9. The Overall broad promotion of canoeing as a major water based activity.

All references made in this statement to federal responsibilities are based on the assumption that eventually a federal structure encompassing Wales, Northern Ireland, England and Scotland will evolve.

Signed for B.C.U. J.W. Dudderidge. R.W. Emes. P. Wells. J.G. Richards.

S.C.A. J.R.Turcan. A. Morton, G. Smith. J.S. Ness.

A few comments on the background to the above statement, might be helpful to those not familiar with the discussions leading to the meeting on 6th November.

The meeting was arranged by the BCU Council, back in September, when, on behalf of the SCA I expressed the view that we would like (a) to see more selection events for British teams held in Scotland, and (b) to secure some form of recognition for Scotland by the ICF. Discussion of these issues led to a wider discussion which was considered timely because of the advanced state of the debate about the administrative structure of the BCU. The BCU Council quickly agreed that the position of the SCA was of sufficient importance to merit a special working party.

At the meeting on 6th November it was accepted by all present that the facts of geography have made it impossible for the SCA to function as a fully integrated Division of the BCU. The impracticality of exercising our constitutional right to be represented on all of the key committees of the BCU is obvious if you calculate the cost, time and effort involved in the attendance of just one SCA representative at meetings in the South on at least 50 occasions per year. Add to this the boredom of sitting through long meetings in order to contribute to the occasional item which is of concern to Scottish paddlers, and it is not surprising that in practice many (if not most) of the "British" decisions have in fact been taken by representatives of English clubs.

It seemed sensible, therefore, to attempt a definition of those areas of decision making within the BCU in which it is desirable to have a Scottish voice (and of course a representation of the views of canoeists in England, Wales and Northern Ireland). The results of a first attempt to list these decision areas can be seen in the Statement, and having agreed these we went on with a preliminary discussion of ways and means of achieving such representation. There was agreement that it would be necessary to have separate national governing bodies for England, Scotland, Wales and Northern Ireland and that these bodies would operate independently of each other except for those matters of agreed common concern which would be dealt with by a federal council, which could still be called the BCU. No attempt was made at the meeting on the 6th to work out the constitutional structure, functioning and finance of this federal council.

Development

In my view we are taking part in a process of evolution towards a better overall organisation of the sport in Britain. I know that some people are worried that this will involve us in a lot of long meetings, but I think that they are being unduly pessimistic. The biggest constitutional and practical changes affect the English paddlers and they have a lot to do despite the progress of the work on regionalisation within England. Here, in Scotland, we are much better prepared for participation in a federal scheme and should not find the transition all that troublesome.

What /

Commodore's Comment

We had a most pleasant social evening recently when the B.C.U. officials and their S.C.A. counterparts took time off from the deliberations on Federation to visit Edinburgh and meet some canoeists from this side of the country.

As "West Coast Journey", which most of us would see on television, had not been shown south of the border, we were able to show them John Young's video recording. They are wondering if there is to be a sequel in order to find out the fate of Jock Young after his spectacular wave flip. Jock was equally interested because, as he said, he had had his eyes shut at the time, though he did remember the thump he got on his backside when his boat went back into the water.

In my comment in the last issue I mentioned the difference between Sea Touring and Sea Canoeing.

Television's "West Coast Journey" is a good example of sea canoeing. In touring one would not go looking for the kind of kicks Jock found in the surf, when carrying a full load of gear valued at something between £200 and £300.

I was wondering if any of the club members about Scotland had ideas on the Federation proposals. Is this a good thing for Scotland? If not, why not? Let's have all the Pros and Cons in letters to the Editor BEFORE 8th JANUARY 1977 PLEASE.

Development of federal system (contd.)

What happens now? We must think about ways and means of achieving a sensible federal structure for the BCU and be prepared to react constructively to the ideas of others. This will take time and it may be realistic to think in terms of a time scale of twelve months or more before changes occur.

J.R.T.

Diese Sommer of neunzehnhundertsechundsiebzig, mein Frau (sehr schon und gross mit der baby - ach so, only a little bit) - mein Frau says wir haben sic Wanderlust fur to see Deutchland und haben us a nice holidaywithoutthenoisy puplinks and forget alles about die Dänen von Aalborg und die drinken und die singen and die hangenobersfromdie-aufwiedersehenparties. Die klein auto (VW Golf) ist packedt mit der kanus und paddels und karten und grossen boden mit der eatenstoff und drinkenplenti.

