

# SCAN

Scottish Canoe Association Newsletter



## SCAN OPENS FOR DEBATE

As an introduction to this new venture by the Association, I will attempt to set out the aims and objectives of the Newsletter, and the way in which you as reader and member of the Association can contribute to the success or otherwise of the scheme. From my point of view I do not wish to see this Newsletter as entering into competition with the various other magazines on the canoeing scene, but to fit into and to fulfil the needs of the Scottish Canoe Associations' membership. As I have explained at greater length in my broadsheet on this topic, I see SCAN as primarily a source of information for our members and as a means by which their opinions can be more widely known and debated.

The format as you will see is limited to eight pages of print and I would anticipate that six pages of copy would be about the right balance in the Newsletter, with a further page in total for photographs and the remaining page for advertising. With that limited space my first restriction will fall on the results

of events, which in the main will appear on a supplementary duplicated sheet rather than as fully printed copy, for, after all, the competitors in the events themselves receive their own copy of the results, and so it is mainly those items of special interest that should concern the space in SCAN.

You may well ask where the name SCAN comes from, and it is a derivation of the first venture in this field by the Association and was edited by Jack Cuthill, and it was appropriately called SCANEWS. So far SCAN is my own suggestion and the Council may well wish to decide upon a more permanent title, so your suggestions will be appreciated. As you will see elsewhere in this issue I have given the titles, costs and availability of the other magazines in canoeing in the hope that you will subscribe to them, not only to support their efforts towards the development of canoeing, but to keep informed of the many exciting ventures in the canoe world, and to enter into the debates upon issues which affect the way in which we all either as individuals or collectively engage

in our canoeing activities. Later in this issue I have published my comment upon an issue raised by Stuart Fisher, the Editor of 'White Water' and I have no doubt it is a debating point which concerns us in Scotland where canoeing alone may be the only alternative to not canoeing at all.

### PARTICIPATION

Finally, you will notice that most of this issue has come directly or indirectly from my pen and it was upon that sort of rock that SCANEWS foundered. It is vital to the success of this Newsletter as it is to the health of the Association, that you as the membership keep involved, participate in its affairs and most importantly keep active in canoeing. I can publish my broadsheets any time I have a burning issue that I need to air and do not really need the Association to finance my literary efforts, so please inundate me with your contributions, your black and white photographs and details of events that you are setting up. We are all involved in the health and vigour of our Association, don't please leave it to somebody else.

### COMMENTS

I have to add a rather late comment to this Editorial, firstly to apologise for this first issue being somewhat later than I had intended with our calculations on costs not quite accurate, but also to repeat my earlier request for you as members of the Association to make your views known as to how you wish the Newsletter to continue, if indeed you think it should go any further than this issue with the money going to some other purpose, or if you are in favour of publishing, then some comments would be most helpful to the Editorial Board, not only to receive articles from you, but also to know your views on what we should be attempting to include in it. So please write to us, and even better still, come to the Association's AGM at Selkirk on the 6/7th December, when you as the members of the Association can determine not only the future of this Newsletter, but the course of the Scottish Canoe Association in the year ahead.

# Why not SCOTTISH PADDLER?

What is to be done about a magazine for members of the Scottish Canoe Association — is it to be re-vamped 'Canoe Focus' with a couple of tartan edged papers?, or is it to be a more widely distributed 'Kayak' Magazine?, or is it just to be a simple newsletter sent out by the Association office, giving up-to-date information to members as and when it is appropriate to do so? All of these alternatives and others have in themselves certain benefits and certain disadvantages and it may well be that as alternatives to the solution they do not meet the requirements of the situation. I will attempt to set out the advantages and disadvantages of each in the hope that the Council will take up the problem urgently in an effort to resolve this matter which has bedevilled canoeing in the UK not only Scotland for apparently the last twenty years.

Firstly, what is to be gained from accepting the present situation, that is to continue with 'Canoe Focus' being supplied to the membership, but with 'Kayak' magazine making its independent comments on the Scottish scene and available to those who are prepared to pay for it. 'Focus' does have its uses as an advertising medium and for many canoeists this is its most useful function and one which is not necessarily covered by 'Kayak'; 'Canoeing' magazine could be said to do that job better but again you do have to pay for that separately from your membership subscription.

There is a suggestion that Canoe Focus is to be given a couple of pages on Scottish news and views in an attempt to redress the imbalance that we consider has existed in that publication. But are we being realistic in this? As an Association in Scotland we presumably want our own magazine with possibly some news and views from South of the Border, but essentially a Scottish magazine. If Canoe Focus became more Scottish it would not suit the majority of BCU paddlers and it would become direct competition to Kayak, and be very difficult to embrace those aspects of news which are of interest to those closely involved in Scottish canoeing, and to cater for those whose main interest lay in broad general issues but still of a Scottish nature. My own feeling on this matter is that as it is no doubt essential that the Editorial control of Focus must remain with BCU Headquarters and thus inescapable that it will reflect the mass of activity that goes on in the South and on the International scene. And thus it would be naive of us to expect that a massive amount of Scottish news could be included on a regular enough basis to make it appear as the magazine of the Scottish Canoe Association. If we want such a magazine then I would suggest that Focus is not the answer.

Could Kayak take on the

job? Firstly, we must respect the situation that Kayak is first and foremost an internal magazine for Forth C.C. and they are rightly proud of it. It is of interest to other Scottish paddlers (about 80 I believe) in that we are a small association and the exchange of our local news is bound to overflow from strictly club circles. If it could be extended to all paddlers, then it would no longer be a Forth C.C. publication, and no doubt they would consider that valuable part of their Club affairs had been lost. At the moment Jack and Betty Cuthill form a magnificent Editorial and Production team for Kayak Magazine, and it would be presumptuous of the Association to assume that they would be willing to take on the vastly increased production of Kayak for full Association membership. I'm sure others would agree that Kayak provides a most valuable forum for Scottish views and forms an almost ideal base on which to build for a Scottish Canoeing Magazine, but the questions have to be put to Forth Canoe Club and to Jack and Betty, and I for one would be reluctant to guess as to their answers.

