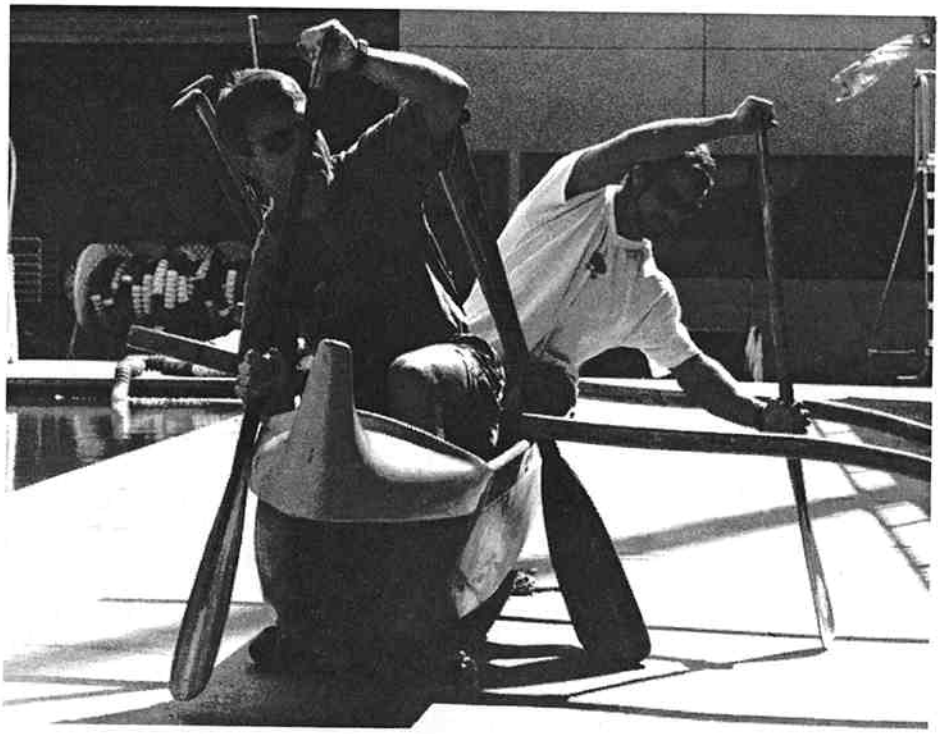
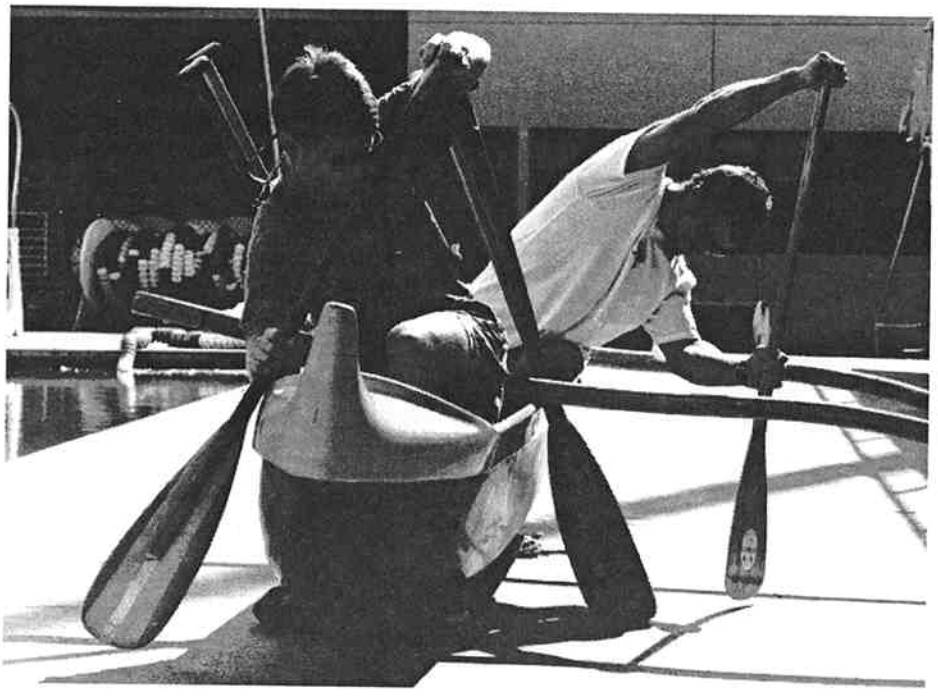
The key element with the kahi, is to ensure you are steering the canoe over towards the paddle, by progressively opening the blade face - turning it towards the oncoming water using your top hand, twisting it away from you. The stroke is held for approximately 3 - 4 strokes after which the paddler commences paddling, using a pitch stroke out from the side of the canoe moving progressively inwards to be pulling parallel to the keel line for as long as it takes for the steerer and the canoes inertia to do the rest. Photo Sue Sheard

