

*Rushton*

INDIAN GIRL  
CANOES

J·H·Rushton Inc.  
Canton·N·Y·

# Rushton

CANVAS  
COVERED  
CANOES

..  
INDIAN GIRL  
and other models

J·H·Rushton Inc.  
Canton·N·Y·

WE ALSO BUILD A COMPLETE LINE OF ALL-WOOD BOATS AND  
CANOES UP TO TWENTY FEET IN LENGTH. SPECIAL CATALOG  
COVERING THIS LINE FREE. IF INTERESTED, WRITE FOR IT

TRADE MARK  
*Rushton*

DRYING OUT



TRYING OUT







IF YOU are contemplating the purchase of a canvas covered canoe, a careful perusal of this catalogue will prove of inestimable aid in determining your choice.

Instead of designing a number of models and advertising each one as especially adapted to a single purpose, we have designed a model which combines all that is best for every purpose. We call it the INDIAN GIRL Canoe.

This name—INDIAN GIRL—as thousands of users will gladly testify, marks the highest standard of canoe excellence attained by modern makers. The combined good features of other makes may equal it. But it has no rival in any *single* make.

The INDIAN GIRL is strong though light, safe though speedy, graceful, thoroughly seaworthy. It is at once apparent that such a combination of good qualities can be produced only by the most skillful of canoe builders. From stem to stern, gunwale to gunwale, inside and outside an INDIAN GIRL means all that is best in a canoe.

There is another model in this catalogue which, except for hard cruises, is just as desirable as the INDIAN GIRL. It is our model *de Luxe*, the AMERICAN BEAUTY, combining all the good features of the INDIAN GIRL, and possessing in addition, the high bows which lend so much grace and symmetry to a canoe.

With these to offer we ask you to read carefully the individual descriptions so that you may know what a good canoe really is. If you find it anywhere else, at the same or less money, you will do well to buy. Such canoes are few and far between.

Yours very truly,

J. H. RUSHTON, Inc.

## Indian Girl Canoes—Design

THE INDIAN GIRL model canvas covered canoe was designed by J. H. Rushton, in 1901, after 28 years of experience in building and designing small boats and canoes. The beauty of the canoe lies in the design, as well as in the manner of construction.

This canoe combines all of the features necessary to a successful craft. The 'midship section shows a very flat floor, considerable dead-rise, high sides, and enough "tumble-home" to make the design attractive, and to allow the heavy gunwales of the Grade A. The lines are easy, making the canoe one of the swiftest built, ultra-racers excepted.

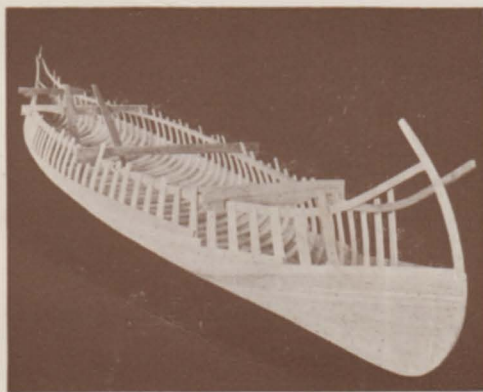
It is straight enough on the keel to be easily steered even by the novice, and yet it will respond readily, quickly and easily to a light steering stroke. The high bows, with the quick turn on the quarter, give a dry, seaworthy canoe, and one pleasing to the eye.

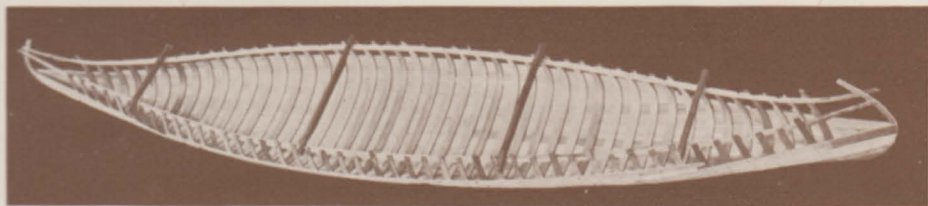
Starting with a good design, our next idea was to turn out a better canoe than anyone else ever built. How well we have succeeded we leave to our thousands of customers to say.

