



CAMBRIDGE UNIVERSITY COMBINED BOAT CLUBS
Michaelmas Term Captains' Meeting and Annual General Meeting
Goldie Boathouse, Monday 6th October 2008, 5pm

MINUTES

Present: Pete Convey (**PC**), Ian Thompson (**IT**), Karla Borland, Thomas Walton (**TW**), Chris Kerr (**CK**), Mark Stringer, Dan Wilkins (**DW**), Will Richards (**WR**), Henry Pelly, College Captains

1. Apologies for absence had been received from King's women, St Edmund's women, Downing women and Magdalene women.
2. The minutes of the previous meeting were available online. No amendments were proposed.
3. The reappointment of Pete Convey as CUCBC Chair and Ian Thompson as CUCBC Senior Treasurer was approved unanimously.
4. The other members of the CUCBC Executive Committee introduced themselves:
CUCBC Honorary Secretary: Karla Borland, Gonville and Caius
CUWBC Honorary Secretary: Thomas Walton, Jesus
CULRC Honorary Secretary: Christopher Kerr, St Catharine's
Coxing Representative: Mark Stringer, Peterhouse
Web Team: Dan Wilkins, Jesus and Will Richards, Peterhouse
5. **Henry Pelly** (CUBC President) introduced himself and said that CUBC really did encourage strong college rowing, so CUBC Dev Squad would be radically improved this year. He noted that a IV made up entirely of people who learnt to row at Cambridge had recently been to the U23 World Championships. He encouraged captains to email him feedback on what's gone wrong with Dev Squad in the past and how it could be improved.
PC encouraged colleges to encourage rowers to trial and therefore assist all three university boat clubs.
6. **Financial matters**
 - a. **IT** presented the annual accounts, noting that costs were rising rapidly, with a cost of £3000 to provide ambulance cover for Bumps and £3000 to replace the poles stolen from the gunshed. This had made a big hole in income and entry fees for events had also been reduced due to UBS sponsorship: Mays entries were now down from £36 a few years ago to £30 due to sponsorship.
There were no questions and the accounts were adopted unanimously.
 - b. Bills had not been brought to the meeting but **IT** said he would send them by UMS. He encouraged clubs to contact him to pay by BACS if possible.

7. **TW** announced that First and Third had won the Michell Cup, and said that full results were on the website. **PC** said that **IT** held trophies for many CUCBC events and winners could borrow them for club dinners if desired.
8. **DW** said that website and email accounts should have been handed over to incoming captains. Club information forms should have been completed by 1st October; contact details needed updating immediately.
WR said that Newnham, Churchill and Queens' needed to update insurance details on the website and were not allowed to boat until this had been rectified. ARU and Newnham also needed to update their committee details.
9. ***Club insurance and safety matters***
TD gave a brief summary of insurance requirements. Clubs without insurance cannot row, but insurance generally only covers people in boats, not coaches. Each club needed to have a safety officer; **TD** wanted this to be someone relatively experienced, preferably a college employee or fellow who would be around for several years. It was essential to comply with the relevant bureaucracy, including completing the CUCBC Safety Form (to be emailed out shortly) by week 4 and completing the ARA Club Audit by the end of term, with details of all incidents for the whole year September-September. Some clubs would be visited randomly during the year to check compliance. All college-run events require a CUCBC risk assessment giving details of marshalling plans.
TD would be giving a detailed safety talk 10-12 the following day as part of the LBC course.

IT noted the revised 10 Golden Rules poster and said that one was available for each club to take. He also said that the committee were currently aiming to do as much electronically as possible, including form-filling.

PC said that there had been an upsurge in attacks on boats/rowers from other vessels or people on the banks. Captains were advised to be aware of this, to get coxes to carry a mobile phone on outings to call 999 if necessary, to report any such incidents to the police (although a response was unlikely) and to inform the committee of such events. He felt that this was potentially a serious problem. **TD** said that there was also an "ecops" report form online for reporting incidents.
10. **WR** said that Captains must check their CUCBC email accounts regularly since fines must be appealed within 48 hours of their being issued.
11. ***Weekend rowing (announcement)***
PC said that, as usual for Michaelmas Full Term, rowing would be allowed only after 12 noon on Saturdays and Sundays (with river closures announced for events on the river). This includes tubs and bank-tubs. There was currently some movement on this issue from the CRA and so he didn't want to receive any complaints of college crews out in the mornings.

