

Paddler

THE MAGAZINE OF THE VICTORIAN CANOE ASSOCIATION INC.



Paddler



THE MAGAZINE OF
THE VICTORIAN CANOE
ASSOCIATION INC.
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DEADLINE FOR NEXT ISSUE WILL BE JUNE 30

FRONT COVER:

Warwick Draper - A member of the Australian Junior Slalom Team bound for the USA

Photo: Roy Farrance

Letters



Mr Tony Prior
Editor
Paddler

Dear Sir

I read with interest the latest edition of the Victorian Paddler and in particular the articles written by Mr Reg Hatch on the Canberra ITC Regatta, Victorian State Championships and the National Sprint Championships in Adelaide.

While I enjoyed reading Reg's colourful and flowing commentary on each of the regattas, he made mention of a number of issues specifically relating to the AIS canoeing unit on which I would like to comment and put the record straight.

The AIS squad did not stay at the Institute residences in Canberra for the simple reason that there was no available accommodation. In the past, Institute paddlers have always stayed at these residences not only to support the AIS but because of the cheaper rates that they offer. The squad did, however, stay at the excellent AIS residences in Adelaide during the National Championships - a fact which may have escaped Reg!

One of the reasons Tim Munro was not offered a full-time scholarship in 1993 was because he made it clear that study and not canoeing would be his number one priority in 1993. Ian Rowling, however, on his return from the Barcelona Olympics where he was a bronze medallist in the K4 1000m crew, indicated that he was still keen to compete internationally. Ian's enthusiasm for a place in the national team for the World Championships only waned early this year. Given Ian's standing in Australian canoeing circles, his vast experience and success in the sport and his long term involvement with the AIS, it was felt that it would be advantageous for the rest of the squad to have such an experienced paddler with whom to train in the leadup to the Nationals. The cost of retaining Ian in the program for the final 3-4 weeks until the Nationals was minimal and not at the expense of any other canoeists. Surely no one in the sport would begrudge Ian this short extension to his scholarship. Ian is no longer on a full time scholarship with the AIS but has been invited to utilise the training facilities at Pizzey Park at his leisure. Both Tim and Ian are also welcome to apply again for consideration for AIS scholarships in 1994.

When the 1993 AIS scholarship program commenced it received a great deal of criticism from certain canoeing circles concerning the status of paddlers to whom scholarships were offered. While some of the paddlers selected

were classified at the time as "developmental", all were selected in the belief that they had the potential for selection at the Atlanta Olympics. As the results at the Nationals indicated (AIS paddlers were involved in every successful Open Men's and Open Womens' events and Under 18 men's - with the exception of one) the selection of the paddlers in this squad has been proven correct.

It is interesting to hear the individual Institute paddlers commenting that much of their improvement during the past 3-4 months could not have been achieved anywhere else but by the intensive training program offered at the AIS. The opportunity to train on a daily basis with many of the premier paddlers in the country at a world class facility has been an enormous incentive for these paddlers to strive for excellence in their sport.

For the sport to continue to expect the level of Federal Government funding it currently receives it must continue to produce results in the international arena. With this in mind the AIS has gone to great lengths to develop a national elite program which will enable the sport to maintain the momentum it achieved in Barcelona.

The Institute should not be seen as a program which is pillaging other state elite programs but providing an opportunity for a number of young talented paddlers to train together on a full-time basis while pursuing an education or vocation. The AIS is conscious that many elite paddlers do not wish to leave their state for a variety of reasons and as such has never pressured these paddlers to apply for a scholarship. With this in mind the AIS has initiated a visiting scholarship program this year to enable some of the Barcelona Olympians to remain in their home state to train and work and to offer travel assistance for training camps or domestic and international competition. This program is likely to be extended in future years to include other elite paddlers.

The matter of Kellogg's supporting the AIS and Uncle Toby's supporting surf is somewhat irrelevant (Kellogg's also supports the surf). No one in Australia would deny Clint Robinson the spoils of success he has so richly earned from his magnificent achievement at Barcelona. His performance at the Olympics was the greatest boost the sport has ever experienced. Indeed his involvement in the iron man series this year has continued to generate publicity indirectly for the sport (something the sport has not experienced since the "Kenny" glory days) it would normally command. The fact that he did not participate in any of the four regattas in the leadup to the Nationals should not be seen as a black mark against the sport or Clint - surely he should be allowed to reap the benefits of his Olympic medal victory during the following 6-12 months! In fact in many of his media inter-

views, he has continued to promote the sport. Despite the doubters, he did compete at the Nationals with outstanding success, clearly displaying that he is Australia's premier paddler and he has openly declared his determination and dedication to lead Australia's push to world dominance in the sport by the Atlanta Olympics. I have no doubt that once Clint sorts out his long term iron man commitments he will have ample time to compete in numerous canoeing regattas. As Reg is now aware Clint will compete in both the K1 events and K4 1000 at the forthcoming World Championships!

Reg's comments concerning alleged poaching by the AIS of the cream of Victorian sprint canoeing circles could not be further from the truth. Since the inception of the AIS unit in 1988 only three Victorians have been on full-time scholarships (Martin Hunter, Tim Munro and Grant Leury) and one three month scholarship (Tim Altman). I scarcely think that three paddlers over six years is tantamount to poaching! It should be pointed out that Grant Leury was such an outstanding success at the Nationals that many of the canoeing experts were heard commenting about his amazing transformation into an elite paddler in such a short period of time. One wonders to what Reg would attribute Leury's development.

I might add that the NSW sprint canoeing academy (possibly the most successful ITC program in Australia) openly encourages its elite paddlers to apply for an AIS scholarship. The dramatic improvement in performances of a number of the NSW paddlers during the regatta series and at the Nationals clearly vindicates their decision to join the Institute program.

While not wishing to comment on a number of minor inaccuracies in Reg's report on the Nationals, it should be noted that the AIS paddlers enjoyed remarkable success at these championships - something he failed to acknowledge in his report.

Finally let me say that the AIS is not beyond reproach and encourages constructive criticism like any other government funded program. However, the sport is too small for individuals to continually criticise the Institute for the wrong reasons, when many of the comments are inaccurate. Surely those supposedly committed to developing the sport would be better off sitting down with each other to ensure that Australia is the number one sprint canoeing nation in 1996. Remember the enemy is overseas and not the Institute or the other states.

Yours faithfully
David Weir
Manager
AIS Brisbane Unit
20 April 1993.

PS. For Reg's information it was Verdall Smith and not the Mamas and Pappas who recorded "Tar and Cement".

C1 AND C2 PADDLING, FACT OR FANTASY

I take it that Roger Fenwick is on a committee to drum up interest in kneeling canoeing. If this article succeeds in its aims I will put a paddle between my teeth and attempt the Murray Marathon.

The article does not address many of the difficulties and drawbacks facing kneeling canoeing. Possibly the greatest drawback is, to paddle a marathon kneeling is like not only having your knee in a knee sized vice but having your whole body in agony for nearly four hours. Nobody in their right mind would voluntarily inflict themselves with this torture. That is why I feel kneeling canoeing should be started in sprint where the agony is only about four minutes long.

This brings us back to the next big drawback which is that most people selected in sprint teams are associated with surf lifesaving and since lifesavers have let women into their ranks they have been getting a better go with selection.

Sprint canoeists have had to obtain certain times for selection. When Frank Lambert failed to make these times even in bad conditions the selectors did not send him although he was a finalist in the 1980 Olympics for France.

When the conditions were bad at the Australian Championships at Ballarat about ten years ago the selectors were not stupid enough not to select a men's kayak team whereas they were reluctant to select a ladies kayak single.

I do not know where we get such an inept group of people to hold such powerful positions as selectors. They hold the future of sports people in their hands. Look at the exclusion of Dean Jones from the Australian team to tour England as an example of dubious judgement of selectors in another sport. Who would be stupid enough to question the judgement of selectors if you held out a minuscule hope of ever being selected. If your performances were borderline you would be off your head to upset the selectors. I attribute the extinction of sprint kneeling in the mid 1980s to a series of very bad decisions by the selectors.

So the only avenue for advancement is marathon canoeing. Roger suggests that you should give up sitting and start kneeling. He casually remarks that it will take you two years to master kneeling and reach a similar standard as before. A lot of work for little or no improvement. Roger, I think, improved his international marathon result from 11th to 9th

position after converting from sitting to kneeling which is a hell of an effort for such a small gain. I also feel he needs another two years to work on his style, most definitely under a good coach to get it to a top international standard.

The next problem is now obvious. Who is qualified to coach canoes? The AIS or the VIS don't spend any of the taxpayers money on canoe coaching. Their coaches know little or nothing about canoeing. I wonder if canoes are welcome there?

Quite another problem is that the TC classes have specifications that make the canoes fairly useless except for very long bath tubs. Take the seats and thwarts out and save water by bathing with a friend. The class's slowness and the pairs tippiness do not encourage paddlers to start off in the TC1 then move to racing canoes.

Basically canoeing is a pretty weird sport where you have two different actions or manners of propulsion racing against

each other. I feel that they should make kneeling the proper racing class and sitting an inferior class. Overseas selection should come from the kneeling class.

No matter what is decided about the grading or class system hopefully we will not have to put up with the present one for much longer because the Pom who devised it is going, not to England but Queensland which is nearly as good. The Poms are very fond of class systems that benefit those at the top of the pile and disadvantage those at the bottom such as hard done by canoeists.

If you would like to follow me up on some of these points you will find me paddling up and down the Yarra from time to time. Just make sure your facts are right before opening your mouth.

Peter Ohman

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NATIONAL CHAMPIONSHIPS FOR MARATHON RACING

- A Race For All Seasons

by Reg Hatch

Some events try your body,
Some try your soul,
Some try your patience.

The entry form should have stipulated that your life would most certainly be threatened in this race for a national championship.

All manner of water borne craft assaulted the courageous competitors as they set off into the slop that was the Nerang River. The motorised fleet was afforded great assistance from the wind which ensured that what the motor boats might have missed, was sure to be churned up by this element of nature. The man powered craft sallied on. With as many classes as a sailing fleet, the organisers were going to make sure that only the most unlucky would miss out on being recognised. In some cases there was simply one boat competing. I am going to get my ladies to enter the Ladies C1 class next year and gain a coup on the other States that have not thought of this innovative class as yet. We will enter sub-junior, junior, intermediate junior, open lady and all veteran classes. This should ensure at least another nine or ten medals. That is next year.

This year was a true test of survival and navigation skills. If either element was missing from your make up you were doomed to failure.

The mouse maze that confronted the athletes was intricate to say the least and they organised the most horrendous start and finish area to be found anywhere on the river. The mountainous waves were just what the athletes needed at the completion of this grueling event. There were many who returned to the finish well before time with confused and bemused looks and resigned themselves to study the orien-

teering charts more closely in the future.

New Zealand sent a contingent over for the race and they did quite well - they will go home and repeat the old adage - 'there is a need for speed'.

Ladies K1.....Denise Cooper, Jane Hall and Anna Wood were going to provide the interest in this group and as it turned out, Denise took charge only after racing Anna for most of the 35 kilometres. Jane Hall just didn't get going and was not the world bronze medallist we all know. Jane made no excuses and was the first to congratulate her peers.

Intermediate Juniors.....Jon Paul Williams and Greg Cleary got Victoria off to a great start with a resounding victory in the K2 class. These two lads have a great future and are being well looked after by Greg Skewes in Mildura. The boys finished second and third in the K1 event and had to watch young Luke Ariston from NT (Katherine) go away with a great win.

Men's Open K1.....There was plenty of tension and the standard was very high. Interest was evenly divided between who would win out of Ramon Andersson and Mike Mills Thom and just how well Matthew Coulter would go.

The first question was answered within the first 500 metres when Ramon found the pace and conditions very tough. Mills Thom dominated and dictated the race and seemed never to be in any bother. Matthew Coulter was covering himself in credits with some great leads and as always had plenty to say - always with a sense of fun attached. The big surprise was the quiet but painfully obvious Paddy Holland. He and fellow VIS member Mike Mills Thom were methodically

going about their work without any fuss or bother. These two broke away and came home a respectable first and second. It was a great win for Mike who had an unpleasant year last year and will be one to watch in Denmark.

Ladies K2 did not start which is a shame as we need to develop this category if Australia is to win back the cup for the best nation.

There was no such problem in the Men's K2 and two outstanding crews fronted the starter. One crew fresh and one that raced the day before. After two practice starts the field got away. Immediately Clint Robinson (Barcelona gold medallist) and Ramon Andersson (World champion in this class and Barcelona bronze medallist) went away from Mike Mills Thom and Paddy Holland. It was again the speed of these two crews that allowed them to just wear out their opposition. Clint suffered a little and found it hard to contribute in the last 12 kilometres. This put a strain on Ramon, a strain that only Ramon could handle. Mike and Paddy soldiered on. It was not until the two boats neared the washing machine like conditions of the finish that Clint and Ramon were able to demonstrate their extra speed and freshness with a 15 second win. Mills Thom and Holland were not at all disgraced and in my opinion were magnificent in second place. It was always going to come down to had the most speed. This time they didn't. It was a very good performance that made a mockery of the selection. Holland was overlooked in favour of Meek to pair with Mills Thom as the second boat. It is worth noting, the first boat selected did not even finish.

It has taken the best part of two years to develop Mike and Paddy into a formidable combination that has speed.

It amazes me that the selectors can see a boat being developed overnight that will be competitive at world level. It was also disappointing that a coach was not named, as these people we expect to go well, need support and back-up if they are to continue to lead the world. At a time when the Sports Commission is supporting both our sport and coaches, we need to have some leadership and programming so everyone can be privy to the best or latest information. I believe the reason for no coach is that the trip is so short and therefore there is no need for one.

How naive are these people? Mills Thom and Holland just did not come along to their coach two weeks prior to the nationals and ask for a magic wand. The programs need constant monitoring and updating. Based on the results from the weekend there was not a lot wrong with the way Mills Thom and Holland spent their time. I would like all Australia's competitors to benefit from what has been learnt so we can become a better nation overall - not just Men's K1.

Thank you to The Southport School for

the use of their facilities and to the volunteers who were just great. As a suggestion we should implement a new element in attaining a motor boat licence. All prospective licence holders should be able to paddle a K1. We just may see a little more care and concern.

Congratulations to the competitors for the manner in which they conducted themselves and the way they raced. It augers well for Australia.

RESULTS

C1 MO

1.	Anthony Cole	4.04.49
2.	Tony Bond	4.10.08
3.	Daryl Symonds	4.19.18

C2 MO

1.	Bond/Pierson	3.59.34
----	--------------	---------

K1 IJ

1.	Luke Ariston	46.43
2.	Greg Cleary	48.56
3.	Jon-Paul Williams	51.23

K1 LJ

1.	Michele Hundt	2.26.55
2.	Brei Meek	2.27.03
3.	Julia Rich	2.43.00

K1 LO

1.	Denise Cooper	3.21.58
2.	Anna Wood	3.26.53
3.	Alison Barrett	3.36.35

K1 MJ

1.	Greg Prosser	2.11.48
2.	Matthew Ingerman	2.12.45
3.	Travis Whitmore	2.16.33

K1 MO

1.	Mike Mills Thom	3.00.33
2.	Paddy Holland	3.01.43
2.	Geoff Blanc	3.03.24

K1 V35

1.	Murray Donaldson	3.18.10
2.	Ian Wookey	3.23.45
3.	Terry Poole	3.26.00

K1 V45

1.	Brian Voller	2.12.07
2.	John Pawlow	2.18.19
3.	Alan Coates	2.23.04

K1 V55

1.	Gordon Jeffrey	2.18.17
2.	Len Turner	2.19.02
3.	Owen Bruce	2.23.05

K2 IJ

1.	Williams/Cleary	57.50
2.	Woolf/Stewart	1.11.14
3.	Woolf/Greenhatch	1.16.08

K2 LJ

1.	Hundt/ Mengler	2.14.31
2.	Jackson/Nossiter	2.19.48
3.	Malcolm/Rich	2.40.29

K2 MJ

1.	Prosser/Ingerman	2.04.45
2.	Whitmore/Burke	2.12.19
3.	Cooper/Mol	2.25.55

K2 MO

1.	Robinson/Andersson	2.55.19
2.	Mills Thom/Holland	2.55.36
3.	Meek/Brown	2.57.02

K2 V35

1.	Poole/Donaldson	3.07.27
2.	Krautz/Beale	3.14.00
3.	Sterrett/Wookey	3.30.58

K2 V45

1.	Molineux/Jeffrey	2.08.26
2.	Pawlow/Rich	2.08.32
3.	O'Sullivan/Halford	2.14.01

TC1 MO

1.	Neville Carr	2.44.17
2.	David Stanmore	2.44.52
3.	Tony Barthelson	2.52.34

TC2 O

1.	Farlow/Van Ryt	2.36.15
2.	Stanley/Hull	2.44.21
3.	Barthelson/Loader	2.45.23

TC2 V35

1.	Carr/Woods	2.42.52
2.	Symonds/Christoffel	2.43.57
3.	Duncan/Croft	2.50.24

TK1 IJ

1.	John Phillips	51.30
2.	Kylie Podolkin	57.43

TK1 LO

1.	Erika Hamp	2.40.47
2.	Margaret Barrett	2.42.20
3.	Kathleen Bourke	3.45.53

TK1 LV35

1.	Marilyn Drynan	2.34.53
2.	Judy Anglim	2.42.31
3.	Gail Austen	2.44.51

TK1 MO

1.	Greg Slade	2.27.38
2.	Cameron McGill	2.31.00
3.	Barry Farlow	2.31.07

TK1 V35

1.	Peter Yager	2.25.40
2.	Bob Dalley	2.26.00
3.	Geoff Ford	2.26.22

National Championships for Marathon Racing (cont'd)

TK1 V45

1.	Brian Graber	2.29.32
2.	Kent Jaques	2.31.10
3.	Mike Goyne	2.37.38

TK2 LO

1.	Drynan/Barrett	2.23.28
2.	Hamp/Anghim	2.26.41
3.	Gardner/Austen	2.39.05

TK2 V45

1.	Rantall/Owen	2.14.03
2.	Salaris/Schonfield	2.22.53
3.	Roberts/Grabner	2.23.08

TK1 V55

1.	Arthur Salaris	2.34.33
2.	David Roberts	2.40.38
3.	Dieter Schonfeldt	2.40.39

TK2 MO

1.	Owen/Owen	2.14.03
2.	Anastasiou/Ebbery	2.23.11
3.	Bailey/Hancock	2.24.04

TK2 XO

1.	Schofield/Schofield	2.22.55
2.	Kinnear/Jackmen	2.24.03
3.	Cunningham/Skyring	2.27.03

TK2 IJ

1.	Phillips/Taylor	1.04.57
2.	Sullivan/Horne	1.08.35
3.	Gonzo/Chapman	1.11.21

TK2 V35

1.	Yager/Dalley	2.13.38
2.	Lidstone/Ford	2.20.12
3.	Seidel/Middleton	2.32.57

TK2 XV35

1.	Harvey/Jackson	2.26.39
2.	Batson/Batson	2.27.08
3.	Kelly/Kelly	2.32.14

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TAKING ON THE MURRAY RIVER

by Brian Lund

There's more to the Red Cross Murray River Marathon than paddling 404 kilometres in five days.

The marathon is a test of endurance, mental discipline and team spirit. It's hard work but well worth the effort.

If someone was to ask me what I remember most about the marathon, it would have to be the finish line. The elation, the relief and the sense of achievement is overwhelming. It's hard to hold back the emotion.

FIVE GRUELLING DAYS

The Murray Marathon starts at Yarrawonga and finishes on New Year's Eve at Swan Hill, after five gruelling days of summer sun. It's one of the toughest marathons of its type in the world and it attracts up to 600 paddlers and 1800 supporters. Despite the ups and downs there's rarely a regret amongst them for having participated.

Make no mistake, it's hard. When you've been on the river for six hours and you're looking at up to two hours more for the day, you really start to wonder why you're there.

