

# CUCBC Bumping Races

## Instructions for Umpires



# People, Equipment and Duties

## Junior Umpire (JU)

- Fluorescent bib
- Megaphone (with siren button taped over)
- Throwline
- Space blanket
- Radio (if available)
- Race observer
- Can award bumps
- Assist SU in case of dispute, obstruction or emergency stop.

## Senior Umpire (SU)

- Fluorescent bib
- Megaphone (with siren button taped over)
- Radio
- Throwline
- Space blanket
- Fine notebook
- In charge of their 3 crews.
- In addition to powers of JU, can stop crews and take other measures to ensure safety of crews.

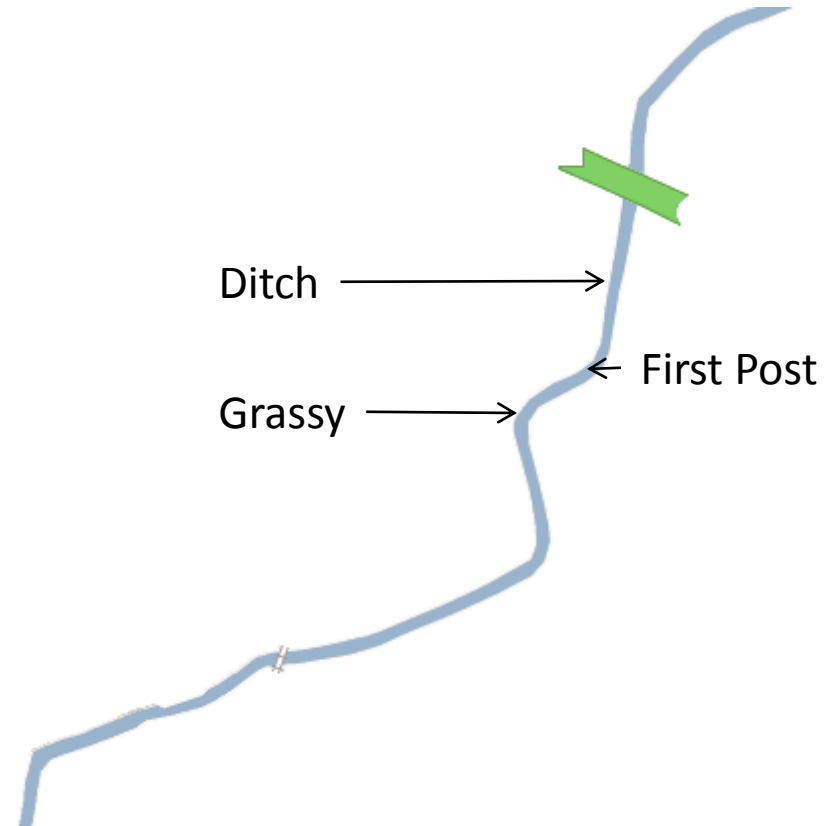
1 JU/SU team per 3 crews



# People, Equipment and Duties

## Static Umpire

- Fluorescent bib
- Megaphone (with siren)
- Radio
- Emergency stop: sound siren if instructed to do so by CU/DCU.
- Will be called by radio before 4 minute gun to confirm they are in position and their section of river is clear.
- Grassy static can help check bike passes before 4 minute gun and after division has passed.



# People, Equipment and Duties

## Chesterton SU

- Fluorescent bib
- Megaphone (with siren button taped over)
- Radio
- Throwline
- Responsible for marshalling crews.
  - Pulling crews into back in appropriate order (reverse order so crew 17 is furthest downstream).
  - Communicating with control desk to push them off at appropriate time.
- Marshals will assist.
- Chesterton SU controls all traffic coming on to course.
- Further marshal at Riverside
  - In radio contact.
  - Monitors traffic coming on to course and informs Chesterton SU.
  - Chesterton SU and other umpires will decide whether to hold traffic at water point on Riverside or allow them to proceed.
- Chesterton SU responsible for umpiring races that go to Men's Top Finish.
  - Should be ready to cycle and delegate duties to marshals where necessary.