Zoomensehrschnell auf die Autobahns und bevors you kann sprechen "Guten tag", wir ist arriven in der gross Stadt Munchen. Und der rain plinken und plonken auf des Auto und der zwie windskreenwipenmaschinen kann nicht schwischen und schwaschen quickenenuf. Mein Frau ist nicht pleezed und vants to returnen homen. Ah, but der Herr thinken sehr fasten und die happi koppel sleepen in ein gross Hotel mit der hot Bad und der Komfi Beds (und eine grossen biggen Bill). Nachste Tag, wir shoppen und lookeninderwindows und drinken ein or zwie kleine biers. Die Sonne shinen in der Sky und meine Frau smilen und wir finden eine finen Campingplatz - Thalkirchen. This camping place is on the South side of the city and I would recommend it for canoeists. It has good facilities, is reasonably priced and has a good bus service into the city. Its situation is ideal - it lies next to a kanal which carries a stream of water from the river Isar to some industrial works. This stretch is used by the big Munich canoe clubs which have their club rooms nearby. Of special note are the small shutes and weirs on this fast moving water which provide excellent sport for canoeists (and youngsters in lilos etc.) Here we met several canoeists, one of whom told us about this big sports shop Sport-Köpf - 8 München 2 - Lindwurmstrasse 1. This large shop has 3 branches almost side by side - one on sports, one climbing and the third sells only canoes, canoeing guides, Kobers, Prijons etc. (Haden it nicht been fur die Frau I would haben botten lotz of paddels und things - all available "off the shelf"). Of particular use was the "Kanu Wanderführen für Bayern" - the guidebook for Bavaria, surrounding Germany and a large part of Austria. Only expert German scholars like me could use this - its written in German. This replaces the now unavailable and never to be available again "Alpenfluss."

Here we met a really nice bloke called Peter (who helped me break up my Vedel and then stuck the nose on again with 15 metres of canoetape). He took me down the Loisach in S.Germany near Garmisch and the Rissbach in Austria - both fine rivers comparable to the Nith. I can assure you that there's no written guide as good as another canoeist - it took me 2 days to translate the German guide telling me about the stretch we did. If ever you intend to visit this area then I might be able to give you a rough /

rough idea of the entry and exit points - be very careful not to miss the exit point on the Rissbach, otherwise you climb a vertical 40 foot cliff or go over a 20 foot waterfall to a certain and very spectacular death in the gorge section below.

Peter also explained one or two points about the "Alpine" canoeing scene which might be of interest to others.

1. Crash hats - have you noticed that many of the spectacular canoe photographs show Germans wearing Motorbike helmets? Last year, a very good canoeist was killed on an Alpine river - he wasn't drowned - his "canoeing crash hat" was shattered and his skull smashed by hitting a rock. Also the leather ear pieces give extra protection.
2. A.K.C. - also stands for a large group of canoeists who hate the "clubhouse life" of many of the Continental canoe clubs. For a couple of DM a year, they receive a "Meet list" for the next few months and an up to date address and 'phone list of all the subscribers. This happy band enjoy their canoeing and avoid the social and political life of the general canoeing public.
3. Hardmen - these alpinists treat their canoeing like climbers do - they do a couple of V.Diffs or a severe in a weekend. They canoe "6", and hard "6". Kamakazi Cuthill might get honorary membership.
4. Safety - ever looked at our "safety lines" - have another look. These guys use Kemmantle climbing rope, diameter about 10m.m. They always wear wet suits - they canoe hard and treat safety as climbers would. They have guys on the bank at difficult falls with ropes and prepared to swim to rescue the canoes - we tend to sit in our canoes and hope that nobody goes broadside across a roaring fall.
5. Their canoes are built for strength and buoyancy - we seem to prefer lightweight highly manoeuvrable boats. In general, I would say our technique is better and we avoid the difficulties - however, their boats can carry them through the difficulties.
6. Buoyancy Bags - polystyrene blocks are obviously insufficient. Perhaps we rely on them to strengthen our lightweight canoes. However, air bags are far superior and provide perhaps 10 X the buoyancy of those little bits of white stuff at the front and back of our canoes.
7. Wildwasserschule - while camping at Munich, I was impressed with a group of beginners who turned up Tuesday and Thursday evenings for instruction in canoeing on the rough bits of the "Kanal". Peter explained that the "Sportkopf" people run a class - the pupils always turn up regularly because they pay for it!
8. Augsburg - just turn up and hope the water's on. Watch for the "Eiskanal" signs. If the water's not on, pay someone or other 3 DM and he turns it on for you (however it takes a wee while to come up to the right level. The Alpine group of canoeists practise here to update their technique and test the strength of their canoes (do you believe that a canoe and its inhabitant were thrown out of the Olympic Course on to the bank by a stopper?)