ACHING

Your backside aches like never before, every muscle in your body is tired and the blisters on your hands can make it hard to hold the paddle. But you have to switch off the hurt and focus on what you are doing.

I've had the chance to do the marathon four times and each time it's been hard not to admire the battlers. As they cross the line their supporters rush to the water to lift them from their craft.

THE C7

In 1992, Geoff Reyment of the Sherbrooke-Knox Canoe Club asked me to be part of a C7 crew he was putting together. Geoff had his eye on a beautiful 32 foot craft and in no time at all, he had the crew, the sponsors and the C7, all working towards one goal - The Murray Marathon.

Being part of that crew was different to anything I had done before. Twenty very different people, paddlers and crew, all toiling towards one goal. It's a terrific thing but there are moments of agony, arrogance, anger and even mutiny to overcome.

Each person is compelled to learn a new acceptance of each other's strengths and weaknesses. The success of the C7 depended on it.

The C7 itself was/is a fantastic craft. It carried beautifully in the water and it was surprisingly manoeuvrable despite it's size. We nearly crashed twice and I must admit we did scare the hell out of a few unsuspecting kayakers.

The C7 was only really awkward when we changed from left to right strokes. It is so wide across the beam that each paddler had to shuffle across his seat in turn. This exercise was carried out every fifteen minutes and it was a breathtaking experience to say the least. Throughout the whole marathon we never fell in (but we came bloody close).

THE CREW

And while the paddlers were struggling on the river, the crew were facing an endurance test of their own. Making camp, breaking camp, making camp, breaking camp, working, driving, wait-

ing, supporting disgruntled paddlers and sharing the hurt and the highs.

EVERYBODY SHARES THE SAME SENTIMENT

Everybody involved in the marathon has to confront some challenges. Physical endurance is the obvious one but in my eyes it's the mental discipline, the friendship and the sense of achievement that makes it worthwhile. It all adds up to make that finish line so memorable.

These same sentiments are widely held, just ask anyone that's been part of it before.

There are several ways to get involved. As a paddler, as a member of a support crew, as an individual paddler, in a double or as part of a larger team. However you go, you'll be sharing a common objective with thousands of other people; getting your craft across the line at Swan Hill.

If you choose to take up the challenge, be assured that you are taking on one of the toughest marathons of its type in the world. It will be hard but in the end it will be well worth the effort.

POSTSCRIPT

By the way, the C7 made it, we achieved our goal. We did the Murray Marathon. And beware, the C7 will be back on the water again during the year.

BRIEFLY

Women In Sport Education

The Department of Sport, Arts and Tourism is about to hold a seminar for women with the following objectives:

To provide training opportunities for women in sport to develop leadership and management skills.

To increase the number of women in influential and decision making positions in sport.

To increase the participant rates of women in paid and voluntary leadership positions in sports management, administration, coaching and officiating.

Unfortunately the information came to Paddler too late to be of any use for this seminar, however women who would be interested in attending a future course can gain more information by ringing (03) 666 4333.

VCA Annual General Meeting

The Annual General Meeting of the association is to be held on Thursday 10th June at the Sheraton Hotel, Southbank.

The Sheraton has set aside a meeting room for Olympic sports to use free of charge. Why not come along, attend the AGM and have a look at this magnificent hotel. The meeting room is on the first floor, you have to walk through the bar to get to it. If you get lost just ask for the Olympians Room.

We are advised that the best place to park is beside the boatsheds. The Sheraton is just a short walk away, west, along the river bank.

The VCA plans to have the regular Council meetings at this venue from now on. Come on clubs, send a delegate.

Nominations called for ACF Slalom Officials

Nominations are being called for:

- Chairman of ACF Slalom and Wildwater Committee
- Two delegates to the International Canoe Federation
- National Coordinator of Slalom and Wildwater Coaching.

These committee positions are being mentioned early because many of the members of the Committee and other suitable people will be overseas with Australian Teams.

Nominations for the above positions must be received by 2 August 1993, (60 days before the AGM)

Nominations to:

Janice Kesterton
Sec. - ACF Slalom & Wildwater Ctee
12 Adeney Avenue,
Kew, Victoria. 3101.

VCA Slalom & Wildwater Committee

The Victorian Slalom & Wildwater Committee had its annual General Meeting on 10th May and many new people were elected as members on the committee. The positions were filled as follows:

Chairman	Graham Ledger
Vice Chairman .	Mandy Linden
Secretary	Mark Swoboda
Treasurer	Bernie Boulton
VCA Delegate .	Graham Ledger
VOC Delegate .	Danielle Woodward
Property Officer	Richard Macquire
Safety Officer .	Mia Farrance
Publicity Officer	Cathy Kesterton
Projects Officer	Robin Sanders

In general there are many and new exciting plans for the coming year,

including the possibility of developing a fixed annual ranking system for Victorian paddlers (similar to that used in Britain) and further site developments.

We are hoping to start a page for special slalom and wildwater information in Paddler in order to promote these aspects a little more. If you've got any ideas please contact the Publicity Officer, Cathy Kesterton at 12 Adeney Ave, Kew. 3101.

Additionally Mark is attempting to update his mailing list but is finding this difficult because the people not on it are not aware that they have been missing out on information. So if you do not currently receive newsletters etc from Mark, please let him know. He can be contacted at 122 Gillies St. Fairfield., or by phone on 489 5328.

Cathy Kesterton

VCA Touring Committee

The Touring Committee held their Annual General Meeting on the 12th of May. This was later than usual because the original AGM was put back through lack of representation. However, the support was very encouraging with several clubs represented; Kirinari Kayak Klub, Victoria Canoe Club, Victorian Sea Kayak Club, Patterson Lakes Canoe Club and Explorers Canoe Club.

The Annual Reports from the President, Treasurer, Canoe Victoria Project Coordinator, and ACF Delegate were presented. Reference to these will be made in the Annual Report of the Touring Committee to the Victorian Canoe Association in June.

The election of office bearers followed the reports with the following people elected unopposed;

Continued on page 9

THE MOST COMPLICATED PART OF PADDLING

by Euan Pennington

To a novice in any sport, it can feel like entering a new and highly complicated world, as they have little knowledge of the techniques and evolutions involved. Paddling is no exception. High protein diets, circuit training, 'carbo loading' merano turns, high crosses...racing, can seem more like a mystical art than a sport. Play-boating and touring provide no refuge - enders, pivots, pourovers, weight ratios and boat shapes are all discussed just because 'the Mitta is at one point seven'.

If this isn't bad enough, there is even a part of the sport that often can seem insoluble, even to the most experienced paddler - a dark subject that causes headaches all round. 'The most complicated part of paddling'.

I refer of course to the car shuffle. It was brought home to me a month or two back, as we tried to arrange a trip on the Mitta Mitta. I quote my paddling companion, "Why don't you two drive us to point A, then take the car back to point B where you put in. We'll pull out at point C, run back to the car at point B and drive home so Rick can be back in time for his course, whilst you and Nat paddle to point D, where we leave your car at the start of the day. That's unless

Dave comes, then you'll need to take two cars but could still give us a lift to the top, which is point A. That can be Falls Road, point B will be the Bundara, point C could be, say, the Black Duck Hole and point D, the end. Unless we take a couple of bikes to shuffle with...."

This agreement was ratified on the phone that night, after calls to Dave and Rick and a chat to Kerri who wasn't keen to come anyway. Naturally this bore no resemblance to what actually took place on the day of the paddle, when it also had to be decided which boats to take, who owned them and which cars to pack them on.

Whilst this may sound like a fairly humorous situation springing from sufficient imbibing of energy-packed home brews the night before, (for training's sake), it is not, in my experience, an isolated incident. As the rivers rise the cry of "I love a plastic boat" is taken up and the fifth boat is hauled onto the roof of a diminutive two door Mazda that is old enough to drink in pubs, so it can later be thrashed along a rutted bush track in order to do the 'car shuffle'. Inside, a group of damp and smelly paddlers will endure up to three hours in this cramped environment in order to spend

some 'quality time' washing their heads in a particularly cold river for the day.

Arrival back at the vehicle always prompts the question, "Where are the keys?" They may be alternatively, under a rock, stashed on the vehicle, at the bottom of a particularly hard to get at dry bag, in a cag pocket, or simply lost. Other popular strategies include leaving the keys of the car at the top in the car at the bottom and vice versa, or the drivers automatically putting them in a pocket of their pants, changing, throwing their dry clothes in the boot and slamming the lid, thus ensuring the keys are safely inaccessible to all, locked away.

Unfortunately the drive home does not signal the end of the pitfalls lurking to trap the unwary paddler. After all, who is going to pay for the petrol, especially as the Cruiser drank nearly twice the fuel that the Mazda did? Should the owners have to pay for the petrol as they are already paying the insurance, rego and damage bills? Are you all really friends?

The answers to these questions and more will soon make you realise the simplicity of trying to execute a 'mystery smash up bow-screw double ender' in a grade four stopper.

Briefly (cont'd)

Chairman Peter McConnell
Vice-chairman Rod Jones
Secretary/Treasurer Vacant
Canoe Victoria Project Laurie Atkins
Canoe Guide Editor Vacant
ACF Delegate Laurie Atkins

The filling of the Secretary/Treasurer's vacancy is being pursued with an inter-

ested canoeist but if there is anyone else who is interested in being active on the Touring Committee please contact Richard Manzin.

The Canoe Guide Editor is very important position when a new edition of the Guide is to be produced. However,

the Committee does not have any immediate plans to publish a new Guide.

Laurie Atkins

SCHOOLS SPRINT RACING CHAMPIONSHIPS

by Reg Hatch

The All Schools Sprint Racing Championships were held at Essendon Canoe Club on the Maribyrnong River. Conditions made it very tough for the youngsters who had to battle a strong head-wind with an outgoing tide. To the credit of these inexperienced competitors, they were superb. I noticed a number of prospective champions and would only advise them to enjoy all aspects of their sport at this time and leave specialization until a little later.

The spirit of competition was first class with the old firm of English and

Marshall ensuring that everything ran smoothly.

It was nice to see VIS athletes Martin Hunter and Mike Mills Thom attend to lend support and make well earned presentations to our future champions.

This competition is well run with maximum distances of 200 metres and plenty of races. The participating schools play an important role just keeping the competitors moving toward the start line to be despatched.

There was one draw back and that was

the inconsiderate attitude of the rowing fraternity who found it imperative to have to row through the youngsters. They needed someone to notice them, I guess. It would not be so dangerous if they could at least see where they are going and didn't take up so much room.

The competition was won by Ivanhoe Grammar School. It is pleasing to see the tradition carry on. Well done kids. From this evolution of our future in canoeing, I proceeded to Tullamarine, bound for a developing Tasmania.

CANOEING IN TASMANIA

by Reg Hatch

HMAS Cerberus, Phillip Island with its race track made famous latterly by Wayne Gardner, looked like a pencil drawing on a piece of coloured paper. Down to Cowes and step off for the north coast of Tasmania - Wynyard.

I was seated next to John, part of the duo of which the other half is Benitta. It was something I had not reckoned on. Who are these people?, I hear you ask and well you might. I had no idea of the significance of the personage within my proximity until I got off the plane in Wynyard and Jeremy Norton told me they were from the wildly popular childrens show 'Play School'.

Add to this the whole of the Carlton and Essendon football teams at the

Wynyard airport and you can see how it was busy. There were celebrities all around.

The Tasmanian north coast was shrouded in low cloud that hid the magnificence of this fabulous land as we made our final approach across the Mersey River, over Devonport and on towards Table Cape. The gun metal grey mist was heavy with moisture and swept small but significant droplets on the dry asphalt.

Julian Norton Smith lives not far from here (Burnie) and is coached by my host Jeremy Norton - these two have worked long and hard to get Julian to his current level. In fact Julian has every right to feel disappointed at

missing selection for the current national touring team. Julian made both senior finals and in doing so stamped himself as one of only seven capable of this increasingly difficult task. Julian still should have got a look in.

Others who can be a little disappointed are Scott Wildman and how this lad has improved not only as a competitor but as a person. Gone is the wild tearaway attitude and in its place, a responsible demeanour. Mat Jones must also be a little out of sorts and here is another lad who has improved remarkably. Christine Marot was worthy of consideration as our fourth fastest junior female. Give the kids a

chance, in this way we strengthen our pool of resources.

I admit it is difficult to place everyone on a team and I know the selectors must feel the same way when the tough decision comes about who goes and who stays and it really is a fine line. The saving grace for most of these competitors is that they will get to compete internationally when the AIS team travels to Europe for a series of races in France, Belgium and Germany.

The Burnie area is a hive of activity under coach Jeremy Norton and noticeable improvements have been made. It will be a little harder for them now that their gauge (Julian Norton Smith) has departed north.

The building of the kingdom at the expense of smaller and less secure communities is something of a shame and there is a real need for athletic leadership in places like Burnie. On the other hand the kingdom may not be totally to blame as they simply hang out the nearest irresistible carrot to young athletes with potential. Some onus must come back to the decision of the athlete.

Into the surf and a sudden realization of the rigours involved in propelling these unwieldy craft in what felt like a large, very sloppy pond with multi directional water flow. Pedals instead of a tiller, eighteen kilos versus twelve kilos and large, powerful green things with snowy tops that want to pluck you from the very seat and drench the being on the ski.

I found it very challenging and frustrating at the same time. Hips and shoulders worked overtime in order to maintain some semblance of forward progress.

As I spent most of my time in Burnie, I thought you should be aware that this is where they make Reflex paper and Lactose cheese. You learn so much from my stories eh!

I travelled down the Forth to help Andrea McQuitty on the down river racing section and was really pleased to see her technical standard and the advancement of the craft that go very close to planing. Andrea has some keen training partners that will both help her in her assault on the World Championships and help them advance in their own right. My time in the north came around all too quickly and Peter Eckhardt was on the phone confirming travel details. Many thanks to Jeremy and Marcelle Norton for the kindness and hospitality they afforded me and to Jeremy's squad for their mirth and friendship.

SOUTH TO HOBART

From the blackness that was a clear jewelled night to a superb apricot morning. The rocket shaped fir trees and painfully contorted, leafless gums silhouetted against the rising light while pockets of mist mounted a small but significant protest against the cool air of this magnificent morning. So many people miss one of the most exquisite times of the day, a part that many canoeists appreciate.

The Tasmanian School Championships were held and some thirty competitors turned up to the brilliant Broken Bridge permanent rapid just outside New Norfolk.

It was a day of improving performances under the watchful eye of Peter Eckhardt and his many willing helpers. This regatta went off without a hitch and was enjoyed by all. It will not be long before we will be able to organize a national schools system for all disciplines - think of the advantages to our sport.

Hobart must be the only place in Australia to have undercover training venues. This is not a comment on their secrecy but the site where they train.

While the water is not flowing with any real purpose it provides many challenging situations and water condi-

tions. They have some forty metres of shelter and gates set up. It is a grand area for coaching and honing of the skills for later on the powerful water that will challenge their very being. It would serve well for sprinting as well as the use of the video in all ranges is invaluable. Canoe polo also makes use of this unique area and revels in the facilities.

The Tasman Bridge sets a brilliant backdrop to the site on Cornelian Bay and as the sun rises the views are simply spectacular where man and nature combine to harmonize in a unique landscape.

Warren Lee ex-canoe polo player shows he will be a force to reckon with in the not too distant future as will Dean Benedetti, add to this Jim Patel and Jane Gilchrist and the basis of a very solid group is developing.

Look out northern Australia, these young people are developing into a harmonious, cohesive and well guided team. The good point as I see it is that there is a spread of ages that offer experience, skill and the young tear-aways that provide the raw determination and keeps everybody honest. Add to this the enthusiasm and professionalism of Peter Eckhardt and it is a mixture that must be successful.

From my novice perception, Broken Bridge has to be one of the best training sites. There is the ability to change gates and courses to suit the work-out of the day and have a myriad of combinations available to them.

The veil that covers Mount Wellington slowly evaporates to reveal the corrugated and weather worn face of an old campaigner as the sun caresses, gently and lovingly, the outstanding natural feature of Hobart. The swan-like silhouettes on the water slowly change to athletes developing the same veil as the backdrop mountain as they sit and listen to the predominantly good aspects of the last work manoeuvre. Amid the steam they wipe away the sweat and hang on Eckhardt's every

word. He tells them "now we can see the gates here is the next exercise". Up until this time the competitors had been operating in a mode of Braille, it may be the proprioceptive edge they will have.

Justin Boocock travels in a French limousine (Old Pugeot) with his wet gear garbage can on the back. He prepares his breakfast of twelve Weet Bix and milk, prior to embarking from home, picks up his training partners and does the session, complaining about not being allowed to work too hard as he is governed by the heart rate monitor. The breakfast has congealed satisfactorily by the time training has finished and Justin eats on the way to university and or work. He claims this saves him time and Eckhardt tries to convince him that he could save time and be safer if he ate while the car was stationary. Justin has plenty of optional answers for Peter, none of which satisfy the elements of safety. Justin has agreed to allow one of his training partners to drive while he has breakfast. Good rationalization.

The unbridled enthusiasm in the south is stimulating and I would sound a further warning to those resting on their laurels.

Twenty five athletes and coaches turned up to a talk at Peter and Debbie's Sports Care Clinic and ask questions that showed a full understanding of the underlying principles. The ABC radio interview was an emotional one where the constant drain of athletes to the mainland was the topic. This is an area we all face and until we can compete monetarily we will only keep the athletes that are not enticed by glossier and bigger offerings. My hope is that these athletes that stay in their home States do the job so we all compete on equal ground.

In the ground cover that was cloud on a very chilly morning I attended the slalom training weekend at Bradys Lake.

Richard Macquire was also in attendance and his skills will help further improve these fast learning athletes. The weekend was one of conviviality

and progress. The course has been made safer with huge amounts of work being completed and the water flow was first class. I will have a very interesting story for you on this in the near future. Have no doubt, this particular course still brings goose bumps to my skin when I see the diminutive character poised precariously on top of the Cruncher. I marvel at the negotiation required to travel down the bumpiest road in Australia - Malefont Street. This street is also very technical and potentially disastrous. There were no major mishaps and all enjoyed the enervating experience of being on the most challenging white water in this country. Dean Benedetti had a swim in the Cruncher and survived with a couple of expected bruises and bumps that go with this sport. I am continually reminded of the gladiatorial element involved, even down to the dress requirements to stay relatively safe.

Bradys course is, from what I can gather, the white water that challenges everything from courage to technique. I call it survival.

Some brilliant work is being carried out in this State by dedicated people like Jeremy Norton, Peter Eckhardt, Marcus Higgs, Leigh Wighton and I cannot forget the irrepressible Julian Carter who thinks nothing of getting up someone's nose if it benefit his canoeing. His heart is definitely in the right place and one hopes it stays in good shape for a long time to come.

It was cold, wet and miserable as I left Tasmania and it reflected my feelings at leaving this enthusiastic group of diverse competitors. Arrival in Melbourne was a little brighter and being home again is just great by me. I have spent very little time at this address in the year just started and can only feel it must be benefiting someone. Thank you to all those who helped put with meals and lodging and to those who especially went out of their way to be of help in what is a great cause - the advancement of canoeing across the disciplines through harmonized and friendly participation.

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VIS

REPORT

by Reg Hatch - VIS Head Coach, Sprint

Thank you for the general support we received throughout the past year.

It is gratifying to hear that the behaviour and performance of the program and the athletes is so positive.

It is also pleasing from my point of view to have a Sprint Race Committee that is supportive and industrious in its desire to see our sport go ahead. On the same point we are blessed with a State body equally industrious and the committees are well led, with Tony White at the helm of the hard working sprint committee while Jane Farrance rules the State body. Thank you to both leaders and their charges who go unheralded until something goes wrong.

The bottom line of any program is the results and like the slalom team, we think we have done well.

