

Lent Bumps 2009
Coxing Talk

It's Only For Fun...

- Bumps is potentially very dangerous and Safety **MUST** be the number 1 priority.
- Boats must have intact Bow Balls & Coxes must have a life jacket.
- Keep it sporting

Important people

LISTEN TO WHAT THESE PEOPLE SAY!

- **Chief Umpire:** Pete Convey oversees whole event. Final decision maker in cases of disputes. Is assisted by two deputies, Ian Thompson and John Durack.
- **Senior Umpires (SUs):** oversee three/four boats in each division. Have authority to instruct boats to concede, hold it up etc.
- **Junior Umpires (JUs):** work under the guidance of the SU responsible for their section of the division.
- **Race Organisers:** CUCBC Committee
- **Marshals:** check bank passes, help crews marshal before they row down and other useful jobs.

Racing Days

Division	Tues	Wed	Thu	Fri	Sat
M4	14:00	14:00	14:00		12:40
W3	14:40	14:40		13:20	13:20
M3	15:20	15:20		14:00	14:00
W2	16:00		14:40	14:40	14:40
M2	16:40		15:20	15:20	15:20
W1		16:00	16:00	16:00	16:00
M1		16:40	16:40	16:40	16:40

Marshalling

- Row up to your marshalling area, and follow the umpires instructions.
- You will marshal in reverse order of your division
- It is vital to marshal on time - we do not hold divisions for late crews.
- Marshalling time is one division before yours
- Conditions for parking are likely to be tricky - bring bank parties.

Where to Marshal

- On station for first division of the day
- Railings: W3 or M3
- Chesterton: Everyone Else

The row down to the start

- You may row down to the start when directed to by a marshal or umpire.
- Take care as you row down: there will be crews returning from the previous division, some of whom may have sustained damage.
- Observe all normal navigation rules and keep in order
- Two practice starts are allowed unless you are informed otherwise. One just after the railway bridge, one opposite the Plough.
- Each crew has a 'station' at the start: these stretch from upstream of the Motorway Bridge right down to the Lock.



The Countdown Begins...

- An umpire will come and introduce themselves to you
- Stay calm and in control of your crew
- 4 Minute Gun
 - You should either be spinning or have spun by this point. Crew should be getting ready for the start.
- 1 Minute Gun
 - Everyone should be ready to go

The Final Minute

- Your bank party will push you out
- **Hold on to your bung and keep it visible until after the cannon**
- Keep your boat straight!



GUN!

- Drop the bung and start racing!





- Keep calls short and to the point
- Try to focus on areas for a specific time to avoid confusion
- Try and stick to your race plan
- Follow the best line

Look **in front** and **behind** you. Look several crews in front: not just at the one you're chasing. Crews will bump out ahead, often very quickly. You need to be aware of this, and be ready to steer/stop if necessary, especially round corners. **Don't get tunnel vision.**

Bumps is **noisy** - listen carefully to your bank party, they will give you useful information about what is ahead of you.

How to bump

- A bump is any contact from one crew on another: bow on stern, blade on stern, blade on blade, etc.
- Alternatively, a bump is awarded if one crew overtakes another.
- Between the Start and Grassy a crew is 'bumped' if the bow-ball of the chasing crew passes the cox of the pursued crew.
- **Never ever** attempt bump a stationary crew: row past and then pull in. **You WILL be FINED or possibly DISQUALIFIED if you go into them.**

Making a Bump...



This is an example of a clean safe bump. You see the Sidney Cox raise her hand as the bow ball of Selwyn boat makes contact with the stern.

- **Selwyn immediately hold it up**
- **Sidney row on into the side**

Your bank party will call distances as you get close to the crew in front, and many will use a sequence of whistles to indicate how close you are.

If you bump...

- Watch for the concession; if the cox fails to concede, the bumps will be declared by the JU/SU so listen for them.
- As soon as the bump is conceded **hold it up hard.**

Hold It Up

- **Do not let your crew celebrate - you need to clear the river immediately.**

Continuing to row into a crew which has conceded or celebrating too early are both finable offences.

If you are bumped...

You are obviously going to push off any gaining crew and fight it to the last, but please **be sensible** and if you know that your crew has nothing left in them... concede early.

Acknowledge sensibly, fines are given for late acknowledgment so if you are bumped or are going to be bumped acknowledge.



If you are bumped...

- You must concede as soon as contact is made, by raising your hand high in the air.
- If you are told by your DU to concede do so. Sometimes a bump is inevitable and it is safer to concede early.
- Wind down but **keep paddling** - you need to get out of the way of the crew that has bumped you.

Clear the River



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Clearing

- You need to clear the river as quickly as possible: **there will be crews racing towards you.**
- **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.**

Carnage...

If boats bump out ahead of you and don't clear the river this will happen:



SO.....

Clean Bump & Carnage

- <http://www.facebook.com/home.php?#/video/video.php?v=17555460487&subj=36914302>
- <http://www.youtube.com/watch?v=EP34ZrExo-A>

HOLD IT UP

NEVER row into a stationary crew

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.

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.
- Pull in riverside blades for racing crews if you need to.
- 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, you will end up 'rowing over' the entire course.
- Bumps is a STERN finish – you can still be bumped until your stern has crossed the line!
- Know where your finish is:
 - Crews 1-9 race to 'top finish'.
 - Crews 11-18 race to 'bottom finish'.
 - Crew 10 can pick: if you are close to the bump, then you can carry on to top finish; if you've nothing to chase though, you'll be better of winding down at bottom finish.
- At the finish, wind down but **keep rowing** - there may be crews racing behind you.

Finishes

Division	Top Finish (1-9)	Bottom Finish (11-18)
M4 W3	Railings	First post out of Ditton
W2 W1	Peter's Posts	Upstream Side of the Railway Bridge
M3 M2 M1	Top finish post, Chesterton	Concrete Post at Morleys Holt

The Course



The row 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.

What if?

- If your rudder breaks during the race, or one of your rowers drops out and you can't get round a 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.
- If one of your crew 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

- It could be very very cold next week...
- There may be long waits while marshalling or before you can row home.
- You need lots of layers; and your crew needs lots of layers.
- Take shoes in the boat so you can get out while marshalling and move around.
- Lifejackets: **without one you won't race!**

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.
- 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 bumps, 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 very dangerous** - the rules are there to make racing **safe** and **enjoyable** for all crews.

Any questions?

If you have any other questions or would like any further information, please contact me:

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