



King's College Boat Club, Cambridge
Lent 2018

Henry's VIII

Welcome to the Lent 2018 edition of Henry's VIII newsletter. As we prepare for lovely evening outings and a Bumps campaign not being led in sub-zero temperatures (more on that to come), KCBC reflects on Lent term achievements. Outside of King's, Neil Paul raced this term with CULRC in Henley, beating Oxford!

We hope you enjoy this issue and we hope to see you on the river soon.

Alongside this newsletter, you can always keep track of KCBC's progress on our website at www.kingsboatclub.com where you can find latest news, full race reports and crew lists.



***Far Left:** M1 catching up with Brookes at HERR
Left: M2 racing in very cold Bumps conditions*

AN UPDATE ON MEN'S ROWING: Men's Vice Captain, Mike Tallent

Lent term had a lot of promise for the Men's side. There was consistent progress for M1 in Michaelmas, some big seniors returning and a record-breaking novice term. We were able to match last year's three lent's boats, showing unusual depth for KCBC.

Despite the slow start to M1's campaign we had made huge gains in top end speed by the end of term, thanks to coaching from Conor Burgess, Chris Jones, Chris Braithwaite and others. Our loss to Downing in the second round of Pembroke Regatta was by no means embarrassing and we went in to Bumps with hopes of hitting Churchill. All-out attack got us three whistles on them before First Post Corner but the rowing was scrappy and they managed to pull away. The next day we were quickly bumped by a fast Magdalene crew. Down one (out of two) was not what we were hoping for, but spirits are high going into Mays. The term was rounded off with a trip to London for Head of the River. It was a fantastic experience and thoroughly enjoyable, despite a somewhat disappointing result.

M2, half experienced seniors, half ex-NM1, made huge gains under Hrutvik Kanabar's stewardship and, again, looked set to charge up the lower divisions. But, again, it was not to be. A crashed boat ahead stole a bump from them on the first day, a broken blade on the re-row, snow on the next two days, and then a bump ahead on the final day. Four row-overs was not a representative result – hopefully next year's Lent M2 will get the result they deserve.

It was always going to be a tricky term for M3, with just enough numbers to field a crew. The lack of subs meant that the outing requirement for bumps was not met – a real shame for all nine novices. Still, thanks to seniors stepping up to coach (Selena Deng, Freya Reevell, Matthew Else, Jaza Syed, Ed Miller and others) they were ready for Talbot Cup, which was valuable race experience for the crew.

Some disappointing results may hide it but Lent 2018 was a good term for KCBC: M1 remain in the first division and look to have a strong crew for Mays, and 14 novices stayed on and made huge gains.

I'd like to thank: The captain, Jacob Toop-Rose, who kept the men's side together through injuries and drop-outs, the crew captains, Danny Jenkins (M2) and Paul Kearns (M3), for ensuring the smooth running of the lower-boats' outings, everyone who has subbed in, especially the last-minute subs, doing their bit to make sure we can go rowing, the M1 cox and Head Cox, Dylan Whitaker, and the M2 and M3 coxes Charles Connor and Izzy Hogan. And finally, I'd like to thank all the coaches for giving up their time to cycle alongside us in the cold and rain: Conor Burgess, Chris Jones, Chris Braithwaite, Hrutvik Kanabar, Selena Deng, Freya Reevell, Matthew Else and Jaza Syed.



Far Left: W1 racing in WeHARR on the Thames

Left: W2 crew photo in the Provost's drawing room at Lent Bumps dinner

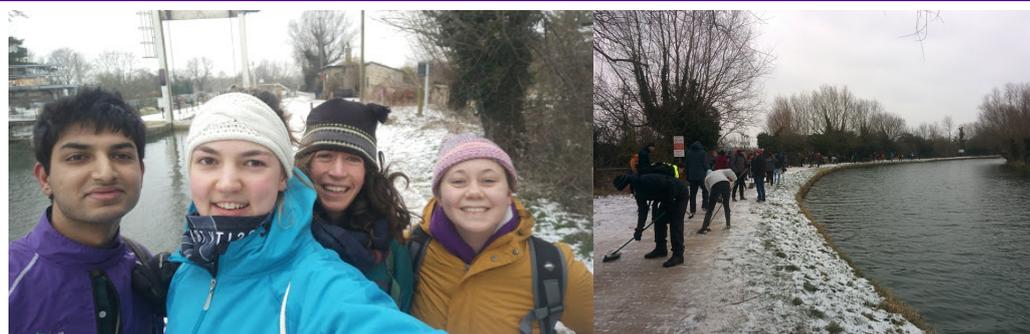
AN UPDATE ON WOMEN'S ROWING: Women's Captain, Rebekka Thur