The competitors are first class and will never ask for any consideration and offer no blame if they are beaten. In the same vein they will try to the best of their ability to win on every occasion and suffer no embarrassment from being the best. They make no apologies for the experimental work they are continually harassed with an order to find better ways of testing, racing, eating, regenerating and winning. I feel that once the AIS leave our State based athletes in their states we can look to even better results and return to our familiar mantle at the top of the heap.

Of the eleven VIS athletes on scholarships, eight are in national teams.

Our regional development is on track with excellent coaches in these areas. Warrnambool is looked after by Murray Rantall. Murray is still active in the veteran area and keeps many of the young athletes very honest. His experience and care of young people makes him a natural and valuable choice in this area of the South East.

Jamie Walker joins the coaching staff and looks after the city area with a large group of developing talent. Jamie has competed internationally and his sports science background lends itself superbly to sound, well developed athletes.

Greg Skewes is the quiet man from the north and has Mildura firing with his undying enthusiasm and endeavour. Greg is a school teacher with a washing machine like demeanour - he is quite calm on the outside and going like mad on the inside. Greg is producing world class athletes and will be an important cog in our bid to regain top spot.

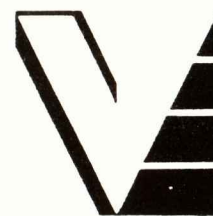
Cliff Goulding is known to most as an aggressive but fair competitor who takes his life in a similar way. He is very approachable and it must be remembered that he missed an Olympic berth in '88 by the absolute barest of margins when he and Martin Hunter all but upset the established champions at Dora Creek. Cliff is a national selec-

tor and as such restricts himself to junior development.

My main support base is Martin Ralph and without him I am sure our program would not run as smoothly and as successfully as it does. I reiterate my support for this young man. His experience is so vast and so many benefit from his knowledge.

There are still areas that I would like to cover but it is important that the right people are placed so the system has the opportunity to develop.

I know VIS is happy with the performance of its athletes and our state bodies must be pleased with the overall performance of Victoria on the national front. We have the aptitude and the expertise to bring that talent to the top - it just needs some synchronising, then we will be there. Again thank you for your support.



VICTORIAN
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RED CROSS KATHERINE CANOE MARATHON

by Leona Boller - Northern Territory Division, Aust. Red Cross Society

It's all happening once again. Preparation for the annual Red Cross Katherine Canoe Marathon. Perhaps your first question may be - Where is Katherine? Well, let me enlighten you to our location and our race.

Katherine is to be found 333 kilometres south of Darwin, below the famous Katherine Gorge. With a population of eight thousand it is a regional centre with a flourishing tourist trade and plenty to offer the visiting paddler and support crew. The local canoe club is only too willing to assist paddlers with information on river conditions, good fishing holes and picturesque paddling spots.

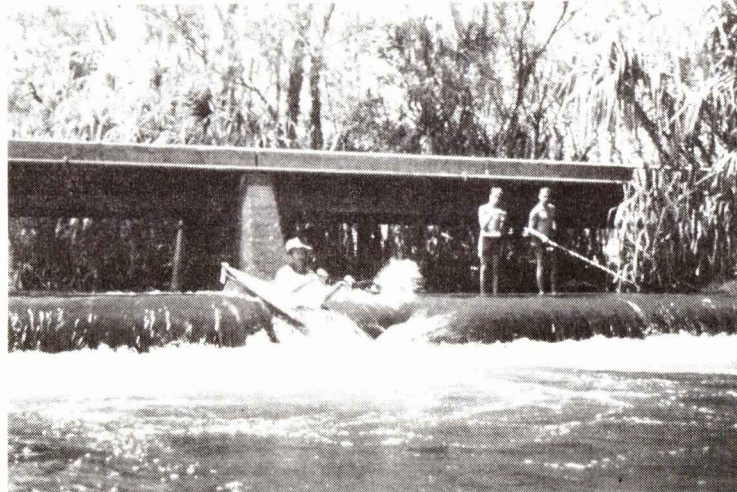
The Red Cross Canoe Marathon is to be held on the Katherine River over the June long week-end, (June 12th and 13th). The marathon began twelve years ago and has continued to attract both local and interstate paddlers and to raise much needed funds for the operation of the Red Cross. In 1992 a profit of \$26,000 was achieved and used in development projects for Red Cross in the Katherine region. Two hundred and forty two paddlers took to the water including world class paddlers John Jacoby and Mike Mills Thom who brought with them interstate recognition once again for the race.

The marathon covers a distance of 81 kilometres over two days. Beginning at the High Level Bridge in town, paddlers cover 47 kilometres of river that flows through rapids and deep pools, past sandy beaches, over gravel races and through pandanus covered canopies. With wildlife in abundance, it is a unique opportunity to experience a touch of the territory. Paddlers may choose to camp overnight at the Junction or return to the comforts of

Katherine. Day 2 begins at the Junction and is a good spot for support crews to put to put their feet up under the shade of a river red gum and await the return of their paddlers -hard work! For the paddlers it is a 17 kilometre journey down to Limestone Creek and a return of 17 kilometres makes it 34 kilometres for the day.

The Katherine marathon has tried to cater for the variety of paddlers known to exist in the real world of paddling. For the competitive there are the standard classes with times set by paddlers such as John Jacoby, Jane Hall and Mike Mills Thom to be chased and beaten. For the social paddler there is the challenge, as always, of the river, and setting a time that the individual is proud of. Sometimes just getting to the end in one piece is enough.

For those who don't like the thought of two days of paddling there is the teams event and 1993 Corporate Cup sponsored by Energy Development Limited. The Corporate Cup is an opportunity



for eight paddlers representing a business or association to challenge their competitors on the water. Corporate Cup paddlers are entered into two classes, the Corporate Cup and the Red Cross Teams event giving them an opportunity to walk away with both the Corporate Cup and Red Cross medals for fastest time. The team paddlers, as with the Corporate Cup, com-

prise a mixed group of four to eight paddlers with two of these members being either female or junior competitors. Both teams and Corporate Cup paddlers race only on Day 1, 47 kilometres to King River Junction. The longest leg being eleven kilometres, gives paddlers plenty of time to enjoy the river, socialise and relax.

Fundraising is the major role of the Red Cross Katherine Canoe Marathon. Individual paddlers must raise a minimum of \$50 in support of the Red Cross, whilst juniors and pre-junior canoeists must raise \$25. Red Cross Teams entrants must raise a minimum of \$250, whilst Corporate Cup Challenges who are automatically entered into two classes, must raise a minimum of \$350. As an incentive for fundraising, a prize of a half ounce gold coin is awarded to the paddler raising the most money. For those paddlers achieving more than \$1000 and not being awarded highest fundraiser, there are quarter ounce gold coins for their efforts. All competitors raising \$500 or more will be entered into a draw for a trip for two to Asia. Each \$500 entitles the entrant to one ticket in the draw.

And as if that isn't enough, Ron Snow of Snow Canoes and Kayaks, Lismore has a paddlers incentive prize of a Snow TK1. To be drawn on Sunday evening at the presentation night, any paddler who paddles the marathon could be heading home with an extra craft.

We are a friendly bunch up here and we have a unique river that we would like to share. If you would like any further information on this race contact the Katherine Red Cross on (089) 722246 or write to PO Box 13, Katherine, 0851.

SUPERMAN

by Laura White

Presently living in Shepparton and working with the National Australia Bank, is John Jacoby, a talented athlete and multiple world champion.

Just a few short weeks ago he won the Coast to Coast World Championship in New Zealand and now he's embarked on a new adventure, as only he can. People are always asking, "What's John up to now?", "What's he getting involved in now?". No-one really knows, as no-one can keep up with him.

John's newest and latest adventure, the "3 Peaks Race" is one many people would not even think twice about doing but John did.

The 3 Peaks Race is a gruelling test of fitness in sailing and running. Two members of the crew have to run over a mountain peak while the rest of the crew sail around the island to meet the two runners. The whole crew then sails to the next island where the two

runners are set on land again to run over the second peak while the crew yet again sails around to meet them and pick them up. They then sail on to the third peak to repeat the performance - hence the 3 Peaks Race.

When becalmed the athletes are gainfully employed as power for the boat. They do this by riding stationary bicycles that are rigged to a small propeller. So much for the rest between runs.

John teamed up with Russell Prince of New Zealand who is also a consistent place getter in the Coast to Coast event. John and Russell won the three running sections and their team managed second overall. Both of these men must be congratulated on their second and third running legs as they broke the records on these sections. Who wants to break a record on a final leg, a run up Hobart's Mount Wellington. All three mountain crossings were 60+ kilometres in length.

The 3 Peaks Race requires stamina, nautical and navigation skills, mental toughness, the ability to enable your sensory vestibular organs to readjust after being at sea for extended periods, not forgetting the unforgiving peddling that is to be done and the ability to withstand torturous pain. These attributes describe both John and Russell.

We must again congratulate John on his fine record breaking run in this torturous event on the second and third mountain crossings.

Only an athlete with the capabilities that are possessed by John Jacoby could possibly have achieved what he has over the past few years. There is really only one word that fully describes him and his potential as an athlete;

SUPERMAN

SPORTS ADMINISTRATOR

BOARD OF CANOE EDUCATION

The V.B.C.E. is looking for a suitably qualified A.C.F. Instructor, or a paddler who has the ability to obtain this qualification quickly.

Experience in sports administration is desirable.

Applications should be addressed to:

**The Chairman
V.B.C.E.**

332 Banyule Road, Viewbank. 3084.

DOWNRIVER RACING - BENDIGO

by Jenny Hogan

The Canoe Factory Cup Downriver Race No. 2 was hosted for the third consecutive year by the Bendigo Canoe Club on the Loddon River at Newbridge on 28th March.

Former Australian Downriver Champion Dominic Scarfe, now of Footscray Canoe Club, used his years of experience along with the fitness gained through training in marathon over the last few seasons, to secure first place in the seven kilometre race. Dominic won comfortably by 21 seconds from up coming young Melbourne based Chris Humfrey.

Both left the rest of a small field of paddlers behind as they negotiated the low grade rapids and long flatwater stretches of river. Gearing up for the Victorian Downriver Championships on 18th and 19th September, the two paddlers along with third placegetter Torsten Krebs are focussing on a winter training and racing build-up.

Chris Humfrey has been building up experience on a wide range of rivers including his recent successful trip to the New Zealand Downriver Championships which were held over Easter. He surprised a few much more raced and experienced paddlers by coming in close behind on the race day. With the continued steady influence of his Melbourne coach and training partner Torsten Krebs, Chris will go from strength to strength.

On the other hand senior paddler Dominic will be predominantly focussing on the Victorian Canoe Association's long distance flatwater races in the coming months. Upgraded to Division One this season in racing kayaks, he will no doubt meet this new challenge successfully.

Torsten Krebs lacked his usual speed on the day but managed to hold third place. Although recovering from a recent illness, Bendigo paddler Tony

Misson managed to come just ahead of club member Graeme Smith. Tony's many years of racing marathons and racing kayaks served him well in the race.

The two canadian crews that took part in the event were congratulated on making the effort to finish the race.

Once again dedicated Canoe Factory Club official Bill Reynolds was thanked by the club and paddlers for officiating. Two of the Canoe Factory Club paddlers Craig and Rob were thanked for acting as safety sweep paddlers.

Numbers were well down in all classes and it is hoped that with coordination and co-operation, the various VCA committees can manage to make sure that this event does not clash with other paddling events.

RESULTS

Open Men's

1.	D. Scarfe	24.37.7
2.	C. Humfrey	24.59.9
3.	T. Krebs	25.59.9
4.	R. Faichney	28.09
5.	T. Misson	28.13
6.	G. Smith	29.47
7.	B. Schultz	31.11
8.	C. Coyle	34.16

Veteran Men's

1.	V. Kalns	28.50
2.	Gary Smith	31.39

Open Womens

1.	J. Hogan	31.34
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Open Womens C2

1.	Schepers/Biggs	57.24
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Open Men's C2

1.	Schepers/Pay	50.11
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Contact Rob Millsom: phone (059) 866 856

COME AND TRY IT EVENT

by Jenny Hogan



James Kruss - New junior in club Photo: Courtesy Bendigo Advertiser - Bill Hawking

Bendigo Regional Department of Sports and Recreation Victoria sponsored a 'Come and Try It' day in canoeing which was hosted by the Bendigo Canoe Club and the Canoe Polo Association on Saturday 1st May. The event was held at the canoe club pavilion on Lake Weeroona in what was pleasant warm weather.

The open day attracted over 90 people of all ages who viewed the many aspects of canoeing that were well displayed, namely flatwater, canoe polo, touring, whitewater and sea kayaking. Along with the boat

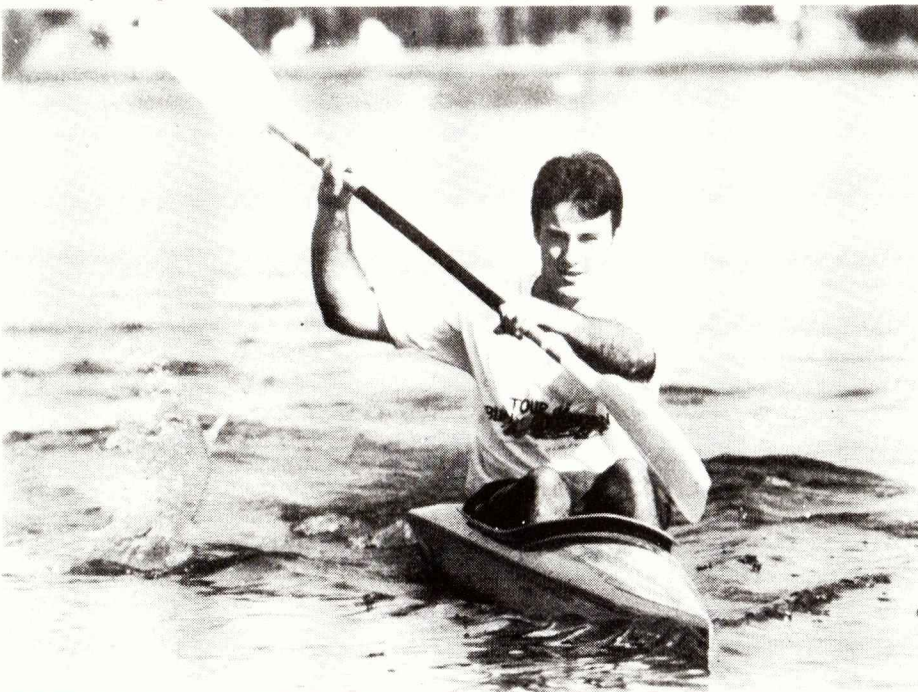
display, a well presented photographic display depicted all the aspects of canoeing. A wide range of experienced local paddlers guided novices and answered the many questions asked about competitive and non competitive aspects of the sport.

Paddlers such as Bendigo resident Julie Misson an Australian level marathon paddler, and coach husband Tony Misson were on hand to talk about popular events such as the Murray Marathon race. Keen slalom and whitewater paddler Terry Page gave first hand accounts and

information to those wanting to know about river paddling. Female and male paddlers raced a short course exhibition race in double kayaks and this was followed by a club barbecue. Both the canoe club and canoe polo club were more than pleased with the public response. Once again the excellent response is primarily due to the enthusiasm of club members and the excellent prime time local and regional television, paper and radio coverage we received.

The Come and Try It Day lead into a two day Basic Skills Course held on 8th and 9th May in Bendigo.

Numbers have grown in the recently formed junior flatwater training group coordinated by Allan Jenkins of the canoe club. The club is looking forward to holding a public video entertainment night at the end of May.



Geoff Kruss - Bendigo Canoe Club member
Photos: Courtesy Bendigo Advertiser
Photographer: Bill Hawking

UNSAFE IN ANY SEA? - PART II

by Peter J. Carter

Continued from Paddler Volume 93.

In Volume 93, Peter explored paddler safety in several situations and expressed his views on safety in boat design.

The shapes of most sea kayaks are influenced by kayakers from Greenland: graceful craft with upswept bow and stern. There is evidence, however, that kayakers from elsewhere in the Arctic, the Aleutian chain and King and Nunivak Islands for instance, were more suited to open sea conditions.

It's the upswept bow particularly that causes the problems. It does work upwind, heading into the sea, by lifting over waves. In crosswinds on the other hand, it causes the boat to be blown off line, and in following seas, it's leverage when buried leads to broaching.

There is also the myth that the longer the kayak the faster. True, added length lengthens the drag inducing waves, but prismatic coefficient and wetted surface complicate the story. A shorter boat (4.5 - 5m) loses little speed and can be made more manoeuvrable. Sea kayakers do need to be manageable in surf and around obstacles, and the easier a boat is to control, the safer it must ultimately be. Sea kayakers therefore don't have to look as though they've come from Illorssuit, in fact short kayakers with some rocker and with quite low bow and stern may well prove to be better all round performers. Their main advantage is ease of control, especially as regards directional stability. This is something rarely explained in the canoeing literature, and involves a complex interaction of aerodynamic and hydrodynamic forces. In short, it goes like this...

Figure 1 shows a kayak at rest. The Centre of Effort (CE), ie. of the wind, and the Centre of Lateral Resistance (CLR) of the hull are marked. (These are approximate, since no one has done all the necessary tank testing to properly locate them and in any case their positions are constantly changing.) The kayak will tend to lie across the wind.

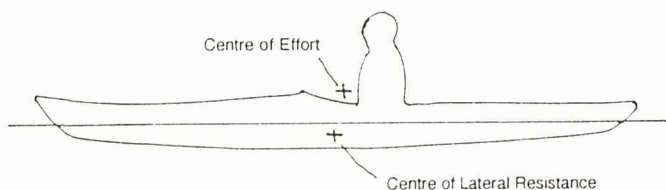


Figure 1

Figure 2 shows that with the boat under way into wind, both the CE and the CLR move forward and since they are close

together, the kayak is still reasonably balanced and easily controlled.

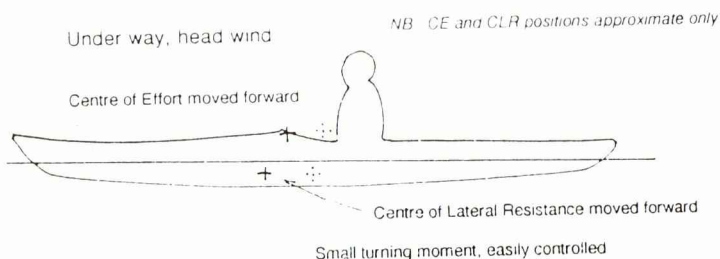
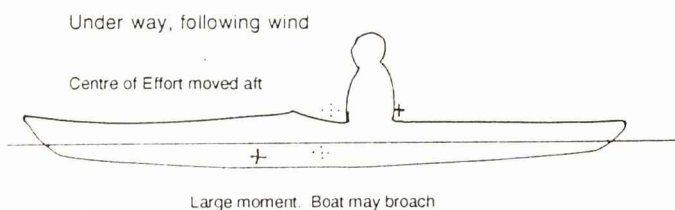


Figure 2

Downwind however, the CE moves back, now well aft of the CLR, especially if the bow buries and the boat tends to broach. See figure 3 below.



The worst case: following wind and sea

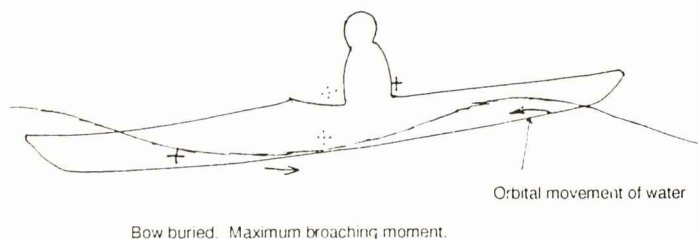


Figure 3

This can be tiring, which leads to fatigue, which may well lead to an unsafe situation. Traditionally, rudders have been used to solve the problem. Please note: rudders are not for steering, they are for trimming downwind. Unfortunately, the rudder does not cure the problem, it merely treats the symptoms. The kayak is still unbalanced, the paddler has to keep straight by dancing, and the out of line blade causes drag. And if the blade lifts, as it may in waves, it loses its effect. As well, there are lots of moving parts, four cables, and so on. Some manufacturers seem to be more interested in the cosmetics of the thing, rather than its effectiveness.

