

Six Items for Discussion

Proposed by Steve Moule

Seconded by Mo Moule

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Dear Cathy Wynne

Following the invitation of Mr Laws, Mr Joy and Mr Coyne to assist with a review of the current Sprint Racing Rules, we submit the following matters for consideration at the SRC ACM 2017.

1. Discrimination against Masters Women.

Situation

Minimum racing standard for Master Women is currently the same as for Master Men, discriminating against this age group compared to the treatment of Senior and Junior athletes.

Minimum 500m qualification times:

- Juniors Kayak - Boys D - 2:26, Girls D - 2.36
- Seniors Kayak - Men's D - 2:16, Women's D - 2.26
- Master's Kayak - ***Masters D 2:26, Women's Masters B - 2.26***
- Junior Canoe - Boys D - 2.36, Girls D 2.56
- Senior Canoe - Men's D 2.26, Women's D 2.46

Amendment required :

Introduce a Women's Master C division in the Div 6 time band parallel to Girls D.

Outcome sought:

The minimum standard for Women's Masters to be bought in line with the 10 to 20 second slower than the Men's equivalent division that is prevalent across the remainder of the sport.

In practical terms it is likely this group will be combined with Women's Masters B for most racing initially, but it is vital that we are as inclusive to this age group as we are to Junior and Senior Women.

Side effect:

Potentially slower races however these will still be within the time frame allowed for equivalent divisions, implementation of Penalty point rule T should prevent any difficulties.

2. Penalty Point Offence's

Situation

There are currently 11 offences for which penalty points can be awarded at the discretion of the Chief Official.

In the past year penalty points have been issued for 6 of these offences:

- Racing in incorrect colours
- Racing with incorrect or missing number
- Failure to observe water zoning procedure
- Failure to report, having qualified, for a final.
- Insufficient Buoyancy.

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- Underweight boat

Rule D - Conduct during racing likely to cause injury or damage to equipment - was last implemented June 2013.

Rules S (Unauthorised substitution for another paddler) and R (Failure to report to Boat weighing immediately) last implemented 2011

Rule L -Use of offensive language - last implemented July 2007.

Rule T - Racing Times below minimum Standard of Racing for national regattas - has never been implemented.

Rule Removal 1 & 2:

Code infringements D and L to be removed from this section of the disciplinary process.

As per the BC Sprint Racing section Disciplinary procedures important note:
"A reported incidence of dissent/abuse towards a Regatta Official, another competitor or their equipment, or a spectator must be treated as conduct prejudicial to the interests of the sport and dealt with under the Section Disciplinary Regulations"

This means that rules D and L are no longer treated as "disciplinary matters of a minor nature" and subsequently can not be punished at the Chief Officials "discretion".

They are not penalty point offences.

Rule Removal 3 :

We have been informed that:

"Dependent on the situation we either use Penalty Points or Disqualification, but never both. It's an either or situation."

The punishment for a Code W infringement- underweight boat- , as per rule 31.2, must always be Disqualification:

"Should a competitor have competed a race in a kayak or canoe which is shown upon inspection not to conform with the classification (see rules 9 to12) he she shall be disqualified from the race in question."

Therefore it cannot also be a penalty point offence and should be removed from this section.

Rule Removal 4:

The punishment for a Code R infringement - failure to report to boat weighing immediately, must always be disqualification. Rule 30.2 of the Racing Regulations states:

"The crews selected by the Competition Committee for boat control must immediately contact the place allocated for the post race boat control."

Rule 31.1 states:

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"Any competitor who attempts to win a race by any other than honourable means, who breaks the Racing Regulations, shall be disqualified for the duration of the race concerned"

Therefore it cannot also be a penalty point offence and should be removed from this section.

Rule Amendment 1:

Rule 25.5.2 states:

"If the competitor does not start, and has no valid reason approved by the Competition Committee, (International event) he shall be disqualified for the whole regatta, (National regatta) penalty point will be issued. A competitor, who arrives too late at the start, shall be considered to have voluntarily withdrawn and shall be disqualified under this rule."

Whilst, a Code F, infringement is described as "Failure to report, having qualified for a final."

These rules clearly do not meet with one another, we suggest a Code F infringement is amended to:

"Failure to report for a heat or final."

Rule for Review 1:

Rule T - Racing Times below minimum Standard of Racing for national regattas - has never been implemented. There are repeated instances of paddlers breaching these rules, but their appears no appetite from the Chief Official to utilise this power.

Suggestion:

Rule to be put under review for 12 months. If it remains unused, rule to be removed.

Amendment to decision making process:

Change to Page B17 National Sprint Regatta Disciplinary Procedures - offences Incurring Penalty Points from:

"The Chief Official will be solely responsible for all disciplinary matters of a minor nature, under the operation of a penalty points system. At his / her discretion, he / she may issue penalty points to each paddler involved in each of the following offences."

To:

"The Competition Committee will be responsible for all disciplinary matters of a minor nature, under the operation of a penalty points system. At their discretion, they may issue penalty points to each paddler involved in each of the following offences."

This will ensure the rules reflect how the decision making process is being conducted.

3. MacGregor Paddle Inclusivity.

Situation:

BC Canoe Sprint Regatta Equality Statement:

All competitions and representative selection will be held in accordance with the British Canoeing Equality Policy ensuring that everyone, including all protected characteristics under the Equality Act 2010, have a genuine and equal opportunity to participate in Paddle sport at all levels.