If both Forth C.C. and Jack and Betty did agree to the step of making Kayak available instead of Focus to the membership, one major problem to be tackled by the new editorial board — I presume the SCA Council would appoint someone to that function — would be that of adding the dimension of general interest to that central core of 'inside' news that forms Kayak now, but that sort of decision is one that the Editors could very well take without too much trouble, apart from the actual process of finding contributors on a regular basis. Perhaps their very effective format of Commodor's Column could be extended to include the President's Column, and so on. But a problem which would surely be outwith the willingness of Jack and Betty would be the actual printing, and a format has to be discovered which is

both interesting and acceptable to the membership, is not pretentious as is Canoe Focus and is relatively inexpensive to produce. In this I am always encouraged by the magazine of the Deutsches Kanu Verband (DKV), probably the biggest canoe association in the world, and its magazine is in black and white, no colour except that paid for by advertisers, photographs produced only in small formats, but always packed with information and articles of unlimited length. Perhaps the Germans themselves find it dull but it does not change in an attempt to keep up-market — it is primarily a source of information to the membership and in that, it succeeds, better than anything else I have ever seen. I receive a copy every fortnight and I get information on results of World Championships, International events, dates, addresses etc., long before they appear in Canoeing Magazine or Canoe Focus. Real information, then I would contend sells itself, and the success of a magazine in Scotland could be built around that theme, and not on how many full page colour photos are included. By concentration upon that aspect of production, I'm sure a very reasonable figure could be obtained to persuade our Treasurer to accept its introduction and would encourage us to go for a reasonable frequency of issue.

As a possibility of such a step I have checked back through some issues of Kayak Magazine and apart from the statements on the leader page there is little to suggest that it is just a Club magazine. The Editorial staff are interested in and involved with the general scene of Scottish Canoeing and the reports and articles reflect this, not just the activities of Forth Club members. I believe some extra news sheets are included in the issues for Forth Club members, but I would imagine many other clubs also issue a Club Newsletter e.g. Aberdeen Kayak. The big question seems to be whether Kayak could become the SCA Magazine and still have Clubs issuing their own Newsheets to members or to set up another National magazine letting Kayak revert to a purely Forth C.C. Magazine, which might not really be to the real benefit of either; an indeed which might then fail to achieve the desired objectives.

Should Forth C.C., Jack and Betty decide that Kayak must remain basically an internal magazine, with only a limited and paid for distribution

to SCA members, and ruling out a continuation of Focus i.e. what are the alternatives available to the Association. Firstly, there is the obvious and onerous task of setting up the machinery and policy making for the introduction of a new Scottish Canoeing Magazine. It is a serious undertaking and one which would really require a deeper commitment to the task, than would be required for membership of Council or a Technical Committee. Those asked to take on the jobs would surely be giving an undertaking to stay with the jobs for a reasonable time, say three years, and only through exceptional circumstances to give adequate notice of their intention to leave. It is a situation where even a form of contract should be made between the Council and those it appoints as the Editorial Board.

Secondly, how would the magazine relate to the others in the Field, for we are talking about another magazine being added to the already considerable array of Canoe Focus, Canoeing Magazine, Kayak Magazine, White Water and I'm led to believe that canoeing articles will soon appear in the Great Outdoors to say nothing of the Canoe Camper. It is said that canoeists are reluctant to write about their activity which is possible not borne out by contributions to six magazines. The question is then, does something have to go, or can we support a seventh? It certainly shapes up for pretty healthy competition, and my only fear would be for Kayak Magazine with the indication that it could well be pushed back to being only a Forth C.C. Magazine. I hope my fears would be unfounded and that 'Kayak' could well remain as a fiercely independent radical comment on the Scottish Canoe scene. A full scale magazine in the terms either of a Scottish form of Canoe Focus or Canoeing Magazine would be expensive and equally as difficult to produce as those two, with all their problems of late issues, with information being out of date before it reaches the membership, or of the type shown by Kayak and White Water which are going to require a dedicated production team for assembly, in addition to the demands made upon the purely Editorial members of the team. One attractive alternative to such problems is to initiate our own venture with a publication similar to that of the Scottish Youth Hostels Association —

## BOOK REVIEWS

one of our affiliated bodies no less — who produce a most useful magazine in a very simple format basically a four page newsletter, with some advertising, very little elaboration in the way of colour, and directed at the single purpose of supplying information to the membership as cheaply and as efficiently as possible. By adopting such a format and taking the example of the DKV and return to a basic black and white production we could produce a very effective avenue of communication for our members, while keeping costs to a minimum which could even exist alongside Canoe Focus and Kayak Magazine. Even I might suggest to be sent out with Canoe Focus if that happened to be produced and issued well in advance of the events it is supposed to advertise. If not then we have an obligation I suggest, to distribute the SCA Newsletter magazine to our members individually, something like four issues per year. Or at second best to distribute through clubs, although this immediately raises problems of those individuals who are not club members, who if they are to be supplied direct, then why not the club members. Perhaps enough copies have to be produced to go to individual members together with a distribution to Clubs for our associate members and juniors. With such a distribution I am sure advertising could be obtained to almost guarantee the costs of production and distribution to leave nothing for the Association to do but to find and contract individuals to make up the editorial and production team, seeking the guarantees of dates and continuity of production, which will be vital for the success of such a project, with the undoubted returns to the health and continued real growth of Scottish Canoeing.

What then could be the features of the Newsletter. One could virtually derive its name from that of the SYHA magazine and call it the Scottish Paddler, which may resurrect an old name into fresh use with its primary aim and purpose to inform and motivate the membership of the Scottish Canoe Association, to serve as a spur to memory in relation to events and meetings to inform on possible areas, routes to canoe, to comment upon equipment available for purchase, to provide an outlet for the official view of the SCA Council, and to create a fairly special avenue of advertising for manufacturers and distributors of canoe equipment in Scotland, and in my opinion to provide only as an additional extra results and comments of events. My view on this matter relates to our experience of such reports in Canoe Focus and Canoeing Magazine for certain issues have let the balance of results against information simply get out of hand,

so that there is little information available for the reader beyond that which is contained in the advertising sections. With an eight page format the balance must be strictly preserved so that the whole point of encouragement to participate in the activities of the Association is not lost. It is important to be quite clear on the function of an Associations newsletter in that primarily it exists to provide information and a stimulus to action for our own members, to provide a minor form of attraction for non-members to join, and only indirectly aimed at encouraging others to take up canoeing. To achieve the latter, then a publication even more attractive than Canoeing Magazine would be required. Readers will surely have noticed how Adventure Sports seems to keep on repeating itself, having said once how fabulous, exciting, out of this world etc., etc. are the delights of white water canoeing, it finds it difficult to come up with any other superlatives in the following issues. Even Canoeing (i.e. Canoeing Magazine) is really an 'internal' organ — think about it!

