

CoDe

Number 17

Winter 1983

The Magazine of the
British Canoe Union
Coaching Scheme



British Canoe Union
**CANOEING
HANDBOOK**

CoDe is the official organ of the BCU Coaching Scheme. Members are free to express their views within it. Articles and comments therefore reflect the authors' thoughts and do not necessarily state the policy of the National Coaching Committee.

CoDe is published on 15 April, 15 July and 25 November annually. Final copy dates: 1 March, 1 June and 15 October respectively. Contributions, including pictures, are welcome. Send to the Editor, CoDe, British Canoe Union, Flexel House, 45/47 High Street, Addlestone, Surrey.

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Editorial

Progress. Welcome to the Coaching Scheme Treasurer. David Waddington, a newly qualified Senior Instructor from Rugby. Exciting new ideas are developing which should lead to the Coaching Scheme have a more direct interest in the revenue raised through the efforts of its members.

Welcome also to Andy Hall from Cumbria, who has undertaken to be responsible for monitoring equipment for inland canoeing. He will take steps to have existing gear and new products evaluated and arrange for the publication of relevant information.

A Coaching Scheme Year Book is planned for distribution with April CoDe. This will provide you with a complete set of syllabus' and other necessary information.

IF YOU DO NOT HAVE A HANDSOME RING BINDER TO KEEP THIS IN, TOGETHER WITH YOUR LOOSE LEAF HANDBOOK AND LOOSE LEAF LOG BOOK (details in April) PLEASE SEND £2 WITH THE PRO-FORMA BELOW.

The ring binder will be forwarded with your Year Book in April.

Name

Address.....

.....

I enclose £2 for a BCU ring binder.

REFLECTIONS on the Coaching Scheme Conference

BARRY HOWELL has forwarded this scurrilous report on the National Coaching Conference held at Crystal Palace from 8-9 October.

Another year, another conference - this time at Crystal Palace. Yet another route through London - is the National Sports Centre really the worst signposted place in Britain or does it just seem like it? Plenty of green coaching scheme sweaters about; this must be the right place. Also a lot of judokas in evidence - the American Ladies Judo Team no less ... some big girls about, bearded some of them ...

The bar was open on Friday night (what happened on Saturday?) and judging by appearances on Saturday morning, the traditional late night whiskies went down well.

Down to business. Graham got the show on the road in his inimitable manner, dressed in red nylon poncho - now obligatory clothing for all coaching scheme members. On to David Train and placid water. He wasn't wearing a red poncho but never mind. The word is that down Fladbury way everybody wears them when they paddle slalom kayaks.

We move on to Plas y Brenin and slides of plastic kayaks tested to destruction. Graham Mackereth looked worried, Hargreaves looked very worried (well the boat was bending round him) and what was Midwood doing up in that tree in a kayak? Probably practising his eskimo rolls without the use of a 'hip flick' as recommended by Nigel Foster. Now whatever your views about rolling and hip flicking, video evidence proves that Nigel doesn't hip flick. He uses the latest technique - the high speed lower abdominal rotation - details available shortly in the soon to be published, completely re-written, even newer Coaching Handbook * Nigel incidentally, is to be complimented on his ability to roll and talk under water at the same time. And while we are on the subject, is it true that the proposed new Advanced Sea Proficiency can be awarded posthumously?

Poor Hutch. Grinning through it all despite his 'bad back', caused I understand, by the weight of his wallet in his poncho pocket. Placid water for him from now on!

But no placid water in his pool game session, once he managed to win his audience over from the attraction of those nubile divers. And what about the rolling session - was Len Fairclough really down in the viewing area?

John Kuyser rolled up late, but we wouldn't accept the excuse that his boat blew off his roof-rack - not when he came on a motorbike. He was in time for the Coaching Scheme dinner, however, and those brilliant after dinner speeches. Was it all true? Is Chris Hare really still paddling round Holy Island reciting Eskimo Nell? Is Ron Moore really Irish? Is Hutch's back likely to recover? Answers in the new Coaching Handbook ...

On to Sunday morning and the 'Inner Game of Canoeing'. What's it all about you're wondering. No problem. From now on, all canoeing must take place on placid duck ponds, with no verbal coaching, with your eyes closed. If you can't manage that, go and play canoe polo the Brian Barfoot way, but beware of anyone wearing black buoyancy aids. Those guys mean it. So did Dave Evans - pity about the missed roll though - no high speed lower abdominal rotation in evidence!

After lunch and back to Ron Moore for canoeing with the disabled and how to make tripping over your cat a 'positive personal experience'. Good value.

All in all, two good days in great company. Highlight of the weekend? No doubt about it:

The Director of Coaching demonstrating how to split 40 or so members of the Coaching Scheme into two ** groups. It only took 20 minutes!

Be there next year.

* A third impression of the Canoeing Handbook is currently being printed. The first two editions are now sold out (8,000 copies in total). This new impression contains only minor corrections, which are notified in this CoDe.

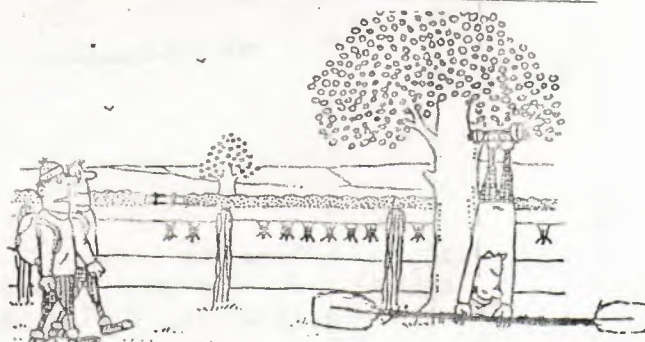
It is not intended that the book should now be re-written.

** This is an unforgiveable exaggeration. It was 19½ minutes at the outside. Well, I am out of practice at this sort of thing! G.C.G.

Mick Coyne
232 Highgate Terrace
Hacton
London E2 8LS
S1 N6 3N 8874

Dear Santa
I don't know if you're early but I don't
want for Christmas 12 lots of
10p of Scott Adams. I want
them for all my friends that I
paddle with.
And I hope all the stars
Please (and all the stars)
M
C
XXX

Compliments of the season, Mick, and all
our friends in the Coaching Scheme



I understand canoeists aren't very
popular in this area

WHY LEAN YOUR KAYAK TO TURN IT ?

WHY A CANOE TURNS

Graham Macareth is best known these days as the Managing Director of Pyranha Canoes in Runcorn.

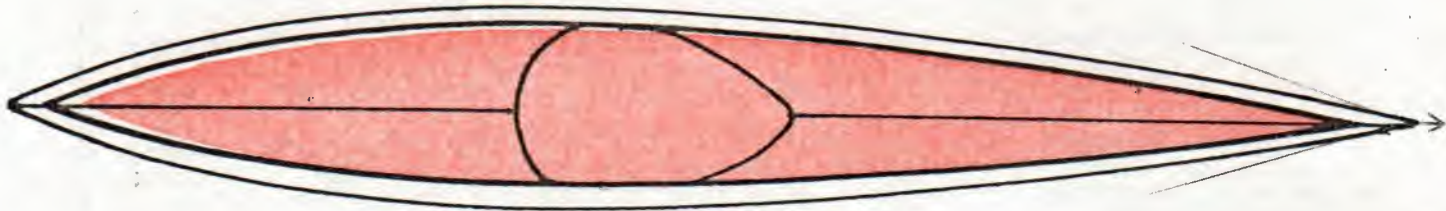
Probably the most radical slalom canoe designer, Graham experienced personal success, competitively, in Sprint Racing. Following the World Championships in Copenhagen and Belgrade he was selected for the 1972 Olympics Team, after which he retired.

Graham devoted his energies to his small canoe building firm, then in Warrington, with such success that over half the competitors in the 1979 Slalom World Championships used boats designed by him and built under licence in many different countries.

Following some discussion amongst canoeing's 'Thinkers' Graham Macareth explains Why A Canoe Turns.

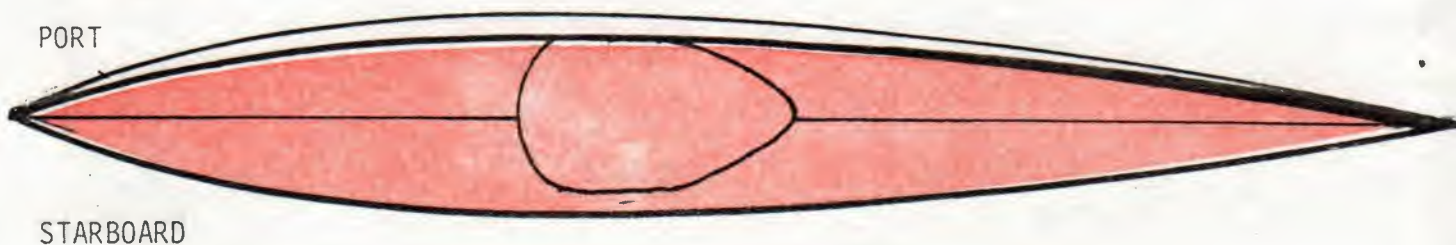
WHY LEAN YOUR KAYAK TO TURN IT?

