

BCU FLATWATER RACING NEWSLETTER

August/September 2003

The incident at the Nationals where a paddler lost his temper and threw his paddles at spectators, injuring at least one throws a spotlight on increasing levels of aggression shown during events. It is also self evident that this is not restricted to the top divisions.

Some of you may have read the recent article in the Daily Telegraph by the son of the late Lord Colin Cowdrey the famous cricketer. He draws attention to just this same problem in cricket, but it applies almost across the board in sport today. Almost but not entirely. The comparison is made to Golf (and it also applies to Snooker) where the rules are played to, not just within them but to their spirit too.

Rules are made with a purpose. Almost entirely to try and ensure fairness for all competitors. It seems today that considerable effort is made to try and circumvent the rules to gain advantage. Marathon racing is quite a simple sport, to try and go faster over a given course than your fellow competitors without impeding them in the process. It is a 'non contact' sport although you would sometimes hardly know this.

Jeremy Cowdrey cites the situation of watching an under 12 cricket match where it became clear that the same attitude towards 'bending' rules was displayed. In conversation with one of the parents and a county selector it became clear that the boys were actively being taught these ways as being the current way to win.

The style of 'fair play' and keeping to the spirit of the rules may be regarded as out of date by many. Perhaps this should be questioned and the fair play values be re-examined.

Newsletter Editor
Alan Laws - alan@nalonuk.org

The views expressed here are not necessarily those of the Marathon Racing Committee

LIGHTNING CUP 2003

The 2003 series in the Pyranha Lightning Sprint Cup is proving to be a closely contested event with Pennine CC leading closely followed by Royal CC and last years winners Leighton Buzzard CC. July regatta saw over 50 young people between 7 and 12 competing in 200 metre and 1000 metre events with many achieving a personal best.

Standard of competition in the Lightning series is very high with many young people who competed last year now competing in boys and girls D.

Howard Blackman assisted by Paul Newman had a busy time with so many enthusiastic paddlers.

The following day saw the first National Lightning Development Day when 40 youngsters with parents and coaches had the opportunity to take part. Graham Campbell National Development assisted by Ali Bevan, Women & Girls Development Racing Officer, Dyson Pendle Eastern Region Start Coach and Richard Ward English Coaching Development Manager worked with the young people on and off the water.

Parents and Coaches had their own session in the afternoon with Graham with discussion and advice on training, technique and equipment. All agreed that the day was a great success and Howard Blackman has already had a many requests to repeat the event.

Frank Healy
Pennine Canoe Club, Huddersfield.

CALENDER MATTERS

Dates for August and September.

10 th Aug	Medway Thames Valley Circuit
16 th Aug	Woodmill Vets Bath to Bradford
17 th Aug	Iron Bridge (2004) Bradford on Avon Circuit (2003)
31 st Aug	Panbourne (2004) Adlington (2004)
6 ^{th/7th} Sept	National Sprint Regatta
7 th Sept	Marlow
14 th Sept	Chester Henley Shipleigh Poole Harbour Circuit
21 st Sept	HASLER FINAL - READING
28 th Sept	Bollington Cut

Please note that the GRIFFON Race has changed its date to the 19th October. This is not as advertised. BANBURY race is on the 26th October also not as advertised

**Congratulations to the following paddlers who have been selected to represent Great Britain in
World Sprint Events**

GREAT BRITAIN CANOE & KAYAK TEAM
GAINESVILLE WORLD CHAMPIONSHIP 2003

	1000m		500m		200m	
K1	Tim Brabants		Paul Darby-Dowman		Ben Farrell	
K2	Paul Darby-Dowman		Ross Sabberton			
	Ian Wynne		Peter Almasi			
K4	B Farrell	R Sabberton	D Aulert	M Johnson	D Aulert	M Johnson
	N Fowler	P Almasi	E McKeever	G Elderidge	E McKeever	G Elderidge
L K1	T Davey		R Train		R Train	
L K2	GBR		GBR			
	GBR		GBR			
L K4			R Train	L Hardy		
			A Cattle	T Davey		

JUNIOR WORLD SPRINT CHAMPIONSHIPS. KOMATSU, JAPAN.
28-31 AUGUST 2003.