'When the uni is being performed the crew can really back off the power and just go through the motions. At this point, you just want to pivot. Full power from the crew will kill it. Number two seat can paddle steer out on the left, helping to pull the nose around.' Jim Foti



Conventional Grip

Todd Bradley and Jim Foti demonstrate. Using a conventional grip. On the approach to the turn the stroker was on the right, Todd sets the blade face so the on-flow of water would act against it and begins to pull the paddle over the canoe so as to initiate a dynamic pry using the gunnel of the canoe. Note reasonably low hand grip to control blade.



Todd has opened up the blade face to be near 45° so as to become a brake stroke. This stroke effectively serves to stall the nose of the canoe, so as it can turn on its nose.

At this point the force of water would be considerable. In reality you would have to consider how many junior age paddlers and smaller ladies could hold this stroke effectively?

Reverse Grip Uni

Todd sitting in the strokers seat, demonstrates paddle and grip position when using a reverse grip where stroker has changed from left to right on the steerers call without altering hand grip

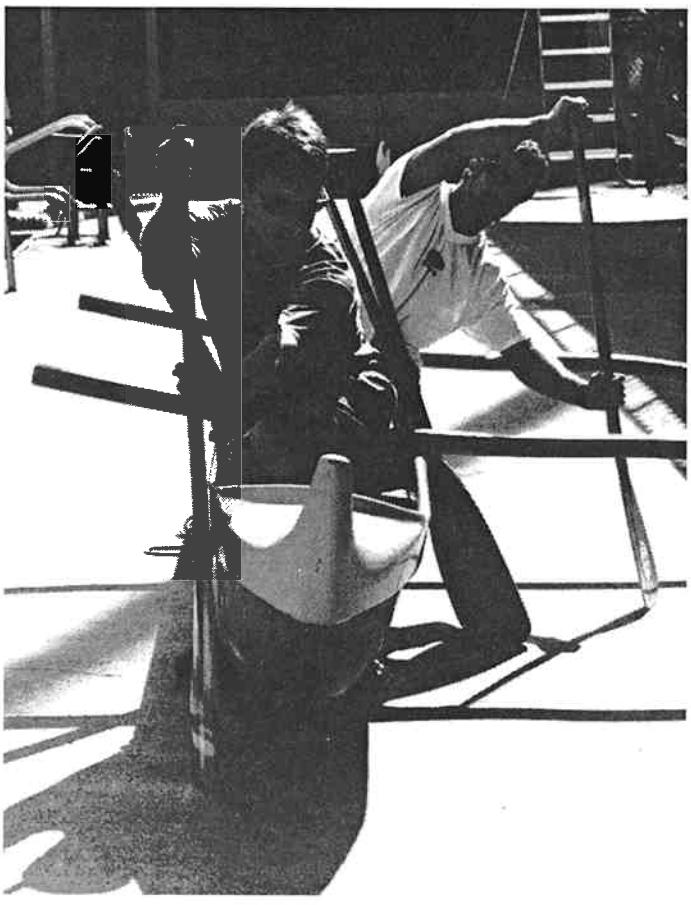
The poke is placed well forward of the seat - hands reasonably high on the shaft; the further forward you can get, the greater the turning effect. Note lower hand high up on shaft to allow reach forward.

