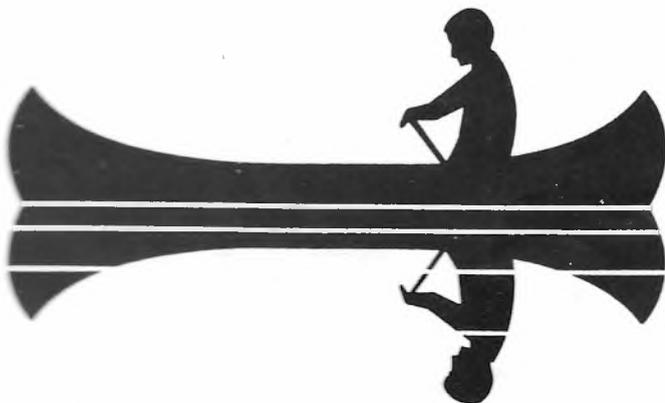


CoDe

Number 6

Autumn 1979

The Magazine of the
British Canoe Union
Coaching Scheme



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CoDe

COACHING DEVELOPMENT

THE MAGAZINE OF THE BCU COACHING SCHEME

EDITORIAL

I return to the Editor's Chair inspired by two things. The first is the outstanding effort put in by our National Representatives at the 1979 World Championships in Canada. The British contingent did exceptionally well as a whole but it seems out of place to congratulate only those who gained a place in the medals chart, they all put in such a lot of work. It is as well at this stage to pause for a moment and reflect upon the man on the rostrum and the people behind him. True, his own quickness of muscle, his very own skill put him there, but often neglected are the supporters, the encouragers, the trainers who so faithfully provided him with a fulcrum with which to lever him -self to the top. No person is a totally self sufficient athletic machine. Everyone has their foibles, their likes and dislikes, their off days, and very few people can cope with the demoralising effect these have in solitude. It is a very well known fact that during training sessions some -one driving you on produces a very significant difference in effort no matter how brutally dedicated you are to winning pain is harder to cope with on your own!!! So just think for a moment of the very large number of people who have probably been on the rostrum themselves at one time, and haven't forgotten who they owed it to. So, behind every super-star is a super-coach, a super-band of followers and probably a super-mum as well they all deserve our heartiest congratulations for helping our team to do so well !!!

The second thing which inspired me was the sight at Bourg St. Maurice this summer of a large number of youngsters, and I mean youngsters, who were to be seen crossing the horrendous stopper half-way down the slalom course. Each heart stopping cross was accompanied by frantic shouts and much arm waving from the Coach on the bank, megaphone and all. The tremendous following that canoeing has got on the continent really is encouraging. Of particular note is the great interest shown in Canadian canoeing, a class which is still unjustifiably slow to catch on over here. Having experienced the traumas of C1 paddling, I sympathize with anyone over fourteen years of supple age who has ever tried to cram their creaky joints into a modern slalom Canadian, let alone get out of it. Canadian canoeing is still a root aspect of our sport and tremendously satisfying it is too. To acquire the new skills of the Canadian Canoe once kayak has been mastered is the normal transition, and fair enough, but do let's make an effort to keep Canadian Canoeing thriving and growing in this country it really is good, clean, masochistic fun!

Jim Hargreaves
Editor

CHAIRMAN'S CORNER

Carel Quaife

I find myself delighted at but breathless from the pace set by our new Director of Coaching, Geoff Good. The amount of information in the last CoDe will illustrate this point well. He has already laid the foundations for several bridges which will eliminate difficulties that we would have other -wise had to expend much energy to tackle. All the important information in the last issue squeezed out many items that would have inspired you to contribute to CoDe, so I must apologize to our Editor, Jim Hargreaves, for thereby severely restricting the flow of his life blood - your contributions to this issue. However, Geoff Good has penned a series of stimulating articles which ought to produce a lively response from you.

We are now approaching the democracy season. Your Local and Regional Coaching Organisers will be attending the Annual Conference and General Meeting of Delegates on 20-21 October. Be sure that they come armed with your comments, opinions and aspirations. The central organisation of the Coaching Scheme wants your involvement and this is a major means whereby we can get feed-back on the advance information that comes out to you through CoDe or your Coaching Organisers. We need this contact with you if the NCDC is to make sensible decisions and plans.

The views expressed in CoDe are those of the members and are not necessarily the policy of the National Coaching and Development Committee or of the Council of the British Canoe Union. Any material for the magazine should be forwarded at least one month before publication to:

Jim Hargreaves, Canoe-Kayak Equipment, Capel Curig, North Wales. Tel No: Capel Curig 210

CoDe is published in April, September and December annually.

British Canoe Union, Flexel House, 45-47 High Street, Addlestone, Weybridge, Surrey KT15 1JV.
Telephone: Weybridge 41341

NEW STRUCTURE

The Union is governed by a Council consisting of the Treasurer, elected at the AGM, ten members elected by ballot, one member appointed by each division (Scotland, Wales, Northern Ireland), one member appointed by each specialist committee (Racing, Marathon, Slalom, Wild Water, Canoe Polo, Surfing, Sea Touring, Coaching, Touring, Access, Corps of Canoe Life Guards), and one member appointed by each Region. The President may attend Council meetings but does not vote.

In order to cope more efficiently with the workload, Council has appointed three Standing Committees - Executive; Sports Management; and Access, Coaching and Recreation Management.

Executive is responsible for the Administration of the Union, including staffing and personnel matters, and for dealing with matters requiring decisions between Council meetings.

