



**O U R C s**

**Captains' Meeting Minutes**  
**Wednesday 1st Week Hilary Term 2009**  
**8pm, Balliol College**

1. **Minutes Of The Last Meeting**

Available at (<http://www.ourcs.org.uk/files/file/minutes/CM%202%20minutes.pdf>)

2. **Matters Arising**

3. **Squad Reports**

a. **OUWLRC**

Ran two camps in Britain to keep costs down, both at Wimbleball in Somerset. These were very productive, a good balance of work and play, including video analysis, seat racing and cross training. It was exhausting, freezing, but forged the squad into a close-knit unit.

b. **OYWBC**

Last term the club won a bronze in the BUCS small boats head, just missed out on two pennants in the Fours Head, achieving comparable results to CUWBC, and won three events at Wallingford Head. There was also a very successful fund-raising ergathon, with strokeside in the Westgate Centre and bowside outside the Science Museum on Broad Street over 8 hours. This, combined with the Christ Church raffle, raised £1400. We trained up to 22<sup>nd</sup> December, then returned on 29<sup>th</sup> before heading off to Hazewinkel in Belgium. Unfortunately this trip had to be cut short by two days as the lake froze over, but not before all the seat racing had been completed. This term we will be racing at Wycliffe or Peterborough Head, followed by the WHORR. Boat Race crews will be announced in the first week in February.

c. **OULRC**

A better performance at Marlow followed the disappointment of the Fours Head. This was followed by Trial Eights at Henley on 7<sup>th</sup> December, in which Boom won by just 2 inches over Bust. The club has been on two camps, the first before Christmas at T.S.R. Vidar in Holland, where technical work and seat racing took place, the second after Christmas at the brand new Avizaqqua Camp in Portugal, where we were able to race 4 Portuguese eights. The squad is in very good shape, and the crews will be selected in the next few weeks. OULRC will race London Rowing Club on 1<sup>st</sup> February and at the BUCS Championship Head on 15<sup>th</sup> February.

d. **OUBC**

At Trial Eights on the Tideway on 11<sup>th</sup> December Bear mauled Bull. OUBC did not go on its usual skiing camp. After Christmas they went to Temple-sur-Lot for a rowing camp. Selection is coming up with a few seats to be decided. There has been some training at Caversham, where the provisional Isis beat the Blue Boat. The Blue Boat this year could well be the tallest and physically strongest crew yet.

#### 4. COUR Report

Ben Reed asked that any feedback from the captains to the new Row Safe guidance be sent to him. He stated that emergency access to the Isis was being widened during normal training hours to ambulance access to Univ, Longbridges and Isis Boathouses. He asked for feedback from the captains in relation to the Proctors' Ruling on rowing in the morning. It was pointed out by several captains that not all colleges would be in a position to take advantage should the rule be dropped. However, Linacre, Women noted that if those who could rowed in this time it would make other times less crowded. Finally BR noted that the university and Sports Fed were liaising to clarify the rules governing trailering.

#### 5. Amendments to the Constitution

a. C8.9: From:

"Motions may be proposed in advance of the meeting, in which case they shall be included on the agenda, or during the meeting itself."

To:

"Motions may be proposed in advance of the meeting, in which case they shall be included on the agenda. Motions, other than those relating to the Constitution or matters of College Membership as covered by C3, C4 and C6, may also be proposed at the meeting itself."

Proposed: Ben Reed (OURCs)  
Seconded: Phil Gemmell (OURCs)

Amendment 1: "Motions may be proposed in advance of the meeting, in which case they shall be included on the agenda. Motions, other than those relating to the Constitution or matters of College Membership as covered by C6.3, C6.4 and C6.6, may also be proposed at the meeting itself."

BR explained that this change was to clarify matters concerning the proposal of transfers. The amendment was to correct typos in the original motion.

0 against  
0 abstentions

**Amended Motion passed.**

b. C6.7: From:

"The Boat Club proposing the transfer, or the rower or cox wishing to transfer, must advise the Captain of the Boat Club from which the rower or cox wishes to transfer of their intention in writing prior to the transfer being put forward to a Captains' Meeting. Having applied for ..."

To:

"a. The Boat Club proposing a transfer must send to the OURCs Sabbatical Officer at least 3 working days before the relevant Captains' Meeting a written request for the transfer stating: the name of the person in question; the colleges from and to which they wish to transfer; the point at which the transfer will lapse, as per C6.5; the rule according to which the transfer is being proposed; and a brief background to the transfer. The request must be supplied with written evidence that the Captain of the Boat Club from which the person is to be transferred has been notified that the transfer is being proposed. On the same day as receiving the above, the OURCs Sabbatical Officer will contact the latter Captain to notify them that the proposal has been received.

b. Having applied for ..."

Proposed: Ben Reed (OURCs)  
Seconded: Phil Gemmell (OURCs)

Amendment 1: "a. The Boat Club proposing a transfer must send to the OURCs Sabbatical Officer at least 3 working days before the relevant Captains' Meeting a written request for the transfer stating:

- the name of the person in question;
- details of the type of Bod card they hold, and the number;
- the colleges from and to which they wish to transfer;
- the point at which the transfer will lapse, as per C6.5;
- the rule according to which the transfer is being proposed; and
- a brief background to the transfer.

The request must be supplied with written evidence that the Captain of the Boat Club, Men's or Women's depending on the sex of the person seeking transfer, from which the person is to be transferred has been notified that the transfer is being proposed. On the same day as reading the above, the OURCs Sabbatical Officer will contact the same Captain to notify them that the proposal has been received.

b. Having applied for ..."

