

**Problem:** Early mornings in Mich and Lent terms are so congested that everyone (seniors or novices) spends more time sitting in queues than rowing.

**Ideal solutions:**

1. Get more people to row at other times of day.
2. Segregate crews by speed so that slow crews share the river with other slow crews, and faster crews have some periods of time unobstructed by slower crews.
3. Get coaches and coxes/steerers to help each other out more: not doing slow exercises in narrow sections, moving out of the way if you see a crew doing a piece behind you.

Of these:

1. Most captains know that most of their crews will never manage this.
2. No way to do this in Mich and Lent term (it works well in Easter term) without substantially reducing the number of possible outings for many crews.
3. Each year when this is discussed, captains say that they would like to be more helpful to one another. But there's never a discernible change in behaviour.

**Proposed non-ideal but achievable solution:**

Captains agree that at specific times (e.g. Monday and Wednesday mornings before 0830 in Mich term?) crews will only go out if they are willing to row full crew, only spin at Baitsbite and the P&E, and not deliberately stop in between those points (more detailed suggestion on the following page).

**Rationale:**

1. Two queues to spin instead of 3 or 4 queues = less queueing to spin. Increases capacity of river by keeping more boats moving for more of the time.
2. In effect a restriction to "better crews", but based on ability (can they row 10 km in their hour on the water) rather than something slightly arbitrary about Bumps position or experience.
3. Rule is easier to enforce than most of our current rules: if you stop partway down the course and hold up crews behind you, they'll complain, and then email CUCBC to get you warnings/fines!

**Potential problems:**

1. This could make the other mornings even more stationary.
2. People won't be able to do so many stationary exercises. But will spend more time rowing.

## Detailed suggestion

At the specified times, except in emergencies (illness, injury, equipment failure etc):

1. No spinning except:
  - a. At Baitsbite and Jesus Locks
  - b. Crews rowing upstream may spin at the P&E
  - c. After 0815, crews rowing downstream may spin at Ditton, but must give way to crews rowing upstream.
2. No stopping between the P&E and Baitsbite, except:
  - a. stopping to give way to upstream crews at the crossing points or in the Gut
  - b. stopping in the queue to spin
  - c. pulling in upstream of the Baitsbite spinning area or upstream of Peter's Posts to eg talk to a coach.
3. No rowing less than full crew or less than half slide between the P&E and Baitsbite, unless
  - a. following a slower crew and unable to overtake, at which point crews should go to pauses/shorter slide/rowing fours or sixes.
  - b. you have clear river behind you.

Some of these measures could be implemented separately, but I think they make most sense in combination.

Making crews keep moving behind a slow crew rather than stopping is intended to prevent "standing wave" traffic jams from forming. Getting it to work will take some degree of sensible behaviour to allow the faster crews to set off ahead after spinning, but maintaining the "1st Vllls only for the first 15 minutes rule" should help avoid having M1s stuck behind W2s on the way down to the lock.

Peter Ford, June 2014