A kayak when paddled upright can be considered to (or should) have a symmetrical hydrodynamic plan.

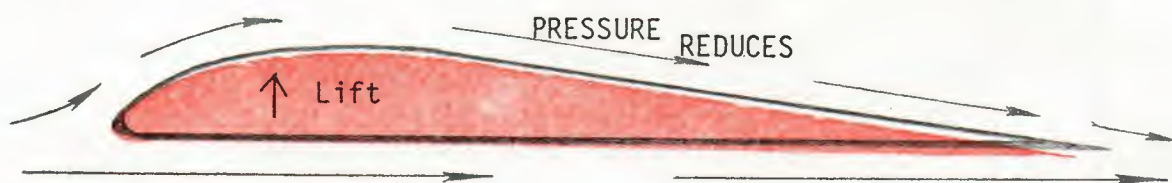


or equal form and area either side of the centre line. This controls the directional stability of the craft. It is best to ignore the effect of wind and waves which if they are on any quarter can have a varying effect on the directional stability of the craft, depending on the crafts design speed, the wind strength, wave size and load weight.

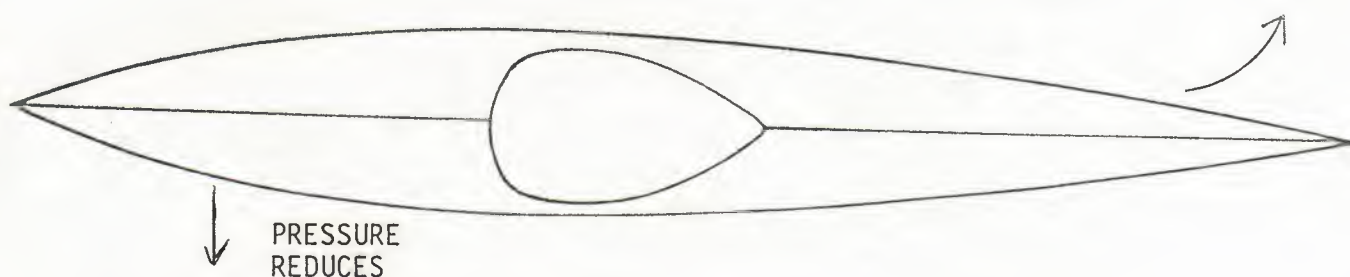
In leaning a kayak, whilst the craft is moving the plan is changed.
e.g. in leaning the craft to starboard, the stern starboard



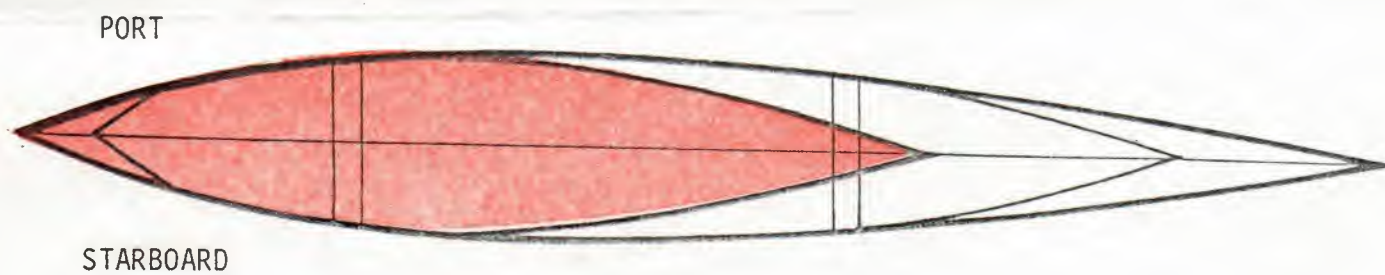
quarter is made substantially broader whilst the port side is narrowed. Water flowing around the two sides are now no longer of equal pressure. In the same way that air passes over a wing section to provide lift



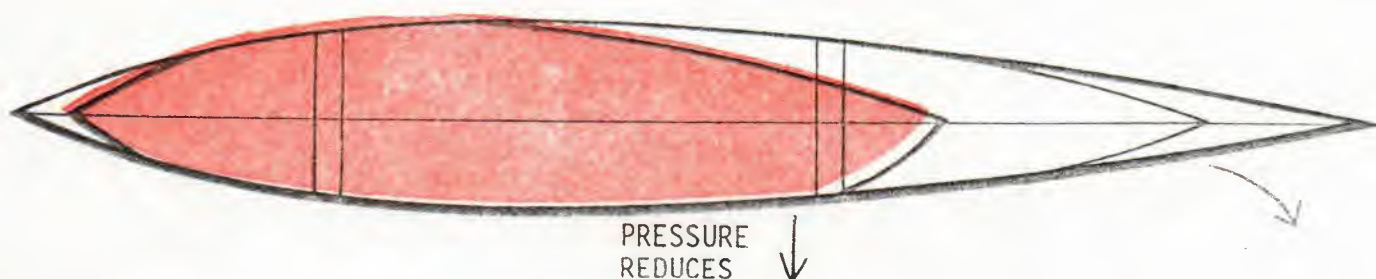
so will the reduced pressure on the stern starboard quarter have a tendency to pull the starboard stern to starboard and the craft in continuing its forward motion will turn to port.



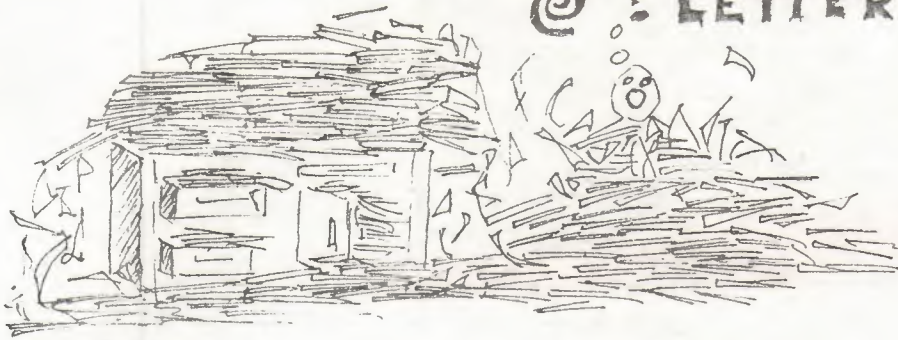
In considering this principle, if sitting in the stern of the canoe and leaning it, the reverse happens, because the bow starboard quarter is broadened, causing this quarter to be pulled



to starboard and therefore the craft to turn to that side



NB. This only applies if even propulsion to both sides of the keel is maintained, if not the momentum of a well rockered boat will often overcome this effect.



Dear CoDe

MADE TO MEASURE PADDLES

I have been selling 'Star' paddles and Freeblades at a number of slaloms with made-to-measure while-you-wait service for 18 months (free).

Commercially such a service is not viable when selling dozens of paddles each week, but in the quantities I sell it also avoids me having to carry a lot of stock.

Later this year Freeblades are to produce a smaller blade and paddle specifically for smaller paddlers. This is probably a more significant advance than off-the-shelf paddle lengths in short sizes, which is a more easily overcome problem.

The observation that smaller paddlers need short blades was well worth making as it is so often neglected.

Canadian paddlers usually cut their own paddles to size. 150 cms is the only common standard length.

PETER BELL, Central Paddlers, 15 Newartown, Olney, Bucks.

Dear Code,

I write in answer to Brian Biffins comments on an article on a cockpit canopy, in CoDe number 14.

If I am correct he objects to three things. First 'how does one magic the conopy into existance when required. Second he objects to paddling in a cross-wind with it. Third 'it is almost inconceivable that anyone would, at the outset of a storm, attempt to ride it out by trapping ourself in a glass fibre canopy'.

1. 'The canopy is 'magiced' into existence in the same way as a spare paddle or a packet of cigarettes ie if you want it, pack it.

2. I readily concede that paddling in a cross wind is not aided by the canopy which does not assist stability or make for easier effort. Because it is rigid and contoured its effect is, actually, not excessive. It is a question of priorities, balancing its uses against its drawbacks just as one allows for the extra weight of a pump against the disadvantages of not having one.

3. With regard to his final point I accept that he is clearly unprepared to 'trap himself' inside a glassfibre canopy! I have to say the idea is not luxury living but it was intended for an adventurous spirit with an open mind. Mr. Biffin has only to look at mountaineering, where the state of the art is more developed than in off shore canoeing, and where enforced bivouacking, in extreme conditions, are encountered and coped with regularly. Adopting a 'it cant be done' approach runs the risk of looking foolish in the future.

The article was written and submitted 10 years ago. (I had no idea my writing was that hard to read). Since then a number of pioneering souls have taken the first tentative steps in offshore canoeing and it is these people who see the need for some arrangement of coping with an enforced period at sea in heavy weather. The canopy is not offered as a definitive answer but rather as a prototype. One thing that is definite is that offshore canoeing is badly in need of ideas in this area and the more that are put forward and debated constructively the sooner canoeists can better their equipment and their targets.

I should make the point that offshore canoeing and the circumstances I am writing about imply passages in open water with over 50 hours between landfalls in good conditions.