BR explained that, again, this change was to clarify matters concerning the proposal of transfers. The amendment was to make further clarifications.

0 against  
1 abstention

**Amended Motion passed.**

## 6. Amendments to the Rules

### a. Chapter 2: As per Appendix A

Proposed: Ben Reed (OURCs)  
Seconded: Phil Gemmell (OURCs)

Amendment 1: "R7.2a On weekdays before 8.00am, from Monday of 1<sup>st</sup> week to after the end of Christ Church Regatta, Torpids and Summer Eights in Michaelmas, Hilary and Trinity terms respectively, colleges can only have one crew on the water at any one time, except with the written permission of the OURCs Secretary."

Amendment 2: "R7.2b On Sundays, from Sunday of 1<sup>st</sup> week to after the end of Christ Church Regatta, Torpids and Summer Eights in Michaelmas, Hilary and Trinity terms respectively, colleges can only have one crew on the water at any one time, excluding single sculls."

Amendment 3: "R7.10a Crews may go through Iffley Lock only under a green flag, and during the hours between sunrise and sunset."

Amendment 4: "R7.10b Crews who intend to transit Iffley Lock should wait for the lock to fill below the white Isis Boathouse post. They must have with them the wherewithal to physically link themselves to the bank, such as a rope to be held by a coach, in case the wind and/or the pull from the weir make holding their position difficult."

BR explained that this was to tidy, clarify and take into account the new Row Safe guidance. The amendments were to correct grammatical ambiguity, take into account an e-mail from the owner of the Isis Boathouse, and allow a relaxing on restrictions on the Isis after the major event of the term.

0 against  
0 abstentions

**Amended Motion passed.**

- b. Chapter 5: As per Appendix B  
Proposed: Ben Reed (OURCs)  
Seconded: Phil Gemmell (OURCs)

0 against  
0 abstentions  
**Motion passed.**

## 7. Transfers

- a. Joe Caesar from Brasenose College to Pembroke College (to TT 2012)  
Applying under C6.4.b – typically allowed  
“Joe Caesar was an undergraduate at Pembroke and has just started a PhD at Brasenose. He was in our 2nd Torpid and 3rd summer VIII last year and would like to continue rowing for Pembroke while he remains at Oxford.”  
Proposed: Thomas Wood (Pembroke)  
Seconded: James Benson (Brasenose)

Brasenose, Men said he had no problem with the transfer.

0 against  
0 abstentions  
**Transfer passed.**

- b. Will Sweet from St John's College to Trinity College (to TT 2009)  
Applying under C6.4.b – typically allowed  
“He rowed for the whole of his 3 years at Trinity, and was Men's Captain and President of the boat club. He still has very strong ties there, to the point that he has already been transferred once before (although the transfer is now void and has to be done again).”  
Proposed: James Thetford (Trinity)  
Seconded: Martin Henstridge (St John's)

St John's, Men said he was happy with the transfer.

0 against  
0 abstentions  
**Transfer passed.**

## 8. Settlement of dispute

Joe Elliott, Men's Captain, SEH is disputing the transfer of Ari Freisinger from SEH to Pembroke, which was passed by captains at the last Captains' Meeting.

Complaint withdrawn before the meeting.

## 9. Point for Discussion: Isis Winter League

Should attempts be made to make the IWL a genuine league, or should it be left as separate races?

If a league, how should such a league operate?

BR opened this discussion by stating that there was a possibility of the Isis Winter League gaining sponsorship. However, the sponsors would be interested in an event at which they could hand over the trophy to the winners of the IWL. For this to be the case, there would have to be some format to make the five races into a league. Several captains raised issues which would have to be addressed in the structure to be adopted, such as the presence of novice crews during Michaelmas term, the fact that some colleges use the event as a time trial and so race the same crew several times in the same event, and that there would be small boats as well as eights.

Tom Chapman proposed a motion stating that the captains were in favour of an overall league structure. This was passed with 0 against, and 9 abstentions.

Ruth Crewe proposed that BR come up with some form of proposal to put to the captains.

#### 10. Ratification of Torpids Senior Umpires

To ratify the following as Senior Umpires for Torpids 2009: Rachel Quarrell, David Locke, Lenny Martin, Lynch Mason, Gareth Powell, Jonathan Price and Laura Dance.

Proposed: Ben Reed (OURCs)  
Seconded: Rachel Quarrell (Senior Umpire)

0 against  
0 abstentions  
**Umpires ratified.**

#### 11. River Closures

##### a. Rowing On and Torpids

Request for river closure on 20<sup>th</sup>, 25<sup>th</sup>-28<sup>th</sup> February from 11.30am to dusk.

Proposed: Ben Reed (OURCs)  
Seconded Phil Gemmell (OURCs)

Amendment 1: "Request for river closure on 20<sup>th</sup>, 25<sup>th</sup>-27<sup>th</sup> February from 11.30am to dusk, and from one hour before dawn to dusk on 28<sup>th</sup> February."

BR explained that this amendment was requested by a Senior Umpire to allow local clubs to have some rowing on Saturday before Torpids commenced.

0 against  
0 abstentions  
**Amended Closure passed.**

##### b. IWL

Request for river closures on 25<sup>th</sup> January, 8<sup>th</sup> and 22nd February from 1pm to dusk.