Much better to treat the cause, by balancing the boat. All it needs is some surface aft to move the CLR back; a retractable fin, as shown in figure 4. One moving part, one control cord, nothing in the way of a foot pump, minimum drag. A bit of tweaking up or down (the right amount is easy with practice) and simply paddle along letting the boat keep itself straight.

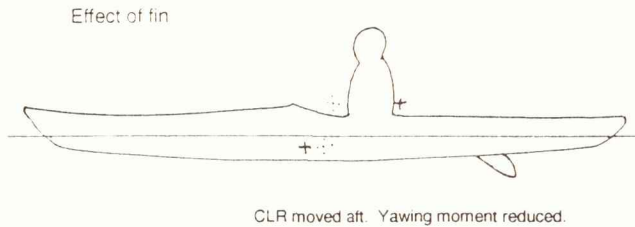


Figure 4

True, there is some loss of internal space, but the advantages well outweigh any disadvantages, especially in an integrated cockpit boat where the space alongside the cockpit can be used for stowage.

Does it all work? I gave rudders away years ago and wouldn't go back. Several Selkie owners report that their boats are transformed by the addition of fins, and a number of other UK designs now have fins as standard equipment. I've also heard of a much vaunted Sydney kayak that could not handle a 25kn cross wind, even with its rudder, while the accompanying fin equipped kayak went exactly where it was put.

Fins do not work with the long, rockerless hulls. Much better to have a shorter hull that can be manoeuvred easily yet can be trimmed to run straight when required, than one which requires either brute force or constant attention.

How safe is your kayak? How easy is it to control, for long periods, in cross and following winds and seas? How does it behave when things aren't going well, when there is water in cockpit or hull? How easy is it to rescue, assisted or solo? Safety in sea kayaking is complex and involves both human and equipment factors. The equipment factors must be minimised by careful design so that there are no unreasonable demands on the user.

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NEW ZEALAND WILDWATER CHAMPIONSHIPS

by Chris Humphrey

Whilst bathing in deBritts thermal baths after a long three session day, I was asked by one of the locals what type of paddling I did. Prepared for a long-winded spiel on wildwater racing and how it was different from slalom etc etc, I was stunned to say the least, that this person of little kayaking knowledge, knew what downriver racing was all about! Such is the high profile of the sport in New Zealand. that Andrew Martin, who managed fifth place in the wildwater World Championships, is somewhat of a sporting hero.

I guess it is fair to say that New Zealand might be better equipped to mass produce elite wildwater paddlers, with its constantly flowing whitewater all year round and its choice in such rivers. However as a newcomer to this sport, it was quite obvious to see the real reason behind their success - they all work together! New Zealand wildwater paddlers, no matter what standard they are, help each other. The New Zealand team train together in a tight group, discussing each other's runs and offering constructive criticism. New Zealand wildwater paddlers share training techniques. Sure, they get down to business on race day but their detachment from each other starts and ends on race day. As a whole they strive to improve the standard of their racing as a group, as we Australians quickly learnt.

The New Zealand National Championships for slalom and wildwater racing were held at Murapura on the Rangitaiki River. The downriver course was on average, a 22 minute race. This was my first taste of national standard competition and I think it would be fair to say that being surrounded by twenty very high standard whitewater paddlers, including the current World Champion Marcus Gickler, caused the burrflies in my stomach to flutter. The New Zealand paddlers included third place Paul Bassett (11th at the Worlds) and Andrew Martin (5th at the Worlds), who managed to win first place in front of Martin Gickler.

With fluctuating water levels, each run down the course was a different experience. Although the water level was not brilliant, the constant technical grade two and three proved to be quite challenging. I soon discovered that there was a fine line between crashing and paddling fast, with numerous pressure fractures developing in my hull. The Rangitaiki River with its shallow rocky waters, has developed a reputation for devouring carbon propeller blades.

Torsten and I arrived at Murapura a week before the race, using the extra time to re-educate ourselves on the skills of downriver racing on moving whitewater. Such are the

skills that we have developed racing on the mighty Yarra River. However, on our arrival no-one had the faintest idea that the championships were to be held that weekend, even the local police were flabbergasted. Finally, after much delay and bogging our two wheel drive hire car in the process, we discovered that the NZ National Wildwater race was to be held at the end of an inaccessible logger's track. I can tell you now, that Torsten can do some pretty amazing manoeuvres in a Mazda 929.

All in all, our trip was educational to say the least and has certainly given me the incentive to continue downriver racing.....

RESULTS

1.	A. Martin	19.27	
2.	M. Gickler	19.37	
3.	M. Bassett	19.55	
4.	P. Dooney	21.08	
5.	P. Bassett	21.15	
6.	N. Long	21.30	AUS
7.	K. Hepworth	21.42	AUS
8.	A. Cox	21.43	
9.	C. Humfrey	21.53	AUS
10.	M. Ave	22.27	
12.	T. Krebs	22.30	AUS
15.	P. Christensen	23.07	AUS
17.	Y. Joubert	24.26	AUS

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NEW ZEALAND JUNIOR TRIP

by Team Members & Manager

NEW ZEALAND CHAMPS

- Robin Bell WA and Tim Natoli VIC

The Nationals course was on the Rangitaiki river near Murapura. Unfortunately our little Rent-a-dent buses couldn't make it up the steep dirt tracks, so we had to make the long walk to and from the slalom site. Numerous attempts were made to hitch illegal lifts, some were more successful than others (ssh! don't tell Leanne!).

When we finally got to the slalom site we were greeted by a very fast tight shallow river, mainly high grade 2 with a grade 3 rapid at the end, not quite the humungous water that Yarra man (Antony Morris) had expected, but still a testing course. When we saw the actual gates from the bank we were not particularly worried, but after practice runs there were many perplexed paddlers in the Australian camp, except for Warwick, (our token Pre Worlds paddler) who seemed to have the course pretty much wired. The judges were considering disqualifying Robin Bell's (little known up and coming WA) boat, not because it was light, but because of the large jelly bean stickers all over it. After first runs, Robin Bell and his jelly bean boat were leading the Australians but in second runs Warwick surpassed him, taking out second place overall in the junior competition.

Alexia Hill paddled strongly to win Junior Ladies which was almost made up entirely of Australian paddlers. There were no casualties to boats etc at the slalom site, except for a paddle which was broken when stepped on by Yarra Man. Everyone enjoyed the slalom, even if the results weren't what they had hoped for. The Australians came, saw and conquered!

CATERING

- Antony Morris VIC

Whenever we did our shopping we always seemed to end up at the Pack 'N' Save Supermarkets. Tim found this useful because he could cause havoc with the attendants by saying things over the microphones which were located in every aisle. At the door Leanne would scrutineer our food to make sure we didn't have too much junk food. It was extremely hard to get past but we found ways. Every time we ate something unhealthy, Leanne would kindly remind us how much sugar and fat was in it and how bad it was for you. Warwick didn't seem too fussed about how unhealthy it was, as long as it was junk food he didn't care.

The cooking didn't go badly but the man from Dorrigo (Piers Christiansen) had no idea and he claimed he had no idea on how to wash up!

RIVER TRIPS

- Lauren Sykes and Louise Natoli VIC

On day two of our trip we paddled for the first time. This was on one of the Lakes at Rotorua, about 200 metres walk from where we were staying. This session was just to warm up to get ready for the big water, and even though it was reasonably flat, Tim Natoli had a bit of trouble staying upright. Next morning we travelled to the outskirts of Rotarua, Lauren and Antony were overwhelmed by the massive drop, sorry drops, on the Kaituna. But we must admit they handled the water rather well.

We travelled to the township of Murapura where we stayed for four days and paddled the Rangitaiki River where the NZ Championships were held. This water was grade 2 with a grade 3 drop in the middle of the course. On the last day of our stay in Murapura we did a river trip on the Rangitaiki. There were a few casualties with Louise breaking the nose of her beautiful green Pro-am for the third time.

The next river trip on the Moharka had almost disastrous results. Torsten had been told that the Moharka was Grade 2 with Grade 3 rapids and the trip was going to take half an hour. Three hours later, we still hadn't found the vans, and Leanne was becoming stressed. People were starting to get very cold. But it all ended up happily ever after. After this little adventure people weren't totally convinced they wanted to risk going on another river trip the next day.

The Tarawera turned out to be a nice short 50 minutes trip. It was supposed to take an hour and a half. By this time we weren't sure whether the New Zealanders couldn't judge time or whether they just had it in for us Aussies.

THE DOWN RIVER RACE - NZ Champs

- Piers Christiansen NSW.

In the afternoon the down river race was held. The course was technical and rocky because of the low water. The standard of competition was very high. The field included current world champion, Marcus Gickler, the Austrian Down River Team, Andrew Martin - 5th at the World Championships and the rest of the NZ DR team, in the field of 30 competitors.

The race was not without accidents, Michelle Rodgers - Australia's top female paddler, did some serious boat damage when her boat was pinned on a rock. Andrew Martin won, with world champion, Marcus Gickler 2nd and Mike Bassett 3rd. From our contingent; Chris Humphrey was 9th, Torsten Krebs 12th and I was 16th. The ladies event was won by a German paddler.

At the end of the race we had to stand around in wet gear for an hour in the cold and just about froze to death due to a lack of synchronisation.

WHEN WE WEREN'T PADDLING RAFTING

- Sonia Thorpe and Kate Collister WA

Dressed in space cadet clothing we prepare. What are we preparing for? Rafting the Kaituna Falls!!! So, we are all gathered in the daggy BVs, helmets and wetsuits, this does include Leanne and Torsten, letting our rafting guides tell us how big and dangerous the falls were - only later to find out they were leading us on!! The seal launch into the river was only for the brave so Leanne and Louise didn't do it - their rafting guide wouldn't let them do it to their raft. There were four rafts. After much labour intensive training, we hit the big time, the slalom course on which we pulled out many smooth manoeuvres. The waterfalls, ranging from 1 metre to 7 metres caused various problems and differing approaches due primarily to a serious sense of adventure. Helicopters, backwards, upside down and forwards, we did them all and had a hell of a lot of fun! What a hoot! The flat water entertainment consisted of throwing people out of the raft, splashing the people in the other 3 rafts and the guides having fun at our expense. "There are thermal springs over there, see?" We all bale out to feel them. "No, no, further up stream". We swim about ten metres... "Try further upstream!". Lots of surfing was done and getting very wet was also compulsory due to a disappearing act after the 7 metre waterfall. The guides decided that our muscle power was just so impressive, we tried a lot more specky manoeuvres than normal and some even the guide hadn't done before. After an overload of pure 100 percent natural adrenalin we ended the trip on a high point, a mass loop! Then to bring us down to earth again we had to carry the rafts back on our heads to the car. Being the shortest in the group (Sonia) I didn't have much problem carrying the raft - I couldn't reach it! Kate had the opposite problem. Equal to the luge ride? (almost, according to Alexia).

WHO NEEDS PADDLING !?!

- Alexia Hill NSW and Warwick Draper VIC

Too fast to live, too young to die! Is the only way to describe the Luge Park. Hurling down a concrete track taking corners on two wheels and achieving mass air over the jumps, we raced towards the finish line. These machines we were riding called luges, were much like a toboggan only they had four wheels, steering and brakes plus a LOW centre of gravity. High speeds were achieved.

The luge became the highlight of our trip, not even the rapids, waterfalls or the NZ Nationals could match the thrills and spills of the Luge Park. Self preservation was over-ruled by

the desire to win. In the final race of the day the fine line between high speed control and high speed lunacy was often crossed, with the latter resulting in some spectacular spills.

Coach and Manager cowered to the sides of the track as raving lunatics (JUNIOR TEAM) flew past at hair raising speeds, more often than not out of control. Everybody inspected the dirt along side the track quite meticulously as their carts lost control. There were a few memorable moments! Antony managed to flip his cart and roll four times when unable to take a corner on the faster part of the course. Alexia (alias: The Hell Rider) after racing to the front, spun her cart sideways after the last jump and eventually planted her face into the dirt. Many racers met their end when they chose flying as an alternate mode of transport. Warwick overcoming all odds to win in spectacular fashion. As we walked from the park covered in dirt, bumps and bruises we all agreed the Luge ride was the highlight of our trip!

THE TRIP - MANAGERS PERSPECTIVE

- Leanne Guy VIC

Read the articles on the Luge ride and the rafting trip and you'll see what Torsten Krebs, Sue Natoli and I were up against - thrill seekers incorporated! Just for the record, Torsten and I did not "cower" at the sides of the track, we simply showed the excellent judgement that comes from knowing you're mortal! In this age of increasing legal liability, this wasn't a job taken on lightly. These kids are very talented and love being challenged.

I had been speaking to a friend in NZ before departing and I was aware that the North Island was in drought and that wonderful Full James had not been running. Ever the optimist we tried, but sure enough it was at a very low level. I found this to be the most disappointing feature of the trip. Full James is every coaches dream - big, fast and safe. If this was the low point, we didn't do too badly. The hotshots cleaned up the medals in the junior competition and drew many positive comments about their paddling ability. They worked very hard on their paddling skills at every opportunity and I couldn't help but be impressed by their enthusiasm. On top of this they worked beautifully together both off and on the water, a good effort when you consider the age range, 13-18 years. Many discovered domestic skills they never knew they had. Despite the low water, the kids learnt heaps and made the trip very worthwhile. The NZers were very patient, helpful and friendly, the kids were a credit to their country and to the ACF. Sue provided wonderful backup and Torsten, against all odds did really well finding water for us to paddle on. As for taking the advice of locals on paddling trips in NZ, we now own copies of the touring guide for NZ waters.

BACK PAIN IN ATHLETES

by Dr. John Marx

According to statistics, a staggering 90% of the population will experience back pain at some stage of their lives.

Recurrent, long term pain affects 30% of the population. The treatment of back pain is riddled with myths and dogma. Volumes have been written but how much is fact? In this article I will present a simple outline for the treatment of back pain.

ATHLETES

What is the effect of years of running, jumping and throwing on the back? The good news is that regular exercise helps to prevent the ageing process of osteoporosis. In this condition, calcium is slowly lost from the bone, and hence the spine loses some of its inherent strength.

The bad news is that athletes' backs are subjected to a great deal of pounding, jarring and twisting forces. Most serious athletes will suffer to some degree from 'Runner's Sciatica' (see diagram). The sciatic nerve emerges from the lower back and runs down to supply the large powerful muscles of the leg. Continuous repetitive jarring will cause this nerve to become irritable. Hence most athletes will complain of merely hamstring tightness or back stiffness. In more severe cases, the athletes may actually experience back pain.

TREATMENT

The first part of treatment is to modify your training programme, so as to reduce jarring forces on the back. This involves running on softer surfaces, attention to shoe cushioning and correction of any obvious posture or technique problems. Also add some cross-training exercise to your programme. Swimming or cycling are two excellent exercises for maintaining cardiovascular fitness and muscle tone, without the same jarring forces as running.

However, the mainstay of treatment is a specific exercise programme, aimed to increase both the flexibility and strength of the lower back. This programme should include back arching (extension) and abdominal muscle exercises.

MOTIVATION

Why should an athlete continue with a back flexibility programme when they are completely painfree? Improved flexibility also offers an athlete improved performance, enabling them to run faster, jump higher or throw further.

BACK POWER

It is easy to see the role of a flexible spine in generating power in upper body sports. For example, in tennis, service power is very dependent on the ability of the player to arch their back prior to impact.

However, it is more difficult to understand the role of the spine in running. After all, we run with our leg muscles don't we? This statement is partially true, however with each stride the spine bends in order to absorb some of the force of footstrike. This stored potential energy is released again as the runner moves through to the push-off phase. Hence a more flexible spine will produce a longer and more powerful stride.

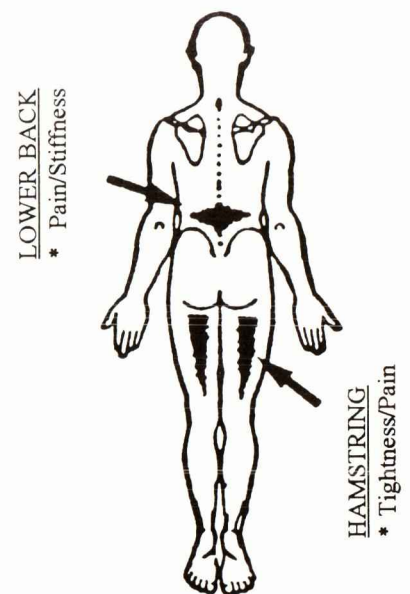
During our evolution, man has progressed from a quadruped gait to the upright biped gait. This has several advantages; one being that we can now lift and carry heavy objects. However, this form of locomotion has slashed our running speed. Our fastest sprinters can now reach speeds of 45 kph. Contrast this with the world's fastest animal, the cheetah. This large hunting cat from Eastern Africa has recorded a speed of 101 kph (2.3 times faster than the human).

If you observe these big cats running in slow motion, you will see that their awesome power is generated by massive flexion and extension movements of their spine. Their fore and rear legs act merely as extensions of their spinal movements. The legs themselves carry relatively little muscle tone and have only a small role in generating power and speed. By contrast, in the human, our leg muscles have a greater role in power generation but don't forget the importance of the back.

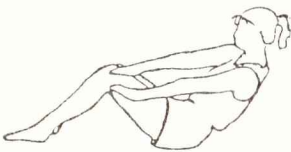



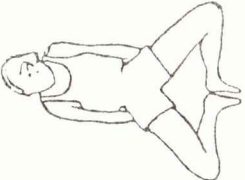
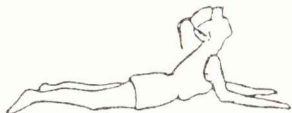
SUMMARY

Back pain and stiffness or hamstring tightness are an 'occupational hazard' for runners. Athletes are notoriously inflexible and hence a lower back flexibility programme should be mandatory for all athletes. Some athletes may feel that these exercises are boring or a waste of time. However, the promise of improved performance should provide the motivation necessary to persist with your programme. Finally, to finish on a positive note, remember that regular exercise is essential to maintain a strong flexible spine and slows the ageing process of osteoporosis.

RUNNER'S SCIATICA



EXERCISES FOR YOUR BACK: Warm up first (cycle, jog, swim, or star jump for 10 minutes)

 <p>Sit-ups Knees bent, lie flat, feet flat. Reach palms to knees, hold 6 secs. Repeat, reaching to side of knees for oblique muscles. Repeat 10 by 3.</p>	 <p>Back tighten Lie on stomach. Raise opposite arms and legs. Hold for 6 seconds. Repeat 10 by 3.</p>
<p>Hip stretch. Knee to opposite shoulder, leg bent. Pull on upper shin with both hands.</p> 	<p>Hamstring Stretch One hand behind thigh to pull it into shoulder on same side. Other hand behind ankle to bring lower leg to vertical position.</p> 
 <p>Groin Stretch Lie back, bend knees, feet together, let knees fall apart. Gently rock pelvis side to side</p>	 <p>Lumbar Spine Stretch Lie on stomach, stretch up, pelvis down. Keep elbows bent at first. Later try to bring hands back in line with tip of shoulders, extend arms fully.</p>

Exercises and stretches (hold all stretches for 30 seconds for optimum effect. Repeat only twice. Breathe with stretches.)

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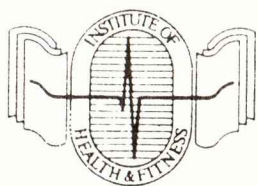
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A TASTE OF INTERNATIONAL WILDWATER

by Torsten Krebs

Torsten Krebs' account of the 1992 Australian Wildwater Canoeing Team's tour to Europe.