In describing the construction of the INDIAN GIRL canvas covered canoes, we will commence at the beginning.

The INDIAN GIRL canvas covered canoe is built over a **solid mould**. This insures absolute uniformity of results—each canoe is identical with the ones built preceding and the ones following. The mould is made from the drawings of the canoe, and is afterwards trued up by skilled workmen, insuring perfect conformity to design. Over the mould are bent strips of heavy iron. The ribs go over these strips, the purpose of which is to clinch the nails. Unless the nails are clinched while being driven in, slivers of wood will be raised, detracting considerably from the looks of the finished canoe.

The ribs of the INDIAN GIRL canvas covered canoes are tapered at the ends, i. e., they are wider at the keel than at the gunwale. Even casual comparison of this style with the ordinary construction convinces the observer that the appearance of our canoe is neater and more refined. Then, too, there is no need of having the ribs as heavy at the gunwale as at the keel, where most of the strain comes. In order to make the inside of the canoe look right, each rib has to be cut to pattern, to give a true line on the inside where the bevels start.



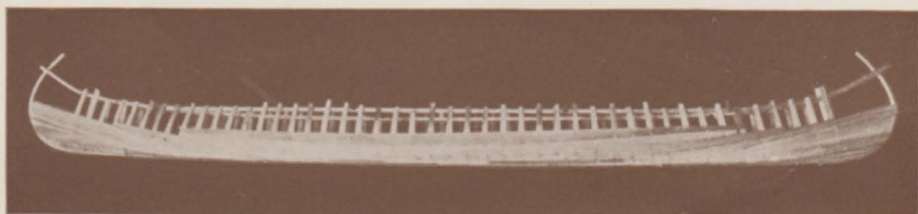


## Indian Girl Canoes—Construction

THE planking of the INDIAN GIRL canvas covered canoe is Michigan White Cedar. Trial of other kinds of Cedar have proven their inferiority. In maintaining our claims to produce the best canvas covered canoe afloat today, we are using the best material to be purchased.

One of the greatest points of superiority of the Michigan White Cedar, as against that grown in the South or in Maine, is that of weight. The Michigan White Cedar weighs 18 lbs. per cubic foot, as against 28 lbs. for either of the others. Comparative strength of equal bulks shows that the Michigan Cedar is more elastic, and just as strong. Weights being equal, the Michigan Cedar is nearly 50% stronger. As in all of our boats, each board on a canvas covered canoe is cut to pattern. No strain is put on the boards when they are being nailed to the ribs. The result is that INDIAN GIRL canvas covered canoes never spring out of shape.

After the ribs are bent on the mould, the ends are fastened to the inwales, already in place, and to the stems. The planking is then nailed on, as far up as the water line. The partly planked shell is then taken off the mould and the inwales are drawn together with wooden clamps, holding the ribs in shape. The shell is then put on a bedpiece, and fastened down solid. At this point the stems are trued, so as to be absolutely straight and plumb. The inwales are fastened to the stems, and the decks are put in. Then the top piece of planking, consisting of a single board about 8 inches wide, is fastened into place on each side, after being first cut to exact fit.