Proposed: Ben Reed (OURCs)  
Seconded Phil Gemmell (OURCs)

0 against  
0 abstentions  
**Closure passed.**

#### 12. Announcements

##### a. Janousek and Stampfli

Andy Dax, of Janousek and Stampfli, gave a lengthy and detailed exposition on the process that should be gone through before a club buys a boat. He would be more than happy to hear from any captain who wants to follow this up:  
2kathlete(at)googlemail.com

##### b. Throw-lines

BR admitted that he had forgotten to bring any with him, but that there were many available in his office at Iffley Road, and confirmed that they were still priced at £17.44 each, and would be essential for crews training at Dorney or under amber flag on the Isis.

#### 13. A.O.B.

- a. **Coxing:** Tom Baker said that for upgrades coxes would need to provide 3 or 4 alternative outing times. Novice coxes would need to be thought about now, as there would be no upgrades after 5<sup>th</sup> Week. He also stressed that captains should reinforce the rules on spinning to their coxes and coaches. Finally, with the flag status changes inevitably lagging the reality on the river, coxes needed to be especially careful when deciding whether to boat, particularly when the flag was moving in the direction of green to red.

- b. **Vesta Rowing Club:** BR said that the club wished to hold a training camp in Oxford over Easter, and had asked whether any college would rent them facilities and boats. If you can help, contact Graham Harvey (graham(at)vrc.org.uk).
- c. **Extra slots:** These were announced: Monday Brasenose, Tuesday St Catz, Wednesday Lincoln, Thursday Jesus, Friday St Hilda's.
- d. **Transfer:** BR announced that the transfer of Chris Arnold to Exeter which was voted on at the last Captains' Meeting had been invalid because it had been proposed in the meeting itself, breaking C6.4. It was therefore revoked.
- e. **Torpids Alternative:** BR asked for feedback on attempts to arrange something in the event of Torpids being cancelled. The feedback was positive.
- f. **Level 2 RYA:** BR announced that the OURCs Committee was prepared to fund people going through the Level 2 RYA if their colleges could not afford to pay the £60 required. People qualifying in this way would be expected to drive launches at OURCs events for a certain amount of time, and their college would not have time knocked off their marshalling quota. If, on the other hand, the college paid for the person to become qualified, then should that person drive a launch during an OURCs event, then those hours would reduce the requirement for marshals.
- g. **Colin Smith:**

“Thoughts on Christ Church / Kellogg Affiliation and Affiliations in General  
Colin Smith, 21st January 2009

Since the last Captain's meeting I have spoken to several people about affiliations in general, and more specifically, about the affiliation between Christ Church College and Kellogg College. My aim has been to hear all the opinions of this complex issue, in the hope that I can prompt some sensible discussion and eventually find a long-term solution to all issues arising out of affiliations.

I would like to stress that these are my opinions, not necessarily those of the OUBC or any organization or individual, including the people I have spoken to regarding this affiliation. I would also like to stress that the Captains are under no obligation to agree with or follow any thoughts or recommendations I make. However, there are three aspects of my approach that are fundamental:

1. I will not encourage thinking or suggest solutions that are not in the best interests of all of Oxford's rowing clubs, and in the interest of a competitive rowing community here at Oxford University.
2. I will not encourage thinking or suggest solutions that limit the potential for every student at Oxford University to take up rowing if they wish.
3. I will not encourage thinking or suggest solutions that would be detrimental to the OUBC or to the relationships between OURC's and the OUBC.

I hope that what I say here today will prompt some sensible discussion over the next few weeks, with the aim to finally resolving this issue by the end of the term (Hilary).

I will talk about my thoughts on affiliations in general, then the Christ Church / Kellogg affiliation specifically, before giving some general points for consideration for the future. I will finally give some suggestions for ways to resolve the problems.

#### Affiliations in General

I think there are only two legitimate reasons for affiliations:

1. To provide an opportunity for students of non-rowing colleges to enjoy the experience of the most popular sport in Oxford.

2. To allow two very small colleges to share resources and have a decent pool to choose rowers.

A possible third argument would be to allow a large college to assist a non-rowing college with equipment, coaching and other resources, as in the case of ChCh/Kell. However, in the long term, this does run the risk of providing an unfairly large pool of rowers to choose from. I don't think this risk applies in the current case, yet. I will return to this point later.

I think that all requests for affiliations should fully meet one of those two key reasons for granting affiliations; and I would be interested to hear if there are any other reasons.

#### The Christ Church / Kellogg Affiliation

There are reasons to support this affiliation:

1. Gives Kellogg an opportunity to offer rowing to its students.
2. It is a successful relationship that both parties seem happy with

There are reasons not to support this affiliation:

1. There is a risk that these two relatively large colleges will become a powerhouse of rowing in the future by virtue of a very large pool of potential rowers to draw from.
2. By virtue of being a non-traditional graduate college, and a college that takes pride in the pursuits of OUBC, Kellogg has had a steady stream of Blues-level rowers over the last four years. These rowers have rowed for ChCh.

#### My General Thoughts on the Christ Church / Kellogg Affiliation

These thoughts are in no particular order, and I am sure do not fully represent the opinions of all stakeholders, so please treat them as such.