JOHN CRAWFORD, Norway.

Dear CoDe,

I am usually one of the canoeing fraternity who reads CoDe with interest and very rarely comments on issues raised, but after reading in Summer 83 edition the letter from Colin Ward regarding the use of a loose leaf binder of similar nature to the Handbook instead of the present Coaching Log Books.

I am also an SI holding canoe sessions two or three times per week, and find I am buying log books every month or so.

If the BCU would bring out such a binder, decoratively embossed along the lines of the loose leaf one for the handbook I am sure it would be well received.

After attending a few SI assessment weekends, not only as a candidate but also as an assistant, it has been rather noticeable that many would be SI's bring with them not only the log books but exercise type books. Rather shambolic! I thought we were supposed to set an example!

As long as assessors can be made aware through the BCU notification that the new type of log book is acceptable, I can think of no better way of improving the system.

One other plus for this idea, it would give me a lot more room on my book shelves at home, maybe for another Canoeing Book!

TIM SYMINGTON, Eastleigh.

Dear Code

WEAR SOMETHING LIGHT AT NIGHT

For sometime now I have been concerned with the problems of night canoeing at sea and particularly the safety implications of showing (or not showing as the case may be) some sort of navigation light from a kayak. Having had several 'close encounters of the hairy kind' with fast moving pilot boats whilst entering havens in the dark at the end of a long days' paddle when one does not really have the energy left to rapidly dodge, even in a Vyreck kayak, I decided something had to be done.

My answer came in the form of the chemical light sticks sold by my local camping/climbing shop. These sticks, which cost about £1 each and weigh a few ounces are basically a plastic tube filled with a fluorescent chemical and a small glass phial of catalyst. When the tube is bent and shaken the phial breaks and activates the light which then gives off quite a bright greenish glow. The light is easily strong enough to read by and lasts for about six hours. 24 hours later the stick will still glow weakly.

The problem of mounting the stick on the kayak was solved when I bought a second hand fishing rod - incidentally putting it to much better use. I glassed in a short length of plastic tube to the rear bulkhead of my Vyreck then carefully drilled and filed out a hold through the deck. The handle of the fishing rod fits securely in this watertight hole and the light stick can then be taped to the top of the rod using insulation tape from the BCU prescribed senior instructor repair kit! (Watch that the tube is not glassed in so far forward that entry to and exit from the cockpit is obstructed with the rod in place however).

I have tried this idea out on several occasions, most recently at a Cumbria coaching panel senior instructor (sea) course at Ravengloss. The consensus there appeared to be that the light stick, mounted thus about five foot above the deck, could be seen easily from 400 metres (on a clear night) and from close to it, provided a useable source of working light which because of its slight green tint did not cause loss of night vision.

Advantages of mounting the light on the end of a pole are that the exaggerated movement at sea is clearly visible and serves to assist the chemical reaction in the light stick.

In conclusion, apart from the obvious safety benefits of 'showing a light at night' both in personal terms and when one is responsible for the safety of groups, by mounting a light stick on a pole you do fulfil your obligations under the International Regulations for Prevention of Collisions at Sea. I am presently working out where to put the radar reflector and the radio-telephone. Answers on a postcard to: Derek Hutchinson, c/o The Editor.

MARK HARRISON, Cumbria.

Dear Code,

Under safe 1:1 conditions in a warm pool last summer, a foreign boy, very weak swimmer (5 or 10m) wanted to play/paddle a bat. I felt quite confident as I swam beside him all the time, and I had been sceptical about refusing non-swimmers canoeing. My feeling was that even a non-swimmer, feeling trapped, with (in this case) or without, buoyancy aid, would 'somehow' (instinct for survival being so determined) get out of a capsize, away from the canoe then float with aid.

Anyhow, I was wrong. I stress, in what I regard as 'complete' safety the non-swimmer did capsize, felt his legs to be trapped (they were not) and not able to escape. He was content with craft inverted to lie back, head above water, legs in boat, and wait for something to happen, ie hauled him out pronto.

My point is this: I am convinced that this non-swimmer did not have enough water confidence to submerge himself, and so push away from the boat. I am not convinced, having taught many children to swim, that an ability to swim (in canoe gear?) is water confidence. Getting your head underwater, albeit for only seconds, is another matter. It has occurred to me that facial immersion, or even 'swim under a canoe' could be included at no extra inconvenience into the 1 Star or Proficiency test.

Admittedly, in this instance perhaps, his lack of determination to evacuate may have been because of my proximity. It is for braver souls than I, however to re-test this under 'real' conditions! In my teaching now 'swim under the canoe' is standard, as is the barring of non-swimmers!

JOHN REES, Exeter.

Editors Note: There is no fatality on record as being due to a paddler not being able to get out of his or her kayak in normal circumstances. This excludes, of course, situations where there is a person being held in by pressure of moving water.

If any member knows of an instance where very serious situations have developed in the kind of circumstances described in John Rees' letter, please forward a brief description.

Otherwise, our advice must continue to be that no-one has ever really been near drowning through being unable to get out of a kayak in normal conditions.

1983 Coach Course Articles

Please send SAE (min size 9"x12") and cheque payable to Plas y Brenin for photo-copying.

Planning a River Expedition	75p
Ropes and Things	50p
Rescues on whitewater	50p
Kayak rolling simulators	50p
Establishing a Canoe Department in a School.	£1.
The application of Bio Mechanics in the coaching of Forward Paddling.	50p
Motivation - an aspect of Psychology	50p

Dear CoDe,

I can stand it no longer.

In the last two issues of CoDe we have a great deal of debate about paddling levers and what makes the most efficient stroke. There is a fantastic amount of emphasis placed upon the "seen" actions i.e. the actions taking place above the water. There seems to me to be an imbalance here. All this discussion is presumably to try and establish the most efficient way of paddling from A to B in a straight line and therefore the quickest.

But what actually makes the kayak travel forwards? It is the reaction of the water on the paddle-blade that set up propulsive forces. Perhaps this is ignored because it has been so frequently stated that "form drag is most important" (BCU Handbook). Definitions;

Drag - a resistance against the path of the fluid foil, acting in the same direction as the flow line.

Lift - a force acting at right-angles to the flow-line.

To maximise form drag as much of the blade as possible must be presented to the flow-line, which makes people concentrate on pulling backwards to go forwards. (THE FLOW-LINE IN RELATION TO THE PADDLE BLADE). They know this is what they must concentrate on and all thought on the matter ends there. But, it is not that simple. We neither pull backwards to go forwards, nor does the blade act as a stationary pivot as put forward by Lawler. From observation and analysis of underwater high-speed film it is apparent that Mr. Fletcher is correct when he says that the blade does in fact move in the water. The reason that George Cooper has established that the blade is fixed and that we pull ourselves past it, is, I assume, because this statement is based upon those seen actions taking place above the surface of the water; in which the paddle-shaft appears to enter and leave the water in the same place, but this is not to say that the blade does the same.

This observation gives rise to the statements that the blade "achieves a fixed position in the water once it is upright" and that "if we had a series of stakes set upright from the river-bed" we could canoe by using these stakes instead of the paddles. The first statement is categorically wrong and so is the implication of the second.

The analysis of the high-speed film was to bring to light that hydrodynamic lift as well as form drag was responsible for propulsion of the kayak. Because actual force measurements could not be gauged because of a lack of facilities, it was the relationship of the flow-line to the blade that was looked at, at various stages of the stroke, as it is this relationship that determines the type of forces that are involved.

The true path of the paddle blade is shown in figure one. It is clear to me that lift plays a much greater role than was previously thought, especially during the latter part of the stroke. The interesting thing is that the most efficient paddlers had the blade of their paddle making its exit IN ADVANCE of where it entered. This occurred because they appeared to be making more use of hydrodynamic lift by digging deeper into the water. The net backward movement of the blade was also less by 4-8cms. If the blade is not travelling so far backwards, the kayak is travelling further forwards. Surely paddling technique should seek to make the most of these advantages. A saving of a few centimetres on each stroke, all other things being equal, is enough to be the difference between winning and losing in sprint racing. Perhaps a digging action should be encouraged. The study was carried out within the limitations of a 25m swimming pool and with slalom kayaks, but the points made should not be scoffed at because of this.

Racing paddlers probably dig deeper than the subjects used here, and may be making considerable use of lift without realizing it; perhaps this could be capitalised on. For those that believe the true racing stroke will look completely different to the one presented in fig. 1 - I will put my head on the chopping block and say that you are wrong. If someone would like to sponsor me, give me the use of Crystal Palace swimming pool, supply me with some of our best K1 sprinters plus their kayaks, I will gladly prove my statement and also tell you the % contribution of lift and drag forces during a single stroke - then we can begin to see the best way of executing the stroke.

MIKE GEORGE, Dorset.

George Cooper, past Olympic Racing Coach, was asked to comment on Mike's findings:

I am afraid to say that you have misquoted me on Code N.16, page 13, and so has Mike George!

I am rather worried about the letter from Mike George. It is my contention that better paddlers use more of an accelerating force than a drag force - ie they move a slug of water behind the blade in a small period of time. This is why there is little apparent movement of the blade backwards.

