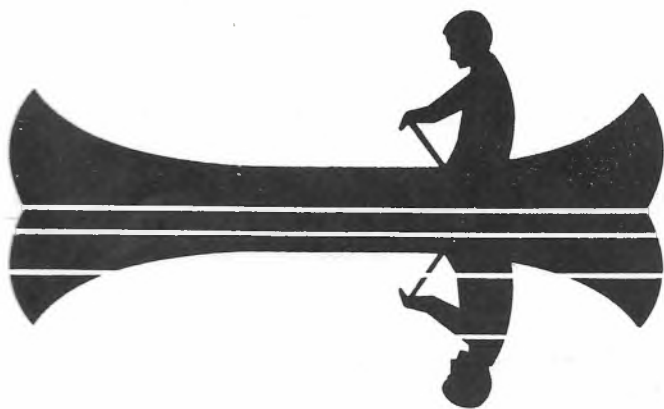


CoDe

Number 7

Spring 1980

**The Magazine of the
British Canoe Union
Coaching Scheme**



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COACHING DEVELOPMENT

THE MAGAZINE OF THE BCU COACHING SCHEME

EDITORIAL

To our competitors 1980 is a very special year. Firstly it is Olympic year - the time when four years of training and preparation are put to the ultimate sporting test. It is the time when those who aspire to take part in the oldest games in the world get the thumbs up, or down, from those Nero-like emperors of the Olympic arena - the selectors. For all but the most exceptional agonists there is only one chance in a lifetime. So, win or lose, the best of British luck to you all.

The other significant competitive event is the Pre-World Championships International, part of which will be the slalom and wild water events at Bala, where hopefully, we shall see representatives from all the nations who are to compete next year in the actual event. Rightly, or wrongly, we have taken it upon ourselves to host these most important of canoeing events. Those burdened with the onerous task of organising the pre-event and the event itself, have every right to be quaking in their organisational boots. Already there is disagreement and bickering amongst the various competitive camps. Already those who are in it for more than the love of the sport are showing their true colours. Take heed all ye kudos seekers - there's nowt in it if it's a flop! It's a big enough job organising a World Slalom and Wild Water Championship which will take place on a course which at best can be described as a mediocre testing ground for the best canoeists in the world. Let's face it, the Tryweryn is hardly the Bourg St. Maurice of North Wales, the Mill Falls and four or five hundred yards of reasonable water that precedes it can hardly be compared with that formidable test-bench of designer, manufacturer and paddler alike - the Aime Rapid. Nor indeed can the existing facilities offered to spectators and competitors be described as opulent. These very important competitions are saddled with enough inherent difficulties without the in-fighting that is already apparent between those involved in organising them. We have committed ourselves - we must rise to the occasion and cooperate. The BCU must get stuck in and produce the best goddam championships the World has ever seen. We may not have the water, but let's show the World we've got everything else, and that includes all the Gold Medals! And so a 'crie de coeur' to all members of the Coaching Scheme, indeed all followers of this vesicant sport, support the BCU, and all those hardy volunteers, who with total disregard for personal health, safety, and reputation have launched themselves towards this Niagara Falls of competitive administration, in a craft best described as leaky and unstable.

Jim Hargreaves
Editor

CHAIRMAN'S CORNER

Carel Quaife

In March I declared 1979 to be 'Good Paddling Year' and I am very pleased that this approach to coaching is catching on. Colin Gray's talk at the Coaching Conference was inspiring and is reported fully later. I myself and all those present had our eyes opened to the importance and to the techniques of this neglected skill. Colin's clear explanation confirmed my belief that every member of the Coaching Scheme could make a good job of teaching good paddling technique, provided that each studies the matter thoroughly and that the necessary information is made available. There is a lot of information in this issue of CoDe and I hope that members will send in their contributions to the next issue based on their experience. The NCDC agreed that now momentum was gathering it would be a wasted opportunity to relax the pressure. We are therefore regarding 1979 as the preparatory year for 'Good Paddling Year 80'. It is important that those running SI training and assessment courses pay close attention to the ability of candidates to teach good paddling technique. I hope that this will be a main topic at the 1980 Conference and that in the meantime it will be a major area for effort in our coaching panels. A very happy New Year to all our members and may 1980 be a year of good progress for everyone!

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.

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STANDARDS

The tests and awards must conform to a nationally agreed norm. This seems to be generally agreed. A proficiency test is a proficiency test, and the pass level should be the same whoever examines for it, and wherever it is taken. Similarly for Coaching Awards.

This is obviously the ideal. In reality there will be some variation due to the fact that we are human beings and all different. However, if "fairness" and "standards" are important factors, these variations must be kept to acceptable levels.

Deliberate upgrading or downgrading must be avoided. If examiners in a certain area say: "This area has dangerous water, therefore this test must reflect that situation", it must follow that others could say, "This area has only duck ponds, therefore the test need not be very difficult". Immediately, we have considerable regional variations occurring to a **NATIONALLY AGREED** standard. Further, if an Authority is using a particular test as an enabling qualification they have done so because they believe the test as it is written is adequate for their situation. The system is destroyed once examiners say: "Ah, these people are going to use this test in order to be in charge of young people - therefore we will test with that in mind".

Due to these attitudes, the standard continues to rise, and increasing frustration is felt by those keen to promote canoeing activities, but who find that the menas to operate at a basic level is continually being moved out of their reach.

So please, examiners, try to maintain an objective view. Read the nationally agreed syllabus, and the nationally agreed definitions, and test to the nationally agreed standard.

If you believe that standard to be wrong, the correct recourse is to bring the matter to the attention of the Moderating Forum at the National Coaching Conference. The problem can be aired and any agreement of change in emphasis notified to all concerned. But if you decide on a local or regional basis, to interpret the syllabus or the rules to suit your local conditions, or local ideas, on equipment or methods, then any attempt to achieve standardisation of pass levels has been sabotaged, and we may as well cease trying to provide a federal, or even a national, system.

The criterion for Senior Instructor (Inland) is Grade I/II - reasonably competent on the Lower Wye in normal summer conditions, for instance. Complete beginners shoot these rapids, often with "unqualified" incompetent leadership - and survive!

If a newly qualified, minimally experienced Senior Instructor operates on conditions in excess of this standard, then he or she is working outside the terms of reference. It is the responsibility of Trainers and Assessors to make this clear, and then leave it to the candidate. The alternative taken to its logical conclusion, is to insist on maximum performance for even the most basic award.

To lead on Grade III, for instance, a Senior Instructor needs the Advanced Test, or relevant experience. But if we say, "Well, this newly qualified SI might go on to Grade III," and start assessing along those lines, he might go on to Grade IV or V, or VI! So where do we stop?

We should stop where we have agreed to - at proficiency level - a simple 2 mph current.

For the sea, this implies a simple section of coastline, not involving overfalls, tidal races, difficult landings, or open crossings. It must be on "open water" - where it is **POSSIBLE** to be three miles from land in any direction - but it is not **NECESSARY** to be so. Moderate summer conditions - winds not in excess of Force 4. We won't be blown out to sea, because if it looks at all dodgy we'll hug the uncomplicated coast!

Has any Senior Instructor really ever been in real trouble working within these parameters with equipment to normally accepted standards?

THE CHARGE CERTIFICATE SYSTEM

Both at the Coaching Conference and since, through a resolution from the Oxford Coaching Panel, disquiet has been expressed by members of the Coaching Scheme over the use, by the Scout Movement in particular, of our tests and awards system.

Following is a chart showing what each BCU test or award enables the candidate to do under the Scouts system. The definition of the grading for each type of water involved, is also shown.