1. This issue revolves primarily around Blues rowers, so I think future discussion should focus on that.
2. At present, ChCh are breaking no rules. In fact, I think all colleges could benefit from recognising the hard work and determination shown by ChCh not only in their attempt to make this affiliation work for them, but in all aspects of their rowing organisation.
3. However, I think that ChCh are being overly opportunistic at times, not always operating in the true spirit of cooperation that these affiliations require. ChCh identifies and targets Blues-level long before they arrive at Oxford. Although this breaks no rules, and is in fact consistent with what other colleges do, these incoming rowers are often pursued in a more aggressive spirit than necessary. Furthermore, when places are filled at ChCh, senior members there are quick to encourage Blues-level rowers to apply to Kellogg, arguing that they would have the same benefits as ChCh students.
4. To the best of my knowledge, ChCh only fielded three Kellogg rowers in their crews last year, and all of them were Blues level rowers in their top Men's boat.
5. This affiliation works very well for the two colleges involved, and I think that ending the affiliation would be a mistake. It would be a major loss for Kellogg, who would not be able to offer rowing to its students; and it would be a major loss for Oxford rowing in general, in not being able to encourage adoption and offer access to the sport.

6. I would like to stress again, that ChCh and Kellogg are not acting in bad faith or breaking any rules. However, I would personally prefer not to see Blues-level rowers strengthening an already strong college, especially when those students have no association at all with ChCh. It is important to point out that this is very different from novice rowers at Kellogg who learn to row with ChCh and participate with that college prior to Summer Eight's racing.

#### My Thoughts on Affiliations in General

1. I don't want to see an end to affiliations. I think that they promote the sport of rowing in a positive way, providing opportunities to non-rowing colleges to participate in, and be competitive in the most popular sport in Oxford.
2. I don't think that two large colleges should be able to affiliate for a long period of time (possibly a maximum of eight to ten years).
3. Blues rowers being used as a mechanism for making boats go faster is not in the spirit of the event, although it is widely practiced. I encourage colleges to not rely on Blues rowers. Interestingly, I do not believe that ChCh rely solely on Blues rowers, and I think they would make fast crews either way.

#### Some Ideas For the Short-Term and Long-Term Resolution

##### Short-Term (now until 2018)

1. Blues rowers at colleges that depend on an already large and successful college for rowing, such as in the ChCh/Kell case, should not be able to row for the larger college. Instead, those rowers should be allocated to the bottom boat of Men's Division One. This would prevent larger colleges taking advantage of these opportunities, and importantly, it would promote more competition amongst all rowing colleges. This would also allow Kellogg college, in this case, to continue to offer rowing to all of its students, while giving the Blue-level rower exactly the same experience of Summer Eights rowing (namely, rowing in a college that is not his/her own). For this purpose, a Blues-level rower would be defined as anyone training for OUBC on the last day of Michaelmas term in any year). This would only affect one person in the whole university this year.
2. Affiliated colleges should be officially referred to by the names of both colleges. For example, "Wolfson and St Cross" or "Christ Church and Kellogg". This matches the practice in rugby, for example, and I believe that it is a good test of a college's commitment to cooperation rather than opportunism.

##### Long-Term

1. The OUBC Trust Fund and similar organisations should aim to put in place the necessary facilities and resources (for example, boat house, boats, coaching) to allow non-rowing colleges to take up rowing, without having to depend on the larger, already prominent colleges. This avoids any unfair advantage being gained by already prominent colleges.
2. Affiliations should be based primarily on size and the potential pools of rowers available; again, to promote long-term, fair but competitive rowing at Oxford University.

In conclusion, I hope that what I have said here tonight encourages sensible conversation amongst the Captains, as well as the wider stakeholders. This is a complex issue firstly because ChCh have done nothing wrong other than to exploit an opportunity to go faster; and secondly because the obvious solution – end the

affiliation – would be as undesirable as the current situation. However, if this arrangement continues as it is, it will always be a point of contention and an opportunity to exploit an unfair advantage in so far as a steady stream of Blues-level rowers are concerned.

Finally, I will make these thoughts available to the Captains and the wider stakeholders in the next few days; and I encourage people to talk amongst themselves and to email me with their thoughts. I am keen to have this issue finalised in the form of a passed motion by the end of the term, whatever that is.

I would stress however, that while I am keen to see a resolution to this matter, I am also a busy student and the President of a club that is trying to win a very difficult race. Please do not expect quick responses if you email me.”

TB pointed out that the idea of redistribution was practiced in rugby clubs. Colleges without Blues got one randomly allocated, while colleges with two Blues had one taken away.

CS replied that he did not want to take Blues out of the colleges they were members of. Colleges could be lucky and have several Blues apply to them.

Magdalen, Men highlighted the fact that Christ Church-Kellogg and Wolfson-St Cross had large numbers. He stated that the distinction between novices and Blues was an important one, and that he had no problem with novices. The Blues were the issue, and an advantage to Christ Church. Genuine Blues at a college were not a problem. The problem was Blues from another college.

President, Pembroke repeated that this was not to disadvantage novices, so said that the affiliation could continue, but that Kellogg’s Blues should not row for Christ Church.

Magdalen, Men confirmed the offer from Magdalen and Pembroke to help Kellogg set up a boat club of their own, while pointing out that St Benet’s could field their own crews.

CS stressed that Christ Church had done a lot to make the affiliation work, and that it was more than just boats and equipment, such as coaches, Senior Member, regattas, etc. There were only 8 Kellogg rowers with Christ Church, so they could not make a crew on their own.

Wolfson, Women said that rather than just the numbers, we should be paying attention of the types of students. At Wolfson they had a lot of one year Masters students, therefore there was a difference for post-graduates.

CS replied that it would be difficult to profile colleges.

