

COURSE HANDOUT: BASICS, THEORY AND QUESTIONS

SAFETY

Duty of Care. All paddlers have a general duty of care to each other both on and off the water during canoeing activities. This would include warning others of any dangers and providing assistance if anyone is in difficulties.

Safety. With regard to safety, all paddlers are involved in their own safety as well as the safety of others around them on the water. If someone has capsized do not ignore them. As a minimum a paddler should ask if the capsized paddler requires any assistance and the duty of care requires assistance to be given if requested. When offering assistance to those in need, either on or off the water, do not put yourself or fellow paddlers at risk. If you observe anything of concern whilst on or off the water when taking part in canoeing activities, you should notify one of the coaches or a senior club member or the BCA as appropriate. Paddlers should ensure that they know the name of the coach for the session and, ideally, the names of the paddlers around them so that they can call them by name if they need to shout a warning. Club members are advised never to paddle alone. Ideally, a minimum of two paddlers should paddle together. Children should be supervised by a parent or other responsible adult.

Ability to Swim. It is important that all paddlers remain confident in and under the water. Therefore, all paddlers must be able to swim 50m in light canoeing clothing. This will usually be assessed after any capsizes during the Introductory Course.

Action on Capsize. All paddlers must know what to do in the event of capsizing, how to rescue themselves and how to assist in a rescue of others. The basic rule is to stay with your kayak, hold onto it and, if possible, retrieve the paddle without losing hold of the kayak. The buoyancy in the kayak will help you stay afloat. Swim to the bank with kayak and paddle. Empty the kayak, by yourself or with the help of another person, before taking it out of the water without causing damage to the kayak, and then get back in.

DANGERS ON THE CANAL

Other paddlers. Keep away from fellow paddlers in order to avoid being capsized, following a collision or interference with your paddle, or injured following a blow from a paddle.

Other boaters and canal users. Respect and do not obstruct other water users. Follow the rules of navigation. Always give way to powered craft – particularly when passing through bridges. Know the rules of the road. Always move to the right when meeting craft head on and overtake on the left unless indicated to do otherwise.

Anglers. Keep a lookout for anglers to avoid their lines and nets – they are often well hidden. Give them a wide berth if possible. Do not deliberately run over their lines. If they are using a long rod, ask whether they want you to go under their rod or outside of their float. Be cooperative. Do not enter into arguments. Do not linger in areas where anglers are fishing.

Animals. Some swans can be very aggressive, particularly when defending their nest or their brood. Being hit with their wing is similar to being hit with a hammer and it has been known for glass fibre kayaks to be punctured by a blow from the swan's elbow. Give them a wide berth, if possible, or head for the bank and get out of the kayak if necessary. Ducks and geese are not usually aggressive but give them a wide berth to avoid scaring the ducklings or goslings and perhaps causing their death if they panic and dive under the water.

Vegetation. Overhanging branches can cause a kayak to capsize – particularly at night. In summer, some parts of the canal are choked with weed which can "grab" the blade and cause capsizes.

Water quality. The canal is not generally polluted but the water quality is not perfect so it is advisable not to drink the water. There are two major water quality issues that affect canoeists generally:

- **Blue-green algae.** This can be present in stagnant or slow moving water such as canals. If it is known to be present, it needs to be avoided until the water is declared clear. It was found in the

Basingstoke Canal in the Hampshire section in 2014. Once detected, the BCA will notify BCCC and close that section of the canal to unpowered craft until it is clear.

- **Weil's Disease.** This is an infection carried in rat's urine which can contaminate water and the canal bank. It does not survive long in dry conditions. It can be present in any water but the risk of infection is greatest in slow moving or stagnant water. The infection is contracted by absorption through the skin and the mucus membranes of the mouth and eyes. It can also enter the bloodstream through cuts on your skin, particularly the feet and during capsizes. Death is very rare (<1/year) and the risk is substantially reduced by sensible precautions. Wash or shower after canoeing and particularly before touching food with your hands. Cover minor cuts or scratches with waterproof plasters before getting into your kayak. Wear footwear (light trainers or wetsuit boots etc) for carrying the kayak to the bank or for portages to prevent cuts on the feet that could allow the bacteria to enter the bloodstream. Protect any water bottles carried in the bottom of the Kayak. If you become ill with flu-like symptoms within 3-19 days after canoeing, you should see your doctor and tell him that you have been canoeing so that he will consider the possibility of Weil's Disease and test accordingly.