To summarise, therefore my main points and to attempt to reach a compromise position which, although not ideal from my point of view, would appear to offer a feasible working arrangement for the Association:

1. Canoe Focus has many faults, but it at least holds that bond with the BCU and our main problem is at what level of cost does it become just not worth the money. At the moment, however, it looks as if we will have to go along with it, and with little alteration.

2. Kayak Magazine being essentially a Forth CC communication system will no doubt continue to prove useful and attractive while exercising its independence of publication format, and most importantly its opinion and comment on the Scottish canoeing scene.

3. SCA Newsletter. To be the direct outlet of information and comment from the SCA Council and its Executive. Completely independent of the publications of any other magazines and to be the right of the member to receive on time that necessary information to simplify and enhance participation in the Association's activities.

And finally, as I believe there should be intense competition for the appointment of the Editor of such a newsletter, and to make sure that the Council do not appoint without some debate on the subject, I will offer myself as a candidate, hoping that there are others of like mind on this issue who feel that the Association must create its own independent mode of communication and are prepared to take on the task of its production.

Andrew Manwell

**START CANOEING** by Anne Williams and Debbie Piercey. Published by Stanley Paul. Price £3.95.

Reviewer Neil Spinks.

'What', another "How to do it" book, the market may appear saturated, but I feel that Anne Williams' book will be read and enjoyed by a large portion of the British canoeing public. At first glance it appears that each of the 170-odd pages is too liberally spattered with Debbie Piercey's line diagrams, but the quality of illustration is generally very good and compliments the text extremely well. Sometimes there is the odd unfortunate juxtaposition e.g. p.103 featuring a well-drawn diagram of a paddler powering into a stopper slot, above which is some elementary advice on not holding onto overhanging branches.

The scope of the book is very wide, covering most effectively the range of techniques for beginner to the more competent club paddler. The book offers considerable interest to the intending Senior Instructor (and indeed to the qualified S.I. — Ed) being a marked improvement on the official Coaching Handbook, at least in terms of the discussion on basic techniques. Having said that, a few points of criticism must be made, the most serious being the archaic version of the bow rudder stroke and its over restricted application to a "small but accurate change of direction"! Sadly too, those old, never-lie-down ogres, the high and low telemarks again rear their antiquated heads. Rolling and Eskimo rescues appear under "Advanced Skills", perhaps alluding to the fact that these skills are not yet required of instructors in training or in assessment, but are frequently the "goal" of the novice paddler. The basic forward paddling stroke is given a very full treatment by Mrs. Williams, (as at last the Coaching Scheme itself shows some signs of doing), with the aid of some of the best

descriptive diagrams I have seen, though I find the emphasis in the text on a strong upper arm push, using the lower arm and hand as a fulcrum, rather strange, seeming to undermine the ease and flow that the properly timed effort in the truly efficient stroke gives. The same questionable principle creeps into the treatment of the basic draw stroke, but perfection is illusive! A wide range of canoeing is covered by the book, with the emphasis, to be expected upon inland and sea touring. Much of Mrs. Williams' depth of experience was gained at Plas-y-Brenin in North Wales and other instructional situations, with the result that her treatment of water conditions both at sea and on the river is particularly thorough, without all the bewildering clutter of navigational details — quite lost on the beginner. However, I have still to be informed how one performs a single-handed rescue of a deck-cluttered 200lb loaded sea-kayak with another of the same, without the use of a pump ... (over to you John young sen.)

On the competition side, Anne Williams is commendably up to date, but slalomists will take exception to her 360° turn between gates 3 and 4 on page 80. Canoe-Life Guards, Bat-Polo, K'4s and canoeing for the disabled are all mentioned, but whatever happened to the Scottish Canoe Association? And the Sports Council, North of the Border at least, does *not* reside at 70 Brompton Road!! For a lassie hailing from Angus for the last few years ... not good enough!! Despite some of the above comments, "Start Canoeing" can be highly recommended to the beginner, the club paddler and to those entering the Coaching Scheme, as being a lucid and well written work. No-one I have found covers the subject matter better, and is a worthy addition to the discerning canoeist's bookshelf. (Junior paddlers could well insist on having a delivery of this book at Christmas! — Ed.)

### CANOEING PUBLICATIONS

This is a list of the available magazines on Canoeing matters, which you may either like to subscribe to yourself, or to request that they are acquired by your local Library.

**Canoe Focus** — This you should already receive as part of your membership, but if you have not, then write without delay to the Association Offices.

**White Water Magazine** — The Official magazine of the BCU Slalom and White Water Racing committees. Four issues per year £3.10p including postage. Subscriptions to C.M. Rothwell, 21 Windsor Road, Clayton Bridge, Manchester M10 6QQ.

**Kayak Magazine** — The "internal club journal" of Forth Canoe Club which enjoys a wide following among many discerning paddlers in Scotland. Well worth the subscription of £2.40, payable to David Wolfe, 7 Easter Currie Crescent, Currie, Edinburgh EH14 4LH. (Cheques etc. made out to Forth Canoe Club).

# VOYAGE OF THE 'KELPIE'

## A Canoeing Cruise in Scotland

This article is published as a reprint from "Road to Rannoch and the Summer Isles by T. Radcliffe Barnett and as well as being of interest in canoeing history, serves two other purposes. Firstly, to remind ourselves of what we have lost in terms of access to waters over the years, and that we need to be ever watchful to ensure that what we have now should never be eroded any further. We seem to pay lip service only in terms of freedom but very often we fail to make any effort to preserve those freedoms which others are so ready to take away. Vigilance is our watchword and this newsletter is the way to publish our concern and to make sure that the freedom that existed in the 19th Century is now even greater curtailed through our want of action in the 20th. Secondly, the article serves as a model for entries for the new regulations for the Association Cruising Shield. The Touring Committee propose that the Shield be awarded to the Author/s of a Log, Essay or other graphical account of a canoe tour, and it is hoped that the winning contributions will be published in this Newsletter if they are in a suitable form. Details of the competition available from the Touring Secretary.

The true principle of sport may be summed up in the words, Do it Yourself. Whenever we begin to hire other people, the strenuousness, the initiative, the pleasure and the knowledge become second-hand, and the whole adventure of brain, health, and even muscle suffers. This applies to stalking a stag, landing a fish, sailing a boat, or walking the world. As a wise modern essayist puts it — I have two doctors; the first is my right leg, the second is my left. That is the quintessence of the spirit of sport. You cannot buy it. There is only one way to learn it. Do it Yourself.