Anyway, back in die Deutchlander, Frau und ich went fur dem few Tags in der Osterreiche wer we'r climben die gross Berg in das Kabelwagen und wir strollen rund Innsbrucke. Wir campen in der platz at Imst near das Brucke - only der kayakist camp hier as it ist 20 meter from die wasser von der Fluss Inn. Oh, dee solo kayaken ist nicht guten fur die nerves - die Walzen (die stoppers Dummköpf) seemens to be sehr grossen und always in die way of die poor littel Skottie in his Kayak. Mein Frau says dat Ich musten /

musten be eine ninkumpoopen und should bekommen ein touristen liken sie oder Englanders und wandern mit der Mitts in der Pocketz und trinken bier und klicken die Photoapparaten und watchen der Prettipictures und "stoppen sie watchen die Dollies mit der grossen Booben". Wir zoomen oder kruisen in der Auto zu Mayrhofen (Lebengefarlich! - ich strollen acht kilometer und finden nun of die rufen Stoff on der Wasser - mair fur de Duckz und die singen Birdies) und denn zu Lofer und die Europa cup Slalom - ich coveren up die "G.B." on die Auto fur die Team Gross Brittanien sind nicht gut. Ich am zo madden dat ich kanu die Saalach solo - hoppen auf die Boote, haben eine looken at die Wasser und die Rocken, hoppen bach into die boote und kayak 40 meter - hoppen auf die Booteund so weiter. (Och! buyen ein Wörterbuch wenn sie verstchen es nicht! Oder trinken die Heineken - es refretchen die partz witch die oder biers kannst not reatchen).

Footnote: After our wee trip to Austria, Cathy and I returned to Munich and spent four very happy days with Peter and his wife and two very young children. It was an excellent end to our first proper holiday together and we think Peter will allow us to return his hospitality in 1977.

---oOo---

TULLOCH SCOTTISH SUPPLIERS OF THE OUTSTANDING P&H PHAZER

Our extensive chandlery showroom can supply you with the complete range of waterproof clothing, crash helmets, spray decks, plus all glassfibre materials and paddle kits.



TULLOCH BOAT CENTRE

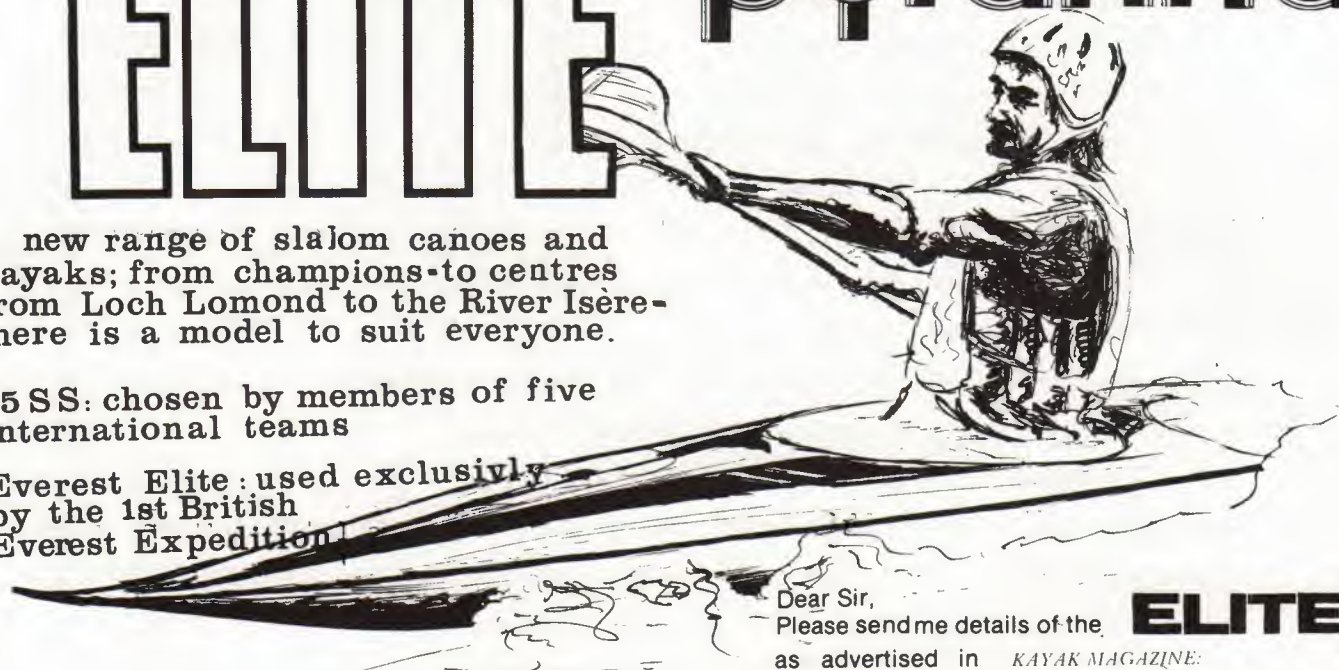
2 Canonmills Bridge Edinburgh EH3 5LF 031-556 7862
170 Esplanade Kirkcaldy 0592 66754