Ways to D.I.E in the outdoors:

- **Drowning.** There is no danger of drowning whilst in the kayak and on the water. A capsize will leave you in the water and increases the risk but simple measures such as wearing a buoyancy aid and/or keeping hold of the kayak will help reduce the risk.
- **Impact.** The risk of a collision with, and being run over by, a powered boat can be avoided by always giving way. There is no risk of head injury on the canal following capsizes as there is no current to drag the kayak, and your head, over any rocks etc on the bottom – which is basically deep mud. When canoeing in fast flowing shallow water away from the canal, the risk is much reduced by wearing a helmet. Slips, trips or falls when carrying kayaks can cause injury. Look where you are going and be particularly careful on wet, slippery banks.
- **Exposure.** The risk of hypothermia is greatly reduced by wearing the right clothing. In cold weather, clothing should include an insulating layer and should comprise several thin layers, rather than one thick layer. Synthetic thermals and fleeces can provide these layers. There should be an outer layer that is windproof. The head can be protected with a warm hat and the hands with neoprene gloves (with a cutaway palm) or pogies. Wearing a spraydeck over the cockpit will help keep the lower limbs warm.

CARRYING KAYAKS

Fortunately, most of the single racing kayaks are not too heavy (12 kg or less) and many adult paddlers can lift them with one hand. However, some of the plastic boats can weigh 15-20 kg and even the glass fibre racing kayaks can feel very heavy for young children and some females.

Adopt safe lifting techniques. Before attempting to lift a heavy kayak, stand with your centre of gravity over the kayak, bend at the knees to reach down to the kayak; get a good wide grip of the cockpit; keep arms straight; avoid twisting the body when lifting the kayak; keep the kayak close to the body. If necessary, work with other people to lift and carry the kayak to the bank.

EQUIPMENT

General

- Check that the fittings in any club kayak are adjusted correctly at the beginning of each session.
- All equipment (kayaks, paddles, buoyancy aids etc) must be the right fit for the paddler using it.
- Look after Club equipment as though it was your own.
- Put everything away at the end of each session in the appropriate place. Make sure that spraydecks and buoyancy aids are hung up to dry and not left lying around.
- If you have used Club equipment away from the canal, all buoyancy aids and spraydecks should be immersed in hot water over 45 degrees C for 15 minutes and dried before returning to the barn. Kayaks

should have their buoyancy bags removed and be rinsed out and dried thoroughly for 24 hours before re-use on the canal. This is to prevent the transmission of non-native invasive species into the canal.

Buoyancy Aids

- **Life Jacket or Buoyancy Aid.** Life jackets are designed to keep a person afloat on their back but are generally too bulky to swim in, let alone paddle, so a buoyancy aid is the natural choice for the paddler. Canoeing buoyancy aids are foam filled – not air filled. A buoyancy aid will keep you afloat and is easier to swim in but will not keep your face out of the water if you are unconscious.
- **Racing v Training.** When taking part in a race, all paddlers in Divisions 7-9 and Lightnings must wear a buoyancy aid. Paddlers racing in Divisions 1-6 are not required to wear a buoyancy aid unless the race organisers require it. When not taking part in a race, it is Club policy that buoyancy aids or lifejackets must be worn by all members paddling club kayaks. The only exception is during marathon race training sessions on the Canal where paddlers who are in Divisions 1-6 may be exempted from wearing them by the coach in charge of the activity. (Nb Kayak rankings are not transferable to canoes).
- A buoyancy aid should fit snugly and have a draw cord or belt to secure it at the waist which should be tight enough so that it does not come over your head when you are in the water. It should also be comfortable to wear and allow your body freedom to move. Buoyancy aids designed for white water paddling are not entirely suitable for racing

Spray Decks

- **Zippered or Non-zippered.** Zippered spray decks can be unzipped whilst still moving when coming into a portage and zipped up on the move after getting back in. However, they can leak through the zip and care must be taken of the zip to prevent damage. Marathon paddlers with a portage in their race usually wear a zippered spray deck to enable them to get in and out of the Kayak quickly. In marathon races where there is no portage or a sprint race, a non-zippered spray deck will suffice.
- The wearing of a spray deck is optional. It is useful in cold weather to keep the legs and lower body warm. It prevents water being thrown into the cockpit when sitting on a wash. It is useful in rough conditions to prevent water coming into the kayak over the front or sides of the cockpit. It reduces wind resistance.
- Spray decks can be made of neoprene or nylon. Neoprene is more expensive and tends to be favoured by white water paddlers. Nylon spray decks are cheaper and are used by most marathon paddlers.