Team Manager Laurence Oliver

Junior Men Kayak

Edward Cox WEY
Ben Brown ELM
Tom Daniels RDG
John Sawers ELM

Junior Men Canoe

James Train FLA

Junior Women Kayak

Shuna Braithwaite SDS
Hayleigh Mason NOT

Events

500m

1000m

Junior Men

K1 E. Cox

J. Sawers

K2 Brown/ Daniels

Brown/ Daniels

C1 J. Train

J. Train

Junior Women

K2 Braithwaite/ Mason

Braithwaite/ Mason

BOCHUM, GERMANY – INTERNATIONAL JUNIOR REGATTA – 14/15 JUNE 2003

Team Manager Laurence Oliver

Junior Men Kayak Ben Brown (ELM), Edward Cox (WEY), Andrew Daniels (WOK), Thomas Daniels (RDG), James Hemming (ELM), Ross Negus (ELM), John Sawers (ELM), Allen Spencer (HER), Paul Wycherley (WEY)

Junior Men Canoe James Train (FLA)

Junior Women Kayak Shuna Braithwaite (SDS), Zara Dale (ELM), Hayleigh Mason (NOT), Frankie Negus (ELM), Tara Nutt (ELM)

Coaches Shaun Caven, Mark Greville-Giddings, Trevor Wetherall

Massage Therapist Karla Smith

<u>Events</u>	500m	1000m
Junior Men		
K1	E. Cox J. Sawers	E. Cox P. Wycherley
K2	T. Daniels/ Brown	T. Daniels/ Brown Sawers/ Wycherley
C1	J. Train	J. Train
Junior Women		
K1	Z. Dale S. Braithwaite	Z. Dale
K2	Negus/Nutt Mason/ Braithwaite	Negus/Nutt Mason/ Braithwaite
U16 Men		
K1	A. Daniels J. Hemming R. Negus A. Spencer	A. Daniels J. Hemming R. Negus A. Spencer
K4	A. Daniels/ Hemming/ Negus/ Spencer	

Performances:

The level of competition was high. There were 19 nations competing, some with 2 or more crews in each event. There were also many good German club entries. Great Britain came ninth overall.

We had many good results, making it our best ever overall performance at Bochum. Our team members reached seven A finals and eleven B finals.

Our best result came from Edward Cox who came 4th in the JMK1 500m, missing a medal by 0.22 secs. Edward also reached the A final of the 1000m where he came 8th. Tom Daniels/Ben Brown made both A finals coming 7th in the 500m and 8th in the 1000m. Shuna Braithwaite came 9th in the JWK1 500m A final and, paddling with Hayleigh Mason in the JWK2 1000m, made the A final but they were unable to take part in it (nor the JWK2 500m) as Hayleigh became sick. James Train was 2nd in the JMC1 500m B final and 4th in the 1000m B final. Frankie Negus/Tara Nutt were 2nd in the JWK2 500m B final and 6th in the 1000m B final. Paul Wycherley was 7th in the JMK1 1000m B final and John Sawers was 9th in the JMK1 500m B final. Paddling together they came 8th in the JMK2 1000m B final.

In the U16 events Andrew Daniels made the A final of the U16K1 500m where he finished 6th. Allen Spencer came 6th in the B final. These two and Ross Negus all reached the B final of the U16K1 1000m for which James Hemming was unlucky not to qualify, having drawn a difficult heat. In the U16K4 these four paddlers came 4th in the final.

Seven of the eleven members of the U18 team will still be juniors next year.

The next major international event this year will be the Junior World Championships in Japan at the end of August.

Laurence Oliver. Manager. Junior Team.

PADDLE RACING IN BRITAIN

Second section in a series of items on canoeing in years gone by by Graham Mackereth of Pyranha Canoes

1876 Canoeist Magazine –Vol 1

HINTS TO BEGINNERS ON THE MANAGEMENT OF A RACING CANOE.

Many articles and letters have from time to time appeared in the 'Canoeist', 'The Rowing Almanac', and 'The Field', and other sporting periodicals on the subject of canoeing generally, but I am not aware that any have more than casually touched upon the most difficult branch of the Art for beginners, i.e., paddling in a Racing Canoe. I hope, however, to be able to give the Canoeist who is not already acquainted with that branch, a few practical hints on the subject.

I shall commence by assuming that he is already able to paddle an ordinary Rob Roy. I mean by "able to paddle," not only able to get the canoe along by sitting in it, bent almost double, with his shoulders almost as high as his ears, holding his paddle loosely, and just dipping it into the water on each side in the form which is only too often seen on the Thames, and 'which brings discredit upon Canoeing generally; but I mean able to sit upright in the canoe, to keep his feet firmly pressed against the stretcher, to hold his paddle firmly, and, at the same time that all the strength of one arm is employed in pulling one blade of his paddle through the water, to use all the strength of the other arm in pushing the other end of the paddle away from the body, by which means he may get a really fair speed out of his canoe.