The 1992 Wildwater Team was badly down on numbers from previous years, consisting of only five members: myself from Victoria in Men's K1; Alwyn Duke, David Ahmed and Kerrin Hepworth from WA, also men's K1 and Michelle Rodgers, also from WA, in LK1. Only Alwyn and Kerrin had previous experience competing internationally. We were ably managed by Kerrin's wife, Sharon and entertained by their two children.

We left Australia in two groups. Kerrin, David and the Hepworth entourage went to the first two World Cup races in the USA and flew on to Europe from there, whilst the rest of us (three that is) flew straight to Europe. The stories, comments and observations which follow are entirely my own - other members of the team did different races, had different experiences, reacted to situations in different ways, etc.

During the trip I competed in seven races, all but one of them on more difficult water than I had previously even toured on! To put that in context, my touring experience includes the Nymboida (eight times), the Indi, and the Thredbo Rivers. I think we all spent a lot of the time just trying to stay upright and avoiding the rocks and stoppers - I certainly did. In fact I can (now) admit that, for the first two weeks at least, I was scared every time I got on the water - trying to go fast did not even enter my mind at this stage. I had been warned numerous times about the standard of both the rivers and the competitors. I certainly got quite shell-shocked. I had tried to prepare myself, on my first trip, to get both trashed and thrashed: I realistically expected both to happen at some stage and was determined not to let it get to me. In retrospect, I should

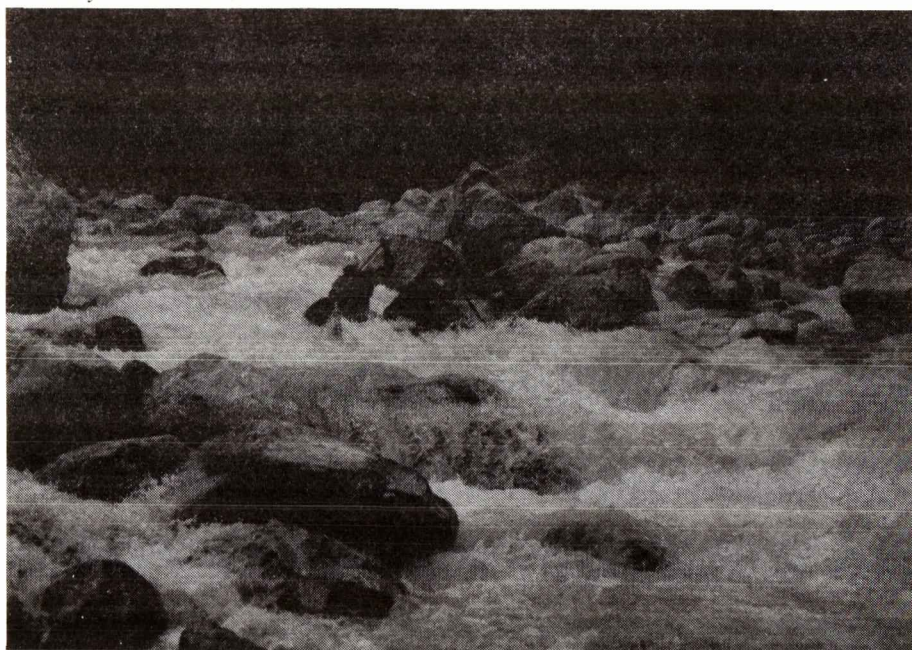
probably be quite pleased: I brought my boat back in one piece, only swam once, rolled but a hand-full of times and was not ever last. In fact I was the only Australian competitor to finish every race I entered. For the most part, I'd raced on bigger water before - the Buller river in New Zealand - but never on anything even remotely as rough! Maintaining a line was always hard work. Slowly I got used to it and my skill level and performances improved.

Paris was where the plane landed and we collected the hire car. From there we drove to Freiburg in the Black Forest to shrug off the jet lag with my old host family. Much had changed in the fourteen years since I had stayed with them after finishing school, but much was still the same. It is still one of my favourite cities, in both people and physical terms.

Our first race was in Austrian Tirol, at a town called Kramsach, a little down the Inn River from Innsbruck. We drove there via Lake Constance and Fussen, where we did not see Neuschwanstein castle - I was not amused! The river at Kramsach, a tributary of the Inn, was horrendous:

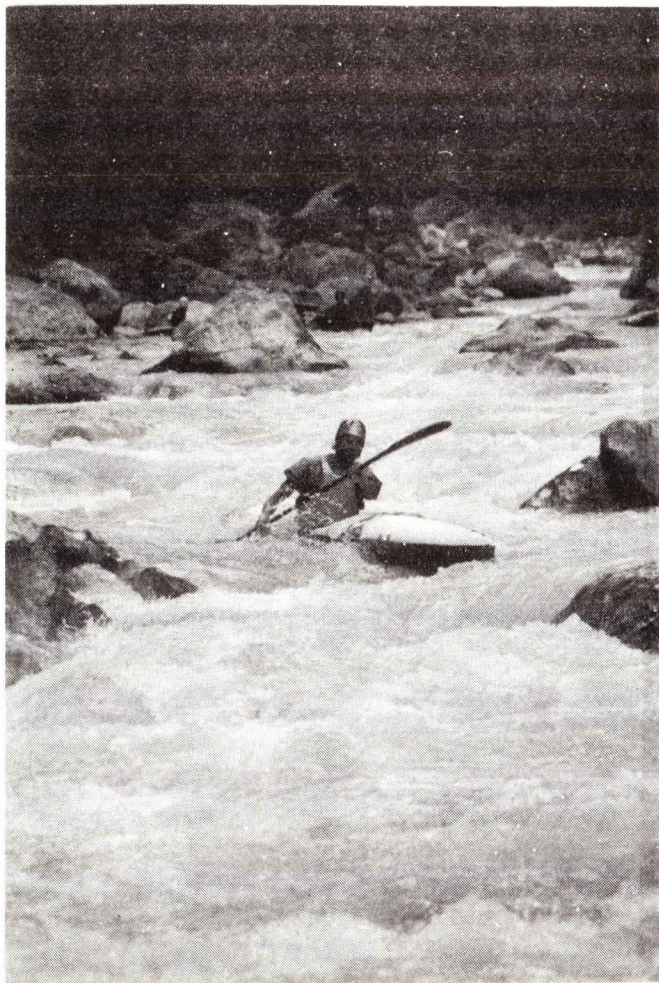
only just enough water through massive boulders, big drops and rock gardens. It was very technical paddling and lots of people did lots of damage. Still, it was good to be there. I was very happy indeed to be paddling such a well-made and well designed kayak. It was an "Avenger", designed in Australia by Steve Muir and Jan Horricks and built by Davenwood Canoes in WA. The vacuum bagged, epoxy resin kevlar construction with complete fit-out certainly cost me a lot, but it was worth it to have the confidence that the boat would survive the bashing I gave it - and to bring it back to Australia!

This race was actually the German Championships (don't ask me why they were held in Austria), so there were LOTS of people there. I'm talking 120+ competitors in Men's K1, teams events down to under 16 in C2 and LK1 - it was great! We arrived about four days before the race and were made really welcome by the Germans. The atmosphere was excellent and people really very friendly; they not only tolerated but encouraged my stumbling attempts to speak German. The presentation dinner and party was without doubt the best all-round



"Saugrabin" (Sows's Grave) rapid - C2 in the main drop

wipeout session I have ever been to. People I had met during the week kept buying me beers, everybody was dancing with everybody else all at the same time and the band played on and on!



"Chocks Rocks" - a large rock garden

Kramsach is on one bank of the Inn River, the opposite bank being claimed by the village of Rattenburg, a town famous for its glassworks. I spent many happy hours looking through shops and trying to knock my German language skills back into shape - anything to get my mind off canoeing between sessions! It was the start of two things; the advancement of my German vocabulary into both canoeing and slang, and of a collection of European glassware. Both expanded considerably over the following weeks.

The calendar for the events we were to compete in was quite lop-sided; we did not have anything for two weeks after

Kramsach and then three World Cup races within a week and a half. We had all agreed back in Australia that we should visit each of the World Cup venues twice; once during our competition-free weeks to learn the course and then again for the race. In this manner we did a circuit of central Europe twice.

From Kramsach we moved to northern Italy, to the river Noce in the so-called "Val de Sole". It rained the entire time we were there. This valley is in the province of Trentino, just south of the Italian Tirol. It has numerous tiny, run-down, dirty villages with shops that open rarely, if ever and never at the times they advertise on the door, if you can find it (the ad that is - the doors are obvious by the bars across them). Apart from the river it has nothing going for it, except perhaps that many people speak a little German.

That at least was how I felt. This was the site for the pre-World Championships, which was also to count as the final World Cup race.

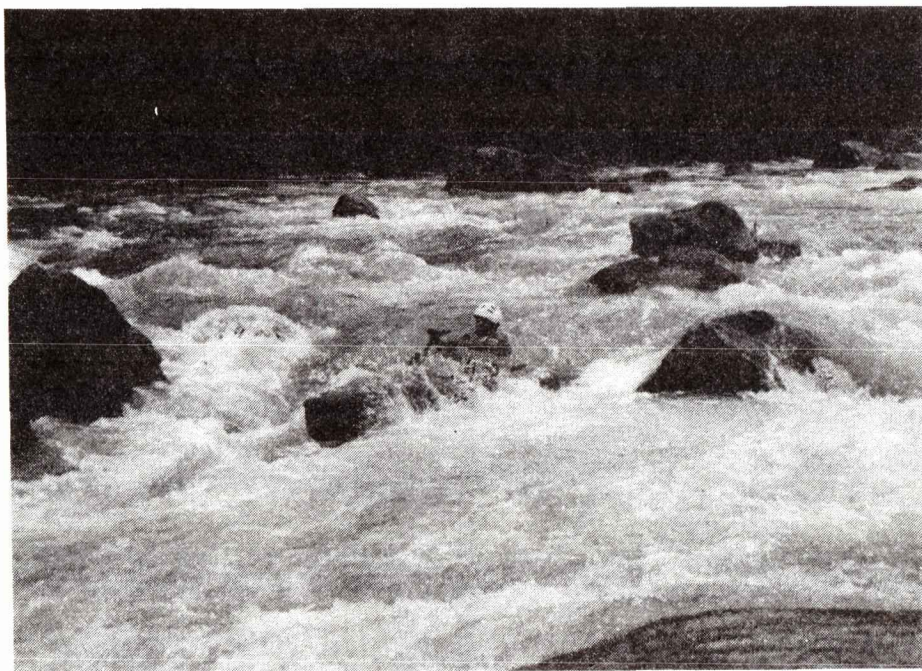
The river was very demanding, primarily because it was in flood! It was much more difficult than Kramsach. In some ways we had chosen the right week to go there. The river seemed less difficult when we returned as the water level had returned to normal by then and the Italian Championships were held that week-end and we were permitted to compete, along with the South African team and a number of Germans, in a special "guests" class of our own. If this sounds odd, one must remember that many nations do not

permit foreigners to compete in their national championships at all.

The Noce was an unusual and to some extent unpredictable river. It appeared a bit like an overgrown creek, a stream wandering over a sandy/rocky, rather flat area between banks proper that were much further than the water's edge. On closer inspection, as in from the water, that is exactly what it was for the first kilometre. After that the sides closed in and the gradient increased. It is difficult to paint any clearer a picture; the start flowed over a wide gravelly area with interesting waves in the current; after a footbridge about four minutes later the features become much more demanding with rough waves, stoppers and lots of mid-stream boulders the whole way until just before the finish. It was often shallow or choked, so that the correct route meant a good run, but being in the wrong place risked severe damage. It was difficult to learn because the features were so similar in appearance after the hard part started.

Our first boat casualty occurred here. Early in the week Michelle went over just after the footbridge, at the start of a really difficult straight - huge waves and several awkward stoppers - and she was unable to roll in the rough water. Alwyn and I chased her boat to the end of the straight where it wrapped around a rock and broke in half immediately. One half stayed there, but the other was carried off, with us vainly attempting to push it into the occasional eddy or something, until it finally beached shortly after the finish, some three kilometres downstream. That was quite an unnerving experience. We knew Michelle was safe, so at least we did not have that to worry about, but trying to steer a wildwater racing kayak to manoeuvre the floating half-boat and not become the next victim was quite a challenge. Several times we had to give up and just look after ourselves.

I took a lesson in looking at the course immediately prior to the race. During the week we had learnt the river when



Final section of the long straight on the River Noce - Michelle's boat was halved on the rock on river left.

it was in flood, chosen routes, found ways around stoppers etc that all worked at the level. Apparently they had been deliberately running it high because they needed to lower the level in the dam to avoid it spilling during the pre-worlds. Race day for the Italian Championships was on the Saturday. The Hydro power station was shut off and the river returned to its "normal" level, unbeknown to me. I felt passably comfortable with my knowledge of the river and chose to rest rather than do a run the morning of the race. Bad move - the lower water level meant that stoppers I wanted to avoid were fine, whilst places I wanted to go were high and dry. The nose of my boat beached on a rock below the difficult straight. With the tail still in the current I was spun around and searched desperately for an eddy to use to spin back around. I had to negotiate and enter a set of big waves around a bend in reverse before I could get back around. If that sounds like a stupid move, it was, but not as stupid as being sideways across the current in that sort of water, which would have been the case if I had not waited for an eddy to use to turn the boat. I was somewhat rattled for the rest of the race.

After the week in Italy concluding with their national championships we re-

turned to Tirol, this time right up in the mountains, to a town called Landeck, an absolute must for any paddler in Europe - don't miss it! Landeck is at the confluence of the Inn and Sanna Rivers, nestled at the bottom of a very steep, U-shaped glacial valley and surrounded partly by farming country, but mainly forest. Right at the river junction is a caravan park catering almost exclusively for canoeists and rafters. Canoeing is so big in this area, they even have it on their postcards!

We had to learn the Sanna River. This was the worst (best?): seven kilometres of non-stop white water, much of it grade four, two sections of grade five, the last grade five bit being over a kilometre long. The water was flowing very fast and was very cold. We worked on the river in progressively more difficult sections, learning one bit at a time, which seemed to work quite well and helped us to build both skills and confidence before taking on the next section. This river had much more individual features, including a really tricky, tight right-hand turn under an overhanging cliff into two unavoidable stoppers! This rapid was probably a lot worse to look at than to do; if one did it right you were flushed straight through both stoppers. I never actually

stuffed it up, but was always worried out of my brain until after it was passed. A number of times I eddied out under the overhang trying to cut the corner so as to be on line for the route into the stoppers.

This was one of the grade fives. The other was a long straight through the village of Pians, containing closely-spaced waves much higher than a paddler's head and too steep to go over. It finished with a sharp turn to the left over a drop into a very meaty stopper. The usual technique of avoiding the waves by running down the shoulder did not work too well as the shoulder was strewn with boulders - I eddied out twice trying this trick in training. Fortunately the stopper at the end had a chicken chute; a fast tongue of water on the far left, but one had to move into mid-stream while still in the waves above it to be sure of being on line for the tongue.

A week later we loaded up again and drove to Steyrbrücke on the Steyr River in northern Austria for the Austrian Championships before crossing in to Czechoslovakia for the first world cup race. The Steyr was a good, long but not particularly demanding river on which I enjoyed racing. It would have been a good week-end if it had not rained in buckets the whole time. Do you recognise some of these names? The "Sanna" was a predecessor of the "Olymp", "Steyr" is the name of a type of roll - where the paddle moves from the back to forward.

My first World Cup race was on the Moldau River below a dam at Lipno in southern Bohemia, Czechoslovakia. This river was also terrifying, this time with HUGE waves and drops, but thankfully fewer rocks. This is where I had my only swim, fortunately during training, not the race. It fell into three sections, each separated by an area of dead flat water. Just getting into the boat here was a challenge, as the short section between the outlet from the dam and the start was flat only by comparison to the rest of the river. It

was fast flowing and had sloping concrete sides with no entry platform. Several people swam trying to get into their boats.

The Czechs excel at C2, which is understandable with this sort of river. For one thing getting into the boat is less stressful when there is someone to hang on to the bank! It also allows one person to brace while the other paddles or steers. The first section was a long S-bend, starting with a stopper. One had to get over to the left to avoid the stopper, but that meant being in the worse position for the long series of huge waves which followed. A short respite under a bridge allowed one to line up the only chute over a sharp double drop. One had to enter the chute with the boat angled correctly to get spat to the right half way down and to kick the tail out as it was happening, otherwise the boat would be slam-dunked into the rocks in the second drop. I managed it acceptably most times except during the race - another time when I was thankful I'd spent the extra money to get a strong boat!

A short rest in the flat water followed, leading into a long and really confused section of very rough water. I tried out a number of routes, but opted in the end for the slower but surer options. That meant having to make careful choices about where to cross the current to avoid nasty features, including a spectacular but quite runnable stopper. As a wearer of contact lenses, I need to take greater pains to avoid getting submerged in a stopper or wave than the average paddler. In fact this strategy probably paid off. I finished the race, many others did not.

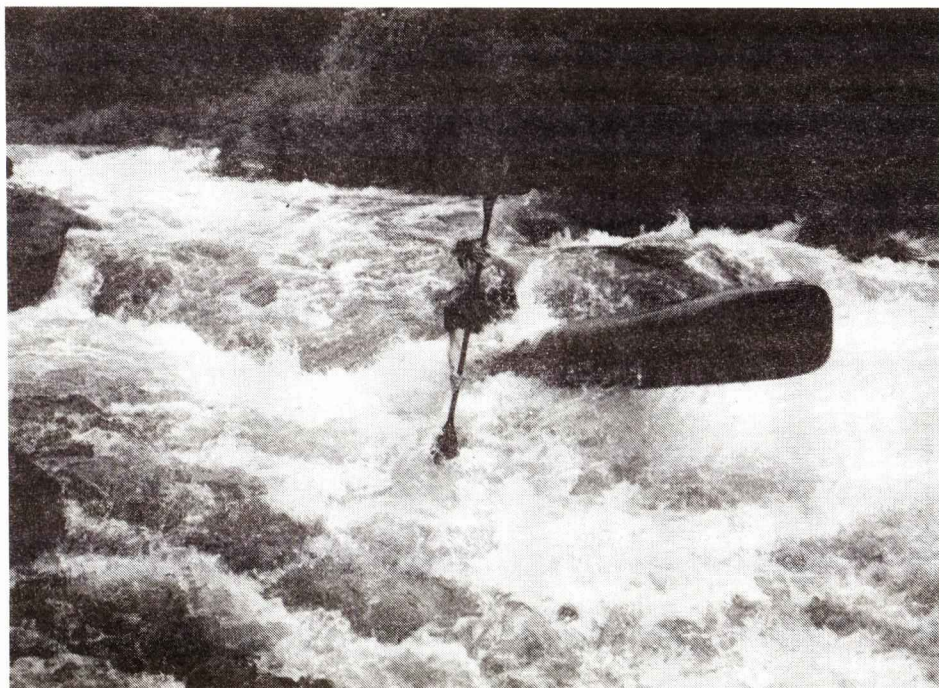
A long pool caused by a small weir separated the middle section from the end. This pool was a real worry because of the pollution caused by a factory on the bank. The final section was awesome! After scraping over the break in the weir, the gradient steadily increased towards the last 300 metres, which were one great drop. As one

approached there were a few grade twos, and then a flat S-bend right to the lip of the drop. From the lip one could see the finish line and the large trees growing around it. At that stage you are higher than the tops of those trees! In between lay not just a very fast chute, but more huge waves, a difficult left hand turn and the occasional badly-placed rock. We nick-named it "the toilet", because you just got flushed straight down.

The worst thing was that we only had three days in which to learn the river as water has to be released from the dam specially for training and racing. The first two days were taken up by the Czechoslovakian Championships, in which we did not compete as we'd had no chance at all to look at the

forests are beautiful and very clean (unlike the river) and the towns quite stunning. We didn't get to Prague as time was very short, but the two drives I did around the country-side impressed me a lot. A visit to the Bohemia glass factory contributed to my collection. I concluded that the average Czech or at least Bohemian small farmer is in a much better position (now) than his counterpart in many other parts of Europe, east or west. In the case of the people of southern Bohemia, this is likely to improve too, the potential for mega tourist money is outstanding. German is very widely spoken, which will help with tourism.

