

S6 Ep7 Coaching Podcast

Chris Brain 00:13

Hello and welcome to the coaching podcast. I'm really excited today because I'm joined by Matt Haydock and Dave Janes and we're going to be chatting about all kinds of different disciplines of paddlesport and how we coach them. Hi Matt. Hi Dave. How you doing?

Matt Haydock 00:29

Hi Chris. Great to be here.

Chris Brain 00:32

So, I know you guys are really multi-skilled in a load of different fields. So, I'd love to just hear a little bit about what you do on the water, where your coaching takes you, and how you've got to where you're at right now. Matt, can we hear from you first?

Matt Haydock: 00:50

Yeah, sure. I guess it all started for me on the water back when I was at school and there was an option on Wednesday afternoons to do football, rugby, cricket or to go paddling. I didn't really know what paddling was, but I knew I didn't want to do the other things. So being in North Manchester, that involved a great opportunity to go to the Burrs Country Park, which I know you love as well, great place to start your journey, and it all started from there really; spent a lot of time falling in. I think I got impetigo off the river actually, but most of the time it was a great experience. And it all started from there. I knew quite early on in my early teens that being on the water was where I was happiest. And then it all snowballed from there. Time at the University of Leeds doing sports science, but to be honest spending more time with the paddling club. And then I knew quite early I wanted a career in the outdoors. And whilst I spent time in mountains and on bikes and things like that, I definitely realized that looking at mountains from the water rather than walking up them was much more fun. And that progressed to a career in coaching and educating and running the British Canoeing Awarding Body courses and a big journey that was going through working with lots of different people and paddling lots of different things. Variety is quite important to me and being in different boats and standing up on paddleboards has been part and parcel of that. So, I've settled now in Aviemore up in the Scottish Highlands and work predominantly at Glenmore Lodge but recently set up a business alongside Dave who's here tonight, so yeah, that's me.

Chris Brain 02:28

Great stuff. How about you, Dave?

Dave Janes: 02:30

Hey, good evening. Yeah, very different from that. I think I grew up in LLangollen, which is kind of the white water mecca of the world and I didn't have much choice. I was into boats. I was kind of driven by the kind of the high-performance end of white water in slalom and I guess I made choices in my younger years that allowed me to do that. So, I spent a good bit of time traveling the world, paddling some good rivers, kind of I say working, but safety kayaking is not really working, you just paddling down a river looking good, and then at some point I kind of needed to get a grown-up career and I realized these had a skill set in a boat that would help me progress into coaching into delivering and providing and it really did. My background from white water just led me into different boats. So, for me, canoeing came very naturally. Sea kayaking took a little bit longer but I had some very good mentors on Anglesea at the time and then recently more pack rafting which is very, very similar to white water. Just some of the decisions made are slightly different and very similar to Matt, that's kind of just led into a nice career of coaching people, taking people on adventures, delivering British Canoeing Awarding Body courses, training, assessing, mentoring, and quite sort of a fulfilled career at the moment.

Chris Brain 03:44

You guys really have been out there and have paddled everything and done so much. And I'm a bit unsure where to start now. So, I'm just going to pick something and go from there because we haven't had anybody so far who's chatted much about sea kayaking on the podcast. So, I'd really love to go into that if we could. So, maybe we start with yourself Dave, if that's okay. When you're coaching sea kayaking, let's say you're coaching a beginner, somebody's pretty new to that discipline. Where do you even start as a coach?

Dave Janes 04:18

For me the kind of the nuts and bolts of forward paddling and turning the boat, they're all well and good, but it's the decisions we make as paddlers are far more important. So, the planning behind the sea kayaking and the decisions on the water the being comfortable in the environment which allows us to interpret data we're picking up on to make those good decisions which then allows us to apply our forward and our turning skills appropriately.

Chris Brain: 04:44

And where does that lead you when you've maybe got somebody for a bit more time? If you've got those students for maybe, let's say several sessions, do you focus more on the technical side of things or the decision-making side of things or do they go hand in hand?

