

CoDe

Number 18

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



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.

The next CoDe will be published on 25 November. Final copy date 15 October. 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

As we go to press our Olympic paddlers begin their final preparations for Los Angeles. In spite of the apparently large amounts of money donated and allocated to our international teams, individually the bulk of our athletes remain among the worst supported financially compared to their peers from equivalent countries.

It is hoped that the Olympic Eagle (see cover) inspired you to have taken part in the sponsored paddle in their support.

Our very best wishes go with all our International paddlers and coaches as they strive to win medals for Britain during this season.

A number of important matters are referred to in this edition of CoDe. The best news of all at this time must be that finally the go-ahead has been given for the Holme Pierrepont White Water Course - a £2 million development - and that Sports Council have approved our five year development plan. The details of this have been spelled out in Focus.

Things are happening folks! It may not appear so sometimes as you struggle away on the river banks, wondering why this or that doesn't appear to be getting done. But in total our sport is developing fast, and obtaining increasing publicity and credibility. The growth, and consequent demands on our organisational ability, are stretching everyone involved to their limits, and we are still faced with massive problems, of which access is the most obvious to us all.

All this should, however, be merely the last stages of our growing pains. We look forward to achieving the financial targets to enable the Union to fulfil its aims of serving and safeguarding the interests of the sportsmen and the sport in a fully professional manner.

With this edition of CoDe comes your Coaching Scheme Directory, and a small first aid booklet for carrying with you in your first aid kit. The First Aid Leaflet has been produced by Brian Sheen, Chairman of the Corps of Canoe Lifeguards, to whom we are most grateful.

Your Directory is wrapped separately, so that it needn't get lost or muddled up until you find the time to sort it out.

We are sorry to have to ask you to put it together yourself, but the alternative was a bill for a further £600 on top of the already very high cost of producing it.

The idea of the Directory is to give you a completely up to date copy of all the information you are likely to need, for easy reference.

Any extra items which experience shows that members need, will be provided in future years, together with amendment sheets.

Do please keep the Directory separate, and up to date. Send for additional copies of leaflets you use a great deal, so that the original is always available.

The production of this, on top of everything else that has to be done at this time of year, has, I am afraid, put us behind with this CoDe. I do apologise, and can only say that it is not for want of trying!

A handsome black/bound binder with "BCU Handbook & Directory" printed in gold, is available. This will ensure that your Directory remains intact. Price £2 inc p & p. An order form is included with your Directory.

It is large enough to also contain your loose leaf Handbook - see special offer: £6.40 including amendment sheets. Save £1.

your COACHING SCHEME DIRECTORY

Particular note should be taken of the following additions and amendments to the tests and awards which are incorporated in the Directory supplied with this issue of CoDe.

Placid Water Awards. The scope and intent of these awards is shown within the synopsis of the tests and awards scheme, on pages 1-4. This leaflet is available separately (A.8/84). The detail of the scheme is spelled out on p.69-76.

Who can test? Details of who can test for what, are listed under the respective award headings in leaflet A.1/84. (p.5-12) and shown in tabular form on p.17. The appropriate requirements are also included at the beginning of the relevant syllabus.

The Instructor and the Sea. There is no such thing as a 'Sea Instructor'. It is an inland award. However, there may be some salt-water situations which are sufficiently sheltered to permit an Instructor to operate. See definition on p.3.

Examiner Grading. Please note the definition of the requirements for a grade 2 examiner contained on p.15. Also that for grade 1 examiner status, those seeking the upgrading should be prepared to assist on as many tests as necessary for the established examiner to be confident of their ability.

Life Saving Test. The casualty should be pulled aboard an open canoe, rather than towed through the water. (2.c) p.25.

Awards course organisation. A Senior Instructor Training course and a Senior Instructor assessment course must each, separately, have a grade 2 examiner in charge.

1984 fees are shown on p.28 and back page of CoDe.

Trainee Instructor status is valid for the season in which the course is undertaken, and for two whole years following. There is no statutory 6-month probationary period between training and assessment. Suitable practical teaching experience gained prior to the training course may be counted for the purposes of the Instructor or Senior Instructor assessment.

Star Tests Slight change to the definition for the draw stroke (p.40) and new definition for the Low Brace Turn (p.41).

4-5 Star Tests Grade 2 examiner with relevant advanced proficiency may test for 4-Star, Coach or grade 3 examiner may test for 5-Star.

KAYAK PROFICIENCY TESTS. Note please the re-definition of the journey requirements. The paddling time is increased to four hours. The rest is a spelling out of what was originally intended, but which has been the subject of some mis-interpretation. (p.48,50).

Additions to the Proficiency Tests. A rescue suitable for white water canoeing has been included (inland). The intention is that the paddler will tow the capsized victim a short distance to reach the bank. (7 - p.49).

An elementary knowledge of first aid is now required. (10-p.49; 11-p.51)

The following knots must be demonstrated: bowline, figure of eight, round turn and two and two half hitches, clove hitch.

See new definition for Stern rudder for the purposes of the Sea Proficiency test - p.51.

Advanced proficiency tests. A revised syllabus for the Advanced Sea Kayak Test was approved by the Coaching Committee at the March meeting, following two years of drafting and experiment by a North Wales working party. See p.54-55.

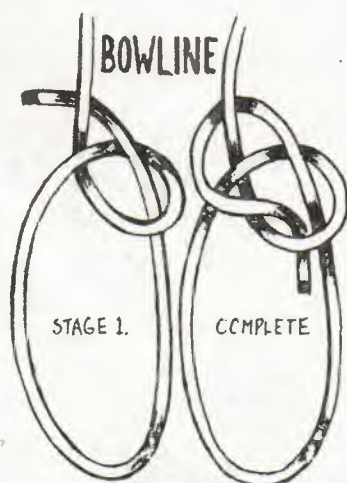
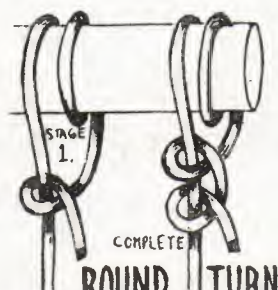
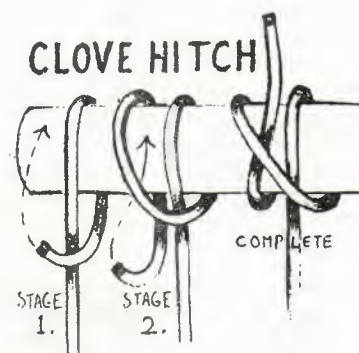


FIGURE OF EIGHT KNOT



ROUND TURN AND TWO HALF HITCHES



CLOVE HITCH

Drawings with acknowledgement to the Scottish Canoe Association

<u>Erratum:</u>	P13	Leaflet No. is A.3/84 not A.6/84	P28	Instructor assessment fee is now £2.50 not £2.00
	P15	Leaflet No. is A.6/84		
	P17	* Asterisk applies to awards listed - Instr; SI; Coach	P47	Leaflet No. T.1/84
			P52	Leaflet No. T.2/84
	P26	Leaflet No. should be O.1/84 not O.1/83	P62	Leaflet No. C5TP/84 Part II
			P69	Leaflet No. PW1/84

TEACHING TECHNIQUES IN CANOEING

by RICHARD ARROWSMITH

Richard Arrowsmith is Warden of Aldnabannon Outdoor Pursuits Centre, Northern Ireland. He holds both Sea and Inland Senior Instructor awards, Advanced Inland Proficiency, and is a grade II Examiner.

The Problem:- Too often over the years, I see the very common sight of technically good paddlers, who are bad at teaching. It is easy to assume that the better the paddler the better the teacher. Nothing could be further from the truth.

What is more, the problem is by no means confined to the 'lower regions' of the sport. I have seen quite large numbers of would-be senior instructors, exhibiting similar traits even at assessment.

There are two main results of this widespread neglect of good teaching method. Firstly and most importantly, large numbers of aspirant canoeists do not find the sport nearly as enjoyable as they should. Secondly, standards are lower than they should be and paddlers are not as proficient and capable as they might be.

How many youngsters have been put off canoeing by exposure to a first session that was bad? One obviously cannot quantify this, but every lost canoeist is a loss to the sport as a whole.

My personal feelings are, that despite the valiant efforts of a minority, canoe teaching is one of the most neglected areas of the sport. It is time we looked at other sports where such aspects receive more emphasis, and attempt to learn from them. One good example is a sport where nearly everyone learns by being part of a class, ie skiing, but there are many others.

Here are some suggestions for your consideration.

1. You as teacher must have a firm idea what your objectives are. What exactly are your priorities? Does it matter if you do not cover every technical aspect, is enjoyment more important?

2. You must be prepared to adopt a flexible approach. Each group is different. The weather is always different. Do not follow slavishly a standard teaching pattern because you always do it this way! Some groups will need more breaks than others. It is amazing how many instructors establish a set teaching sequence and stick to it through thick and thin, adopting an attitude of for example, "Sweep strokes always come after backward paddling", completely ignoring the fact that the strong wind makes sweep strokes very difficult.

3. The physical organisation of the group. This point is absolutely crucial for a good lesson. It is often possible to spot the good instructor solely on the way he manages this part of the lesson plan. Many instructors use the raft. This is not a bad idea on a good day, but I would certainly not recommend it for everyday use. How often have you seen a rafted class that has blown sideways on so that either only one member of the group sees your demo or, everyone gets a sore neck turning round, or you exhaust yourself dressing round in an attempt to keep right in front of your group.

4. Keep it short. I very rarely stay on the same stroke for more than 5 mins or so without breaking it up with a short race or a game. I feel that 10 mins on any one thing is an absolute maximum except with very highly motivated groups.

5. Choice of site. What a lot of instructors waste time trying to demonstrate stroke A in a site that is only suitable for stroke B? The job is hard enough already without making it more difficult for yourself. With a beginners group this may mean finding a sheltered little bay on a windy day. With more advanced groups, it means knowing your river well enough to be able to know exactly which chute is best for ferry glides and which is best for breaking in. Different strokes for different chutes you know! A little bit of extra care over site selection will pay off wonderfully in the end. It depends on you knowing your patch inside out.

6. The Explanation. You should not assume that absolutely everyone is a total moron. Most of us will find a stroke much easier to do if we know exactly what is going on. eg Explain to the group the physics behind a support stroke, why it is useful, when you would use it, and so on. It is not sufficient merely to demonstrate the stroke and to expect your group to copy it in trust!