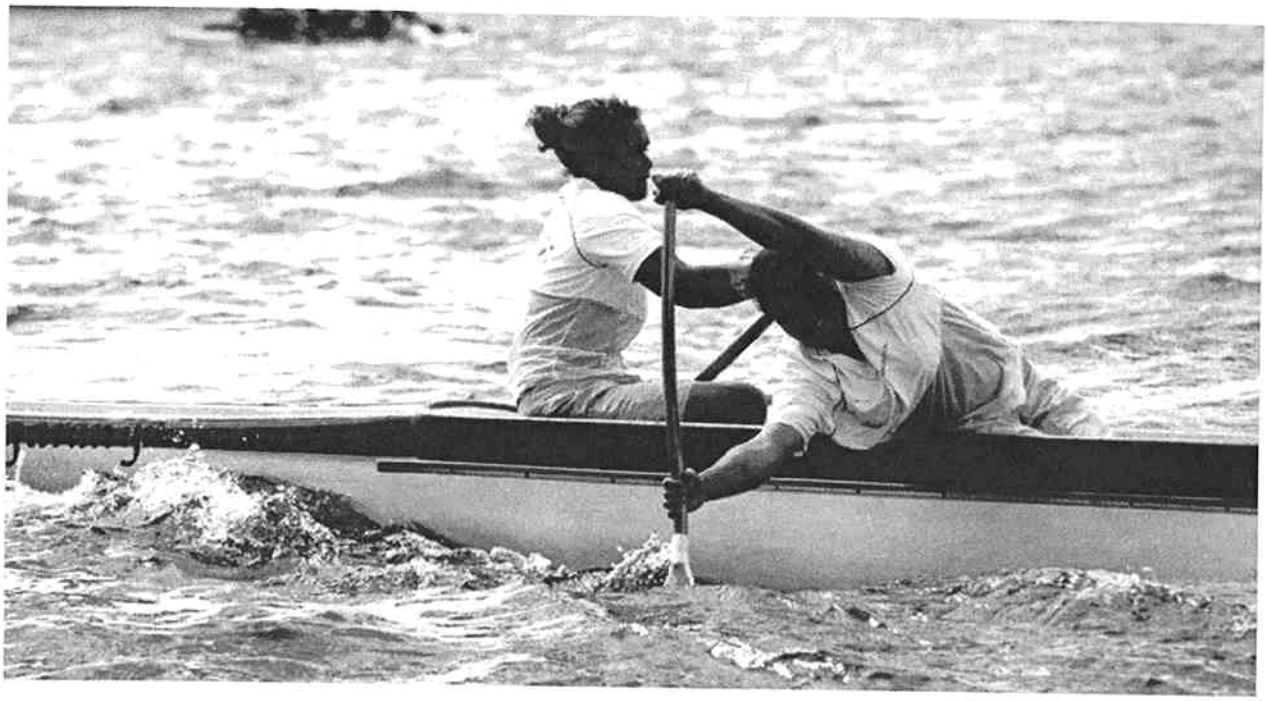
The blade at this point is near parallel to the hull, the blade angled forwards around 45° with no pry at the entry phase of the stroke.

Todd now begins to open out the blade face to 'apply the brakes' .

Jim now plants his paddle and sets up to perform a draw or pitch stroke stroke.

Todd can now apply a static pry or dynamic pry in levering the shaft against the hull.





4.6 Stern Post / Stern Kahi [Right] Seat #5 [kah-hee = cut]

Used in sprint races as one of the variations of sequences paddlers can use to round a buoy. One of the major concerns with this stroke is the instability it can create in the canoe, in making the ama 'twitchy' as it creates lift on the left. Given all the paddlers working in correct sequence and the steerer planting a strong poke on the left, capsize is minimised.