From Czechoslovakia we returned to the Sanna in Tirol for the second World Cup race. The river had risen



Middle section on the Moldau River - the spectacular stopper

river. I was the only Australian who finished the World Cup race here. David Ahmed swam twice before pulling out whilst Kerrin Hepworth wrapped his boat around a rock just at the finish. Alwyn Duke had dislocated his shoulder the day before the race, so he and his girlfriend Michelle were in the hospital in a town one hour away.

Apart from a frightening river, southern Bohemia has lots to commend it. Prices are cheap, the villages and

considerably, so the organisers decided to move the start to below the sharp right hand bend under the overhanging cliff I described earlier - a decision which gave me much relief!

On to Italy again for the third World Cup race and pre-World Championships. This was the only time we saw the Australian Slalom Team, which was a shame. My friends from Victoria (and elsewhere) were very supportive. I couldn't miss two shocks

of blond hair (Robyn and Danielle) on the bank cheering, which I really appreciated - thanks guys! By that stage I was starting to enjoy myself. The river seemed tame, or at least accessible compared to those in Tirol and Bohemia and I was able to devote some attention to going fast. My performances did improve and I felt very happy with my first taste of international competition in wildwater racing.

After the race in Italy I stuffed all my canoeing gear and as much of my clothes etc as I thought I could do without into my kayak, which went back to Australia with the rest of the team, while I botted a lift with some mad Italians down to Milan to start a few weeks of making up for lost time; eating, drinking and gallivanting my way up through Italy, Switzerland and Germany to visit my relations in Denmark.

I needed the break, but returned to Australia really fired-up about wildwater racing. It has everything I want in a sport, it is an endurance event, it has very considerable skill and technical elements (far more than it appears to have from races on the Yarra!) good participation numbers (at least in Europe) and the medium, ie big white water, is a real buzz. It was also a buzz to have lots of spectators all the way down many of the courses: they often flowed through several villages and small farms where people lined the banks to watch. Getting sick with hepatitis A shortly after returning to Australia knocked me right back to square one with my fitness, which is very annoying indeed and I am having a lot of trouble building it back up, including a few worries about over-training, relapses etc. (A referral to suitable professional advice on reconditioning after serious illness would be appreciated, if any readers have such contacts.) Nevertheless, I look forward to going again, hopefully next year.

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1993 NSP AUSTRALIAN SLALOM TEAM TRAINING CAMP

by Roy Farrance

Western Australia turned on a brilliant week of warm weather for this year's final team training camp. It was an excellent week for those who could attend. A week off work or study can sometimes be very hard to find. The final group was made up of four lady kayak paddlers and four men kayak paddlers, plus a few invited Western Australians.

The training camp was nominated at Harvey, Western Australia for three main reasons.

- a) Suitability of water and facilities.
- b) Ease of adjusting and moving gates.
- c) Weather conditions in W.A. are more conducive to training than in other states.

No date was perfect for everyone. Travel at Easter was cost prohibitive, unless bookings had been made the year before, so the week after Easter seemed most suitable for a majority of paddlers.

Colin Thorpe had arranged water releases for the week and the training camp was held in perfect conditions for the entire time. Our most sincere thanks must go to Colin and the local administrators for their help in arranging the course and the competitions held on the final weekend of the camp. This help was instrumental in making the camp a great success.

Some of the Western Australian paddlers were invited to attend the training sessions. A group of local Harvey paddlers also took the opportunity to learn each evening, when they were coached by Australian Team members. This helped to gain good press and TV media coverage. Channel 9 used the camp to film a documentary on Danielle, which was shown on Sunday 30 May.

The W.A. Slalom Committee ran a double header slalom on the last weekend of the camp, and this finished off the week on a really high note. Two different courses were designed. The course on Saturday was a more traditional, relatively easy course, whereas the course on Sunday was much harder.

Harvey proved to be the ideal site for such a training camp, and far better than any of the sites used in previous years. It is a very good course and has great potential for use as a training venue for both senior and junior Australian teams and more major events.

When choosing a site for major events including training venues, other considerations as well as the water must be taken into account. The course must have good access, it must have plenty of wires and it must enable easy adjustment of the gates so that sequences can be changed quickly.

A good course must have good water with a variety of features. This, most paddlers expect but they often neglect to plan on the other requirements. Good water without good access and good provision of gates, is not a good training venue. Paddlers get better training on a course with less demanding water and good facilities. Harvey is blessed with both good water and good facilities. These combined factors makes Harvey the best slalom site we have in Australia for both training and competition.

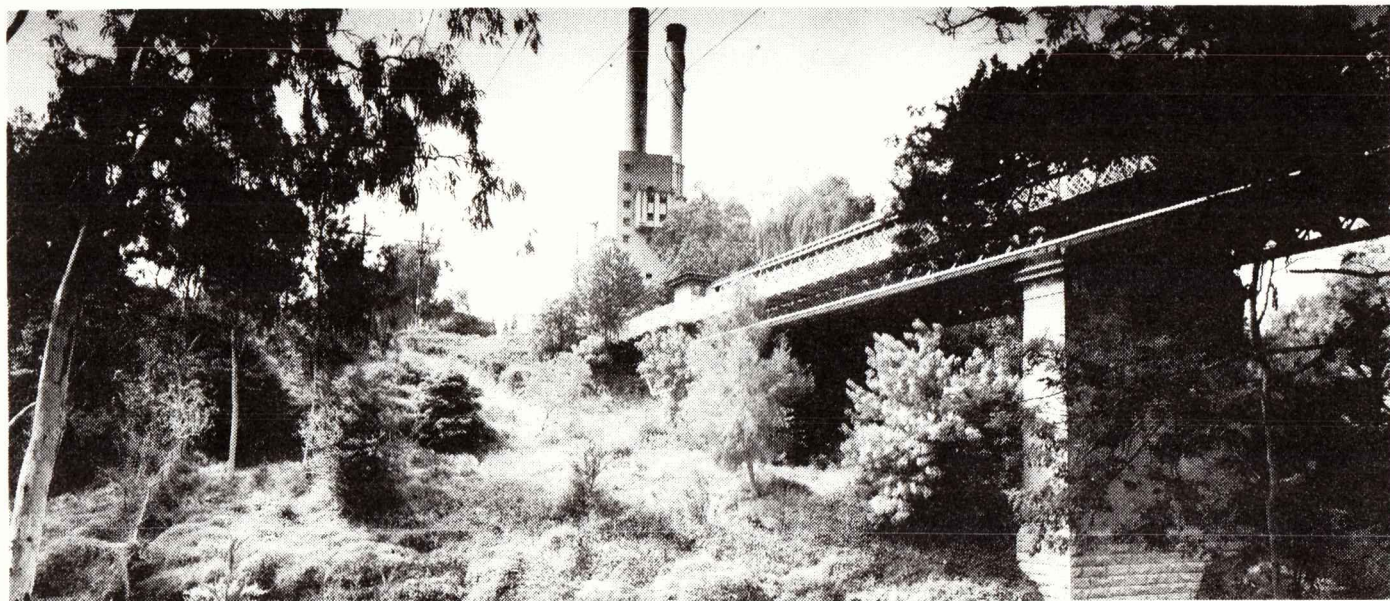
The paddlers trained extremely well, and they all showed that they are on target for good performances internationally this year.

The local council of Harvey was extremely cooperative, as were all the Western Australian paddlers and administrators. This certainly helps develop the sport and the area.

Most of the team left for America during May to attend the Championship International Series in Colorado, which is great preparation for the World Championships in Europe. All the paddlers who did this series last year found it of great benefit and more and more Australians are now using America as a pre World Championships training and competition venue. A recent innovation is the selection of an Australian B Team to travel overseas to gain the experience of international competition at this series of races.

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Paddlers at all levels of performance rely on sports science techniques and practices, and often without realizing that what they are doing is a science. Too often paddlers, parents and coaches think of sports science only in terms of physiological testing and of scientists in white coats surrounded by elaborate machines and computers.

Yet the most novice of paddlers use a variety of scientific techniques, even at their first event. Think of paddlers learning their first slalom course. They look at the course, try to remember the sequences and go away to mentally try to work out how they will do each gate and sequence. These are paddlers who have never heard of mental rehearsal.

By thinking about what they will eat before the race these same paddlers are applying the science of sports nutrition. Elite paddlers do the same thing, just a little more comprehensively. Trying to anticipate every wave, every stroke and every possibility. Mental imagery is as basic, yet as sophisticated as the sports psychologist can make it. In the same way the nutritionalist has taken the simple fact of what to eat and developed it into a science.

In preparing an elite slalom paddler, I would like to list below some of my ideas of the critical factors and the order of importance I place on each. This then helps demonstrate the needs of the paddler's training programme. Before listing the areas of importance, a slalom paddler, I must make mention of an area that I feel is of utmost importance but one that cannot be readily trained. It is that *innate* quality of an *affinity with the water*. Something hard to quantify, hard to measure, even hard to learn; some paddlers have it, some will never get it. The ability to

be at one with the environment, to understand, to accept, yet at the same time enjoy, usually hostile, unforgiving surroundings. An ability to work with and understand constantly changing white water, this ability this natural talent is essential to the white water paddler. I believe it is a quality, a gift, a talent that is inherited, a quality that sets the elite slalom paddler apart from other paddlers. The quality so special, that no matter how hard your Olympic sprint champions, or your World Marathon Champions or your elite polo paddlers work and train, they will never make a world class slalom paddler. This does not mean the elite slalom paddler does not have to train, it simply means they must have the right raw materials.

The ability of a coach to pick this innate quality comes down to intuition and experience. Something that is as hard to quantify as the topic itself, some coaches have the ability, some don't. Once the paddlers have been identified we move on to the sports sciences, and the areas of importance to the elite slalom paddler. I emphasize the following areas.

1. Skill and Skill Acquisition
2. Psychological and Mental Attitudes
3. Physical Preparation
4. Technology and Equipment

Generally I feel any aspect that can help a paddler go a little faster, or maximize performance is part of sports science. However, some areas have greater importance than others.

Skill is the greatest attribute for a slalom paddler. Skill to use the water, skill to turn the boat, skill to control the boat in every circumstance, skill to lean, to carve, to pivot, to do one stroke upstream, to do fast S gates, and so the list goes on. Without skill, all other aspects of training are wasted.

Speed will increase through increased skill levels, increased ability to concentrate, and the increase in physical ability to maintain the above. Speed will also come from advances in technology, changed boat designs, paddle shapes, improved equipment as well as the recognition of how to best use this technology. Changing techniques must also be accepted. For example, it is important to keep the boat moving, and to do this effectively a higher rate of paddling is needed, therefore a shorter paddle is more effective. To get most current model, low volume boats to move faster, they need to be planning and it is better to maintain the speed with quick, shorter acceleration strokes. Racing boats on the other hand cut through the water and require a longer stroke. In practical terms, this all boils down to:-

1. Regular training both on and off the water to build and maintain strength, endurance, fitness and speed.

2. Regular training on whitewater gates with the widest selection and variety of courses and situations is essential. I firmly believe any elite slalom training programme must be mobile and flexible. The establishment of an ACF residential training programme in Tasmania is a bigger disservice to paddlers than it is a benefit. A programme that requires travel to as many different venues as possible will always be more advantageous than one concentrated in one place. This year Australia's elite paddlers have gone overseas before the main competition season, to train on competition courses, well in advance of

actually going there to compete in June or July. Having paddled, trained and competed on major courses is essential, and a necessity that most Australian competitors cannot afford.

3. Competition is the essence and the finality of what training is all about. Competition, not only maximizes all the skill and physical attributes, but hones the ability to concentrate, to maintain control, to paddle under pressure, to block out all outside thoughts of success or failure, and to become 100% process orientated. This requires practice at competition, and at high level competitions. The coach's role in all this is to develop each individual competitor, to enable them to control the environment. In slalom, more than any other canoeing event, the coach

must develop independence in the athlete, independence to understand the elements, to read the water, to understand gate sequences, for it is only the paddler who must make split second decisions, to work out the best way to paddle a course and feel confident. The coach can help create and make the right environment, but after all it is the paddler who has to do it. The coach is a facilitator, someone who can bring all the elements of sports science together, someone who can create sequences and ideas, without even the athlete always knowing or realizing this role of the coach. Coaching is not just the imparting of technical skill and knowledge, it is creating a total environment so excellence becomes inevitable.

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Victorian slalom paddlers gratefully acknowledge the support of the Victorian Institute of Sport and the Australian Institute of Sport.

Over the next four months 18 Victorians will head to events in USA and Europe. Slalom is developing around the world and the number of major events to attend each year is overwhelming. The champion International series in the USA during May and June is a series of five races in five different areas. This will be followed by World Championships in Italy, World Cups in Europe and then back to the USA for Junior World and World Cup events in Canada and on the Olympic course in USA. Victorian members of the Australian Teams are profiled below.

David Empey (C2) Age 30

Occupation: Special Operations - Victoria Police

David has taken up slalom C2 this year after being out of canoeing for some years. He has previously represented Australia in wildwater racing and now hopes to pursue slalom C2 to a high level

Tim Leary (C2)

Occupation: Physiotherapist

Tim came to Australia as a kayak paddler quite a few years ago and finished up paddling wildwater C2 at the '87 Worlds. He then went back to the UK to complete his degree in physiotherapy and moved back to Australia at the end of '92 and started paddling slalom C2.

Leanne Guy - Junior Team Manager

Occupation: Teacher at Myrtleford.

Leanne started paddling in the late seventies and was active in both slalom and the VBCE in the eighties. Leanne is making a comeback in her own paddling and showing great enthusiasm for administration and junior team development.

Roy Farrance - Senior Team Manager

Occupation: Often wonders! Occasionally seen at Canoes Plus.

Roy has been involved with slalom since its inception in Victoria and currently coaches the Victorian Institute of Sport Slalom Squad.



Andrew Farrance (K1) Age: 20

Occupation: Final year of Human movement Degree - Ballarat.

Andrew's first international event was in 1987 and he has competed regularly since. His best results came in National events, coming 2nd at the Australians in '92 and 3rd in '93. Once Andrew finishes his degree this year, he will devote a lot more attention to paddling. He is currently a VIS and AIS squad member

Richard Macquire (K1) Age: 21

Occupation: Carpenter.

Richard started paddling in 1986 and his first international event was in 1987. His best result was in the Pre-world Championships at Mezzana in 1992 where he came 12th. Richard also raced well at the World Cup No. 5 at Bourg last year coming 15th and had a 2nd at the Champion International series. Richard is a member of the VIS and AIS and is hoping to improve his international ranking.



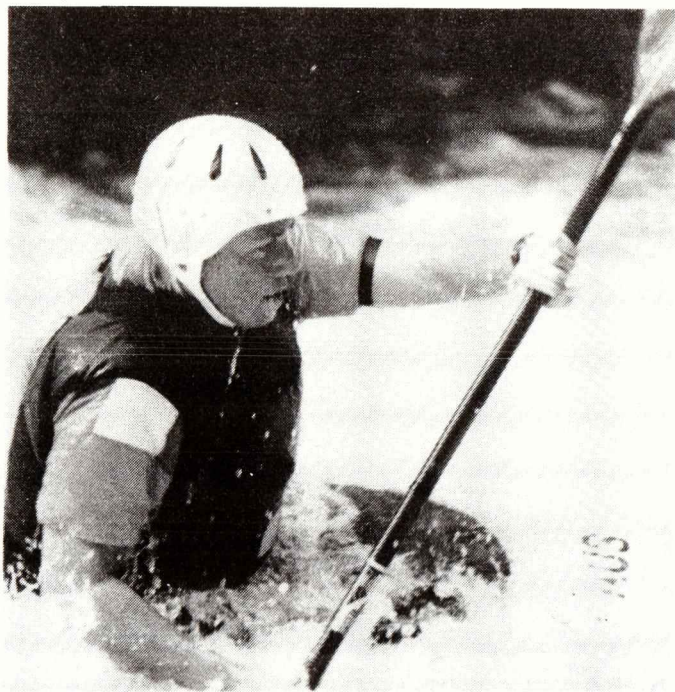
Wayne Thomas (K1) Age: 24.

Occupation: Trainee Manager - Canoes Plus
Wayne started paddling in 1984. He has paddled well internationally and has improved his standard dramatically over the last three years. He is a VIS squad member and is supported by the AIS. His previous results include 4th at the '93 Nationals and 58th in the Pre-World Championships at Mezzana in 1992.



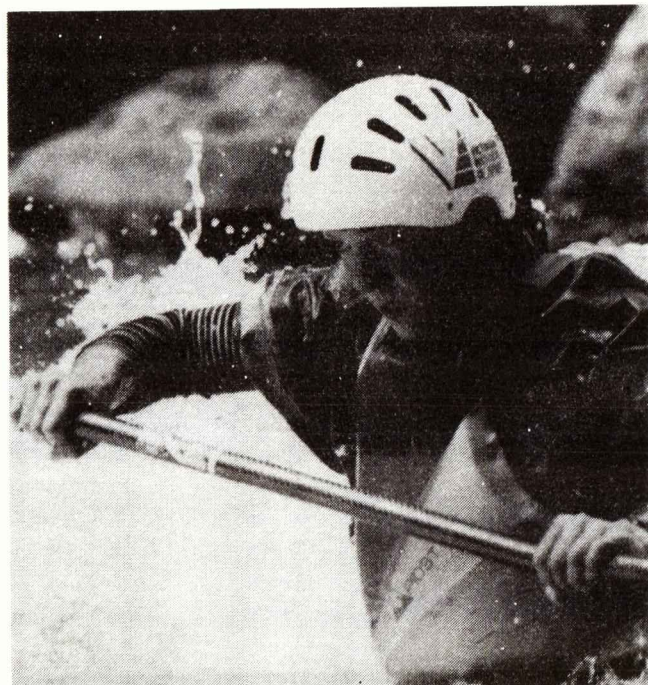
Cathy Kesterton (LK1) Age : 21

Occupation: B.A. Student.
Cathy started paddling in 1986 and first competed overseas in 1988. Cathy is a member of the VIA and is supported by the AIS. Her results overseas last year included 15th at the Pre-World Championships and 17th at the World Cup at Bourg. She is looking to improve her international ranking this year.



David Heard (C1) Age: 22

Occupation: Cabinet maker.
David won the C1 class in the Nationals at Harvey this year, which has set the base for a good season's performance in America. David is the only slalom C1 member of the VIS.



Robyn Galloway (LK1) Age: 32.

Occupation: School teacher
Robyn's first international competition was in 1982 and she has been to every World Championship since. Last year she gained placings of 34, 23, and 25 at Mezzana, Bourg and Merano World Cups respectively. Robyn is coach of the junior team for the second consecutive year and along with aiming to perform well herself, she will be assisting the juniors to paddle at their optimum at Wassau, USA. Robyn is a VIS member and gained second places at all three selection races this year.

