

**Cambridge University  
Combined Boat Clubs**

**RULES of the RIVER**

2009 – 10

*Compiled and Updated Over Recent Years by the Honorary Secretaries*

# 1 TEN GOLDEN RULES FOR SAFETY

The following ten statements summarise the CUCBC Rules of the River. These must be followed by all University and College Crews rowing on the Cam between Jesus and Baitsbite Locks. Failure to obey these rules will result in clubs being fined and/or banned from using the river.

1. No College crew may be on the water during the 'Hours of Darkness' and no boat may be on the water without lights in the 15 minutes before lighting up or the fifteen minutes after lighting down.
2. No boat is allowed on the water when the CUCBC flag is red, and only University Crews, first boats and boats in the first two divisions of the May Bump (Men), or first boats and boats in the first division of the May Bumps (Women), or first fours, are allowed on the water when the flag is yellow.
3. Only University Crews, first boats, and any other boats in the top two divisions of the May Bumps may row below Baitsbite Lock.
4. No novice crew may be on the water before 7.30am or within fifteen minutes of lighting down, which ever is later, and all novice crews must be accompanied. In addition, the first outing of a novice eight must be with an experienced cox.
5. Loud hailers must not be used anywhere on the towpath, and coaching from the bank, and the use of cox boxes, should be kept to a minimum anywhere on the river before 7.30am. Coaching from the bank is not permitted at all above the railway bridge before this time.
6. No College crew may be on the water on a Sunday, save when participating in a CRA, ARA or CUCBC race, unless the Executive Committee has made an announcement to the contrary.
7. All coxless boats must have a steerer on the bank except for single sculls at any time and experienced pairs and doubles between the hours of 9am and 4pm in Full Term at specified times.
8. Boats going downstream must keep to the non-towpath side of the river until after Ditton Corner when they cross over to the towpath side. At the sign after Grassy Corner, they must cross back to the non-towpath side, and stay on that side until Baitsbite Lock.  
  
Boats going upstream must keep to the towpath side until the middle of the Gut when they must cross to the non-towpath side, taking the inside of the corner. At the top of the Plough Reach, they must cross back to the towpath side, and stay on that side until they reach the boathouses.
9. Boats going downstream must give way to boats going upstream, and slower boats must give way to allow faster boats to pass. In addition, whenever a boat eases it must draw in close to the bank to allow other boats to pass unimpeded. Boats must not ease on corners.
10. Unless required for safety reasons, or acting on the instructions of an umpire during a race, boats may only spin at the Penny Ferry, between the two posts at the bottom of Long Reach and above the boathouses in Baitsbite Reach. When necessary, boats must queue to spin, and should only spin when it is clear that no boat is approaching that is likely to be impeded. Once spun, boats must move off immediately or, if pulling in on the Long Reach or Baitsbite, may only do so above the spinning area.

## 2 RULES OF THE RIVER

The rules in this book apply to all University and College oarsmen and women on the Cam. They must be obeyed **at all times of the year** except where specified, and failure to do so may result in the offending parties being fined and possibly banned from CUCBC races.

No-one may row or cox if they are non-swimmers. Everyone must familiarise themselves with these Rules before taking a crew out, particularly during the Michaelmas term with novices on the river.

### General Regulations

1. That the minimum and maximum fine for infringement of any of the Rules in this book (unless otherwise specified and subject to Rule 2) be ten and fifty pounds respectively.
2.
  - a. That blatant and/or wilful rule breaking may be penalised by a fine greater than fifty pounds, at the discretion of the Executive Committee.
  - b. That in exceptional circumstances and/or for repeated rule breaking individuals and/or the offending crews may be further penalised by being banned from forthcoming CUCBC events.
  - c. That the Boat Club concerned may appeal to the Senior Committee against such a penalty, at least three of whose members should convene within three days to decide the appeal (not including the Chief Umpire, if this person is a Committee member, should a conflict of interest arise during CUCBC races) and shall either endorse the penalty or have it lowered to the usual ten to fifty pounds range.
  - d. That during events, at least three members of the Senior Committee shall convene as soon as is practically possible and that until such an appeal is heard the decision of the Chief Umpire shall stand.
3. That crews rowing in any race under the auspices of the CUCBC may only wear advertising material at the discretion of the Senior Committee.
4. That reports of any infringement of CUCBC rules must be submitted to the CUCBC Executive Committee within 48 hours of the incident concerned.