Sarah Steele added that Kellogg mainly has one year Masters students, and that therefore a boat club was hard to start up since captains, etc need experience, which is why it is good for a boat club to have undergraduates. Moreover post-graduates tended to be international students, who were therefore not in Britain during the summer holidays to set things up for the year.

CS pointed out that while Kellogg had few rowers they did tend to be Blues.

Wolfson, Men asked if CS had a timetable in mind.

CS replied that he did not have a set deadline, and would prefer to avoid the quick, but wrong solution.

Lincoln, Men requested that, because most captains would only be in post for one year, it not be allowed to drag on too long. Most colleges would change captains next term. He also asked how OUBC could support any solution.

CS answered that he referred to the OUBC Trust Fund, not OUBC itself. This would be the best channel for funds, etc.

TC suggested that CORC might be interested in supporting fledgling clubs.

TB asked whether any other colleges had more than one or two Blues in the OUBC squad.

CS replied that Catz had two, and Oriel three or four.

SS asked how many Christ Church-Kellogg had.

CS said two in the squad and two who had already left the squad.

## **Appendix A**

### **R1. Scope of these Rules**

These rules are in addition to Environment Agency (EA) regulations and the ARA Row Safe (RS), and apply to College crews in all locations and at all times unless otherwise specified.

Crews should not rely solely on these rules but should make their own risk assessments each outing, taking into account the conditions and abilities of their rowers.

University crews have their own codes of conduct and risk assessments approved by the Area Safety Officer (Sport) but when using the Isis stretch (between Folly Bridge and Iffley Lock) or the Godstow stretch (between Osney Lock and St. Edward's School Boathouse) should follow all rules defined as specific to these two stretches.

Some of these rules may be over-ridden by special rules of competitions.

### **R2. Equipment**

All College equipment should comply with EA regulations and with RS, section 2.3. In particular, all boats must:

- a) carry a valid EA Registration/Exemption plate.
- b) have a bow-ball that meets ARA standards securely screwed to the bow (except tubs). In the event of losing a bow-ball, boats should replace it immediately or return, at light pressure, as directly as possible to their boathouse while keeping within the rules of the river.
- c) if fitted with shoes, have intact heel restraints set to prevent the heels rising above the lowest fixed point of the shoes. (In practice, heel restraints can be set much shorter than this.)
- d) have water-tight seals on all buoyancy compartments.

### **R3. Rowers and Coxes**

All Colleges must ensure that their crews are safe to go on the water. This involves:

- a) ensuring that all rowers and coxes have passed a swim test demonstrating their ability to meet the standards laid out in RS, section 1.9, or have provided evidence of an equivalent swimming ability. Prior to the taking of such a test, College Boat Clubs should seek to ascertain the swimming ability of their members by signed declarations, and act accordingly. Non-swimmers are not allowed on the water. A weaker swimmer (but not a non-swimmer) may row wearing a life-jacket until OURCs swim tests are held. After the last of these in the Michaelmas term, all those who have not taken the test, or who have taken and failed it, may not go on the water.
- b) ensuring that only those rowers who have taken an OURCs capsize drill, or can prove that they have taken a similar one elsewhere, may use singles, pairs or doubles.

- c) giving safety briefings to all rowers and coxes at the start of their rowing careers encompassing: the local navigation rules; the College code of practice; local hazards; safety provision and procedures on the water and in the boathouse; how to prevent, recognize, and deal with hypothermia; and what to do and look out for in the instance of cold water immersion (see RS, section 1.8).
- d) maintaining a safety notice board in a prominent place in the boathouse, according to RS, section 1.1.
- e) conducting risk assessments at appropriate times (see RS, section 1.2), and specifying a code of practice based on these (see RS, section 1.3), which should be available on the College Boat Club's website and followed on a day-to-day basis.

#### **R4. General Rules of the River**

1. Crews must, at all times:
  - a. be aware of what is happening around them;
  - b. travel at a speed commensurate with that awareness; and
  - c. be ready and able to take whatever action is necessary – steering, slowing or stopping – to prevent a collision, even if they have right of way. (In the instance of a head-on approach, both crews should move to bowside.)
2. Crews must keep as far to the right-hand side of the river as is safe and practicable.
3. Overtaking crews should:
  - a. only do so having first checked that the river is clear;
  - b. move to the centre of the river to go past; and
  - c. not impede the crew they are overtaking.
4. Crews must not slow or stop in locations or at times that impede other crews.
5. Coxes must wear a securely-fastened life-jacket at all times when on the water, worn on top of all other clothing (see RS, section 2.1).

#### **R5. Scheduled Closures**

No member of OURCs, as defined in C3, may row at the following times:

1. Earlier than 1 hour before sunrise, or later than 1 hour after sunset.
2. Between 8.30am and 1.00pm on weekdays from Sunday of 1<sup>st</sup> week to Saturday of 8<sup>th</sup> week, unless from a graduate college or in a single scull, or with the Proctors' permission.

NB: specific stretches have other restrictions in addition to those listed in R5; see R7.1 and R7.2 in relation to the Isis, and R8.1 in relation to Godstow.