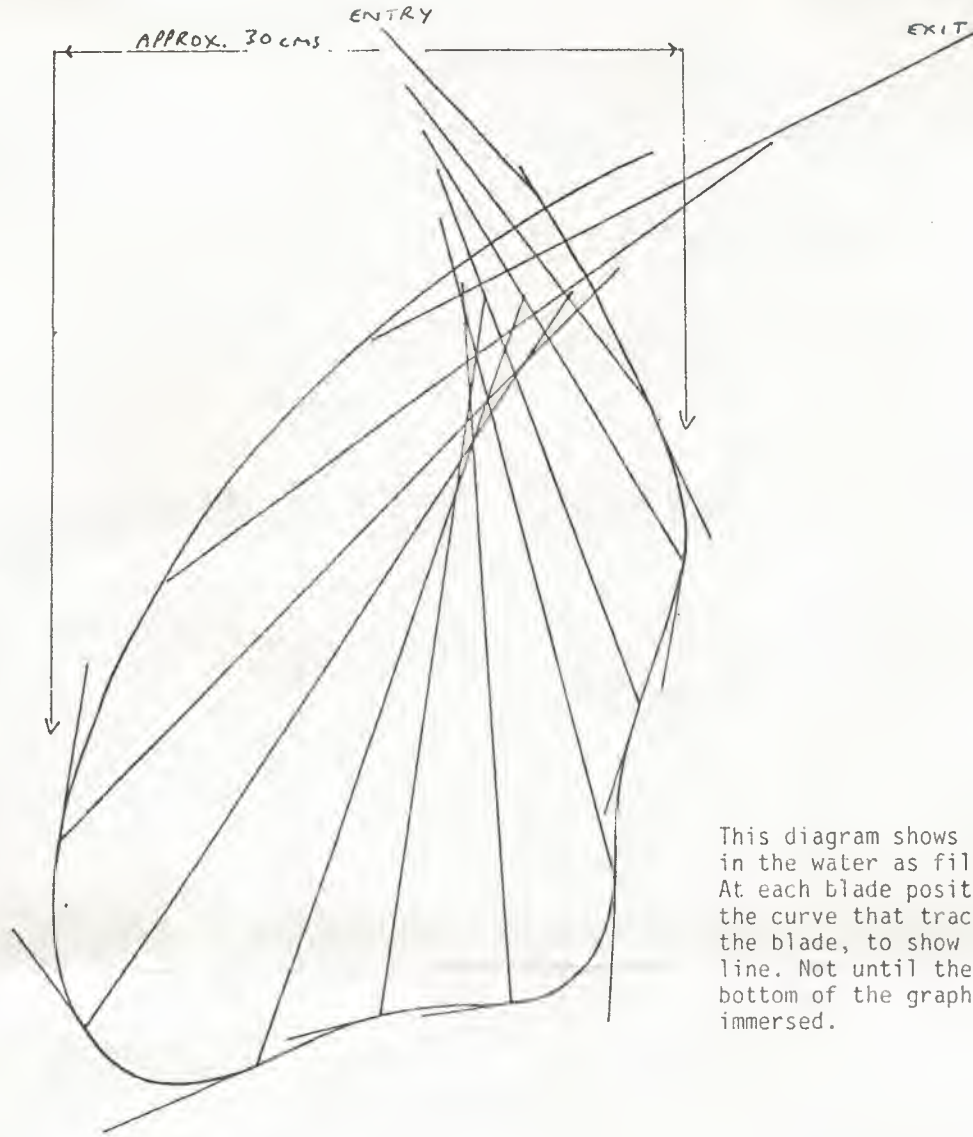
One cannot accept the lift force theory without more evidence. At what point does the catch take place and where does the blade cease to work against the water? It is my contention that the vertical movement of the blade is simply only necessary to put the blade into and out of the water as quickly and cleanly as possible, avoiding any bobbing effect on the fore and aft trim of the boat. The blade of the more efficient paddlers exits in advance of where it entered simply because of the manner in which it is recovered after the completion of work. In what place is this lift force being generated and what is the forward driving component? Surely the blade would have to be moving more sideways (like a propellor) than up and down to produce an effective forward driving force. In the same way that a swimmer generates lift in breaststroke and butterfly.

It would be very interesting to see the results of further research by Mike George in this field. However, any such work must be properly related to speed performance and I doubt that it would be possible in a 50 meter pool.

GEORGE COOPER, Birmingham University.

DIRECTION OF TRAVEL →

FIG. 1



This diagram shows the path of a paddle-blade in the water as filmed from a side-on position. At each blade position a tangent is drawn to the curve that traces the path of the tip of the blade, to show the direction of the flow-line. Not until the tip of the blade nears the bottom of the graph is the whole blade immersed.

Director of Coaching comments: By now you are presumably as confused as I am. It is hoped therefore, that the suggestion made by Mike George can be pursued. At the same time I would like to get together a working party of those who have done some in-depth research and thinking on the subject. The aim would be to produce a profile, based on accurate mechanics and bio mechanics, but kept as simple and straight forward as possible.



SLALOM COACHING CONFERENCE

Nottingham

4 and 5 February 1984

STRENGTH IN BODY AND MIND

- the psychological and physical preparation for slalom

TOP CLASS SPEAKERS

details from

R Pinner, 5 Bradley Fields, Oswestry, Shropshire

APPOINTMENT OF NATIONAL COACH

Applications are invited for the following positions:

1. A NATIONAL COACH to develop the coaching of Slalom Competitors
2. A NATIONAL COACH to develop the coaching of Wild Water Racing Competitors.

Such a National Coach would be expected to attend conferences held in conjunction with the work, particularly the National Coaching Conferences and meetings.

The methods by which the National Coach carries out the policy will be left very much in his/her hands, although being responsible to the BCU Council through the Director of Coaching and the National Coaching Committee in co-operation with the Slalom and the Wild Water Racing Committees respectively.

The successful candidate will be employed part-time at a remuneration of £500 per annum against which expenses may be placed from the point of view of Income Tax. Any further increments which may be earned as a result of the appointment will in no way affect the above arrangement.

APPLICATIONS

No application forms are being issued. Letters of application, which should include a summary of relevant experience and qualifications, together with the names and addresses of two persons to whom reference may be made, should be sent to:

The Chairman, BCU National Coaching Committee, Flexel House, 45/47 High Street, Addlestone, Weybridge, Surrey, KT15 1JV, to reach him not later than 1st June, 1983.

SITUATIONS VACANT SITUATIONS VACANT SITUATIONS VACANT SITUATIONS VACANT SITUATIONS

2 Senior Instructors required from May to August by North London Rescue Commando for their canoe centre in East London. Self catering accommodation on site. Details from R.Trim, Flat 40, Queens Avenue, London, N10 3PE.

Instructors wanted for Summer Term - May to July 1984. £50 per week plus board. Ideal for anyone requiring experience in teaching novices. BCU Qualifications preferred. Contact Keith Falconer, Alrewas Outdoor Centre, Mill End Lane, Alrewas, Burton-on-Trent, Staffs (0283) 790397 for details.

Canoeists or Competitors?

The word 'canoeing' embraces a number of activities all dealing with the manual propulsion of a small waterbourne craft by paddles. The new and extreme selection of craft available bear little resemblance to their early predecessors and has divided the canoeing world into many parts. The shapes of these craft are often reflected by the personalities of their owners. While it is possible to group these craft under the title of 'canoes', can we really group their owners under the name 'canoeists'? This can be understood by looking at some of the disciplines within canoeing and at the people who pursue them. There are two main sections, the canoeists and the competitors. In addition to this a smaller but no less important section of instructors and coaches exists.

A definition of the people in these sections will show why there are three distinct divisions. First, the definition of a true canoeist. He is a person who pursues an intimate relationship with nature. He has an understanding of the creative and destructive forces in a river and wants to be a part of it. At times he finds himself mastering the river and at others he is but a piece of driftwood being tossed about with no mercy. To the canoeist the river provides a temple for a primitive religion, a religion of fear and joy, endured and experienced in the turbulent descent of the river. The same can be applied to those who venture onto the sea.

If we now examine the mind of the competitor we can see two clearly defined attitudes. The slalomist is a technical expert, a purist in stroke. He masters the river by extensive preparation; he sees no beauty in the river as he breaks it down into small

sections, each to receive a certain sequence of strokes. His route is planned for him; he can never deviate to enjoy other parts of the river. For him, the struggle is not against a natural force but against wooden poles and a stopwatch.

The white water racer is given a freer hand in choosing his route down the river but even he has to avoid the more subtle parts that others linger at. His race is against time, his boat designed to deviate only slightly from its straight line. His eyes are fixed steadily ahead, never wandering to that other world of nature that surrounds him.

Then we have the sprint racer, a waterbourne athlete pushing muscle power against time. In all these competitors the joy comes entirely from their own strenuous efforts of physical achievement. There are clubs which would rather practice stroke techniques around poles on a flat piece of water when they have wild and scenic rivers on their doorsteps.

Competitions will form part of a canoeist's activities. However, he approaches it from a different level to obtain enjoyment and does not experience the disappointment or anger over failed expectations.