### Restrictions on Use of the River

5.
  - a. **That no boat may be on the water in the dark**, save University crews who, when with a coach and using lights in accordance with ARA regulations, may row up until half an hour before lighting down and up to half an hour after lighting up.
  - b. That the defined “Hours of Darkness” for the CUCBC be as shown on the CUCBC Website.
  - c. That no boat may be on the water without lights during the fifteen minutes **AFTER** lighting down or **BEFORE** lighting up.
6.
  - a. That, under the penalty of every member of the crew being disqualified from training and all CUCBC races during that term, no college rowing be allowed on the Cam on a Sunday, save for a recognised Cambridge Rowing Association (CRA), ARA or CUCBC race.

- b. That University crews shall keep their use of the Cam on a Sunday to a minimum, and inform the CRA prior to all such use.
  - c. That Rule 6a may be replaced from time-to-time by the following rule: *That, under the penalty of every member of the crew being disqualified from training and all CUCBC races during that term, no college rowing or bank-tubbing be allowed on the Cam on a Saturday or Sunday morning, save for a recognised Cambridge Rowing Association (CRA), ARA or CUCBC race.* Such a change to Rule 6a will only ever occur during **Michaelmas and Lent Full Terms**, and will be announced by the Honorary Secretaries at a Captains' Meeting.
7.
    - a. That no boat be allowed on the water when the CUCBC Flag is Red.
    - b. That only University crews with the specific permission of one of their senior coaches and tub pairs may row when the CUCBC Flag is Red/Yellow.
    - c. That only University crews, first boats and boats in the first two divisions of the May Bumps (Men) or first boats and boats in the first division of the May Bumps (Women), first fours or tub pairs be allowed on the water when the CUCBC Flag is Yellow Flag. In the case of tub pairs Rule 17 applies and, in addition, the person steering must be competent and experienced. Under Yellow Flag conditions, members of crews permitted to boat under these regulations may do so in small boats, provided that they have the express permission of their Club Captain and/or Boatman, and subject to the conditions outlined in Rule 18.
  8.
    - a. That the CUCBC Executive Committee shall introduce restrictions on the number of boats that may be on the water between Lighting Down and 0830hrs on Mondays to Fridays in Full Michaelmas and Lent Terms as necessary. These restrictions will be enforced by the Early Morning Marshals.
    - b. That on the date from which restrictions are introduced until further notice, each College Club will only be permitted to have two boats on the river at any one time in the restricted period.
    - c. That this rule will apply to IVs and VIIIs but not to singles, pairs or tubs and will only apply during the hours stated above.
    - d. That fines for a breach of this rule will accrue to the Club, rather than the crew concerned and that any Club in breach of this rule will be fined 50 for a first offence, 100 for a second offence, a training ban of one week for the whole Club for a third offence and disqualification from all events organised or insured by CUCBC (including the Lent Bumping Races) in that Term for any subsequent offence.
    - e. That the normal appeal procedures will apply to penalties incurred as a result of breaching these rules.
  9. As to novices:
    - a. That no novice crew be unaccompanied.
    - b. That the first outing of a novice eight must be with an experienced cox, not a novice.
    - c. Senior crews must be below Chesterton by novice boating time.
    - d. No novice crew may be on the river before 7.30am or within fifteen minutes of lighting down, which ever is later.

