

OXFORD CITY BUMPING RACES

Rules of Racing

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L1. General

L1.1. Oxford City Bumping Races are affiliated to British Rowing (BR) as a non-qualifying event and shall be conducted according to BR subject to the Local Rules defined here.

L1.2. These Rules shall be read in conjunction with the BR Rules of Rowing.

L2. Race Committee

L2.1. The Race Committee shall have the authority to:

- a) require participating Boat Clubs to restrict the number of cyclists accompanying crews;
- b) require participating coxes, strokes and crew judges to attend pre-race safety and rule briefings;
- c) impose, in addition to the disciplinary measures specified in BR. Rule 2-7-5, penalty bumps for dangerous conduct or violations of rules of racing without issuing a prior 'Official Warning';
- d) apply sanctions and impose whatever decisions which it deems will best serve to ensure fair racing.

L3. Entry requirements

L3.1. Each crew shall consist of 4 oarspersons, a cox, a poleman and a judge (who will be required to accompany another crew in your division) all of whom must be named on the Entry Form. (Polemen and judges may be crew members of another boat as long as they can be guaranteed to attend each division, whatever the results and possible changes in division during the day.)

L3.2. Composite crews are not permitted.

L3.3. No person may row in two crews or row in one crew and cox another.

L3.4. Boats may be shared by one men's and one women's crew. (For the purposes of doubling up, coxes will be considered as being part of the boat, *i.e.* a cox may double up provided only that s/he is coxing a men's and a women's crew sharing one boat.)

L4. Starting Requirements

L4.1. The coxswain, stroke and crew judge of each crew must attend the mandatory pre-race safety briefing to be eligible to race.

L5. Disputes Procedure

L5.1. Complaints against other crews must be registered with the Race Committee within 10 minutes of the incident. Any complaint should be made known to the accompanying judge who will be expected to contribute to the Race Committee's deliberations.

L5.2. Complaints against routine Race Committee decisions (excluding those treated as resolutions of disputes) must be registered with the Race Committee within 10 minutes of the announced decision.

L5.3. Having been notified of a complaint, the Race Committee shall contact all other interested parties who then have 10 minutes in which to send a representative to put their case.

L6. Divisions

Unless resolved otherwise by the Race Committee:

L6.1. Oxford City Bumping Races shall consist of 2 Men's divisions and 2 Women's divisions.

L6.2. The races will be held on the Isis over one day.

L6.3. Racing will be in stern- or bow-coxed fours.

L6.4. There will be 4 races per division at 2-hourly intervals, with races at 30 minutes intervals throughout the day.

L6.5. Divisions shall consist of up to 16 boats, plus the 'Sandwich Boat', except for the bottom divisions which shall consist of up to 17 boats.

L6.6. Divisions are to be raced in descending order numerically (division 1 being the top division, and the last division to race).

L6.7. The boat which finishes first in each division shall row as 'Sandwich Boat' at the bottom of the next highest division.

L6.7.1. If the boat which finishes first in a second division is unable to race as the "Sandwich Boat" in the higher division (clash of equipment / shared cox etc), the Race Committee may elect to promote the boat from second place (or lower) in the second division

L6.8 The boat finishing bottom of each division shall row at the head of the next lowest division in the next round.

L7. Withdrawals

L7.1. The Event Secretary should be notified of any withdrawals in writing. If a crew fails to boat for a race, it shall be regarded as having withdrawn from the competition.

L7.2. In the event of a crew withdrawn after the deadline for close of entries, but before the Starting Order is finalized, the crew shall be removed entirely from the Starting Order, all other crews moved up one place in the starting order.

L8. Starting Order

L8.1. A provisional starting order shall be prepared by the Event Secretary as soon as possible after the closing date for entries and shall be posted on the OCBR website.

L8.2. In the Millennium Year the new starting order shall be as follows, 68 positions shall be allocated as entries are received in the following manner Elite, Senior 1, Senior 2, Senior 3, and Novice, with the Elite crews heading Division 1. Within these categories, the crews will be drawn at random.