Being able to accomplish this, the beginner should hire as light a clinker built canoe as he can obtain; say one from about 17ft. to 18ft. in length, and about 20in. in beam, and proceed in the same way as he would in a Rob Roy, except that, until he feels perfectly at home in the new craft, he should avoid dipping his paddle deeply into the water, but should keep it as nearly horizontal as is consistent with his getting the blade into the water.

After about a week's practice in a canoe of this sort, the beginner should be able to get along at a very fair pace, and, what is more important, to do so without any perceptible unsteadiness or feelings of nervousness. He may then try the racing canoe.

With reference however, to my advice as to hiring a light clinker built canoe, I must say that this is really one of the greatest difficulties that the beginner has to contend with (unless he is in the neighbourhood of one of the two universities, where any sort of canoe is to be obtained on hire), for very few of the persons who let canoes possess anything lighter than a canoe of 16ft. long and 2ft. beam, which is really a very small step from the ordinary Rob Roy towards the racing canoe. If, however, the lighter one cannot be got, he may as well go to the racing craft from the Rob Roy at once; but I must remind him that in this case it is absolutely necessary for him to have a change of clothes handy, for he can hardly expect to avoid a spill or two.

A few words now about the racing canoe. Judging from some experience in using and watching the performance of several kinds, I believe the best dimensions are the following

Length 21ft. 6in. to 22ft.

Beam 18in. to 18 ½ in.

These dimensions of course varying according to the weight of the owner.

The canoe should be single streaked and of cedar throughout. The cedar decking enables a much stiffer canoe to be built, and adds nothing to the weight, which should be about 231bs. The upright supports to the stretcher however, should be of oak and very strong; I have always found that, unless made strong and strongly supported, they are liable to give with any extra pressure; and, to say the least of it, it is awkward if that happens in a race, or when going a racing speed, unless the canoeist has any special wish to exhibit his powers of swimming. The stretcher itself should be high enough for the toes to press against it as well as the heels, and should when in position be nearly but not quite upright. The backboard should be fixed not swinging (as a swinging backboard may shift during a race), and should be strongly supported behind to prevent any chance of its giving. The canoe should have as flat a floor as possible in the middle, as if a racing canoe is not steady, the canoeist cannot do so much work as he otherwise would; and for the same reason I consider 18in as the narrowest beam advisable. The combing should be about 1 ½ in. to 2ins above the deck, and there should be a

breakwater in front of the well, otherwise a passing steam launch, or even a moderate breeze might lose the canoeist all chance of a race. Several canoes 'have been built from 23ft. to 25ft. in length, and these may answer very well indeed provided that it is perfectly calm when they are used; but if there is the least wind it is almost impossible to keep them straight without a great deal of extra work being done on one side, and this causes of course considerable diminution in speed, so I feel sure that 22ft should be the extreme length.

In case the canoeist may not know where to get a good racing canoe built, I may mention that the best that I have seen were built by Waites, of Cambridge, Dunton (Searle's builder) at Cambridge, and Vickers (I am a little doubtful as to how he spells his name), who builds for Messenger, at Teddington. As to the paddle for racing, each canoeist must use his own discretion, as opinions differ so much on paddles; I have, however, found that one, 7ft 6in. long, made of light-wood, and with rather broad but not very long spoon blades, is about the best for getting speed out of a racing canoe.

So much for the canoe and paddle, now we must return to our canoeist.

He must get into his racing canoe and place himself as nearly as can be in the centre, with his back against the backboard, and his feet firmly pressed against the stretcher, which must be properly adjusted for that purpose. He may then push off gently from shore, and as soon as he has room, commence to paddle with short but not too quick strokes, and without stopping if he feels unsteady, remembering (as when trying the light clincher built canoe) to keep his paddle as nearly horizontal as he can do consistently with his covering the blade, and being very careful to get the blade of the paddle in square with the water, as if the paddle is put in such a position as to "dig" (i.e., to go deep into the water), the beginner is almost sure to capsize. A beginner always has a great tendency to stop paddling when he feels unsteady, and to try and balance himself; and this is about the worst thing he could do, as it is almost sure to cause him to go over: instead of stopping he should go steadily on, as the action of paddling is the best thing to cause him to recover his balance. If he wants to stop and rest, he must lay one paddle flat upon the water, but sloping a little towards the rear, so as not to catch the water; of course he must not loose his hold of the paddle. I should advise him to go on paddling in the way above directed for two or three days until he feels tolerably steady and that he has some command over his canoe. He may then leave off practising the short stroke, which I have advised purely for the purpose of his getting used to the racing canoe, and may try to get gradually into a style more suitable for getting speed out of his canoe. As in rowing so also in canoeing, there are many styles that have been adopted, but I have found the following on the whole tolerably useful.