10. As to evening rowing in the Easter Term:
  - a. That there be two periods during these evening hours, the earlier will be from 5.30pm until 6.30pm and the later from 7.00pm until 8.00pm and that crews in the first period should be above Chesterton by 7.00pm and crews in the second period should not be below Chesterton before 6.30pm.
  - b. That there shall be a weekly alternation such that on one week only Women's eights will row in the earlier, and only Men's eights in the later period, and the next week the Men shall row in the earlier, and the Women in the later period.
  - c. That crews may train beyond Baitsbite Lock during either period, but must be below Baitsbite Lock before 5.30pm or 7.00pm as appropriate, such that no crew may be between Chesterton and Baitsbite Lock during the period allocated to the opposite sex.
  - d. That only University eights, College first eights, and any other eights in the first two divisions of the CUCBC May Bumps may train below Chesterton Footbridge during these times.
  - e. That the exception to Rule 15d is that IVs made up of normally eligible crew members may use the river during the changeover period for the purposes of going over Baitsbite lock, provided they are clear of the restricted section of river by 7.00pm and do not return to it until after 8.00pm.
11.
  - a. That there be only light-pressure paddling between Chesterton footbridge and Jesus Lock except for the progress of the Fairbairn Cup Races, and for bung starts during the two days prior to the Lent and May Bumps.
  - b. That crews pay due care and attention to moored craft and to junior & novice crews in this area.
  - c. That crews should avoid unnecessary stopping and spinning above Chesterton.
12. That no tub pairs be allowed below Chesterton footbridge except for a race recognised by the CUCBC.
13.
  - a. That Coxless IVs and quadruple sculls require a banksteerer at all times, inside and outside Full Term.
  - b. That pairs and doubles may go out without a banksteerer only if the steerer has at least a year's experience of steering small boats, and the permission of the club captain and/or boatman has been given. In addition, during Full Term, pairs and doubles must have a banksteerer outside the hours of 9am to 4pm.
  - c. That single sculls may go out without a banksteerer at any time.
  - d. That no boat be used for a rowing outing on the Cam without its full crew and a coxswain if appropriate, being present in the boat at the commencement of the outing.
  - e. That all coaches of small boats (pairs, double and single sculls, but not tub pairs) should carry a throwbag or line and a 'space blanket.' [NB. Rowers intending to go out in small boats as a beginner (i.e. they have had less than ten outings in a small boat) are strongly advised to undergo a capsizing drill and swim test as soon as practicable. Such rowers must have a banksteerer at all times, as required by Rule 13.b, when using pairs and/or doubles. They are also **strongly** advised to have a banksteerer or coach for their first ten outings if they are using a single scull.]

14. That in the event of the Cam being unsuitable for the purposes of College rowing, College crews shall not train elsewhere until after an Extraordinary CUCBC Meeting, to be called within 48 hours.

## **Rights of Way**

15. That below Baitsbite Lock and above Chesterton footbridge each boat keep to its right, the downstream boat giving way to the upstream boat. This rule continues to apply even during periods of 'one-way' traffic rules.
16.
  - a. That boats going downstream below Chesterton keep to the non-towpath side of the river until after rounding Ditton Corner, when they cross over to the towpath side at the sign.
  - b. That after rounding Grassy Corner they cross back to the non-towpath side at the sign, and keep to that side as far as Baitsbite Lock.
17.
  - a. That boats going upstream below Chesterton keep to the towpath side until they have reached the middle of the Gut, when they cross over to the non-towpath side, taking the inside of Grassy Corner.
  - b. That at the top of the Plough Reach, they cross back to the towpath side (taking the inside of Ditton Corner) and keep to that side all the way up to the Boathouses.

Note that there are notice boards on the banks to mark the crossing places.

18. That if there be any danger of collision, the boat going downstream give way to the boat coming upstream.
19. That all boats (whether going upstream or downstream, and whether rowing or paddling) give way to CUWBC, CULRC, CUBC crews and Trial Eights, subject to rule 20 and general navigation law.
20. That no boat has any rights of way when on the wrong side of the river.

## **Easying and Overtaking**

21. That when a boat eases it must draw close into the bank to allow others to go by.
22.
  - a. That no boat may easy on any corner if it is possible to go on, unless preparatory to rowing from the bottom of the Long Reach at Ditton.
  - b. That no boat may overtake on a corner or when it cannot see that it is safe to do so.
23. That a slower boat being overtaken must give way (pulling in if necessary) to allow a faster boat to pass.