7. The Demonstration. It is important that all instructors grasp the distinction between perfect 'end form' paddling and the demonstration. eg A demonstration ferry glide would be very different from a perfect 'end form' ferry glide. So much of canoeing is based on subtlety that is not apparent unless one's attention is drawn to it. The downstream lean on a ferry glide would pass unnoticed in a perfect ferry glide. Therefore, in demonstration everything must be greatly exaggerated, in the same way that actors on the stage must exaggerate their actions so that they are apparent from the back seat in the stalls.

The important part of the paddle movement must be visible to the group. Don't hide the paddle stroke with your boat. If in doubt demonstrate on both sides of your boat.

8. The group then try to copy your stroke. I feel that this is yet another stage of the sequence that is mismanaged by many instructors. Many instructors have their group leave the shore and copy the stroke one at a time. I feel that this is a basic error. Enthusiastic paddlers want to paddle. The more time they watch other members of the group paddle, rather than paddling themselves, the more fed up they become. Make everyone paddle at once and cast your eye systematically over the group, offering advice and encouragement where appropriate.

DAVE RUSE SAYS THANKS

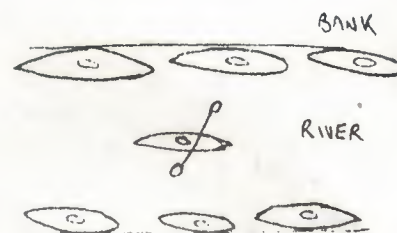
Thank you to all who have sent some games and please, if any other people have some ideas, do get them off to me at the following address. The response has been good so far, but we do need more, and some to help competition as well.

Dave Ruse, 154 Salisbury Walk, Magdala Avenue, Islington, London, N19.

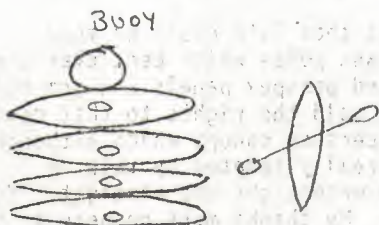
Here are some suggestions:



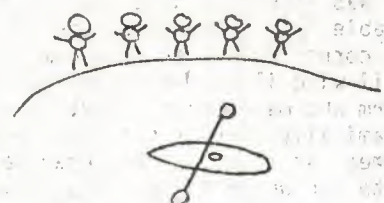
Everyone goes stern onto a sandy beach and is therefore immobile and all facing you to see your perfect demo.



Everyone holds onto their own bit of bank. The trouble with this is if you organise as above you will have to demonstrate on both sides for everyone to have a clear view.



The raft is held in place by one member clutching a mooring buoy. (Not very good if he lets go they all drift away.)



Don't discount the possibility of making the whole group disembark and watch your demo's from the bank.

Whatever system you use, make sure that EVERYONE can EASILY both SEE AND HEAR what you are about. Let them have the wind at their backs while you are uncomfortable facing it. You take a stance where the sun is in your eyes, so that it is not in theirs.

9. Encouragement. All of work better when we are praised. Give as much positive encouragement as possible. Sometimes this may even mean praising a stroke that is poor, but it keeps the student trying. Good instructors are as kind as possible with negative comments. With a bit of practice you may be able to disguise a negative comment so that it appears to be positive! eg. "That was very good, it would be even better if you placed your paddle....."

10. Correct the paddler's mistakes. There are really two stages here both of which are very difficult for the novice instructor to get to grips with.

a) You must first spot a mistake. The mistake may be obvious, eg the boat will not go in a straight line. But many symptoms are caused by a combination of subtle mistakes.

b) You must then know what the appropriate action is to correct the mistake. This comes with experience. But you can short cut the process by watching experienced instructors and stealing their best ideas. What we are really looking for here is what educationalists might call a remedial loop.

The Remedial Loop.

Draw strokes are broken down and demonstrated

The group copies
Perfect results

or poor drawstrokes

Hold this shoulder position

Use corrective measure eg paddle sideways with both paddle blades on same side of boat.

Diagnose fault eg shoulder position wrong

You should devise a remedial loop for all the more common paddling techniques. This relies on your knowing the common errors very well. It means that you will be looking for them and will therefore be much more likely to spot them.

In conclusion. Better teaching means better canoeists and more satisfaction both for teacher and student. Teaching is something that can be learned and worked at. All of us could be better!

Dear CoDe,

I'd be very interested to read of the personal ways that canoeists (sea, surf, slalom and touring) overcame the problem of maintaining a temperature balance in the winter (together with retaining flexibility). As a retired, winter-board surfer I had endless hours modifying socks, tights, wetsuits in the attempt to keep warm. Applying the same ideas to canoeing usually ends up in overheating and tired arms. I have now got as far as a GUL Neoprene bodied top and long john. Any other suggestions?

NIGEL HAWARD, The Kings School, Ely.



Dear CoDe,

I have to break 9 years silence and put the record straight on matters regarding Sea Touring in general and technological advances specifically.

It was after spending seven days in a kayak in 1979 that I felt that life could be more comfortable. So I developed the Mk.1 cockpit canopy out of fibreglass poles which bent over the cockpit corner to corner, in a dome shape consisting of four nylon and perspex panels and arm holes. In a tail wind it was effective but otherwise generally useless. I sold the rights to that design to a firm who make tents. Next, I was given an old fighter plane's perspex canopy which although aerodynamically perfect soon became etched by sand and sea. I was really tempted by this arrangement as it would have been easy to make the kayak completely watertight and airtight. But I like to see where I'm going so I moved onto a fibre glass canopy. My thanks must go here to the Royal Aircraft Research Establishment at Farnborough for their help and their wind tunnel which made the current model so successful. It really is a treat on a bad day, especially with my water-proof personal stereo tape player. One major problem in journeys over 48 hours is sleep, and I sometimes have difficulty in finding paddlers to undertake extended sea trips, so many of my journeys are solo. Years ago I tried outriggers, but the stress exerted where the arms of the floats join the deck soon weakened both deck and seams of the kayak and I had a tricky moment once 100 miles off Brest en route for the Azores when the resultant jumble of fibre glass, wood and metal made it very difficult to roll. However, I think I have resolved the problem, and now suspend the outrigger from the weather canopy top much in the fashion of the old flying boats. I now find I can sleep, cook, read with no thoughts of bad weather and the resultant capsize. The beauty of the system is that virtually anyone, even a beginner, can do extended sea journeys on his own with very little danger to himself.

Just one other point, Mark Harrison of Cumbria. I used to use the light stick at night when there was insufficient wind to drive the generator fan. It was on one of these occasions when entering Dover Harbour East Entrance that a P & O Ferry, and the Lifeboat, acting on a reported sighting of a damaged sea plane, collided, blocking the entrance for a week. At the subsequent enquiry, to which I was kindly invited, it transpired that my light confused one of them into thinking I was a sailing craft over 6 metres travelling broadside on, and the other I was going into reverse. The nice man in charge said I was only required to carry a white light and show it when necessary, green lights are used with red lights on bigger boats, but not to worry as it was all covered on my BCU insurance. So Mark, make sure you have renewed your membership.

I will report again soon on other developments such as my Solar Powered Computer Navigation System which displays onto the inside of my sunglasses, my position; Or Jaws in 3D; and the turbo drive system based on high speed lower abdominal rotation and an old pedalo driving twenty lenda! footpumps. Or my seatrailer for those really long trips, or even my forward paddle analyser which runs on 2 HP7 batteries and gives instant diagnosis on paddling faults.

Anyway its nice to see you young boys keeping up the rugged pioneering image.

TONY PAPADEMETRIE, Kent.

Dear CoDe,

Canoeists and instructors/leaders ability

I would make the statement that generally speaking the grade of water that many canoeists are put on (especially by schools, centres, universities etc) is too high for the ability level and often too high for the person in charge.

Although a firm supporter of the objectives of the MJ weekend I think that when low ability level paddlers and leaders get what is essentially official endorsement to paddle the Tryweryn, something is wrong. I was running a course on the Tryweryn which finished on the Sunday of the MJ weekend. Most times on the slalom site there were more swimmers than canoeists (the Dee when low is a reasonable swim - I don't think this applies to the top of the Tryweryn). I recognised many canoeists who I know from experience can barely paddle with any degree of skill on grade 1/2. If this kind of thing happens at what appear to be officially organised weekends it must have an effect in suggesting it is correct at other times.

I think that generally we need to raise our game in whitewater paddling in equipment, instruction, leading and ability level to grade. The majority of the people lie in organisations of some kind or another and to achieve the greatest effect this is where the pressure and education (one will facilitate the other) must be put through the BCU.

JEFF GILL, Devon.

Dear CoDe,

I was concerned when I saw that my name appeared at the end of a letter sent to you by a Mark Harrison and which was published in the Winter edition of our newsletter on the subject - WEAR SOMETHING LIGHT AT NIGHT. It is for this reason only, that I feel obliged to put something onto paper.

I know of no reason why my name should be linked with this man's quest for information. I have no association with Mr. Harrison in any shape or form. Indeed, the only contact I have had with him, was at an assessment weekend some years ago - the memory of which, is I am sure, as vivid in his mind, as it is in mine.

I have always thought the 'glowstick' on the fishing rod was an excellent idea but I feel that credit should be apportioned where credit is due.

I have met the Canadian author and paddler, John Dowd on numerous occasions, so to dis-associate myself from what he might consider an act of 'discovery duplication' I shall quote from his book "Sea Kayaking". It is devoted mainly to the handling of double kayaks on the open sea and was published by Douglas & McIntyre in 1981.

"Another useful light source is the glow stick - a flexible plastic tube containing chemicals and a glass vial. The contents are mixed by bending the tube to break the vial and shaking. The chemical reaction produces a green light which will last eight hours in temperate climates (more in the tropics and less in the Arctic). Glow sticks provide enough light to make one kayak visible to another almost a mile away, and they enable you to read charts and compass without difficulty. They are not affected by water and produce no heat crossing shipping lanes, you should have a radar reflector. This can be conveniently displayed aloft on a fishing rod

The illustration with the text is captioned:

"A homemade collapsible radar reflector can be flown from the end of a fishing rod, with a glowstick attached for good measure..."

