



# CAMBRIDGE UNIVERSITY COMBINED BOAT CLUBS

## Captains' Meeting

*Sunday 23<sup>rd</sup> January 2011, Magdalene College*

### Minutes

**Present:** Richard Hamersley (RH, chair), Holly Hedgeland (HH), Tom Davies (TD), Courtney Wilkinson (CW), Chris Kerr (CK), Matt Bryan (MB), Dan Wilkins (DW, minutes)

**Apologies:** Anne Hempel, Adam Lister, Lizzie Polgreen, Churchill Women, Corpus Christi Men, Fitzwilliam Women, Hughes Hall Men, Jesus Women, King's Men, LMBC Women, Robinson Women, Trinity Hall Men

#### 1. Minutes of the Last Meeting

The minutes of the Michaelmas Term Captains' Meeting (12 October 2010) are on the website and were approved by the Captains. There were no matters arising.

#### 2. Bills

The Lent Term bills were distributed and the deadline for payment is Friday 4 February.

Cheques should be payable to CUCBC and sent to Ross Hartley, CUCBC Junior Treasurer, at Magdalene College.

#### 3. CUCBC Constitution

**RH** reminded captains that constitutionally, the objectives of CUCBC are

- To ensure safety in college rowing on the Cam.
- To encourage courtesy to all river users.
- To organise races between the college boat clubs.

#### 4. Congestion and Early Mornings

DW stated that the '10 minute rule' permitting only 1<sup>st</sup> VIIIs to be on the water within the first ten minutes after lighting-down (and all others allowed to boat ten minutes after lighting down) will be brought in with immediate effect on Monday 24 January.

**Caius Men** suggested the rule should be extended to allow first boats and those in the top two divisions (as per the evening hours eligibility in the Easter Term).

DW remarked that the purpose of the regulation is not to define a time when only first boats are permitted to boat, rather it is to divide the large number of crews attempting to boat at the same time into two groups, so both experience clearer water.

The CUCBC Rules of the River put all first VIIIs on an equal footing in that each is entitled to a place on the River in the Bumps.

It was pointed out that allowing the top two divisions to boat together means that first boats are not on an equal footing and sets a precedent that could perpetuate the division boundaries allowing the top two divisions more time on the water than others.

*It is proposed to extend the 10 minute rule in the early morning period, allowing only first VIIIs and those in the top two men's and women's divisions of the May Bumps (in line with the Easter Term evening hours eligibility, Rule 11.d) to boat within the first ten minutes after lighting down.*

- 10 in favour
- 35 against

*The 10 minute rule is to remain as-is, allowing only first VIIIs to be on the water within the first ten minutes after lighting down.*

##### 4.1 Weekends

A **captain** suggested that the 10 minute rule be extended to restrict the period between 11:00 and 11:10 (when college crews are first permitted to push off) on Saturdays and Sundays.

DW commented that there tends to be less of a problem with congestion at 11:00 at weekends as crews are able to train at any time during the day – there is no time constraint from 9am lectures as on weekday mornings.

While there was a problem on Sunday 23 January (partly due to the river being closed for the Winter Head to Head the day before), it is not a general trend.

It was remarked that adding this further constraint could cause problems for rowers who have an outing at 11:00 (or now 11:10) who then coach a later outing. Furthermore, there would be no marshals to police this so it would have to operate on a good-will basis.

*It is proposed to allow only first VIIIs to boat between 11:00 and 11:10 on Saturdays and Sundays.*

- 8 for
- 36 against

*There will be no restrictions on which college crews may boat at 11:00 at weekends.*

DW reminded captains not to boat inexperienced crews who cannot make it to the Railway Bridge without coaching from the bank before 07:30 in light of the early morning noise regulations. *There is to be no coaching from the bank, and only essential coxing commands upstream of the Railway Bridge before 07:30.*

RH reminded captains that if you do accidentally disturb residents or collide with a moored boat, to be polite and apologise.

## **5. Incident Reporting**

RH reported that last term, a couple of (isolated) serious incidents led to large fines having to be imposed on a couple of clubs.

If captains or other rowers/coxes wish to report an incident, they should e-mail the CUCBC Honorary Secretary ([cucbc@cucbc.org](mailto:cucbc@cucbc.org)) who will investigate and take the appropriate action in consultation with the Executive and Senior committees. Serious incidents will be passed on by the Honorary Secretary to the Chairman who will lead the investigation.

The incident reporting procedure is to be simplified by DW

Appeals are handled by the Senior Committee (currently led by Dr Pete Convey). To appeal a fine, captains should contact the Executive Committee within 48 hours of the fine being levied.

## **6. Water Safety**

**Selwyn Men** reported on an incident involving a Selwyn VIII which, while spinning at Baitsbite Lock was swept downstream and ended up caught on the boom over the weir (there was no coach present).

In the absence of Adam Lister (who was an Apology), **RH** called upon former Water Safety Adviser, Dr Tom Davies, to address the meeting.