## **Spinning**

24. Unless otherwise required for safety reasons, or acting on the instructions of an umpire during a race, boats may only spin at the Penny Ferry, between the two posts at the bottom of the Long Reach, and above the boathouses in Baitsbite Reach.

25. When necessary, boats must queue to spin, and no boat may spin without ascertaining that there is no other boat coming which might be impeded.
26. That during the ten days preceding the Lent and May Bumps and the week preceding the University Fours Races, no boat may spin between the Little Bridge and Peters Posts except at its own risk.
27. Once spun, boats must move off immediately or, if pulling on on the Long Reach or Baitsbite, may only do so above the spinning area.

## **Rowing below Baitsbite Lock**

28. That rowing below Baitsbite Lock be restricted to University crews, first boats, and any other boats in the top two divisions of the CUCBC May Bumps only.
29. Crews or individuals shall not boat or row with their College club between the Fish and Duck marina and the Adelaide, except with the express permission of the relevant University President(s).
30. That in the Michaelmas and Lent terms no boat may paddle below Baitsbite Lock between 8.30am and 1.00pm or after 4.30pm on any week day.
31. That there be no racing between boats below Baitsbite.

## **Noise and Early Mornings**

32. All crews must ensure that they do not create unnecessary noise anywhere on the river before 7.30am.
33. In particular, loud hailers may not be used anywhere on the towpath, and the use of cox-boxes, and coaching from the bank should be kept to a minimum before 7.30am. Coaching from the bank above the railway bridge is not permitted at all before this time. CUCBC may stop coaches from accompanying crews from the boathouses to the Penny Ferry for breaching this rule.
34.
  - a. That the rules of the river, and especially Rules 32 and 33 will be enforced by a system of early morning marshals. The system shall operated by the Executive Committee and the College Boat Clubs will be required to provide marshals according to a rota. Crews violating Rules 32 and 33 will be fined and may be banned from the river. Guidelines for early morning marshals can be found in Appendix B.
  - b. That the marshals shall also enforce the early morning traffic restrictions described in Rule 8.

# A POLICY ON SAFETY, COURTESY AND PENALTIES

## Safety

The CUCBC regards safety on the river as a matter of prime importance and will do everything possible to maintain safety on that portion of the River Cam used for college rowing.

The CUCBC endorses the water safety policy and practice of the ARA and **requires that those rowing on the Cam adopt the guidance rules in the ARA Water Safety booklets**. These booklets have been issued to all College Boat Clubs and clubs are required to make the rules known to club members. Further copies are available from the ARA.

Each club must appoint a Safety Officer whose name must be notified to the Secretary of the CUCBC and the CUCBC Safety Advisor. The ARA requires clubs to complete an annual Water Safety Audit and submit it to the Association. Any club failing to complete and return the Safety Audit to the ARA (copied to the CUCBC Safety Advisor) by the due date will be banned from all events on the River Cam until confirmation has been received that the Safety Audit has been submitted.

The CUCBC has published a set of Ten Rules, particularly applicable to rowing on the River Cam and has made these widely available. They are given on page 2 of this handbook.

## Courtesy

All members of College Boat Clubs are reminded that rowing is a sport in which high standards of behaviour and courtesy are expected and particularly so within a University setting.

Members are reminded that the River Cam is used for a wide variety of recreational interests and that, particularly in view of the congestion which exists between Baitsbite and Jesus Lock, they should show courtesy to all those using the area.

The CUCBC will not tolerate bad behaviour on either the river itself or on the towpath, either by crews, coaches or supporters. It hopes that good sense will prevail in this respect, but if not, will apply penalties to individuals or clubs that offend.

## Penalties

The fining system recognises the failure of crews or individuals to assist in the safe and smooth running of rowing activities and applies “without fear or favour” to all clubs, including University crews on the Cam, and to all crews within any club. Part of the reason for variable fines, and increasing scales for repeat offences, is to recognise that no club or crew, however junior or senior, should expect to commit a serious offence without the knowledge that the penalty will be painful either in financial or training terms.