Paddles

- Kayak paddles have two blades, usually set at an angle to each other (called offset) between 60° and 85° apart.
- There are two basic designs for paddle blades – the Wing and the Flat. Almost all paddlers in marathon competition now use the Wing design.
- Club paddles can vary in length, blade size, shaft diameter, blade “feather” (ie angle of the blade to the shaft) and have left or right hand control. (Nb Most paddlers in the UK have a right hand control). Each must be appropriate for the paddler using the paddle. Try various paddles until you find the right combination for you before buying your own paddle. Although it will cost more initially, a paddle that is adjustable for length and feather will allow experimentation to find exactly the right combination for you. They can also be switched between left and right hand control.
- A rough measurement of the correct length is to stand upright next to the paddle with one arm reaching up. The fingertips should just be able to roll over the tip of the blade. This method is not ideal and often results in paddles that are too long as the length required will vary depending on the height of the seat and the length of your torso. A paddle shaft that is too long creates too long a lever, excessively loading the muscles that are providing the force. The length of the paddle should therefore be chosen carefully as a paddle that is too long can cause injuries and make it difficult for the paddler to perform the correct technique. The correct length paddle will be such that the bottom blade is just fully submerged as it

passes the paddler's knee whilst the top hand is at around eye height. This can only be tested in the kayak.

- Women and juniors should usually opt for a smaller blade size.
- If in doubt, paddle length and size should be shorter and smaller rather than longer and larger to avoid potential injury. Also, if the paddle is too long, it will not be possible to train explosively or with a very high stroke rate.
- A fixed shaft can be lengthened/shortened by cutting and inserting a sleeve in or on the shaft which, if fixed with waterproof heat glue, enables the length to be adjusted as the paddler grows.
- Paddles made using carbon fibre are more rigid. Young paddlers need to have paddles with less carbon content than senior paddlers to avoid possible problems with tendonitis/repetitive strain injury
- With the paddle horizontally placed on the head and the elbows at right angles (the 'surrender' position), the hands will be at the correct spacing. The hands must be symmetrically placed, with the same hand to blade distance on each side (usually about 6-8 inches). This can then be adjusted for each paddler to what feels right for them. (Nb. As a general rule the distance between the middle of each hand should be approximately one third of the length of the paddle.)
- Hands tend to wander along and around the shaft, and their positions should be regularly checked whilst paddling. Placing some electrical tape on the shaft just inside the hand positions can help to maintain your position.
- With the paddle held in front of the body, the right hand blade will be vertical, the left hand blade face up (for right handed paddlers).
- Keep a relaxed grip on the paddle shaft. When you grip the paddle too tightly you feel tense, your forearms tire and cramp and you promote tendonitis or carpal tunnel syndrome. If your hand falls asleep during or after paddling, or your wrist and forearm are swollen and sore from paddling, you are probably gripping the paddle too tightly. If you are using a feathered paddle, and you think you are developing carpal tunnel problems, try adjusting your grip on the paddle shaft so that very little wrist movement is needed to feather the blade. Always try to keep your wrist, forearm, and shoulder in a straight line for the pushing part of the stroke.
- Many paddlers put locators or indexes on the paddle shaft on the control side of the shaft. A locator (index) is a bulge on the front of the shaft, indicating the back of the blade. The control side is the side which retains a firm grip on the shaft (ie does not rotate on the shaft) – for right handed paddlers this is the right side.
- Look after your paddle. Do not use it for digging, throwing mud or as a bat. Put it away in the correct place.

KAYAKS

Kayak Stability Factor

- Club kayaks vary from the fast but unstable to the more stable but slower kayaks. Unstable kayaks can be made more stable with a lower seat and stable kayaks can be made less stable (but potentially faster) with a higher seat.
- Good paddling technique is the key to stability and is best learnt in correctly adjusted stable kayaks. As confidence, competence and core stability increases a slow progression to less stable kayaks or to a higher seat can be made. As a general rule progression should only take place when the paddler feels confident in rough conditions and is able to paddle hard without loss of stability.
- A suggested progression based on 10 grades of stability for different kayaks (taken from the BCU Racing Module and Southern Region list with additions in *italics*) is given below (Nb 10 is most stable and, where known, the paddler weight range is indicated in brackets):

