

Proposed Rule Changes

Lent Term Captains' Meeting 2022

Proposal A: Update Rules for the Lightweight Races

- This is a complete removal and replacement of the rules for the lightweight races with the new rules, now that these races have moved to the Tideway.
- Remove existing “Henley Boat Races” section of the Regulations for Racing and replace with a new “Oxford and Cambridge Lightweight Boat Race” section containing:
 - **The Rules of the Races**
 - *The conduct of the Race shall be the sole responsibility of the Umpire, who shall be chosen by the mutual consent of the Presidents of the two University Lightweight Boat Clubs.*
 - *The race will be started from a floating start under the instruction of the Umpire and Aligner.*
 - *Each crew shall marshal facing downstream immediately below Fulham Rail Bridge ten minutes before the official start time of the Race: lateness renders a crew liable to the award of a False Start from the Umpire.*
 - *Crews shall turn onto the tide and proceed on their stations to the Start under the direction of the Umpire and Aligner. Failure by a crew to respond to instructions from the Umpire or Aligner may result in the awarding of a False Start.*
 - *If, after commencing the starting sequence, the Umpire considers that there has been a False Start he may at once recall the crews to below the Start Line or begin again the starting sequence from the current location, and shall award a False Start to the offending crew.*
 - *A crew with two False Starts shall be disqualified.*
 - *A boat's proper course is such as will enable it to reach the winning post in the shortest possible time, provided that it allows ample water for the other crew to steer its proper course on the side on which it started, when that crew is in a position to enforce its right to that water. But both boats shall pass through the centre arches of Hammersmith and Barnes Bridges. A boat failing to keep to its proper course does so at its peril in the event of a foul occurring.*
 - *The Umpire shall be the sole judge of a boat's proper course. The Umpire may warn either or both crews when they consider that there is danger of a foul occurring, or if there is any obstruction on the course, but shall not otherwise direct the steering of either crew.*
 - *It shall be considered a foul, when after the race has started, there shall be any physical contact between the boats, oars, or persons, of the two crews.*
 - *In the event of a foul occurring either crew may claim, to the umpire, that the other crew be disqualified. If the crew making the claim was in its proper course, and the crew against whom the claim is made was out of its proper course, the latter shall be disqualified unless the foul was so slight as not to influence the race. In this case the crew against who the claim was made shall only be disqualified if, in the opinion of*

the Umpire, it has seriously or deliberately encroaching on the course of the crew making the claim.

- *In the event of a serious or deliberate foul the Umpire shall disqualify the offending crew without waiting for a claim. The Umpire may do this at once or at any later time up to or immediately after the end of the race. (Note: This means that he may delay his decision, either in the interests of safety, or to see whether a foul has, in fact, influenced the result of the race).*
- *The crews shall abide by their accidents. The Umpire may declare "No Race", and order a restart, or a re-row,*
 - *if either crew is interfered with by any outside agency to such an extent as to influence the result of the race.*
 - *if, before reaching the end of the wall, either crew should suffer any serious accident or sinking or waterlogging, which is not due to the fault of any member of the crew concerned.*
- *Refusal to abide by the decision of the Umpire, or follow their instructions, shall render a crew liable to disqualification.*
- **Ancillary Provisions**
 - **General**
 - *Each club acknowledges that the British Rowing rules and regulations apply to it and that, so far as relevant, the Lightweight Boat Race will be conducted in conformity with those rules and regulations. In particular, if an athlete tests positive for a substance set out in the list of prohibited substances listed by the World Anti-Doping Agency, then that athlete will not take part in a Lightweight Boat Race until permitted to compete within the sport by the rules of British Rowing.*
 - **Coxswains**
 - *Coxswains must wear a lifejacket in the correct manner at all times when they are on the water, and must be familiar with the method of operation.*
 - *Coxswains shall be weighted on Lightweight Boat Race day prior to the Race. Coxswains shall be weighed in minimal clothing only (i.e. all-in-one or separate singlet (or zephyr) and shorts, plus socks), and without lifejacket aids, amplification equipment, etc.*
 - *The minimum weight for coxswains shall be 55kg. To make up this weight, a lighter coxswain shall carry deadweight. Deadweight shall consist of a single weight, or as few items as possible. A cox box or similar apparatus shall not be counted as part of the coxswain's weight or as part of deadweight; such apparatus is deemed to be part of the boat. Deadweight should be carried as near to the coxswain as possible, but not on him or her, nor in a way that might impede his or her exit from the boat. Any deadweight carried, and its manner of stowage, may be checked after the race.*
 - **Crew Weight**
 - *For the average weight of a lightweight men's crew (excluding coxswain) shall not exceed 70kg. No individual rower shall weigh more than 72.5kg.*
 - *For lightweight women no individual rower shall weigh more 59kgs*
 - *Lightweight rowers shall be weighed wearing their racing uniform or equivalent (for example, shirt and shorts, or all-in-ones) on tested scales not less than one hour and not more than four hours before their Race. The weighing scales should indicate the weight of the rower to 0.1 kg. If an oarsman or woman is over the*