#### **R6. Extreme Conditions**

1. Regardless of the subsequent rules, all crews must make their own assessment before boating (see RS, section 1.7). For instance, the fact that the flag status allows a crew to boat does not mean that it is safe for that crew to do so.
2. Fast stream:
  - a. Crews using the Isis and Godstow stretches must abide by the flag rules defined in R7.6 and R8.3, shown by the on-line flag when operational. If the grey flag is showing crews should conduct their own assessment on whether it

- is safe to boat, part of which could include calling the EA or the relevant lock keeper.
- b. In fast stream conditions, crews rowing on stretches other than the Isis and Godstow should make their own risk assessment based on advice from the local club and the EA. If red boards are displayed on the local locks crews should consult their Insurance Policy to clarify their position with regards insurance. In this instance crews are not allowed to navigate these locks.
3. Limited visibility:
    - a. In limited visibility (which encompasses low light, fog, even heavy snow and rain), all boats shall carry bright white lights attached to the stern and bow, which together are visible through 360 degrees. (See RS, section 1.7.)
    - b. If fog is dense enough to bring visibility down to below 100m crews are not allowed to be on the water.
  4. High winds: The Isis and Godstow flags do not generally take into account the wind strength. In the instance of high winds it is the duty of the cox (or the coach if the cox is 'novice' status [see R10]) to decide whether or not it is safe to boat. Particular notice should be taken with regard to the direction of the wind in relation to the direction of the water's flow.
  5. Lightning: No crew may row during a lightning storm.
  6. Ice: No crew may row if ice has formed on the water.

## **R7. Rules specific to the Isis**

### **1. Scheduled Closures**

In addition to R5, no member of OURCs may row between the following times (out of courtesy to other river users):

- a. Between 8.00am and 1.00pm on Sundays.
- b. After 7.00pm on Wednesdays.

### **2. Scheduled Restrictions**

OURCs members must observe the following restrictions:

- a. On weekdays before 8.00am, from Monday of 1<sup>st</sup> week to Friday of 7<sup>th</sup> week inclusive, colleges can only have one crew on the water at any one time, except with the written permission of the OURCs Secretary.
- b. On Sundays, from Sunday of 1<sup>st</sup> week to Sunday of 8<sup>th</sup> week inclusive, colleges can only have one crew on the water at any one time excluding single sculls.
- c. On weekdays between 5.00pm and 7.00pm, from Monday of 0<sup>th</sup> week to Tuesday of 5<sup>th</sup> week of Trinity term, only members of those crews entered for the Senior divisions in Eights (as defined in B2.7), the top crew of the next division, and all College 1<sup>st</sup> VIIIs, may be on the water, unless in a single scull.
- d. During OURCs and OURCs-sanctioned competitions, no crew is allowed on the water except those permitted by the competition rules. All such regattas must request river closures at a Captains' Meeting at least two weeks in advance.

### 3. Boating/Landing

For normal training outings:

- a. From Boathouse Island, crews must boat and land pointing upstream.
- b. From the Univ raft, crews must boat pointing downstream, but may land either upstream or downstream so long as they do not interfere with other crews.
- c. From Longbridges, crews may boat and land either upstream or downstream so long as they do not interfere with other crews.
- d. Crews who do cause an obstruction by landing or boating against the stream at Longbridges or Univ will be judged to have committed a major transgression and penalised accordingly.
- e. From City and Falcon, crews must boat and land pointing upstream.
- f. From the Isis Boathouse, crews must boat pointing upstream, but may land either upstream or downstream. Under blue or amber flag, it is suggested crews spin upstream of the stage and drift back to land.

### 4. Full complement

- a. From Sunday of 1<sup>st</sup> week to Saturday of 8<sup>th</sup> week, all boats shall carry their full complement at all times, except with the written permission of the OURCs Secretary.
- b. The only exception to this rule is boats being transported to or from City or Falcon landing stages, which will not have to spin once on the water and still obey all the relevant sections of R7.3. Such crews must not be coxed by a 'novice' cox.

### 5. Special Rules Applying to the Gut

The Gut is defined as the narrow stretch of the Isis between Longbridges Boathouse and the entrance to the cut in which the former Corpus barge is moored.

- a. No 'novice' status cox (see R9) may go through the Gut until the date designated by the Captain of Coxes at their registration meeting. Until that date coxes from boathouses upstream of the Gut should spin at Longbridges, and coxes from boathouses downstream of the Gut should spin in the bay outside the Sea Scouts Boathouse when safe to do so.
- b. Crews may not easy in the Gut, or proceed through it slower than normal full crew paddling allows.
- c. Crews may not overtake in the Gut.
- d. Tub boats are not permitted in the Gut.

### 6. Spinning

- a. Under green flag boats may only spin at the following places from Sunday of 1<sup>st</sup> week to Saturday of 8<sup>th</sup> week:
  - i upstream of the second large mooring post on the City side at the Head of the River.

- ii at Longbridges, spinning stern towards the towpath, and remaining close enough to the towpath to leave a clear passage for crews entering and leaving the Gut.
  - iii below the red and white post on Haystacks Corner. A spinning crew must not keep paddling once downstream of this post, and must stay upstream of the white Isis Boathouse post as they spin. Crews must not use the stretch between the white post and Iffley Lock to be coached. Crews racked at the Isis Boathouse may use the area just below the white post to boat or land only but are recommended under blue or amber flag to spin above the post and drift or back down to land.
- b. Under blue and amber flags crews must spin between the red and white posts 100m downstream of Donnington Bridge and upstream of Haystacks Corner and may not spin at Longbridges, except to land.
  - c. Boats must turn singly in order of arrival at the spinning area, unless prior crews have granted permission to spin.
  - d. Having spun, boats must immediately leave the spinning area so as not to obstruct other crews.