It was a long time ago, and canoeing has gone out of fashion since then. But I have just been over the old ground, the old waters, the old haunts — and I have found only one grey-haired Highlander at Inversnaid who remembers the Kelpie and her owners.

To begin with, we built her ourselves in the old coachhouse at home, where there never was a coach in our time. The skipper calculated her weight to a pound when he drew the plans, and the cook smiled incredulously. But when the long, shapely, wooden, flat-bottomed canoe was finished, with her centre-board, her two masts and sails, her water-tight compartments and lockers all varnished to a glossy mahogany in which you could see your face well enough to shave, we took her to the great scales at the mill, and she turned them only four pounds over the calculated weight. I can understand it now, for the skipper was afterwards to design and build floating palaces for millionaires and to stand before kings — whereas the cook only did what he was told, hammering nails and doing the drudgery of a common carpenter or orraman. However, at long last, in the early days of June (1890), the

Kelpie was finished and photographed. A pair of light wheels with an adjustable axle, which could be stowed away forward; two snow-white lug sails, a couple of white sailor bags with a change of clothing, one in the forward hatch, the other in the after hatch; a little blue silk Scots flat with a white St. Andrew's Cross sewed by the dear old lady, and we were completely furnished for an inland voyage through Scotland's lochs, rivers and roads.

When we set off for a two weeks' cruise the Kelpie had never even been in the water. We lived two miles from the launching place. But our faith in her was not misplaced, and she fulfilled all our expectations on river, road or sea. It was four o'clock one fine June morning when we trundled her on the axle and wheels out of the front gate, and along the road for some miles, to a spot near Linwood, on the River Cart in Renfrewshire. No champagne bottle was broken at that launch, for we simply grasped our paddles and stepped in. Then, slowly we caught the current, and avoiding a snag here and there we passed down the Cart by Renfrew, and came into the Clyde when the great shipyards were waking up the new day with the noise of a thousand rivets and hammers. A tiny little ship of fourteen feet with two men sitting face-forward in a square well, mutually dependent on every movement of body, with an instinctive knowledge of ropes and paddles and sails, for a whole fortnight, in rain and shine, squall or calm — that was our daily world. With the right men death from drowning or misery from incompatibility was an hourly possibility. Thus do two men in one canoe make a complete test of disposition, nerve and common sense.

Our first adventure began as we

rounded Dumbarton Rock to ascend the River Leven. For the Leven is a tidal river, and we were half an hour late for the tide! So we paddled bravely up to the town with bare arms, and muscles strained like whipcords, until we saw that the river had already begun to race below the bridge, on which were standing hundreds of workmen from the yards. It was a toss-up whether we could beat the current — but we were both gymnasts — so foot by foot we held our own, until we passed triumphantly below the bridge to the cheers of the crowd on the parapet. The general public may not know that the Vale of Leven is famous for Turkey red calico works. The cook found that out as he was walking up stream with the towing rope over his shoulder, literally wading through the thickly-dyed water which was polluted by the overflow from the mills. But by the mercy of Heaven, a horse was towing a launch up the river to Balloch, on Loch Lomond, and the owner very kindly threw us a line. Once the rope broke. But soon our troubles were over, and we were floating on the limpid waters of that queen of lochs where we were to spend days of idyllic pleasure with paddle and sail.

Balloch, Luss, Inverbeg, Tarbet, Inversnaid — we stayed at all these pleasant hostelries. We visited all the islands, padding when there was no wind, hoisting our sails when the breeze was favourable, centre-board down, and sitting on the windward combing of the well as the Kelpie raced along under double lug-sails like a white-winged spirit.

Happy memories crowd upon one another still. The cook carried a banjo, on which he serenaded many an astonished damsel, like the maid of Inchmurren, the girl at Luss, the ladies on the road near Inverbeg. Ah! They must all be old women now. For is not the cook himself turning grey? But there was real tone of pathos (or was it laughter?) in his voice as he sat forlorn on the roadside in the rain and sang "Home, Sweet Home!" while the skipper turned his face to the trees until the ladies were past. One sight lingers with me still — it was the island of Inchcailleach near Balmaha, seen from its highest point on a perfect June day, with its woodland glades one mass of blue hyacinths, reminding one of Tennyson's beautiful figure in "Guinevere" —

*"Sheets of hyacinths,  
That seemed the heavens upbreking thro'  
The earth."*

But it was not always sunshine. There were days of storm, when we were unable to launch the Kelpie. There is a spot above Tarbet where dinner had to be cooked in a pine wood amid torrents of rain. The rain got into the soup, the bread was sopping wet, and the greasy tin dishes had to be washed in cold water with

Monkey Brand. But our hearts were warm as we paddled in oilskins all the way to Inversnaid through sheets of rain.

The road from Inversnaid to Loch Katrine begins with a very steep hill behind the hotel, and for this steep brae we hired a cart. At the top of the hill the Kelpie was set on her own wheels, and we set off on our five or six miles' trundle across the hills. Midway across the moors we halted for a rest near Loch Arklet. The cook sat on the canoe amidsthips, twanging his guitar and singing —

*"The beautiful isles of Greece,  
Full many a bard has sung,  
But the isles I love best lie far in the west,  
Where men speak the Gaelic tongue,  
Jerusalem, Athens and Rome,  
I would see them before I die;  
But I'd rather not see any one of the three,  
Than be banished for ever from  
Skye."* Sheriff Nicolson.

A shooting party came over the heather, crossed the road, stared open-eyed at the sight of a boat high up among the hills, and listened to the song with a smile. Later on we were to meet the shooters in very different circumstances.

Launching our craft again at Stronachlachar, we sailed and paddled down Loch Katrine in the sunset. We had a delicious supper by the burn on the lochside with new-laid eggs which were bought at a little farm. While we cooked the eggs and sat at our evening meal the farmer's wife came to the door again and again, and shading her eyes in the sunset light, looked down the road. She told us that she was expecting her old mother. At last a cart came rambling along the shore with a country kist on it. And on the top of the kist sat a sweet old woman in a mutch, with a young farmer walking by her side. The resplendent light of evening was all aglow on her expectant face. It was exactly at this part of the road that Wordsworth long ago met a country traveller in just such a sunset hour, and was greeted by the ever memorable words which became the subject of one of his poems —

*"What! are you stepping westward?"*  
The meeting of the old mother and her daughter at the farm door was a holy thing to see, and added a touch of mystical wonder to the radiant sunset. The memory of that lambent poem, after a lapse of thirty years, moves us still.