It must be stressed, however, that what the Scout Movement, or other authorities, do with our tests and awards is, in the final analysis, their own business. They could if they wish, and in the past have done so, produce and administer their own system entirely.

Considerable pressure has come from within the ranks of Scouting, objecting to the requirements shown. This pressure has been resisted, and BCU standards used.

Now this surely can only be a good thing, and be desired above every separate organisation producing its own tests and awards syllabus'. If we do not take a realistic and sympathetic appraisal of the considerable problems that youth and educational organisations have in enabling their officers to at least get started in a controlled situation, then the result can only be alienation, and everyone going their own way. This cannot be in the sport's, or the organisation and their own candidates', best interests.

The BCU is consulted - the Director of Coaching and the Scouts appointed BCU Canoe Adviser - are involved in discussions, and note is taken of concern and reservations. The Scout Movement is anxious always to improve its image, and has done so out of all recognition in the last two decades. But Scouters are no more ready to accept sudden and drastic upheaval than were members of the Coaching Scheme when the requirements for them were suddenly upgraded a few years ago!

So please, let us adopt a realistic attitude. If there are specific instances come to light of potentially hazardous situations, when the recourse exists to warn the local Scout authorities - whose concern it is and who are keen to avoid disasters.

In the meantime, it must again be stressed, that if a candidate presents for testing or training for a BCU qualification, it is at the level of that qualification that he or she must be tested. It is the business of the organisation concerned as to what they are prepared to authorise the candidate to do with that qualification. There is no authority for turning a Proficiency test into a Senior Instructor, an Advanced Assessment, merely because the candidate may be taking half-a-dozen youngsters onto a duck pond on the strength of it!

Charge Certificate - authorises a person to take command of a vessel which is not under further supervision. However, the Associations other rules must still be followed, including the need to canoe in groups of at least three on Class A and Class B waters.

The Instructor Charge Certificate - The holder may authorise someone who does not hold a charge certificate to take command of the craft in waters for which the instructor charge certificate is valid. He should use his discretion, expertise and knowledge of the individuals when making his decision.

Classes of Water -

- A: Open sea more than 3 miles from the shore, and other dangerous waters close inshore; inland water BCU Grade 4 and above.
- B3: The sea up to 3 miles of the shore, but excluding more dangerous waters close inshore; busy commercial parts; exposed parts of estuaries; inland waters BCU Grade 3.
- B2: The sea up to 1 mile of the shore, but excluding more dangerous waters close inshore; more sheltered parts of estuaries; large inland lakes and lochs; inland waters BCU Grade 2.
- B1: Sheltered inland waters and other sheltered waters where currents and tides create no real danger.
- C: Public boating ponds, etc; some canals and other 'safe' inland waters.

	<u>Charge Certificate</u>	<u>Instructor Charge Certificate</u>
Class A Waters	BCU Advanced Inland or Advanced Sea Proficiency.	BCU Inland SI and Advanced Proficiency or] BCU Sea SI & Advanced Sea.
Class B 3 Waters	BCU Inland Proficiency or Sea Proficiency	BCU Inland SI or Sea SI
Class B 2 Waters	BCU Inland Proficiency or BCU Inland Proficiency and tidal knowledge	BCU Inland Trainee Instructor or BCU Sea Trainee Instructor
Class B 1 Waters	BCU One Star	BCU Inland Proficiency or Sea Proficiency or BCU Inland Proficiency and tidal knowledge.

HELP !!! Colin Manton is anxious to hear from anyone who is willing to help with the communications side of the organisation for the World Slalom Championships 1981.

Please contact Colin direct at 11 Stepping Stones Road, Coventry, West Midlands.

COACHING CONFERENCE 1979

This Conference, open in order of priority to RCOs, LCOs, Coaches, Centres staff, Others, was held this year at Raven's Ait - an Inner London Education Authority Centre on the Thames. Keith Hartle, a canoeist, is the Director, and our thanks are due to Keith and his very cheerful staff, for making us welcome and providing such pleasant facilities.

FLADBURY

David Train got things off to a flying start with his description of the development of his personal canoeing interest and the establishment of Fladbury Canoe Club. Fladbury, a village in Worcestershire, has a population of c.1,000 and the Canoe Club a membership of c.100. Grandparents paddle and parents participate in all manner of craft - and the club has won the Hasler Trophy (Marathon racing) and boasts potentially 13 International Racing paddlers this coming season. David's philosophy is to use large cockpit canoes initially - he won't have a beginner near a small cockpit slalom boat. The club is based on a minimum of administration and a maximum of participation, and can muster up to 40 members participating in an event. C1 racing was started using the hull of a Cadet. Now, David's sons are two of our bright hopes in C1 for future Olympics, and Fladbury races one of only three c7s in the country. All this from nothing within the decade!

PADDLING FORWARDS

Colin Gray (National Competition Coach, Racing) then gave a highly acclaimed breakdown, for 'Good Paddling Year', of the racing stroke. The basic forward paddling stroke is a 'closed skill' that is one where the same movement is repeated. Colin demonstrated most effectively the fact that the body is used to lift weights - not the arms. Most canoeists don't use the body, and hence do not achieve efficient paddling. It is essential to start young in order to attain a maximum style. The shoulder muscles and oblique abdominals play a major part, although it must be remembered that the back and shoulder muscles have a limited range. The closer to the boat the paddle blade is kept the greater the efficiency. Most paddlers are less efficient on one side than the other due to imperfect feathering - the blade not being exactly 90° to the boat. In fact, for racing, a feather of 82°-85° is probably better, depending on the individual. This is a commonly uncorrected fault. The closer the pulling arm is to the body, the stronger the position. The body must be comfortable - footrest, seat etc. The head position is crucial - the head must be steady. The stroke is effective for a short duration only, and the blade must be taken out sideways to avoid lifting water. The stroke is essentially a 'pull' - the top hand guides. It does 'push' but this should not be emphasised. To make the pull efficient the sequence is:

Starting Position (see diagram 1) - paddle in mid-air. The top elbow and wrist are on a plane (wrist not cocked) level with shoulder. The blade is dipped - the 'catch' - with the body wound up, by dropping the lower shoulder. This is probably the hardest part to achieve, and the younger it is learned the better. The blade is pulled against the water by the trunk unwinding, and the lower arm pulling. The top arm punches straight out to eye level. When the blade is level with the hips it is released quickly from the water. The arm movement needs to be long, and if the top hand does not grip tightly this helps lengthen the stroke.

Some general comments included:

Paddle lengths are important. The 'hand over the tip' really applies only to adults, and racing paddles generally come within 218-225cms. For young Espada paddlers lengths need to be 10-12cms. shorter. The blade area is critical, and smaller blades are recommended.

Boats should be appropriate to paddlers - the learning of balance is important to all types of canoeing.

Trunk rotation must be established early on - within the first 5-6 weeks of paddling, but technique should not be over-emphasised. A short explanation and demonstration followed by a trip with reminders: 'Are you rotating - think about your paddling' is the key.

- A. The paddle must be fully in the water when the back muscles are in their strongest position for pulling.
- B. The paddle should present in maximum area to the direction of pull at this point.
- C. The paddle should be pulled straight back as close to the side of the boat as possible.
- D. The leg on the same side as the pulling arm should push against the footrest to impart the pull onto the boat.

- E. The bottom hand pulls, the top hand guides.
- F. The head must be quiet.
- G. The paddler must sit comfortably and fairly upright.