ELITE pyranha

A new range of slalom canoes and kayaks; from champions-to centres from Loch Lomond to the River Isère- there is a model to suit everyone.

65 SS: chosen by members of five international teams

Everest Elite: used exclusively by the 1st British Everest Expedition



Dear Sir,
Please send me details of the **ELITE**
as advertised in *KAYAK MAGAZINE*:

Name _____

Address _____

S.A.E. to Pyranha Mouldings Ltd
Osnath Works
Lythgoes Lane
Warrington WA2 7XE

TEL 0925 31484

SCA CANOEIST OF THE YEAR

Trophy for the best all rounder in White Water, Sprint, Slalom and Long Distance Racing. Points taken from each Championship event on a 10,9,8 basis.

	Name		W.W.	SP.	SL.	L.D.	Total
1.	P. TURCAN	...	10	5	-	10	25
2.	A. MORTON	...	-	9	5	9	23
3.	R. LANG	...	8	4	-	-	12
	C. TANNOCH	...	6	-	3	4	12
5.	D. CUTHILL	...	5	-	6	-	11
6.	W. REICHENSTEIN	..	-	10	-	-	10
	J. DOLAN	...	-	-	10	-	10
8.	J. KNOX	...	9	-	-	-	9
	R. KENNEDY	...	1	-	8	-	9
	J. YOUNG	...	-	-	9	-	9
11.	K. FRASER	...	7	-	1	-	8
	D. BATCHELOR	...	-	8	-	-	8
	E. KJERSCHOW	...	-	-	-	8	8
14.	F. NELSON	...	2	2	-	3	7
	I. SPEIRS	...	-	7	-	-	7
	A. EASTWOOD	...	-	-	-	7	7
	S. RAMAGE	...	-	-	7	-	7
18.	R. MONTGOMERY	...	-	6	-	-	6
	I. DUNCAN	...	-	-	-	6	6
	H. LYONS	...	-	1	-	5	6
21.	I. ROSS	...	4	-	-	-	4
	C. PURVES	...	-	-	4	-	4
23.	S. BALFOUR	...	3	-	-	-	3
	C. DUNLOP	...	-	3	-	-	3
25.	G. ROBERTSON	...	-	-	2	-	2
	I. LINN	...	-	-	-	2	2
27.	H. GRAY	...	-	-	-	1	1

C1 and C2 RANKING LISTS - 1976.

I. Ross.

The six slaloms which counted for ranking status were :-
The Awe, Comrie 1 and 2, the Teith, Leny and Potarch. Unfortunately
Potarch had to be cancelled because of flood conditions on the river.

Points were awarded on the basis of 5 to the winner, 4 to the 2nd
etc. Trophies were generously made and donated by Mr. Geoff.

Hatfield.

C1 Ranking List.

<u>Position</u>	<u>Name</u>	<u>Club</u>	<u>Points</u>
1.	G. HATFIELD	Trossachs Canoe & Boat Club.	20
2.	A. EASTWOOD	Glasgow Univ. C.C.	12
3.	G. ROBERTSON	Kilmarnock B.B.	9
4.	L. BERROW	Benmore	5
5.	G. CLELLAND	Glasgow Univ. C.C.	4
	J. YOUNG	Edinburgh White Water Club.	4
7.	R. WISHART	Edinburgh Univ. C.C.	3
	T. ROBERTSON	Kilmarnock B.B.	3
9.	A.S. RAMAGE.	Edinburgh White Water Club	2
	R. RODGERS	Trossachs C.B.C.	2
11.	J. THOMSON	Paisley Kayak Club	1

C2 Ranking List.