L8.3. In subsequent years the starting order shall be determined by draw according to status, taking into account the previous year's finishing order.

L8.4. The starting order shall be finalized at midnight before the day's racing, until which time the provisional starting order may be amended in the event of further withdrawals.

L8.5. The new start orders after each race will be published at City of Oxford Rowing Club 1 hr prior to the next race.

L9. Embarking & Warming Up

L9.1. All crews must embark from the designated landing stages with their bows pointing upstream as soon as the safety launch following the preceding race has cleared the landing stage.

L9.2. Except when racing, crews must keep to the right hand side of the river above Donnington Bridge, and to the left hand side of the river below it (*i.e.* normal circulation is reversed below Donnington Bridge).

L9.3. Warming up should take place upstream of the Gut; **any crew practicing starts or firm pressure rowing in or downstream of the Gut will be penalized.**

L9.4. Crews proceeding on the right hand side of the river downstream towards the Start must stop at the marked crossing point at Donnington Bridge (see map) and await instructions from the Crossing Marshal before crossing over to left hand side of the River.

L9.5. Crews which have passed the crossing point into the start area below Donnington Bridge may not leave it, except in the course of racing.

L9.6. All crews should be near their bunglines by the 5-minute gun (see **L10.4**). At the very least, all crews **MUST** be below Donnington Bridge at this point.

L9.7. All crews **MUST** be on their bunglines by the firing of the 1-minute gun (see **L10.5**). Failure to comply will incur a penalty.

L10. Starting Procedure

L10.1. Each boat shall be started from a rope 50 feet in length, held by the coxswain or stroke, the other end of the rope to be fastened to a post on the towpath.

L10.2. The distance between each starting post shall be 120 feet, the first situated 150 feet downstream of Donnington Bridge.

L10.3. Divisions shall be raced at intervals of not less than 25 minutes and not more than 45 minutes (unless safety dictates otherwise).

L10.4. Not less than five minutes before the start of the division, the Senior Umpire shall order the firing of the 'Five Minute Gun'. Four minutes later, or later if safety dictates, the Senior Umpire shall order the firing of the 'One Minute Gun'. One minute later, another gun shall be fired to signal the start.

L10.5. If the Starting Gun has not fired within seventy seconds from the One Minute Gun, crews will be notified by the Senior Umpire that the sequence of guns shall be repeated from the One Minute Gun.

L10.6. For a race to be deemed to have taken place, 75% of the boats in the division must be attached to their bunglines when the Starting Gun is fired.

L11. Delays

L11.1. Subject to **L10.3**, delays may be granted by the Senior Umpire provided that the request is delivered before the One Minute Gun.

L11.2. Crews needlessly causing the start to be delayed are liable to be penalized, at the discretion of the Senior Umpire.

L12. Bumps

N.B. It is the purpose of the rules below to obviate the need for coxes to aim to hit boats in order to achieve bumps. By steering the fastest course, bumps (especially as defined in **L12.1b** below) are better achieved with minimal risk to crew and equipment.

It is the expectation that most bumps shall be awarded by the judges from the bank and therefore crews – especially coxes – should remain alert to the indications and judgements made from these persons.

L12.1. A bump shall be deemed to have taken place when:

- a) a boat touches any part of the boat in front of it, the term 'boat' to include oars, rudder and crew; or
- b) an umpire or judge deems an overlap equivalent to **L12.1a**, above, to have taken place by recognising from a position adjacent to the stern of the chased boat, that an overlap is maintained during the entire stroke cycle (not just on the surge); or
- c) when an overlap (as defined in L12.1b) is imminent and inevitable

- d) when the coxswain or stroke of the leading boat acknowledges, by raising his arm, that a bump is inevitable; or
- e) when one boat rows clean past another.

L12.2. A boat shall be liable to be bumped until every part of it has crossed the finishing line.