The Stroke Analysed

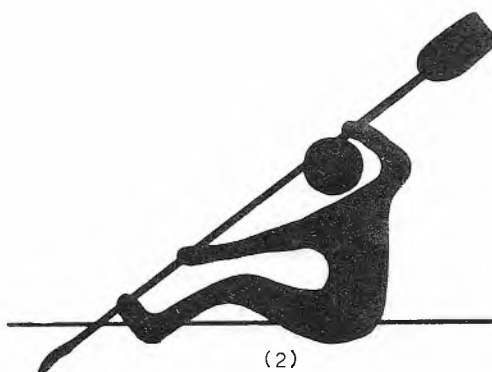
(i) Starting Position

(ii) Drop leading arm to water and move rear arm forward



(1)

Leading arm straight and level with the shoulder. Hand open. Trunk fully rotated. Rear arm raised from water.



(2)

(iii) Pull initially with rotation and then with arm until elbow touches your side. Move top arm forward at shoulder level, and with the top hand open, or loosely gripping the paddle.



(3)

The correct position of the pushing arm is the most important factor in the early teaching of technique.

(iv) Take paddle from water and return to position (i) fully extending forward arm with minimal cross over.

Note that it does not say PUSH with the top arm above although its position is mentioned. It obviously must be strong enough to resist the action of the pull but its main task is to guide and control the position of the pull.

In position (ii) the forward movement of the top arm brings the paddle up to boat speed and puts it vertically in the water. In (iv) pushing the arm straight helps ensure that the paddle leaves the water in the correct position.

It is not always realised that the boat is pulled past the paddle (i.e. the paddle stays still relative to the water). Therefore it is essential to put in and remove the paddle at boat speed. There is a tendency amongst paddlers, especially those with stability problems to drag the paddle at the end of the stroke.

ANNUAL GENERAL MEETING OF THE COACHING SCHEME

The A.G.M. took place in the afternoon, under the able direction of our Chairman, Carel Quaife.

1. Apologies were received from Mr. N. Shave, Mr. N. Nichols, Mr. D. Harper, and Mr. R. Eaton.
2. Minutes of the previous meeting were agreed as a true record, Prop J Travers, Sec A Buttle.
3. It was proposed that Mr. R. Hinton, seconded Mr. D. Hutchinson and agreed nem con that the Officers be re-elected en bloc.
4. The Director of Coaching reported that his priorities had been to inform and consult. He had managed to visit the East, North, Yorks and Humberside, North-West, Wessex, South Wales, Cumbria, West Midlands, London and South-East Regions besides some local panels including Norfolk, East Sussex, Belfast and visit some LEA Centres particularly in London. He was hopeful that his itinerary next year could be so arranged that far more members could be involved in get togethers.

The technical committees for surf, slalom, marathon, and wild water racing had been consulted, and progress made with the competition coaches' award system. The racing committee had yet to be negotiated with.

It was the Director of Coaching's aim to reduce unnecessary procedures and paperwork. To make it easy for organisers to inform Headquarters as necessary and to reduce organisers' administration. For instance, Headquarters now circulate LCO's direct. Full panel lists would be sent out annually to enable organisers to keep up to date more easily. Sometimes things got worse before they got better, but the intent was there.

Much of Headquarter's time was taken up with routine enquiries on the telephone. These enquiries can range from the name of the local River Adviser or Event Organiser, to quite detailed technical information. A new Assistant had commenced but her day was fully occupied with processing Star Tests, Proficiency Tests, coaching qualifications, and routine enquiries and orders.

The Director's work had been complicated by the need to revise the Coaching Handbook - a project with which he was not altogether happy. This reprint is due now very shortly.

Many of the small informative booklets were now very much out of date, to the point where they were an embarrassment to the Union. The BCU was represented by the Director of Coaching on a number of outside bodies including the Beach Rescue Advisory Committee, Royal Lifesaving Committee, Duke of Edinburgh Award Scheme, Department of Education and Science, Sports Council, CCPR, British Standards Institute, Royal Society for the Prevention of Accidents, and evidence had been given at the Mountaineering Tribunal.

His attendance was also necessary on the BCU Committees, of the Council, ACRMC, Sports Management Committee, Exhibition Committee, besides consulting regularly with Chairman of NCDC and other Officers, together with the Editor of CoDe.

The programme had included a lot of travelling, which involved the piling up of paperwork in the Office, and all in all prevented his becoming bored.

Statistics up to the third quarter of the year were shown which revealed a decline in proficiency tests and Senior Instructor awards at that stage, but a vast increase in Star Tests. The query was raised as to whether any part of the slight decline could be due to the educational cuts.

Specifically two recommendations are made.

1. That Trainee Instructors should be serviced and supported, and reminded of when they are due for assessment.
2. That the progression from Senior Instructor to Coaching Status is made more clear, and more structured.

It was proposed G. Ray and seconded R. Halsall that the report be accepted, nem con.

It was resolved that the first recommendation, that Trainee Instructors should be fully serviced, should be endorsed to the N.C.D.C.

5. In the unavoidable absence of the Treasurer, it was reported that he was of the view that a Treasurer as such was not required by the Coaching Scheme. Debate ensued which included the question as to whether or not the rules in fact precluded the administering of a separate fund, and the possibility of levies being made for tests and awards. It became obvious that the matter was too complex for the meeting, and it was recommended that a working party be set up, and that a further and close investigation of the Treasurer's views be sought.
6. There were no motions before the meeting, but the Chairman permitted for consideration in the time available of the Director's recommendation regarding the progression from Senior Instructor to Coach. This debate was then adjourned.

COMPETITION COACHING SYMPOSIUM

Following the A.G.M., Ron Emes, Acting Director of the BCU, Chairman of the Sports Management Committee of Council, Chairman of the Olympic Appeal Committee, Canoe 81, and with a life-time of involvement in all aspects of canoeing, particularly in latter years in the Racing section, spoke of the Competition Coaching Symposium held earlier in the month to consider the theme 'The Young Canoeist, Rigorous Training Regimes, and Intensive Competition'. Dr. Burger (East Germany) and Dr. Alberti (Hungary), together with Dr. Brodie, addressed the Conference which had been superbly chaired by Dr. Craig Sharp.

Canoeing is a growth sport. The BCU has about 10,000 individual members, about 3,000 clubs affiliated members and it is estimated that there are about 250,000 canoeists in Britain. With rapid growth we are now confronted with problems of scale, with problems of communication, access to water etc. Competitive canoeing grows correspondingly and with rising standards is also an adolescent growth sport. There are probably ten thousand competitive canoeists now about a third of whom train regularly. From a hundred to two hundred paddlers are involved in international competition.

In international competition we have a pyramid but in coaching we are not keeping pace with the growth of the activity. Looking at our infrastructure we find we have a pyramid built on sand. We must do something about it. British sports are complex and compartmentalised. Canoeing has a number of competitive disciplines - sprint, marathon, slalom, wild water racing, surfing, polo, plus the coaching scheme which by its assessment structure is individually competitive. They are all working relatively independently from one another. There is a lack of communication even within the same disciplines. Club, squad and national coaches do not know what one another are doing. The Coaching Scheme has been unsuccessful as far as racing is concerned. It should be the focal point from which we develop competition coaching. Surely, this is the most economic way of development.

Because of rapid development in competition we have seen younger and younger competitors attaining high achievements alongside adults. Some disquiet has been expressed about this leading to a greater need for awareness of the consequences of exposing pre-adolescents to rigorous training schedules. This is not only a physical matter, we have to take account of psychological and social factors.

Aware of the improvement of the levels of performances of international athletes we have also noted the pushing aspect of limits. They start earlier, train harder and retire later. Lawler (1972) showed that studies of the ages of those attaining national or olympic levels showed a drop of six years in the last decade. It still takes from six to ten years of training to reach peak performance. This indicates that athletes are starting serious training at an earlier age. So also high level athletes last longer and continue to train. The rewards are greater today but as a result of these trends the competition is more intensive.