# People, Equipment and Duties

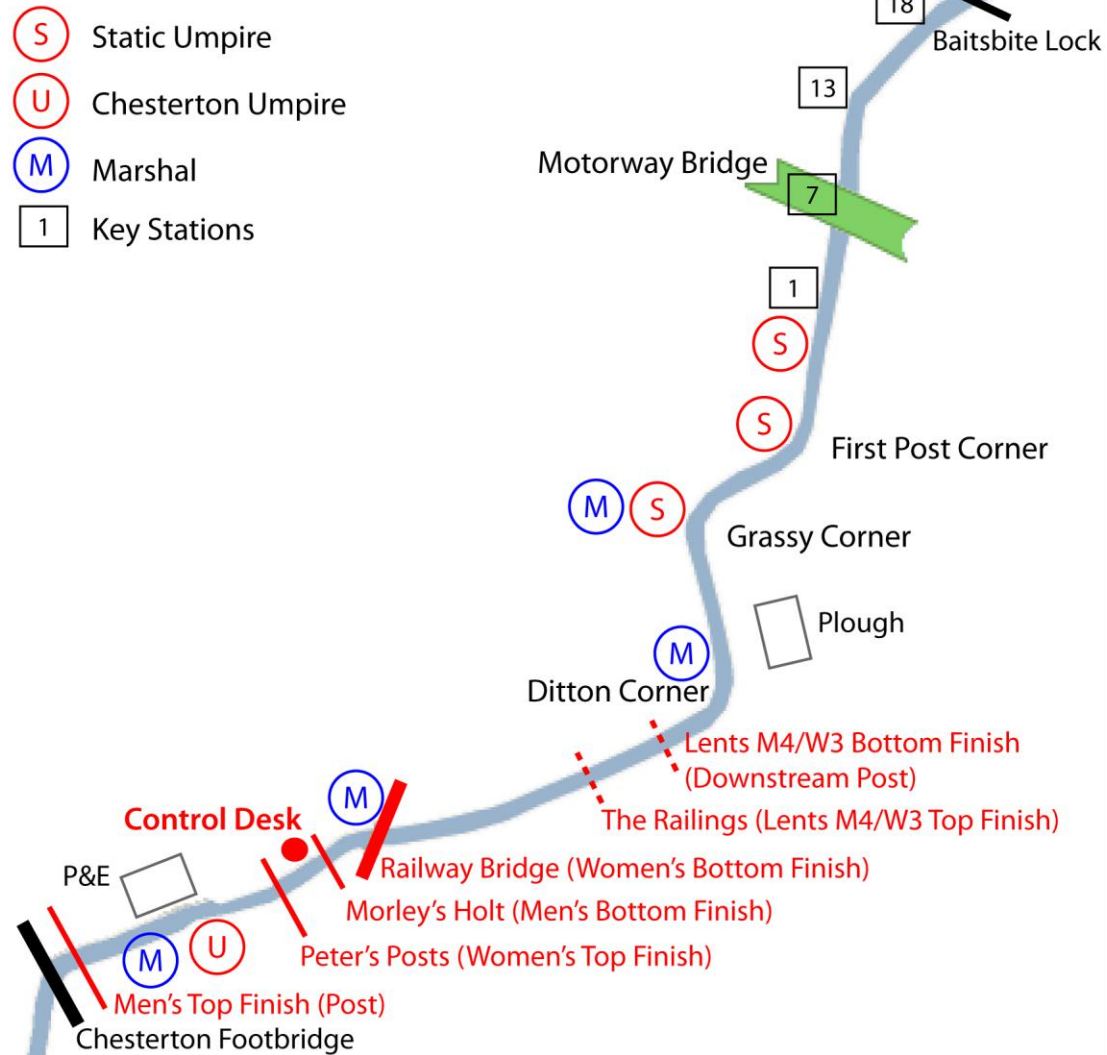
## Chief Umpire (CU) and Deputies (DCU)

- Megaphone
- Radio
- 1 CU, 3DCUs (3<sup>rd</sup> of course each).
- Have the power to make any decision they deem necessary.
  - Overruling SU/JU
  - Awarding technical results/rerows.
- Discuss any contentious issues with CU/DCUs.