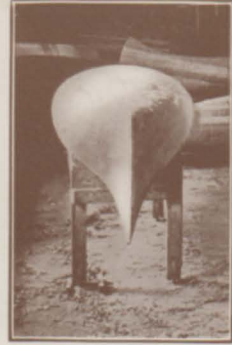




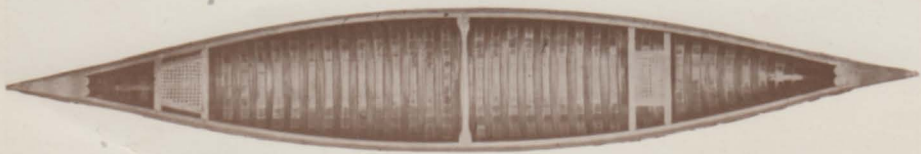
## Indian Girl Canoes—Construction

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WHEN the planking of the shell is completed, it is turned over to another force of men. They inspect it carefully, adding nails, if by chance, any have been left out. They plane off all projecting corners of the planking, where the strips come together, and replace any defective pieces. After this is done, the shell is treated to a coat of boiling hot water. The effect of this is to swell the grain of the wood, wherever it has been crushed with a hammer, or abraised in setting the nails. The shell is then hung up until it is absolutely dry. It is later sandpapered carefully, removing all plane marks, and all inequalities. After this it is treated to a coat of boiled Linseed Oil, inside and out, and allowed to dry before the canvas is put on. The object of using oil on the outside of the shell, under the canvas, is to remove all possibility of water swelling the grain of the wood at a later date, and making the outside surface uneven.



When the oiled shell is perfectly dry, it is slipped into a pocket of a specially woven canvas, which is drawn tight, and nailed to the inwales at each rib. It is lapped at the stems above the waterline, the lap being laid in white lead, and nailed to the stems. The canvas is in one piece from stem to stem, from gunwale to gunwale. It is not laid in cement. This would give it an opportunity to wrinkle. As the canvas is drawn evenly both lengthwise and crosswise, there is no possibility of wrinkles.



## Indian Girl Canoes—Filling and Painting

THE canvas being in place, the shell is ready for its first trip into the paint room. Here the canvas is filled, i. e., painted with a coat of special heavy paint. This is mixed in our factory, according to formula. When the filler is dry it is almost as hard as glass. The first filler is sanded thoroughly, and followed by a rubbing coat. After this is dry and sanded, the canoe is ready for the woodwork finishers.

Their most important duty is to test the canvas. This is carefully done, and if it is at all loose, it is retightened before any of the woodwork is touched. They put on the gunwales of the Grade A, or the cover strips of the Grade B canoe, put in the seats, and then get the canoes ready to be painted. When ready for paint, the inside of the canoe is finished, and gunwales oiled and varnished. The canoe is then set aside for a few months, so that the filler may continue to harden—and is painted when ordered. Much of the success of the INDIAN GIRL canoe is due to the care used in the selection of the filler, and to the painters who apply it.

The filler we use is mixed in our own factory, under the personal supervision of our Mr. Rushton. In it we use only pure paint stuffs. National White Lead and Boiled Linseed Oil, Japan and Turpentine, are some of the ingredients. The others are secret. This filler is mixed slowly, by hand, allowing the several ingredients to become thoroughly assimilated, and the result is a mixture that dries hard in about ten to fourteen days. When dry, it is very hard, and when sandpapered, becomes perfectly smooth. A second (rubbing) coat is applied, and later smoothed off.

Over this filler, we use two or more coats of quick drying color, followed by one of best spar varnish. To fill up depressions that may be caused by careless handling, and around the stembands, we use special RUSHTON CANOE PASTE, mixed exclusively by us. This preparation is a quick-drying paste, and the only one we know of that will not peel.

The inside of the canoe is just as carefully treated. After being carefully and thoroughly oiled before the canvas is put on, it receives two coats of varnish, giving high polish with durable finish.

All INDIAN GIRL canoes, whenever possible, are kept in storage several months, to allow the filler to harden. By doing this, we can give the user a seasoned canoe, and one that he can always depend upon. At slight expense each spring, he can make it look as good as new. The varnish will not peel nor rub off and the color lasts.