PC took the opportunity to say that we have a very real risk of losing all access to the early morning period due to excessive noise, with both councils and the University threatening restrictions. He reminded captains on the total ban on the use of megaphones and excessive

use of coxboxes before 7.30 – basically noise in this period should be minimal. One disruptive crew could lose access for everyone.

12. **TW** gave details of University IVs, to run from the 3rd to 7th November. Captains were encouraged to check their email and the website for further details.

14. **Any Other Business** (taken before item 13)

IT reminded captains that early morning marshals were in operation from the next morning and that a revised version of the handbook was online. **DW** listed marshals required during that week and said that there would be fines for no-shows. **PC** said that marshals needed to be competent.

PC said that the Cam Conservators want to put in place a system of traffic monitoring to give hard evidence of traffic problems. He advised captains to report every time crews have to stop because they can't get past another crew, especially along Riverside.

New Hall said that they were in the process of changing name to Murray Edwards College Boat Club, but that their colours would not be changing.

WR said that CCAT were now to be known as Anglia Ruskin Boat Club.

13. **Allocation of early morning rowing slots**

PC opened the discussion on the early mornings proposal made by First & Third and LMBC, saying that this has been discussed on many occasions and the current system had been passed by captains the previous term. It would not come into effect until traffic was sufficiently bad and the CUCBC Committee had the ability to change the rules if it was deemed necessary. The historical situation was difficult due to increasing academic commitments but a solution to early morning traffic was most certainly needed, yet there was no magic wand.

First and Third men said that they believed the new rules were unfair on larger boat clubs. Early morning marshal numbers vary depending on the size of the clubs but the early morning slots are the same. This was unfair on the individuals, particularly novices, in those larger colleges, and would reduce the quality of college rowing. They believed the number of morning slots should be proportional to the size of club, for example the number of crews in Mays or Fairbairns.

LMBC men said that there was generally an acknowledgment in the rules that larger clubs have more people so this is inconsistent. They felt they would have to turn people away from the club if this comes into force.

PC (from a personal point of view) said that he felt the current position of rowing being open to all was not one that could continue indefinitely. A smaller number of slots would mean clubs would have to deal with that problem.

WR said that the logistical problems of enforcing any other rules were likely to be substantial; the CUCBC committee already has a huge workload and cannot easily check compliance with complicated rules. As a club captain, he said it was possible to use the afternoons and felt that the difference between 1, 2 or 3 slots was so large it would be perceived as highly unfair.

FaT men said that the currently proposed system was unfair and this was being discussed to

bring about a fairer system.

PC said that the number of boats out last year was less than two per club per day and reiterated that any proposed system needs to be practical to administer.

LMBC men said that an accurately proportional number can be made using a weekly allocation.

WR said that this would require a lot of time on the part of the CUCBC committee to enforce such a system.

PC said that he wanted to see restrictions on the number of crews out on any specific day.

Someone said that we could see what happens this term; or that it could be necessary to take physical passes to give to marshals on the river.

PC and **IT** said that the idea of physical passes had been discussed and rejected last year. It was necessary not to use all slots anyway since otherwise there would be no improvement in congestion.

Magdalene said that it would be unfair to cut clubs' allocation down for not using all their slots. Sidney men(?) said that the number of outings boats have on the water also matters, since top boats and lower boats are not equal. They thought the proposal wasn't worth voting on now and this should be considered later with more evidence.

FaT men said that it should be possible to change the rules immediately since evening hours had been changed with immediate effect in April 2006.

PC said that there had been discussion about the evening hours change beforehand but that captains did have the ability to change the rules if they so desired, although the current solution had been the result of much discussion. The tabled proposal was not an operational set of rules and CUCBC had the power to change the rules if they don't work.

Murray Edwards said that larger clubs had the ability to go out in small boats in the mornings if they wanted to put more people out. **DW** said that morning outings were often then unnecessary.

CK suggested that much of the problem was training all novices in Michaelmas term and that we should train more novices in Easter term, as some colleges already do.

PC said that these were not fully-worked proposals so could not be voted on now and should be developed for next term. **LMBC men** offered to help develop these into a concrete proposal. **TW** suggested that we vote on whether we want to move in this direction with the restrictions.

PC said that we should vote on whether to request a fully-worked proposal for the start of Lent Term but Captains could request an additional Captains' Meeting if they so wanted: details are online.

There was a clear majority in favour of requesting a full proposal.

14. **IT** reminded captains that crews coming upstream have right of way, and that the best way to delay the traffic restrictions was to avoid carnage.