Sports Management Committee is responsible for the oversight of the affairs of the competitive forms of canoeing, and for taking decisions in relation to the business of the specialist sports committees.

Access, Coaching and Recreation Management Committee is responsible for the oversight of the affairs of the non-competitive forms of canoeing and for taking decisions in relation to the affairs of the specialist recreation committees, the National Coaching and Development Committee, and the Access Committee.

In this way the many-sided business of this diverse sport is catered for in as efficient a way as possible, and in general people have to attend only those meetings that are relevant to them, and not have to sit in attendance for a whole day merely to make one point meaningful to their interest. The full Council meet only three times per year and determines matters of policy or principle.

A 'BASIC TRAINER'

Is there an answer?

Two factors in particular concern me about the way beginners are taught to paddle. Both arise from the same cause - the use of slalom type hulls for initial training.

The main reason for using slalom type craft, we are well aware, is sheer economics. However, these two basic faults, or less desirable traits, arise:

1. A beginner does not learn to 'balance'
2. A beginner does not learn good paddling technique

By 'balance' I mean that although there is an initial tippiness when first sitting even the most stable of kayaks, this is a transient phase. To transfer a novice into an eskimo type, or a racing kayak, is to enter a new dimension. My feeling is that if the initial training boat was less stable the transfer would be less traumatic. Also, the greater the degree of feel for stability, surely the better the result for the paddler in whatever discipline is chosen. Wild water racing craft are another section where the boats have become increasingly less stable.

Good basic paddling techniques is surely the most neglected of all the skills. We spend copious time on various techniques for turning, moving sideways, preventing capsize, and so forth. The fundamental ability to paddle correctly, and therefore efficiently, is invariably overlooked. The directional instability of slalom-type kayaks induces bad habits, and makes the teaching of good ones, extremely difficult.

Is there an answer? These are the characteristics I would list as desirable in an initial training canoe:

1. Not too stable - but not so unstable as to create multiple capsize situations every time the wind blows.
2. Directionally stable - but not to the point where turning and general manoeuvring skills and fun elements, are seriously handicapped.
3. Strongly constructed - but not by making the boats unreasonably heavy, or expensive.

4. Good buoyancy - requiring minimal maintenance and organised so that water can enter the cockpit area only.

It may well be that designers will shake their heads in despair and point out the obvious contradictions which make the ideal impossible to achieve.

I wonder, however, just how much real effort has been put into this vital area. There are several 'general purpose' boats on the market, and most instructors have their favourite. Nothing I personally have seen or tried to date really provides the answer.

How about a 'Coaching Scheme Initial Trainer'? Is there the technical know-how to hand to produce such a beast? Or would it end up like the proverbial camel - defined as a horse designed by a committee!

Your contributions are invited.

EXPEDITION?

Criticism is sometimes made of the requirements in the way of equipment to be carried on Proficiency level 'expeditions'. What is the purpose of expecting youngsters to be fitted out to the nines say some, for what amounts to little more in modern canoeing terms than a pleasant afternoon paddle.

One answer is that what the Proficiency Test is endeavouring to do is to train the newcomer into right thinking about safety and self-sufficiency in a canoe expedition situation. Admittedly to refer to a twelve mile trip on grade 1-2 water on a sunny Sunday in June as an 'expedition', is perhaps slightly pretentious. Or is it?

When compared to an assault on Everest, or the Horn, may be so. But when related back to the relative inexperience of the candidate, the degree of commitment in the candidate's mind may move the exercise into the 'expedition' realm. Things can also go seriously wrong even at this level. Exposure cases on the Severn and the Wye in mid-summer are not unknown. I personally pooh-poohed the idea of every youngster in a group at sea carrying flares - until one from the Centre died. Surely the whole point is that the test is indicating to the candidate the canoe's potential for real expeditioning. That he or she, with two or more competent companions, can safely and successfully challenge the wilderness. The essential ingredients are: preparedness, knowledge, ability and equipment. Enshrined in the Proficiency Tests requirements for expeditioning, are the basics for this self-containedness. It is no use therefore saying that the leader will carry this, that or the other, and that bits and pieces of gear will be scattered around the group. If each candidate is not complete in him or herself, who is going to organise who carries what, or ensure that sufficient of each item is available for the party?

And so I would defend the Proficiency Test and its requirements for the carrying of certain items of equipment, as providing the necessary preparation in right-thinking at an early stage of training, for a life-time of real and successful expeditioning.

ARE WE ALL WRONG?

G. C. Good

So why do we do it? Why do we teach tens of thousands of youngsters to canoe when there are insufficient physical resources to go round, and insufficient well organised clubs to absorb even a reasonable percentage of them? We may claim 'educational merit' or the 'adventure experience' but it is surely of dubious rationale to continue a process which has such little potential for long term benefit. If you are already reaching for paper and pen do please continue to do so, but also hear me out.

What I am advocating is a change of emphasis. I believe that we should deliberately move away from the easy market of the young person and concentrate more on courses to encourage adults to take up the sport. Part of our teaching should also be that of responsibility; that a person should not merely learn to canoe, but should be willing to play a full part in the local canoe club. How many clubs struggle along with the same few attempting to service the many? And why should those same few do it? They are, after all, only members in the same way that everybody else is a member! Why should the instructor be giving of his time and talents for the service of others?

