

CUCBC Training Working Group Proposal

The Training Working Group's focus was on suggesting rule changes which would improve the quality of outings on the Cam, and in doing so it identified several issues:

- The spinning points generally cause congestion
- There are no incentives to make the extra effort to organise outings during the daytime
- The quality of Lent Bumps crews is generally lower than that of Mays crews
- Congestion occurs in regions where overtaking is not possible

The Working Group came up with several proposals to target these issues, and consulted with the CUCBC Senior Committee, who are generally in favour of the proposed changes.

The proposal is to make all of the amendments to the CUCBC Rules of the River and Regulations for Racing listed below, in a single vote of the CUCBC. However, the Working Group accepts that discussion and amendments to the proposals may be necessary during the course of the meeting. If one or more of the proposed changes proves unpopular, the hope is it can be removed and the rest of the proposals voted on as a whole.

a) Proposal to allow/encourage spinning in tandem at Baitsbite Lock

Amend Rules of the River - Spinning (<http://www.cucbc.org/handbook/rules/spinning>) from:

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.

To:

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. [At the Baitsbite Spinning area and in green flag conditions only, two crews may spin in tandem, providing they do not impede other crews and move off promptly.](#)

Amend 10 Golden Rules for Safety (http://www.cucbc.org/handbook/golden_rules) from:

10. Unless required for safety reasons, or acting on the instructions of an umpire during a race, boats may only spin at Jesus Lock, the Penny Ferry, between the two posts at the bottom of Long Reach and by the sign 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.

To:

10. Unless required for safety reasons, or acting on the instructions of an umpire during a race, boats may only spin at Jesus Lock, the Penny Ferry, between the two posts at the bottom of Long Reach and by the sign 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. [At the Baitsbite Spinning area and in green flag conditions only, two crews may spin in tandem, providing they do not impede other crews and move off promptly.](#)

b) Authorise CUCBC to lend its support to the Campaign for Wednesday Afternoon sport

Many sports rely on Wednesday afternoon sport for matches with other universities. Whilst this is not the case in rowing, Wednesday afternoon sport could make many more afternoon outings possible, and reduce the congestion in the mornings. This proposal would allow the CUCBC Senior Committee to sign campaign letters to the University in association with other sports/societies.

c) Moving the date of Lent Bumps

Amend Regulations for Racing - Lent and May Bumps (<http://www.cucbc.org/handbook/racing/bumps>) from:

13. That there be regular Eight-Oared Bumping Races held from the 7th Tuesday to the 7th Saturday of the Lent Term and from the 8th Wednesday to the 8th Saturday of the Easter Term, and that the number of Men's and Women's divisions shall be appointed at the first CUCBC Meeting of the term preceding the Races.

To:

13. That there be regular Eight-Oared Bumping Races held from the 8th Tuesday to the 8th Saturday of the Lent Term and from the 8th Wednesday to the 8th Saturday of the Easter Term, and that the number of Men's and Women's divisions shall be appointed at the first CUCBC Meeting of the term preceding the Races.

This will allow for more training time for Lents. The implication is that in the case of a clash with WeHoRR, the Bumps could move back to the 7th Tuesday (Week 6) to the 7th Saturday (Week 7) if the Captains were in favour. Clashes with exams should be minimal, and certainly not as bad as Mays. Finally, the later Lighting Up time would potentially allow the races to run ~15 minutes later in the day, reducing clashes with lectures.

d) Restricting spinning at the end of the reach - Lent mornings

Add to Early Morning Traffic Restrictions (<http://www.cucbc.org/handbook/earlies>):

6. During the Lent Term and in addition to any other restrictions the CUCBC Executive Committee may introduce, fours or eights boating at Lighting Down on weekday mornings must not spin before Baitsbite Lock. Boats intending to spin at the Penny Ferry or on the Long Reach must boat 15 minutes after lighting down, or at 7:30am, whichever is the later.

This will hopefully encourage continuous traffic flow to the Lock and back, and reduce congestion on the reach.

e) Restricting slow exercises - Lent mornings

Add to Early Morning Traffic Restrictions (<http://www.cucbc.org/handbook/earlies>):

7. During the Lent Term all crews must maintain full slide, full crew rowing until Chesterton footbridge, where they may begin exercises providing they allow room for other crews to overtake.

This will hopefully stop congestion due to one crew doing quarter slide and holding everyone else up.

f) Modification of the 10 outing rule

Amend Regulations for Racing - Lent and May Bumps (<http://www.cucbc.org/handbook/racing/bumps>) from:

18. a. That no crew be allowed to compete in a Bumping Race on the Cam without a minimum of ten training outings.

To:

*18. a. That no crew be allowed to compete in a Bumping Race on the Cam without a minimum of **twelve training outings**. **Outings after 9am on weekdays may count for 1.5 outings.***

This is based partly on proposal (c) moving Lents one week later, giving six full weeks of training instead of five for Lents. Furthermore, the 1.5 weighting for daytime outings will hopefully encourage crews to make use of quiet time on the river.