## Marshals (M)

- Fluorescent bib
- Radio for Riverside marshal
- Provided by college clubs.
- Assist in the general running of the races including
  - checking bank passes,
  - marshalling crews
  - assisting umpires as required





# Radios

- For “official” traffic – not general conversation.
- Public channel!
- Communication primarily to ensure the CU/DCUs and Control Desk are fully aware of all relevant information around a division.
- Not to be used to give a ‘race commentary’ although they should be used during a division to report
  - where bumps have occurred and where crews are pulled in, in order to assist following SU/JUS and their crews
  - where the lead crews are, to assist Control and the Chesterton marshalling team.
- Unobstructed radio access vital for CU/DCU in the event of the need to stop a division.
- After completion of a division, results may be passed to Control over the radio.
- Messages should be clear and concise and good radio protocol should be followed at all times.



# On the Way to the Start

- Crews rowing down to the start are usually permitted two practice starts - one under the Railway Bridge and one at the Plough.
- Either or both may be eliminated if we are running behind time.
  - CU/DCU will make this decision and it will come over the radio .
  - SU/JUs make sure that the marshals at the Railway Bridge and the Plough know this, as they are the ones that usually get asked by bank parties.
- The 4 minute gun should fire on time.
- If a delay is necessary, it will be inserted before the 4 minute gun if possible – failing that, between the 4 minute and 1 minute guns. **There will be no delay after the 1 minute gun**, except in an emergency.
- The maximum delay for equipment failure etc. is 15 minutes though an emergency may warrant a longer delay.