## 7. The Isis Flag

During fast stream conditions, special rules are in force on this stretch, as indicated by the on-line flag:

- a. Red Flag (5 bucks): The Isis is closed to all University and College rowers. Navigation of Osney and Iffley Locks is prohibited.
- b. Amber Flag (4 bucks): The Isis is closed to all College crews except Senior crews as defined in R11. Crews must spin between the red and white posts 100m downstream of Donnington Bridge and upstream of Haystacks Corner and may not spin at Longbridges, except to land. The river is closed between Folly Bridge and Oxford Canal. Navigation of Osney and Iffley Locks is prohibited. All crews must be accompanied by a bank rider with, in case of emergency, a throw-line and a mobile phone, programmed with the phone number for Iffley Lock, which is 01865 777277.
- c. Blue Flag (2 bucks): The Isis is closed to 'novice' status coxes as defined in R9. Crews must spin between the red and white posts 100m downstream of Donnington Bridge and upstream of Haystacks Corner and may not spin at Longbridges, except to land. The river is closed between Folly Bridge and Oxford Canal. Navigation of Osney and Iffley Locks is prohibited.
- d. Grey Flag: When a grey flag is displayed the system is not currently being maintained and all crews are responsible for referring to the EA or lock keepers for stream advice.

## 8. Coaching Launches

Coaching launches must not be used on the Isis, except with the prior permission of the OURCs Secretary.

## 9. Coxes

Coxes of crews on the Isis between Sunday of 0<sup>th</sup> week and Saturday of 8<sup>th</sup> week of

each term must be registered members of OUCS.

#### 10. Iffley Lock

- a. Crews may only go through Iffley Lock under a green flag, and during the hours between sunrise and sunset.
- b. Crews who intend to transit Iffley Lock should wait for the lock to fill ideally on the Isis Boathouse landing stage, or failing that, just below the white Isis Boathouse post. They must have with them the wherewithal to physically link themselves to the bank, such as a rope to be held by a coach, in case the wind and/or the pull from the weir make holding their position difficult.

### **R8. Rules specific to Godstow**

#### 1. Scheduled Closures

In addition to R5, no member of OURCs may row between the following times (out of courtesy to the Medley sailing club):

- a. On Sundays from 2.00pm to 6.00pm, from March to November inclusive.
- b. After 7.00pm on Wednesdays during Trinity term.

NB: Crews boating from St Edward's School must also abide by the restrictions they place upon the use of the site.

#### 2. Spinning

- a. Crews spinning from downstream to upstream above Rainbow Bridge must do so before or opposite the Medley Sailing Club. The stretch opposite Bossoms Boat Yard is not to be used for spinning or coaching.
- b. Under the Godstow amber flag, all crews must spin upstream of Rainbow Bridge.
- c. Boats must turn singly in order of arrival at the turning point, unless prior crews have granted permission to spin.
- d. Having spun, boats must immediately leave the turning area so as not to obstruct other crews.

#### 3. Fast Stream Conditions

During fast stream conditions, special rules are in force on the Godstow stretch, as indicated by the on-line flag:

- a. Red Flag (4 bucks at Osney Lock, 2 bucks at Godstow Lock or at the discretion of the St Edward's School Boatman): The Godstow stretch is closed to all crews. Navigation of Osney Lock is prohibited.
- b. Amber Flag (3 bucks at Osney Lock, 1½ bucks at Godstow Lock or at the discretion of the St Edward's School Boatman): The Godstow stretch is closed to all College crews except Senior crews as defined in R11. The river is closed below Rainbow Bridge. Navigation of Osney Lock is prohibited.

#### 4. Coxes

Coxes of crews on the Godstow stretch between 0<sup>th</sup> week and 8<sup>th</sup> week of each term must be registered members of OUCS.

#### 5. Coaching Launches

- a. All launches must carry a valid EA Registration plate.
- b. All launch occupants must be wearing a life-jacket.
- c. All launches must carry the specified safety equipment, as set out in RS, section 2.4.
- d. All launches must display the correct lighting in poor visibility.
- e. All launch drivers must use a kill-cord at all times when on the water.

### **R9. Rules relating to rowing on other stretches**

1. Crews must adhere to any local rules and restrictions particular to the stretch they are rowing on.
2. Crews rowing on stretches other than the Isis and Godstow stretches do so entirely at their own risk when either the Isis or Godstow flag is red, and are advised to abide by the advice of local boat clubs and the EA regarding whether it is safe to do so.

### **R10. Registration and Status of Coxes**

1. A member of OURCs, as defined in C3, may only cox a crew once in possession of an OUCS coxing permit.
2. The Captain of Coxes shall keep a register of all College coxes with a coxing permit, which shall detail for each cox:
  - a. the date of their registration.
  - b. the number of terms of active coxing experience they have had.
  - c. their status: 'novice', 'experienced' or 'senior'.
  - d. any penalties imposed on the cox by OURCs.
3. Newly-registered coxes with no previous experience shall be designated 'novice'. The Captain of Coxes shall assign newly-registered coxes with previous coxing experience an appropriate status.
4. Coxes will achieve 'experienced' status after 3 full terms coxing, upon confirmation from their College Captain. Early promotion to 'experienced' status may be considered upon written application.
5. Coxes wishing to be accorded 'senior' status must apply in writing to the Captain of Coxes, detailing their experience. Applications will normally only be considered from coxes with at least 6 full terms coxing.
6. Coxes with 'novice' status may not cox an outing unless accompanied by a coach, who shall be held responsible for the safety of the crew.
7. Coxes with 'experienced' or 'senior' status shall be held responsible for the safety of their crew. An 'experienced'/'senior' status cox who puts their or any other crew in a situation where damage or danger results is liable to have their permit endorsed or suspended.