Such people are motivated by a desire to do something for the common good. I believe that we should make this part of our teaching, and that if a person wishes to come into the sport, he or she should expect to play a part in the ongoing development and promotion of the sport. In this way, in due time, the machinery would exist not only to absorb the many young people who wish to become canoeists, but to promote canoeing among many more than we can cope with at the present time.

If we do not consider these matters we shall continue to overwhelm the few, and fail dismally to provide for a successful future.

THE LONE PADDLER

The comment is sometimes made: 'I kept quiet about what I had done because it was against the party line - I went solo'. On investigation it would appear that a number of outstanding canoe journeys have been made by individuals who are members of the Coaching Scheme, who have the concern that in what they are doing they are somehow 'letting the side down'.

This surely is not the case? The BCU through the Coaching Scheme, as a responsible body, has to advise people that the basic number for safety is three. But this does not preclude an individual, be he a coach or not, who has the experience and knowledge to know what he is up against, going into that situation with his eyes open. I would maintain that he still has that right as an individual.

There are two arguments that some would use. Firstly there is the matter of 'example'. It is all very well saying to others that they should always go out in company, but are not those whom we are endeavouring to influence, going to be swayed by practice, rather than precept?

The second argument is that of 'accountability'. What about the expense when the rescue services have to be out? Do we have the moral right to expect others to put their lives at risk in order to save our own?

Taken to their logical conclusion of course, both these arguments successfully stop anybody doing anything of note, and for this reason alone I would reject them and reaffirm a belief in the freedom of the individual.

What do you think?

NEVER SAY DIE

It is a general assumption that if a person stops breathing, or the heart is stopped, for four minutes, irreparable brain damage results. Many rescuers therefore would probably not attempt to resuscitate a victim of a prolonged submersion.

Startling discoveries in the U.S.A. have exploded this theory however. One man was 'brought back to life' after being underwater following a car accident, for forty minutes, and successfully returned to his university course.

Of 15 patients who were under water for a minimum of four minutes, two died of lung infections, and two suffered brain damage. But 11 survived without long term injury.

Two factors seem to be involved. One is the temperature of the water. The lower the better, but at least below 70°F. (It rarely reaches that temperature around Britain). The other is the age of the patient. A youngster stands more chance than an old person, but this does not rule out anyone.

At present the theory to account for this phenomenon is that we have what is known as a 'mammalian diving reflex'. Seals, whales and other air-breathing aquatic mammals are able to go under water for up to 20-30 minutes in emergencies, without suffering damage. The 'reflex', which is stimulated by cold water, sends messages to the brain which stops the breathing, and then redistributes blood flow from the skin, the muscle, the gut and other tissues that are not necessarily affected by low oxygen levels, and sends this blood to the heart, the lungs and the brain.

Newborn babies are believed to demonstrate the presence of this less developed reflex in man. Without it, there would be a poor survival rate, for low oxygen levels are part of the trauma of child-birth.

The recommendation is that where a person has 'drowned' in water colder than 70°F. and has been under water for 30 minutes or less, that expired air resuscitation and external cardiac massage is performed continuously until the patient is in hospital, or pronounced dead by a doctor.

COURSES

Senior Instructor Training (Inland)

November 9-11	Windermere	R. Ryder, 47 Rostherne Close, Sankey Bridges, Warrington WA5 1BW.
March 21-23	Buxton, Derbyshire.	The Principal, White Hall Centre for Open Country Pursuits, Long Hall, Buxton, Derbyshire.

Senior Instructor Training (Sea)

October 12-14	Anglesea	L. Ward, 267 Oxford Road, Macclesfield, Cheshire.
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Senior Instructor Assessment (Inland)

October 19-21	Buxton, Derbyshire.	The Principal, White Hall Centre for Open Country Pursuits, Long Hall, Buxton, Derbyshire.
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3rd National Sea Canoeing Symposium

15-16 December at The Cliff College, Calver, Sheffield. Sponsored by the Advanced Sea Kayak Club. Open to all. £16.50 fully inclusive.

Details: Mr. J. Ramwell, 32 Glebe Road, West Perry, Grafham Water, Huntingdon, Cambridgeshire.

BUNACAMP

Are you free from mid June through to end of August next year? Are you aged 19½-35? Would you like to teach canoeing in America? Round trip flight, plus working visa, board and lodging plus spending money and opportunity to travel.

Contact: Richard Munn, 30-31 Store Street, London WC1E 7BS.

Winter WW

Want to improve your white water skills? Want to spend a weekend paddling exciting rivers in North Wales with expert instruction and warm, homely accommodation? Guided trips on superb white water rivers with friendly skilful instruction thrown in. Have fun and learn at the same time!!

Courses: November 3/4 17/18
 December 1/2 15/16

Full Board provided. Fee: £25.00. Book now!! Write for details to: Jim Hargreaves, Canoe Kayak Equipment, Capel Curig, North Wales.

LONDON & SOUTH EAST

Add LCO S.Kent: P. Newman, 11 Weller Avenue, Rochester, Kent.

Amend Kent to read N.Kent.

Amend LCO South Central London to: D. Reeves, 238 Cortis Road, Putney, S15 3AJ.

WESSEX

Amend RCO to: R.P.F. Hinton, 6 Butlers Gardens, Frome, Somerset.

Amend LCO Somerset to: G. W. Warnecke, 15 Willow Vale, Frome, Somerset BA11 1BG.

CUMBRIA

Amend LCO West Cumbria to: A. Kavanagh, 11 Clotheroe Drive, Midgery, Whitehaven.