4.7 Draw Stroke - [Right] Seat #5

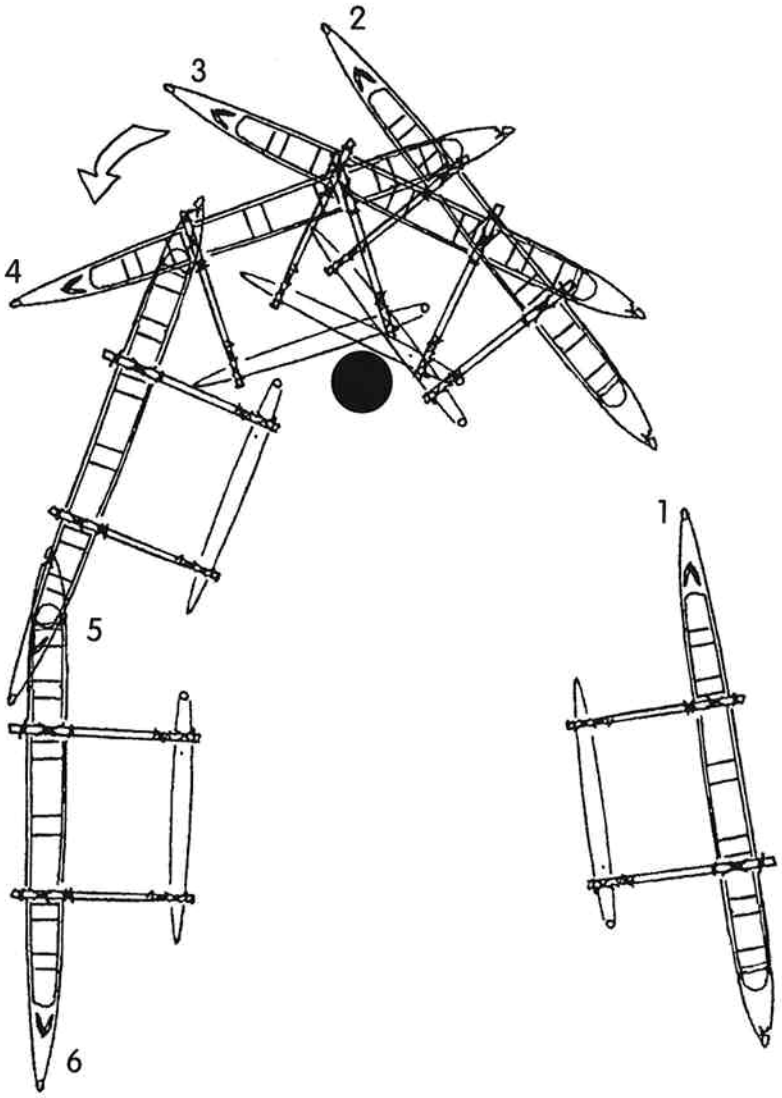
Seat #5 can execute a draw stroke on either side of the canoe, stationary or moving - with caution when used on the right. [See 3.15]

8.9 The Approach, Set Up and Turn

1. Steerer begins turn - note wide approach to marker
2. Steerer plants a big poke on left with a pry, seats #3,#4,#5 back off power
3. Seats #1, #2 [#5] begin steering strokes [Section 4], steerer continues poke
4. Steerer continues pokes, #1 continues steering, #2 begins pitch stroke
5. Steerer has begun paddling, #1 continues pitch stroke, all others paddling hard
6. Full crew paddling

The steerer needs to do as much of the turn as possible, by approaching wide and turning early aiming to turn with the buoy making contact with the rear third of the ama.

'The last thing you want to do to yourself is come in too tight! You need to have a nice angle coming in and be taking your time. You need to be about half way over in your lane. When you're about twenty or thirty meters away, you can start angling into it without killing the speed - you want as much speed as you can.' Jim Foti



Lane 1 strikes buoy half way along ama in the turn and travels too far ahead.

Lane 2 misses the buoy and fails to turn on it as such, travelling way past it.

Lane 3 nails a perfect turn, with the buoy on the rear third of the ama.

Lane 4 though well ahead in the turn, loses its advantage in being slow in the turn.

Lanes 5 and 6 enter the turn almost level, but lane 5 executes a faster, sharper turn.