



CAMBRIDGE UNIVERSITY COMBINED BOAT CLUBS

Captains' Meeting
Sunday 21st April 2013, Robinson College

Minutes

Present: Holly Hedgeland (HH, chair), Tom Grimble (TG, minutes), Dan Wilkins (DW), Mat Bryan (MB), Annie Elkington (AE), Will Hayes (WH)

Apologies: Chris Balmer, Evelyn Tichy, Mark Jacobs, Churchill men and women, Corpus Christi men, Trinity Hall women, Jesus women, Caius women, Selwyn men, Wolfson men, Queens' women.

1. Minutes of the last meeting and matters arising

The minutes of the previous Captains' Meeting (24th Feb) are on the website and were approved by the Captains. There were no matters arising.

2. Bills

Bills were distributed to the captains. The deadline for payment is Friday 17th May.

3. Small Boats Regatta

MB announced that the current iteration of the SBR timetable was now available and that all entrants should be aware in case on scratches. Also extra people are required to help with marshalling the event as currently there were nowhere near enough to run the races safely.

The timetabling for the SBR is often difficult due to people's availabilities and the limited time available for the event. This was made much more difficult due to people entering numerous events in different categories. The suggestion was made that in future there be a limit to the number of events a single person can enter to help with scheduling.

It was countered that people enter numerous events in case of a lack of a entries in one event resulting in it not running. However people would be shifted to another event if a lack of entries occurred.

Another suggestion was that people could rank their events in order of preference in order to get round the problem of clashes and lack of entries.

4. Uni IVs coxless division



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HH discussed the dwindling size of the Uni IVs coxless division. IN previous years this has nominally been the elite event but recently it only gains 3-5 entries per year. The attempt to run a women's coxless IVs division failed this year again due to lack of entries. The Senior Committee wanted to raise the suggestion of moving the event to the Small Boats Regatta. This would remove coxless IVs from the river during congested Michaelmas mornings.

Jesus men suggested adding a women's 4- event to the SBR next year.

LMBC men were concerned that the event would die if moved to the SBR.

Robinson men suggested that this elite event kept senior rowers interested during Michaelmas terms.

MB also added that having a common finish for Uni IVs would simplify matters a lot as a lot of the scheduling problems come from needing to move marshals around.

HH decried the senior committee's concerns that inexperienced coxless IVs and steerers out in Michaelmas were often a big problem. To reduce the steering problems, the race could be run over the women's course in chasing format.

Queens' men suggested that it be run on the men's course for a longer race.

A vote was called on this motion to decide on whether to run the IV- races on men's coxed course:

In favour: 38

Against: 0

Abstain: 3

The motion was therefore passed.

5. 3 boat finals

FaT men raised the problem that occurred in the Uni IVs M4- finals this year. Due to a scratch only 3 boats arrived for the semi-finals and the form of the race forced one pair to race before facing the third crew who had not yet raced.

A number of suggestions were made on how to resolve this situation in future.

- a. Force the 3rd crew with the bye to do the course at race pace behind the first race
- b. Run a 3 boat chasing format with an extra starting and finishing position.



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- c. No change to the existing rules

The majority of captains voted for the 3 boat chasing format. HH announced that she would write up a new rule to be voted on at the next captains meeting.

6. May Bumps

DW announced that entries for the May Bumps 2013 would open tonight on the CUCBC website. The deadline for entries, payments and also crew lists submitted for the bumps programme is Friday 17th May. Depending on the number of entries the lowest division would either be run as M6, W5 or a split between the two.

7. Bumps programmes

HH raised the issue of the decline in bumps programme sales. The Lents currently make a loss but the Mays can continue for longer. The CUL and CUW subsidies that programmes have paid for will cease as this is no longer viable.

Suggestions of bundling programmes in with an increased entry fee previously proved unpopular with the captains. In order to keep advertisers the circulation cannot drop too much.

Increasing cost would likely prove unpopular as comments about the Henley programmes at £5 suggest this is too much. LMBC men commented that it was difficult for them to afford much more than £2.

Various suggestions were raised including sending more reminder emails, using marshals to sell them, switching to an electronic format and recruiting previous Honorary Secretaries to flog them at Ditton.

It was decided to try the system of bundling discounted programmes for pre-orders from colleges. There was distinct support from all the captains for continuing with having programmes for sale.

8. Evening rowing

The times and details of the restricted evening hours have been updated and are available on the CUCBC website. During the restricted hours only 1st VIIIs and boats in the 1st and 2nd divisions of the May bumps may be on the water downstream of Chesterton footbridge.

9. Pressure over the lock



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HH appealed to the captains to ensure crews reduced pressure when passing the moorings over the lock. Crews should make it very visible that they are slowing down to avoid rocking the residential boats there as they pass.

10. Course flags

Trinity Hall men raised the idea of reintroducing course flags to give crews doing a full course practice piece priority over others. The committee responded that this would encourage dangerous coxing and that it was often impractical for a crew to get out of the way. Even with a flag up all crews have the responsibility to avoid a collision.

The system was used when the river was a lot quieter but would be unworkable with the current number of crews out. Also the CUCBC Safety Officer would certainly veto the suggestion. The best solution would be for all crews to try and keep slow technical work to the Long Reach where it is easier and often safer to overtake. Any crews that deliberately impede another crew should be reported to CUCBC. MB suggested that if crews communicated what they planned to do to others more then the river would run a lot smoother.

DW also highlighted the rule to avoid spinning at the bottom of the reach ahead of bumps. After some questions it was decided to send reminder emails about this when it came into effect.

11. Applications for CUCBC Committee 2013/14

Applications are now open for next year's CUCBC committee. Details of the posts available are listed on the website and will be emailed out.

12. Date of next meeting – Sunday 9th June