maximum weight then only that person need be re-weighed unless it adversely affects the average of the crew.

- *Boats*
 - *It is the responsibility of the crews to ensure that their boats are safe and are prepared to standards which conform to those required by British Rowing code "Row Safe: A Guide to Good Practice in Rowing". The umpire (or their representative) may inspect the boats prepared by the crews, and shall exclude any boat that fails to meet the standard laid down.*
 - *The bows of racing boats shall be properly protected. A solid ball, of not less than 4cm diameter, made of rubber or material of similar resilience, must be firmly attached to the bows. Where the construction of the boat, or its composition, is such that the bow is properly protected or its shape does not represent a hazard in the event of a collision, this requirement need not apply. It is recommended that the bow ball be white as, in most circumstances, this is the most satisfactory colour with regard to judging the finish of the race.*
 - *No boat shall make use of any substance capable of modifying the natural properties of water to improve performance.*
 - *Neither crew shall make use of a boat with sliding or swinging rigger mechanism.*
 - *There shall be no restriction on the design of boats or equipment other than as described above.*
 - *Each crew is responsible for its own steering. There shall be no advice given from outside the boat or instruction about the conduct of the race; and there shall be no close following or pacing during the race by other boats or launches. Any launch from either University moving ahead of the umpire's launch at any time during a race shall render that university crew liable to disqualification.*

Proposal B: Changes to restrict handheld video recording of races

- Following several crashes caused by bank parties crashing into members of the public, umpires, or other bank parties whilst attempting to record the races with a handheld device, the Chief Umpires would like to propose a ban on such recording. Video recording would still be possible by handlebar-mounted, wrist-mounted, or helmet-mounted device, but cycling along whilst holding a phone or GoPro-esque device would not be permitted.
- Into rule 8 of the Regulations for Racing - General:
 - *That during all races under the jurisdiction of the CUCBC the following restrictions, in addition to the Conservators byelaws, on use of the towpath apply to all students and any members of the public that are associated with racing crews: It is anticipated that all Clubs will co-operate by restricting the number of bicycles following racing crews to the absolute minimum. Umpires will be instructed to report any infringement of this Rule, which will be strictly enforced.*
 - *No horses, bicycles or tricycles, other than those used by the Umpires and those authorised to be used by each Boat Club for each crew competing shall be allowed on the tow-path between Baitsbite Lock and the Railway Bridge, except by special permission of the Executive Committee.*

- *In all races the Chief Umpire shall have the authority to limit, at his/her own discretion, the number of persons bicycling with each boat, to avoid congestion on the towpath.*
- *The current limit per racing crew is four cyclists, including the Boatman, any College VIPs and the College Boat Club Senior Treasurer.*
- *Any Club with more than its authorised number of bicycles shall be liable to be fined and/or its crews technically bumped/disqualified.*

