



PROCEDUREPROCEDURE

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d	10 th Feb 2007	Comments from the Andy Dancer, plus the new ICF boat rules
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Originated by: James Hosken, Webmaster

Signature Date

Approved by: Curly Barker, Chairman

Signature Date

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References

Reference	Document
	ICF Canoe Polo Competition Rules 2005 & 2007
1001	BCU Canoe Polo Committee Boat Checking Policy
1004	BCU Canoe Polo Committee Disciplinary Policy
1005	BCU Canoe Polo Committee Boat Check Register
1006	BCU Canoe Polo Committee Boat Checking Checklist

Abbreviations

e.g.	example
BCU	British Canoe Union
CPC	Canoe Polo Committee
ICF	International Canoe Federation
BCP	Boat Checking Panel

Glossary of Terms

British Union	Canoe	Lead body for canoeing and kayaking in the UK
Canoe Committee	Polo	Body appointed by the BCU and elected by its members to manage all canoe polo activities in Great Britain
International Canoe Federation		International body managing canoeing and kayaking across the world
Join		Area where the two sections of the design are joined to make the kayak
Gunwale line		The upper line or edge, along the hull, of the boat
Edge		The line around the kayak where the kayak meets the vertical tangent
Top Surface		Area of kayak a certain distance (detailed in rules) above the edge
Bottom Surface		Area of kayak a certain distance (detailed in rules) below the edge

1 Purpose

To describe the BCU Canoe Polo Committee's boat checking procedure and the more practical aspects of boat checking.

2 Scope

- To detail the way in which designs should be checked to determine if they comply with the kayak specifications.
- To details to current fees for the BCU CPC boat checking.
- To detail guidelines for periodic testing of designs.

3 Introduction

The BCU Canoe Polo Committee has a detailed boat checking policy. This document provides the more practical guide, instructions to implementing that policy.

It shall be the responsibility of the BCU CPC and the Boat Checking Panel to undertake the implementation of this boat checking policy and procedure.

Kayak manufacturers and owners should use this document as an aid to ensure that designs are compliant with the BCU Kayak design rules.

Decisions on design approval status may be appealed as detailed in the boat checking policy. However, once the appeal is completed, the decision is final.

4 Checking Procedure

The checking process is a complicated technical activity and should be treated as such. The process should take place in a private area (away from the masses), with out distractions and with sufficient lighting.

Ideally the check should be completed at waste height on a level surface.

A full check of a kayak will take approximately two to three hours.

The normal position of the kayak shall be defined for the purposed of checking as when the kayak is level between Section AA to Section FF. To obtain this position, some sort so jig will be required. This jig must be capable of holding the kayak in a stable position for the duration of the check.

- Gauges must be used to measure the width and depth of the kayak.
- Up to 15 minutes or longer at the discretion of the boat checker is allowed for reworking of the design is permitted during the checking process

4.1 Tool List

- Kayak supports
- Packing piece's to level the kayak
- Long spirit level
- Short spirit level
- Set square
- Masking tape
- Full set of gauges
- 5m Tape measure
- Boat checking form
- Soft pencil

4.2 Stickers

Stickers are to be used to aid the identification of kayaks that have been checked by the BCU BCP.

Stickers should be stuck in the centre of the rear deck of the kayak, as close to the cockpit as possible (Section DD, this is a low wear area, so will maximise the stickers life). If necessary (rear deck is damaged or not ideal position for the sticker) a second sticker may be stuck to the kayak's right thigh brace (ensure that the thigh brace is not removable).

Two types of stickers shall be used:

- Not Approved
- Permitted for use (this may also cover Approved designs for the purpose of these stickers)

5 Check Re-Submissions

Should a design submitted for checking fail on a minor fault then, it may be resubmitted within a 1 month period for limited checking on the area(s) that failed.

The original boat checker must check the re-submission. If the original boat checker is not available, a full check will be required.

6 Integrated Bumpers

The ICF Congress agreed changes to the Canoe Polo rules, the new rules (ICF Canoe Polo Rules 2007) now cover included integrated bumpers.

New manufacturing technologies have allowed integrated bumpers to be designed onto kayaks. The kayak design rules have now been updated to allow them to be used.

Designs that meet the integrated bumpers specifications will be granted with "Approved" status.

Designs that carry integrated bumpers and do not meet the specifications may be granted with "Permitted for use" status depending on the level of non-compliance. This status may or may not come with caveats. However, the kayak still may be "Approved" without the integrated bumpers fitted.

Kayaks with integrated bumpers shall be inspected and considered by a minimum of two members of the BCU CPC Boat Checking Panel.

Designs being approved with integrated bumpers shall be considered by at least two members of the BCP as this is new area of checking and several interpretations of the rules could be made.

Fundamentally the integrated bumper shall need to offer the same level of protection as "legal" bumpers do.

Other considerations to be taken into account are the compressibility of the material, fixing of the bumper, and the robustness of the material used for construction.

If no design drawings are available then, physical examination of the bumper may be required. All fixing and bolts must be recessed by at least 20mm into the padding from the outer surface.

Integrated bumpers must be in their first instance offer player protection.

7 Example Restrictions for Use

Kayak designs may be awarded the "Permitted for Use" status. This status can carry some restrictions for the design. This could be in the form of the type of use or modifications that need to be made before use.

Some examples of restrictions that may be placed on these designs:

- Permitted for use on the basis that additional legal padding is attached to the front and rear of the kayak.
- Permitted for use on the basis that the integrate bumpers are removed and legal padding is attached to the front and rear of the kayak.
- Permitted for use on the basis that the kayak is only used in Regional Leagues or Open Div 4 National League.

- Permitted for use on the basis that the x and y are removed.

8 Fees

The Boat Checking policy allows a fee to be charged by the boat checker for the checking of a kayak design.

The maximum charge per design per check is £100.00.

The Presenter may request the Boat Checker to travel to his or her location or an agreed location. If the Boat Checker agrees his/her reasonable costs will be met in full by the Presenter, the sum to be agreed in advance.

The BCP charges a registration fee to cover the administration cost of checking and approving kayak designs, these charges are:

Plug/Pattern design check (with the intention of more than 10 kayaks to be manufactured): £125.00

Plug/Pattern design check (with the intention of no more than 3 kayaks to be manufactured): £75.00

Known manufactured kayak design check:

- Composite designs £75.00
- Non Composite designs: £125.00
- Individual boat check: £40.00
- No registration charge shall be made for "Not Approved" or "Deferred" status.

9 Periodic testing

The BCP should aim to complete some checking of manufactured kayak's each year to ensure that designs are still being manufactured legally.

Key events throughout the BCU CPC calendar would be good contenders for these checks to be completed such as the National Championships or Club Championships.

A random sample of kayaks should be selected for testing, depending on the results of these checks a more tailored selection of kayaks may be used for additional testing.

An initial sample size should be of in the region of 1-2% of the players in attendance.

Results from these periodic testing should be recorded for use at a later date in trend analysis, sanctions against manufacturers, etc.

Should the kayak be found to be non-compliant with its status, the BCP, CPC or event organiser may prevent the kayak from being used in the event or subsequent events.