### **R11. Definition of a Senior Crew**

1. Within these rules, a Senior crew is defined as an eight or a coxed four with a cox classified as 'Senior' under Rule R10.5 and at least four rowers with three full terms rowing experience, and not containing any rower with less than one full term of rowing experience.
2. At the discretion of the OURCs committee, other crews may be also be designated 'Senior'. Application should be made in writing to the OURCs Secretary.

## **R12. Use of the City of Oxford RC Facilities**

Crews using the City of Oxford Rowing Club grounds are expected to comply with all reasonable requests from CORC members relating to the following guidelines:

1. Avoid using the area at peak times for CORC members, i.e. weekday evenings and weekend mornings.
2. Only use the grass areas for rigging/de-rigging, and for leaving boats unattended. Do not use Car Parking space, or the Hard.
3. The landing stage should be occupied as briefly as possible when boating/landing, with priority given to CORC members.
4. Boat and land pointing upstream whenever possible.
5. Do not leave trailers in the Car Park for more than 24 hours without permission from the CORC Committee.

## **R13. Personal Conduct**

The use of foul or abusive language and gestures is an offence. When directed towards members of the public or OURCs officials performing their duties, it is regarded as a serious offence.

## **R14. Transgressions**

Fines and sanctions may be imposed upon a College Boat Club in the event of a breach of OURCs rules. Transgressions witnessed by non-members of the OURCs Committee should be reported to the OURCs Secretary or the OURCs Sabbatical Officer.

1. Any member of the OURCs Committee may impose fines.
2. At their discretion, committee members may choose to caution a cox or crew rather than impose a fine.
3. Types of transgression:
  - a. Minor transgressions are defined as those breaches of these rules without serious safety implications, which only minimally inconvenience other river users, or which gain a crew only a minor training advantage. The fine for a minor transgression shall be £10.
  - b. Major transgressions are defined as those with potentially serious safety implications, which significantly inconvenience other river users or which gain the crew major training advantage. The fine for a major transgression shall be £25.
  - c. Extreme transgressions are defined as those resulting in serious incidents, or rowing whilst banned, for example by the OURCs flag or a previous penalty. The fine for an extreme transgression is £100. Only a formally convened OURCs Committee Meeting may impose the fine, and may also impose further

sanctions on the Boat Club or crew involved, such as banning them from the river and/or from OURCs races.

- d. The OURCs Committee shall not be permitted to impose sanctions upon an entire Boat Club unless it is proven that both the men and women's Captains, and/or both the men and women's team members were involved in the extreme transgression.
4. Violations of any of the scheduled restrictions shall incur a £10 fine for the first offence in each academic year, but double for each additional offence of any scheduled restrictions within the same year.
5. Committee members must notify the OURCs Treasurer of fines they have imposed. The OURCs Treasurer will then send the College Boat Club concerned details of the fine.
6. Dangerous or careless coxing may (in addition to a fine) result in endorsement, or in particularly serious cases withdrawal, of the permit of the cox concerned.
  - a. Coxes whose permit is endorsed more than 3 times in any 3 consecutive terms shall have their permits withdrawn for the rest of the term in which the fourth endorsable offence occurred and for the entirety of the subsequent term.
  - b. Following a period of disqualification, coxes whose permit has been withdrawn shall have to satisfy the OURCs Captain of Coxes that they are competent to cox before they may reapply for their permit.
7. Appeals against fines or other penalties imposed by OURCs should be directed, in the first case to the OURCs Secretary and on further dispute, to the OURCs Senior Member, who shall have the final say in all such matters.

## **Appendix B**

### **F1. Date**

Unless resolved otherwise at a Captains' Meeting, Autumn Fours shall be held on the Saturday a week before the Fours Head.

### **F2. Categories**

Autumn Fours shall comprise the following competitions:

1. The Four Oars Challenge Cup, for men's coxed fours.
2. OUWBC Fours, for women's coxed fours.
3. Competitions for other categories may also be offered, at the discretion of the Race Secretary, subject to a minimum of two entries. This may include men's and women's pairs races, with mixed college crews allowed, as well as single sculls races.

### **F3. Eligibility**

In addition to the general entry requirements specified in G4, no-one may be a member of two crews entered for the same competition.

### **F4. Procedure**

Autumn Fours shall be raced as follows:

1. The event shall consist of a knock-out competition, raced side-by-side from Longbridges to the Bumps Stone. Every effort will be made, depending upon the number of entries and in consultation with the Senior Umpire, to operate a repechage to guarantee all crews at least two races.
2. The Race Committee will seek to allow for equipment clashes in the draw if notified by the College in question when entries are made. A boat may be shared by a men's and a women's crew, but not between two crews of the same sex, or by more than two crews.
3. The general rules of racing found in Chapter 3 apply.
4. Crews must remain in their racing lane at all times. Should a crew leave its racing lane, and in so doing in the view of the Race Committee gain an advantage that affected the outcome of the race, then it will be disqualified.
5. In the event of a race being stopped on safety grounds, due to circumstances which are beyond the control of the racing crews, the Race Committee reserves the right to award the race to either crew if it is felt that they held an insurmountable lead.
6. The finish shall be judged by the bows.