Dave Janes: 05:01

I think hand in hand and on coaching it's kind of in and out of different environments, a little bit of shelter to go through, kind of a forward paddling session. So, stroke placement, stroke timing, what you're doing with your feet while you're paddling, connectivity, power generation, power transfer and one thing that sea kayakers kind of get to a point and neglect is actually that generation of power and getting the boat moving. Sea kayakers are very good at forward paddling, they have lovely forward padding strokes, but getting the boat going from stationary to moving, particularly in a little bit of rough water, for me, that's one thing I just right from the off is getting that boat moving, getting that boat shifting.

Chris Brain: 05:40

So, how do you do that then? As a coach, what are you focusing on when you're coaching? What are the technical aspects of making that boat move?

Dave Janes: 05:51

I guess I'll come back to kind of the fundamentals. It's to have the power transfer, you got to have the grip in the water. So, that paddle blades got to feel the water. I talk about a clutch in a car. You've got that kind of biting point from there, it's driving the boat through, for me it's using the feet. Other people's templates may be different, but it's definitely that finding some grip on the water and driving the foot past that point.

Chris Brain 06:15

And do you find that chatting about the feet and exploring that with your students is quite a new thing for them normally or is that something they're familiar with but they're maybe not consciously doing.

Dave Janes: 06:27

I think 50/50 to be honest with you. I know that's not the most accurate of answers, but yeah, 50/50. Some people sort of go, "I know, I do it like this." And I'm like, "great. how much, when?" And some people are like, "I've never even thought about what goes on below my spray deck."

Chris Brain: 06:44

Why do you think it is that pushing with your feet makes the difference? If that's one of the really important things that you're focusing as a coach, why does pushing with your feet have such an impact?

Dave Janes 06:55

So, the foot for me is the kind of instigator to everything else happening. So, the drive of the foot, the twisting of the pelvis aids the trunk rotation. The twisting of the pelvis

helps the knees move in the boat to give you some balance and the instigator of the foot but there's a lot more that then leads to. So, when we start talking about trunk rotation and using the bigger core muscles to drive the boat, it all stems from the feet. In my opinion we can't trunk rotate without pushing against something which is the foot rests.

Chris Brain 07:32

Yeah, interesting. I'm really visualizing what that's like inside a sea kayak and just wondering how much I push my feet myself. Matt, if we could come to you, I'm just to follow on from what Dave has been saying there. When you maybe take some of those skills into a more advanced environment, I'm thinking when you start rock hopping and going to tide races, what do you focus on then as a coach in a sea kayak?

Matt Haydock 08:00

Yeah, when you start progressing to more dynamic water and things start to get a bit rougher than that forwards paddling thing that Dave just talked about is going to be really critical, but it's going to start to be put under pressure a bit more, and the key phrase I tend to work with when we're trying to progress somebody from an improver intermediate level to something a bit more skilful is that they need to start having more than one gear. So, for example, up here we've got a world-class coastline that we can go and explore and expedition paddling is a big part of the culture up here, but we've also got very exposed coastlines where the water can get quite dynamic and quite changeable. So, we're going to need to start having more than one gear, not just a journeying pace that we can sustain for 30km for a day, but the environment is now going to test us a lot more. So, we need to move up to second gear and third gear. So, we need to have a change in cadence with what we're doing. So, we're going to have to accelerate the boat at particular times and equally, we're going to have to know when to ease off as well, so we can sustain that through a session or through a day or playing in places. So, I think having more than one gear is one part of it. And another part would be really attuning to the environment and understanding what the water's doing. So if you got in calm conditions, there's not much that you need to attune to other than the nature of the coastline and maybe a bit of wind. But when winds get stronger, waves get bigger, tides get faster, we need to start really understanding what the water's doing. And I guess sea kayakers, some of them really love the theory of that. So we can look at tides and work out what the tides are doing to the nth degree. But that's just one aspect of it. We need to be able to read the water and see what it's doing and then also feel it with our boat. So, when we cross over an eddy line in tide being able to feel that through your boat. So, then you can then ramp up the speed at the right moment at the right time. So, I guess those two skills really having more than one gear, taking that good foundation of paddling, but also really starting to read the water and understand what it's doing and be able to feel what it's doing.