In Eastern European countries sports development is controlled centrally. Measures are taken to protect young people from the damaging effects of intensive competition. Here in the U.K. in a laissez-faire situation we have no means of control. We are urged by the media and the politicians to do better for our national prestige. Another aspect of this is the growth of "Centres of Excellence" which are the same thing.

It is essential to stress the difference between children and adults exposed to these pressures which are physical, social, and psychological.

The pre-adolescent child needs to develop a sense of identity. Too early experience of National sport can be critically negative. We are, or should be, concerned with the development of the individual. The fundamentals of sport are not really concerned only with winning games however important that may appear to the spectator.

There is a risk factor for the individual but there is little experimental evidence about it. We are aware of pressure by coaches and parents ambitious for their proteges or offspring to succeed. Are these pressures good for kids? Such research as there is tends to show that there is no advantage in introducing competition before the time of the adolescent growth spurt.

What should we do as a Canoe Union to provide the best possible environment for the development of our young performers without detriment to them?

- We need:
- (a) An adequate coaching system, dedicated, well informed with proper equipment and control.
 - (b) to avoid competition situations for the immature that involve them in adult pressures.
 - (c) to introduce a system that will provide for medical examination of competitors.
 - (d) to avoid external pressures on them, e.g. in selection of representative teams

ANNUAL MODERATING FORUM

After supper the 'Moderating Forum' for the review of Training and Assessment methods in order to exchange ideas and experiences and to reinforce standards, was convened. The decisions of that Forum are listed elsewhere.

AFLOAT AT LAST

On Sunday morning various practical sessions were pursued, which included Improving Personal Performance under Colin Gray - with Video to prove it; Canadian Canoeing (including C7) under David Train, ably assisted by four of his Fladbury young potentials - Sandy Buttle, no less, a coach and paddler of long and high standing was not alone in executing an admirable involuntary 'jump out' from the C7 leaving the remaining crew members to paddle homeregardless; low-volume slalom (dipping) techniques coached by John MacLeod; Dynamic Coaching Techniques - some ideas on positive coaching systems being developed by Graham Lyon; and an opportunity to try the 'Spector', the one-design wild water racing kayak for which moulds are available, kindly brought along by Trevor Haynes.

CANOEING FOR THE DISABLED

At the same time a small group got together to discuss 'Canoeing for the Disabled', and a full report of these discussions is available from headquarters, compiled by Tom Baptie. S.A.E. marked 'Disabled Symposium Report' please.

Discussion centred around a basic paper produced by Ron Moore (RCO Devon and Cornwall) and revisions were agreed. This paper which will be the BCU statement on canoeing for the disabled, will be available shortly.

A precis of some important principles

A disabled person might not be handicapped once in a canoe.

There needs to be an 'educative' process to instructors and clubs to cater for disabled people wherever there is a demand.

A course needs to be run where variously disabled people can be taught to canoe and interested instructors enabled to gain experience.

The aim should always be to enable a disabled person to operate as a normal canoeist. Modifications to boat, technique, or programme should only be made where it is clearly impossible to achieve the norm.

Disability in itself should not debar someone from becoming a member of the Coaching Scheme - only if the disability prevents the candidate fulfilling the requirements of the test: both written down and implied.

THE FINAL SESSION

Sunday afternoon was devoted to a 'Bee in the Bonnet' session and the winding up of the debates on the various issues that were before, and had arisen during, the Conference. Dave Hellawell (RCO North) ably led the initial session which included discussion on the re-instatement of lapsed members (see 'Decisions of NCDC') and the use by the Scout Movement of BCU tests and awards (see 'Charge Certificates'). The debate then moved on to topics adjourned from the previous day leading to the recommendations listed.

The Conference concluded with a short address by the Director of Coaching, which has been reproduced in Focus, on the essential requirement for members of the Coaching Scheme to ask WHY are we teaching people to canoe, and the need for involvement in the provision of ongoing opportunity, and recruitment into the Union, that our work implies.

National Coaching Conference

2nd Weekend October annually - 11/12 October 1980

DEAR SIR

LONERS - Derek Mayes, Plas-y-Brenin, National Centre for Mountain Activities Instructor, and involved in the first recorded successful crossing of the Irish Sea, writes....

I have read your small article in CoDe regarding LONERS... I consider myself fairly experienced in this matter probably having done as much as anyone etc. etc... There is a point, perhaps to be made about sea canoeing as a whole... It seems to have 'gone mad' regarding equipment and safety. I notice people (lots more lately) using what I would call Ocean Gear.... You know, Nordcaps with radio direction and rocket assisted equipment, neoprene face masks, marine specified salvage ropes around their shoulders, triple strength lifting brackets inbuilt and more.... I've encountered a few who'd not the balance to stop and talk, not the strength to turn towards me and not the observational power to even see me! It worries me a little that all this gear is becoming commonplace and that very inexperienced Kayakists will be fooled into thinking that they are okay going out to that lighthouse, that island or around that headland just because they have a waterproof chart, a flare and some cocoa. I know a lighthouse keeper who sees the look of tired fear on visiting faces more than he used to. I know a helicopter winchman who has only done two canoeist rescues, both this year and one very well-equipped indeed. I know a coastguard officer who takes his job regarding canoeists much more seriously now, guess why!

There's a missing link, it's not just experience, judgement, discretion, strength or planning.... it's indefinable. There are times when I have this indefinable feeling, especially when I'm alone... out there.

I've had this feeling in some of the best places in the world from Galway Bay to Cook Strait but always alone... I get another sort of feeling of course when I'm with others, more urgent but not the same. I can tell you it's nothing to do with what I am or am not carrying or even how I carry it. No, it's a hard won... indefinable feeling which every canoeist should experience, one day but don't rush. I promise you that you'll get it but only out there.... alone!

P.S. When are deck fittings and shoulder tow lines to become part of the essential equipment for Basic Sea Proficiency?

Dear Editor,

At long last CoDe may have spurred me on to put pen to paper!

I was only last night talking about good paddlers who had met an untimely end - mainly because they were putting a great deal of skill and experience against difficult water. After this I made the point that the majority of paddlers who have drowned have been people who have disobeyed the rules, but haven't had the skill or necessary equipment to extricate themselves when in difficulties. For this reason I think that the BCU must continue to teach people safety rules etc. and to emphasize the reasons for these rules.

As for the lone paddlers I think they should be encouraged. People climb mountains by themselves, so why not canoe grade IV, V or even VI rapids by oneself, or cross the Irish sea (as has been done)?

I have canoed rapid rivers by myself - I find it exciting, and it always seems more difficult than when in company. I don't think these facts should be hidden. There need be no secret about these journeys. It must be made clear that they are for experts, who are acting within their own known skill and experience levels; who know when it is alright to proceed, or can tell when the odds are too high and hold off for another day. The expert in his field can distinguish these points, but the inexperienced cannot. This is the lesson which has to be got home when dealing with lone paddling.

Yours sincerely, Ann Gillespie - North Cheshire College, Warrington

Dear Editor,

'Basic Trainer'

Further to your article in the September CoDe, this business was gone into a long time ago by the British Schools Canoeing Association. This led to the design and production of the "Cadet". We have two of them at our boating centre and they live up to the specification. They tend to be shunned by beginners because they are more unstable than the Slalom boats which are the centre's main resource, or the flat-bottomed tourers.