While paddling down the loch after our simple supper, a large steam launch called the Goblin passed us, with the shooting party on board, and field-glasses were turned on the tiny canoe. The only place likely for us to stay the night was a gamekeeper's cottage, of which we had been told, so we made for the beach at Brenachaille Lodge. No sooner had we landed than the skipper of the Goblin came along and handed us a letter addressed "To the Gentlemen in the Canoe". It was a kind invitation to spend the evening at the lodge. So having made our toilets at the gamekeeper's we were soon ushered into the lodge living room — a large octagonal apartment full of Eastern rugs, and lamps and hangings. A very old gentleman in a velvet coat lay on a sofa. His son — a striking-looking man with a long black beard, was dressed in blue evening jacket and trousers, with a blue silk cummerbund round his waist. There were several others — men and women — in the house party, and the talk was one of boats and sport, South African rivers, and Indian canoes. Kindness, like a heavenly memory, stays with us all our lives. But alas! On a sunny Sunday, but a few weeks ago, I saw the wreck of the old Goblin. I attended worship in the beautiful little parish church at the Trossachs and there I saw memorials to all the friends of that evening at Brenachaille. The east window is in remembrance of the old gentleman; the memorial outside is for his black-bearded son; the newly-erected brass is in memory of the two

brave lads, his only sons, who were killed in the Great War. Three generations completely wiped out, and none now to carry on the name of those who loved their lands from Glenbruch to Inversnaid. Sic transit gloria mundi.

The glow-worms in the wood at Brenachole had all their lamps lit that night. But next morning it made our Scots hearts lauch to be charged 16s. for a bite of breakfast and the privilege of sleeping on the floor of a gamekeeper's cottage. We paddled slowly past the beautiful silver strand (now completely submerged), and landed on Ellen's Isle. The cook, in his romantic search for the ghostly maid, found a yellow rose lying crushed and faded. On a summer day the Trossachs end of Loch Katrine is a very lovely bit of Highland scenery.

A trundle of wheels brought us to Loch Achray, down which we raced with the lug-sails drawing famously. Between Loch Achray and Loch Vennachar, the river was navigable, but gave us some exciting moments. Boots and stockings off, the cook sat stride-legs across the bow with a paddle in his hand — the skipper sat likewise across the stern — and between careful paddling and a good deal of footwork against dangerous rocks, the rapids were shot and Loch Vennachar was reached in safety. At the eastern end of this loch we cooked a big supper in a fir wood, secured the Kelpie, hid some luggage up a tree, and trudged in the dark to Callander for a bed. Next morning, when we walked back, the canoe was easily found, but we could not locate the tree. After an anxious search, we found it, and breathed freely again. Then the rain came down in torrents, and for five weary miles we hauled our craft through the Pass of Leny to Loch Lubnaig, almost parboiled in oilskin coats, trousers and sou'westers. An afternoon sail in clear weather up Loch Lubnaig brought us to Strathyre, where we rested pleasantly over a never-to-be-forgotten weekend, being the first visitors at a newly-opened hotel.

But, having brought a boat into the heart of Scotland, the problem was how to get it out again. So we

ordered a carriage truck from Oban, shipped the Kelpie on the train, and disembarked her at Stirling Station. Next morning we began the long-tortuous journey from the Links of Forth. The wind and tide were with us, and we raced full sail down the river with a strong breeze and a fiery sun burning our bare arms. That was long before the great docks at Grangemouth were made, and in the furious race down-stream between high mud-banks we were blown past the old entrance to Grangemouth Canal at the Carron River. Sail was lowered, and soon we were paddling right across the wide estuary towards a distant town of smoke and chimneys. All of a sudden in the midst of the angry waste of seas the Kelpie was nearly wrecked on a hidden sand-bank a mile of two from land. But we shoved off into deep water again, and made for the unknown town. It was Bo'ness — where twenty years after, strange to say, the cook was to make his home for eight years. I can remember the old harbour, the vennel, the quaint tavern at the quayhead where we had a ham-and-egg tea. At the turn of the tide we paddled back to Grangemouth. Hundreds of people crowded round us as we landed at the old canal basin. Next day we began the long journey through the Forth and Clyde Canal, working every lock spending one night in Kilsyth, and another at Kirkintilloch — with creepy memories of an inn in Kilsyth. It was a Friday afternoon when we reached Bowling on the Clyde. After a good night's sleep at home, we returned next day and trundled the Kelpie ten miles over Renfrewshire roads to a little loch near Bridge of Weir — having covered over two hundred miles by land and water in a fortnight.

Would that it all might come again! It meant a lot of work before setting out. It meant hard exercise and perfect health while we were on the cruise. But it left us with undying memories of a thousand and one adventures, of idyllis days and nights, and of a land glamorous with history and beauty which draws the heart of a Scot with a love that is better than life.

# RIVER ACCESS IN SCOTLAND

*John R. Fryer — Access Convener SCA*

There exists a proven legal right of navigation on the following major rivers of Scotland: the Rivers Clyde, Tweed, Tay, Spey, Leven and — provided a toll is paid — the Great Glen. This has been established in law and includes passing up and down the river. Where a public highway joins the river there is a right of access from that land to the water. There is no public right of way over private land to a river whether a right of navigation exists or not.

It is the view of the Scottish Canoe Association that there is a right of navigation on all Scottish rivers. This could, however, only be established in court by showing that there has been historical navigation on these rivers or part of them. In view of the court case involving the River Spey, the precedent of this historical navigation — including flotation of logs or reeds down the river — has been established but that judgement only referred to the Spey in entirety. Thus all canoeists are encouraged to delve into the history of their local rivers.

In most cases, landowners are willing to grant access to the water. It should be noted that local fishing associations are rarely able to grant such permission since they do not own the land and in our view have no jurisdiction over the water. It is important that canoeists should uphold their position as SCA members by behaving with courtesy to landowners and respect their rights with regard to the land. This is particularly valid for those who are camping or parking vehicles.

The SCA is making continual efforts on behalf of its members to increase access to rivers and the provision of camping, parking and slalom sites. In the extreme situation of Grandtully land has been purchased and plans are proceeding for the erection of a hostel. It is recommended that SCA members acquaint landowners, with whom they may correspond, that they are SCA members as unfortunately, there are canoeists who do not bring credit on the sport and may well prejudice the sport in general.