1.	FLORENCE/KENNEDY	Edinburgh White Water Club	15
2.	ROBERTSON/GREY	Kilmarnock B.B.	12
3.	BROWN/McLEAN	Glenrothes.	11
4.	YORSTON/JAMIESON	Dundee Univ. C.C.	5
5.	WILLING/HOUSTON	Strathearn W.W.C.	4
	CLELLAND/EASTWOOD	Glasgow Univ. C.C.	4
	KERSALL/TURNER	Edinburgh W.W.C.	4
	EASTWOOD/ -	Glasgow Univ. C.C.	4
9.	HATFIELD/ROY	Trossachs C.B.C.	3
	TANNOCK/EASTWOOD	Glasgow Univ. C.C.	3
	EASTWOOD/ -	Glasgow Univ. C.C.	3
12.	HANLON/HUSKER	Dundee White Water Club	2
13.	MILLAR/McLEAN	Dundee White Water Club	1
	BROWNHILL/GILL	Dundee Univ. C.C.	1

NOTES ON COMPETITION IN RIVER RACING.

A.Morton

1. Train hard for the event. In general, the more training is done, the better the result. One hour per day for five days per week will produce good results. Stick to boat work solely, near the event.
2. Get to know the river on which you are racing. Try every possible route beforehand and work out which is fastest. This can be done best by paddling down the river in groups and splitting up where there are choices of route.
3. If you are going to a river which is rocky and has a reputation for causing damage to boats, or if you plan to race on the Continent, it is well worth while taking an old boat which you have reinforced to practice in.
4. Watch the top paddlers on the rough and difficult sections to see how they cope and what routes they take.
5. Make every possible effort to ensure that the boat has no leaks and that the spray deck is water-tight. If you have $1\frac{1}{2}$ gls. of water in the boat then you are paddling the same weight through the water as a paddler one stone heavier in a dry boat! Moreover, this extra weight moves about the boat and makes steering considerably more difficult.
6. Choose a lifejacket or buoyancy aid, anorak, spray deck and other clothing which hinders your paddling movements least, keeping in mind ofcourse, that the boat must remain dry.
7. Make sure you know your start time and where the race finishes. Check all your equipment, particularly the foot rest which can shake loose during the car journey if it is fastened with wing nuts. Number your boat clearly when it is dry, before you leave for the event.
8. A good long sleep the night before does not always result in a good race the following day. Many a champion has won after a rough night, even including a degree of drinking! This cannot be recommended ofcourse.
9. Pre race nerves are probably a good thing in moderation. Try to strike a balance which suits you somewhere between a lackadaisical approach and extreme nervousness.
10. Always have a good warm up before the race and arrive at the start feeling warm.
11. During the race avoid large breaking waves which hit you on the body. Paddle alongside long series of standing waves. Always use forward paddling strokes and keep steering strokes to an absolute minimum. When paddling through waves try to place each blade in the peak of the wave. Never break your concentration when reading the water. Turn the boat when the bow has left the peak of a wave, not when you are in the trough.
12. Finally, don't give up if you think you are doing badly. Take for example, the 1976 British Championships on the Tryweryn. The Silver medalist was passed by a paddler on the course! (the winner ofcourse). The Team which won the second prize had to stop to empty out!!

RIVER TEITH WHITE WATER RACESUNDAY, 19th DECEMBER, 1976.

VENUE The River Teith, Callander, Perthshire.

COURSE The course is 4½ miles and comprises grade 1-3 most of the way, at normal winter level.

START The start will be at the car park adjacent to the Caledonian Hotel off the A84 trunk road at 11.30 a.m. Team start is at 2.00 p.m. One minute intervals for singles and 3 minutes for teams.

FINISH The finish is adjacent to the A84 East of Callander and will be marked "FINISH".

CLASSES Prizes will be offered for the following classes:

Senior W.W. - 1,2,3	Senior Slalom - 1
Junior W.W. - 1,2.	Junior Slalom - 1,2.
Ladies W.W. - 1,2,3.	Open C1. - 1.
Team W.W. - 1,2	Open C2. - 1.
Veteran W.W. - 1 (over 38 on 1.1.76)	

Three entries will constitute a class.
Prizes will be awarded at the start car park.