Yours sincerely, Tom Baptie - LCO Surrey

Dear Sir,

I feel compelled to put pen to paper after reading the article in the Autumn '79 issue of CoDe entitled 'A Basic Trainer', in which a plea was made for the development of a kayak specifically designed for beginners. Such a kayak has been overdue for years, but if it is going to appear in the near future, let's have one that suits the purpose best. It is essential to have a canoe that is directionally stable, strong (but as light and inexpensive as possible) and, ideally, constructed so that water can only enter the cockpit area - all points made in the article. However, I cannot agree that slalom-type hulls are too stable for beginners making any transfer at a later stage 'traumatic'. If trauma there is, at any stage, the last place it should be is in the beginning. I suggest also that if development of paddling technique, skills or whatever - i.e. experience in a kayak on water - has progressed properly then transfer to a 'tippy' boat will be an exciting challenge and not a traumatic experience.

In my experience, between one and three people out of ten on their first couple of outings in a canoe (the usual slalom-type craft) will capsize accidentally, falling in most occasions into water they don't want to fall into, and afterwards being too cold and apprehensive to enjoy any further canoeing. (This is probably one of the reasons why so relatively few girls carry on canoeing past the beginner level.)

I agree entirely that good paddling technique is difficult to teach in slalom-type boats. The two reasons are, I believe, that they are directionally unstable (putting a skeg on does improve things), and that the boats used are old-type slalom boats, safer and easier than the latest slalom kayaks but having a high profile foredeck, being a bit like sitting in a barge to most beginners, who are in the main children who can't put their paddle in the water properly because they have to reach over the high foredeck first, can't brace their knees, and have difficulty reaching out of a wide, high cockpit.

Let's have a canoe that is not traumatic to be in for the first time, will paddle straight quite easily, and that fits the paddler. The junior kayaks I've seen are too tippy to give confidence for strokes to be developed, and even on a short trip are much slower than other boats due to their short waterline length, so demanding all attention to driving the kayak faster rather than anything else. Perhaps the best answer is to have a few different sizes of boat for different sized beginners (different in the crucial areas mentioned).

Yours faithfully, Derek Tempest - Philadelphia Teachers Centre

Dear Sir,

I was staggered to read that a forum at the BCU Conference of the Coaches decided that if an escort boat was in attendance during the assessment of an Advanced Sea Test, the test could not be counted.

- (a) What on earth has the presence of an escort boat got to do with a candidate's actual performance? Surely we are supposed to judge a candidate's performance at the time and at the place and the presence of anything from a rowing boat to the QE w is irrelevant.
- (b) We are surely, as the National Governing Body of the sport, expected by others to set the highest standards of safety by example, the fact that we state categorically, that no escort boat is ALLOWED, is a negation of our responsibilities and will only encourage others to follow suit.

I am aware of the limitations of escort boats with regard to canoes. I am aware of the need for total independence and the ability and need to be able to cope with practically every eventuality or emergency that may arise, by the group themselves. I cannot understand the logic that says escort boats are forbidden and by implication therefore, that a candidate's performance is likely to be better just because an escort boat is standing off somewhere in the background.

Surely the candidate reaches the standard required or he does not and should be judged by that and that alone, not by the absence of or presence of a safety boat.

K. Hartle.

Editorial Note: It is perfectly legitimate for an escort boat to be in attendance at an assessment session. It is the prior qualifying expeditions that must be unescorted at Advanced level. Please note this does not apply to Proficiency level expeditions.

The Conference which was composed of a fair cross-section of canoeing opinion was overwhelmingly in favour of the proposition - see the Moderating Forum decisions.

DECISIONS OF NCDC

The National Coaching and Development Committee, consisting of Regional Coaching Organisers, representatives from the other BCU Technical Committees, delegates from Scotland, Wales and Northern Ireland, and certain other representatives for youth and education, meets twice yearly.

A very full agenda was debated at the November meeting, and members' attention is drawn especially to the following decisions:

Canadian/Inland Kayak Advanced Tests

The holder of an advanced inland proficiency test, who wishes to obtain the other advanced inland test, need satisfy the examiner during a one-day assessment, of his ability on the skills part of the relevant test only. The expedition pre-requisites still apply.

(It is accepted that the 'group control' elements, and 'reading the water' and like skills are common and do not need to be re-assessed. A demonstration of an advanced ability in the craft is the only difference.)

(It must also be noted that this does not affect Proficiency testing in any way).

Senior Instructor Level

The Senior Instructor level, as at present on average assessed, was at a satisfactory level.

Coach Award

That the National Coaches Working Party take account of the views that have been expressed (at Conference) and proceed with the preparation of notes for guidance for coach training and assessment, using the 'progression to coach' paper prepared by the Director of Coaching, as a basis.

Instructor Award

After considerable debate, and careful consideration, it was agreed that in view of the recent introduction of the teacher/leader endorsement, the Committee felt it premature to institute any changes at this stage in the area covered by the teacher/leader endorsement. It was therefore decided not to proceed at this time with the introduction of an instructor level.

(Mr. D. Evans, Calshot Activities Centre, spoke to a paper at the Conference calling for the introduction of an Instructor level, to cater particularly for the candidate who is reliable and solid, who wishes only to coach at basic level, and who will probably never attain the performance necessary for SI - and we have all failed such at some time, haven't we?)

Trainee Instructors

It was agreed that the Director of Coaching should require a report either by letter or through a standard form, on each SI Training candidate who is failed.

Life Saving Test

It was agreed that where a life saving award is five years old or more, assessors (for Senior Instructor Award) may require a satisfactory demonstration of life saving ability during an assessment course.

(Some minor amendments have been agreed with the Corps of Canoe Lifeguards for the BCU Life Saving Test - revised Aide Memoire is now available).

Re-instatement of Lapsed Members

It was agreed that where a member of the Coaching Scheme allows BCU Membership to lapse, he should be reinstated upon payment of the current and previous one year's membership fees. Where the lapse is more than five years old, a committee consisting of the Chairman, Director of Coaching, and the RCO concerned, should decide on whether re-assessment is necessary.

Competition Trainer and Coach Courses

It was agreed that competition trainer and coach courses could only take place with the direct approval or involvement of the established national coaches.

TESTS AND AWARDS

Registration of Trainee Instructors

From 1 January 1980 Trainee Instructors will be registered, sent CoDe automatically during their probationary period, and reminded when assessment becomes due. A registration fee of £2 must be charged to all Senior Instructor Training candidates this season.

The Trainee Instructor registration form (A.12) has been revised, and batches will be sent to all course organisers before the end of February. If you have not received sufficient copies for a course by then please order the number required.

BCU Numbers must be checked and declared for all candidates.

The revised form contains space for a report to be completed on all failed candidates. It is not normally expected that a TRAINING course can be FAILED, except for such things as unreliability, in competence or physical ineptitude.

Examiner Gradings

A Senior Instructor who qualified since 1 January 1978 who wishes to test for Proficiency must first assist an established Grade I Examiner (E1) who, when confident of his assistant's ability, will recommend to the candidate's LCO, that E1 status be granted. The LCO will confirm this with the RCO who will notify headquarters. All the necessary information and paperwork will then be supplied to the candidate.

Grade 1 Examiners are eligible to assist on Senior Instructor Training or Assessment courses, until recommended to the RCO, through the LCO, as being competent to lead a Senior Instructor Training or Assessment team. The RCO notifies headquarters when E2 status has been granted.

Grade 2 Examiners, likewise, are eligible to assist on Advanced Proficiency assessment, until recommended as competent to be in charge, when RCO will notify headquarters.

Grade 3 Examiners are eligible to assist on Coach Training or Assessment teams, until recommended as competent to be in charge, when Grade 4 status will be granted subject to the approval of the Director of Coaching.