As far as lochs are concerned all sea lochs have a statutory right of access as the foreshore is Crown property. Freshwater lochs are generally of

free access — there is a statutory right on Loch Lomand — but there are recommended zones for different craft on Loch Tay for example. Again the major difficulty is the access overland but in practice this can normally be obtained via Forestry Commission and/or a public highway. No water sports are permitted on Loch Katrine as it is a public reservoir.

If you have any difficulty with access write to the SCA and give the SCA address to the landowner who questions your position. However, it is necessary to remember that many landowners are running their land as a business and particularly in these times of recession and high taxation a due appreciation of the landowners point of view is also necessary. An improvised slalom can ruin the fishing for half a dozen rods causing a loss of income to the landowner for which he still has to pay rates and provide facilities. The canoeist is only one of many interests that obtain their recreation and in some cases their livelihood from the natural waterways of Scotland.

## Canoe Polo

Training sessions and games have been arranged in Edinburgh at Infirmary Street Baths as follows:

Sat. 15th November 1980

5-9 p.m. — Training

Sat. 13th December 1980

5-9 p.m. — Training

Sat. 17th January 1981

5-9 p.m. — Training

Sat. 31st January 1981

12-6 p.m. — Canoe Polo Champs

Sat. 14th February 1981

5-9 p.m. — Training

We are expecting to send a Senior and a Junior team to the British and International Canoe Polo Champs at Crystal Palace in the last week-end of February 1981, and any aspiring members of these teams will be expected to attend training sessions as above.

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## Problems on access

As an example of the difficult position that we have to face regarding access to the waters of this country, I came across the following sentiments while browsing through the 'Shooting Times' in my dentist's waiting-room, and I'm sure you will agree that it is a reflection of the seriousness of the problem which will take time, patience, and much good will on both sides to resolve. My hope is that we are able to show a bit more tolerance and a more carefully expressed philosophy on why fishermen pay for their pleasure, and we expect to pass down the rivers free.

"Now we are faced with an urgent clamour to get greater sporting utilisation from our waterways. There are more anglers seeking recreation than at any time in history and we are being called upon to share this resource with other water-user interests such as the boaters and canoeists."

"It is the latter who pose the greatest threat to peaceful angling on those shallower waters beloved by the game fisherman. Most boating enthusiasts confine their activity to the deeper sections of our lakes and slower-flowing rivers. Boating and angling interests have lived side-by-side for many a long year. Oh, there have been periods of friction, but it has not

seriously affected either cause. No, it is canoeing that comes into direct conflict with all that the game fisherman holds dear."

"As an all-round sportsman I see canoeing as nothing other than a very commendable activity. I would like to see more opportunity for people to escape from the concrete and be able to partake in some outdoor pursuit — particularly one which includes the characteristics of adventure and self-discipline, such as canoeing. It is, however, a very sad fact of life that we cannot eat our cake and still have it. We cannot provide superb sport for the fisherman and have that same water being beaten into a foam by hordes of canoeists passing through it."

## COUNCIL NOTES AND COMMENTS

This section will pass on items of news taken from the Minutes of the various committees of the Association, sometimes with my comments, which will be constructive I hope, but aimed at assisting you as Members to be more involved in the processes that shape the way in which organised canoeing is run. Thank goodness the unorganised canoeing will continue to go its own way and I will always be delighted to report on their activities. Certain items of official business do from time to time affect the way we do our canoeing and I feel it is worth while passing on such points to you.

Appointment of the Association's Administrator. It has now been confirmed that Mrs. Margaret Winter has been appointed to this post. She has previously held a similar post with the Girl Guide Association, and now feels bold enough to tackle our troubled waters. We wish her well in the new task and trust that she will find a lot of pleasure and satisfaction in helping the Scottish Canoe Association grow in stature among the other organisations which make up the sporting scene in Scotland.

Canoe Exhibition 1981. Dates 28th/29th March 1981.

Concern is being expressed to the BCU regarding their unilateral proposals for Incorporation, and that adequate safeguards are built into such documents, to allow us to grow as the rightful Governing Body for the Sport in Scotland, while quite properly maintaining appropriate links with the other Home Countries for the health of the sport in the UK.

Progress is being made with the proposals for development at Grandtully, and a Management Committee is to be set up. If any member considers that they have special skills in this direction or who is willing to take on the very demanding work that this venture will entail then please get in touch with the General Secretary.

It is noted with some regret that Irvine Ross and Neil Spinks have felt it necessary to resign as Coach and Manager to the National Slalom and White Water Squad. I hope this is not another of those "hatchet jobs" that seem to bedevil our affairs from time to time, nor a matter of some young know-it-alls wanting to have it all their own way. I sometimes feel that the old hands resign too readily, if the young ones want to take over; we should make them fight a bit more.

Finally, concern was expressed by Council at the cost of producing this Newsletter, and I fully share that concern, for unless it is to be worth the money then I will not be involved in the waste of my money and yours. So as you can see most of the contents have been produced by me, the photos taken by me, and the research done by me, and that is not what value for money is all about. So, please respond to

this plea for your support, and make this into your Newsletter, with your stories of tours big and small, your photos to be displayed and your views put forward as to how our sport is to develop in Scotland. Our membership is now around the 1500 mark, and this Newsletter is the only way we can bind us all together in our common interest. So it's up to you, don't let SCAN die at birth!

## SCANADS

This section will be devoted in each issue to items from individual members, who wish to insert a small note aimed at the sale of equipment they no longer require, or to seek items no longer in production. Almost anything will be acceptable, other than, of course, ads marked 'Adult Movies' and the like. The service will be free as part of your membership entitlement as an Individual or Club, and all that I would ask if the sale is successful, that you donate a percentage of the deal to the Association to offset the costs of this production. Keep the items as short as possible, as I will be able to get more of them into the space available, and, of course, it could mean that our costs could come down quite significantly with all your donations! And to enjoy this free facility, please include your Membership number with all the other details. For this issue there is only one item, and even this is from your Editor!

LOST! A most valuable film in the Association's history has gone missing, and that is the 16mm film taken by your Editor, when as Manager of the Scottish International Slalom and White Water Team to visit Lipno in Czechoslovakia in 1973, a film was made of the event, and the film has been loaned out regularly since then. However, details of the last recipient have been lost and for the life of me I just cannot remember who I gave the film to! So would the member who has the film, please return it to me, as I think it is time that it was more carefully preserved.