The canoeist to get his paddle into the water as far forward as he can reach without moving his back away from the backboard (the average distance would perhaps be about a foot in front of the stretcher), to pull the blade strongly through the water with one arm reaching as far aft as lie can, and pressing extra strongly against the stretcher with the foot on the side on which the blade of the paddle is in the water. I have found that the last action counteracts any unsteadiness which may be caused by doing hard work at a racing stroke, besides giving more power.

Amongst their many differences canoeing differs from rowing in this respect, that in rowing the oarsman has most power in the first part of the stroke, whilst in canoeing there is very little difference in the power which the canoeist has at any part of the stroke; and for this reason I advise a good reach, both forward and behind. The canoeist must also remember that, the fewer strokes he has to take over any course, the less work there will be for his wind, and that by pulling well aft with one blade of the paddle, the other will be far forward ready for the next stroke, and very little time will be lost in getting it into the water. He will also find out as he gets more steady, that it will not be necessary to get the paddle into the water in quite such a horizontal position as I recommended him to try on his first attempt, but that he will get the most speed out of his canoe by putting the blade in, and keeping it throughout the stroke, as near to the side of his canoe as possible; as by this means the direction of the force exerted by the stroke is nearly parallel with, and close to. The course that the canoe is to travel in, and there is less power wasted than in keeping the blade far away from the side of the canoe.

I may, in conclusion, remind canoeists that there is a prize given by the R.C.C. open to all gentlemen amateurs (except those that have won certain canoe races previously), to be paddled for in racing canoes at the annual regatta of the club, and that any novice who will take the trouble to practise, has a very good chance of carrying away the prize this year.

From: The Model-Yachtsman and Canoeist - September 1887

MARATHON RACING COMMITTEE – HALF YEARLY MEETING

The meeting was held in the rowing club premises adjacent to Worcester Canoe Club on the evening mid way in the National Championships. Setting the meeting on this day was designed to enable all those with an interest in the way Marathon is run to have their say. Unfortunately the general trend of seeming disinterest continues as there were only 19 attendees and of those 8 were members of the executive committee. Is it that there is really no interest or are the exec. so good at running things that there is nothing to change?

The meeting heard that events continue to be well run and attendance's hold up against the current trend in other disciplines. There is no room for complacency however and encouragement into racing still is a priority. This is emphasised by the number of paddlers who are happy to just train for fitness and are not interested in competition. Each person gets their pleasure from paddling in their own way but to provide competitive International teams does require a strong competitive base.

Finance continues to be hand to mouth but the funds available are being handled prudently. A further application to Lottery has been made to increase the number of Lightnings available to clubs but comment was made as to the number in active competitive service even now. Perhaps this is another example of use inside clubs but no competition. There is no doubt as to the benefit of the design and it is hope to introduce a K2 version soon. There was discussion on the merits of including Lightnings in the divisional system as a separate division and there were mixed views.

Basingstoke Canal Canoe Club proposed that the change in the ability to paddle at the Hasler final be changed back to only those that qualify as clubs as well as individuals. In other words the system that has operated in previous years. It was pointed out this was an experiment to increase numbers participating to ensure the events financial viability. It was agreed that it was best to let this year go forward and the exec. analyse the results and consider what was best after that. The views of the club were noted for the later discussion.

Runcorn Canoe Club proposed a general change to the "non contact" rule without being specific as to the exact wording. They wanted the rules made clearer especially on overtaking. The ICF MRC have recently changed the overtaking rule making it clear it is every paddlers responsibility to avoid contact with all other competitors. Bearing in mind the difficulty of policing the whole course it was agreed that the new ICF rule was an improvement and should be given time to see how it works. The general principle of non-contact was reinforced however.

Runcorn also noted the demise of 10k events, something which has been commented about for some time now. They want a National Championships for this distance, separate from both Sprint and Marathon.

It was felt that this was difficult to consider in isolation from the Sprint committee and it was referred to them through the Chairman who was present. There was no reason why any club should not organise 10k events if they so wished, indeed there was general encouragement for this.

The AGM takes place at Holme Pierrepont on 8th November 2003 at 11.00am.