A word on radar reflectors used by sea paddlers: they do not give an adequate 'echo' on the sets used by SAR helicopters etc. However, shipping will pick you up without any difficulty. If you screw up a ball of aluminium foil - or separate little balls - all adding up to something about 6-7 ins in diameter, and hold it all together in one of those net bags used for vending fruit, and hoist it onto your fishing rod, you will be amazed at the result. I am fortunate to have a Radar School only a few hundred yards from my home and the co-operation of the Northumbria Police Marine Division, so the question of radar reflectors is one I've been able to play around with over a number of years but I have read books too!

DEREK HUTCHINSON, South Shields.

P.S. Although my wallet is lighter, my back is no better. I wonder - should I give all my money to the poor?

Dear CoDe,

I feel compelled to write in praise of a recent course run by Bob Thompson, Neil Shave, and Bob Grey, at the Thames Young Mariner on 22/1/84. Nobody attending expressed anything but wholehearted support for the style, content, and pace of the course. The benefit of bringing together kindred spirits was also clear to see. The BCU must give more support to this style of ongoing training and less time telling us what it cannot do and why. RCO's and LCO's should start walking with us mortals perhaps they will discover what is really needed down at grass roots level.

More power to the two Bobs and Neil we could do with a few more like you.

A. JEMMETT, Canterbury.

Director of Coaching Replies:

Thank you for your letter concerning the recent course run by Bob Thompson, Neil Shave and Bob Grey.

Your words of praise are very welcome, and I will reprint the letter in the next CoDe in April.

The fact is, however, that this type of course has been tried in many areas in the past, by some very keen voluntary organisers, who have given considerable personal time and effort into offering opportunities for other members of the coaching scheme to gain the sort of help and information that was evident from this course. The response has often been very discouraging, and in consequence a certain disillusionment has sometimes occurred.

Full support is always given to this type of activity. Details of this particular course were circulated with CoDe, to save a voluntary organiser the chore of having to stick envelopes, and this facility is available to all for such ventures, and has been notified.

I do not personally know of any RCO or LCO who is not involved at grass roots level in training and testing beginners and intermediate groups and so forth. The main problem is that with having a job to hold down, plus being involved in regular club activities, not a great deal of time is left over for endeavouring to make this type of activity, which has not always been well supported, a priority.

However, by all accounts the course was excellent, as was the response, and I am sure that when the full details are published in CoDe, it will lead to a great number of similar opportunities being provided.

Dear CoDe,

I write to you concerning an incident which could have ended up as a serious canoeing accident. It took place during a camping/activity holiday with the school at which I teach, during last summer. I write with the hope that my notes may prove helpful to somebody else!

The pupils I had with me were a novice group of eight canoeists. They had spent four half days sessions on sheltered water. They had, in my opinion, developed good skills and were able to undertake a short expedition, as the culmination to the camp.

The camp was based at Newcastle Emlyn near Cardigan Bay and we had been doing our elementary canoeing on the beautiful River Teifi. For this expedition we entered the river at Cilgerran Castle .98429 sheet 145. From here the river is wide and deep and follows a beautiful wooded valley. We were leaving the river in Cardigan at a slipway ref.175460. I had undertaken this trip on two previous occasions the previous year and on the morning of the incident. The river had caused me no problems before.

When I paddled the river in the morning the tidal section of the river was rising, almost to its full extent. When I took the afternoon group down the tide had turned and at the end of its tidal reach the river was very low, exposing a small rapid, which in the morning I was not aware was there. This was at location 190455. The water depth was not more than 18 inches deep. I stopped the group above the rapid and paddled down myself. Something inside me was not happy and the canoe gave me a funny feeling, so for some reason unknown to me I broke out about a third of the way down. The rapid was about 50 yards long. At this time I did not feel there was any danger, I just did not feel happy. I signalled to the other member of staff who was with me to let the pupils down one at a time. Myself and the other teacher were using low profile canoes. All except one pupil were using general purpose canoes, the other being a cygnet tourer.

Six pupils came down with no bother, then the cygnet, which the girl pupil capsized as she rounded the bend. I still did not think of anything more than a simple capsize until I realised that the canoeist was trapped and because the water was so shallow she could not get out of her boat. The speed that the water was travelling swept her close to the right hand bank and trapped her against two trees that had been eroded into the river. The hull was downstream and obviously the large cockpit of the cygnet filled with water very quickly. It was fortunate that I had broken out where I had as I would have been unable to paddle back to reach the trapped canoeist. When I got to her I was surprised at the force of the water, which just locked my canoe against her capsized boat. By hooking my arm under the crook of hers, I was able to lift her body clear of the water. I felt that I was not gaining anything so I abandoned my boat and kicked it off the trees. On jumping into the water I found it was about five feet deep here, where the river had eroded around the roots of the tree. Again by luck rather than judgement there was an overhanging branch that I was able to pull myself up on. Being above the canoeist I was able to get both arms under her arm pits and pull her from the canoe. As soon as I released her the force of the water broke the boat in half. I was then able to persuade the canoeist to hold on to me, then both jumped into the river and floated to safety to join the rest of the group. We were unable to salvage the two halves of the canoe, so upon reaching Cardigan informed the local police that it had floated into Cardigan Bay.

Six months later, by a series of chance I found the two parts had been salvaged by an off-shore fisherman, some ten miles apart on two different days. He has since re-joined them and they now form the centre section of a tri-maran, but that is another story.

I will never make jest again, throughout the week I had been calling this boat the 'General Belgrano'. That was one sinking I could have done without. It taught me a few lessons, that no water is as innocuous as it seems and although I had read and been told about capsizes with the cockpit upstream I had never experienced water with the force to trap a person and then break a canoe in half.

I hope that my rough notes may be able to help others be aware of this beautiful river at the end of its tidal reach.

L.J.PORTER, Sandhurst School.

Dear CoDe,

I should like to make a few comments on John Rees's letter (CoDe No. 17, Winter 1983) on a subject near to my heart.

- 1) This is the sort of thing that can in any case happen when a learner first capsizes in cold water; but in a pool environment it should always be possible to get children to do capsize drill first.
 - 2) It has nothing to do with ability to swim - therefore (a) I find the BCU's specifications about swimming ability irrelevant, and ignore them; (b) I always get all children, however good swimmers, to do a capsize drill during their first session. At the extremes, I have trained a complete non-swimmer to 2-Star standard; and have known a school swimming champion incapable of performing a proper capsize drill even without a spray-deck.
 - 3) Both 1-Star and Proficiency already contain a requirement for 'facial immersion': I do not see how a capsize and swim, at least in a slalom-type canoe, can be achieved without it.
 - 4) I do not think that 'facial immersion' is itself the problem, but a combination of that with the enclosing of the legs; that is why a test of capsizing is in the final analysis the only way of testing capsizing.
 - 5) It will, of course, depend on whether learners are being introduced in a pool, or on open water: but the wearing of a life-jacket or buoyancy aid certainly makes a proper (head vertically down) exit from a slalom-type canoe much more difficult.
 - 6) I have over the years learnt to be cautious about teaching children to swim in canoes. It works fine in a pool, and is good for confidence; but if a learner then tries to do it when he capsizes in a river he may well find it very difficult to put his head back under water in order to get his spraydeck off and make a proper exit.
- The above observations come from a fairly large sample: over the last eight years I have introduced about 1800 children aged 8-14 to canoes, about 300 in schools in which I have taught, and 1500 at various PGL centres.

JOHN STURGESS, Giggleswick School CC.

"Des Burton and Colin Chan of the Commonwealth Science and Industry Research Organisation (Energy Technology Branch) found that sea water reacts with 10 gm mixture of magnesium and iron turnings (like short-circuiting battery) gives up to 1 to 10 watts of heat for an hour or more - up to 50 watts. Can be released by a dozen or two of heat-releasing packages (like tea bags). As proven at the Australian Antarctic Base by divers this discovery has contribution towards sea kayak expedition emergency survival application. It means a buoyancy garment can be made to include protection against hypothermia - perhaps extending survival time by as much as two hours in sub-zero conditions which makes the difference of life and death...."

The above note was carried in 'Paddlers World', the magazine of the International Long River Canoeists' Club. In answer to an enquiry for further information, Joe Lamb now writes:

This replies to your letter enquiring about low-level supplementary heating system for free divers discovered by Colin Chan and Des Burton.

The idea seems practical for sea canoeing in that endurance/performance duration may be doubled as Australian Antarctic Division's divers found:

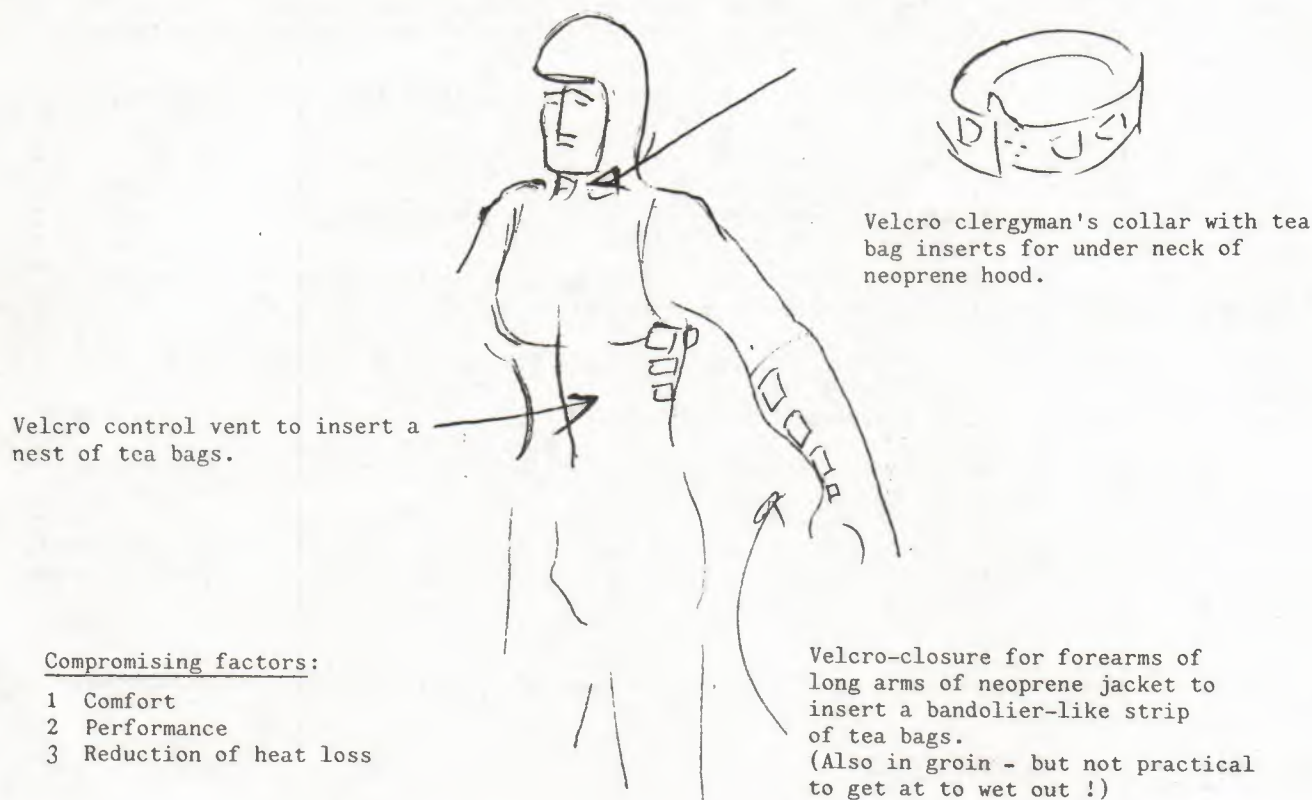
Each heat producing sachet (wet-strength paper or dish cloth under various brand names containing 10 gm mixture of magnesium and iron turnings) works upon contact with sea water for up to an hour releasing up to 10 watts of heat. In submerged conditions of -3°C and wearing 6-10 mm. thick neoprene wet suits, a dozen such 'tea bags' around the torso and in gloves do help to slow body cooling rate (NOT KEEP THE BODY WARM!) to the extent of doubling the working duration of 30 minutes when numbness and shivering compels surfacing. Official report recommends less specialised usages such as scuba diving and winter surfing which are commercially worthwhile.

My interpretation of the report is that hypothermia victims cannot be revived even if 10 mm. thick neoprene exposure bag is used in conjunction with the system. A kilogramme or two of 'tea bags' should not offer the sea canoeist any stowage problem while a dozen or so can be 'worn' on surfacing blood vessels areas of the body under neoprene garments.

We in South Australia where the sea never cools below 11°C is a poor testing ground so perhaps your colleagues in Scotland may like to investigate. You would also have the population and climate to assure incentive for manufacturers to expand into this sector. Its a sad fact of life that many good Australian ideas are not accepted until it is marketed as imports when you have surplus!

I also like to leave you with the reminder that you or any BCU Sea Canoeist-Coach are welcomed if you pass through. There is always a spare sea kayak or two for a guided excursion if sufficient forward notice is forthcoming.

JOE H. LAMB, Bon Voyage Enterprises, 2 Sandilands Street, Lockleys 5032, Australia.



Compromising factors:

- 1 Comfort
- 2 Performance
- 3 Reduction of heat loss

14-15 July

white water rescue techniques course

A PRACTICAL TRAINING COURSE on the River Tryweryn run by Nigel Timmins, Plas y Brenin.

Course fee £12. Own camping arrangements and food - a list of local sites will be supplied.

Limited numbers. Send now to Director of Coaching, BCU, for full details.

Dear CoDe,

Something I would like to mention is a perplexing requirement in the BCU Lifesaving Test namely

2d. I would like to make the following observations:

- a) Support and E.A.R can be given to a non-breathing victim whilst remaining in the canoe.
- b) If the rescuer leaves his canoe he himself could easily become a victim of hypothermia both during or even after a rescue has been effected.
- c) Once in the water he becomes almost passive in respect of anything but the most gentle wind and current if simultaneously he is expected to; tow and swim a patient, a canoe and give E.A.R. I would argue that the rescue method outlined in 2d of the test would often create more problems than it is designed to solve.

I suggest the following as an alternative strategy in rescuing the non-breathing victim when using an open Canadian canoe.

- i) If the victim is close to land, tie his wrists under a thwart and paddle him ashore giving short bursts of E.A.R until a more precise and regular pattern be established on land.
 - ii) If the victim is a hundred yards or more away an attempt should be made to get him into the canoe where E.A.R and treatment for hypothermia can be given at once.
- Getting a heavy victim into a canoe single-handed is not easy but I am trying one or two methods. Perhaps you do not agree with my observations but the current lifesaving test does not recognise the unique rescuing potential of the open-Canadian canoe. It would seem that the basic difference and strength of the Canadian as a rescue craft is that instead of joining the victim in the water he joins you in the canoe.

GRAHAM ELLIS, London.

ALAN REES, National Coach, Corps of Canoe Lifeguards Comments:

Firstly I would point out the award is a "Lifesaving" award akin and parallel to the Royal Life Saving Society's Bronze Medallion, the SLSA Bronze etc.

My observations on the method outlined by G. Ellis are as follows:

1. Time is vital when dealing with a non-breathing patient. You have less than five minutes maximum from the moment the patient stops breathing (dependent on the patient's build and the water temperature) before brain damage occurs. It is infinitely quicker to get the vital first breaths into the patient if the rescuer gets out of his/her canoe and performs EAR in the water, using the canoe for support.
2. I agree that an open Canadian is a more difficult craft to use for support whilst performing EAR. However, as there are usually two paddlers in this type of canoe it should be very possible to quickly get the patient's neck over the gunnel and start EAR whilst the other paddler balances the craft.
3. As for tying the wrists of the patient under a thwart, this is useless for the following reasons:
 - a. Time consuming
 - b. With the arms held above the head, the patient's breathing mechanism is biased to breathing IN ONLY and not OUT.
 - c. If the patient vomits he/she would drown in their own vomit before the wrists could be untied and the patient turned on to his/her side.
4. I agree, once the patient has revived it would be infinitely better to transport the patient inside the rescue craft. In this respect the open Canadian is a very useful craft.
5. You will no doubt remember we agreed at the Coaching Conference at Crystal Palace that the BCU Lifesaving Test or the COCLG Assistant Lifeguard Award could be taken in any type of canoe, although some designs are obviously better than others.
6. I am in no way decrying the increase of knowledge, nor am I against new techniques, but simply putting my views forward from a LIFESAVING point of view.

I would like to co-operate with Graham Ellis to try and perfect a method of rescue, using open Canadian canoes. To this end I will invite him to come to my COCLG Unit and bring his canoe. Hopefully we can together come up with an approved method. How about that!

new touring awards

The BCU's Touring Committee is introducing a Touring Log Book with awards available as follows.

Log Books are available now: 75p each non-members.

50p each members.

Members of Coaching Scheme, affiliated clubs: 10 for £4.50

An outline of the projected scheme, which has yet to be finalised for launching in the autumn is:

100 points = Bronze
250 points = Silver
500 points = Gold

Bonus Points.

Female = 10 pts (ie. a girl under 16 gets 20 pts starter.
under 16 = 10 pts Likewise women over 50 - 20 starter).
over 50 = 10 pts

Extra bonus points will be given for overnight camping - youth hostels etc.

Dear CoDe,

CANOES & VHF MARINE RADIO'S

Sorry it has been so long since I've put pen to paper though I thought you might like a comment on a recent article in one of the canoeing papers.

It was mentioned somewhat tongue in cheek that it was about time canoes carried radios. Well, it is now quite possible and I have included a leaflet on the portable I-Com M12 and waterproof case.

I know of two of these radios currently being used in a met marine role and they have survived very well. The radio range from a canoe is limited only by two factors:-

- 1) Output power. This is legally limited to 25 watts. However portable equipment rarely exceeds 3-4 watts due to the rapid shortening of battery life.
- 2) Aerial type and height. The higher the aerial on VHF marine band the longer the range, though on a canoeist this is somewhat limited. The rubber Helical aerial is most often used on portable sets and while these are not the most efficient they are the most practical.

Having engaged in experiments with marine radios and small boats and canoes I offer the following advice:

1. The case the radio is in should be WATERTIGHT, not splashproof, as should the microphone unit - (the best type of proofed microphone found to date is a MOD Navy style hand mic made by S.G. Brown part of the Racal Group - Watford).
2. Having said the case must be waterproof all control should be remoted through the case via glands. This is to allow channel changing and vol. and squelch levels to be adjusted.
3. If however a single operating or private channel is being used it is sometimes possible to box the whole set - knobs and all - but this severely restricts operations.
4. With reference to positioning of the set on the body we have experimented successfully by placing the set in a pocket attached to the rear neck/collar section of the lifejacket cover. This makes the aerial high and upright. However this position is only serviceable if a single channel is used and the radio has a remote mic/speaker clipped onto the life-jacket whistle clip.
4. An alternative position for the set is between the body and the lifejacket, but secured in position, not just wedged. Here the set can be heard but has to be removed for use as a low, near horizontal aerial close to the water, reduces the range. Experiments have been made using a radio underneath the aft deck of the kayak, again inside a proofed box. If this arrangement is used, a larger battery may be carried and more power given out. However, an aerial stuck through the back deck is vulnerable, and dry sealed batteries must be used. Loose sulphuric acid slopping about between one's legs is not a good idea!
5. If an aerial in the aft deck is used, a thin copper foil sheet some 401 mm square should be glassed or glued into the deck to make a "ground plain" for the aerial.
6. Note that two licences are required to operate a VHF Marine set: 1. A ships licence available from Home Office Radio Regulatory Department, Waterloo Bridge House, Waterloo, London. 2. A personal radio operators licence from: RYA, c/o (For Southern Region members only) Mr. Clerk, College of Nautical Studies, Warsash, Southampton, Hants. This gentleman will arrange for an examiner to attend to test you for competence in the use of the radio, OR will arrange for you to attend a general examination where a group of candidates attend the college on a pre-determined date.

Appendix

1 - COM 12 M and proofed case available from: Hudson Marine Electronics, Mercury Yacht Harbour, Hamble, Hants.

KEN PINK, Portsmouth.



Dear CoDe

I was very privileged during the weekend 11-13 November to attend the first Senior Instructor (Inland) assessment to be conducted at the Dockland Scout Project, West India Dock, London.