Add LCO Mid Cumbria: J. Brookes, 76 Blencathra Street, Keswick, Cumbria.

Add LCO Carlisle Area: D. McPhee, 20a Broadwath, Heads Nook, Carlisle.

YORKSHIRE & HUMBERSIDE

Amend LCO West Yorkshire to: D. Millman, 16 Meadow View, Skelmanthorpe, Huddersfield, West Yorks.

EAST

Delete RCO R. N. Castle etc.

Add LCO S. Cambridgeshire: R. Eaton, 43 Way Lane, Waterbeach, Cambridgeshire.

NORTHERN IRELAND

Delete RCO

SOUTH WALES

Amend LCO Powys (delete: except Montgomery)

CHANNEL ISLANDS

Correct RCO Rue de Fuquet to Rue de Fliquet.

REPRESENTATIVES FROM OTHER COMMITTEES

Amend Royal Navy to: Lt. Cdr. D. D. Howson, RN (Ret'd), DPNTS Orion Block, HMS Nelson, Portsmouth, Hampshire.

REGIONAL RACING COACHES

SOUTH

Amend to B. Perrett, 39 Hamilton Road, Reading, Berkshire.

YORKSHIRE & HUMBERSIDE

Amend to J. L. Oliver, Cotswold, High Street, Reepham, Lincoln LN3 4DP.

Would you please inform the Director of Coaching if there are any further alterations or additions to the list.

INLAND ADVANCED PROFICIENCY TRAINING AND ASSESSMENT

Venue Central Wales - Cost £15.00 including indoor accommodation and food. Date 24-25 November - Organized by Bob Gray (Senior Coach) and Alan Jones (SI). Full details s.a.e. to Alan Jones, Whitewater Sports, 22 Guildford Road, Woking, Surrey.

WILD WATER RACING TRAINER/COACH course to be held at Holme Pierrepont National Water Sports Centre on 15/16 December 1979. Full details from: Mr. G. Hodgson, The Cottage, Withington Green, Leigh, Stoke-on-Trent, Staffordshire. Approximate cost: £10.00 per head, fully inclusive.

RIVER NOISES

..... IMPRESSIONS

Honed to peaks of mental and physical preparedness, the six hundred athletes, from eighteen nations, enjoined in a three-day battle for supremacy. Many and varied were the struggles for mastery during that period. The magnificent spectacle of prime examples of man and woman-hood giving of their utmost leaves a lasting memory. From the humble 250-metre Espada 'A', to the flashing blades and churning wakes of the 10,000-metre 'fours', all was activity and effort. A sight worth seeing. Regretfully, apart from those directly and indirectly involved, very few canoeists or others bothered to visit the site. The event and place in question was the International Regatta held at Holme Pierrepont, Nottingham, during July. Untold hours were put in behind the scenes by a small band of dedicated organisers, which resulted in a battle at the finishing line virtually every three minutes of the day for three whole days. The logistics of this exercise, and the too few number of well trained and organised personnel who kept the event running at a high pitch of professionalism, left me full of admiration and respect. What a matter for regret that I had not hitherto, as a member of the Coaching Scheme, become involved in this scene.

THE FIRST NATIONAL BRITISH CANOE UNION COMPETITION COACHING SYMPOSIUM - 5TH/7TH OCTOBER 1979 - HOLME PIERREPONT NATIONAL WATER SPORTS CENTRE, NOTTINGHAM

A two day Seminar is to be held at the Holme Pierrepont National Water Sports Centre, Nottingham, commencing Friday evening, 5th October, and terminating on Sunday afternoon, 7th October. The theme of the Seminar will be 'The young canoeists, rigorous training regimes, and intensive competition'. Addresses will be received from the following eminent speakers, all of whom are acknowledged authorities in their particular sports science -

Dr. H. Burger, German Democratic Republic, Chairman, ICF Sports Medicine Committee - 'Sports medicine and the young canoeist'.

Dr. A. Erzsebber, Hungarian Canoe Federation - 'Measures undertaken by the Hungarian Canoe Federation to avoid the detrimental effects of sustained physical activity on the adolescent and pre-adolescent canoeist'.

Dr. C. T. M. Davies, Medical Research Council Environmental Physiology Unit, University of London - 'The physiological effects of intensive and sustained physical activity on the adolescent and pre-adolescent'.

Dr. D. A. Brodie, British Society of Sports Psychologists, Leeds Polytechnic - 'Stress factors associated with intensive and sustained physical activity by adolescents and pre-adolescents'.

Dr. N. C. Craig Sharp, University of Birmingham, Symposium Leader.

In addition, Seminars will be organised within the weekends programme, by the Marathon, Racing, Slalom and Wild Water Racing Committees, at which selected topics nominated by the various disciplines will be discussed. There will be a fee of £10.00 per person for accommodation and meals at the Centre. Applications to attend the Seminar should be submitted to Ron Emes, British Canoe Union Headquarters, as soon as possible.

VIVE LA FRANCE

A number of groups who had planned cross-channel expeditions, or sorties along the French coast and out to the Channel Islands, have had to call off their ventures. The reason has been the strict implementation of a French regulation which prohibits 'unseaworthy' craft from venturing more than c300m. from the shore. This regulation has been in existence for a long time - 15 years ago I knew of dinghy sailors who had to sneak out of Cherbourg by night to avoid being impounded - but the authorities seem to have turned a blind eye to the Dover-Calais 'run'. However, our provisional information is that due to the pressure the authorities are under in endeavouring to control the behaviour of shipping through the Dover Straits, they are enforcing this regulation in an attempt to clear these busy highways of less vital traffic. Swims are still permitted. The Access Committee Chairman, Mr. Peter Davies, is pursuing the matter with the French authorities, and is seeking to set up a meeting to see if we can conform as canoeists with the requirements of the act. More than this we cannot do, but the matter is being aggressively pursued.