Captains of senior clubs must recognise and accept that they have a responsibility to set an example in terms of behaviour, and cannot expect to be immune to penalties. Captains must also make sure their coaches are aware of the importance of obeying the rules.

University (including trials) crews using the Jesus Lock to Bottisham section of river must recognise that although allowances are given in the rules to assist their training, they are subject to the same

rules and penalties (particularly in relation to safety matters) as anyone else.

Policing infringements is difficult. The system relies on emailed and written report forms being sent to the Executive Committee naming two witnesses (in all cases confidentiality is maintained), or individual reports of the Executive Committee members, or other recognised experienced users of the Cam (where reports can be investigated).

The following list is designed to be a summary of the penalties which are applied for offences during normal use of the river, and during bumping races. This list does not necessarily cover all instances. Where it does not, discretion lies with the Senior Treasurer and Chairman of CUCBC.

All fines are open to appeal, as defined in Rule 2.

## Normal Training Periods

The prime object of these penalties is to ensure that individuals and clubs adopt behaviour that will lead to the safe use of the River Cam and consideration for other river users.

### Set fines

- Boating at an illegal time (*i.e.* in darkness (Rule 5), wrong hour in summer (Rule 10), illegal crew to Clayhithe (Rule 28), training away from Cam before permission given (Rule 14)). £25 initially, doubling on second offence for that crew (in the term), training ban for third offence, race ban for any further offences. Boating at an illegal time at the weekend (Rule 6): £50 initially, doubling on second offence for that crew (in the term), training ban for third offence, race ban for any further offences.
- Novice crew failure to go with coach (or experienced cox as required by Rule 9). £50 (safety offence), one week ban (repeat offence).
- Leaving boathouse without bowball or lifejacket/buoyancy aid. £50 (safety offence).
- Obstructing river (e.g. obstructing crews when spinning between Little Bridge and Peter's Posts, failing to pull into the bank for crew chats, slower crew - including power water work - not giving way to faster if safe and possible to do so. £25.
- No current insurance policy. No club crews or individuals allowed to boat until situation rectified and evidence presented to the CUCBC.
- Firm pressure above Chesterton (except when allowed as defined by Rule 11.a). Crews attempting starts, half- or proper full pressure receive a £25 fine for the first offence, £50 for a second time in one term, and a one week training ban (including any races) for third offence.
- Failure to provide an Early Morning Marshal (EMM) £25 for first offence, £50 for subsequent offence; Late arrival of EMM £10; Incompetent EMM £20; Failure of EMM to return report, bib and/or clipboard £10.

### Variable penalty fines

Dangerous use of the river, including elements of:

- Steering incorrectly, in particular taking the wrong side on blind corners even if no accident caused, £25 - £50.
- Obstructing crews dangerously, or causing an accident (e.g. on a corner, or by being on the wrong side of the river elsewhere). £50 minimum, with up to a variable length training ban or complete ban of the offending crew from river, depending on the seriousness of the offence. (Also remember that there are possible legal and insurance implications if anyone is damaged or hurt by a crew “in the wrong”, especially if victim is not in a College/University club. There is nothing to stop any individual hurt, or club with equipment damaged, from taking legal action against the club/person concerned, or placing the matter with the police).
- Over-zealous “cutting up” of other crews. Notwithstanding a slower crew’s obligation to give way, failure to take sufficient avoiding action by the overtaking crew can lead to a dangerous situation (will generally take the form of rowing through other crews’ blades by crews trying to do pieces) £25 - £50.
- Failure to take account of prevailing weather (e.g. fog/wind) in the type of training done. In particular this will apply to “yellow flag” days and to crews who have boated before flags are raised. Only applicable in case of accident, but then £25 upwards to training ban. Deliberately boating after flags raised, £50/one week ban.
- Abusive or threatening behaviour by anyone in a crew or coaches on the bank, whatever circumstance (*i.e.* who is in the wrong may influence the penalty, but will not negate it). £25 upwards, and may include temporary or permanent bans on individuals (including coaches) and/or crews.
- Excessive noise before 07:30. £20 - £50 initially, doubling on second offence for that crew (in the term), training ban for third offence, race ban for any further offences.