The course team comprised its Director, Brian Biffin, and Senior Instructors, Chris Nagle and Ian Begg. A group of Scouts and their leaders were brought in to act as guinea pigs while some parents had volunteered to provide an excellent selection of hot food in large quantity.

The assessment was very efficiently organised along the lines recommended. One notable element consisted of a two-hour period teaching canoeing at an indoor swimming pool. Over the weekend each candidate was also expected to plan, organise and run several outdoor teaching sessions as well as being the leader of a river expedition. During these periods the assessors generally acted as guinea pigs or as observers and were always hyperactive in providing realistic incidents to test the candidates' reactions under stress.

At the end of the course the performance of each candidate was analysed in detail and constructive criticism was provided. One extremely effective and innovative method used for analysis and feedback was the video recording with sound of the teaching sessions. This technique allowed candidates to see for themselves how they had performed in a group teaching role.

We must congratulate the course team and their associates on the high standards achieved on the success of this first S.I. assessment at London's Dockland Scout Project.

P HOWSER, Surrey

Dear CoDe

I discovered the below "job description" of a coach as defined by the National Roller Hockey Association of Britain in their coaching manual.

Its' content might be of interest to canoe instructors/coaches, particularly of the competitive disciplines. By substituting "paddler" for player it becomes quite relevant.

1. **QUALITIES** Besides being an instructor, a coach should also be a respected friend in whom the players can confide. One of the main points of a coach is to know his players' character, mentality, and temperament. A coach should be patient, sincere and a dominant figure to maintain a calm atmosphere during training and playing, and to be on good terms with referees, managers and the public. To these qualities, he should add a strong personality and firmness in all decisions. It is necessary for the coach to be observant to perceive the reactions and faults of his team, as well as those of the opposing team, so he can plan appropriate and effective strategy. He should know all aspects of the game (technical, tactical, physical and athletic). In summary, the coach has to be a mentor, friend, psychologist, diplomat, judge, technician, tactician and strategist.

2. **CLOTHING** A coach should present himself properly dressed in the rink before his players, managers, and the public. He should wear proper attire.

3. **TEACHING TECHNIQUE.** The ability to express oneself in a manner that can be easily understood is of major importance. In addition, organizational abilities are indispensable in planning training sessions and exercise.

ERNIE WYKES, Anker Valley Canoe Club

THINK SLALOM

Has your Club purchased it's copy?

The only Slalom Training

Video available

NOW ONLY

£25 plus 1.50 p&p

from Chris Davies, 22 Arcadia Road, Burnham on Crouch, Essex

Dear CoDe,

Why a Canoe Turns

I dare say that Graham Macareth's article was designed to generate copy, because he chose one of the least important mechanisms.

A canoe is an extremely indifferent waterfoil because its aspect ratio (length of wing÷width) is nearly zero - its length as a wing being its draught as a boat. The performance of wings is much reduced at the free ends because of pressure leaks round the ends. A canoe is almost 100% "2nd" in this respect.

Perhaps there should be a competition for the number of different "principles" or "effects" which contribute to lean, helping a canoe turn.

Rocker effect.

I suggest that this is important for fast canoes which tend to have long keels without much rocker.

If you tip such a boat on its side, you increase the rocker considerably. Either side would do except that the outward lean allows you to paddle at the same time. If the gunwale is under water this helps to reduce slip across the water and lighten the turn.

Length of waterline effect.

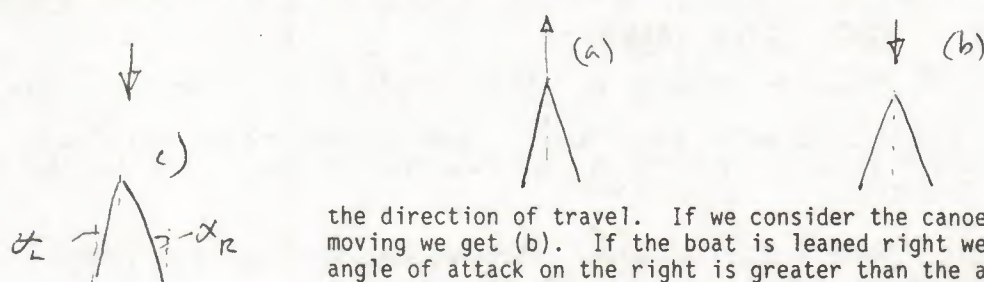
The maximum (non planing) speed of a boat is proportional to the square root of the waterline length, and is related to the speed of the surface wave generated. When leaned outward, the outside is longer than the inside and thus experiences less resistance due to surface wave generation.

Movement of centre of drag.

This could assist turns of slalom and other boats which have their centre of drag forward of their (loaded) centre of buoyancy when moving fast. Such boats tend to increase their turning (without lean) whichever way the turn starts. If the lean moves the centre of buoyancy in the direction of the lean and/or the centre of drag in the other direction then this increases the turning couple still further.

Angle of attack.

This does does hark back to wings a bit, but concerns the bow rather than the stern. When travelling straight and upright, the bow section looks like a wedge bisecting

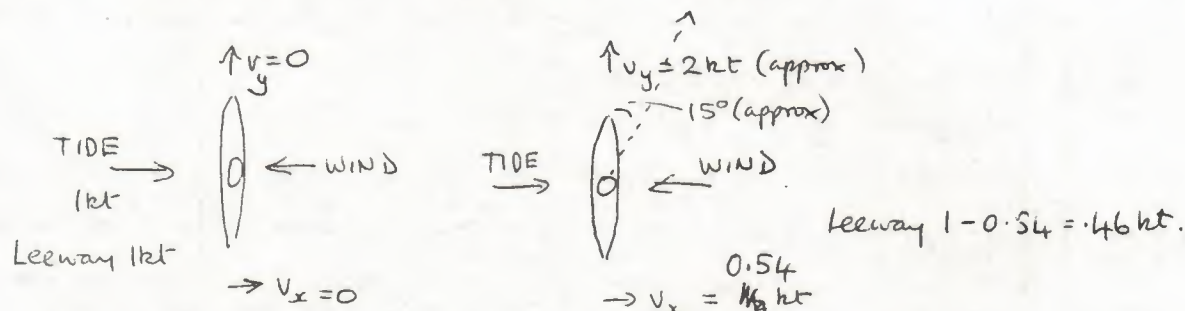


the direction of travel. If we consider the canoe still and the water moving we get (b). If the boat is leaned right we have (c) where the angle of attack on the right is greater than the angle of attack on the left. The effect is to push the bow to the left like a bow rudder.

Other theories

There are doubtless lots of other ways of explaining the effect of outward lean. For instance it is a way of showing off. Seriously though, the hydrodynamics of canoes is not simple to understand (whatever that means). To illustrate this I would like to relate a practical observation related to the above meanderings, which has very practical consequences.

On Sunday July 9th 1978 at Blackshore, Suffolk, the tide was flooding at about 1 kt in mid-stream. The wind was about 3-4 in the opposite direction and the wind drag on me exactly balanced the water drag on my slalom boat (Gaybo Isere) when just sitting at right angles to the stream. Start to paddle forward and I immediately track 15° in the direction of water flow.



This demonstrates that your leeway is much less if you keep paddling and suggests that a sea anchor is a valuable accessory.

NIGEL FEILDEN, Aberdeenshire

Iceland Coach - or SI

COACH REQUIRED FOR TWO WEEK TOUR IN ICELAND. Able to coach in slalom, surfing, and general canoeing skills.

7 July - 20 July. Fare paid. Board and lodging provided.

Please contact the Director of Coaching for further information.

BCU COACH AWARD

BCU COACH AWARD

Two week-long courses for direct entry are available this season.

Glenmore Lodge - 28 July- 4 August

Plas y Brenin - 20-27 October

Fully inclusive fee £130.

Pre-requisites.

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.

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, BCU accompanied by an essay as required above, and a £25 booking fee, made payable to BCU. Closing date for bookings is one calendar month prior to the course.

The Modular System

Dates of one-day courses for those wishing to obtain the Coach Award through a modular system, rather than the one-off course, will be included with August Focus.

A two-day training course is also necessary for this system. Assessment opportunities over a long weekend (4 days) will be available during 1985 for those following the modular road to Coach

STAR TESTS - no change

A proposal that the 3-Star Test fee should be increased to £1.50 to include 'temporary membership' was agreed by the Coaching Committee.

However, further proposals have arisen which necessitate the issue of 'temporary membership' being referred back to Council. There is therefore NO CHANGE in the arrangements or cost of Star tests for this year. Test fee still: £1 including badge and certificate.

Centres/Clubs Scheme.

For Centres and clubs undertaking Star tests during courses an ongoing assessment system is offered. Free wall charts are available for this purpose.

Full details are being sent out now. If your Centre/Club has not received information by the end of June please apply to BCU office.

WARNING - insecure loads

A Senior Instructor is due to appear in court after a boat came off his roof rack and struck a cyclist. He faces a fine, which can be as high as £300 for having an insecure load.

Given the more serious consideration that a boat flying off a roof rack or trailer could easily cause a fatal accident, it is vital that drivers thoroughly check the fastenings every time.

APPLICATIONS ARE INVITED FOR THE FOLLOWING POSITION:

A NATIONAL COACH to develop the Coaching of Slalom Competitors

The method by which the National Coach carries out a policy aimed at training persons to coach slalom paddlers at all levels, 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 BCU Slalom Committee.

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.

Hugh Mantle, the previous National Coach is willing - if requested - to advise and assist the new appointee initially.

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, Surrey, KT15 1JV, to reach him not later than 1 July 1984.

... from the National Coaching Committee

The following points arising from the Coaching Committee's March meeting are notified for your interest. A copy of the full minutes is available upon receipt of a stamped addressed envelope at BCU office.

Amendments to Proficiency Tests. These were agreed and have been notified on page three.

It was also agreed that the syllabus for the tests should be reproduced on the back of the relevant certificate so that a record is to hand of exactly what it is the candidate has been assessed on.

Touring Notes. It was noted that the Touring Committee were producing some camping/touring notes. These would be advertised in Focus when ready.

Wild Water Racing Coach. John McAdam was confirmed as National Coach for Wild Water Racing, in co-operation with the Wild Water Racing Committee. John's task is to consolidate the system for producing trainers and coaches to assist Wild Water Racing paddlers.