## Indian Girl Canoes—Specifications

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**General Description**—Both grades have the main constructive features in common. Stems of elm, steam bent; ribs and planking of white cedar; seats, hand caned; stem bands of polished brass; canvas, No. 10 duck, special weave, on sizes Nos. 1, 2 and 3, and No. 8 duck on the No. 4; all exposed fastenings of copper or brass. The ribs are 2 in. x  $\frac{5}{16}$  in. at centers, tapering to  $1\frac{1}{4}$  in. x  $\frac{5}{16}$  in. at the inwale; spaced 2 in. apart at centers. The planking is  $\frac{3}{8}$  in. thick, nailed with square seams, and clinch-fastened to ribs. The stern seat is placed just below the inwales, and the bow seat four inches lower.

**Colors**—These canoes will be kept in three shades of green, Moss, Coach Painter's and Light Brilliant. Other colors, except as noted in the list of "Extras," will be furnished at the same price.

### GRADE A

**Material**—Stems, selected; ribs and planking clear and free from all imperfections; decks, thwarts, gunwales, inwales and seat frames of selected cherry; grating of ash. One shaped thwart only, at center of canoe.

**Construction**—The inwales are rabbetted for the planking and pocketed to take the ends of the ribs. The gunwales are the same shape as those in the all-wood canoes. This style of gunwale gives strength and beauty vastly superior to any other method of construction. The grating is of ash, six light strips fastened to skin-fitted thwart-ship timbers, and is held in place by a brass floor button at each end. Oars can be used on this grade only, by using our No. 2 rowlocks, or our outriggers.

### GRADE B

**Material**—Stems, ribs and planking perfectly sound, but not so select as used in Grade A; decks, thwarts, covering strips, inwales and seat framers of selected ash or oak.

**Construction**—The top finish is a substantial inwale, to which the ends of the ribs are fastened. A thin strip of wood on the outside over the canvas, and another on top, cover the otherwise exposed ends of the ribs and the edge of the planking and the canvas. This gives a proper finish, and is similar to that used by all other builders. It is neither as strong nor as handsome as in Grade A, but has proved to be entirely satisfactory in a medium priced canoe. No grating is furnished with this grade, except as an extra.

## Indian Girl Canoes—Price List and Extras

No.	Length	Beam Inches	Depth at Center Inches	Depth at Ends Inches	Length of Deck Inches	Weight Grade A	Price Grade A	Weight Grade B	Price Grade B
1	15	32	12	21	15	58 to 62	\$47.00	56 to 60	\$38.00
2	16	32½	12	21	15	60 to 66	49.00	58 to 64	40.00
3	17	33	12	21	15	65 to 75	50.00	60 to 66	41.00
4	18	33½	12	21	15	75 to 85	52.00	70 to 80	43.00

At the above named prices no fittings are included.

Ash decks, as in Grade B, if over 15 in. up to 30 in. . . \$5.00

Cherry " " " A, " " " " . . . 6.00

Oak outside keel, not exceeding 1x1 in. . . . . 1.50

Oak " " 2½x¾ in. . . . . 2.00

**Striping**—½ in. wide or under, \$2.00; over ½ in. 50 cts. per ⅛ inch.

**Colors**—Moss Green Light, Coach Painter's Green Light, Brilliant Green Light, or Tuscan Red (Maroon), will be furnished without extra charge. A charge from \$1.00 up, extra, will be made for any other color, including Light Red and Azure Blue.

**Name Painted**—Color or Gold Leaf, block letters only, plain or shaded, 1¼ in. or under, name not to exceed eight letters . . . . . \$2.00  
 Name of over eight letters, extra per letter . . . . . .20  
 Ask for special price on monograms, larger size or special shape letters, etc.

Other fittings as per regular lists. All changes in construction must be the subject of correspondence.

**Packing**—Canoes will be packed in burlap and excelsior for shipping, without extra charge. Our charge for crating will be \$1.00; for both \$2.00.

**Refinishing**—For repainting the INDIAN GIRL canoe, use our special color-varnish, known as Canoe Enamel. It is put up especially for us by our color makers and is a complete finish in itself. We carry in stock the following colors—Moss Green Light, Brilliant Green Light, Coach Painter's Green Light, Tuscan Red, Park Trap Red, and White. Price per can—enough for one coat over the INDIAN GIRL canoe—\$1.00.