Insert the following after the first sub-bullet:

- *That videoing using a handheld device whilst cycling with a racing crew will not be permitted. Any Club whose authorised cyclists do not abide by this rule shall be liable to be fined.*

Proposal C: Allow limited subbing into a Town Crew outside of college hours

- Some students have inadvertently rendered themselves ineligible for CUCBC races by subbing into an outing with a town club outside of CUCBC hours. The rules currently provide zero flexibility on this, which seems a little harsh. Therefore, this proposal would limit such occurrences to four per term per individual, with a requirement to declare any such occurrences when entering a crew into a CUCBC competition. Anyone found to have rowed outside of CUCBC hours outside of the declared occurrences would still be ineligible for CUCBC competitions, and any crew comprising such individuals would be liable to an ineligible crew member fine and a technical bump being awarded against them or disqualification.
- Change rule 9 of the Restrictions on Use of the River from:
 - *In any given term, College rowers may train with a Town club provided that training on the water is done during college hours (for example, whether that be weekend hours, evening hours, flag, etc.), or render themselves ineligible for CUCBC competitions. College coxswains may cox for Town clubs at any time without rendering themselves ineligible for CUCBC competitions.*

to:

- *In any given term, College rowers may train with a Town club provided that training on the water is done during college hours (for example, whether that be weekend hours, evening hours, flag, etc.). In addition:*
 - *College rowers may substitute into up to four outings with a Town club outside of college hours in any given term without rendering themselves ineligible for CUCBC competitions. Each such outing (individual, town club, date and time) must be declared on the entry form of any crew entering a CUCBC competition which comprises one or more rowers who have rowed outside college hours during that term.*

- *Any College rower who rows outside of college hours more than four times, or who has rowed outside of college hours in an outing which has not been declared on the entry form will render themselves ineligible for CUCBC competitions that term.*
- *College coxswains may cox for Town clubs at any time without rendering themselves ineligible for CUCBC competitions.*

Proposal D: Temporary changes for Lent Bumps 2022 only

The Chief Umpires and Deputy Chief Umpires would like to propose the following changes to ensure Lent Bumps can go ahead relatively smoothly.

- That cycling bank parties be limited to two per crew. This is intended to reduce the number of people on the towpath during the races, and particularly when many crews bump out in a similar area, where a crush can form. It is also intended to provide more space on the towpath and thus reduce the likelihood of the Chief Umpires and Deputy Chief Umpires contracting COVID-19. This is a concern as the CUs and DCUs will be present for every race, and every race will need almost all of them available to go ahead. We would normally be more reliant on Senior Umpires (i.e. experienced student umpires) to support a smaller CU/DCU team, but we are expecting to have a smaller complement of experienced SUs, and those that we do have are likely to be less experienced, so almost all available CUs/DCUs will be required to bridge the gap.
- That in addition to the regular substitution rules, doubling up from a lower crew into a higher crew will be permitted without prior approval from the Executive Committee in cases where a rower in a higher crew is required to self isolate and thus unable to race. This is intended to simplify the substitutions process and ensure as many crews as possible are able to race all of the races. Furthermore, for rowers substituting into a crew, provided the correct declaration has been made by email to the Executive Committee before the race, written prior approval/acknowledgement will not be required. **Please note that neither of these relaxations will apply to coxswains - any substitution of a coxswain must still be declared and approved by the Executive Committee in advance of the race for safety reasons.** All potential coxswain substitutes are reminded that attendance at one of the coxing briefings is compulsory to be eligible to compete.

Proposal E: Do the results of Lents 2022 carry over to Lents 2023?

This is open for debate. If the Captains so wish, we can propose:

That the start order for Lent Bumps 2023 will be based on the finishing order of Lent Bumps 2020.