Danielle Woodward (LK1) Age: 28

Occupation: Federal Police Officer

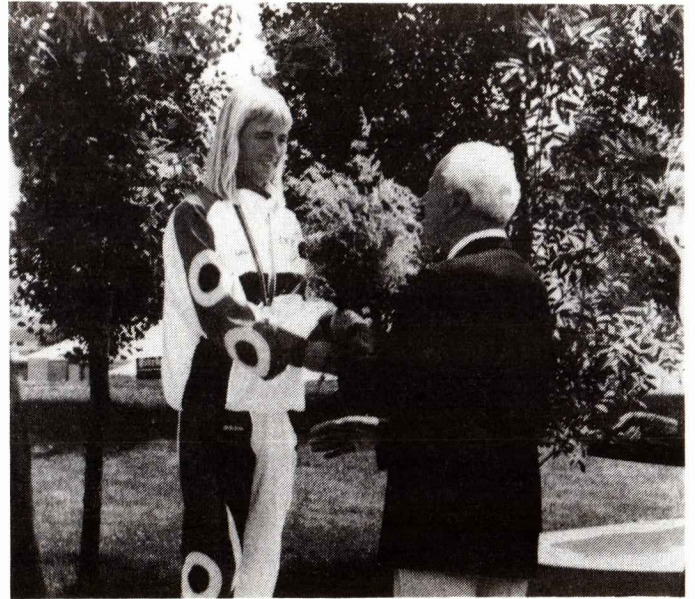
The highlight of Danielle's canoeing was winning the silver medal at the Barcelona Olympics in 1992. Danielle first paddled in World Championships in Merano in 1982. She has been a consistent top performer at international events and is Australia's most experienced and best performed slalom paddler and these performances have earned her the Victorian Canoeist of the Year three times. As well as being a superb paddler she is very involved in the Victorian slalom coaching programme and spends much time working for the betterment of the sport. She is an AIS and VIS scholarship holder.



Warrick Draper - Junior K1 Age: 16

Year 11 Student at Eltham College.

Warrick first began paddling with the school in the Schools Slalom Championships and was quickly selected for the Junior Development Programme. He was first coached by Jane Farrance and now two years later is about to paddle in his first Junior Pre-World championship. Warrick is a VIS - VCA Development Squad member.



Mia Farrance (LK1) Age: 19

Occupation: Physiotherapy student

Mia first competed internationally in 1987 at age 13 in the American Junior Championships and then in 1988 she competed in both the Junior World Championships in Spain and the senior Pre-Worlds at Savage USA. Mia has competed internationally every year since. She is a VIS scholarship holder and is supported by the AIS.



Robert Ledger - Junior K1 Age: 18

Robert is making his second international trip, after his visit to New Zealand last Easter. Rob will be competing in the Junior Worlds in Wassau and is paddling well after a second place at the Australian Championships at Harvey this year. He is a VIS squad member.

AUSTRALIAN SLALOM TEAM & ACF NATIONAL RANKINGS

1993 WORLD CHAMPIONSHIPS MESSANA, ITALY

Ladies K1

Danielle Woodward Robyn Galloway
Cathy Kesterton Mia Farrance

Men's K1

Richard Macquire Matt Pallister
David Borojevic Wayne Thomas

Men's C1

Justin Boocock Rob McGuiness
David Heard Matt Newton

C2

Tim Leary David Empey

Manager

Roy Farrance

Assistant Manager

Bob Boocock

....

WORLD CUP 1 - SEO

Ladies K1

Jane Gilchrist

C1 Matt Newton Justin Boocock

WORLD CUP 2 - LOFER

Ladies K1

Jane Gilchrist

Men's K1 David Borojevic

C1 Matt Newton Justin Boocock

WORLD CUP 3 - AUGSBERG

Ladies K1

Jane Gilchrist

Men's K1 David Borojevic

C1 Matt Newton Justin Boocock

WORLD CUP 4 MINDEN CANADA

Ladies K1

Danielle Woodward Robyn Galloway
Mia Farrance Jane Gilchrist

Men's K1

Richard Macquire Andrew Farrance

C1 Jack Hodge David Heard

WORLD CUP FINAL OCCEE USA

Ladies K1

Danielle Woodward Robyn Galloway
Jane Gilchrist Mia Farrance

Men's K1

Richard Macquire Andrew Farrance

C1 Jack Hodge David Heard

....

CHAMPIONSHIPS INTERNATIONAL SERIES May/June

Ladies K1

Danielle Woodward Robyn Galloway
Cathy Kesterton Jane Gilchrist

Men's K1

Richard Macquire Matt Pallister
David Borojevic Wayne Thomas
Kaine Pinder John Day
Mark Swoboda

C1

Justin Boocock David Heard
Matt Newton Bryce Milne
Jack Hodge

C2

Tim Leary David Empey

Team Manager/Coach

Roy Farrance or Bob Boocock

....

JUNIOR TEAM FOR USA

Men's K1

Robert Ledger Warwick Draper

C1

Justin Boocock

Team manager

Leanne Guy

Coach

Robyn Galloway

....

ACFNATIONALSLALOMRANKINGS

Junior Men's K1

1. Justin Boocock
2. Robert Ledger
3. John Wilkie
3. Aaron Martini
5. Warwick Draper
6. Piers Christiansen
7. Tim Natoli
8. Robin Bell
9. Richard Bell

10. Anton King

Junior Men's C1

1. Justin boocock
2. Tim Natoli
3. John Wilkie

Junior Ladies K1

1. Jo Payne
2. Alexia Hill
3. Sonia Thorpe
4. Kate Collister
5. Alison Wilkie
6. Louise Natoli

Men's K1

1. Richard Macquire
2. Matt Pallister
3. David Borojevic
4. Wayne Thomas
5. Justin Boocock
6. Andrew Farrance
7. Kaine Pinder
7. John Day
9. Simon Thorpe
10. Eugene Stackpole

Men's C1

1. Justin Boocock
2. Rob McGuiness
3. David Heard
4. Matt Newton
5. Bryce Milne
6. Andrew Farrance
7. Mick Cowan
8. Jack Hodge
9. Rod Fry
10. Bruce Baxter

Ladies K1

1. Danielle Woodward
2. Robyn Galloway
3. Cathy Kesterton
4. Mia Farrance
5. Jane Gilchrist
6. Kim Wilkie
6. Mandy Linden
8. Jo Payne
9. Alexia Hill
10. Sonia Thorpe

Men's C2

1. Leary/Empey

PADDLER PHOTO PAGE

UGLY ONE



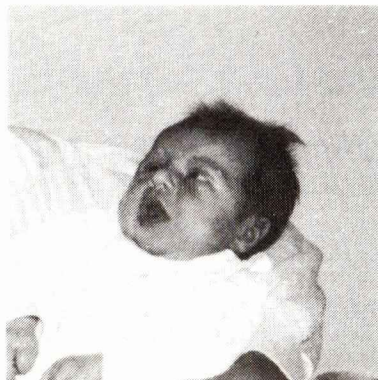
Each month Paddler will print one of your most incriminating or ugly photos.

Start looking at your photos now and see if you have anything better / worse than this one.



MATCH THE BABIES

Can you match the babies with the mothers in these photos. Mandy Davis (nee Linden) and Karen Rafferty (nee Prior) are the mothers, the babies names are Ellie and Sarah. For many years the mums paddled together in Slalom, Canoe Polo and Dragon boat. They managed to give birth to their babies just one day apart. The prize for guessing will be baby sitting rights at the next appropriate competition. Send your entry to the Editor.



JOB PROFILE

POSITION: SECTION MANAGER - AUSTRALIAN OLYMPIC TEAM 1996

DISCIPLINE: SLALOM CANOEING

FUNCTIONS:

ACCOUNTABILITY OF INCUMBENT: To be responsible for the supervision and management of athletes/squad of the Slalom Canoeing Olympic Team (1994-1996 inclusive).

ACCOUNTABLE TO: Australian Olympic Committee

DUTY STATEMENT. The position includes various duties and responsibilities. Duties may include:

- a. Management of the Australian Slalom Canoeing Olympic Team in all areas
- b. Involvement, future, in the management of senior Australian Slalom Teams both Olympic and non-Olympic.
- c. Accurate and up to date book keeping of all finances. Accounting of all monies distributed by the Australian Olympic Committee and other sources as required.
- d. Auditing facilities of above accounts.
- e. Overseas travel with senior Australian Slalom Team 1994-1996.
- f. Attendance as required to all AOC management meetings.
- g. Commitment to the Australian Olympic Committee as required upon return from the Games.

SELECTION CRITERIA

ABILITIES/SKILLS (the following are essential)

1. Proven ability to successfully organise and manage Australian Senior Slalom Teams
2. Minimum of 2 years Senior Slalom Team management/coach experience.
3. Current up to date involvement with slalom canoeing and the athletes involved.
4. Medically fit. (able to pass the level required by the Australian Olympic Committee)
5. Experience in management finance and book keeping skills.
6. Proven ability to gain respect, cooperation of, and to maximise the performance of athletes.

KNOWLEDGE (essential)

Full understanding of the ACF Code of Ethics.

APPLICATIONS

All applications must be in writing detailing the above, to the Secretary of the ACF Slalom and Wildwater Committee no later than 31 July 1993.

All applications will then be circulated to committee members.

Final recommendation/s will be made at the AGM in October 1993. This recommendation will be forwarded to the AOC for ratification and possible appointment.

Applicants will be notified as soon as possible thereafter.

Janice Kesterton, Secretary ACF Slalom & Wildwater Ctee.
12 Adeney Avenue, Kew. Victoria. 3101.

JOB PROFILE

POSITION: COACH - AUSTRALIAN OLYMPIC TEAM 1996

DISCIPLINE: SLALOM CANOEING

FUNCTIONS:

ACCOUNTABILITY OF INCUMBENT: To be responsible for the coaching and supervision of athletes/squad of the 1996 Slalom Canoeing Olympic Team (1994-1996 inclusive.)

ACCOUNTABLE TO: Australian Olympic Committee
Section Manager for Australian Slalom Team.

DUTY STATEMENT: This position includes various duties and responsibilities. Duties may include:

- a. Coaching of the Australian Slalom Canoeing Team in all disciplines/areas (to be revised if more than one coach is appointed).
- b. Involvement, future, in the coaching of senior Australian Slalom Teams both Olympic and non-Olympic.
- c. Accurate and up to date knowledge of coaching techniques.
- d. Cooperate and work with team management.
- e. Overseas travel with Senior Australian Slalom Team 1994-1996.
- f. Commitment to the Australian Olympic Committee as required upon return from the Games.

SELECTION CRITERIA

ABILITIES/SKILLS (essential)

1. Minimum of 2 years Senior Slalom Team coaching experience
2. Current up to date involvement with slalom canoeing and the athletes involved.
3. Medically fit (able to pass the level required by the Australian Olympic committee).
4. Minimum Level 2 accreditation with coaching Council of Australia.
5. A proven ability to successfully coach elite athletes.
6. Respect and cooperation of elite athletes.

KNOWLEDGE (Essential)

Full understanding of the Australian Canoe Federation Code of Ethics.

APPLICATIONS

Expressions of interest are now being called for and must be forwarded to the Secretary of the Australian Canoe Federation Slalom and Wildwater Committee no later than 30 September 1993.

The essential criteria detailed above must be met by the time final applications are called for in mid 1995. In order to be eligible to submit a final application you MUST register your interest this year and be involved in coaching at this point in slalom canoeing at a reasonable level.

Please detail your current situation and outline your proposed program between now and September 1995.

Final recommendation/s will be made at the Annual General Meeting in October 1995. This recommendation will be forwarded to the Australian Olympic Committee for ratification and possible appointment.

Applicants will be notified as soon as possible thereafter.

Janice Kesterton, Secretary-ACF Slalom and Wildwater Ctee
12 Adeney Avenue, Kew, Victoria. 3101.

UPSTREAM

WHITE WATER INSTRUCTORS ASSESSMENT

An A.C.F. inland instructors assessment was held on the weekend of 8th and 9th of May. The venue was the Thomson River and the level was a dubious minimum 0.45m. Congratulations to:

Shaun Clement Bernie Boulton
Steve Johns Bob Elkington

Hope to see you working on a course soon.

RE-RATIFICATION OF INSTRUCTORS

The Board has all but finished the installation of the new re-ratification scheme. Thank you to all those who took the time to express their opinion on the subject. It may come as a surprise to most instructors, but we received very little negative response. Concern was received in areas which the V.B.C.E. could best service its instructor and we have already made some headway in the following areas.

a) Insurance

The Board of Canoe Education is at present exploring the possibilities of supplying extended insurance cover to qualified instructors. At present it does not look too favourable as relevant costs are excessive. We will keep on exploring avenues and write a report of our findings in the following issues of Paddler.

b) At present there is a push to develop national standards for people working in the Outdoor field. We are at present active in expressing our point of view (as the recognised body for Australian canoe instruction standards in Victoria) in regards to canoeing activities.

The following is a letter which will be sent to those offering canoeing programs within Victoria.

"Re: QUALIFICATIONS FOR CANOE LEADERSHIP AND INSTRUCTION

Numerous inquiries have been made concerning the qualifications required to lead tours and to instruct or teach canoeing.

The Victorian Board of Canoe Education (VBCE) is the body which administers the Australian Canoe Federation (ACF) Award Scheme in Victoria. The ACF Award Scheme is the only official scheme which lays down qualifications recognised in Australia.

The VBCE is a standing committee of the Victorian Canoe Association Inc. (VCA), which in turn is affiliated with the Australian Canoe Federation Incorporated. The

ACF has international affiliation with the International Canoe Federation, and national affiliation with the Australian Olympic Committee. It is supported heavily by the Australian Sports Commission. The VCA has similar affiliation with the Olympic movement and organised sport in Victoria.

The VBCE has been receiving the support of the Victorian Government, both financial and practical, for many years. The Department of Sport, Arts and Tourism (formerly Sport and Recreation) provides financial assistance in the administration and programs of the VBCE. The Victorian Health Promotions Foundation (VicHealth) funds some programs. The VBCE has the active co-operation of Parks and Waterways (formerly Melbourne and Metropolitan Board of Works).

The ACF Award Scheme is a national scheme, providing for instructional and skills awards at various levels. It was established in the 1970's because of serious concerns about safety of canoeing, both as a sport and as a recreational activity. Through its expertise and experience and its active programs for the training of paddlers and instructors, the VBCE has made significant contribution to the safety record of canoeing in Victoria.

In determining whether a person is appropriately qualified to conduct or take charge of canoeing activities, it is vital to know whether that person has achieved the appropriate qualifications under the ACF Award Scheme. The placing of an unqualified, or insufficiently qualified, person in charge of paddlers of lesser ability may have serious implications for liability in the event of death or injury. It may also affect insurance cover, as the level of qualification of a leader is a matter which should be disclosed to an insurer, being material to the risk to be insured.

The qualifications required for various types of canoeing activities are listed in the attached sheet. The VBCE commends them to you. Should you desire any further information, please contact the VBCE at the above address."

There are pros and cons to the formation of national standards, and we will have to be involved to assure your representation and that our standards are understood.

c) Instructor Work Shops

To help keep you in touch with new initiatives and to allow you the opportunity to expand your skills we are designing a series of one day workshops for instructors. A brochure will be enclosed with the next copy of Paddler.

DOWNSTREAM

A.C.F. Canoe Coaches or A.C.F. Canoe Instructor accreditation

There seems to be some grey areas as to what the qualifications allows the holder to do. In the last issue of Paddler we tried to outline the requirements of instructors for the water conditions to be used.

Coach accreditation is a sport specific award ie Polo, Slalom, Marathon, Sprint. Is a coach qualified to introduce beginners to canoeing, straight into the specific or general areas of the sport and if so what are the procedures for introducing the beginner (general public) to the sport?

I find it difficult to justify that an A.C.F. coach who has not been trained or assessed on practical rescue skills is automatically capable of the required safety standards. The A.C.F. has instructor awards in which a major part of the standard is the practical ability to perform rescues in and on the water. This does not seem the case of the coach.

In introducing beginners to the flatwater disciplines, can a coach allow participants onto the water without the compulsory wearing of a P.F.D. (Buoyancy jacket). Persons who are competing or training are at present exempted from doing this, does this apply to beginners?

I am concerned that a person who has not passed a practical safety and rescue exam may introduce people to the sport. I also feel a person who is starting in any area of canoeing for the first time should wear a P.F.D.

As the outgoing V.C.A. Safety Officer I would have difficulty in justifying any such activity if the matter was to arise. This is a problem which may arise in the future and should be addressed now.

MAIN FEATURE

After the last V.B.C.E Rolling Course held in May the instructors involved sat down and formulated a draft set of guide-lines to assist instructors working on further rolling programs.

I reiterate that they are a draft at present and are included in this edition for your comments. Please let us know of any thoughts you may have on the subject.

ESKIMO ROLLING TEACHING FOR KAYAK NOTES - GENERAL OUTLINE

AIMS:

To introduce participants to successful rolling through the progression of easily achievable stages, promoting rolling as an easy, relaxed but controlled manoeuvre.

STRATEGIES:

Develop a good hip roll.

Develop a good understanding of the use of the upper body through the principles of the C to C method.

Develop a basic roll (Put Across).

Develop a screw roll.

OUTCOME:

It is hoped that by the end of the program:

1. All participants will have a sound understanding of all the parts which make up a successful roll.
2. Each participant will have successfully accomplished a roll.
3. Participants will be able to further develop their rolling ability using the understanding of skills they have gained on the course.

SESSION 1

AIM:

To build a working rapport with the group and to instil water confidence in each participant and group confidence in the instructor.

STRATEGIES:

Gain confidence and orientation by introducing the basic principles of:

1. Capsize drill and water orientation.
2. Hip roll.
3. C to C principle.

1. CAPSIZE DRILL.

Do not assume all participants are water confident or are practiced in the proper capsized procedure.

This short practice time provides two very important opportunities.

- a) It allows the instructor to assess the group's ability and orientation under water, giving a base from which to start the rolling tuition.
- b) It allows the participant to become more comfortable with being upside down under water, inevitable when learning to roll.

Explanation:

The easiest and most efficient way of exiting a kayak after capsized.

Coaching Points:

- a) Assume tucked position, leaning forward onto spray deck to protect face.
- b) Roll completely upside down.
- c) Release spray deck.
- d) Roll forward out of boat by tucking head toward knees.
- e) Push down, with hands, on sides of cockpit at hip level to assist exit.

Exercises:

Capsize and exit boat straight away.

Capsize and exit boat after tapping sides.

Capsize and tap boat before partner performs a swimmer-to-craft rescue.

Capsize, reach forward, backward, to each side, tuck up, hang down before partner rights boat.

2. HIP ROLL

As with the capsize drill, emphasis is on the controlled use of the hips and knees to rotate the craft.

It is important when introducing the hip roll and the C to C principles that the student has a stable base upon which they can lean - in our case the side of a pool. It could also be the instructor's hands or some other object which will not move. It is imperative that the student has confidence in the stability of the object being used.

Note:

This manoeuvre is called a hip roll, not a hip flick, the reasoning behind the change in terminology is that "flick" gives the impression of a fast movement which can be a bit hit and miss.

It is also very difficult for the participant to visualise and the instructor to coach what is happening. The hip roll is essentially the same movement, but the emphasis is on a slower more controlled movement, made up of a number of facets to which the participant can relate and the instructor can coach.

Explanation:

The use of the thighs, knees and hips to rotate (roll) the kayak from side to side (or from an upside down position to right way up).

Coaching Points (for right hand side)

To make the coaching points easier we will concentrate on teaching one side first. This will allow us to be specific as to which hip, knee or thigh is in motion.

- a) Place hands on side of pool with right side of boat closest to the side of pool.
- b) Lean boat towards side of pool by lifting left knee and applying pressure to the left thigh whilst rotating the hips so as the boat rests on the left hip.
- c) Right the kayak by lifting the right knee and applying pressure to the right thigh whilst rotating at the hips towards the right.
- d) Practise on the left. Mirror the above coaching points for the left hand side.

Note:

Once the basic hip roll is mastered the group will now be separated into partners for the rest of the course. Each should be skilled in swimmer-to-kayak rescues. It is important that each partner has confidence in the other's ability to help when needed, horse play should be discouraged.

Hip roll exercises:

Using the side of the pool, roll boat onto top hip capsizing the boat as much as possible.

With partner holding the paddle parallel to craft, roll boat onto top hip

3. HIP ROLL EXTENSION (C TO C BODY MOTION)

When incorporated with the above hip roll this becomes the sound basis for a successful roll. Time should not be wasted on ensuring a bomb proof hip roll prior to introducing the C to C principles as they compliment each other and are readily combined.

Again once the basic principle is understood encourage the participant to rotate the body as discussed in the hip roll.