## American Beauty Canoes—Description

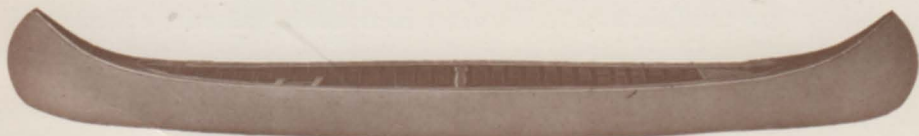
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THE AMERICAN BEAUTY canoe was called into existence by the demand for a canoe with bows higher than those of the INDIAN GIRL.

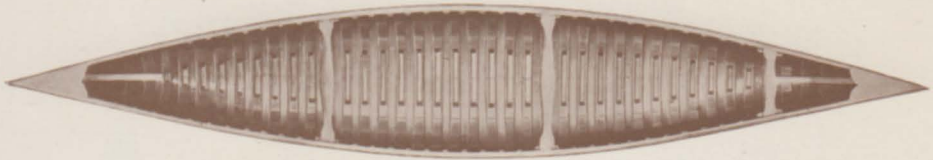
Our first thought, in putting this craft on the market, was to produce a canoe even better than the INDIAN GIRL model which at the time was the finest canvas covered canoe afloat. Knowing that when a customer ordered a canoe with the high bows, his object was to get one that would attract attention through its fine appearance, we decided to add to the canoe several exclusive features. All of the brass work projecting above the wood is heavily nickle plated. The ribs and planking are matched for color and grain, as well as for quality and strength.

The result of these modifications of the regular INDIAN GIRL canoe was to establish an entirely new standard of construction. The building of these canoes requires more painstaking care and minute supervision, than can be obtained in any other factory. Anyone who wishes a *de Luxe* canoe, should get an American Beauty. If he does not, and later sees one of these excellent crafts, he will always regret his mistake in not having bought one.

In this canoe, the ribs and planking are carefully selected Michigan White Cedar, matched for color. The stems, inwales, gunwales, seat frames, decks and grating are of the beautiful Black Cherry, native to these parts. The canvas is specially woven for us, as with the INDIAN GIRL canoes, and is filled and painted in the same manner. All exposed brass work is heavily nickel plated.







## American Beauty Canoes—Price List and Extras

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**T**HIS canoe is built in one size only, 15 feet, 10 inches long over all, 32 in. beam, 12 in. deep at centers and 24 in. deep at the ends.

Considering the extremely high quality and wonderful value of this canoe, the price is exceedingly low—only \$60.00 for the canoe.

Some very “nobby” additions can be made on this canoe at a very slight expense. We will be very glad to discuss them with anyone who is interested.

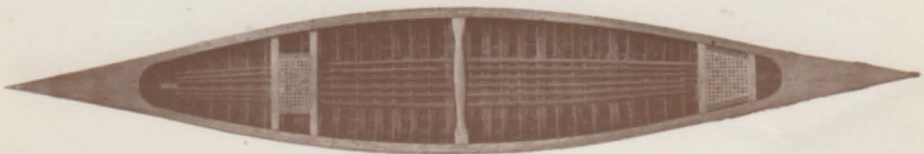
Extras, like outside stems with keel, inside floor built in of half-ribs, can be furnished with the canoe. Such craft must be built to order, but the time required is only four to six weeks.

Extras like cushions, lazy-backs, paddles, or even sails if you wish, can be supplied.

We are always glad to exchange views regarding these high grade canoes with anyone interested enough to write us. Prices will be furnished on application.

These canoes can also be built longer than above, but are never carried in stock.

As the quantity of cedar suitable for building this grade of canoe is very limited, we urge you for your own good to place your order for one of them, at the earliest possible moment, so that you may not be disappointed.



## Canvas Covered Canoes—Attachments

THERE are a number of "exclusive features" that can be added to any of the RUSHTON canoes, improving to some extent the regular canoe.