Chris Brain 10:07

And I know that you're both really keen white water paddlers as well. So, do you think that those white water skills are really helpful when you get into the tide races? and do you find that sea kayakers that have maybe a background in white water excel better in the tide races or do you think it's something that they learn solely from a sea kayak?

Matt Haydock 10:30

I guess it's a bit chicken and egg. So, white water skills will certainly help with that changing gear and that changing cadence, but it won't give you all the skills because the boats are a different length. So, you're going to have to change your angles potentially of how you're working. That's one tactical change that you might need to do. And the boats will behave a little bit differently. And, also the sea and rivers, we can compare them a little bit in terms of the environment, but the sea also has lots of different features and there's lots of things interacting with each other. White water, it's predominantly flow that we're dealing with and the terrain that's involved, boulders, rocks, whatever. But on the sea, we might have tides and wind, we might have swell, and that might all be coming from different directions. So, I think white water skills can help, but I think there's other tactical aspects that need to be layered on top of that as well, particularly given the fact that the boats are a different shape and a different length.

Dave Janes 11:25

Yeah, I can sort of attest to my experience of this. One of my first ever times in a sea kayak, I got taken by Nigel Dennis to Penryhn Mawr a very large tide race off of Anglesey and it was going really well and my natural white water skills would come out. When it went wrong, it went terribly wrong and I didn't know what to do, the boats were about 10,000 feet long and they wouldn't turn where I wanted it to go. It wouldn't react like a kayak. Since then, there's been a journey of development, but as Matt said, it's chicken or the egg.

Chris Brain 11:54

I'd be keen if I can to chat to you a bit about pack rafting because I imagine for some people it's a discipline that they have maybe heard of but maybe haven't seen out on the water and I know both of you do do a fair amount of this and I wonder when you're coaching pack rafting what are you focusing on is it the same white water skills that you might have in a kayak or a canoe or is it things that are completely different. Talk to me about pack rafting. Dave, kick us off about that.

Dave Janes 12:27

I guess I would see a pack raft very, very similar to a canoe where it doesn't quite have the turn of speed like a white water kayak does. So, all the manoeuvres need to be planned well in advance and kind of our momentum down the river we've got to use

the water essentially because they haven't got the turn of speed. We can't spin and dart into an eddy like we would in a white water kayak. They're just a little bit sluggish because they're quite short. Because of the tubes on the side, it's quite hard to get your paddle out and over and sort of really get some good purchase with a vertical stroke to get the boat driving where you want to go. So, kind of a bit more cadence to get it going. It just takes a bit more time.

Chris Brain 13:07

Have you got anything else you'd add to that, Matt? Are you thinking the same?

Matt Haydock 13:11

Yeah, and I guess it relates quite heavily to motivations of why people want to use it. So, I guess pack rafting as a tool was originally designed for working and traveling through really remote locations where moving through the water is far more efficient. So, northern Canada, for example, places like that and parts of Scandinavia. So, there's one manufacturer of pack raft and I think the design specifications were it had to be able to accommodate a small elk that you will have hunted. That's an example that it came from in the US. But now, just like other craft that we work in, people have started to get different motivations. So, it's not just an expedition tool. Other people are actually enjoying it as a white water play machine that people go out in and go down rivers so designs and features are starting to change. There's videos of Nouria Newman going out in a pack raft that's really engineered to go off some quite big rocks on white water, and in terms of coaching it and working with people, it's quite low stress because they're so stable. People can go down rivers and not really have to worry quite so much about falling in. It's not impossible and actually it lulls people into a false sense of security sometimes and then they learn the hard way when they fall in about what to do about it. And that could be part of the skill development that I end up doing. But it's really versatile. It's inception was around expedition paddling, but now it can be used in so many different ways in different environments. And I guess that Dave likening it to the canoe, the versatility of the canoe and the versatility of the pack raft is pretty similar.