**All umpires need to report to the CU at the Gunshed 15 minutes before the start of the division.**





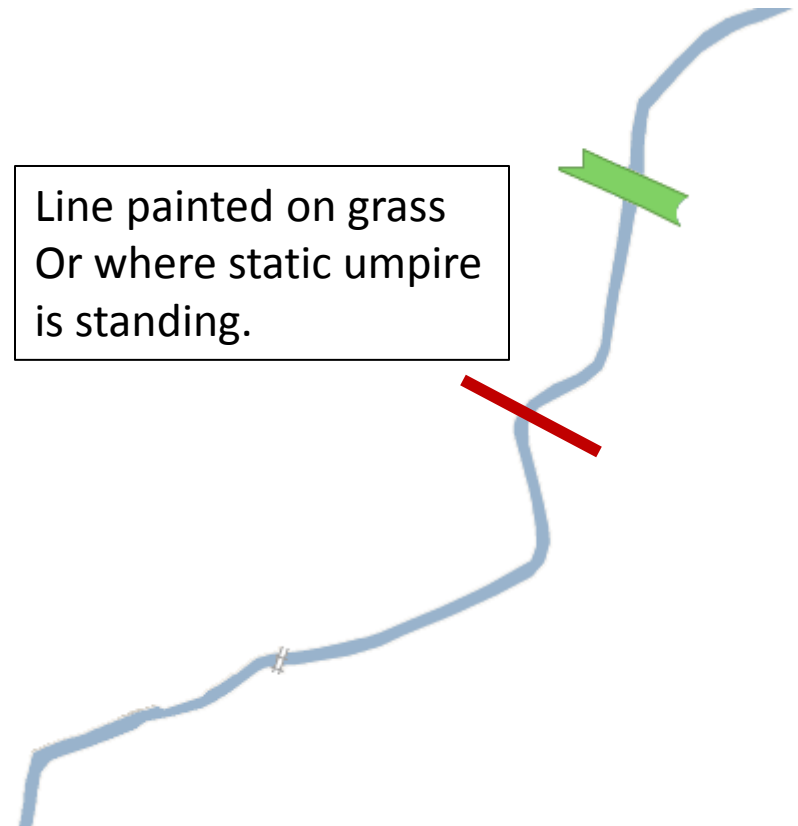
# The Start

- Introduce yourself to the cox of each of your 3 crews.
  - Make it clear that safety is of paramount importance in bumps, particularly when bumping, acknowledging and clearing. Also mention that they should hold the bung up where you can see it at the start, and that acknowledging should be clear.
- Coxes must have lifejackets and boats must have bowballs. If either is missing a crew **cannot** race.
- If the bung is dropped before the start gun, you must make a judgement as to whether an advantage has been gained. In the vast majority of cases, there is none. Tell the SU what you saw and appropriate action will be taken, including awarding bumps against the offending crew if necessary.
- In the event of a crew not turning up to the start, or not being allowed to start, the chasing crew must perform a proper bung start with the rest of the division until it has passed the empty station at which point it must pull in. A technical bump will be awarded. Crews with an empty station in front will not be allowed to go for an overbump.
  - Keep crews behind informed of what is happening!



# Definition of a Bump

- Physical contact between the two boats
  - Boats, blades, people!
- Complete overtaking
  - Bowball past bowball
- Before Grassy Corner
  - Bowball past cox (and within bladespan)
  - Can occur without contact.
  - Obviously a bump if contact occurs before.
- Cox of bumped crew should concede (raise hand).





# During Racing

- One SU/JU team per 3 boats.
- Judge bumps UP from your crews.
- SU/JU have authority to declare bump has occurred.
- **If a bump occurs**, inform crews & bank party using megaphone.
  - River must be cleared ASAP. Preferably to towpath side.
  - Chasing crew holds it up & pulls in. Bumped crew should row on & pull in.
- If you are unsure of outcome of a situation, don't get involved in discussion.
  - Report what you saw to CU/DCU.
- Be particularly careful between start & Grassy – most pile-ups here.
  - Note who you think may have case for rerow/technical result and separations at the time of the obstruction. Inform CU/DCU.
- Note excessive bank parties, abusive/unsafe behaviour, excessive celebration (before clearing).



# 3-boat Sandwich



- SU/JU team work together
- One follows each gap
  - Follow the bow ball
- Give clear visual signal (e.g. raised hand) when bump occurs
- Clear **quickly**.



# Stopping Divisions

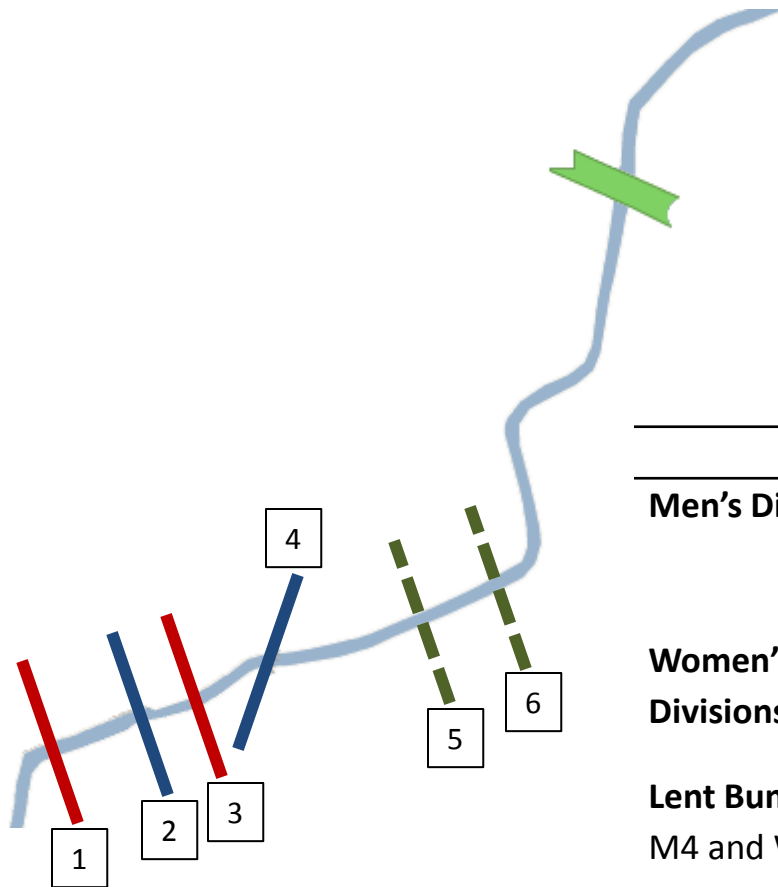
- Last resort, even when serious obstruction occurs.
  - Can usually clear it by stopping only next 2-4 crews.
- Emergency stop e.g. for ejector crab (if person cannot get clear by their own efforts), major obstruction, moving barge on course.
- Can only be called by CU/DCU.