Lent term didn't see any spectacular wins for the Women's side, but it was certainly memorable thanks to an extraordinary Bumps week. After racing in Pembroke Regatta one-and-a-half weeks before Bumps, with average success, both W1 and W2 were ready to take on the competition. W2 had got onto the race without having to do the Getting on Race and were keen to prove themselves amongst talk of blades. And W1 being in sandwich boat position at the top of Division 2 knew they had a solid chance at bumping up, since spreading the Lent Bumps over five days meant that we could row over in Div 2 on the first day and bump up at the bottom of Div 1 on the second day. And sure enough, the first day saw us rowing over in the bitter cold with a very comfortable lead after the crews behind us bumped out. But on the second day, ready to catch Tit Hall, we were greeted at marshalling with the announcement that Bumps was cancelled due to the unsafe conditions on the ice rink that was the tow path. We had all been jokingly wishing for Bumps to be cancelled due to the -12 degrees, which made rowing rather unpleasant - but when the race was actually cancelled, we were all rather incredulous, being told that this was almost unprecedented. The next day and day three of Bumps was oddly quiet, with all races cancelled and King's under an (arguably very beautiful) thick layer of snow. Bumps was back on the next morning but, unfortunately for W1, we had missed our chance to row over and bump up on separate days, and although we continued to row over with admirable persistence and at a safe distance from those chasing us, it wasn't quite enough to go up into Div 1. We did however do enough rowing on those last two days to make up for the missed races. At least W2 managed to secure another bump on the last day.

A week after Bumps, W1 raced in WEHoRR on the Tideway. After pushing out late because we had managed to put the boat together facing the wrong way, we still got into our original division just before the start. As it turned out, although we had been somewhat erroneously placed in the Intermediate category, we did amazingly well: overtaking several crews during the race, beating a couple of Cambridge crews and finishing at 169 after starting in position 216. We concluded after the race that the many row overs the week before must have been the decisive factor.

The last weekend of term we were supposed to hold the KCBC ergathon, which Izzy managed to organise surprisingly efficiently within only a few weeks. However, we had to postpone the event due to the return of the Beast from the East, and it is now rescheduled for the weekend of the 5th and 6th May, which should make for a good start to the new term. As it's getting warmer and sunnier outside and the lycra-tan season approaches, the women's side is about to start their Easter term training. It looks like there will be two VIIIs, both of which are carrying over more or less the same from a successful Lent term and with high hopes and good chances on an equally successful (if not better) May Bumps campaign.

It remains for me to thank all those who put their time and energy into the organisation, coaching and running of the women's side last term - it wouldn't have been possible without them. Roger and Hrutvik made an excellent team sharing W1's coaching between them, and Ellen's return to the cox seat, covering for our crew cox once a week, was a great help. Kiera, Sarah and Freya shared W2 between them, producing a very competitive crew from a very novice boat at the start of term. Many thanks also to the vice captains, Mary and Martha, who took over the organisation of W2. And lastly, our head cox Dylan, who pulled the strings in the background, organising and looking after the coxes. Thank you to all for a great Lent term, and I'm looking forward to an even better Easter term!



Volunteers from King's join the towpath shovelling effort to get Bumps back after a day of cancelled races.

THE GREAT TOWPATH SHOVELLING OF 2018

The Beast from the East coincided with Bumps, leading to major disruption to lower divisions and an entire day of races being cancelled. However, not letting the freezing temperature scare us away, the rowing community of Cambridge spontaneously organized itself into a force to be reckoned with, as 'the tow path heroes', around 150 volunteers, flocked to the river and took to clearing and gritting the tow path until well after dark. The next morning at 7:30am the effort continued, with King's sending down some of our own to behold the miracle. By 11am the entire tow path from P&E to the lock was completely snow and ice free, and Bumps was back on – a miracle!

“Friday 2nd March 2018, 0700 hrs: a day late to the cause, and with 1km of the towpath already cleared, a fierce contingent of four KCBC members met outside the Porter's Lodge armed with brooms, shovels, and a hoe. Now that M1 couldn't spoon into the 2nd division, there was noticeably more interest in #makeLents2018happen. Despite half the force oversleeping, the rest bravely began the perilous journey to Grassy Corner balancing gardening tools on their two-wheeled steeds. Arriving at the P&E, the tremendous effort of yesterday could be seen. Where once there had been inches of compacted ice, there was now clear, gritted towpath. Spurred on by this glorious sight, the company arrived at Plough Reach. Although the KCBC force was outnumbered by every other college, the four held their heads high and joined the effort. An efficient conveyor belt of boaties, decked out in college colours, steadily chipping and brushing away the packed ice. An hour later, they had made it to the motorway bridge, and rewarded themselves with rations of chocolate. But numbers had already started dwindling, with excuses of lectures and supervisions. The effort slowed, but the King's contingent stayed until the bitter end: arriving at the lock three hours after their quest had begun. They had earned their fine at Bumps dinner. All was well.” – Ellen Berry