Chris Brain 14:55

I'm just thinking back to last weekend when I was on the water. I was at the river and saw somebody come down in a pack raft and they were out there surfing the waves that I was on in my kayak as well. I was genuinely really impressed at some of those skills that they had and when I spoke to them, they really identified as a pack rafter and they didn't say that they'd come from a white water background. I got a sense they'd got some white water skills, but I think what they were out there doing right now was pack rafting. I thought it was just great to see people enjoying the river on those craft.

Matt Haydock 15:30

Totally. The communities, it's exciting how it's growing and changing and safety education's now being a bigger part of it. So, people are having safer adventures and some people are doing some really cool trips, as well linking bits of water together not just in the UK but all over. Yeah, it's a really exciting time for the discipline.

Chris Brain 15:50

So, let's go on to SUP, because both of you SUP and that's a craft that you're familiar with more and more now and I know people are really keen to get to Scotland and get out on paddleboards and that you both do a little bit of white water there as well. What are the things that a coach could explore with their students that would make a difference to their stand up paddleboarding?

Matt Haydock 16:14

I guess there was a great series of this podcast about height management, it's a great listen actually with Ant and Adam and when I was first given that phrase I was like I want to be taller, is that possible but actually it's moving your height and changing your height on the board so I think that's something great to explore the accessibility of the board is great. But I guess again, going back to what we talked about earlier, if you're going to go into more dynamic environments and thinking about stronger winds and faster rivers and going on rapids, then actually that more than one gear thing starts to apply in that place as well. But on SUP we've got the added challenge that our balance is going to have to be part and parcel of that as well. So developing those good forward paddling skills is still very much part of SUP for me and our connectivity, Dave talked about connectivity. I've only really got my feet so foot drive is going to be really important there as well, but seeing yourself as a bit of a tripod, so my paddle is really integral to my stability. So I need that paddle in the water when I get to wobbly places. So, I need it on eddy lines. I need that to be in the water. I need that to be gripping the water. And if I end up, for some reason I've done some really bad planning and end up paddling into the wind, then actually I need to be able to drive the thing forward and have more than one gear. So, there's loads of crossover with balance being an added layer that I need to start thinking about.

Chris Brain 17:41

Dave, would you say the same? Have you got any of the top tips for a coach working with a paddleboarder?

Dave Janes 17:46 Totally agree with Matt. I guess the one difference I would say as a multi-disciplined coach is the stand up paddleboard is very different. It's got fins. So, any driving strokes you're putting in are going to have more outcome because the fins will drive the board. Unless you're one of these really kind of good stand up paddleboarders that take the fins off, the only difference I guess that I see with the different disciplines is I talk quite a lot and I'll coin a phrase from Pete Catterall here to

declutter the picture a little bit. So, if I'm coming down a rapid and I'm very busy with my paddle when I need it, it's busy. Where I guess for a paddleboard, I need my paddle to be busy the whole time because that's my balance.

Chris Brain 18:27

Yeah, interesting. I really like that concept of how can we engage the paddle for balance and I think hopefully that's something people can take away and actually try it in their own paddling as well. So, I couldn't get you guys on without chatting about canoeing and chat about expedition canoeing in particular because you have both been on recently, some really quite incredible journeys. Just to give us a flavour of what you've been doing, tell us about what you've been up to recently.

