

Coxing Bumps Races

Seniors



Bumps is fun...!

- BUT...
- Potentially very dangerous
 - Safety #1 priority!
- Keep it sporting!



You must have...

- Bow ball
- Lifejacket
- Without either of these, you will not be allowed to race!



Important People

- Senior Umpires
- Junior Umpires
 - Will introduce themselves at the start.
 - 1 SU/JU per 3 boats.
 - Can award bumps.
 - Can instruct crews to concede, or stop at any time if necessary.
- Marshals
 - Assist umpires in marshalling crews.
- Chief Umpire + Deputies
 - Have final authority.
 - Will make final decision in case of dispute.

Listen to & obey all instructions!



Be on time!

Division	Tues	Wed	Thu	Fri	Sat
M4	13:20	13:20	13:20		13:00
W3	14:00	14:00	14:00	13:20	
M3	14:40	14:40		14:00	14:00
W2	15:20	15:20	14:40	14:40	
M2	16:00		15:20	15:20	15:00
W1	16:40	16:00	16:00	16:00	
M1		16:40	16:40	16:40	16:00

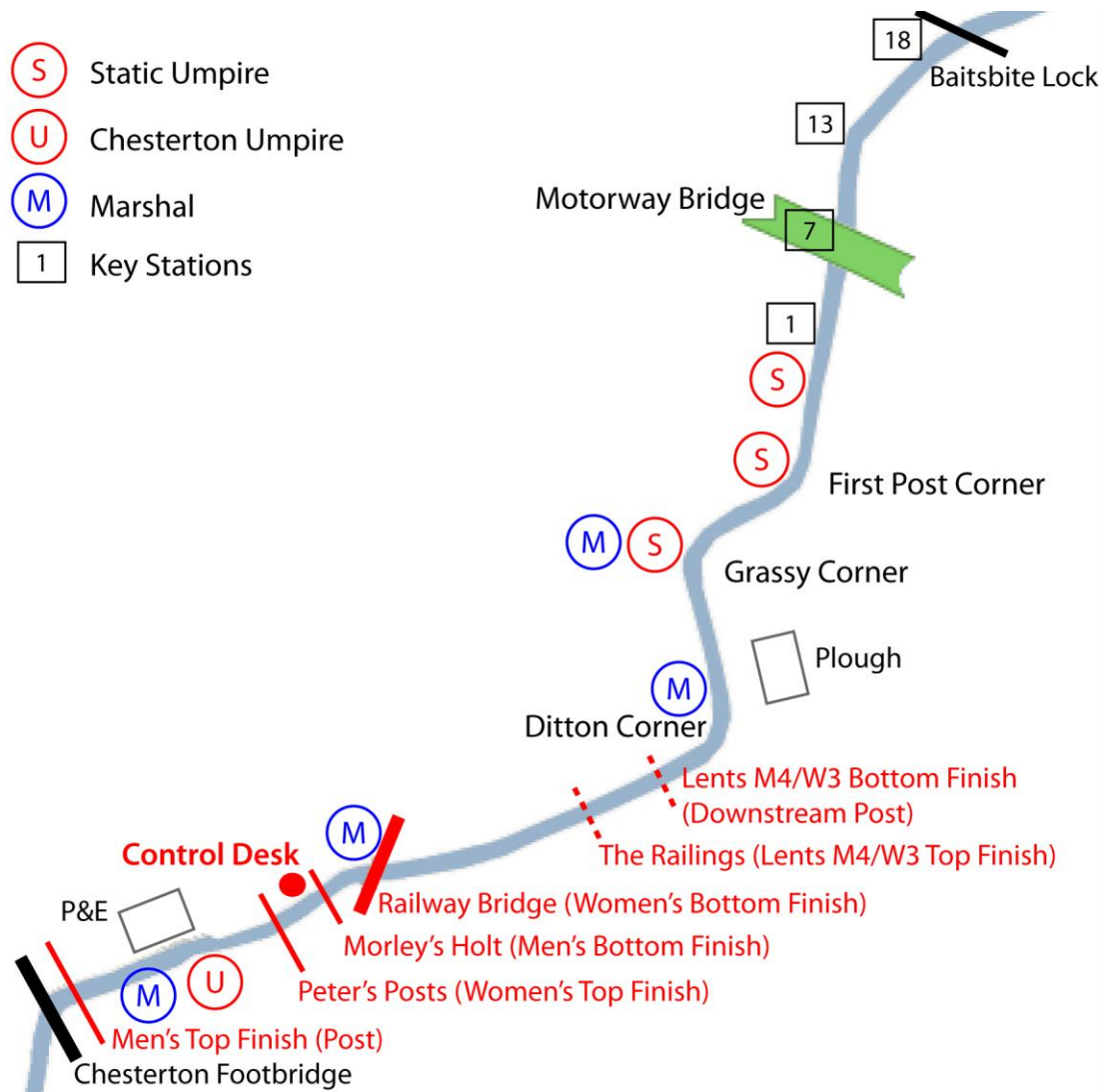


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- S Static Umpire
- U Chesterton Umpire
- M Marshal
- 1 Key Stations