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The SRC made progress in 2017 including C4's within the MacGregor Paddle Competition.

Despite the competition rules technically including all K1 and K2 classes, the SRC continues the practice of excluding Paddle-Ability and Para-Canoe Competition from the competition. Also excluded from 2017 were the 5km competitors.

Whilst Lightning Racing has its own competition which is very clearly separate from the MacGregor Paddle, there is no separate competition for 5km, Paddle-Ability and Para Canoe athletes.

Amendments required:

- 1) Add V1, to Point 3 of the MacGregor Paddle Scoring.
- 2) Remove the "additional guidance that 5k non-scoring for MacGregor Points"

Outcome sought:

This is a Club competition which should include all club members whether 5km sprinters, Para-Canoeists or Paddle-Ability athletes. Can we please ensure 2018's competition is open to all our athletes.

Additional Developmental Opportunity:

SRC to liaise with representatives from British Canoeing Paracanoe Coaching team to see if they can offer support/guidance to clubs with concerns as to how they can facilitate/accommodate Para-Canoe and Paddle-Ability athletes at their clubs

4. Appeal Costs

Situation:

Protest fees were increased 300% for 2017 from £5.00 to £15.00

Competitor Appeals were increased 350% for 2017 from £20.00 to £70.00.

There had been no previous increase in the fees since at least 1994.

I have looked at the policies applied by other countries in respect of these fees, (apologies English speaking only) New Zealand are the closest with a fee of NZ\$ 50 (approx £28), followed by USA, \$25 (approx £19), Australia Aus\$ 25 (£15), South Africa 50 Rand (£3).

In other domestic paddle-sport disciplines, Marathon is able to operate an appeals system with no fees whilst the Slalom appeals process incurs a maximum fee of £5.

Larger clubs will be able to absorb these fees, however, smaller clubs should not feel unable challenge any decision made against them due to cost.

If there is a problem of too many appeals surely it is better to address the reasons appeals are submitted, than to dissuade people from voicing concerns.

Amendment required:

Removal of all fees for Protests and Competitor Appeals.

Outcome sought:

Ensure clubs are able to challenge/query decisions made against them.

Remove the subjectivity of protest refunds.

Remove risk of financial offences being committed by officials if appeals are mishandled.

Ensure that rules are regularly reviewed and fit for purpose

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Side Effect:

Could lead to an increase in protests or appeals.

Review position after 1 year, to ensure this has not become a problem.

5. Combined Races

Situation:

New rules were introduced for 2017 to prevent Seniors and Juniors competing in Masters Races:

1) Terms and Conditions of Participation

6. Notes on Classes - h iii) Seniors or Juniors may not paddle in Masters races

2) Scoring for the MacGregor Paddle Challenge Competition

Rule 4b) vi) Seniors or Juniors may not paddle in Masters races.

Ignoring the May Regatta - Masters National Championships (for which the age group races have always been kept separate), there were 7 Masters crew boat Races at April, 14 Masters crew boat races at June and 11 Masters crew boat races at July. Of these races 83% were combined with Senior races enabling Juniors and Seniors to compete against Masters.

Race 180 the Master's A/B 200m K2 was also intended to be combined (as per the SRC website), but a time tabling error prevented this.

Leaving 4 races kept exclusively for Masters (all at the June regatta),

Of the 49 crew boat races open to Masters entries across these 3 regattas 17 (34%) were unable to run, due to lack of entries.

Amendment required :

It is clear from the number of races that have been combined that the Regatta Committee do not believe Masters racing must be kept separate from Senior and Junior paddlers.

Remove these two new rules to allow senior and juniors to complete Masters crews.

Outcome sought :

Smaller clubs will not be excluded from Masters Crew boat races, as they will be able to utilise younger club members to complete crews.

Increased pre-entries for Masters races if clubs know there will be paddlers who can fill their crews if last minute changes occur.

Development Benefit – Increased opportunities for competitive crew boat racing will raise the profile of K2 and K4 competition.

Financial Benefit - A full K4 race makes £252 per 3 minutes of regatta time, a full K1 race £63. Any move to open up crew boat racing and increase the uptake of K4 racing must be a positive thing.

Side effects:

Masters are already racing Juniors and Seniors in 83% of their races so this in effect formalises what is already occurring.

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By retaining the rule that 50% of the crew must be in the division racing the integrity of the race is protected, and ensures that the race remains representative of the class it concerns.

6. Transparency

Situation

Minutes of the SRC meetings are not published.

Minutes of the Competition Committee are not published (rule 13.8.3)

Whilst anyone can review minutes of the British Canoeing Board, the SRC's and Competition Committees decision making processes are kept from the racing community

As per the current regulations for the SRC (they've been taken down from the website, but no new ones added so it is believed they are still current) their minutes should be sent to the Sports Management Committee (this no longer appears to exist) and the Regional Sprint Racing Representatives.

Regarding the Competition Committee, one of the roles of the Deputy Chief Judge is to take minutes of their meetings, but for whom there are no directions, presumably the SRC.

Amendment Required

Publication on the SRC website of the minutes for both these committees.

Outcome sought

Greater understanding of how our sport is being directed, how the rules are being interpreted and implemented, and a greater understanding of what decisions have been made and why.

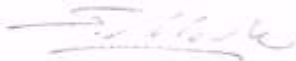
Increased engagement of the Sprint Racing Community in the decisions that are directing the Sport.

Side effects

Any confidential matters would require redaction.

Greater scrutiny of the actions of these committees.

Yours Sincerely



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