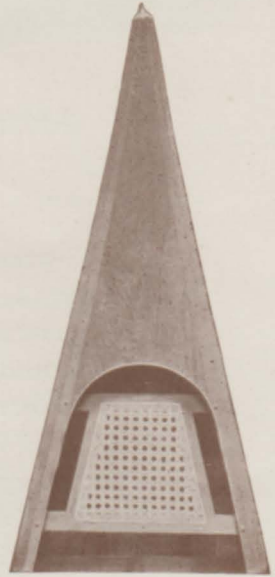
Comparison of the cuts of the INDIAN GIRL and American Beauty canoes will give a good idea of the possibilities of long decks in the INDIAN GIRL canoe. Detail photo shows care with which we make all the joints, the pleasing shape of inboard end of deck, with its low coaming. It also shows relative position of stern seat.

These long decks are made of one solid piece of wood, cherry for Grade A, and ash for Grade B. They are steamed, bent to shape, and fitted into place before the wales are put in.

Outside stems are found to give an effect very pleasing to the eye. They can be put on an INDIAN GIRL canoe. This requires from four to six weeks time. A canoe with these stems is specially built in order to have the inside stem thick enough to carry the outside stem. Stems are of oak for Grade B canoes, and of cherry for Grade A. When fitting stems to these canoes, it is necessary to have an outside keel, in order to make proper joint at bottom.

Outside keels are of two sizes, 1 in. x 1 in., and  $2\frac{1}{2}$  in. x  $\frac{3}{8}$  in. The former is better for sailing canoes, and for canoes that are beached often. The latter size is better for canoes that are usually dragged out on floats or plank docks.

An inside floor in a canoe is a very nobby addition. We build them in by making "half ribs," about 18 in. wide at center of canoe. These ribs vary in length to protect the canoe bottom. They make it impossible for the small heel of a lady's shoe to drop down between the ribs, and possibly start the planking away from the ribs. The advantage over the loose grating is that there is one less piece of canoe paraphernalia to look out for, when on a cruise. (See page 11).



## Canvas Covered Canoes—Sailing Outfit

AS the life of the INDIAN GIRL canvas covered canoe is practically indeterminate—we have been building them for eight years, without having heard that one has worn out—the buyer of a canoe from us very likely never owned an INDIAN GIRL canoe, and certainly has never dealt with us. We will use this space to tell of the accessories that we manufacture that may be used advantageously without canoes.

Open canoe sailing is becoming more and more popular. We have designed a Lateen Rig to meet the requirements of the American Canoe Association. Its area is just 40 square feet, and it is rigged to hoist. The cost, including one 3 in. cleat, is \$14.00.

This rig has to be fastened into the canoe. We have devised a special fitting, known as "Mast Step and Band." This consists of three pieces. A cup-like step fastens to keel or steam. The band to go around mast is hinged onto a plate, which is bolted to deck or seat frame. The cost of the Mast Step and Band is \$1.50. It can be furnished for either 2 in. or 1¾ in. mast. We recommend the use of a 1 in. x 1 in. oak outside keel on all canoes used for sailing. In this case the best way to arrange the canoe is to step the mast on the forward side of the stern seat, and then sail the canoe stern foremast. Leeboards are necessary to extensive sailing. They cost \$4.50. Special sizes or shapes will be made to order, from drawings or patterns to be furnished by customer, at proper prices. The boards we furnish regularly were designed in 1905, and have given excellent satisfaction ever since. By mounting them on a round rod, as we do, they are easily raised or lowered. The blades are fastened to the rods by pins, and by drawing these out, the outfit is made much more compact, for stowage.





## Paddles—Single and Double Blade

**M**ANY PEOPLE think that there is no difference in single blade paddles. They are the ones who have never used a RUSHTON paddle. We would hesitate about making this claim, were it not for the fact that every year we have people send to us direct for paddles, instead of buying from a dealer in their own city. They write us that our paddles handle more easily, hold their shape better, and last longer, than do others which they buy from their dealers AT THE SAME PRICE.