**“THIS IS XXXXX [HOLLY, DAN, IAN, KIPPER], CHECKMATE, CHECKMATE, CHECKMATE, AT YYYYY [DITCH, FIRST POST, GRASSY]”**

- Appropriate **static umpire** (and those downstream) point megaphone downstream and ACTIVATE THE SIREN.
- All other SUs/JUs in this region attempt to communicate with crews and bank parties to stop them rowing.
- Primary role is **SAFETY** – ensure all crews stop rowing
- Then assess possible technical results – separations at point crews respond.



# Finishes



- Crews 1 to 9 race to **top finish**
- Crews 11 to 18 race to **bottom finish**.
- Crew 10 can choose to race to top finish (if chasing a bump) or can stop at bottom finish).
- **Stern finish.**

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





# After the Division

- Rerows are rare and decided upon by CU/DCU.
  - Do not comment on possibility of rerows to crews.
  - There are no rerows on Saturday.
- We must avoid reversing decisions and therefore, unless you are absolutely sure, do not give final verdicts in contentious circumstances (normally, though, you will be able to accept or reject a bump straight away).
- You might be involved in discussions afterwards
  - stay calm
  - remember what you saw
  - don't be afraid to keep people quiet so that you can talk to the other umpires.
  - Fines will be applied for the abuse of umpires.

When you have finished umpiring, please return all your equipment to the control desk, but **static umpires remain in position until replacement arrives.**





# Fines

- May be imposed on crews/clubs by SUs.
- Note in fine notebook.
- Provide as much information as you can there and then so that in the event of an appeal all of the necessary information is at the disposal of the CU/DCUs.
- **Do not report fines over the radio.**

(The CU/DCUs may impose other fines not on this list at their discretion)

Offence	Penalty
No marshal supplied by club	£15 (subsequently £30, £45, £60)
Late marshal	£5 (subsequently £10, £15, £20)
Incompetent marshal supplied	£10
Dropping bung before start	£15
Excessive bank party	£50
Failure to show bike pass	£25
Ignoring marshalling instructions	£20
Illegal crew member	£10 - £50
Dangerous activity, including	£20 - £50
<ul style="list-style-type: none"> <li>• Late acknowledgement (leading crew)</li> <li>• Failing to easy (chasing crew)</li> <li>• Failing to clear the river</li> <li>• Abusive behaviour</li> </ul>	
Dangerous Coxing	£20 - £50
Obstruction, abuse, violence towards officials	£20 - £50



# Barges

- Umpires can control river traffic
- If a craft wants to come on the course:
  - Hail them (be polite)
  - Explain race is in progress
  - Ask where they want to go
  - Radio control desk – chief umpire will decide when they can be allowed to pass



# Behaviour

- Umpires represent the CUCBC and the University Clubs.
- Your responsibility is to ensure the safe and fair running of the races – you must not allow bias to creep in.
  - You may not support crews whilst wearing any kind of official dress.
- Do not get into arguments, do not swear and if there are any problems, go straight to the chief umpire or one of the deputies.





# Thank you

Any questions?