Matt Haydock 19:00

I guess Dave came to me and said, I want to plan a trip and it's got to be a high amount of suffering involved because that's what he seems to enjoy. And it was quite a hard sell. I think it took six months to convince me that it was a good idea. And we went through different iterations of different plans of things we want to do and we wanted to do an A to B journey in Scotland somewhere and we both spend lots of time on the sea, so originally we started incorporating the sea into it as well. So, we wanted to go from Loch Boisdale which is on South Uist on the Outer Hebrides across the Minch and then link together the inland bits of waterway, some mega portages and end up at Rattray Head which is the furthest easterly point of Scotland, which is a pretty ridiculous distance. I can't remember what it was, like 400KM or something wasn't it? and involved the stars aligning to make a weather window to be able to cross the Minch and paddle the Moray Firth in a canoe was same sort of odds of winning the lottery. So I think that got ditched at some point and then loads of different plans later, we ended up doing a north to south journey inspired we should say from people like Steven McCall and George Fell and Liam who planned part of that journey and ended up going further south towards Berwick-upon-Tweed. But we wanted to go from the north coast back to Aviemore. That was the plan that we landed on.

Chris Brain 20:24

And you talk about the portages there, but I think you might be underselling that. What's in the portaging? What are you doing?

Matt Haydock 20:36

Yes, I'll let Dave answer that I think

Dave Janes 20:38

Crying, that was quite heavily involved in the portage. I guess portages vary. They're kind of one or two is either you can trolley, which is sometimes great, or you have to carry everything. So, I've done my fair share of both. This trip that Matt and I and Sarah

Keight did, we managed to trolley every portage until the trolley fell apart on the downhill section of the last portage. Then we had to sort of revert to carrying which sort of put a damper on the end of the trip a little bit but yeah trolleying canoes over a big distance is an art form in itself. We changed, every 10 minutes we changed our setup to sort of anchor points, how we were towing, pushing were we pulling. I think Matt and I settled on using our poles at one point, kind of a little bit like pulling a carriage along. Sarah Keight, she designed this thing with an old bike inner tube that gave her a little bit suspension and sort of made a backpack out of a bike inner tube. It's just a completely different realm of canoeing that I don't think is going to be that popular in the future.

Chris Brain 21:45

When I'm thinking about a big portage for me, I'm thinking about the Lochs at Fort Augustus being like a big portage. That's plenty for me and I need a lie down after that and some fish and chips. So, what kind of distances are we talking? I know you've had height gain as well there.

Matt Haydock 22:02

Yeah, the Corrieyairack Pass which was our say highlight, it's not a highlight. We went quite high, but it was pretty crazy. And it's one of those things where along the trip we mentioned it to people who we ended up meeting up with and they don't just look at you strangely, they're trying to convince you not to do it because they think it's a really bad idea, and that involved a distance of about 30 kilometres and we were going up an ascent of about 900 to 1,000 meters. Not sustained 1,000 metres straight up at the start. It was a long distance and we were gradually ticking away at the height and we managed to plan it so that along that Corrieyairack Pass there's two bothies which is an old croft here in Scotland which is open to the public and people can go and stay in it responsibly and they're quite well positioned. So, we managed to stay in a bothy one night and we got the boats up to the top without the bags, then we came back down again. So, I actually ended up walking it three or four times, which was again pretty daft, but that was more for accommodation purposes. It was an incredibly physically demanding thing to do, but it depends on your motivation. We were so motivated to try and link together something. We haven't heard anyone doing it before and I wouldn't recommend that people do it again. It was just a great adventure because you're working together. You have to work together and you don't know whether you can do it or not. We're not sure if it could actually be achieved. And that's quite exciting; brutal, but quite exciting.

Chris Brain 23:34

So, we've set the scene there. We've got an idea that you guys are using canoes for covering a whole range of different skills. You're paddling them, you're sailing them, you're carrying them, you're lifting them, you're pushing them, you're pulling them, you're tracking them, you're lining them, you're doing the full range of trad skills.

Matt Haydock: 23:53

Shouting at them as well.

Chris Brain: 23:56

As coaches, where do you start when you're trying to teach some of those expedition skills or the traditional skills? Where do you begin, Dave?