ENTRIES Entries should be sent together with the appropriate entry fee to arrive not later than 14th December to

Drew Samuel,
Trossachs Canoe & Boat Club,
2, Ancaster Square,
Callander.

Seniors 50p. Juniors and Ladies 25p.
Late entries will be accepted on the day of the race up to 30 minutes before start time with a surcharge of 25p for Seniors and 10p for Juniors and Ladies.

SAFETY All competitors must adhere to standard BCU regulations regarding safety and conduct during the race. There will be no safety boats on the course, and all competitors will require to assist other competitors in difficulties should the need arise. Failure to do so will result in disqualification. A re-run will be afforded to competitors effecting a rescue, after an appropriate rest period.

All boats must be clearly numbered

RESULTS Results will be sent to all clubs, but individuals requiring result sheets must enclose a stamped addressed envelope.

A DATE FOR YOUR DIARY **WEDNESDAY 22nd DECEMBER, 1976

7.30 p.m.

Willie Reichenstein, Scotland's only canoeing representative at the Olympic Games this year will be giving a talk on the inside story of the canoeing events at the Games, illustrated by some excellent slides.

You are welcome to come to the Compass Adventure Centre, 11 West Granton Road, Edinburgh - 7.30 p.m. Wednesday 22nd December. Come and bring your friends.

		<u>Entries to:-</u>
SUNDAY, 19th December 1976	TEITH D.R. RACE (see page 21)	A. Samuel, Trossachs Canoe & Boat Club, 2 Ancaster Sq., Callander.
<u>1977</u>		
SUNDAY, 16th January	TWEED D.R. RACE Mackerston section	K. Fraser 2, Mansfield Square, HAWICK.
SUNDAY 23rd January	ROYAL DEE D.R. RACE ABERDEEN KAYAK CLUB	Ann Spinks, 67, Craigend Road, Ellon, ABERDEEN
SUNDAY, 30th January	THISTLE BRIG D.R. RACE	Mrs. C. Linn, 50, Kings Road, EDINBURGH.
SUNDAY, 6th February	GRANDTULLY D.R. RACE	Andrew Morton, 34, Roselea Drive, Brightons, FALKIRK.
SUNDAY, 20th February	CLYDE D.R. RACE	Glasgow University C.C. Stevenson Building, University of Glasgow. GLASGOW.
SUNDAY, 27th February	SCOTTISH D.R. CHAMPIONSHIP EVENT. RIVER NITH.	Dumfries Canoe Club (provisional organiser)

It is proposed to produce a Scottish Down River Racing Ranking List based on all the Scottish D.R. Races of the 1976/77 Season and this will include events already held at Grandtully and on the Royal Dee.

Ian Maclean (Paisley Kayak Club) has offered to act as Down River Ranking List Compiler, and paddlers will be ranked provided they have competed in at least 5 D.R. races (excluding the Scottish D.R. Race Championship on the Nith).

A full calendar of Slalom events, and D.R. Races for late 1977 will be available from Mr. I. Ross, 5, Wood Street, Carlisle, after the S.C.A. A.G.M. on 4/5th December 1976 at Irvine.

SCOTTISH SLALOM CHAMPIONSHIPS 18/19 SEPTEMBER.

RESULTS.

TEAM EVENT	YOUNG/RAMAGE/KENNEDY	Edinburgh W.W. Club.
JUNIOR	1st. C. PURVES	
	2nd. G. ROBERTSON	
	3rd. J. OLIVER	
C2	1st. RAMAGE/KENNEDY	
C2 Mixed	1st. ROY/HATFIELD	
C1	1st. G. HATFIELD	
LADIES	1st. C. LINN	
SENIOR MEN	1st. J. DOLAN	
	2nd. J. YOUNG	
	3rd. R. KENNEDY	

Forth Special

To supplement Graham Smith's highly successful indoor training session for all and sundry, we are running a parallel session in Liberton High School on Thursdays at 6.30 p.m. and finishing at 8.30 p.m. There will be no training on Thursday 23rd December, Thursday 30th December or January 6th 1977 due to school holidays.