RUSHTON paddles are made from Adirondack White Maple exclusively. Our pattern is our own, and shaped to give maximum results from minimum energy expended, and to balance. This last is a very important item, but usually overlooked. A RUSHTON paddle will balance in the lower hand holding it, when held as one does when using it. This is one of the secrets of the popularity of the RUSHTON paddle. In making our paddles from the

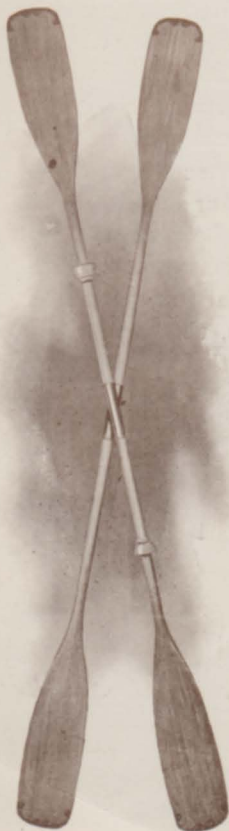
white Maple, we first season the lumber at least a year out-of-doors. Such seasoning does not impair the strength of the timber, as does kiln-drying. After the lumber is thoroughly seasoned, it is brought in-doors, and allowed to dry further. Later the paddles are roughed out on a saw, and the blanks thus made are hung from one end, and allowed to dry for three to six weeks. This insures the paddle holding its shape.

After the blank has dried out and takes a permanent shape, it is finished entirely by hand, as shown in the illustration. Handwork on a paddle insures against tearing the grain, and allows the paddle to be lightened on either end if necessary to obtain proper balance. The paddle is finished in oil, shellac and hard-drying varnish, protecting the hand against blisters. It is then hung up, and so remains until your order comes in.

Double blade paddles are just as carefully made of clear selected spruce. Handles are the correct size to give the best and least tiring grip. Rubber drip cups can be furnished. They effectually prevent water from running down on the paddlers' hands and arms.

Do not be afraid to get a long enough paddle of this type. About 9 feet is the correct length for the INDIAN GIRL canoes.

INSIST on getting a RUSHTON paddle every time. The cost to you is the same as for an inferior one.



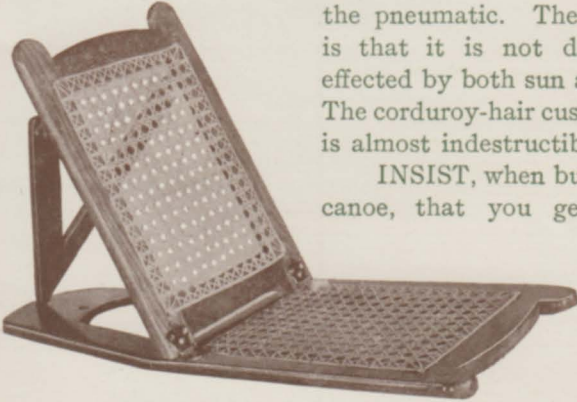
## Canoe Folding Seats



FOR the man who enjoys a comfortable seat in a canoe, and who does not care for the strenuous life all of the time, we have devised a complete line of lazy backs, which we term "folding seats." We can furnish a plain light butternut back for 75c. The butternut folding seat costs \$1.50. A seat of the same style as this, but made of cherry pieces, neatly screwed together, costs \$2.50. This is the seat to have in a Grade A, INDIAN

GIRL canoe. There is also a cherry frame, handcaned folding seat, which is the "*Edition de Luxe*." It costs only \$4.00.

Cushions for the back only, cost \$2.00. Those to fit the folding seats, consisting of both bottom and back, cost \$4.00. These cushions are made of high grade corduroy, stuffed with curled hair. The only cushion that will compare with them is the pneumatic. The objection to this latter is that it is not durable. The rubber is effected by both sun and rain, and soon rots. The corduroy-hair cushion, on the other hand, is almost indestructible.