## B GUIDELINES FOR EARLY MORNING MARSHALS

Your *No. 1 Priority* is to report and control noise made by crews or coaches.

The marshalling system was set up for this purpose and you are there to protect the residents along Riverside and thus avoid the prospect of a complete ban on all rowing before 7.30am.

The CUCBC rules on noise that you are there to enforce are:

32. That all crews must not create unnecessary noise above the Railway Bridge before 7.30am.
33. In particular, all use of loud hailers and loud cox-boxes shall be banned above the railway bridge before 7.30am. There will be no coaching from the bank above the railway bridge before 7.30am.

To clarify and make the marshalling system consistent: any coach accompanying their crew before 7.30am should be reported, and any coaching they are undertaking must be additionally reported. Any cox (with or without a cox-box) speaking loud enough for a resident in the houses along the riverside to hear should be reported. In an emergency, these rules do not apply. Please report all offences in the appropriate column of the reporting sheet. Please endeavour to keep coaches and crews quiet without causing excess noise yourself.

A particularly sensitive area is next to the gate, which leads from Riverside to the Common, and on to Chesterton footbridge. Marshal 1 should spend a good proportion of the time close to this area. However, neither marshal should remain totally static.

You are there to enforce the other CUCBC rules, in particular ones pertaining to early mornings, including:

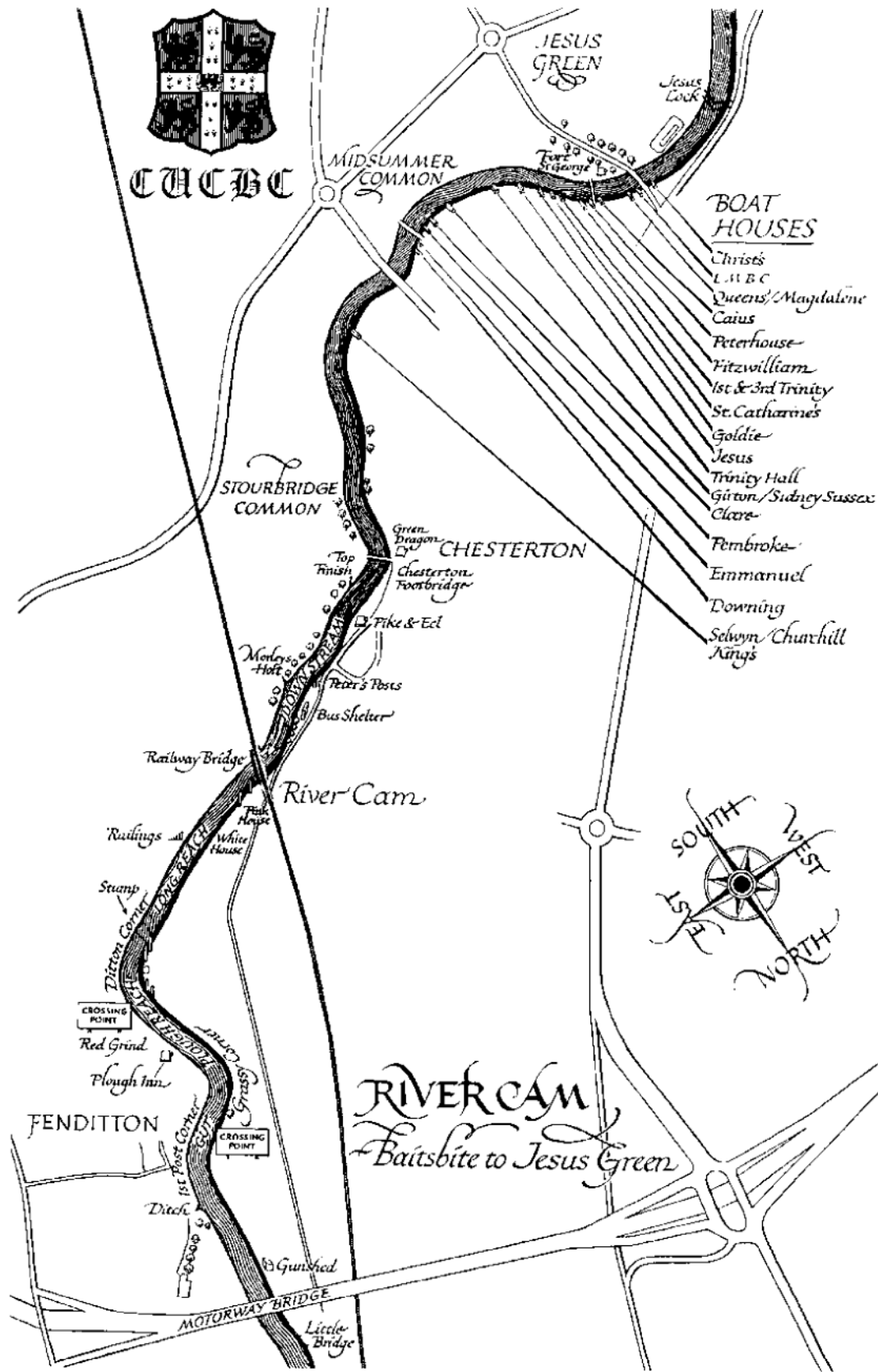
- 5.c. That no boat may be on the water without lights during the fifteen minutes **AFTER** lighting down or **BEFORE** lighting up.
- 9.a. That no novice crew be unaccompanied.
- 9.c. That no novice crew be on the river before 7.30am or before fifteen minutes after lighting down, whichever is later.
8. That the CUCBC Executive Committee shall introduce restrictions on the number of boats that may be on the water between Lighting Down and 0830hrs on Mondays to Fridays in Full Michaelmas and Lent Terms as necessary. These restrictions limit each College Club to having a maximum of two boats on the river before 0830hrs. It is your job to enforce the traffic rules and you should note the details of any crew in breach of them, or that does not obey your instructions.

