

## CUCBC Captains' Meeting 08/03/2015 – Minutes

Attendance: Captains (from most clubs), David Munday (Chair), Mark Jacobs (Senior Committee, DCU, Safety Advisor), Holly Hedgeland (ex-Chair, Senior Committee), Tom Grimble (ex-CUCBC Hon. Sec., Senior Committee), Wilf. Genest (CUCBC Hon. Sec., Exec. Committee), Connor Burgess (Exec. Committee), Mat Bryan (Exec. Committee), Michael Thornton (Exec. Committee)

Minutes of the previous meeting accepted

Chair: Any other business to be discussed now rather than end of meeting.

Selwyn: We hit a narrow boat, small scratches left – narrow boat owner grateful for crew stopping and apologizing.

Chair: Good practice to stop and apologize and make provision if there is a problem.

Mark Jacobs: Do not push off below the water line, much harder to repair than above the water line.

Chair: Similar information on the CUCBC website.

Emmanuel: With a novice crew? Isn't there a risk of clogging up the river when sorting out the issue?

Mark Jacobs: Reasonable to sort it out after the outing.

Trinity Hall: Sometimes strong response from barge owners.

Chair: Best place where this can be addressed is Cam River User group.

St Edmunds: Fishermen being annoyed as boats row passed them

Mark Jacobs: Navigation prioritized on river, but thanks and/or apologize for disruption.

Michael: Right regarding people fishing in boating stage over Baitsbite lock?

Holly: General agreement between CUCBC and fishermen organization – to be renewed at the next Cam River User meeting.

Chair: Landing stage is for boats using the lock, and fishermen should not be there, or should give way. Inform CUCBC so that it can be brought up with conservancy if necessary.

St Edmunds: Towards motor way bridge, first post corner, need for tree trimming

Mark Jacobs: Conservators usually respond to requests if specific locations are drawn to their attention. Email CUCBC with specifics.

Chair: Now time for comments on Lent Bumps. Have plates changed hand properly?

*General agreement*

Mark Jacobs: Happy with standard of boats that entered, isolated racing incidents took place, but nothing we felt was indicative of a larger problem with competence/safety. In lower divisions some hesitation as to what to do once bumped/having bumped. We hope to see this improved in the Mays where coxes and crews are more experienced. Something less well implemented was marshalling pattern of boats rowing home: wait on tow-path side until all the boats from the next division have pushed off.

Unidentified captain: Will there be 7 divisions next year?

Mark Jacobs: Wait for the Mays first – too early to commit.

Christ's: Based on the standard of rowing that you saw this year, would you say that the standard of rowing in Cambridge is on the decline?

Mark Jacobs: Standards appear similar to last year.

Emmanuel: What did you think of the standards of the GoR?

Michael Thornton: Generally okay but crews obviously had not read the marshalling plan.

Emmanuel: Do you think an extra division would be of lower quality?

Mark Jacobs: No way to know – the only conclusion that we can draw this year is that we can run 6 good divisions. For the May Bumps for Men and Women, tow-path is okay so going back to the old Men's top finish, subject to a review shortly before the Mays to check that the bank is in a state where the course can be properly umpired along the final stretch.

Wilfried Genest: Quality of marshals sent was a bit dubious. With a longer course, we will need people to marshal on time, and we will need marshals to really know what they are doing.

Emmanuel: Why no fines for incompetent marshals then?

Wilfried Genest: Wasn't going to fine the few who actually bothered to turn up.

Unidentified Captain: Are there instructions for marshals?

Wilfried Genest: Yes – they are on the website. The specifics are discussed on the day at the control desk.

Mark Jacobs: As an ideal rather than a command, please send a marshal that has participated in the Bumps before. About Small Boat Regatta now, events that do not have enough entries will not go ahead. People training should have bank-parties according to the rules in the handbook, and any boats not requiring a bankparty are encouraged to have one if they are less experienced .

Michael Thornton: Can small boats train over the lock?

Holly: Yes if competent. However, small boats that are likely to capsize, should stay nearer to home to sort themselves out.

Wilfried Genest: Saturday 28<sup>th</sup> March, 10:30 – 12:00 Cam River Clear up. Email to be sent with further information. Please sign up to show good-will to other river users. BBQ included for participants. Need to be decided who is going to the Henley College Boat Race: Jesus Men or Queens' Men to figure out if they can represent Cambridge. To let me know as soon as possible. Christ's Women to go.

Chair: Following possible topic for Working Group, anything to be added?

- Timing/location/frequency of training/use of the river in early mornings
- Training of less experienced coaches/coxes
- Overall racing schedule (what races should be raced when and for whom?)/Henley College regatta selection procedure
- Composite crews from smaller Colleges/eligibility issues
- Improve quality of top boats

Wilfried to take minutes from all the committees and provide some continuities and contacts between all the groups.

Darwin: What is the point of the working group?

Chair: To provide proposals by the next Captains' meeting – (work to be done over the vacation)

Darwin: With a vote?

Chair: Yes.

Christ's: Why no further interaction between captains and Senior Committee?

Mark Jacobs & Holly: Senior committee doesn't want to dictate (maybe too 'set in its ways'), too small, too busy, mostly not in Cambridge. New, innovative ideas needed.

Chair: Issues from Working Groups could also be mentioned to University committees. I would rather raise these issues on behalf of a working group than on my own initiative.

Christ's: Boatman/boatwoman position on Committee?

Wilfried & Holly: If someone is keen, they should get in touch with CUCBC. They would sit on the Senior Committee and provide input. Probably best for captains to enquire directly if their boatman/boatwoman would be interested rather than an email being sent around asking for 'formal' applications.

Following topics and provisional group composition confirmed (further people, not necessarily captains could be added):

Timing/location/frequency of training/use of the river in early mornings:

Downing Women rcf42

LMBC Men jse35

Emmanuel Men rb629

Trinity Hall Men jme48

Christ's Men gal31

Selwyn Men nrvj2

St Edmunds ndp25

St Catharines' Men rnt23

Jesus Women cj340

Connor Burgess cb709

[wg\\_training@cucbc.org](mailto:wg_training@cucbc.org)

Training of less experienced coaches/coxes

Clare Men rjg70

Robinson Men eo279

Murray Edwards csl42

Fitzwilliam Overall sjt80

Darwin Men jlg57

Queens' Overall emb67

Caius Overall bs472

Mat Bryan mpb52

[wg\\_competency@cucbc.org](mailto:wg_competency@cucbc.org)

Overall racing schedule (what races should be raced when and for whom?)/Henley College regatta selection procedure

Emmanuel Women al662

Newnham Overall hrm56

Sidney Sussex Women lmo42

Downing Men bh380

Homerton Men cg487

Robinson Women lb555

Michael Thornton mt518

[wg\\_racing@cucbc.org](mailto:wg_racing@cucbc.org)

Composite crews from smaller Colleges/eligibility issues  
Corpus Christi Overall kp418  
Robinson Women hk357  
Hughes' Hall Women sfrm2  
Clare Hall Overall sg665  
St Edmunds' Overall me360

[wg\\_eligibility@cucbc.org](mailto:wg_eligibility@cucbc.org)

Improve quality of top boats  
Downing Overall jcs89  
Magdalene Overall kr374  
LMBC Men jse35  
Murray Edwards ls635

[wg\\_firstboats@cucbc.org](mailto:wg_firstboats@cucbc.org)

Wilf. Genest  
CUCBC Hon. Sec.