In the meantime, groups attempting the crossing are risking confiscation of equipment. The French Navy enforce matters, and one Channel Island group have, it is understood, been threatened with guns when initially refusing to comply! Several applications have been made to the Prefect Maritime at Cherbourg for properly constituted, well equipped and led groups to operate to and along the French coast, but all have to our best knowledge, been refused. If you have any information to impart, or any experience to relate, please write to the Access Committee Chairman, Mr. P. Davies, c/o Headquarters. I will be grateful also if those who have complained to me on the telephone would send me a brief statement in writing. Unless we have documentary evidence our case is weak when we come to discuss the matter with the authorities. So, if you really do want something done, please write.

ON THE CONTINENT

Advanced Inland Kayak and Canadian Training and Assessment - Wild Water Touring - Slalom Training (Div. 3 and 4 standard). June 1980, 8-10 days. Self-contained. Minimum cost.

Full details from: Mr. P. Wood, 7 Sunnybank, Milford Avenue, Wick, Bristol BS15 5PL.

This represents a golden opportunity to complete the expedition requirement and be assessed in the same period.

CANOEING FOR THE DISABLED CONFERENCE

Sunday, 21 October 1979, at Raiven's Ait, commencing 09.30 (during the National Coaching Conference) Attendance is invited from all interested members of the Coaching Scheme. There is no charge for attendance unless you are attending the whole weekend course. Ferry to the Island available from 0900-0915. A number of coaches now have considerable experience in the teaching of many forms of disabled people to canoe. An exchange of views, practical guidance, a discussion on the potential of disabled people as instructors, are just some of the topics on the table.

Notice of attendance is required in advance please to the : Director of Coaching - unless you are a delegate to the whole weekend course.

PROJECTS 'ON THE TABLE'

The Duke of Edinburgh Award Scheme have devised a new structure which becomes permissible for new entrants or candidates starting a new stage from 1 March 1980, and mandatory from 1 September 1980. There will be four sections only:

Service
Expedition
Skills
Physical Recreation

Canoeing will be applicable to three sections only, not being included in the 'Skills' part.

Recommendations have been made to the Duke of Edinburgh Awards Committee concerning the relevance of our tests and competitions standards for the allocation of points under the Physical Recreation Section, and a tidying up of the requirements for expeditioning. Service will be in accordance with the new syllabus for Corps of Canoe Life Guards Awards.

A copy of the draft document will be sent for comment to any member of the Coaching Scheme who wishes to do so. Please send a S.A.E. marked 'D. of E'.

ONE FOR THE RECORD

For sale - A 14'6" Tyne folding canoe. Single seat fast tourer. c1958. In good order. Carrying bags and paddles. Offers please to: Mr. R. I. Gray, Sunnyside, Holne, Newton Abbot, Devon TQ13 7SH.

AIDE MEMOIRE FOR COURSE ORGANISERS

An up to date aide memoire is now available containing full details on the staging of S.I. Training and Assessment, Coach Training and Assessment, Advanced Proficiency, and Competition Trainer and Coach courses. Please send S.A.E. marked 'Courses A.M.' if you wish to receive a copy.

A BRITISH STANDARD FOR CANOE MANUFACTURE

British Standards Institute have determined a Code of Practice for Canoe Construction and a Specification for Safety Features in Canoes. Copies of the draft documents are available for discussion, and any member of the Coaching Scheme who is interested in studying these papers before their final ratification is invited to send a S.A.E. marked 'B.S.I.' for a copy.

WHEN'S HW 2299!

No, this isn't a joke, although I don't suppose many of my readers will be alive in 2299 - well, not in their present forms, anyway; but I think the method may be useful to some of them between-times. And to prove my point I'm going to start with a little tide table that I have in my possession for 1971, for Shields Bar (Mouth of R. Tyne, you ignorami!)

The tides, as everybody knows, hang upon the moon and sun, but the moon principally, and their rotation round the earth - sorry! The earth's rotation - no both! The job is to find out the state of the tide on the day on which you hope to be able to muck about in a canoe at the seaside. So, out of my head I am going to suggest that we want to go canoeing at Shoreham this August Bank Holiday Sunday, 26th August, and we have misplaced our 1979 Tide Tables. All we want is a Church of England Prayer Book. Near the beginning of the Prayer Book there are a lot of tables. The ones we want are those to find Easter Day. There are six in my book. The two that I am going to use are the first and third, because for some unexplained reason the first is sometimes one day wrong and the third table puts that right. What we've got to find are the dates of the Paschal Full Moon in 1971 and 1979. Full moons give us Spring Tides, and the Paschal Full Moon is the one immediately preceding Easter Sunday. Don't ask me why; there are reasons, but they need not bother us here. Let's start.

Taking Table One, we learn we must find the Golden Number for the year(s). Here, side by side are the workings out.