The general programme is:-

1. Some sort of games while company assembles
2. Warm up
3. Circuit Training - see November issue of White Water Magazine for full explanation.
4. Warm down
5. Volleyball, handball, Superstar heats to finish off.

In January, the training will include "Irvine Canoe Club Style" training demonstrated last year at their Sprint Training Weekend. This involves high repetition endurance work on the arms and shoulders as well as running which should maintain a general core of fitness.

Come along and try it - some people say its not as bad as it looks. However, don't eat too much before coming!

Scott Balfour
Tel. 445 3966

COMMODORES CUP 1976.

This cup dates back to 1935 and is presented annually to the member who by his efforts in the realm of canoeing brings glory and renown not only to himself but also to the Club.

This year the cup goes to David Cuthill, chiefly for his work for Kayak Magazine over the last 3 years. It was his initiative that got it started and he has been responsible for all the art work, layout and printing. The design of the recently issued publicity leaflet was entirely his and, in actual canoeing, he again represented Scotland in the continental events this year.

FORTH CANOE CLUB AUTUMN GENERAL MEETING

Summary of Minutes of Autumn General Meeting of the Forth Canoe Club, held in the Compass Adventure Centre, on Wednesday 10th November 1976, 7.30.

Present:- Neil Barker, Scott Balfour, David Cuthill, Andrew Boath, Alec Farrell, Keith Bootland.

The only matter arising from the previous meeting's Minutes was that of Slopp shirts - it was decided that we do still want them, David Cuthill is to investigate possible suppliers, and we should consider any offers of new designs which may be forthcoming from our members.

The following office bearers were elected subject to those people not present agreeing to accept the positions.

Hon. Commodore	Ian Davenport	Proposed	S. Balfour
		Seconded	D. Cuthill
Commodore	Jack Cuthill	Proposed	S. Balfour
		Seconded	A. Farrell
Secretary/Treasurer	Neil Barker	Proposed	D. Cuthill
		Seconded	A. Farrell
Competition coach	Scott Balfour	Proposed	D. Cuthill
		Seconded	A. Boath
Equipment Officer	David Cuthill	Proposed	N. Barker
		Seconded	A. Boath
Meets Secretary	Andrew Boath	Proposed	S. Balfour
		Seconded	N. Barker
Bat Polo organiser	Kelso Riddell	Proposed	K. Bootland
		Seconded	S. Balfour
Expedition organiser	John Young	Proposed	S. Balfour
		Seconded	K. Bootland
Auditor	Kelso Riddell	Proposed	K. Bootland
		Seconded	S. Balfour.

It was reported that the visit of the B.C.U. officials was highly successful.

Alec Farrell is currently investigating the possibilities of a pool session.

The meeting closed at 9.00 p.m.

NON-COMPETITIVE CANOEING EVENTS

At a recent committee meeting it was decided that we should do more canoeing for enjoyment instead of mainly competition paddling.

As a result of this, trips have already been run to the R.Nith and R. Awe.

It is proposed to run "leisure events" at Easter weekend, on the weekend of the Tweed Long Distance race, to the River Tay, and possibly to the River Spey.

If we can establish a regular group then these events can become gradually more exciting as the year progresses. All members interested should contact the Cuthills, Andrew Boath, or myself.

Another point arising from the committee meeting is that we have decided that F.C.C. should be affiliated to Compass Adventure Centre. F.C.C. will pay C.A.C. £15 for this, and our members will receive full members rights at Compass Adventure Centre.

NEIL BARKER Secretary.

How to make a few pounds go a long way.



21 feet to be exact. That's the length of a Cherokee racing double kayak. And for £31.00 we give you the complete kit, and hire out a mould to you at £2.20 per day.

We supply everything you need.

The mat. The resins. The release agents. The brush cleaners and cleansing creams themselves.

Everything right down to the brushes themselves.

And with our book of instructions it shouldn't take you long to produce one.

The really handy men amongst you should be able to complete one in a day. If you want something a little smaller there's a 17' 6" Espada single youth racing kayak at £28.00, a 16' 5" Sioux double touring kayak at £32.00, a 15' Pawnee single tourer at £29.00, a 13' Apache slalom kayak at

£24.00 and an 8' Papoose single kayak at £19.00. Find out more about these kits by returning that coupon now, or by calling at your nearest branch.

All prices exclude VAT

Act Now

Send to Strand Glass Co. Ltd., 109 High Street, Brentford, Middlesex.

Please send me your colour brochure and your kayak construction leaflet.