Perhaps one reason for this difference between canoeists and competitors is due to the third smaller group, the instructors and coaches. Some of these have entered coaching from canoeing or competition; others have come in at a later stage in life to instruct youth groups. Some go in for enjoyment, others to earn a living, those who take youth groups to present some ideals of living through canoeing. One of the major problems is that for many of these people coaching and instructing are their

main interests within canoeing, perhaps feeling themselves too old to compete or venture out onto rivers without the restriction of leading a group. By not getting out of the system to canoe for themselves they loose touch with the essentials and realities of canoeing. When this happens they can never communicate real enthusiasm to those they instruct. Even the experienced canoeist or competitor instructing at a lower level than his own will soon fall to that level if he doesn't maintain his personal standard. Approaches to coaching vary from region to region, the south being more intent on perfect stroke technique, an offshoot from slalom, and there is a tendency to push people in this direction, perhaps due to a lack of nearby wild rivers or sea and surf. In the north, more emphasis is placed on canoeing due to a greater availability of rivers. However, there are two disturbing points to raise. The first is the emphasis coaching committees keep placing upon directing people into competitions instead of emphasising the enjoyment that can be gained from wild rivers, sea and surf. The second is that they seem to demand total dedication to coaching and do not encourage enough active paddlers, perhaps the people with the most enthusiasm and new ideas, to take up coaching and instructing as a sideline to their main activities. The committees should ask themselves which is more important.

In all cases, whether you are a canoeist, a competitor or a coach and instructor, when you come to understand the wild beauty of the rivers and the sea, your approach to canoeing will never be the same again.

Francis Fox

The above article is reproduced from CANOEIST, June 1983, by kind permission of Stuart Fisher

TIM WARD CANOES have announced the availability of the new J & R Footrest in competition (8") and standard (13") lengths.

This footrest is in the form of a pad for each foot set in a track which is bolted one on each side of the kayak. The pads are locked in position by friction and therefore can be set at an infinite number of positions along the track length. Having no metal to metal contact between anodised aluminium parts the problem of oxidation clogging the mechanism does not arise. The footrest is very easy to fit and adjust, being supplied with necessary bolts and comprehensive instructions.

If you are frustrated at the thought of grovelling inside each of your novices' kayaks to adjust a footrest, with highly elusive wing nuts, this fitting will make introducing pupils to their craft a pleasure. Adjusting footrests need no longer take up all of the first lesson! For further details contact: Tim Ward Canoes and Kayaks, Unit 2, The Common, Stokenchurch, High Wycombe, Bucks. Tel: 024 026 2959. Or your nearest major canoe stockist.

Secondhand Nordkapps, Anas, Islander, Icefloe or other good sea kayaks wanted by new sea kayak groups in France. Good Prices Paid. Contact: John Kuyser, 2 Walkers Lane North, Blackfield, Southampton, SO4 1YA. Telephone: 0703 892842

Glenans Sailing Canoeing Schools based at Paimpol, North Brittany require a senior instructor sea to teach French sea canoeists, chief instructor Loic Bourdon. Two or three weeks starting on 24th March or 31st March 1984. Free travel, accommodation and a great canoeing experience provided. Contact: John Kuyser, 2 Walkers Lane North, Blackfield, Southampton, SO4 1YA. Telephone: 0703 892842.

an account of a white water expedition with a school group

by DUDLEY COURTMAN

This year our group visited the same river in France for the fourth consecutive year. With all the rain during the winter the feeder dam was so full that plenty was let out. Over the years we had learnt the hard way - by our mistakes - so a new approach towards taking our party of eight relative beginners on the water was tempered by previous experience.

The thought that struck me most strongly in assessing this year's expedition is that you never stop learning about group control on rapid rivers. I expect that the pundits will say what follows is all pretty obvious and old hat but I thought that other leaders of school trips who are contemplating trips on fairly demanding rivers might gain from my experience.

Living in a flat part of the country around London we rarely get the chance to savour mountain rivers. Weir practise and the like are all very well for sharpening up personal skills but they don't help a leader to practise the group control he is going to need taking a group of relative novices down extensive fast moving grade III rivers.

My group were relative novices in that they hadn't experienced a real mountain river before. They were reasonably proficient canoeists and had a preparation of various weekends on local weirs and on the Upper Wye. The group consisted of eight youngsters of around 15 years old and eight adults. The latter contained six instructors who could cope with Grade IV and two who were well up to proficiency standard and who had come to assist and improve.

The first sight of the mountain river for the youngster (the group included five girls) was a bit daunting. We had chosen a stretch well down river with no real problems and yet the water was hammering along at great speed. There were a few breakouts at bank edges and behind rocks and we knew from previous experience that two hours in small groups practising ferry glides, 'bank creeping' upstream, and breaking in and out behind rocks and trees, would make the world of difference to confidence. Novices find it very hard to come to terms with the speed of the current as they whistle along downstream and always leave the breakout far too late. They also have no idea of what and why the water behaves the way it does in, around, over and through rocks. So much messing about, including banging into and over obstacles, with adequate explanation is useful. They have to develop a feel for the river, its speed, its rocks and trees, and its twists and turns; and this can only be achieved through first hand experience. A few capsizes and minor panics help the learning process as long as you have the general situation under control. Over about 150 yards of river with the staffing ratio we had it was easily possible.

The next step was to launch out on a three mile stretch of the river in three groups. The control mechanism was that each group was led by an experienced paddler who would stop every now and then in a breakout so that everyone could have a rest. (We found it helpful to put the most unpredictable novice behind the leader in one group so that he/she had undivided attention - we expanded on this idea later in the week). The idea was that Group One would wait at each major problem - there were two on the 3 mile course - and protect the following groups. This part worked quite well as the two weirs we met had drops and stoppers which caused a few capsizes and it needed quite a lot of manpower to rescue canoes, bodies and paddles.

Of more significance to me was the difficulty when you were leading of finding a breakout big enough - the river was about 10 metres wide - to accommodate five canoes and also obvious enough to allow novices a little leeway if they were too slow, which they were at this stage. One had to look constantly at what the consequences would be if anybody failed to make the breakout. Sometimes low bushes and trees downstream of the breakout made your mind up for you. It was soon apparent that you had most control if you kept the group together in file more or less in the main current and kept breakouts to a minimum until the group had got a bit better at this skill. Needless to say we made compulsory breakouts above and below the two weirs mentioned and shot them one at a time.

The next day we repeated the same procedure of control along the same stretch of river and added another stretch three miles downstream. In retrospect this is where made a mistake. The system worked well on the first three mile stretch. Everyone showed so much more confidence and skill that we sent two of our instructors to drive our vehicles to the finish, rather than stay and help on the water. (Usually we have a vehicle at both ends of the course when all hands are needed afloat).

Our appraisal of our route was based on a descent made the previous year when the water was 18" lower. We found that the previously fairly modest rapids had been upgraded to III plus! I knew as I led my group down them that it would only be a matter of time before we had problems. There were very few breakouts and we just had to keep going through sustained heavy water.

Soon one of my lot went for a swim. I got her onto the bank using the back of my boat and, as instructed, the others in the group made individual stops in convenient places along the bank, though some of these, as you can imagine, were a bit hairy! Then, assured that all was well, I set off in pursuit of the boat. Having caught it up, taken it in tow, and spending some very dicey moments with it sideways, backwards, and at one stage upside down, I gave up and let it go. I had become separated from my group whom I knew were hanging on and wouldn't move until I re-appeared. They must have been a good half-a-mile upstream and I reflected upon my good fortune as I ran along the bank through bogs, trees and rocks, that there was a sort of path. I wondered inbetween gasps for breath how our other two groups were fairing. The answer, I discovered later, was 'the same if not worse'. I had a minor heart attack when I found 'one of mine' lower down than where I had left them. She had been rescuing the capsizer's paddle. A breathless reunion took place and I gave them instructions to carry on to a breakout lower down where I would catch them. This worked.

One of the 'instructor-drivers' spotting from the bank lower down had seen the water-logged boat, fished it out, and had come upstream to find it's owner. So, to a degree, an 'instructor-driver' can be useful!

My experience was re-enacted with various unique twists of fortune by the other two groups as we spent a few hours giving one another graphic accounts of various spills and rescues as we drove home for tea.

The afternoon had not been a major calamity. We had had our share of capsizes but, by and large, we had coped. We all felt, nevertheless, that we should do better and so we put our heads together.

It was obvious to us, as instructors, that we were not used to controlling groups on very fast rivers where capsizes are frequent. Our experiences on the Upper Wye in no way prepared us for the difficulties that we found on a narrow fast mountain river. We identified the areas of weakness. The pupils had to be much more positive on the breakouts. Sitting in a trance and dreaming was just not on. A sense of urgency had to be injected into the proceedings. Something called 'power strokes!' A drill of what to do if and when one took an early bath also had to be learned.

So back to the drawing board, no rapids for a day and out on the lake instead. Here we analysed the group's strokes carefully, made adjustments to style and paddle lengths, set up simulated breakouts on buoys and jetties, coached the hanging draw, emphasised the sequence of power strokes to get into breakouts, and went over the capsize situation again. With the latter we adopted the 'b..... the boat' theory which translated, means rescue the man, the paddle, and the group, and let the boat take care of itself.