INSIST, when buying an INDIAN GIRL canoe, that you get a RUSHTON outfit.

Some dealers will try to sell you any outfit they happen to have in stock. If you will only bear in mind that we have specialized so

long in this line that our goods are right every time, you will look for our name always.

Because we refuse absolutely to send out goods that are not perfect, our prices to dealers on specialties are sometimes higher than those of others who are not so particular. Many dealers have never personally used canoes long enough to become thoroughly acquainted with the value of trade-marked specialties. Seeing only greater profits on the immediate sale, they will try to put you off with inferior goods. If you find the name RUSHTON on the goods you have enough of a guarantee.



## Repairs and Refinishing

**A**FTER encountering a few sharp stones, rough beaches, poor docks, and the like, the varnish (and sometimes color) is scraped off the bottom. This does not effect the usefulness of the canoe, nor shorten the life of the canvas.

Starting on your canoe—let it dry out well. It will not hurt it to turn it bottom up in the sun. The canvas will be loose when it has been there for a few hours, but will tighten up before the next morning, when you can commence work. Go over the whole outside carefully with fine sandpaper, about No. 1/2 unless the surface is very rough, in which case use No. 1. If the canoe is only slightly scratched, just remove the gloss of the varnish. If badly dug, take down to the filler.

For painting the canoe, we recommend CANOE ENAMEL. This is a color (any shade you wish) ground in varnish and mixed with varnish. It comes in pint cans, friction top, ready to apply. You need only to pry off the top of the can, dip in your brush, and spread the color. Each can contains enough for one canoe, one coat. If your canoe is only slightly rubbed, one coat will be enough. If badly rubbed, we recommend two coats. Save the Enamel that you do not need, and use it through the season to touch up any spots that may be rubbed bare.

This Enamel can be bought through your dealer, or direct from us. The price is \$1.00 per can, F. O. B. Canton, or \$1.30 delivered at your nearest express office. Kindly note that this cannot be sent by mail.

On the heel of the stem of your canoe, you will find some number, such as 2719. If you want us to match the shade originally on your canoe, send us that number.

We usually keep in stock Enamel in the following shades: Moss, Brilliant and Coach Painter's Green, Vermilion, Tuscan and Park Trap Red, and White. If you wish any other shade, send sample and we will get it for you if we can. Price of such special shade will be 25 cents per can extra, to cover extra cost of manufacture, etc.

To refinish the inside of the canoe, we recommend Smith's varnish. If you cannot get it of a local dealer, we can furnish it in friction top cans, at 50 cents per pint. Cost of expressage on one can is 30 cents, or on two about 50 cents. We prepay charges only when you include in your remittance sufficient funds to cover expressage.

Occasionally one is so unfortunate as to tear the canvas on his canoe. Often a sharp nail or screw-head in the boathouse floor will cause the damage. Repairs are very simple.

Turn back the edges of the tear, pour in thick shellac, then press down the edges. They will stick in a few minutes, and the canoe will be tight. If the hole is large, it is well to put in a piece of thin cloth under the canvas before pressing down the edges of the tear.

A better and more durable job of repairing can be done with white lead and nails. Work thick lead under the canvas, all around the tear. Use enough lead so it will squeeze out on all sides when you press down the edges. Tack closely around the hole, spacing tacks not more than one-fourth inch apart. To complete the job of repairing, when you can, let the canoe dry for ten or more hours, fill the depression with putty made from white lead, oil and whiting. It is not necessary to varnish over the patch, although this will do no hurt.

Canoes may be made almost as good as new, by returning them to the factory, for new canvas and to be refinished. Cost of this work is about one-half as much as that of a Grade B canoe of the same length.

Canoes sent to factory should come by freight, all charges prepaid. Be sure to tag plainly, and mark with your name. Never send goods until you have notified us that you will do so, and until we know just what work you will need done. As we repair canoes in this manner only for the accommodation of our own customers, and do not have a department especially for this class of work, we cannot receive canoes made in other factories.



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NEW YORK