Explanation:

The use of the upper body to assist the hip roll in righting the kayak ensuring the centre of gravity is kept close to the water making it easier to roll.

Coaching points (right side)

- a) Place hands on side of pool with right side of boat closest to pool edge.
- b) Lean boat towards side of pool by lifting left knee and applying pressure to the left thigh whilst rotating the hips.
- c) Curve spine, allowing hands on side of pool to be higher than head, lowering body into the water.
- d) Hip roll.

- e) As boat rotates to the perpendicular straighten spine to keep body (centre of gravity) low close to water.
- f) As boat is brought to upright position curve spine to allow the head to finish on right shoulder. This ensures the centre of gravity is low as the head will be the last part of the body off the water.

C to C exercises

Use side of pool roll boat onto hip, curve spine to lower body into the water.

With partner holding paddle parallel to craft roll boat onto hip, lower body into water by curving the spine, recover.

Holding paddle in right (on side) hand repeat this exercise until the participant can recover from being totally upside down.

With partner holding paddle perpendicular to craft repeat the above exercise this is the basic position of a put across roll (encourage body rotation).

Beware not to over exert participants. Stints of ten minutes are a long time to practice going under.

Outcomes:

Try to finish the session on a successful note with participants confident, (unfortunately confidence plays a major role in success to rolling).

They should have an understanding of the hip roll and C to C principals. This understanding is an essential base for the rest of the course.

Always reiterate the main points of the session as participants will still be digesting information for hours after each session.

They are:

- 1. Controlled hip roll.
- 2. C to C principle (body weight kept low).

SESSION 2

AIM:

To introduce the use of the paddle in relation the components of a successful roll.

STRATEGIES:

- 1. Revision of hip roll and C to C motion.
- 2. Set up.
- 3. Paddle placement (put across position) set up.

- 4. Linking hip roll and C to C with paddle motion.
- 5. Linking set up with paddle placement.

1. REVISION

As with first session it is imperative to spend five to ten minutes revising the last session. This allows the participants to loosen up and provides an opportunity for the instructor to gauge the standard of the group's grasp of the first session and to plan accordingly.

2. SET UP

It is important that the participants become familiar with the first stage of the roll, the set up. The easiest step to take is to introduce them to a half roll 180° on the same side, prior to a full roll 360°.

Most people have a tendency to allow their hands to move as they are about to capsize, this leads to problems upside down as they try to orientate themselves to the water surface. The easiest way to overcome this problem is by training in a good set up strategy as follows.

Coaching points:

- a) Place paddle parallel to boat at water level.
- b) Press wrists onto side of boat.
- c) Assume tuck position.
- d) Capsize.
- e) Recover as per the first lesson.

It is imperative at this stage that the instructor points out to the participant any movement of the hands during the capsize stage, if this is not overcome now it shall make rolling very difficult to achieve.

3. to 5. THE PUT ACROSS ROLL (EXTENDED GRIP)

Explanation:

Put Across Roll (extended grip).

The put across roll is an easy roll to learn as once the paddle is in the set up position it does not take much movement of the paddle for success.

Although it is easy to learn it has some deficiencies in the whitewater environment and should only be used as a tool for introducing the more efficient screw roll or as a last resort.

Coaching Points. (right side)

- a) Set up in tuck position.
- b) Capsize.

- c) Move back hand (left hand) to the joint of the left paddle blade/shaft, this allows the person to feel the position of the right paddle blade in relation to the water surface.
- d) By using the C to C principal, rotate the body to the right side, (side the roll is to be performed) this has the effect of freeing the hips to perform the hip roll.
- e) Right hand reaches out away from right side of kayak to between 45° and 75° to the boat. (Reach out with the paddle).
- f) Left hand must ensure that the paddle is clear of the bottom of the kayak. Some people have a tendency to move their hands as they capsize, this can mean that the roll is hindered by the paddle snagging on the boat.
- g) Instigate a pull, down on the paddle.
- h) Hip roll at the same time as the paddle is pulled through the water.
- i) Initiate the C to C to ensure body weight is kept low and close to the boat.
- j). Finish in the opposite C position looking at the paddle blade which has done all the work.

Note:

At no time are the elbows above the paddle nor are the arms allowed to extend behind the body as this can create stress on the shoulder joints, possibly leading to injury

Put Across Roll Exercises:

Half roll 180° (extended paddle), this gives the partner a chance to assist in the paddle exercises.

Partner placing the paddle in the correct (set-up) position to start.

Partner guiding the paddle if necessary to correct position.

Full roll 360° (extended paddle), once they have achieved a good success rate with the half roll they can move onto the full 360°.

Partner placing the paddle in the correct (set-up) position to start.

Partner guiding the paddle if necessary to correct position.

Partner standing close by to assist if necessary.

Outcomes:

- a) To have instilled a sense of achievement through encouragement and achievable exercises, at this stage participants are susceptible to frustration from trying to over achieve.
- b) To have set the base in understanding of the parts that make up a basic roll.

SESSION 3

AIM:

To introduce the refinements to a basic roll.

STRATEGIES:

1. Revision of session two.
2. Put across roll without extended paddle grip.
3. Upper body position in relation to the boat ie front finish or back finish pro's and con's of each.
4. Traditional Eskimo (screw) roll from set-up position.

So far there has been no mention of rolling forwards or backwards. At this stage we are only interested in introducing the participant to a successful roll as any roll is safer than no roll. By this time it may be apparent that the participant may be more inclined to roll forwards or backwards ie finishing on the back or front deck. Most people have a natural tendency to prefer rolling to the back as it does not need the flexibility of the forward roll. Let them and assist them by coaching their body position using the C to C principle.

To further extend the chance of a successful roll the participant can adopt either a finish position with the body leaning towards the front deck or back deck of the kayak. The choice is usually made by the instructor watching in the early stages of hip roll and C to C for a preference to one or the other option.

If by this stage there is no real preference then teach rolling to the front of the kayak as it is the safer method giving added protection to the facial area.

As the paddle is pulled through the water and the hips and C to C motion are in play, it is important to keep the body as near to the water as possible, therefore lowering the centre of gravity.

In the closing seconds of a roll you can further enhance this effect by leaning either onto the front deck or the back deck of the kayak. The effect is considerable but should not be used to compensate for a poor hip roll as is often the case.

3. PRO'S & CON'S OF ROLLING FORWARD OR BACKWARDS

Forwards:

To roll with the body finishing on the front deck of the kayak is safer as at no stage is the facial area ever exposed to the bottom and in the case of an unsuccessful attempt it is much easier to set-up for a second attempt and the paddler finishes in a stable position, ready to take another paddle stroke. Its major disadvantage is that it is harder to master due to the amount of flexibility needed to accomplish this motion.

Backwards:

Many people roll to the back of the kayak. It is a more natural and easier style to master. Its only downfall is that it does leave the paddler at risk to facial injuries. This area is exposed for considerable amounts of time to the bottom of the river in the case of an unsuccessful attempt.

4. THE ESKIMO (SCREW) ROLL

Explanation:

The Eskimo roll is a very safe efficient roll allowing for a more prolonged and controlled execution.

Coaching points. (right side)

- a) Assume crash (tuck) position.
- b) Cock wrists 10° to allow for paddle to plane across the surface once roll is commenced.
- c) Rotate out to right side, the side the roll is to be initiated on, paddle should be between 20° and 45° to boat and on the water's surface.
- d) Paddle action, reach paddle (to the right) away and sweep across the surface of the water.
- e) Finish C to C principle with right (on side) ear tucked into right shoulder.

Exercises:

As per the put across roll.

Outcomes:

By now it is hoped that all participants have rolled at least once from the assisted set-up position. Or most can perform a half roll on most occasions.

But the real objective of this session is to see that the participants are starting to understand clearly the points which make up a successful roll.

SESSION 4

AIM:

To build confidence and proficiency to the basic roll.
To assure the participant has a clear understanding of

the main ingredients to a successful roll and the ability to break down the roll into its component pieces.

STRATEGIES:

1. Revision of Session 3.
2. Screw roll (from non set-up position).
3. Second attempt.
4. Reverting from the screw roll to the basic put across roll.
5. Rolling on other side.

Once the participant has developed a basic screw roll from the set-up position it is imperative to progress onto rolling from a non set-up situation. To ensure this the instructor should introduce the paddler to exercises encouraging the extension of their rolling skills.

Exercises:

1. Capsize with paddle across the front of the cockpit.
2. Capsize with roll set-up on other side.
3. Capsize with paddle across back of boat.
4. Paddle forwards, capsize, roll, paddle forwards, repeat.

Once the participant has confidence in their ability to roll on one side, the instructor should suggest they try the other side.

Coaching at this stage may take the form of two way questions and answers. This will have the effect of reinforcing the participant's ability to articulate and coach the skills of rolling.

Outcomes:

At the end of the course it is hoped that all participants have a good understanding of the points which make up a successful roll so as to extend their rolling capabilities further.

It is also envisaged that they be encouraged to join active clubs so as to provide a good safe environment to extend their canoe activities.

ACF ACCIDENT REPORT FORM

INTRODUCTION

The purpose of this form is to enable the compilation of statistics and detailed information about incidents involving canoes or kayaks, resulting in death, near miss or serious injury.

Please complete all parts of the form to the best of your ability making enquiries and investigations if necessary. Include more information in writing if possible. Please also include a letter briefly outlining the event.

Even if you know that someone else is filling out this form for the same incident, please fill out and send a form as well. A final record of an incident may draw from many sources.

Please send the completed form to the Board of Canoe Education in your state. Remember, information is vital for the purposes of safety measures, insurance premiums and the like.

OTHER INFORMATION

Date of incident: ___/___/___ Time: _____ am/pm.

Cardio-pulmonary resuscitation undertaken? YES NO

Description of incident:

Nature of injury:

Hospitalisation? YES NO

Group Leader's name: _____ Group size: _____

Name of person completing this report: _____

Address: _____

Telephone: Day _____ Evening _____

WAS THE ACCIDENT CAUSED BY:

Tick the appropriate boxes.

Tick as many boxes as necessary.

- | | |
|---|--|
| <input type="checkbox"/> Private trip | <input type="checkbox"/> Wind & waves |
| <input type="checkbox"/> Club trip | <input type="checkbox"/> Capsizing |
| <input type="checkbox"/> School trip | <input type="checkbox"/> Collision with fixed object |
| <input type="checkbox"/> Commercial trip | <input type="checkbox"/> Collision with other boat |
| <input type="checkbox"/> Training | <input type="checkbox"/> Man made weir |
| <input type="checkbox"/> Day trip | <input type="checkbox"/> Stopper |
| <input type="checkbox"/> Overnight trip | <input type="checkbox"/> Hole |
| <input type="checkbox"/> Expedition | <input type="checkbox"/> Pinned on trees |
| <input type="checkbox"/> Poor planning | <input type="checkbox"/> Pinned on boat |
| <input type="checkbox"/> Bad judgement | <input type="checkbox"/> Foot entrapment |
| <input type="checkbox"/> Inexperience | <input type="checkbox"/> Capsized on snag |
| <input type="checkbox"/> Inadequate skills | <input type="checkbox"/> Capsized on rock |
| <input type="checkbox"/> Inadequate equipment | <input type="checkbox"/> Undercut rock |
| <input type="checkbox"/> Inadequate group rescue skills | <input type="checkbox"/> Equipment failure |
| <input type="checkbox"/> Lack of self-rescue skills | <input type="checkbox"/> Broken paddle |
| <input type="checkbox"/> Lack of rescue equipment | <input type="checkbox"/> Lost paddle |
| <input type="checkbox"/> Lack of knowledge of rescue techniques | <input type="checkbox"/> Hand caught in end loop |
| <input type="checkbox"/> Rescue attempt successful | <input type="checkbox"/> Victim panicked |
| <input type="checkbox"/> Rescue attempt unsuccessful | <input type="checkbox"/> Group size too small |
| <input type="checkbox"/> Injury result of rescue attempt | <input type="checkbox"/> Group size too large |
| <input type="checkbox"/> Health problem | <input type="checkbox"/> Alcohol abuse |
| <input type="checkbox"/> Paddling alone | <input type="checkbox"/> Other drug abuse |
| <input type="checkbox"/> PFD not worn | |
| <input type="checkbox"/> Helmet not worn | |
| <input type="checkbox"/> Hypothermia | |
| <input type="checkbox"/> Overloaded boat | |

Death Serious incident Serious injury

Information on the victim

Name: _____

Address: _____

Age: ____ Sex: ____ Height: ____ Weight: ____

Physical condition: Fit Unfit

Swimming ability: nil poor medium good

Paddling experience:

nil basic skills grade 2 grade 3+

Canoe club member: Yes No

Name of club: _____

Previous experience of river? Yes No

Name of Partner: _____

Information on the boat

Type & Model: _____

Manufacturer: _____

Material(s): _____

Buoyancy: adequate inadequate

Footrest: Yes No

Type: _____

Handholds: Yes No

Type: _____

Describe any modifications: _____

Ownership: own boat borrowed

rented stolen

Information on the River/Lake

Name: _____

Location: _____

Distance from assistance:

Time: _____ Distance: _____

Nearest landmark: _____

Distance of landmark:

Upstream: _____ Downstream: _____

Water level:

low medium high flood

Gauge measurement: at _____ gauge

Grade of rapid (1-6): _____

Weather: Windy Rain Sun Snow

Temperature:

Air -

Very Cold Cold Medium Warm Hot

Water -

Cold Cold Medium Warm Hot

Information on Gear:

	Yes	No	Type
Repair kit	<input type="checkbox"/>	<input type="checkbox"/>	_____
PFD	<input type="checkbox"/>	<input type="checkbox"/>	_____
Helmet	<input type="checkbox"/>	<input type="checkbox"/>	_____
First aid kit	<input type="checkbox"/>	<input type="checkbox"/>	_____
Wet suit	<input type="checkbox"/>	<input type="checkbox"/>	_____
Throw rope	<input type="checkbox"/>	<input type="checkbox"/>	_____
Warm clothing	<input type="checkbox"/>	<input type="checkbox"/>	_____
cotton/Wool/thermal			

Paddle: Type: _____

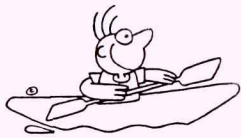
Adequacy: _____

Other gear: _____

Comment on any equipment failure: _____

CALENDAR OF EVENTS

1993			
June			
5	Polo - Autumn Canoe Polo Finals State	Jon Bissett	459-4251
6	Touring - Novice Tour	Rod Jones	723-5117
6	Slalom - Yarra Slalom No.2 St.Leonards College	John Willis	592-2266
6	Sprint - 5 & 10 km regatta Footscray	Martin Ralph	489-8903
13	Marathon - V.C.A. Race 3 Footscray	Noel Hunter	749-1386
14	Marathon - V.C.A. Race 4 Ivanhoe	Peter Hogg	478-1224
20	Triathlon Ballarat		
July			
2-11	Slalom & Wildwater - World Championships Mezzana, Italy		
4	Marathon - V.C.A. Race 5 Nagambie	Patterson Lakes	772-6272
11	Slalom - Yarra Slalom No.3 Kirinari Kayak Klub Warrandyte	Bernie Boulton	729-1538
17-18	Slalom & Wildwater - Country Series No.2 Big River	Rob Parry	842-1939
24	Sprint - Yarrawonga Weir Fun Day	Wendy Phillips	(057) 431-944
24-25	Wildwater - Junior Pre-World Championships Burley, Wisconsin USA		
24-25	Basic Skills Course No.6	V.B.C.E.	459-4251
25	Marathon - V.C.A. Race 6 Yarrawonga	Kevin Phillips	(057) 431-944
31	Marathon - Essendon Canoe Club Night Race	Bill Smith	311-3402
31- 1	Peregrine Winter Classic Omeo	Eric Ward	663-8611
31- 1	Slalom - Junior Pre-World Championships Wausau, Wisconsin USA		
31- 1	Basic Skills Instructor Assessment	V.B.C.E.	459-4251
August			
1	Touring - Novice Tour	Rod Jones	723-5117
2	Polo - Spring Polo Competition begins (Richmond)	Jon Bissett	459-4251
8	Polo - Schools Championships	Jon Bissett	459-4251
14-15	Skills Improvement Course No.3	V.B.C.E.	459-4251
15	Slalom - Yarra Slalom No.4 Fitzsimons Lane Eltham College	Ian Whitford	437-1421
15	Marathon - V.C.A. Race 7 Warrnambool	Mike Le Ack	(055) 623-888
20-21	ACF Inland Instructors (Whitewater) Intake No.2	V.B.C.E.	459-4251
22	Proficiency Test No. 3	V.B.C.E.	459-4251
21-22	Slalom & Wildwater - Country Series No.3 King River	David Ross } Fraser Nisbett }	(060) 212-675 (060) 554-448
28-29	ACF Inland Instructors (Whitewater) Assessment No.2	V.B.C.E.	459-4251
28-29	Slalom & Wildwater - Victorian Schools Championships Yarra	Ivanhoe G.S. } St. Leonards }	497-1877 592-2266
September			
4	Marathon - Schools Championships Essendon	D. Mickelborough	754-4292
5	Marathon - V.C.A. Race 8 City	Greg Reece	836-4061
10-12	Polo - Level 1 Polo Coachin course Bendigo	Jon Bissett	459-4251
11-12	Basic Skills Course No.7	V.B.C.E.	459-4251
12	Whitehorse Bush Triathlon Macalister River	John Jamieson	877-1291
18-19	Slalom & Wildwater - Victorian Championships Howqua River	Mandy Linden	299-2238
18-19	Marathon - Victorian Championships Essendon	Bill Smith	311-3402
October			
2- 3	Marathon/Sprint - Bendigo Cup Bridgewater	Tony Misson	(054) 411-170
2- 4	Peregrine Spring Classic Jyndabyne NSW	Eric Ward	663-8611
9-10	Slalom & Wildwater - Country Series No.5 FINAL Thomson River	Tony Baxter } Peter Freeman }	(059) 774-910 (051) 222-550
9-10	Advanced Whitewater Course	V.B.C.E.	459-4251
10	Shepparton C.C. Canoe Criterion	Tony O'Loughlin	(058) 221-410
16	Marathon - Red Cross Echuca Mini	Red Cross	685-9837
16	Marathon - Hawkesbury Canoe Classic 111 km.		
16-17	Basic Skills Course No.8	V.B.C.E.	459-4251
24	Slalom - Yarra Slalom No.5 FINAL Warburton	Rodger Fenwick	876-1366
24	Ted Pace Memorial Canoe Race Footscray	Noel Hunter	749-1386
31	Polo - Finals Spring Competition State Swimming Centre	Jon Bissett	459-4251
31	Marathon - Swan Hill Murray Classic	Owen Hayden	(050) 324-878
31	Marathon - Bridge to Bridge Geelong	Peter Shorten	(052) 292-260
November			
6- 7	Skills Improvement Course No.4	V.B.C.E.	459-4251
7	Touring - Novice Tour	Rod Jones	723-5117
7	Marathon - Red Cross Yarra Marra Yarra Glen	Red Cross	685-9837
13-14	Marathon - Goulburn Classic Day 1 & 2	Zane Douglas	(058) 711-711
14	Proficiency Test No. 4	V.B.C.E.	459-4251
16	Basic Skills Course No.9	V.B.C.E.	459-4251
20-21	Slalom - Training camp & competition LaTrobe River	David Sharman	(056) 231-939
21	Marathon - Sale	Col Brown	(051) 345-422
21	David Champion Memorial Race		
27	Marathon - Red Cross Barwon Mini Geelong	Red Cross	685-9837
27-28	Slalom & Wildwater - Training camp Goulburn River	Canoes Plus	816-9411
27-28	Basic Skills Course No.10	V.B.C.E.	459-4251



Life. Be in it™



VICTORIAN SLALOM CHAMPIONSHIPS



1993

DIGHTS FALLS - MELBOURNE

Saturday November 27 & Sunday November 28

Yakka

Melbourne Parks & Waterways

Canoes Plus