Marshalling

- 1st division of the day goes straight to the start (arriving at least 10 minutes before).
- M3 and W3 marshal at the Railings (meadow side of Long Reach).
- All others marshal at Chesterton.
- **Listen to marshals.**
- Marshalling 40 mins before start.
 - **Don't be late!**
- Marshal in reverse order (last crew in division furthest downstream).
- Pull in to bank.
 - Bank parties to help.
 - Parking can be tricky!



Rowing to the Start

- Row down when told to by marshals.
- Row down carefully on your side of the river.
 - Crews returning, who may have sustained damage.
- Keep in order.
- 2 practice starts
 - Railway Bridge and outside the Plough.
 - If running late, may just be one or no practice starts (instructed by marshals).
- Row up and spin on to your station – pull in to the bank.



The Countdown

- Your senior/junior umpires will introduce themselves to you.
- Keep calm & in control of your crew.
- 4 minute gun
 - Should be spinning or have spun by this point.
 - Crew getting ready for start.
- 1 minute gun
 - Everyone ready to go.
- During the countdown, you must hold the bung up high for the umpires to see.



During the Race



- Watch out for:-
 - Other bumps
 - Cleared boats
 - Corners – might not be able to take the racing line
- Listen to information coming from the bank:
 - Coaches, Umpires, Sirens



How to Bump

- Any contact from one crew on another.
 - e.g. bow on stern, blade on stern, blade on blade.
- Complete overtaking (bowball past bowball).
- Between start & Grassy – bowball past cox.
- **Never row in to a stationary crew!**
 - Row past them and pull in.
 - Hitting them is very dangerous – you will be fined/disqualified.



If you bump...

HOLD IT UP

- As soon as other cox concedes (hand up) or instructed by umpire, hold it up hard, straight away.
- Clear the river and pull in to the bank as soon as possible.
- Do not let your crew celebrate until safely pulled in.
- If you continue to row into a crew which has conceded, or celebrate early, you will be fined/disqualified!



If you get bumped...

- Concede as soon as contact is made or an umpire awards the bump from the bank.
 - If the bump is inevitable, safer to **concede early**.
- Wind it down, but **keep paddling**.
 - Get out of the way of the crew which bumped you.

CLEAR THE RIVER

- There will still be crews racing behind you.
- Pull in as soon as you can/where instructed.



Making a Bump



- Cox of crew getting bumped concedes by raising hand.
- Bumping crew holds it up.
- Bumped crew keeps rowing
 - Wind down and pull in.





Clearing the River

- You need to clear the river as quickly as possible after bumping/getting bumped.
- Pull in to the bank as soon as you can/where instructed.
- **Keep firm control of your crew:** get the appropriate people to take strokes and then paddle you into the bank.
- Avoid parking on the inside of corners.
- Failure to clear is extremely dangerous and will be severely penalised. If nothing else, remember that you will be the first person injured if a crew hits you from behind.



Once Parked

- Keep control of your crew and boat.
- Blades (and people!) need to keep clear of the towpath as there will be umpires and bankparties cycling through with crews who are still racing.
- If on the bank, **pull in** riverside blades for racing crews if you need to.
- If on the inside of a corner, **bury** riverside blades.
- Call three cheers for the boat you have bumped/who have bumped you!
- If you have bumped, you can collect some greenery but please do not strip the river bank of everything green.
- Do not row home until all racing crews have come through and an umpire says that it is safe to do so.