Name _____

Address _____

'Kayak'

strand glass

Call in at your nearest branch.

BIRMINGHAM 444 Stratford Rd., 021-772-1523

BRENTFORD 109 High St., 01-568-7191

BRISTOL 159 St. Michael's Hill, 0272-35871

CARDIFF 300 North Rd., 0222-394365

DERBY Unit B5, W. Meadows Ind. Est., 0332-46366

DUBLIN 1 Lincoln Lane, 0001-722352

GLASGOW Laidlaw St., McLaren Ind. Est., 041-429-0377

ILFORD 524 High Rd., Seven Kings, 01-599-8228

LEEDS Unit 5, Middleton Grove Trad. Est., Lockwood Close

0532-702927

LIVERPOOL Unit 3, Dwerryhouse Street, 051-708-9724

PLYMOUTH 36 Molesworth Rd., Stoke 0752-51762

READING 14/16 Prospect St., 0734-470126

PORTSMOUTH Unit 12, Fitzherbert Spur,

Farlington Ind. Est. 070-18-82635

SOUTHAMPTON 72 London Rd., 0703-31391

STOCKPORT Haigh Av., Whitehill Ind. Est., 061-480-9618

STOCKTON Task Ind. Est., Portrack Lane, 0642-69603

WOKING 151 Maybury Road, 048-62-70797

LENDAL LENDAL

In the lead



LENDAL

Sprint and Whitewater Paddles

LENDAL PRODUCTS have now introduced into their range their new contoured back racing paddle. They are retaining the name PACEMASTER for the fibreglass shafted model and SPRINTMASTER for the wood shafted model. The blade is asymmetric in shape and the face has a centre rib for blade stability in the water. The new contoured back is designed to shed water extremely efficiently and also presents a more aerodynamic shape when paddling into a head wind. The blade is strongly constructed of multi-ply veneers, laminated up to give a balanced lightweight, dimensionally accurate blade. These factors all being most important for maximum performance.

These two models can also be supplied with a slightly heavier, more robust blade for use in down river racing, at the same price. If ordering, please ask for the PACEMASTER or SPRINTMASTER for use in whitewater.

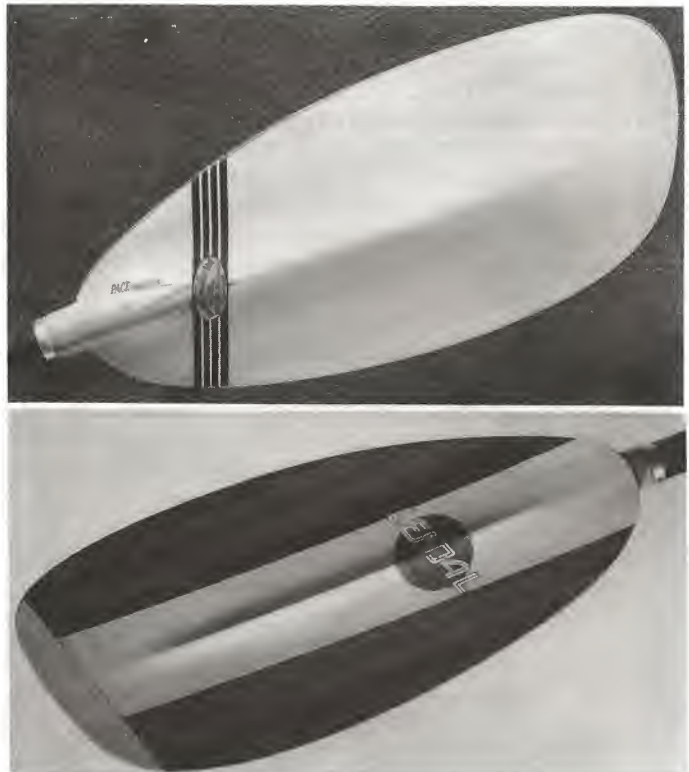
This paddle has been very successfully received by the Continental market during the recent SPOGA International Trade Fair in Cologne.

**Place your order now,
or send off this coupon
to**

**LENDAL
PRODUCTS LIMITED**

Tel: (0292) 78558

18/20 BOYD STREET
PRESTWICK KA9 1LG, AYRSHIRE



Dear Sir,
Please rush me details of the large range of LENDAL products
as advertised in "KAYAK" magazine: PROMOTION BROCHURE

NAME.....

ADDRESS.....