Factor 10. **K1**: Tercel (80-100kg; Effendi; Discovery 17 (65-100kg); Tempest (65-100kg)

- Factor 9. **K1:** Laance (70-100kg) ; Cirrus
- Factor 8. **K1:** Lightning (20-60 kg); Hobby (70-110kg); *Oriale* (70-110kg)
K2: Condor; Mystere
- Factor 7. **K1:** Scimitar
K2: Hody (40-60kg)
- Factor 6. **K1:** Epsilon; Raven; Tor (65-80kg); Trainer (65-90kg); Sceptre; Blenheim; Puma
K2: *Barracuda*
- Factor 5. **K1:** Javelin
K2: Toucan; Mirage (140-200kg)
- Factor 4. **K1:** Typhoon; Eta; Zeta (40-70kg); Macros (75-110kg); Elio Titan; Lancer; Ranger; Triton;
Kestrel Flight (40-65kg); Lazer
K2: Falcon (120-190kg); Stilletto (100-170kg)
- Factor 3. **K1:** Prelude; Joker; X-Lancer (65-95kg)
K2: Merlin
- Factor 2. **K1:** Athena; Jaguar (70-90kg); Cougar; Teknik; Midas; Alpha; Beta; Tactic; Technic;
Cleaver; Cleaver X; Nelo Vanquish; Vajda Supersonic; Panther; Wildcat;
Obsession; Kinetic; Tiger; Tiger X; Eagle (70-90kg); Hawk; Sparrow Hawk
K2: Leader (120-190kg); *Regina; Mustang (100-160kg)*
- Factor 1. **K1:** Van Dusen Eagle; Mosquito; Stealth; Kobra; Vajda Accelero; Nelo
Scorpion; Eagle (70-90kg) ; Olympic Warrior

Kayaks

- **Volume.** Kayaks can be high or low volume. These are suitable for heavy or lighter paddlers respectively so it is important to choose a kayak designed to take your weight. A light paddler who sits in a Kayak designed for a heavy paddler will feel very unstable as the kayak will ride higher out of the water. A heavy paddler who sits in a kayak designed for a light paddler will find it harder to paddle as the Kayak will be lower in the water and therefore create greater resistance to be overcome. It is also likely that the kayak could sink as any waves could easily break over the side of the cockpit and fill the kayak with water.
- **Weight.** Depending on the type of construction, they can be heavy or light to pick up. For sprint racing a kayak must weigh 12kg and for marathon racing the minimum weight is 8kg.
- **Speed.** Over a short distance, it is the rigidity of the hull and the shape of the hull at the waterline that determines speed and not the weight of the kayak.
- **Rocker.** The “rocker” on the kayak (ie the degree of curvature on the bottom of the kayak from bow to stern) affects its ability to turn quickly and how easy it is to sit on a wash. The Tor has a lot of rocker and turns quickly but it is harder to ride a side wash.
- **Care and maintenance.** Glass fibre kayaks are not indestructible. Lift them off the racks at the point of balance as they can easily hit the ground if unbalanced. Kayaks must be carried and not dragged along the ground. Kayaks must be returned to the barn in a clean condition, emptied of any water, put back in their space and secured as necessary. Always replace the kayaks on the racks bow first. Check all nuts and fittings are secure before taking the kayak out on the water and return the kayak with all of these fittings in place or report parts missing to the Flat Water Racing Group or a committee member. You are responsible for any damage that may occur to a Club kayak whilst in your care. You are expected to have repairs done to a professional standard or replace the boat as necessary. The club’s top competition kayaks are typically lighter weight and of a composite (fibre reinforced resin) construction. Thus, they are more fragile and more expensive than the club specification training kayaks. These boats require more care in their use and handling if they are to remain in good repair and available to all. You must never sit in these top performance boats on the ground. Always check any adjustments having placed the kayak on the water. V bars must be used when transporting the club’s flat water racing boats (kayak or canoes) on vehicles. If you change the seat(s) of a flat water racing boat please return the original seat after use.

Kayak Speed v Stability

- The link between kayak speed and stability is complex and it is not necessarily the case that a

greater stability leads to a slower speed.

- A time trial over approximately 300m of various kayaks available at BCCC provided the following results with zero indicating the fastest time achieved. All the kayaks had a low seat to provide stability.