Disciplinary Procedures. A motion to amend the rules was agreed (see appendix) together with a standard procedural system for the hearing of complaints against members of the Coaching Scheme. A full copy of the text of this is available upon receipt of a stamped addressed envelope at BCU office. The motion will be put to the October AGM at the Conference.

Financial Procedures. The Coaching Scheme was negotiating with the Treasurer of the BCU to organise a system of accountability which would enable the Coaching Scheme to profit more directly from the efforts of its members.

Centres Approval Plan. A system for approving canoeing centres was agreed. The detail of this, together with invitations to apply for recognition, will be circulated to all centres during June. Those not receiving information by the end of June, and wishing to participate, should send for details.

Safety. Agreement had been reached through co-operation of BCMA, that certain imported plastic boats which did not have any internal briefing, would carry a label indicating that they were not suitable for use on white water.

Several manufacturers had agreed to submit helmets to BSI for a standard series of tests to be undertaken. The results would be published, in order that members could decide for themselves how much they wished to pay for the protection afforded.

A serious disease called Electospirosis, contracted through contact with infected rats urine, had been reported. A member of the medical advisory panel had investigated the matter, and a warning article had been re-produced in Focus.

Dr. Parr, from Nottingham University, was achieving encouraging results in the experiments with baffles to break up the serious return flow system created by anti-scour weirs.

Resources. A series of four posters on basic skills was being produced through the kind help of Angela Mitson, an artist, and Steve MacFarlane from Eastern Region. The availability of these will be notified in due course.

Urban Paddling. A conference was held in Birmingham bringing together a cross section of canoeing instructors involved particularly with introducing the sport in the urban environment. A report on this will be included in the next CoDe.

Placid Water Canoeing. The implementation of the scheme as developed by David Train was confirmed. The Committee's thanks to David for his having produced the complete package, from concept, to last detail, was recorded.

INSTRUCTORS URGENTLY REQUIRED

YOUTH HOSTELS ASSOCIATION

June-September. Qualified Instructors required for holiday centre at Bala. J. Morgan, YHA Travel Services, Southampton Street, London, WC2E 7HY.

ARDMORE ADVENTURE

Qualified Instructors required from 16 July until 31 August for activity holiday camp at Maidenhead. Weir Bank, Bray on Thames, Maidenhead, Berks, SL6 2ED (0628 34280)

BUNACAMPS

Counsellors required aged 19½-35 to coach all manner of sports and recreational activities mid June until end of August. Free flight, board and lodging. \$230-265 salary. Bunacamp, 58 Berners Street, London, W1P 3BE.

LIVERPOOL WATERSPORTS CENTRE

BCU Instructor/Senior Instructor required for 12 months post. Inner Temple, Temple Lane, Liverpool, L25RS (051-207-4026)

MAIDENHEAD

Manpower Services Community Programme Scheme 26 week project TI/Instructor/SI. N. Shaw, Maidenhead Centre, 13 Castle Hill, Maidenhead (31963)

NORTH LONDON RESCUE COMMANDO

Senior Instructor required for May-Aug self catering accommodation. R. Trim, Flat 40, 35 Queens Avenue, London, N10 3PE.

TIGNS, FRANCE

Club requires instructor for canoe groups each afternoon from 20 June until end August. Preferably able to ski. Food and lodging and ski passes provided. Ski-Val, 91 Wembley Park Drive, Wembley, Middlesex. 01-903-4447 - ask for Amanda or Trefine.

PLACID WATER AWARD

by BRIAN FULLER

Brian Fuller attended a course at Fladbury, near Evesham, in Worcestershire, with the hope of obtaining a Placid Water "Teacher" award. As a canoeist who started later in life (40+) he found the course ideal, enabling him to qualify at a lowly level, but now to "officially" coach young members on local canals, lakes and placid streams, in open cockpit kayaks and canoes.

The course involved sessions, both theoretical and practical, on the structure of the Placid Water awards and coaching scheme; first aid; organisation and participation in racing events; kayak and open canadian tourer canoeing skills; weirs, water safety and access.

The course started with an introduction by David Train, National Racing Coach and current Olympic Canoe squad coach. He is chairman of Fladbury Canoe Club and has developed the Placid Water award scheme, now adopted by the BCU, out of an awareness of needs of youngsters and their parents who enjoy their paddling without any particular desire to get wet! They claim that Fladbury canoeists even if they do capsize, manage it without getting their hair wet!

The clubhouse is situated on the banks of the river Avon behind the village playing field and is very well equipped with kayaks and canoes from K1 and C1 racers to learner kayaks and open canadian touring canoes. (It was interesting to realise on the way home from the course that although I had tried over six different types of craft, I never once wore a spray deck!).

The philosophy behind the scheme is that canoeing can be introduced to participants of all ages, on flat water, in kayaks with open cockpits without, at the elementary stage, having to achieve the higher levels of skills required for closed cockpit kayakers - support strokes, capsize drills and rescues (although these are required for the more advanced stages). It is also intended that skills should be broad-based so, to achieve Teacher status candidates are required to also have the basic skills of canadian canoeing (a thing I had never done!) This all eventually leads to an introduction into flat water racing: sprint and marathon.

The first session was a practical test to establish our level of skill in a K1 (kayak). We all found this relatively simple as most of us had spent the majority of our canoeing in this type of boat.

There were four other participants:- one outdoor pursuits centre Instructor from Litchfield; one scout leader from Atherstone and two of his fellow club paddlers from Anker Valley canoe club. The instructor/pupil ratio was ideal and the discussion sessions, which developed both during the day and on the Saturday evening, were most interesting with exchange of varied views on wide-ranging aspects of the sport.

This was the first such course and it is intended that they will be run with a maximum of eight students involving, normally, David Train together with one assistant, to enable individual assessment and maximum benefit to be obtained.

The first boat we used was a basic open-cockpit 14' trainer kayak, made at Fladbury, called a Pippin (all their boats re named after apples). In the unlikely event of a capsize, the occupant virtually "steps out".

The second practical session, which we quite quickly moved on to, was in the Fast Touring Kayak, a K1 with rudder. (I was already covering new water. There was a wide range of boats to choose from. While my more 'racy' colleagues practised in K1 Racers I settled for the Fast Tourer (an Avoncraft Rapide). To achieve the required standard one had to paddle 10,000 metres including a figure-of-eight course to demonstrate the use of the rudder and reversing (in spite of the rudder, which tries to act as a brake!). I soon got used to the "knees up" paddling position and the rudder took away all the hassle that we normally suffer on our river trips with hectic sweep steering strokes - a most relaxing paddle!

I finished off this session with a short paddle in a K1 'stable racer' (a Blenheim) which for me was rather unstable, but whetted my appetite.



By this stage we had achieved
Placid Water practical kayak
Skill 1 and Kayak Skill 2 levels.



We broke for lunch, which was taken at a local hostelry and re-assembled with some trepidation for the Canadian canoeing skill practical sessions. However, our worst fears were unfounded as the boats which we used were, initially, verystable open Canadian tourers. We started in pairs, either seated or kneeling and soon mastered the various basic skills required. But the next level required solo paddling and that was quite another matter. It required, for most of us, a great deal of practise on the "J-stroke", an essential in single-blade paddling. We spent most of the remainder of the afternoon practising solo Canadian paddling-including a visit to the local weir to discuss safety (not to shoot it - although had the weather been better we might have, "for experience"). Once again we were able to practise in a wide range of boat types as our confidence increased.



Eventually David seemed happy that
we had reached a satisfactory
standard to pass the practical
Canoe Skill 1 and Canoe Skill 2 levels.



We spent the last part of the afternoon and into early evening discussing the administration of the Scheme and how we would (hopefully) introduce it into our own clubs.

Eventually we called it a day and went off in search of our overnight accommodation - we had been booked in at the other 'local' for bed and breakfast, and enjoyed a splendid evening meal followed by more canoe chat. This became all the more interesting when we discovered that two of our number intended to attempt the Devizes to Westminster 125 mile canoe endurance event this Spring and that David Train, who by that time had re-joined us for an evening 'jar', was a former D/W contestant.

We awoke, after a comfortable night's rest, to find it was snowing!

Fortunately our first session was on first aid and was held in David Train's garage, which is fitted out as a very well-equipped gymnasium. The instruction was given by Jenny Giles, a local canoeist and trained casualty sister. It covered practical hints on resuscitation, with practice on "Rescusi-Annie"; cardiac massage; dealing with hypothermia; exposure; shock; bleeding, etc. Some discussion ensued as to the practical applications of these skills related to the environment in which we were all involved, mainly with youth, in scouts, outdoor pursuits, cadets or canoe club.

The next session was very interesting as, following an effective Jimmy Saville First Aid video film, we were treated to a miscellany of video films by David which covered Fladbury home-made training films illustrating stroke technique through to extracts from feature films of National and International and Olympic marathon races.

This was followed by an early lunch to enable us to be down at the Clubhouse in plenty of time to organise a boat, as we had all been entered in the Club's regular Sunday afternoon time trial - over 5 miles!

Imagine my horror - 5 miles without stopping? Even our 12 mile river trips are civilised affairs, with coffee and lunch breaks. I don't think I've ever paddled that far without a break, let alone at speed and following a good lunch!

However, nothing ventured.....

I selected, once again, my Fast Tourer (better to remain upright, even if slightly slower!) and put on my several layers in preparation.

It was quite an eye-opener as the various club members turned up for their regular Sunday exercise from age 10 to 50+; sons, daughters, mums and dads, and all most friendly.

I was allotted my handicap (to my surprise not quite the highest) and as a result was one of the first away from the start in my trusty Avoncraft K1 Rapide. My handicap was 46; the lowest being 34 with Stephen and Andrew Train soon to be in action in Los Angeles in August this year.

Having never raced before, and having already lost sight of those in front of me around the first bend, I did not know what pace to set myself. I set off fairly steadily as the first 2½ miles was upstream and I could always speed up a bit on the homeward, downstream leg - or so I fondly supposed! But imagine my concern when, after only about 1½ miles I could hear the sounds of someone puffing up behind me. This spurred me on for a bit but they soon overtook me and lost me and then this started to happen all too often. So much so that, at one stage, my main ambition was to at least reach the half-way stage before the entire field overtook me!