Dave Janes 24:08

I guess it's the decision about which of the modes of travel you choose. There's a whole raft of modes of travel just to get up a river and I don't particularly think one is faster than the other. So, on our first day, we ended up going up a river on the north coast of Scotland. I think we did about seven kilometres on the sort of the first evening. I poled the whole day because in my head I just wanted to pole the whole thing. Matt poled and tracked up the slightly harder rapids and Sarah sort of poled and essentially just waded and dragged the boat up the rapids. And neither skill was better or worse than the other. It's just I quite like poling, Matt quite likes tracking and Sarah just found it easier just to wade up the river.

Matt Haydock 24:58

Sarah is smart I think, is what the answer is.

Dave Janes 25:01

Sarah's smart, yeah. I just had that male mindset of I will just pole up the whole thing, and I guess yeah just that the choice really and I coach trad skills quite a lot. I have been today and one chap is like, poling is not for me. Okay that's fine because there's other methods to get up the river, it's not the be all and end all. Obviously, you're going to have to do some poling if you want to sort of, look into sort of some BCAB Leader awards, but it's not the be all and end all.

Matt Haydock 25:34

I think it's so important that context is critical with every bit of coaching that we do. But traditional skills context is pretty key to it if you want to inspire somebody to enjoy it. So I think we spend a lot of time or have done in the past again coaching trad skills, when we're at a river where the car park's near us and our boat's empty. But actually, you only really get a feel for why we're doing it and the point of it when you go back to the heritage behind it. But also when your boat's full of stuff that you need for two weeks, just carrying it is going to be really difficult. So that's where you have to use the traditional skills in order to complete the journey. And I guess having that physical nature of it as well. And if you're inspired by the journey and by the expedition, dealing with a loaded boat, this is why we're doing it. This is the context behind it. And if that context isn't there, that's where people really struggle to get on board with it because

why would I be standing up and poling it? Some people enjoy that and find it really good fun but I think the context is pretty key for people to be inspired by it.

Dave Janes 26:43

I would 100% say that everyone that I've guided or led on a journey that involves trad skills, 100% have said, "This is great because I've only ever used these skills to pass my leader award, I ticked that box and I've never used them since "I was like, this is why we need them. Now we can apply that into some leadership and it kind of comes full circle back to traditional skills as part of a canoe leader are really important.

Chris Brain 27:11

And are there any common problems that you're helping a student solve when you're coaching and working through some of these traditional skills? Matt, what are you normally focusing on?

Matt Haydock 27:20

Poling for example, if we take that as a traditional skill that we might work with and there is crossover with SUP, we could definitely go down that road as well. But people really thinking about 9 times out of 10 if something's not working in a canoe, it's probably because your trim is wrong, so trim is our starting point. Where we're going to be putting our trim in the boat. By and large, when we're going upstream, it's going to be stern heavy, but that's going to be very person specific. It's going to be dependent on how much kit you've got. It's going to be dependent on the type of boat you have, and where you can stand in the boat. So, we got to work that out first and then once we get moving, it's actually those skills of reading the water and actually how am I going to pole up this rapid using the features that are there. And again, having more than one gear. I keep saying that too much maybe in this podcast, but it's a big thing. I need a gentle poling pace, but I also need to be able to accelerate up stuff. There's a little bit of a ledge I've got to be able to get up and different styles of poling and different approaches. So, I guess like most skills, we have to start by instructing it and okay, I'm going to give some demos. Here's some key points of what you're going to be able to do. But then when people have got those things in place, then they can start exploring the environment and using the river to challenge themselves and use those different aspects of it to be able to complete the journey.

Chris Brain 28:44

And I know we're coming towards the end of our time tonight but it'd be really a shame to get you guys on and to chat about all of these different disciplines and especially to go into the expedition side of canoeing, but to not mention about decision-making because I imagine that's something that you're both focusing on and is integral to your coaching when you're out on the water. Dave, tell us a little bit about how you're introducing exploring decision-making with your students.