Jaguar.	Stability Factor 2.	Time: 0	(felt unstable, slow start as a result)
Lazer.	Stability Factor 4.	Time: 0	(felt stable)
Typhoon.	Stability Factor 4.	Time: 0	(felt stable)
X-Lancer.	Stability Factor 3.	Time: +1	(felt stable)
Lancer	Stability Factor 4.	Time: +1	(felt stable)
Kestrel Flight.	Stability Factor 4.	Time: +2	(felt stable)
Macros.	Stability Factor 4.	Time: +2	(felt stable)
Tor.	Stability Factor 6.	Time: +2	(felt very stable)
Trainer.	Stability Factor 6.	Time: +2	(felt very stable)
Discovery	Stability Factor 8.	Time: +3	(felt very stable)
Laance.	Stability Factor 9.	Time: +8	(felt very stable)
Hobby.	Stability Factor 8.	Time: +9	(felt very stable)

KAYAK FITTINGS

The fittings in a kayak must allow the paddler to sit comfortably. Without good fittings, or indeed without fittings at all, good posture, connectivity, transfer of power, feel and, therefore, good technique will not be achieved.



Foot bar/ footrest

- The paddler must be able to sit on the seat with their feet on the foot bar at an angle at the knee of about 120-130 degrees and the angle of the feet on the foot bar at 40-50 degrees.
- The feet must be able to place firm pressure on the footrest throughout the stroke.
- The foot bar may need to be adjusted to ensure that the centre of gravity of the paddler is on, or slightly in front of, the centre of gravity of the kayak.

Seats.

- Seats and other cockpit fittings can be adjusted or replaced to give different heights and pitch as well as being able to change the distance from the seat to the foot bar.



- **Traditional centre bolt fixed seats.** These are cheap, adjustable for length but cannot be adjusted for height and rake without being replaced. As hull shapes vary, one seat does not fit all Kayaks. The seat should fit snugly in the kayak and not wobble. It should be fixed tightly to the Kayak using the seat pin to prevent it moving or being lost in a capsize. The seat base pan may be made of plastic or wood. Wooden seat pans usually require a thin layer of foam underneath for protection – but this will raise the height of the seat slightly. Many paddlers decide to add a layer of foam to the top of the seat for comfort but this too will raise the height of the seat. Comfort is also the reason why some seats have two holes in them to take the pressure off the top of the femur.

- **Platform seats.** These allow easy adjustments for length, height and rake.



- **Low/High Seats.** A low seat enhances stability for novice paddlers due to lowering of the centre of gravity but can be uncomfortable for prolonged paddling sessions. A higher seat is less stable due to raising the centre of gravity but allows more power to be applied to each stroke and is more comfortable. It is also easier to get out at a portage.



Rudder. There are two rudder styles for different purposes:

- a. Understern rudder for general use
- b. Overstern rudder for shallows, weir shoots, marathons etc

Buoyancy. Kayaks must have buoyancy in the bow and stern in order to allow the kayak to float after

capsize and support the paddler in the water.

TRIM

(Nb. Not necessary for 1 assessment)*

A kayak's stern will sink deeper in the water as more power is applied. As the hull is put under more power, the bow will rise and the stern will "squat". This "squatting stern", which creates unwanted drag, must be avoided to maximise paddling efficiency. Kayak designers place the seat of their crafts in a spot that will provide the least amount of "stern squat" and the best overall kayak trim for an assumed payload.

Effect of the Paddler's Weight. As a paddler's weight changes from the design weight of the kayak, the paddler should shift their position slightly fore and aft to maintain proper trim. Since all kayaks have a fuller waterline behind the cockpit, when you add weight in the middle of the kayak, the bow sinks more than the stern, so heavier paddlers have to move aft to maintain level trim. If the heavier paddler did not adjust and maintained level trim, the kayak would steer more sluggishly due to the deeper bow. Handling will, therefore, be greatly improved by moving a little further back. The reverse applies to the lighter paddler. If the paddler is 7 kg below design weight he/she should move about 2 to 3 cm forward.

Effect of the speed of the kayak. The propulsive force from the paddle is about 35 cm below the water, well below the centre of gravity of the kayak. This force causes the bow to lift. The harder you paddle the more the bow lifts. Kayaks are designed so that the trim is correct for the designed weight paddler travelling at marathon racing speeds when the seat is nearly all the way aft. In this position your back clears the cockpit coaming by 1 to 2 cm. At low speeds the bow rides a little too low and at sprint speeds the bow rides high causing the steering to get less precise. Sprinters like to move forward 3 to 5 cm to improve the tracking of the bow.