Important Notes: Throughout, the principle applies that leaders and assistants on training or assessment teams may only be involved in courses for an award which they themselves hold.

A Grade 1 Examiner assisting with a Senior Instructor training course or assessment course is part of the team - he or she is not just an 'observer! They are party to the decisions. The person in charge must be of the required grade (ie E2). This principle applies throughout the system.

Approval of Courses

Please note that ALL Awards and Advanced Test courses MUST have the approval of the organiser's RCO. This applies to closed courses as well as open. Where such a course is being held in another region, the approval of that RCO must also be obtained. This is to avoid clashes and overcrowding of sites, quite apart from common courtesy requirements.

Standard Assessment Papers

An attempt is being made this season to establish a standard paper and so avoid anomalies. Two papers are being prepared, one for the first part of the season relevant until June, and the other for use from 1 July onwards. Copies of these papers - Senior Instructor level only - will be sent to all organisers. Please apply if they do not arrive in good time for your course. They are not 'binding' this year but they should at least be used for comparison by those setting their own questions.

Question papers must therefore be collected following assessments.

Memberships Requirements

Northern Ireland Canoe Association, Scottish Canoe Association, and Welsh Canoeing Association membership numbers are accepted on all training and assessment courses, as are BCU membership numbers, regardless of where the course is held.

Additional Notes for Guidance for Advanced Tests

For the qualifying expeditions for advanced inland proficiency tests, much more emphasis should be put on the time involved on the water, rather than whether the suggested distance was covered. The situation described in the test syllabus is the 'ideal' - a 'classical' journey. Assessors must use discretion to decide whether the candidate's activity in total demonstrated the commitment and technical competence which would be required for such a journey.

Four expeditions are required. Currently ranking in Division 1 or 2 Slalom, or obtaining a result in Division A Wild Water Racing, exempts the candidate from 2 expeditions. (Previously it was Div 1 only, or top 20 of Wild Water Racing).

For the Canadian Advanced Proficiency Test, the requirement to give a 'good' demonstration of the alternative Canadian skill - single canoe handling for a pairs paddler, or doubles technique for a singles canoeist - should be interpreted as 'a Proficiency level demonstration'. Thus, 'good' equals 'Proficiency level'.

Inland Instructors and Surf

The new Competition Trainer Award for Surf is an ideal 'endorsement' for a Senior Instructor (Inland) who is not a sea canoeist as such, but enjoys surfing, and wishes to obtain some sort of formal 'qualification' in this respect.

The first course is to be held in North Devon on 25/27 April 1980. Full details from:

Mr. M. Stone, The Old Stables, 1 Bridges, Luxulyon, Bodmin, Cornwall.

Competition Awards

The Slalom Committee have circulated clubs seeking to discover who the established coaches are, working with Slalomists at Club level. This is being done in order to establish the Competition Coaches Awards structure. If you are actively involved in coaching Slalomists at club level and wish to be considered, please ensure that your name has been put forward.

Registration fee for Competition Awards

Please note that from 1 January 80 a registration fee of £2 is payable by all candidates for COMPETITION TRAINER or COMPETITION COACH awards courses.

There is a DIRECT ENTRY system for Competition Awards courses. It is not necessary to be a Trainer before becoming a Coach, but the relevant background experience must of course be known.

GOST OF LIVING

STAR TESTS remain unchanged at 40p per badge, 40p per certificate to candidates. This fee is likely to remain standard for a good while.

PROFICIENCY tests have had to be increased to £1 for members, and £2.00 for non-members. The non-member rate however includes automatic Cadet membership for all 9-16 year olds. Full details of this scheme will be circulated later, but basically, it gives a one-off introductory year's membership with full competition rights for £1. There is no profit margin, but it should bring many youngsters into the fold, who will then go to Youth and Full membership. Coaching Scheme members, will, it is hoped, both welcome and promote this move.

PROFICIENCY TEST BADGES are now available for prior purchase by qualified Examiners at a good discount, in batches of 10. The badge has been improved in design.

TRAINEE INSTRUCTORS must pay a £2 registration fee from 1 January 1980. They will receive CoDe automatically during their probationary period. Please note also the increase in Advanced Test and Awards fees.

NEW - a Coaching Scheme v-necked jersey which is a very handsome green colour and carries the motif 'BCU Coaching Scheme' in gold on the left breast, is now available at £7.50.

THE COACHING HANDBOOK has been revised to include the current amplified tests and awards syllabus, Star Tests, the Examiner grading system and so forth. £2.45.

COACH

Trainee Instructor, Senior Instructor, Coach. That is the progression and nothing has changed to date. Neither is there in the melting pot any drastic move to alter the syllabus. And most definitely there is no thought that any amendments that might be considered in the future would include the downgrading retrospectively of awards held.

What is in the melting pot is the introduction of notes defining and amplifying the existing awards and advanced tests to guide assessors in order to achieve a more uniform standard throughout the UK.

An alternative means of attaining 'Coach' status has been proposed. This would not alter the syllabus, or raise the standard, but make more logical and attainable, the existing Award.

During the debate on the proposal - which was to make the various parts of the syllabus available as 'endorsements' accumulated by alternative means, certain well-supported views were expressed which threw doubt on the relevance of the 'Coach' Award itself. In consequence, the Conference asked NCDC to set up a Working Party to consider the issue. This NCDC did, and the Working Party has made its first report to NCDC. The debate will be opened up in the next issue of CoDe.

Meanwhile, existing Coaches please do not get alarmed - but do set pen to paper, and bend the ear of your LCO and/or RCO if you have constructive views to express.

The Working Party is of the opinion that the Scheme needs people of the calibre which the Coach Award hopefully expresses, and has recommended thus to NCDC. Insufficient members of the Scheme seem to feel that they need to be Coaches, which gives cause for concern, and again recommendations have been made which will be put forward for debate in the next issue. The Working Party was split on the use of the title 'Coach' for this status. It is acknowledged that many feel that this term should apply only where improvement of personal performance on a one-to-one basis is involved. An alternative is the problem - have you any ideas - or would 'BCU General Coach' be acceptable?

CANADIANS

In response to Pete Wood's article in the last CoDe concerning Canadian Canoeing and the Canadian Proficiency Tests, a Canadian Symposium was convened at Staunton on Wye, arrangements kindly made by Geoff McGladdery (LCO Hereford).

Five slalom C1s, a wild water racing C2, and an open touring double took to the Usk on the Saturday. Graham Lyon and Geoff McGladdery made a record number of swims in the C2, while the Director of Coaching - who was ably nursed along in the bow of the Open Double by George Steed, who runs a commercial school in the States - finally came to grief at Spuhler's Folly. As their feet retained a hold on the thwarts, the pair claimed it as a successful 'shoot' however.

The place of the open touring Canadian in the general promotion of single-bladed paddling was in question, and it was extremely helpful to have George Steed's experience. One travels more slowly, has more control, a better view of the river, and the boat is generally more forgiving than a kayak. The opinion of delegates seemed to come around during the course of the weekend to the view that the promotion of Canadian canoeing itself, through the introduction of a suitable basic type of boat, held promise. At present, it seems that in the main, established kayak competition paddlers change over to Canadians for various reasons, and then have very little help in learning techniques.

There is a testbook for open canoes supplied by the BCU at £5.50, which is the American Red Cross book. Also there is a good exposition of the Canoe Racing Stroke available from Colin Gray. However, the American Canoe Association is working on a basic method of introduction, and as soon as these notes are to hand, moves will be made to produce a supplement for use by instructors wishing to introduce Canadian Canoeing.