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# Canoeing alone

I have been reading with much interest the correspondence in *White Water* on solo canoeing, and being rather surprised at the response of Stuart Fisher, I felt obliged to pass on some comment of my own, having enjoyed the delights of solo climbing even before I took up solo canoeing.

I still enjoy canoeing with others but there is something about solo experience in the outdoors, and in my reading I was delighted to find the following passage by the father of canoeing John McGregor in his book "Rob Roy on the Baltic", and he sums up my feelings very well and I hope may attract some opinions from you. Thus, instead of reply direct to *White Water* on the topic why not use the columns of your own magazine to put your view on the topic and any others which you feel will be of interest to other members.

It is well worth reflecting on the fact that this excerpt was written in the 1870's, and the views expressed are as valid today as they were then, on the essential nature of adventure activities. For my part I feel so many people forget that there is a world of difference between teaching the activity and actually doing it for its own sake.

"Travelling alone is the only way to enjoy this simple pleasure of quiet regarding. For if you travel with a companion you will speak to him, and lose what others are saying; and if both you and your fellow-tourist are silent, the people about you are at once aware of observation. Then they become non-natural. They are now actors only, and the charm of the scene is spoiled. For observing the manners, and for learning the language, for sketching, for writing, for reflecting, and for reading, as well as for temper and freedom, and a special unnamed sentimental enjoyment of the incidents abroad, the traveller must travel alone. But as nobody will do this because another says he likes to do it, I shall not hope to convince or persuade, but merely to record what all will certify who have made good trial of a solitary tour.

The enjoyment of lone travel is intensified by voyaging in a canoe, for this isolates more completely than any other mode. During the working hours of the day the want of a companion is never felt, because every moment has engagement for the mind in searching the way and managing the boat; and if in fishing too, why, for

that, it is confessed on all hands that to enjoy it thoroughly you *must* be alone. Arrived with the canoe at evening, and healthfully tired, what is it you want most? If chatter, then there are plenty of visitors ready. But what the body now wants most is rest at full length on the top of a bed, and the mind, too, wants rest in a new attitude of thought. A "pleasant and lively companion" would be just the thing *not* to give pleasure then, but a pleasant book will.

All this we had enjoyed and appreciated in many former tours; but in the present voyage there is the still closer isolation of the solitary bivouac.

A fire of sticks on the ground out-of-doors — does it not remind us of schoolboy days, when a half-holiday looked as long as a week does now? As a boy one had uproarious enjoyment in a bonfire, and in the roasted potatoes from its white-ashed embers. Yet as a man and at home one could scarcely feed thus in a field, unless with a nice party of friends, when the affair at once becomes a picnic, and is dependent on far other elements for its being tolerably pleasant. But sail you over the seas, prosaic man, a thousand miles away from home, from friends, for all men, and all women; away from houses, horses, cows, carts, hedges, bridges and even from ships. Peel off the last circumstance of civilization; and when all this husk is off there will bud forth freshly from the untrammelled inner mind a new and tender flower of rare beauty and enjoyment — unless, indeed, yours is a poor suffocated soul — *the delight of being alone.*

Seek out a shady bank, on a thick wooded isle, in a rocky nook by the deep clear water, and on a summer day; there it will spring up, that quite new sentiment — too delicate to be shared by another, for it is broken if divided, and it is lost like water spilled, and so a mere bubble, perhaps, but still, if untouched, it is full, complete, and beautiful. Enough has now been said to recall this feeling, if you have ever known it. If you have not, my pen, less practised than my paddle, is too clumsy to paint the unknown."

## TOURING



# Cruising Shield Log Competition

### CONDITIONS

1. The Cruising Shield of the Association shall be awarded annually to the Author/Co-authors of a Log, Essay or other written or Graphical account which is judged to be the best record or description of a tour by canoe.
  - 1.1 The competition is restricted to members of the Scottish Canoe Association.
  - 1.2 Entry is by submission of the material together with a note of name, address and membership number to: The Secretary, SCA Touring Committee, 18 Ainslie Place, Edinburgh.
  - 1.3 Entries are to be received at the above address by 10th October.
  - 1.4 The tour described must be factual, have taken place in the months ending in 31st September and must describe a tour in which the author/co-authors have taken part.
  - 1.5 Entry to the competition shall be free of charge. All postage, insurance and other like costs are to be paid by the entrant.
  - 1.6 Copyright on the submission will be retained by the entrant.
2. Judging shall be by a panel of three judges who shall be the Chairman and one other member of the SCA Touring Committee and a nominee of the SCA Executive, who in reaching their decision shall take account of the following:
  - 2.1 The nature and relative merit of the tour described.
  - 2.2 The quality of presentation of the submission.
  - 2.3 The suitability of the submission for publication.
  - 2.4 Any other factors the panel may deem relevant.
3. The object of the competition shall be to encourage the recording and publication of accounts of canoe tours so that the widest possible benefits in educational and entertainment terms are made available to canoeists and to the general public.

### COASTAL INFORMATION SHEETS

The Touring Committee has now produced 4 Coastal Information Sheets and a General Information Sheet, and these are available from the Association Office. The Sheets are: 1, Upper Firth of Clyde, 2, Lower Firth of Clyde, 3, Solway Firth, 4, Kintyre, Islay and Jura.

A fifth sheet for Scarba, South Coast of Mull to Ardnamurchan, and Loch Linnhe will be available shortly. A further sheet on the North-West coast to Cape Wrath should be completed by the end of the year.

### TOURING AWARD SCHEME

A total of six Bronze Awards have been attained so far. The Committee wishes to apologise to Linda Mitchell for omitting her from the list of Award winners published in *KAYAK* magazine.

### TOURING CALENDAR 1981

This List will need to be published shortly, and anyone wishing to include a tour on the Calendar, should write to the Touring Secretary as soon as possible. Tours this year have been very well attended despite sea conditions being extremely hairy on several occasions.



## WHITE WATER RACING

The White Water season is with us again, and with there now being a fair distribution of events of all divisional status, we should see some keen competition for promotion. Members should note that promotion from Division B to A is only gained for 1 in 10 starters and from C to B for 1 in 5 starters. As White Water Racing in Scotland now has an improved structure, it would be sensible if the organisers were to adopt the prescribed procedures on entry, with all competitors submitting the correct Race Entry Cards.