At last the half-way point was reached and negotiated with full left rudder and with still some of the club behind me. Well, I thought, not too bad - the rest is downhill and I might even finish. By now two of my course colleagues had passed me but they were regular racers so I didn't feel too bad about that. At least one of the others was still behind me and I was determined that's where he was going to stay!

The Train brothers came past, so fast I was in danger of being swamped by their wash. But then I noticed that one of the Fladbury girls in front of me was no longer pulling away - was it possible that I might catch up with her? Very gradually I overhauled her and then, joy of joys, I was able to "wash-hang", using her bow wave - a technique taught to us the previous day - and it really did work!

Eventually round a bend, to my relief, the Clubhouse came into view...Now for my final explosive finishing burst, I thought, but - nothing there! However I had finished and in my personal best ever time for the distance - and not the slowest of the afternoon!

So, as far as I was concerned, the culmination of a splendid and most interesting weekend in which I had successfully tried many new craft, been introduced to a new branch of the sport, been fed many new ideas, and been awarded my Placid Water "Teacher" status.

1984 COACHING CONFERENCE

Lilleshall, Monmouth (Shropshire) - 13/14 October 1984

Cost: £25

Open to all members in order of priority: RCOs/LCOs/Coaches/Senior Instructors/Others

(RCOs and LCOs will be sent full details and booking forms in August THIS IS THE LAST NOTICE FOR ALL OTHERS. Please apply now for details and booking forms which will be forwarded in August).

The Conference this year will be mainly practical:

The Canoe and the Environment; Developing Coaching Techniques; Urban Paddling
+ annual moderating forum; the Coach award; agm of the Coaching Scheme

river noises

GRAHAM LYON and RON MOORE received recognition of their long and outstanding service to the sport and the Union, when the BCU Award of Honour was made to them at the International Exhibition at Crystal Palace in February.

Graham Lyon has been Chairman of the Coaching Committee since 1981. His service to Coaching has been long and outstanding, from local organiser for Shropshire, to RCO in 1976. He was appointed a National Coach in 1977, concentrating upon consolidating the West Midlands Region as a well integrated coaching area.

Graham commenced canoeing in 1964, and failed his proficiency at the first attempt! He was a founder member, and one-time Chairman of Shrewsbury Canoe Club. His involvement in the sport is cosmopolitan, involving all branches of recreation, marathon, including the Devizes-Westminster, as well as slalom. During Canoe '81 Graham gave valued help in the organisation of the World Slalom Championships.

Ron Moore joined the Union in the early 60's, and has worked consistently to provide canoeing opportunities for the disabled, and to develop the necessary skills and knowledge to do this successfully. Since 1976 he has run an annual weeks canoeing camp for the disabled, which has also involved the training of instructors in this specialised field.

In 1981 Ron toured America on a Churchill Fellowship to study canoeing for the disabled in Minnesota, and in 1982 was advisor to the British Disabled Canoeing Expedition to France.

Regional Coaching Organiser for the South West since 1972, he has developed a strong and growing coaching panel in Devon and Cornwall, himself running numerous inland and sea senior instructor training and assessment courses.

He was a founder member of the Port of Plymouth Canoe Association, their first Chairman, and is now President.

ALSO HONOURED were a number of other coaching scheme personalities, although the nominations for these were made from outside the coaching committee.

Awards of Honour:

FRANK GOODMAN

KEITH MASLEN

Awards of Merit:

MICK NADAL, GEORGE PARR, KEN THOMAS, BRIAN WARD

KLEPPER FRAME REQUIRED

Roger Orgill, West Midlands Sports Council, Metropolitan House, Hagley Road, Birmingham, is missing a frame for his Klepper folding canoe. If you can be of assistance please drop him a line.

BCU INSTRUCTOR AWARD

As has already been noted, there is no such thing as an Instructor (Sea). There is one award that is mainly appropriate to inland canoeing, but may be used where the water happens to be salt, but it is still very sheltered.

One or two instances have arisen where a current Senior Instructor attending a course for an alternative Senior Instructor assessment, has failed, and been awarded Instructor. This is irrelevant, as he is already qualified to do all that an Instructor can do.

SEA CADET CORPS

The Sea Cadet Corps have negotiated an affiliation with the BCU on the same basis as the Scout Association. This means that Sea Cadet Corps officers, as well as warranted Scout Leaders are entitled to take BCU tests at reduced rates.

For BCU awards - that is, Coaching Qualifications - individual membership is still required either full, youth or family. This category of membership can also be obtained through the unit or Scout troupe joining as a junior club affiliated member. The junior club fee incorporates full individual membership rights for one named leader.

The main benefits to the Sea Cadet Corps (and Scout Association) from the special affiliation are as follows:

1. Units may purchase from BCU supplies at preferred rates:
 - a. Equipment:
 - b. Publications:
 - c. Canal licences.
2. Leaders may take BCU tests at member rates.
3. Leaders have the right to obtain help and advice through BCU river advisory service and Coaching Scheme.
4. The organisation and individual leaders have right of expectation of help from BCU Directorate and advice from BCU technical services.

LOG BOOK PRICE INCREASE

Please note that the price of log books has been increased as from 1.4.84 to:
£1 members; £1.50 non members.

Loose leaf additional inserts for log books are in preparation. Details in next Focus.

the Road to Senior Instructor by BOB GRAY

BOB GRAY qualified as a BCU Coach in 1965. In 1974 he was made a Senior Coach - the youngest appointment ever. He has performed and coached to a high standard in both racing and slalom, and still has a wide and active involvement across the sport.

After attending a senior instructor training weekend many TI's depart feeling they have considerably more to learn before they present themselves for assessment. A weekend training course cannot cover everything, and it is disconcerting that many people who take a training course never present themselves for assessment.

The problem of gaining experience on ones own is often difficult. It may be satisfactory for the highly motivated, but for the average TI, guidance and assistance will generally be required. The BCU recommends that a TI is allocated to an experienced SI, who will act as a tutor. To my knowledge, this system operates only infrequently, if at all.

It is evident, from organising both training and assessment courses that individuals have different strengths and weaknesses. Those in education, may teach and lecture well, but conversely, be unsatisfactory in their personal performance or general knowledge of the sport. The club paddler who has perhaps, experience in marathon, slalom, and undertaken some mountain river trips will reflect different qualities compared to the educationalist. As examiners, we are looking for balance. The senior instructor must be adequate in all departments. These factors also make the planning of a training course extremely difficult.

As a pre-requisite of examination the potential SI must log 50 hours teaching experience. However, many fall into the "bubble" syndrome; whereby their teaching may well consist of innumerable one star courses, at the same venue, with the same type of pupils. Their contact with experienced canoeists is limited and this is reflected in their outlook and approach. It is imperative to break out of the "bubble", work at different places, paddle other rivers and spend adequate time developing one's own canoeing.

Significantly, many who attend a training course have not received any personal coaching since their initial introduction to the sport.

Other experienced SI's and coaches will have identified some of the problems outlined and maybe interested in a scheme we are promoting, to assist the potential TI to reach his goal. This involves "on-going" training, comprising a series of coaching advancement courses. In co-operation with Bob Thomson who runs leader training at Thames Young Mariners at Richmond we analysed the type of activities that would make suitable one day or weekend courses. Our initial list was as follows:

- 1) The canoe safety test
- 2) The canoe lifesaving test
- 3) Moving water skills - weir work and river
- 4) Lecturing - with an opportunity for TI's to gain practical experience
- 5) Stroke analysis
- 6) Being coached in a teaching situation
- 7) Teaching Techniques
- 8) Other boats
- 9) Rescue techniques
- 10) Sea skills and techniques

It was identified that not every course would appeal to all, so it was important to build an adequate base to provide sufficient participants to make any course viable. We then printed a leaflet which was circulated with the last issue of CoDe to all in the London and South East region. The response was encouraging with 18 applications for the first course, plus a further 30 interested in other activities.

Our first subject was stroke analysis which was held at Thames Young Mariners on 22 January. The day comprised an excellent lecture from Neil Shave, two practical sessions on the water, discussion groups and finally a presentation of a stroke by a trainee from each group. Judging by the comments at the end of the day, the event had certainly achieved its aim. The enthusiasm for similar courses indicated the need and importance of coaching at this level. If we want canoeing instructed well we must allocate more of our resources to training those who are going to instruct.

Further events planned are as follows:- Sunday 18th March, Moving Water Techniques, Theory and Practical based on TYM and Teddington Weir; May 11/13 Moving Water Weekend, Symonds Yat. The course will cover all aspects of moving water techniques, discipline, safety and equipment; June 22/24 Sea Canoeing Weekend at Calshot, Hampshire. A full programme of lectures and paddling sessions for which sea kayaks will be provided and a trip (hopefully to the Isle of Wight).

Anyone who would like details of these and other events should send 3 stamped and addressed envelopes (size DL 110 x 220mm) to Bob Thomson, 168 Station Road, Hampton, Middlesex.

BOB GRAY, Senior Coach.

Alpine assistance

FREE ON THE SPOT RIVER ADVICE by courtesy of the Mike Jones Memorial Weekend Organising Committee. There's nothing like on the spot advice from an expert who's just done the river. Only one thing better - to have that person guide you down the river! This summer there will be a British guide - Dave Roland - based on a campsite in Austria, from 7 July to 17 August. He will know the local rivers intimately and will be able to discuss your groups requirements and offer expert advice and guidance if you want it. For further details send a SAE to Mill House (Austria), Adcote Mill, Little Ness, Shrewsbury, SY4 2JZ.