The first stage of rescue for the non-rollers (some of our pupils could roll) was the Eskimo rescue and we practised this in pairs. Then we tried getting swimmers quickly onto the back of the instructor's boat on the river as the bodies float down to him. Having got the body aboard, someone else gets the paddle and makes it fast on their craft, then everyone into the bank. We practised this on the lake.

Boat retrieval can be effected in two ways. Either the leader goes off on a chase in his boat and nudges the water-logged craft into an eddy, or it is left to the next group down the river to rescue, or the victim trots off along the bank to look for it. We decided that this scenario was too full of if's and but's and needed tightening up. The 'Buddy System' seemed to be the perfect solution.

All novices were paired up with a mentor. In most cases we could pair 'experience' with 'novice'. Where we ran out of talent we put the proficiency paddlers together. The whole group would paddle in pairs with a leading and rear guard pair who would stay in situ. Capsizes would be dealt with in the way already described except that the next pair downstream would rescue the canoe when necessary and the buddy would follow, when safe to do so, with the swimmer on the back of his boat.

The proof of the system was that it worked! We made good progress down the river, could cope with capsizes, could keep novices under a careful eye, could extend everyone and could avoid masses of people all going for the same small breakout. The Buddy System was fine for Grade III but when we came to the IV's we had to think again.

We approached Grade IV stretches differently. Our main aim was to get individuals skilled enough to descend certain identifiable stretches. We wanted to build on the skills and confidence that the youngsters had acquired and that the step up from III to IV had to be stage managed.

We staked out about three 100 metre stretches of Grade IV. Each 100 stage was of increasing difficulty. The instructors then 'taught' the descent, concentrating on line and breakouts with the novices on the bank watching. Then the instructional team spread themselves along the stage at the critical points so that they could coach and, if need be, rescue. Each novice then made an individual descent and carried his boat back for another go.

The method seemed to work. Some did capsize and were rescued but they were a minority which indicated that we had got the level about right.

The next stage would be to make the descent of the 'practised' stretch with the whole group. Unfortunately we ran out of time and had to be content to finish off on the Grade III lower down.

By adopting the approach outlined here we managed to totally involve relative novices for the whole week in a challenging situation, one which gave the instructors a lot to think about at the same time. Next year we hope to do even better.

CAN YOU HELP ?

Over the next 18 months Dave Ruse will be compiling a book of games that can be used by instructors for their canoeing sessions.

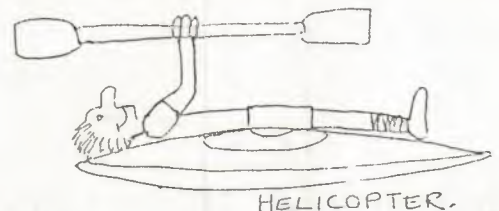
There will be all sorts of games to be used in swimming pools, on rivers, on lakes, on the sea or in the cities. The games can be used for teaching confidence, fun, fund raising, competition, training or displays.

Ideas will be coming in from all over the country from a variety of situations. The aim is to collect between three and three hundred games which can be used in different weathers, different situations for a variety of uses.

The book will be published with assistance from the Coaching Scheme. Any person who has a game printed will get a free tee shirt and their name in the book.

If you have an idea, no matter how small or large, please write to Dave Ruse about it. Include the following if possible:

1. The game details
2. The name of the game if it has one
3. In what situation it is used
4. Your name and address
5. How much success if any with it
6. What part of the country you have used it
7. What made you think of it
8. Size of tee shirt?!



If you know of anyone in your area that might have any ideas please ask them.

If you can contribute anything, no matter how small or obvious, as soon as possible Dave will be very grateful, and the need for such a book will be fulfilled.

Send to Dave Ruse, 154 Salisbury Walk, Magdala Avenue, Islington, London, N1G 5DX. 01.272.0356.

PLACID WATER CANOEING

The New Award Scheme

The November meeting of the National Coaching Committee agreed that formal recognition should be given to PLACID WATER CANOEING as a distinct form of canoeing activity, following an overwhelming vote at the National Coaching Conference.

The term PLACID WATER CANOEING means the introduction to canoeing and ongoing participation in the sport, in open cockpit touring and racing kayaks (and canoes) on canals and slow moving rivers.

The scheme is designed to encourage the establishment of clubs on these waters.

The system of canoeing is geared to a progression of boats suitable for touring and leading into marathon and sprint racing.

It is hoped that this system will cater for those existing clubs, which currently are alienated from the Coaching Scheme because the test and awards system is irrelevant to their form of canoeing. More importantly, it will provide for an expansion of this form of canoeing, which makes use of the largest single type of non-disputed waterway which is available to our sport.

It is a complete 'Package' involving:

1. A training scheme devised and supervised at Fladbury by David Train.
2. An established progression of boats.
3. A separate system of allied tests.

In agreeing to the recognition of this form of canoeing the National Coaching Committee took into account the undesirability of introducing yet another set of awards.

The alternative, however, seemed even more undesirable. This involved further alienation of an important section of the Union, a failure to take advantage of an opportunity for real growth in the sport, using a largely unused resource, and the risk of a successful system being set up regardless, outside the influence of the Coaching Scheme of the governing body.

Placid Water Canoe Teachers and Senior Instructors will not be qualified to teach in closed cockpit kayaks or canoes.

Current Senior Instructors and Instructors are still qualified, and will continue to be qualified, to teach in open-cockpit touring and racing kayaks, if they so wish, within the terms of reference of their current award.

A full explanatory leaflet will shortly be available for enquirers. Existing senior instructors or instructors who wish to become fully acquainted with the system are welcome to attend a one-day course. A formal endorsement is available if required.

See the following article by David Train on courses available.

To minimise confusion the scheme will be introduced gradually. Initially the availability will be made known to those whose needs are met by it, and those who enquire.

All courses will be held under the direct supervision of the National Coach for racing until further notice.

Awards

Awards have been introduced as follows:

1. Canoe Teacher.

This is the recommended level of award for those who are situated near to suitable canals and slow moving rivers, and wish to operate in this environment only, using open cockpit kayaks and canoes only.

The course syllabus equips the Canoe Teacher with the necessary knowledge and skill to enable him or her to safely introduce Placid Water Canoeing to a club, school or group. This includes:

- Safety and rescue methods (relevant to placid water canoeing).
- First aid and resuscitation.
- Relevant kayaking and canoeing skills teaching and progressions.
- Club formation and management.

2. Senior Instructor (placid water)

Senior Instructor (placid water) is the recommended level of award for those responsible for canoeing activities in clubs, schools or groups, or sections of clubs, schools or groups, which have a main interest in tours/trials, club racing, marathon and sprint

3. Race Trainer

The Race Trainer syllabus has been extended to include the organisation of events.

National Competition Coach – Racing

David Train has been appointed National Competition Coach for Racing by the National Coaching Committee in agreement with the Racing and Marathon Committees.

Placid Water training courses at Fladbury By David Train

I am working on the literature, and certificates for the placid water coaching scheme. This information should be available at the Canoe Exhibition at Crystal Palace. It will cover the paddle tests and requirements for:-

Canoe Teacher	Race Trainer
Senior Instructor	Coach

Courses will be organised from February onwards at weekends and during the week by arrangement.

In setting up the courses we recognise that we will have to have a flexible approach in the first few years, to cater for the wide range of experience of the course members.

In broad terms there are 5 categories of people who need to be catered for:-

- 1) Those just starting to teach canoeing on placid water.
- 2) Those teaching in placid water clubs with no formal qualifications and limited canoeing experience.
- 3) Those teaching in placid water clubs with no formal qualifications and a great deal of canoeing experience.
- 4) Current members of the coaching scheme with very little knowledge of placid water canoeing.
- 5) Current members of the coaching scheme who are now running placid water clubs.

Those in the first two categories who become qualified will follow the new route, i.e. Teacher, Race Trainer, Senior Instructor, building up their experience over a period of time. Their first stage will be a two day course leading to the award of Placid Water Canoeing Teacher.

Those in categories 3, 4 and 5, I hope, will take part in special one day courses. These courses will give an appreciation of the new placid water scheme and will also be an opportunity for a talk with our courses member about their varying requirements for endorsements.

For details of courses please send s.a.e. to David Train, Glen Villa, Fladbury, Worcestershire. If you wish to discuss any points on the new scheme please do not hesitate to contact David Train on Evesham (0386) 860663.

Safety by Director of Coaching

Members may have read the letter in Focus, about safety on 'placid water'. It should be borne in mind that the recommendation continues to be that:

1. All novices must wear buoyancy aids.
2. All non-swimmers must always wear a buoyancy aid.
3. Paddlers should only train alone when sufficient experience has been gained, and the right conditions prevail.

The above, is therefore not a departure from the situation which in practice operates throughout the Union at the present time.

An analysis of accidents over the last ten years shows that one paddler only, who could arguably have been operating within the "placid water canoeing" category as defined, has been drowned. Fifteen white water paddlers have died in the same period. The one in question went out without a buoyancy aid, against the advice of the coach, in conditions which the "placid water canoeing" system warns against using.