A main factor in the development of Canoeing was felt to be the type of craft available. Kayaking has moved forward at a considerable pace in the last twenty years. Beginners are put into thoroughbred boats at a very early stage. Have Canoes kept pace? The group felt not, and a day has been convened - Sunday 20 April - where various boats will be assembled for trials to be carried out. Interested members please write for full details.

Would the availability of a light, lively single/double, and the production of a system of instruction, see an explosion of interest in open canoes? Two and a half million Americans can't be wrong! (There is an interesting film showing Open Canoe Doubles Technique at Crystal Palace. This is entitled 'Doubles Whitewater' and is available for hire at £6. This is from Mrs C Anne Harper, Pegasus Films, 5 Sycamore Villas, West View, Mold, Clwyd, N Wales). On Sunday morning of the course George Steed demonstrated the initial sequence of skills teaching, and an enjoyable and positive session ensued.

Discussion then took place on the proficiency tests, which were felt to be generally relevant, and some recommendations made which have gone to NCDC (see 'Decisions of NCDC').

Our thanks are due to all who took part.

RIVER NOISES

Dunfermline College of Physical Education

Outdoor Pursuits - One Term Course 1980 - 29 April - 4 July

Including: Mountaineering, Ski-ing, Sailing, Canoeing, Orienteering and an Expedition

The Course will be based at Dunfermline College but much of the time will be spent at the College's Outdoor Centre in Inverness-shire and other situations throughout Scotland. Details from the Vice Principal's Secretary, Dunfermline College of Physical Education, Cramond Road North, Edinburgh EH4 6JD, Tel No: 031-336-6001.

New Slalom Coach

Hugh Mantle has just been appointed as the new National Competition Coach for Slalom. His responsibility for the next three years is to recruit and train people to coach slalom paddlers at all levels from novice to international. This will be done by organizing courses at various geographical venues throughout Great Britain. In addition the National Coach will be running a number of coaching clinics for canoe clubs with topics ranging from 'Low profile boat techniques' to 'motivating factors to help to train better'. Further details of courses and syllabuses are obtainable from the Director of Coaching at BCU Headquarters.

Part-Time Assistance Required

The North London Rescue Commando based on the Regents Canal in the East End of London, is seeking qualified BCU and RTA instructors to assist with a major development of its activities. Assistance is being sort for:-

- (a) General Boating Training for youngsters from the local community.
- (b) The testing of a new award scheme aimed at producing volunteer instructors suitable for inland sheltered waters.
- (c) The development of joint training expeditions and competitions suitable for the younger child in the urban situation.

Staff is sought on a part-time basis for evenings and weekends and/or for week days during school holidays. Write for further details, giving details of qualifications, experience and availability to: North London Rescue Commando, 29 Leaside Avenue, London N10 3BT.

A 36" beam cold moulded racing Canadian (C8) is in need of repair. Anyone doing so would be able to negotiate its use. Please contact the Director of Coaching if interested.

Mr. J.G. Gilchrist, of Moschatel, Grange, Keith, Banffshire, would like to obtain copies of Coaching Newsletters 1-4 in this series, and from No. 29 to the end of the previous series. If you can help please contact Mr. Gilchrist direct.

INSURANCE queries arise from time to time. A copy of the BCU's policy is available on request. Specific queries on the extend of cover under the Health and Safety at Work Act will be expanded upon in the next issue. In general terms, a member of the Coaching Scheme is indemnified for legal liability arising out of or caused by wrongful coaching advice. The policy currently gives cover up to £100,000 for a single claim. Clubs can take this up to £250,000 by payment of an additional fee.

DISTRESS FLARES. New performance specifications have been agreed for hand-held red distress flares and hand-held orange smoke signals designed specifically for use in small pleasure craft. The Department of Trade has introduced a voluntary scheme for testing distress signals to the new specifications. Details of the specifications and the signals which have been accepted can be obtained from Department of Trade, CNS Branch, Sunley House, 90 High Holborn, London WC1V 6LP. (The new Pains Wessex Pinpoint Red Mark 6 hand-held flare has been tried and found good).

It has been established that a full-time employee who instructs only at basic level does not become debarred from competition in amateur or Olympic events.

If you receive DIRECT payment for coaching to higher levels, your amateur status may be in jeopardy however. This does not prevent a Coach from receiving reasonable expenses that have been channelled through the BCU.

Competitors should be careful that any payment in cash or kind that they receive from a commercial concern should be channelled through the Union - if in doubt, please contact Headquarters. Again, this does not debar an individual from receiving aid - only that it must be properly monitored.

COACHING RECOMMENDATIONS. Members of the Coaching Scheme are reminded that they must not give opinions on products on behalf of the BCU - and must never, as a member, give a condemnation.

COACHING SCHEME FEES AND PRICE LIST

MEMBERSHIP FEES: ADDRESSES

Full	£6.25	BCU, Flexel House, 45/47 High Street, Addlestone, Weybridge, Surrey.KT15 1JV
Youth	£3.00	CANI, C/O Sports Council, 39 Malone Road, Belfast, Northern Ireland.
Family	£3.00	SCA, 8 Frederick Street, Edinburgh.
		WCA, Croeso, 64 Belgrave Road, Fairbourne, Merioneth.

STAR TESTS: There is NO charge for the test itself. Successful candidates can be given a form by the examiner, by which they may apply to purchase a Certificate and a Cloth badge, and also for BCU Membership if they so wish, all from BCU Head Office.

PRICE FOR CERTIFICATE 40p)
PRICE FOR BADGE 40p) whether BCU member or not

Books of 10 forms each are issued free to Scheme Members.

Certificates and badges may be purchased by Scheme members and by recognised Centres and Authorities at £3.50 per lot of 10 certificates and/or £3.50 per lot of 10 badges. Please state whether one-, two- or three-star. Lots may be mixed.

OTHER TESTS

	Members	Non-Members
Proficiency	£1.00	£2.00
Life Saving	£1.00	£2.00
Advanced	£1.50	£3.00

AWARDS(General)

Senior Instructor and Coach	£2.00
Trainee Instructor(NO fee for Trainee Coach)	£2.00

AWARDS(Competition)

Competition Trainer	£2.00
Competition Coach	£2.00

BADGES

+Proficiency Cloth Badge(available at discount to Examiners	80	£1.00
Life Saving Cloth Badge - see below +)	80	£1.00
Metal Lapel Badge - Proficiency, Bronze, Advanced, Silver	40	50
Cloth Blazer Badge (S.I., Coach, or Competition Coach)	£1.00	
Waterproof Sew-on Badge (S.I.,only, Green on white, logo design	65	
suitable for tracksuits, etc.)		
Silver Wire Badge	£2.52	

COACHING SCHEME TIES (Award holders only - green) £2.50

COACHING SCHEME JUMPERS (Award holders only - green with "BCU Coaching" in gold letters on left breast - Please state size: £7.50

Small, Medium, Large)

LOG BOOKS

50 75

COACHING HANDBOOKS

£2.45 £3.25

COACHING SCHEME ANORAKS

Now made of 5 oz. RED nylon with blue and white stripes round the upper arm and chest (white only). Chest measurements should be taken OVER NORMAL CANOEING CLOTHES. All seams are PROOFED. Choice of cuffs - VELCO or NEOPRENE. Hood is optional. Price for all sizes: £12.20. Patch pockets to right hand: £1 extra.

All prices include VAT and postage and packing (where necessary). Please address all orders to the Coaching Office, and allow 28 days delivery. Cheques and postal orders should be made payable to the British Canoe Union, and crossed.