Calendar - update and amendments

SENIOR INSTRUCTOR TRAINING INLAND

Sep 7- 9	Derbyshire	6
7- 9	Longridge	1
7- 9	Felixstowe	2
Oct 19-21	Hexham	3

SENIOR INSTRUCTOR ASSESSMENT INLAND

Sep 7- 9	Derbyshire	6
7- 9	Felixstowe	2
28-30	Longridge	1
Oct 19-21	Hexham	3

SENIOR INSTRUCTOR TRAINING SEA

Sep 7- 9	Felixstowe	2
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SENIOR INSTRUCTOR ASSESSMENT SEA

Sep 7- 9	Felixstowe	2
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Change of Venue

(From Ravenglass - Trg/Assess)

Jun 15-17	Kirkudbright	4
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Change of Date

(From 23-25 Sept - Trg/Assess)

Oct 5- 7	Plymouth	5
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SENIOR INSTRUCTOR TRAINING/ASSESSMENT - CANOE

Sep 7- 9	Derbyshire	6
Oct 26-28	Derbyshire	6

COACHING ADVANCEMENT COURSE

Jun 22-24	Sea Weekend - Calshot	7
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ADVANCED SEA TRG/ASSESS

Jul 13-15	Mull of Gulloway	- 8
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BCU LIFESAVING TEST

Aug 17-19	Longridge	1
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WHITE WATER RESCUE TECHNIQUES COURSE

Jly 14-15	River Tryweryn	9
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WILD WATER RACING COACH

Oct 12-14	Leicester	10
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1. The Warden, National Scout Boating Centre, Longridge, Quarry Lane, Marlow, Bucks.
2. P.Dainty, 9 Rivish Lane, Long Melford, Sudbury, Suffolk, CO10 9TH.
3. D.Hellawell, 79 Greenfield Drive, Eaglescliffe, Stokton on Tees.
4. M.Mills, Low Gillerthwaite Field Ctr. Ennerdale, Cleator, Cumbria, CA23 3AX.
5. R.Moore, Mill Ford School, Ernesettle, Plymouth, Devon.
6. P.Reaney, Parsonage Farm OPC, Longshaw, Sheffield.
7. B.Thomson, 168 Station Road, Hampton, Middlesex.
8. A.Hall, 7 Derwent Street, Keswick, Cumbria, CA12 5AW.
9. Director of Coaching, BCU Flexel House, 45/47 High Street, Addlestone, Surrey, KT15 1JV.
10. W.Sampson, 1 Digby Close, Tilton on the Hill, Leicestershire.

APPOINTMENT OF A PART-TIME

NATIONAL COACHING AND DEVELOPMENT OFFICER

With Regional Responsibility

Applications are invited for the post of Part-time National Coaching and Development Officer to further to work of the Coaching Scheme in a particular region.

The candidate, who should be a duly elected Regional Coaching Organiser will be expected to oversee coaching development in accordance with the needs of the region. This will include the establishment and approval of all coaching training and assessment courses, and the provision of ongoing training and endorsement courses for established members of the scheme. Where necessary, the officer will recruit local coaching organisers, and undertake their on-going servicing.

The National Coaching and Development Officer will be responsible to the Council of the British Canoe Union through the National Coaching and Development Committee, whose meetings and conferences he will be expected to attend, and undertake such responsibilities on behalf of the Committee as may be from time to time negotiated.

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 not 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 should be made, should be sent to:

The Chairman, BCU National Coaching Committee, Flexel House, 45/47 High Street, Addlestone, Surrey, KT15 1JV, to reach him not later than 1st July, 1984.

Regional Coaching Organisers

CUMBRIA	David W. Rogers, 13 Yewbarrow Road, Ulverston, Cumbria, LA12 9JS.
EAST	D. Coggins, 622 Galleywood Road, Chelmsford, Essex - <u>c/a</u>
EAST MIDLANDS	C. Broadway, 5 Holmfield Road, Leicester, LE2 1SD.
LONDON	R. Cowan, 44 Castell House, Deptford Church Street, London, SE8 4SD.
SOUTH EAST	K. Gulliver, Uplands Lodge, Broad Oak, Heathfield, Sussex, TN21 8RX.
NORTHERN	D. Hellawell, 79 Greenfield Drive, Eaglescliffe, Stockton on Tees.
NORTH WEST	R. Hitchings, 1 Western Avenue, Nantwich, Cheshire.
SOUTH	Peter Lee, 66 Newtown Road, Marlow, Bucks, SL7 1LA. - <u>newly appointed.</u>
SOUTH WEST	R. Moore, Mill Ford School, Rochford Crescent, Ernesettle, Plymouth, PL5 2PY.
WESSEX	G.D. Roach, Jacsara Bunga, The Crossroads, Winstone, Cirencester
WEST MIDLANDS	J. Cooper, Longden Lodge, Plealey, Pontesbury, Salop, SY5 0XL.
YORK AND HUMBERSIDE	R.J. Halsall, Buckden House, Buckden, Skipton, N. Yorks, BD23 5JA.
NORTH WALES	Hugh Lomas, Winster Conwy road, Llandudno, Gwynedd - <u>new appointment.</u>
SOUTH WALES	R. Batsford, 41 Llundain Fach, Felinfoel, Llanelli - <u>new appointment.</u>
CHANNEL ISLANDS	K. Mansell, 2 Theresa Court, Old Street, St. Johns Road, St. Hellier, Jersey.
NORTHERN IRELAND	R. Livingstone, 2 Downside Road, Newry, Co. Down.
BAOR	WOI A.J. Ford, SSO Soltau, Munsterlager, BFPO 104
SCOTLAND	Highland, Mr. K.A.J. Nicol, 9 Dale Road, Thurso, Caithness, KW14 7QB. Tayside, Mrs. M. Conacher, 81 Dundee Road, West Ferry, Dundee, DD5 1LZ. Fife, Mr. J. Shires, 40 Walnut Grove, Dunfermline, Fife. Lothians, Mr. Graham Duffin, 82 Thirlestane Road, Edinburgh. Borders, Mr. John Hall, Danum Cottage, 4 Main Street, Heiton, Kelso. Dumfries and Galloway, Mr. Elwyn Rees, School House, Glenochar, Castle Douglas, Kirkcud. Central, Miss Beverley Hamilton, 9 Ellistoun Drive, Tillicoultry, Clacks. Strathclyde East, Mr. Archie Waters, 27 John Street, Helensburgh. Strathclyde West, Mr. A. Hunter, 5 Crocus Bank, Ayr. Grampian & Nairn & Spey Valley, Mr. S. Crymble, Glenmore Lodge, Aviemore, Inverness-shire.

Third Party Insurance

IMPORTANT NOTICE

There was an entry in the last CoDe concerning the protection available through your membership fee against claims for damages arising out of, or caused by, wrongful coaching advice.

This put an undue emphasis on the difference between privately run centres and others. Following is a more accurate statement concerning the way in which your third party liability insurance cover operates:

Third Party Indemnity for members of the Coaching Scheme, provided through payment of your membership fee, has been negotiated on the understanding that you are a voluntary instructor operating within the voluntary sector. This may include the receiving of out-of-pocket expenses.

When you are working under the auspices of a Centre, regardless of whether or not you are being paid for your services, it is the responsibility of the Centre itself to possess a public liability insurance policy. It must not rely solely on your policy to provide protection for you whilst in its employ. Conversely, your policy will not protect the Centre.

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, an 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.

COACHING SCHEME FEES AND PRICE LIST

BCU MEMBERSHIP FEES

Basic	£4 (does NOT include competition or coaching)
Cadet	£3
Introductory	£6.50 (includes competition but NOT coaching)
Youth	£6.50
Full	£12.50 <u>CANI/SCA/WCA fees will be</u>
Family	£5.50 <u>notified by your Association.</u>

ADDRESSES

BCU, Flexel House, 45/47 High St, Addlestone
Weybridge, Surrey, KT15 1JV.
CANI, House of Sport, 2a Upper Malone Road,
Belfast, N. Ireland, BT9 5LA.
SCA, 18 Ainslie Place, Edinburgh
WCA, Pen-y-Bont, Corwen, Clwyd, LL21 0EL.

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 Membership if they so wish, all from BCU or Association Head Office.

PRICE FOR CERTIFICATE AND BADGE £1 whether BCU member or not.

Books of 16 test entry forms are issued free to Scheme Members. Instructor - 1+2 Star; SI - 1,2,3 Star.

Certificates and badges may be purchased by Scheme members and by recognised Centres and Authorities at £7.50 per lot of 10 Certificates and Badges. Please state whether 1, 2 or 3 star. Lots may be mixed.

An extra 10% discount is offered on cash with orders of £35 or more.

OTHER TESTS

	<u>#Members</u>	<u>Non-Members</u>	
Proficiency	£1.50	£3.50 *	) There is NO FEE payable for a FAIL
Life Saving	£1.50	£3.50 *	
Advanced Proficiency	£3.00	£5.00	

AWARDS (General)

SI Training (first course only)	£3.50
Instructor	£2.50
Senior Instructor	£3.50

AWARDS (Competition - first course only)

Competition Trainer	£3.50	<u>Please note</u>
Competition Coach	£3.50	<u>Increase</u>

CANOE SAFETY TEST

Books of 10 test entry forms are issued free to Grade I (Proficiency) Examiners (E1) on application to BCU HQ. Certificate and Badge £1.25 available to successful candidates only on application to BCU HQ.

BOOKS

Log Book	£1	£1.50 - please note price increase
Canoeing Handbook	£6.00 + £1 p&p	£9.95 + £1 p&p (state whether bound or loose leaf - binder £2.00).

BADGES

	<u>Members</u>	<u>Non-Members</u>
+ Proficiency Cloth Badge (available at discount to Examiners)	80p	£1.00
BCU Lifesaving Test Cloth Badge	80p	£1.00
Metal Lapel Badge - Proficiency, Bronze, Advanced, Silver	80p	£1.00
Sew-on Badge (Instructor/Senior Instructor, logo, white on blue)	1.00	
Competition Coaches (only)	1.00	

COACHING SCHEME TIES (Award holders only - green) 3.00

COACHING SCHEME JUMPERS (Award holders only - green with 'BCU Coaching' in gold letters on left breast
Please state size: Medium, Large, X Large) 8.50

COACHING SCHEME ANORAKS Discontinued until further notice

All prices include VAT and postage & packing. (Except where stated). 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

Fees should normally be paid in accordance with the established scales of the employing authority concerned. In other cases where fees are appropriate, the following are the recommended minimums:

(a) Coach	£20 per day for the first 2 days - £15 per day thereafter
(b) Senior Instructor	£15 and £10 as above
(c) Instructor	£10 and £6 as above
(d) <u>ALL</u>	£6 minimum for lectures, with or without slides

* Includes Cadet Membership for 16 year olds and under - please show age on form

+ The Proficiency Cloth Badge is offered to qualified Examiners at £6.00 per 10

NB SCOUT ASSOCIATION Warranted Leaders are treated as members for Proficiency Tests and BCU supplies only, (not Coaching Awards) if they quote Scout Association Affiliation Number 000263. This does NOT apply to other Scouts