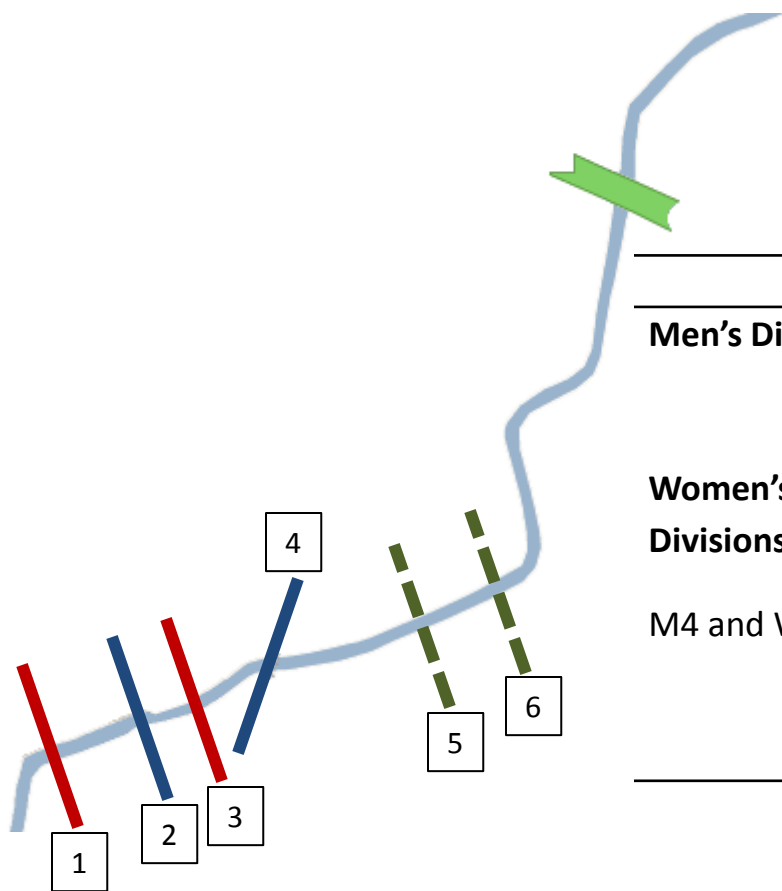


Rowing Over

- If you fail to bump & do not get bumped, you will have to 'row over' the entire course.
- Crews 1-9 row to **top finish**.
- Crews 11-18 row to **bottom finish**.
- Crew 10 can choose (i.e. can chase a bump to top finish but stop at bottom finish if not).
- **Stern finish**.
 - Stern must cross line to be 'safe.'



Know your finish is!



	Top Finish	Bottom Finish
Men's Divisions	Post just downstream of Chesterton Footbridge (1)	Concrete post at Morley's Holt (3)
Women's Divisions	Peter's Posts (2)	Upstream side of the Railway Bridge (4)
M4 and W3	The Railings (5)	First Colquhoun's Post upstream of Ditton Corner (6)



Rowing Home

- When the last racing crew has passed, you will be told you can push off and row home.
- Again be careful: crews around you may have damaged equipment and the next division will be rowing down to the start.
- Observe normal navigation rules.
- If you finish top of your division (either row over head, or bump the 1st boat), then you are the Sandwich boat, and will race again at the bottom of the next division up.
 - The sandwich boat must spin and pull in at the P&E to marshal for the next division.



Carnage!

- If crews ahead don't clear the river quickly/properly...



Carnage!

- Keep watching what is ahead and if necessary...

HOLD IT UP

- NEVER row in to a stationary crew!
- If you have to stop while racing, we can award technical results



Sirens

- There are static umpires positioned along the course up to Grassy.
- If a division must be stopped (due to severe carnage, ejector crabs...) then they will be told by the chief umpire to use the sirens.
- If your boat has yet to pass the marshal sounding a siren then you **MUST** stop immediately.
- If you hear a siren sounding behind you, continue to race.



What if...

- ...the rudder breaks?
 - (or one of your rowers drops out & you can't get round the corner)
 - **STOP!** If you are able to continue, it will be quicker to stop, straighten up and go again than to drive into the nearest bank.
 - Do not attempt to race with no rudder!
- ...someone catches a crab?
 - get his/her partner to drop out; if they still can't get the blade back, you will need to stop so they can get it back.
- **Always prioritise safety. Bumps is no fun when people get hurt.**



Kit

- There may be long waits while marshalling or before you can row home.
- You need to bring layers
- Your crew needs layers.
 - De-kit before 1 minute gun.
- Take shoes in the boat so you can get out while marshalling and move around.
- **Lifejackets!** Without one you won't race!



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Etiquette

- Lots of people come to watch bumps, including members of the public.
 - A certain standard of behaviour is expected of all racing crews.
- Foul and abusive language and behaviour will not be tolerated.
- If another crew or bank party are aggressive or abusive report it to a JU or SU. Do not get drawn into arguments.
- Do not argue with the umpires; their decision is final.
- Remember that you are representing your college and the University.



Penalties

- Failure to follow rules of racing will result in fines.
- Incidents of a serious nature will be dealt with severely: coxes and crews can be disqualified, bumps can be disallowed.
- Each bump, many many fines are awarded for simple things like failure to concede, failure to hold it up and, most of all, failure to clear.
- Coxes are the most vulnerable people during bumps.
- Bumps can be very dangerous - the rules are there to make racing safe and enjoyable for all crews.





Thank you

Any questions?
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