The system will bring formal training and greater knowledge into an area which is already intrinsically "safe", as indicated by the statistics.

Training will now be given to the type of person who has operated for many years without training, and without incident. It is not understood how the provision of training could lead to an increase of incidents!

INNER CITY ADVENTURE - Saturday 21 March '84 - Birmingham

A one-day Conference is planned for the above date for canoeing instructors involved with using canoes as a medium for adventure in the inner city.

The purpose of the course is to provide a forum for an exchange of information and ideas among those actively involved with canoeing in the inner city. The relevance of the BCU awards will be discussed, and the means considered whereby the Union might provide greater assistance.

Please send to the Director of Coaching for full details.

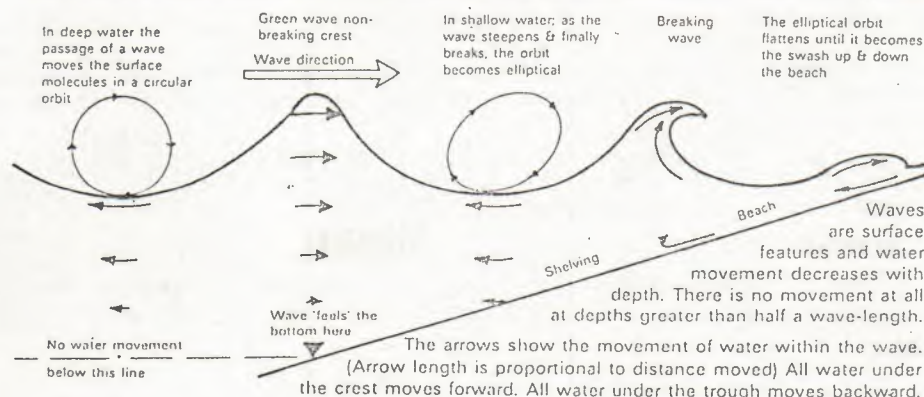


Figure 16:1 Wave Profiles

HANDBOOK AMENDMENT

Here is the final version of the profile of a wave produced by Frank Goodman for p 269 of the Handbook and included in the latest re-print.

The OFFICIAL report of the National Coaching Conference

A small but vociferous anti-lobby cornered David Train in the bar on the Friday evening, as members gathered for the Conference commencing the next day. The debate was pursued into the early hours, causing him to reconstruct his prepared presentation for the first full session of the Conference.

He needn't have worried. The vote to implement a scheme to cater for a system of canoeing based on the Fladbury Philosophy, to be known as "Placid Water Canoeing", was overwhelming. The main reservation was concerning the title of the basic award in this system.

Graham Lyon had once again set the scene in his unique way. No 'flash cards' this year (he'd presumably lost his dirty mac), but a lighthearted look at some developments, and a more serious look at the first official BCU tests on a white water kayak, established the tone of the weekend.

Following the placid water debate, the Director of Coaching led into a discussion on the role of the LCO. Was a false impression being given to newcomers to the Scheme? Some seemed to think that a 'tutor' would knock at their door following the training course, take them by the hand, and lead them into the promised land of Senior Instructor status. Were there formulas, or ways in which the 'system' could help the situation. The keen member sometimes found himself frustrated because nothing was ever organised in his area. On the other hand, the keen LCO was often frustrated, because no matter what courses he staged, or what information he circulated, the response was deadening.

RCO-led seminar groups discussed the topics, and their views will lead to a re-appraisal of the information and advice given to LCOs.

Whilst some learned from Derek Hutchinson an original and imaginative set of ideas on how to keep a pool based course alive and meaningful, others considered the syllabus of the Canoe Safety Test and the Life Saving Test. In particular they sought to determine the tests' relevance to open cockpit kayaks and canoes. Alan Rees, Training Officer to the Corps, led these sessions, and concluded that with minor exemptions only, the tests could be applied to non-rolling boats. These amendments will be incorporated in the syllabus and circulated.

Other members, meanwhile, were operating, or attempting to operate, video cameras through the windows of the racing pool. This permitted an underwater view of the rolling sequence to be observed. A variety of rolls in a variety of boats was captured on film, and will be made into a video film. The film will be available for coaching panel get-togethers, where members can discuss the questions raised.

A tape produced by Nigel Foster, of sea expedition fame, had provided a lead-in to the session. Nigel's immaculate demonstrations lent weight to his argument that there is no such thing as a 'hip flick' - or rather, that 'hip flick' is an inappropriate term for the technique. It was unfortunate that the particular weekend was the only one in the whole year on which Nigel could get married. Our best wishes went to him and Sharon.

After tea, the Moderating Forum debated the issues which are included at the end of the report. Following the Coaching Scheme Dinner, Dave Hellawell, Ron Moore and Derek Hutchinson each brought their unique brand of humour to a session which must have established a precedent for future occasions.

Brian Barfoot, of Luton Tigers, whose work on behalf of polo, and whose influence on the development of the game, is substantial, set the scene for Sunday. Half the course then proceeded to the racing pool to be put through a series of training practices and matches. Some awe was expressed at some of the new ball-paddle related skills which have been developed.

Dave Powell, from Jubilee Centre, London, led into a consideration of some 'inner game' techniques with a short introductory lecture, followed by practical work on the Crystal Palace Park lake. Some 'Philistine' resistance was encountered, but observers were interested in the phenomenon of seeing a variety of paddlers all demonstrably reproducing the 'Dave Powell' style of paddling in response to the stimulus provided by him.

There was also opportunity for a quick look at some questions which have arisen on the definitions of the basic paddling techniques as outlined in the Handbook. The elements have been set out elsewhere in this issue of CoDe, and will hopefully be followed up with a discussion video.

Ron Moore reported on his visit to America where he looked in on George Steed at Wolf River Lodge. Delegates were fascinated by his account, and at the sight of paddlers with severe handicaps undertaking very difficult portages, unaided, some complete with wheelchairs.

And so to the annual meeting of delegates. Graham Lyon and Derek Hutchinson were returned unopposed as Chairman and Vice Chairman respectively. Then, surprise and delight, a volunteer to stand for Treasurer. David Waddington, from Rugby, was elected before he had time to reconsider. The report of the Director of Coaching and the financial report were received, and are available from BCU office on receipt of a stamped addressed envelope.

The following recommendations, which have since been endorsed by the National Coaching Committee, were then agreed:

1. That a working group should be set up to discuss which knots should appear in the Proficiency Tests.
2. The Instructor Award is not automatic for a failed Senior Instructor, but can be awarded where appropriate when candidates are clearly up to the standard.
3. It is vital that the Notes for Guidance for training and assessment are completed in order to determine the exact areas of knowledge and performance for Senior Instructor candidates, and the sources from which the necessary information may be obtained.

Next year's Conference is to be held at Lilleshall, Shropshire, from 13-14 October. Predominantly practical, the planned themes are: Canoeing and the environment; Coaching methods; the use of the Canoe as a medium for inner city adventure.

Direct entry week-long courses available this season:

Glenmore Lodge, Aviemore
Plas y Brenin, N.Wales

28 July - 4 August 1984
20-27 October 1984

THE COACH AWARD

The fully inclusive subsidised fee for the course will be £130.

The pre-requisites for Coach are now:

Senior Instructor, minimum age 21

An Advanced Proficiency certificate

The alternative Proficiency Certificate

Hold EI Examiner status and have experience in examining for Senior Instructor Training and Assessment.

Produce an essay (minimum 1,000 words)

The essay should be on some aspect of the sport or coaching techniques. It may explore new ideas, concern itself with refining existing definitions, discuss design or construction of equipment, or rescue techniques and aids, or any aspect of the sport or its organisation which interests the candidate or which he/she believes worthy of consideration.

The essay is accepted on the understanding that it may be used in CoDe or Focus.

Application for one of the above courses should be made to Director of Coaching, accompanied by an essay as required above, and a £25 booking fee, made payable to BCU.

For those who prefer a staged progression to Coach, the 'module' system is available as follows. Dates for 'module days' and training weekends to be held in your nearest region will be published in the main calendar to be distributed on 5 February.

MODULES		
Forward paddling - 1 day (Racing Trainer exempts)		Analysis of skill. Coaching of skill. Developments within racing. Types of craft. Systems for learning to balance. Tactics.
Canoeing - 1 day		Type of open craft, and association of skills. Progression through skills. Other forms of canoe: slalom, WWR, racing etc.
Slalom - 1 day (Slalom Trainer exempts)		Basic progressions and coaching methods
Rolling -		(Optional, but warning that ability will be assessed)
2-DAY TRAINING COURSE		
Friday evening		Introduction to course - aims and methods - scope of written paper - etc.
Saturday	evening:	Training in coaching of related skills How to Lecture - related theory
Sunday	pm:	Training in coaching of related skills Advisory session (personal interviews)
4-DAY ASSESSMENT COURSE PROGRAMME		
Thursday 9 pm		Introduction and aims of the course
Friday	am:	Forward Paddling/Rolling
	pm:	Canoe Skills /Basic Skills (kayak)
	evening:	2 Lectures
Sunday	am/pm	Coaching skills assessment/Organisation session
	evening	2 lectures
Monday	am/pm	Coaching skills assess (cont) / Results (final interviews)

The low brace turn is a static stroke which requires momentum for it to function, and is used as a basic turning stroke when support is also required. The low telemark was the predecessor of this skill, and the name that has evolved to replace it, may be unfamiliar to some. However, it admirably describes the manoeuvre.