**You should collect instructions from your club's pigeonhole at Goldie BH and be in position at lighting down.** You finish your job at 8.30am when you must return the sheets, bib and clipboard. Please report if the other marshal is late or does not turn up.

Please record all crews, even if they do not commit any offence.

Members of the Executive Committee will check operation of the system of early morning marshals from time to time. If a marshal fails to fulfill the required duties then their college boat club will be fined as follows: no marshal (college first offence) – £25; no marshal (college subsequent offence) – £50; incompetent marshal – £20; late marshal – £10; failure to return form, bib or clip-board – £10

# C MAP OF THE RIVER



## D ALPHANUMERIC REGISTRATION CODES

The CUCBC defines the alphanumeric registration codes as being comprised of two or three letters, identifying the club to which the boat belongs, followed by a number such as to form a unique sequence for each boat. The following is a list of the letter codes to be used by each boat club.

AD	Addenbrooke's	LMB	LMBC
CCA	Anglia Ruskin	MGD	Magdalene
CAI	Caius	NEH	New Hall
CCO	Christ's	NNM	Newnham
CLA	Clare	PEM	Pembroke
CLH	Clare Hall	PBC	Peterhouse
COR	Corpus Christi	QCC	Queens'
CHU	Churchill	ROC	Robinson
DAW	Darwin	SCC	St. Catharine's
DOW	Downing	SEL	Selwyn
ED	St. Edmund's	SID	Sidney Sussex
EMM	Emmanuel	TC	Theological Colleges
FIT	Fitzwilliam	TRH	Trinity Hall
GIR	Girton	FTT	1st & 3rd Trinity
HOM	Homerton	VS	Vet School
HU	Hughes Hall	WOC	Wolfson
JEC	Jesus	CUB	CUBC
KCB	King's	CUW	CUWBC
LC	Lucy Cavendish	CLR	CULRC