Optimum Trim. In extensive tow tank testing at various trims, the centre of mass could be moved 3 cm each side of the lowest drag location without measurable change in resistance. Any more than 3 cm and the drag goes up at an increasing rate. Therefore, you should always have a little of the bow in the water for good steering response and to keep the Kayak tracking straight, resisting the turning force of the paddle, but you should move your weight forward only as much as necessary to get good tracking and handling. Any more is likely to increase the resistance. If the paddler has to go a little more forward to get the desired handling, it is more important to feel comfortable in the Kayak than go after the last couple of tenths of a percent to find the optimum trim.

ENVIRONMENT

Canoeist Code for the environment. Leave the canal environment as you found it. Leave no trace of your paddle and take any litter home. Keep noise to a minimum. Take care not to cause damage when launching or landing. Minimise the disturbance to wildlife. Report any pollution or damage to the Canal Authority. Help protect the fresh water environment and take measures to prevent the import of alien species into the canal. Show courtesy to others using the canal or towpath.

The Canal

Depth. The canal is not more than 6 feet deep except at Mytchett Lake where it is up to 14ft deep. However, the soft mud on the bottom can add an extra foot or so. There is a shallow ledge on the towpath side up to three feet from the bank (useful when emptying the kayak following capsize). Do not dive into the water from the bank or footbridges as this could risk a neck injury.

Temperature. The canal often freezes in winter. Do not attempt to paddle through ice – even thin ice – particularly in club Kayaks and at night. Even thin ice will slow the kayak down to a stop and result in capsize in the ice. It also damages the kayak hull and the paddle blades. The shallowness of the canal means that it warms up quickly in spring and through the summer – although it will still feel cold as the water temperature will invariably be less than the air temperature.

Width. The canal is not very wide so capsize will not usually involve a long swim with the Kayak to the bank. There are occasional turning areas for the long narrow boats and there is the small lake at Great Bottom Flash.

Direction of flow. Being a canal there is no current to take into account. However, due to leakage at the locks, there is a very, very slight flow towards the Thames.

Dangers. Broken glass, trolleys etc thrown into the canal form a danger when wading out of the water following capsizing. Never paddle in bare feet due to the danger from Weil's Disease and sharp objects in the mud of the canal.

Weather

- The minimum clothing required even in very hot weather is a singlet and shorts.
- In cold weather (below 8 degrees), clothing should include an insulating layer and should comprise several thin layers, rather than one thick layer. Synthetic thermals and fleeces can provide this. There should be an outer layer that is windproof.
- Drink plenty of water in hot weather in order to avoid dehydration.
- Cover arms, shoulders and head in hot weather to avoid sunburn.

One Star Revision Questions

Equipment

Why is it important to wear a buoyancy aid when on or near water?

Why and when would you wear a buoyancy aid?

What is the difference between a lifejacket and a buoyancy aid?

Name two different types of paddle

Why would you wear a spraydeck?

What fixtures/ fittings should you expect to find in a Club racing kayak?

What materials are the club racing kayaks made of?

Why should a footrest or seat be properly adjusted?

Name two models of stable racing kayaks available at the Club

What equipment would you need for a 1 hr paddle?

How would you care for your kayak, paddle, PFD etc?

Safety

Why should you always have a shower after canoeing?

What should you do when you see a barge or other large boat coming towards you on the canal?

What are the rules of navigation on the canal when meeting other craft and when overtaking other craft?

What should you do when someone else capsizes?

What should you do when you capsize?

Name two items of safety equipment.

Identify three ways to D.I.E when canoeing.

First Aid

What clothing would you wear in cold weather to prevent Hypothermia?

Why should you wear some form of windproof/cag?

What are the signs that someone is becoming hypothermic?

What are the most important things to do if someone suffers a bad injury?

Where is the First Aid kit in the Clubhouse?

Access

Do you need a Canal Licence to paddle a Club Kayak on the Basingstoke Canal?
Would you need a licence to paddle your own kayak on the Basingstoke Canal?

Environment

Who would you contact if you came across signs of serious pollution?

What should you do with any paddling "litter"?

What does the term "paddlesport environment" mean?

What is the Canoeists Code for the environment?

What should you do when you come across anglers fishing on the canal?

What precautions should you take when canoeing in hot weather?

Why should you not paddle in bare feet on the canal?

Why can overflow weirs be dangerous when there is a strong current?

Where is there an example of an overflow weir on the canal?