	1971		1979
Add	<u>1</u>		Add
	1972	Divide by 19	<u>1</u>
			1980
19)1972	103	15 over	19)1980
		The remainder is the Golden Number for the year.	104
	<u>15</u>		4 over
			<u>4</u>

These two numbers now appear in our tables as Roman numerals. Therefore they are:-

For 1971 - XV

For 1979 - IV

Against these two numerals our tables show:-

For 1971 - Table One: April 10th

Table Three: April 11th

For 1979 - Table One: April 11th

Table Three: April 12th

(My 1979 diary tells me that full moon is on April 12th. So Table Three is the correct one; but you must use Table One to work out the Golden Number. All very difficult!) So we learn so far that the Paschal Full Moon for 1979 is only one day after that for 1971. That means that all the full moons for 1979 are one day after that for 1971. That means that all Tides are one day later. So, if we look in our Tide Tables for August 25th 1971, we shall have the times of the tides for August 26th, 1979 at Shields Bar - approximately. The table shows:

Aug. 25	<u>B.S.T.</u>
	06.34 19.04

Next we've got to convert this to Shoreham. My little table for Shields Bar says:-

Tidal Differences with Shields Bar

Dover:- 4 hours 35 minutes (i.e. Dover is 4 hr.35 min. earlier than Shields Bar)

So more sums: High Tide at Dover on August 26th 1979 will be:

	06.34
Less	<u>04.35</u>
	01.59
	19.04
Less	<u>04.35</u>
	14.29
	<u>B.S.T.</u>

I'm going to cheat! I said this system is approximate. It at least tells you more or less at what time of the day high tide will be, morning, afternoon, or evening. There are other things which will alter the times of the tide as well as the sun and the moon, the weather for instance, so you'll have to check again when you get there. My 1979 diary shows high water at Dover at:-

	00.38
Add for	and 12.57
<u>B.S.T.</u>	<u>G.M.T.</u>
	01.00
	01.38
	13.57

Difference: 21 minutes 52 minutes

But we haven't got to Shoreham yet! Shoreham's tidal constant with Dover: +0.03. Oh, well! What's three minutes among friends? I'll leave you to add them on.

Advanced CANOEing

Mr. Peter Wood, from Wessex, has penned the following thoughts on the Canadian Canoeing Advanced Proficiency Test. A symposium on 26/27th October is considering the whole matter of promoting and coaching Canadian Canoeing, and the relevance of the Canadian Proficiency Tests. Pete's article following will form an interesting basis for discussion.
(It may still not be too late to attend the symposium - details from Headquarters).

The BCU Advanced Canadian Test. Pete Wood's interpretation and standards

This paper to be read in conjunction with the latest version of T1.

Contradiction between part 5 and introductory paragraph in relation to single canoe & pairs technique.

Assumption: "The test will be taken in a single canoe". Thus, because large open touring Canadian Canoes are usually two men plus, I would normally expect candidates to be using modern decked Canadian Canoes.

Restrictions in trip lengths:- We are not lucky enough to have continuous grade 3 for 12 miles or 5 hours in this country. A trip on The Wye between the Marteg and Llanwrthwl is only 6 miles on genuine grade 3 and must be acceptable in my view. Even Tryweryn is only 5 miles and is mostly 3 with a touch of 4.

Part 1 Equipment, for technically difficult inland river in the U.K. i.e. grade 3 plus the less weight carried in the boat the better as handling of the canoe can be of extreme importance. All the items mentioned in the test must be carried by the group, but if the leader decides to spread the weight around I would accept that. Certain items must be carried by all candidates and to my way of thinking they are:

- ii) Repair kit (minimum a roll of Denso tape)
- iv) Hot drink in a flask
- vi) Spare paddle
- vii) Whistle
- viii) First Aid Kit
- x) Matches
- xi) Exposure Bag
- xii) Line and float or floating rope

Part 2 Water reading test for candidate leading a group. I would expect the candidate to lead from the front having appointed a rear man. He should be able to:

Stop the group when necessary
Stop them bunching up too close
Stop them stringing out too far

Be able to keep the group moving to stop members getting cold

Be able to shoot grade 3 falls without inspecting from the bank

Be able to recognise grade 4 from river level and get out and inspect from the bank
Be able to recognise the weakest member of a group and to adjust the pace and placings of the group accordingly

Be able to make the trip enjoyable and informative for all the group without resorting to formal instruction

Accidents in general are incidents that have got out of hand

We all learn by trying new things and have the occasional incident but the advanced group leader should be able to "hold" the situation and not let circumstances run away with themselves.

To be able to brief members of the group.

Part 3 All normal strokes in Canadian Canoes in rough water.

1. J. Strokes, both forward and reverse
2. C. Strokes
3. Supports strokes on both sides. eg stopper support on both paddling and overdeck (crossbow) sides
4. Draw, pry bow draw sweeps and slides
5. Hanging strokes

3a Breaking in and out on both paddling and overdeck sides. Upstream and downstream.

3b Ferry Glides from left and right and right to left both upstream and downstream.

3c Crossing stoppers facing upstream left to right and right to left.

3d Stopper rescues. Most stoppers can be swum out of and boats recovered although damage may occur. I interpret this as the paddler staying in this canoe upright

in the stopper. I would not ask a candidate to bale out in a grade 4 plus stopper as serious damage to persons and equipment could result.

Part 4

Rolling a C1 is harder than a kayak and this must be taken into account. The Canadian Roll is slower and the wind up must be more precise. In general the lower the C1 the easier it is to roll. Care must be taken by both the examiner and the candidate that in the advent of a failed roll that:

1. The candidate can get out of his thigh fittings.
2. Some one can get to him and get him out if unconscious. The centre of gravity is higher than that of a kayak and the boat wider. This makes rescuing a trapped Canadian paddler more difficult.