RECOMMENDED SCALE OF MINIMUM FEES & CO

- (a) Coach : £15 per day for the first 2 days
£10 per day thereafter
- (b) Senior Instructors : £10 and £6 as above.
- (c) ALL : £ 4 minimum for lectures, with or without slides and co.
- (d) Sports Council : 7.1p
Rate per mile for casual user

* Includes Cadet Membership for 9-16 year olds

+ A new improved Proficiency Cloth Badge is offered to qualified Examiners at £6 for 10 for resale at above prices.

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2. A larger specialised sales staff to answer your queries and serve you.
3. Canoes and Kayaks, available for trying out on the canal here, where we have 350 ft. of canal frontage.
4. A large range of craft, equipment and clothing, as in addition to our specialist range of competition and expedition whitewater kayaks we are able to offer more touring designs especially open canoes. We have a new comprehensive range of camping equipment from Evans's, Tog Thermal Jackets, Duvets, Sleeping Bags and a comprehensive range of small boats, dinghys and equipment.

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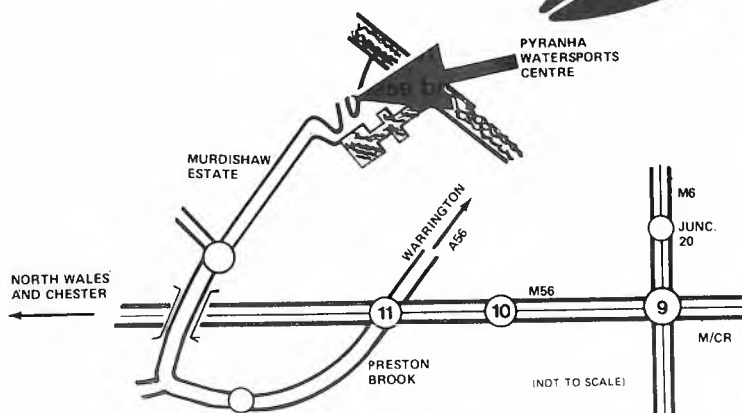
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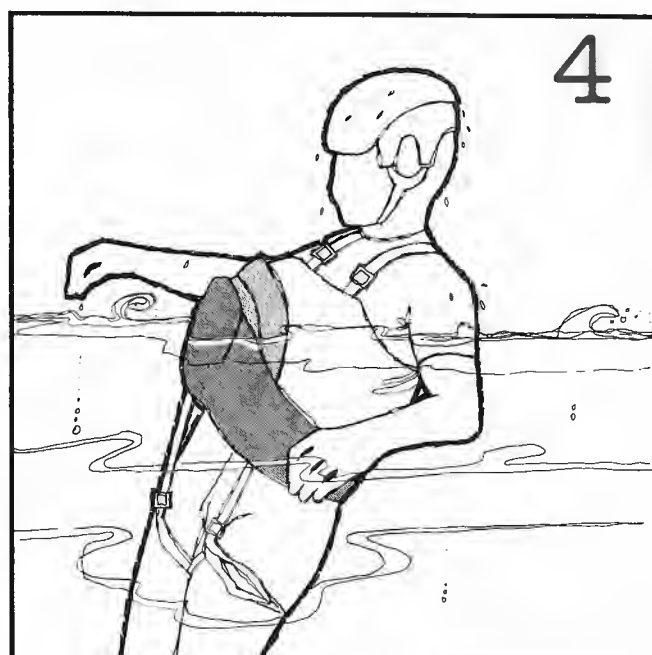
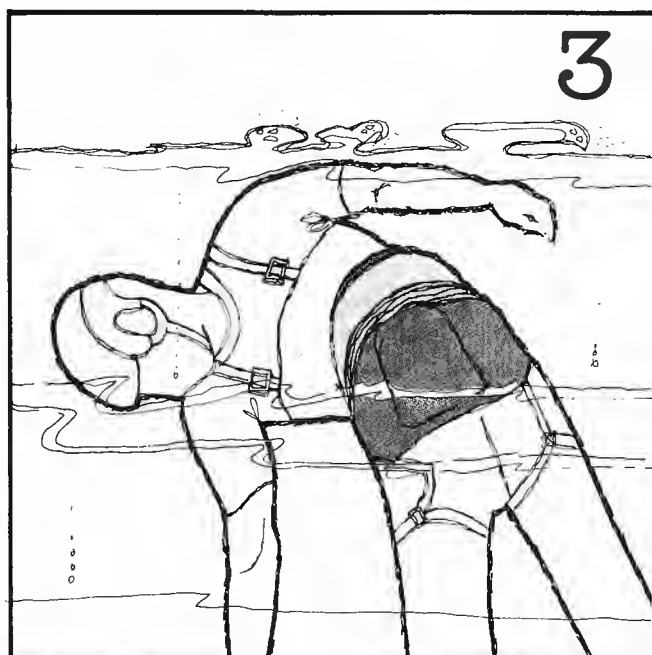
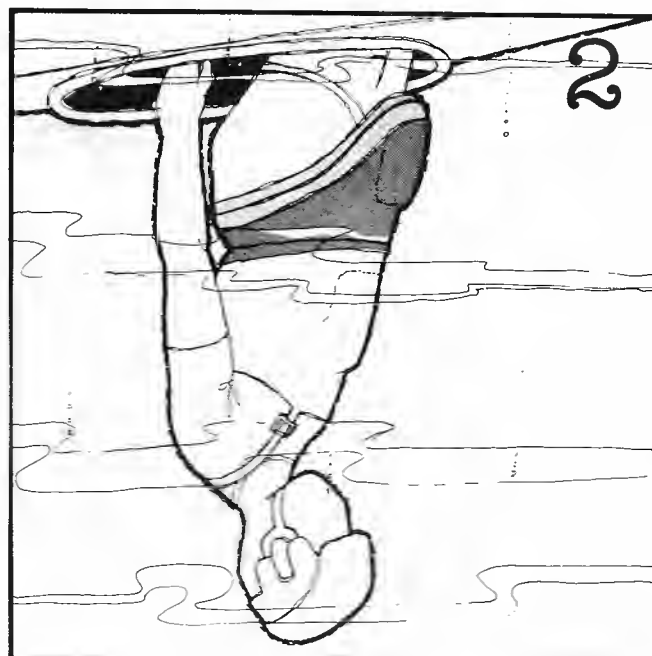
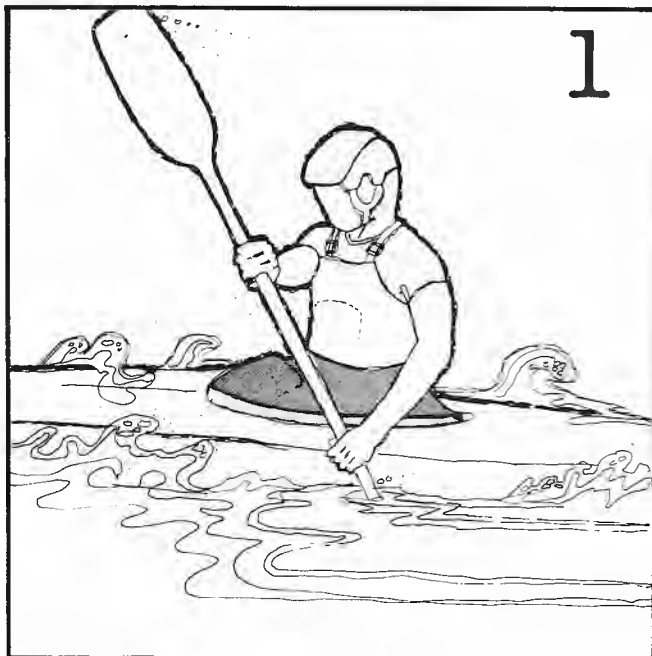
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