Despite the general dislike of these cards, they are essential if competitors expect their names to figure in the British ranking list. Members who wish to compete in events in England or Wales will have their entry refused unless an entry card and the other procedures are used.

White Water entry cards are available from: Mary Brough, 41 Serpetine Road, Kendal, Cumbria. Please enclose s.a.e. of A5 size.

The BCU White water Racing Committee has carried out its threat of not issuing Yearbooks to Scottish competitors. However, all ranked paddlers have now received, through the intervention of the Association's officials, a copy of

the Yearbook. Those members who have still not received a copy, there are a number available from the Association Office, cost 50p plus s.a.e. The Association President John Turcan was due to discuss this matter at the October meeting of the Federal Committee.

This year's first open W.W. training day was held very successfully under the supervision of Coach Tim Liddon at Grandtully on the 12th of October. About 15 members with a wide range of experience took part in the training sessions. No rigid programme was imposed and many aspects of the discipline were explored. The next Open Training day is planned for Sunday 30th Nov. 1100 hrs at Grandtully.

## Loneliness of the Long Distance Canoeist

In an effort to maintain and even improve their fitness for their occasional canoeing trips, it can now be reported that both the Association President John Turcan and your Editor took part in Marathon races this year, that is the original foot-racing types, and I am delighted to report that both completed the courses, I'm afraid John did not inform me as to how long he took to finish, and my effort was just coming to its agonising end while the prize-giving was taking place. We are both advocates of jogging and running for general fitness, and I know that many others enjoy running as well as their paddling, so is there not a case for an event to be held which combines the two essentially basic modes of transport. There are many variations that could be played on this theme, such as a straight forward paddle around Strathclyde Park, followed by a run around the perimeter footpath, or a possible paddle up Loch Lubnaig and the return run down the West side, and being then on the wrong side of the river — to finish with a swim across it! Another possibility would make a unique double event — two people and one single kayak. Both to start at the same time one runs down the road, while the other sets off paddling down river to a suitable bridge or access point, where they change over; repeat this a couple of times to the finish. There a number of events in the States run like this, but using horses or bicycles rather than kayaks. If there are any ideas I will give them an airing in the next issue, but until then: many congratulations John, and are you planning to run in the London Marathon?

## TECHNICAL

### Safety in Double Kayaks

A couple of incidents recently have sparked off a train of thought with me concerning double kayaks. The first occasion when camped out on Rannoch Moor and having a stroll along the old road in the morning I met with a couple who also camped out, were sporting a double kayak on the roof of their vehicle. In our chat it transpired that they had been involved in canoeing activities for some time, mainly in the introduction of their youngsters to single kayaks, but now with the family grown up, they were anxious to explore as much of Scotland with the tent and car as possible, and had added on the dimensions of exploring the abundant waters of the Highlands, with a craft that seemed sensible for their abilities. I was immediately contrasting their approach with that of the Guthrie's of Melrose who had taken up canoeing in similar fashion but had chosen single sea kayaks instead, and as we talked about the problem of choice, I found that some of the reasoning in the development of the double kayak was somehow incomplete and rather unsatisfactory to me in spite of my attachment to double kayaks for many of the trips that I have been involved with, and that to my own satisfaction I had to explore the matter further.

Very little has been written about the use of double kayaks, there being some reference to the skills involved in the book by P.F. Williams — "Canoeing Skills and Canoe Expedition Technique for Teachers and Leaders" (1967) and as I returned to the book to check out what Williams had written, it seemed to me that the skills and techniques to be applied were simply an extension of that which pertains to the use of the single kayak, and in particular the dealing with the problem of a capsized double kayak, where the technique shown is simply an H rescue. At present even this method for single kayaks receives very little favour for a heavily laden craft and then usually depends upon two kayaks at each end of the capsized boat, to ensure the stability of the lifting paddlers. And with most double kayaks being 17 feet or more in length and 26 inches beam or more the prospect of lifting such a swamped craft, does seem to the bordering on fantasy, or at the very least in good conditions with a great deal of difficulty. But when and where do you see at least three double kayaks on the water, only very rarely I would suggest, and most likely in certain restricted circumstances as with a canoeing school or training establishment, whereas from the evidence of one's eyes in observing canoes on tops of travelling cars they are likely to be on their own or at best with another single kayak of the Minor type. And as we know too well capsizes can occur anywhere and anytime, particularly with those whose skills are rudimentary or only developing slowly, how do you resolve the capsize of a double kayak? What is the logic of the safety approach by manufacturers who produce the craft or even those who build their own still in lath and canvas or in plywood?

It seems to me that what is wrong fundamentally is to approach the capsized double in terms of a big single, whereas I would suggest that a more sensible approach should be from that of a capsized small dinghy. For at the moment all double kayaks on the British Market have their residual buoyancy set up in the manner one finds in single kayaks, either with blocks mounted midships or with foam in bow and stern, which simply means that although the swamped craft will float, it has no stability whatsoever and so the only survival technique offered in the absence of a deep water rescue, is that of hanging on until help or hypothermia arrives. With a dinghy approach the alternative would be to right the swamped craft, enter it while it was still swamped but stable and then to either explore the methods of emptying the swamped kayak or to wait on the swamped craft for assistance or the possible longer wait for hypothermia to set in. It is still subject to some debate whether staying in the water complete with lifejacket and lying still avoids the onset of hypothermia better than getting out of the water and being subject to the cooling of the wind, but I am inclined to favour the 'action' approach, being involved in trying to do something constructive about my survival rather than laying back and letting it all happen. So what is required, I would suggest is that the swamped double kayak should have its buoyancy so arranged as to make it stable and able to support the weight of its occupants in that swamped state, so that they can attempt to bale it out or be at least out of the water and more visible to possible rescuers. Therefore, one has to ask why in double kayaks is there not built-in buoyancy around the inside of the gunwales of each craft, in fact following the advertised practice of the Klepper Aerius folding kayak. I have seen some of the photo adverts of Klepper showing the swamped craft with four people in it and on it, and still stable and capable of being baled out either with self bailer systems or buckets, or by the installation of a Lendal footpump.

I would like to hear from those who have advocated the use of doubles around our West Coast as to what were their solutions to the capsize problem, and perhaps from some manufacturers on the problems of installing gunwhale buoyancy and will make the columns of SCAN available for their constructive comments, but I will be reluctant to give space to those who say — 'don't use doubles', or who will not face the facts that doubles are used by themselves without the presence of other craft, and need to have information on how to protect themselves, and not simply to be told — don't canoe alone!