L12.3. On achieving a bump, a boat ceases to be part of a race and cannot make further bumps.

L12.4. Crews dropping out of the race at any time (e.g. on achieving bump) must steer out of the path of following traffic without stopping (other than to avoid a collision). Any crew which obstructs the race by failing to observe these instructions is liable to be penalized.

L12.5. The bumped crew must continue rowing the full length of the course unless it, in turn, manages to bump a crew, and may be bumped by other boats which catch up with it from lower in the division.

L13. Technical Bumps

L13.1. Technical bumps may be awarded by the Race Committee if a boat does not start in accordance with OCBR Rules.

L13.2. In the event of a technical bump, the division shall proceed as normal except that the offending crew shall lose one place.

L13.3. If the offending crew has attempted to start, any bumps gained by it shall be disallowed while any bumps gained on it shall stand.

L13.4. The Race Committee may choose not to award a technical bump if they decide that a crew never intended to start, in which case the rest of the division shall proceed as normal save that the offending crew shall be placed at the bottom of the division.

L13.5. The crew benefiting from a technical bump may choose to decline it.

L14. Penalty Bumps

L14.1. Penalty Bumps may be awarded by the Race Committee in the event of dangerous conduct, or illegal interference with other crews racing.

L14.2. The number of places lost through a Penalty Bump is at the discretion of the Race Committee.

L14.3. Crews receiving penalty bumps shall automatically have any valid bump gained disallowed.

L14.4. Penalty bumps shall not be awarded until the crew involved has been invited to present their case, and shall follow the disputes procedure.

L14.5. If anyone deliberately jumps out of a boat while racing, the boat shall be bumped as if it remained stationary at that point.

L14.6. Penalty or other bumps shall not be awarded against crews which, after gaining a bump, continue to race due to reasonable uncertainty over whether or not the bump had occurred.

L15. Row Overs

L15.1. The Race Committee may disallow otherwise valid Bumps and award Row-Overs to the crews involved in the following circumstances:

- a) Bumps on crews that were only caught due to unavoidable external influences shall be disallowed;

- b) Boats that have had bumps disallowed shall be awarded row-overs unless they have also accumulated penalty bumps;
- c) Boats easing under a reasonable misapprehension that they have gained a bump shall be awarded a row over, otherwise all boats are expected to complete the course where possible;
- d) Overbumps shall stand despite crews in between subsequently being awarded row-overs.

L16. Finishing Order

L16.1. The Finishing Line is marked by the Cox Stone (see [map](#)).

L16.2. The finishing order of a division shall be the order in which the remaining boats cross the finishing line, except that all boats achieving a bump shall be placed above the boat bumped.

L17. Stopping Racing

L17.1. In the event of a hooter sounding continuously during a race:

- a) All boats shall cease racing immediately;
- b) Bumps gained prior to the hooter shall stand;
- c) Senior division crews still racing when the hooter sounded shall re-row from their original bunglines;
- d) Crews in other divisions still racing when the hooter sounded shall be awarded a row-over;
- e) There shall be a maximum of one re-row per division.

L18. Disembarking

L18.1. At the end of a race, the procedure for disembarking shall be as follows:

- a) Crews that have crossed the Finish line should wait in the turning area (see [map](#)) facing into the stream until the last boat remaining in the Division has crossed the line. b) On turning, crews should immediately proceed downstream on the right hand side of the river and disembark at their designated landing stage.
- c) Crews disembarking below the Gut should proceed to the crossing point at Donnington Bridge, where they should stop and await instructions from Crossing Marshal. On crossing the river, crews should turn immediately by the houseboats at Salters' and approach the landing stages with bows pointing upstream.

L18.2. Crews may not turn in the turning area after racing except under the direction of a marshal.

L18.3. After a race, all participating crews must have disembarked at their designated landing stages before the Five Minute Gun signalling the start of the next race. Failure to do so may incur a penalty.