Part 5

In conflict with the introduction a C1 paddler cannot be expected to bring along a C2 just in case the examiner does not! I would not expect two excellent C1 paddlers to jump into and crew a C2 to advanced standards.

Part 7

Expedition Leadership. Perhaps expedition is the wrong word, as expedition implies exploring rivers almost in the Mike Jones vein. Trips would be a better word eg Bulth Wells to Boughrood even with 3 feet of flood could not be classed as an expedition but a very good trip. The candidate must be able to show evidence of:-

1. Back-up planning
2. Logistics
3. Estimating the capabilities of his group
4. Understanding the weather
5. Estimating trip times (very important in the short daylight hours available in the winter months)
6. Reason for doing particular trips and in what order.

7b

River Gradings - I would ask for examples with grades not just accept book definitions. I would include questions on access as most grade 3 plus rivers have more than their fair share of restrictions/agreements.

7c

I do not think it necessary to ask Wild Water Canadian Paddlers about canals in the advanced test, proficiency maybe. Estuary canoeing is not normally applicable to Canadian and I would use the time on something else.

7d

I would not only ask about repairs and maintenance but ask to see examples. All boats used regularly on wild water have the odd repair. I would also ask the candidates to mend a split drawn on the hulls of their boats and expect the repair to last until our destination.

7e

I would expect the candidate to explain his choice of canoe & paddle. I would ask him to name the advantages/disadvantages of his boat over others in the same class.

7f

I would ask questions on:-

- i) The slalom divisional system
- ii) The Wild Water Racing divisional system
- iii) Names of the National Champions in Slalom and W.W.R.

Log Books

Non Coaching Scheme candidates for Advanced may well have poor logbooks or no log books at all. I would take a flexible view of this and I could quickly spot a candidate whose water work did not tie up with his claimed trips/competitions.

Canadian Canoeists who have reached the Advanced stage must be thought of as unusual at this period of canoeing history. There has been no structured instruction to Advanced Canadian standards and people who have reached the standard are usually self taught. They are also extremely self motivated and this may well reflect in their characters and their approach to others. This must be allowed for. Allowances must also be made for different styles, eg USA paddlers do not usually overdeck but change sides - a valid method but unusual in this country.

In conclusion I would like to remark that Canadian Advanced testing is much different than kayak testing. Many people including myself have regularly tested for kayak advanced but Canadian needs a lot more thinking about.

Pete Wood BCU March '79

Note from the Director of Coaching. Pete's views expressed above are welcomed, and more articles of a like nature are sought. Please note however that they are on individual viewpoint and do not represent a change in the requirements for the test. It is accepted that due to the lack of suitable water in the U.K 'trips' (expeditions) should be regarded in the light of paddling time either 'bombing down' the same stretch twice, or extending the journey by working out on individual rapids en route - where this does not conflict with agreements with anglers. '5 hours' paddling involvement is therefore the criterion for advanced inland expeditioning.