In the low brace turn, the paddler adopts a similar position to the start of a reverse sweep stroke, except that the flat of the blade is held close to the water, nearer right angles to the body.

The main point to remember is that, when used for real, the kayak should be positioned so that it can be driven well into the eddy by use of a powerful sweep stroke on the opposite side. As it enters the eddy, a strong lean upstream is necessary. This is where the paddle blade may come into play, to provide stability, but the turning is mainly caused by the combination of the sweep, the lean, and the bow entering the eddy while the stern is still in the current. If a lean is not applied, the sudden contrast in speed between the slack water you are entering, and the moving water you are leaving, can cause a capsize. When practised on still water, emphasis should be given to the sweep, and the lean, to create the turn. The paddle is used for stability if necessary. For most people it is the basic method used to learn breaking in and out in simple currents, as it provides greater stability than the bow rudder. In complete contrast, but for exactly the same reason, it is often used to break into very fast, very turbulent water, as it gives that extra little bit of comforting stability, when a capsize could be disastrous.

LOW BRACE TURN

The only major amendment to the text of the Handbook for the latest re-print is this re-definition of the low brace turn. The London Coaching Panel working party observed that the previous description placed the emphasis on the paddle as the turning medium. In fact, correct positioning, positive sweeps to drive into the eddy, and leaning the boat are significant. The paddle is finally used for support, only if needed.

Jottings from the National Coaching Committee November meeting

The NCC agreed that for Coaching Scheme purposes only, recognition should be given to London as a separate coaching region from the South East. The newly appointed RCOs are Ray Cowan and Ken Gulliver respectively.

A revised syllabus for the Advanced Sea Test will be considered at the March meeting. (Please send sae if you wish to study the draft of the text and make observations to your RCO concerning it)

The revised syllabus for the Open Canoe Tests and Awards were approved.

SCA Conference

Elwyn Rees had chaired the Scottish Coaching Conference a fortnight previously, where sixty people had attended. The main theme was activity with people who were disabled. All the speakers had been excellent. A new course was being run by Dunfermline College for the certification of instructors specialising in work with disabled.

Standards

Continued comment concerning variation in standards on training and assessment courses for Senior Instructor indicated that further consideration was necessary. Top priority to be given to the production of new notes for guidance to assessors, and an in-depth debate on the problem to be included at a further meeting.

Competition Coaching

An unsatisfactory state of affairs exists with regards to the National Squad's coaching structure. Insufficient funding means that coaches are considerably out of pocket in providing a service to our national teams. The NCC received a report from a working party of National Coaches. It noted that, under the Sports Council's concentration of resources programme, a Director of Coaching (Competition), was likely to be appointed in 1985. NCC agreed with the recommendation that this person should have a specific responsibility, such as slalom, or racing, or WWR.

Camp Craft

It was reported that observation had been made by the canoe camping club regarding a deterioration in standards of camping among canoeists generally. It was agreed that care of the environment was an important issue, and that greater reference should be made, by setting questions on camp craft for the senior instructor award. A member of the committee of the CCC to be invited to write an article for Focus. It has since been agreed that the Touring Committee should produce and publicise a "Campers Code" also.

. . . your comments are noted

Thankyou for completing the Coaching Scheme Renewal Form (if you are one of those who have done so).

Several members have complained that the form was baffling, and objected to having to complete similar enquiry boxes on both sides. In fact, Coaching Scheme members needed to complete one side only. Unfortunately this was not made sufficiently clear. Many commented on the fact that the BCU address was not printed on the form.

These comments are fair criticism, and the shortcomings have been noted for future reference.

Many observed that certain important facets of recreation and general canoe training were not included in the return. The fact is, that these elements were comprehensively investigated three years ago. The analysis was published in CoDe No 8 - Summer 1980.

It was desirable this time to establish just how much influence Coaching Scheme members have on the growth of the competitive disciplines. So, no disrespect intended if your particular interest was not specified, but it was covered on the last survey.

The cost of membership was commented upon by several, including one plea not to increase subscriptions 'for many years'. This would best be taken up with the government. Except for the inclusion of the insurance package last year, the annual subscription has invariably included an inflationary factor increase only. If inflation was not covered, everything would eventually come to a grinding halt.

The insurance package has attracted some criticism. However, over £12,000 has been paid to those who have suffered loss in this first year. Whilst some existing members have expressed dissatisfaction with the 'package' being imposed upon them, it appears to be a major 'selling point' with new members.

Special consideration for students within the subscription system has been requested, and will be passed on.

Can membership cards be produced in plastic? And can a special licence (waterproof) be issued to identify an instructor. These ideas have been pursued in the past, but the cost is the main drawback. The lowest quote was 8p per member extra. This doesn't sound a lot, but it is £1,000 per year total, or 20% of the Union's budgeted surplus for the year! However, it is a possibility for the future.

Could an option on which magazine is provided within the membership fee, be offered? This is unfortunately not practical. The only way Focus can be provided at reasonable cost is through the obtaining of a maximum circulation. It is only necessary to observe that the cost of a monthly canoeing magazine alone, through subscription, is greater than the total membership fee.

Various courses for Trainees and other Coaching Scheme members were requested. In particular, for opportunities to try various kinds of canoes and for basic training in competition, and open days. Such suggestions should be pursued with your LCO.

Particular requests/enquiries have been dealt with individually. Other comments for general note:

Please provide a loose leaf form of log book. This is being pursued - notification in due course.

Please provide more car stickers.

Coaching Scheme members should play a greater part in providing safety cover for events.

Instructor to Senior Instructor assessment should require only a 1-day course.

The BCU should concentrate of servicing its members and not be so involved in encouraging other people to canoe.

U NEED to INTRODUCE OTHERS NOW

The package has been prepared.

Cadet - £3 only. Badge 50p. Renewable as Youth or full member. (16 years and under)

Introductory - £6.50. Renewable as Full member only. Right to compete included.

At minimal cost newcomers to the sport can now take part in events.

Basic Membership

Those who don't wish to compete can now join for a mere £4 per annum.

Information through Focus and the calendar, participation in rallies and tours, discounts, access to river advisory service, availability of low cost insurance, are the main benefits. Some can save their membership fee several times over through the discount schemes.

PLEASE PROMOTE MEMBERSHIP

Why? Because membership income is the key to continued success.

£21,000 per year is now paid out to the recreationally based committees, and the regions, in an effort to create more canoeing opportunities, and provide a better service, for the non-competitive member. A full-time National Access Officer is employed.

Many exciting things are happening, but members still ask "Why doesn't the Union do this, or that, or provide a particular service."

The answer is simple. Lack of spare cash.

Your input is tremendous. The time and effort which you, as a member of the Coaching Scheme, spend in helping others to enjoy canoeing, deserves recognition.

Why not ensure that recognition? Get those who you give your voluntary effort to helping, to pay their contribution to ensure the continued growth and success of this great sport.

Jersey Canoe Club has incorporated basic BCU membership into their club fees. Now that, copied throughout the Union, could solve most of our problems overnight!

THIRD PARTY INSURANCE

IMPORTANT NOTE

If you work for a private Centre, the third party indemnity, provided in your membership fee, against claims for damages arising out of, or caused by wrongful coaching advice, may not operate.

We have been advised by our insurers that a privately owned Centre, established to make a profit, should, in accordance with normal commercial practice, negotiate with the insurance company separately.

If you work full, or part time, at a centre which is privately owned, therefore, it is important that you check with your employer that adequate insurance provision has been made against claims for damages arising through your negligence whilst in the employ of the centre.

No action need be taken if you work full, or part time, at a leisure centre, or one run by a voluntary organisation, or a trust. The BCU/CANI/SCA/WCA membership fee includes third party insurance against claims, under the following terms:

"The limit of cover provided in any one claim has been raised to £500,000. The insurance policy indemnifies the British Canoe Union and/or its officials, and/or members and/or affiliated clubs (insofar as concerns canoeing and social activities) against claims for legal liability (personal injury and property damage - but not property held in the custody or control of the insured) to third parties. Indemnity against third party risks required by many local authorities before canoe surfing is permitted, is covered by this policy. All canoeing and related activities are included and there is member to member liability. The policy also covers members of the Coaching Scheme for legal liability arising out of or caused by wrongful advice."

For a claim to be valid, the instructor would have had to be shown to be negligent in some way. Should personal accident insurance be required, which provides a payment to the injured party, where the accident is either his or her own fault, or is a pure accident where no-one else is to blame, then a personal accident insurance policy is required separately. BCU members are covered in this respect, in accordance with the terms set out in the standard leaflet.

Copies of the policy are available, if required, upon receipt of a stamped addressed envelope at the BCU office.

Please note that the third party liability applies throughout the BCU, CANI, SCA and WCA.