**TD** commented on the potential danger of this situation. If the water-side blades become buried underwater, the stream will pull them under, capsizing the boat and allowing the crew to be swept under, through the sluice.

In yellow flag conditions or when the stream is faster than walking-pace outside the boathouses, the stream at the weir is dangerous.

Crews should spin quickly at the 'spin here' sign (no further downstream) and clear the area. Do not pull in to the bank here, but move upstream first, as crews pulled in here block crews attempting to spin. If spinning crews are obstructed, they run the risk of being swept by the stream on to the weir.

There is a particular risk of this happening when several crews spin at the same time and those further upstream block those attempting to spin downstream of them. In high stream conditions, crews should wait and spin one at a time at the 'spin here' sign.

*Captains were instructed to remind coxes and coaches in their clubs of this.*

## **6.1 Swan**

**RH** reported that the swan is back on the river and that any incidents involving it should be reported to the CUCBC Executive committee.

## **6.2 Courtesy and Overtaking**

Following the CUCBC Senior Committee notice of April 2010 setting out procedures for overtaking (only when it is clear) and that coxes should ask crews they are overtaking for permission to 'come by,' it needs to be clarified what is enforceable as a rule and what is 'best practice.' Enforceable rules upon which fines may be levied are set out in the Rules of the River in the CUCBC Handbook.

## **7. Lent Bumps 2011**

**DW** announced that the Lent Bumps 2011 will take place Tuesday 1<sup>st</sup> – Saturday 5<sup>th</sup> March with the Getting-On Race on Friday 25 February.

The entry fee is £36 per crew and the deadline for entries is **Friday 4 February**. Entries should be submitted via the entry system on the CUCBC website (which will open on Monday 24 January) – captains will need to log in to the website using their captains' user accounts. If there are problems accessing this, contact [dan@cucbc.org](mailto:dan@cucbc.org) ASAP – do not leave entries to the last minute!

All entry fees must be received and CUCBC bills paid by this date. Cheques should be payable to CUCBC and sent to Ross Hartley, CUCBC Junior Treasurer, at Magdalene College.

In addition submitting entries to CUCBC, captains must also submit crew lists for the Bumps Programme. This is done via <http://www.thebumps.co.uk/crewlists> and should also be completed by Friday 4 February.

DW will be arranging umpires for the Lent Bumps. An e-mail will be sent out to Captains and Contacts, but captains should pass this information on to anyone in their clubs who may be interested. Providing umpires will reduce the number of marshals a club is expected to provide.

Exceptional rowers (*i.e.* those not currently undergraduate or postgraduate in *statu pupillari* at the college in question) should be reported via the online entry system and the committee will grant permission for them to row if appropriate. Captains should contact the Executive Committee as soon as possible if in doubt about the eligibility of a rower or cox.

## **8. College Races at the Henley Boat Races**

It was decided by vote at the end of the Michaelmas Term 2010 that college crews will be invited to represent Cambridge at the 2011 Henley Boat Races (Sunday 27 March 2011) based upon the finishing order of the Lent Bumps 2011. The top crew will be invited first and if they are unable to race, the invitation will be passed down the finishing order until a crew is available to race.

The weekend following the Lent Bumps 2011, all crews in the top part of the first divisions will be asked if they will be able to race at Henley and the highest crew able to race will do so.

## **9. University Fours Draw**

**Emmanuel Men** proposed that the draws for the University Fours be split into two halves such that where a club has two crews entered into one division, they may be placed in opposite halves so as not to meet one another in the first rounds.

DW stated that at British Rowing regattas, clubs do not have this option and all crews from a given club are treated independently and may appear anywhere in the draw.

In other competitions (such as Henley Royal Regatta), crews would be seeded to prevent crews from the same club meeting one another in the first round, however this would not be feasible in the University Fours given the variability in standard from year to year.

CUCBC are to review the running of the University Fours in due course and this will be taken into consideration.

## **10. Visiting Competitor Fees on Environment Agency Waters**

HH reported from the recent Eastern Region Rowing Council meeting the new British Rowing (BR) negotiated block licence for use of Environment Agency (EA) waters, meaning that purchasing an EA licence in one region would cover the use of all EA waters (for instance, for visiting competitors).

The Cam Conservancy is *not* a member of this agreement and as such, under the new arrangements, additional fees will apply to Cambridge clubs when racing off-cam on EA waters. This amounts to around £12 per boat for an annual visitor's licence and is collected by British Rowing.

The *competing* club (not the organising club) is responsible for obtaining a visitor's licence to race on EA waters.

It should be noted that there are waterways (such as British Waterways) which have separate arrangements, so care must be taken even though the majority of waterways raced on are run by the EA.

Licences are also required (as they always have been) when holding training camps off-Cam though host clubs will often be able to help with this.

## **11. Date of the Next Meeting**

The next Captains' Meeting will take place on the Sunday prior to the Lent Bumps (27 February).