Dave Janes 29:13

Yeah, I guess the fundamental kind of bit behind the decision-making is being comfortable in the environment. If you're comfortable in the environment, kind of you're turning your tunnel vision approach to decision-making into a bit more of a funnel. You're kind of interpreting more data and the more data that we can interpret and digest the better our team's going to be at the end of the day. And that comes down to say being comfortable in the environment but actually experience that once we've got this data we can process it quite quickly. We can sort of disregard things that we've experiences we had and what we're doing now or we're interpreting data that isn't a problem for us and then we can get to really the key decisions to make and that might be the key decisions of what techniques to use, key decisions of go or don't go and there's loads of decisions there, but if we're not comfortable in the environments we're operating in, the tunnel vision comes in and we just forward paddle and go.

Chris Brain 30:11

What are your thoughts Matt?

Matt Haydock 30:13

I think it's pretty integral that people need to just get in amongst it and a job as a coach is that we can talk about decision-making and I can say some stuff either on the bank or in the eddy or whatever, but actually I call it the Goldilocks challenge, the one that's just right for them. That is going to expand their comfort zone and they're going to have to get in amongst it and start picking up on these things that they're feeling in their boat or on their board and be able to see and read the water and then start developing that fast-paced decision-making. So, my job isn't necessarily to talk to people about decision-making and tell them how to make decisions. They need to go into the environment with a problem to solve. So, a good paddler is a good problem solver. So, I'm just facilitating that and actually my job when they come back having done the challenge successfully or not is to reflect on why and then they can have another go at it or they get a harder challenge and we just keep going around that circle and that's decision-making and that's how we're going to develop it. It might seem like you feel quite lazy but actually you're doing quite an important job because you've got to find that ideal classroom. Sometimes we get it wrong and we'll find the wrong classroom and it goes a bit pear shaped and then we have to sort it out. And sometimes it won't be hard enough and then that can be a problem as well. So that's the journey that we go on. We're trying to find that space where people can make decisions themselves and learn from it.

Dave Janes 31:42

I think it's important for us as coaches as well to put ourselves in those classrooms for ourselves as well and to make those decisions. I'm going to let Matt tell us about the

Cromarty Firth incident that we appeared in. And for us it was full tunnel vision. We were making our way to Inverness and before you know it we were surfing metre high waves in the tide race. Matt, do you want to carry on?

Matt Haydock 32:04

And that's a great example of not making very good decisions on paper.

Chris Brain 32:09

He set you up for that then, didn't he?

Matt Haydock 32:11

Which I got the blame for of course.

Dave Janes 32:15

I was asleep.

Matt Haydock 32:17

And Sarah we had an in-reach Garmin and I'll grass her up here. She was like, "Oh I put it in the bag. I was worried about it getting salty", when actually we probably needed it close to our hand. But yeah, we were in a place where we were starting to get quite scared and we needed to start making some decisions really quickly and it was quite midway through the trip and we knew each other already really well. So those decisions started to happen and that was a testament to the team. We were able to just start doing stuff. We didn't really need to talk about it. We just kept trying new things. So, we were stuck in the tide for a little bit and then we're like, we had the sail up as well. So, let's make a decision to drop the sail. And then we still weren't moving. And then we had to move out of the tide. And you just started to try and problem solve together. And again, as a coach, if you put yourself into that space and an expedition is just one way you could go and do that, then that'll help you coach people make decisions as well. But that wasn't a Goldilocks challenge. That was the worst possible challenge to try and solve that we just about got away with. But we got to know where the edge is sometimes. We talk about where the edge is, but you got to tiptoe up to it and then run away from it.

Dave Janes 33:38

We sailed fully into it.

Matt Haydock 33:30

Yes. yes.

Chris Brain 33:33

Guys, it has been a real pleasure to have you both on. We've chatted about so much and covered so many different areas and I know for people listening, I'm sure they will have found a golden gem, something in there that'll be useful for their paddling, their coaching. So, thanks so much for coming on. Really appreciate it.

Matt Haydock 33:49

Cheers, Chris. It's been great.

Dave Janes: 33:51

Goodnight.

End.