

Whilst the results of Emmanuel's analysis are heartening (no-one likes to be told 'you're not as fast as first boat's used to be'), surely there is an argument to be made for experimentation and improvement? If we don't constantly strive to improve, quality is bound to stagnate. One only needs to look at the performance of Cambridge colleges in the large races (HoRR, Henley, the big regattas etc.), against town and Uni crews (some of whom don't train much more than we do) to see a disparity in quality. Basically, what I'm trying to say is 'Surely we can still do better?'

With that in mind, the results of some brainstorming within King's has highlighted three proposals:

- Spinning zone at the end of the reach. Either ban spinning here entirely, or if that would not be feasible for novice crews coming from Boathouses nearer Jesus lock, ban spinning before say 8:05 in Michaelmas and Lent. The aim being to reduce congestion here and get everyone doing more rowing (esp. around the corners).
- Spinning zone at Baitsbite lock. Effectively make the spinning zone larger, so no stopping to chat between the lock and the corner. Any crew wishing to stop should do so between the corner and the motorway bridge. Furthermore, allow two crews to spin at once if there is a queue waiting to spin (conditions dependent, maybe only one crew if yellow flag).
- Novice coxes. Require all novice coxes to have a dedicated bank party (i.e. Someone not coaching the rowers) for their first four(?) outings. Also require all novice coxes to cox two outings with senior crews which go all the way to the lock before they ever cox a novice crew.

The overriding impression from everyone who contributed to the discussion was that restrictions on when certain crews or colleges can go out would be detrimental to many crews who, due to various timetabling restrictions, must go out at certain times (be that mornings, afternoons or evenings).