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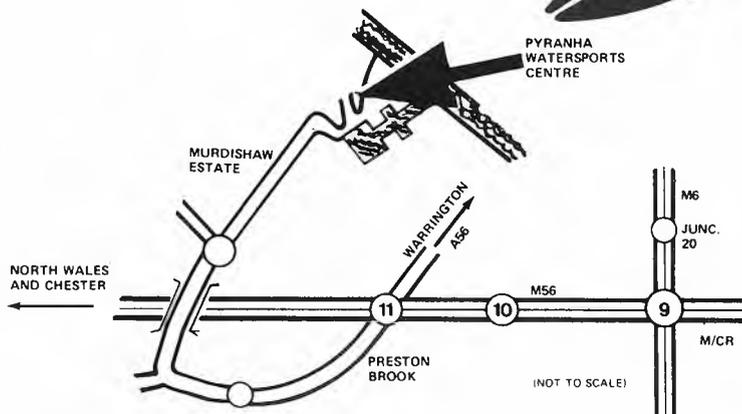
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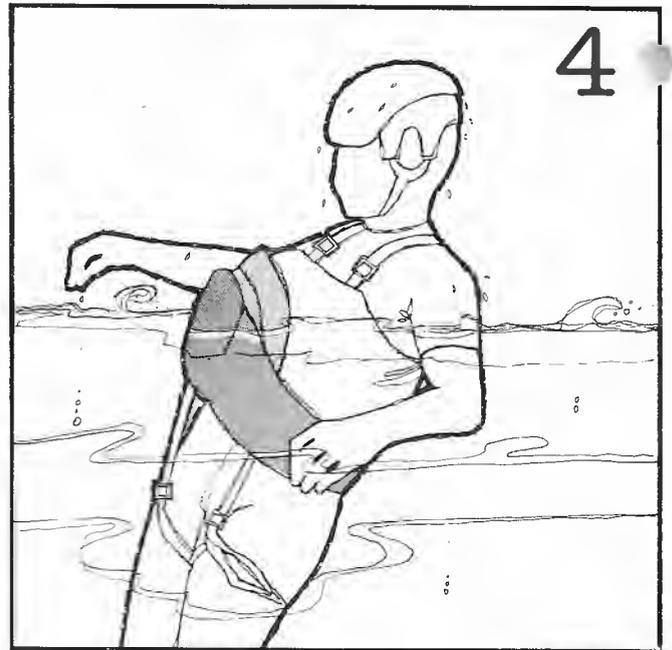
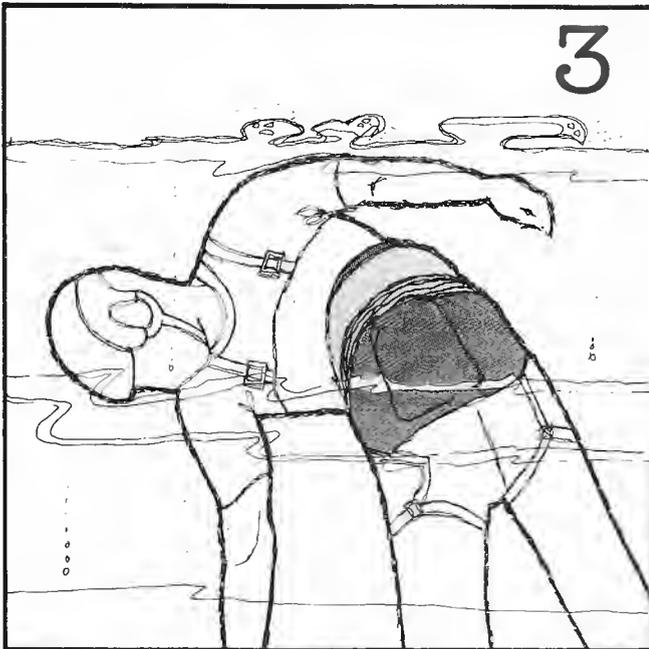
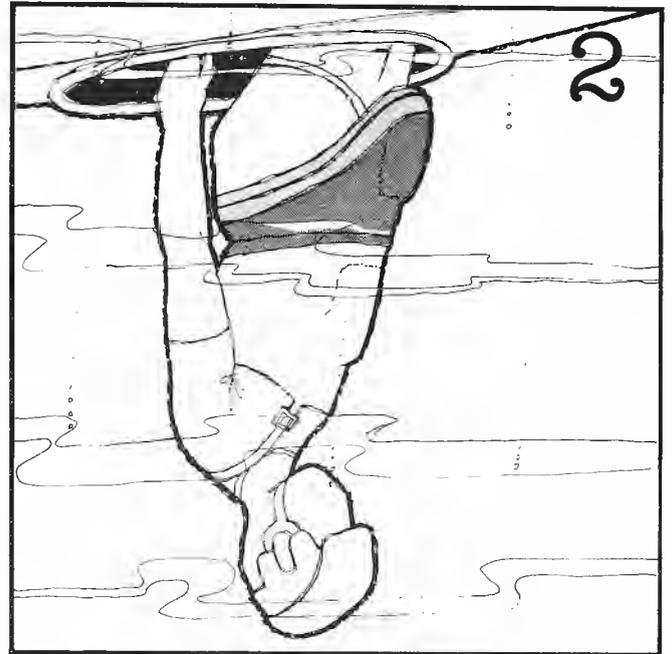
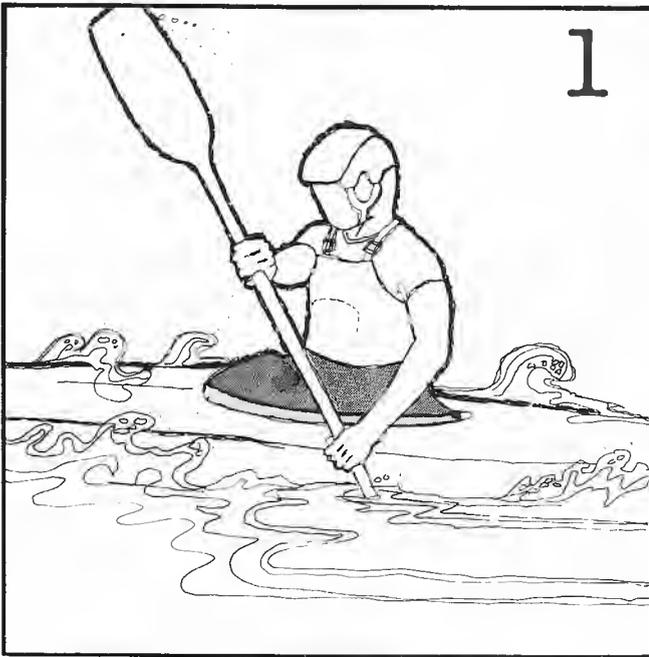
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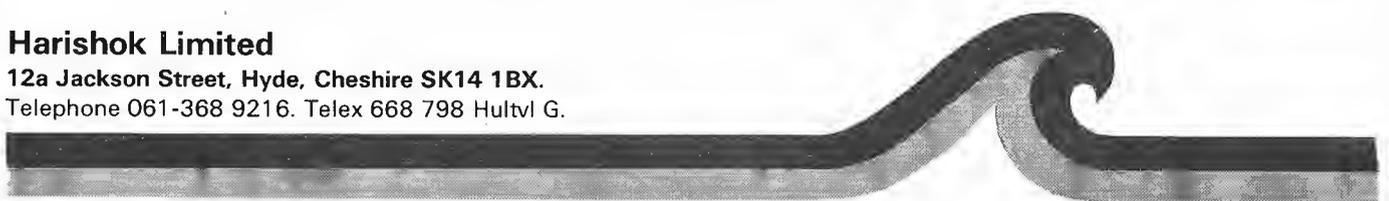
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