

**Cambridge University**  
**Combined Boat Clubs**

REGULATIONS FOR RACING, CUCBC  
TROPHIES

and

CALENDAR OF EVENTS

2009 – 10

# 1 REGULATIONS FOR RACING

The race dates are related to Full Term dates as published in the University Ordinances, and are based on the fixed calendar of events adopted by the CUCBC in 2000. They may under exceptional circumstances be changed, and will be confirmed by the Honorary Secretary of the CUCBC at the start of each year.

## General

This section concerns all CUCBC-run races.

1. a. That only resident *bona fide* student members of the University who are also members of the CUCBC be eligible to row or steer in CUCBC races, except as specified in Rule 2. For the purposes of this regulation a *bona fide* student is defined as one who is in *statu pupillari* and is therefore:
    - i. a matriculated member of a College; and
    - ii. currently reading for a recognised degree of the University; and
    - iii. fulfilling the University residence requirements in both time and place.
  - b. That other members of the University who are Fellows or Employees of a college may compete for that college only after approval by the Executive Committee and that such approval should be sought within the first two weeks of term.
  - c. That such other members of the University will not normally be allowed to row in their College's 1st boat in the Lent or May Bumps or in the top Division of the University Fours. Exceptional cases may be permitted at the discretion of the Executive Committee.
  - d. That postgraduate members of the University are eligible to compete for their College in CUCBC races until the end of the term in which they sit their viva voce or other final examination; this would normally be their first viva voce examination, except in cases where resubmission and a second viva voce are required by the University authorities, in which case the CUCBC should be satisfied that there has been no unreasonable delay inserted and in particular that Regulation 1a(iii) is satisfied. For the purposes of deciding eligibility, viva voce examinations completed during any period between University terms are considered as the previous term.
2. a. That *bona fide* degree students at Anglia Ruskin University (rowing as Anglia Ruskin Boat Club, formerly CCAT) be deemed to be equivalent to a College.
  - b. That for the purposes of the Lent and May Bumping Races the Clinical Medical and Veterinary Schools may also compete.
  - c. Members of the Clinical Medical and Veterinary Schools may compete for their College or for their School until the end of the academic year in which they sit their final exams.
3. That Women's and Men's races be considered discrete.
    - a. That only Men's Crews shall row in Men's races, and only Women's Crews shall row in Women's races, but when the gender of an event is unspecified, mixed crews and crews of either sex may compete.
    - b. That a Men's Crew be defined as a crew consisting of oarsmen and no oarswomen, and a Women's Crew be defined as a crew consisting of oarswomen and no oarsmen.

- c. That notwithstanding Rule 3.b above, the coxswain need not be of the same sex as the crew.
4. That the rules concerning composite crews be as follows:
    - a. Composite crews shall be allowed for the University Fours only as defined in Rule 57.b.
    - b. In all other CUCBC events, with the exception of the Magdalene Silver Pairs and Lowe Double Sculls, the crew, including the coxswain, must be members of the same College; save that in the case where members of a College want to row or steer, but their College Boat Club has no relevant boat in training, then they may, at the discretion of the Executive Committee, be allowed to row or steer for another named Club in their lowest boat. Having chosen one such Club they must row or steer for this Club only while their College Boat Club continues to have no boat of its own.
    - c. Should a person change Colleges and thus be a member of two Colleges, s/he may then row or steer for one of them only; this must be announced at a CUCBC Meeting at the start of every term.
  5. That no crew be allowed to change its personnel after once competing in any heat of a CUCBC event, except with the permission of the Executive Committee, which will usually be given only in the case of accident or illness.
  6. That under no circumstances may a crew member rowing in or steering a crew in any race under the jurisdiction of the CUCBC leave the boat except involuntarily until the race is over.
  7. That the maximum entrance fee chargeable for any race run by the CUCBC or a College Boat Club be decided by the CUCBC AGM and that these fees be payable to the Boat Club organising the event.
  8. 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:
    - a. 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 towpath between Baitsbite Lock and the Railway Bridge, except by special permission of the Executive Committee.
    - b. 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.
    - c. The current limit per racing crew is four cyclists, including the Boatman, any College VIPs and the College Boat Club Senior Treasurer.
    - d. Any Club with more than its authorised number of bicycles shall be liable to be fined and/or its crews technically bumped/disqualified.

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.

9. That in the event of racing emergency or bumps, boats are to pull in to the outside of corners as far as possible.

10. That each boat abide by its own accidents.
11. That each boat racing provides such Marshals as requested for each day that it races and for any re-rows that may occur.
12. That every member of the CUCBC be subject to such regulations for boat racing as the CUCBC may from time to time decide.

## **Lent and May Races**

### **Eligibility and Conditions of Racing**

13. That there be regular Eight-Oared Bumping Races held from the 7<sup>th</sup> Tuesday to the 7<sup>th</sup> Saturday of the Lent Term and from the 8<sup>th</sup> Wednesday to the 8<sup>th</sup> Saturday of the Easter Term, and that the number of Men's and Women's divisions shall be appointed at the first CUCBC Meeting of the term preceding the Races.
14. That any College Boat Club wishing to put boats on the river for these Races inform the Hon. Secretaries when requested to do so.
15. That every Men's and Women's College Boat Club have the right to at least one boat each on the river for the Lent and May Races.
16. That if a boat misses more than one race in the Lent or May Races of one year, the Club concerned forfeit that place on the river and be obliged to 'get on' should it wish to compete again in a future year.
17. That new single boat entrants to the CUCBC Bumping Races be placed at the bottom of the penultimate division, or at a higher position, at the discretion of the Executive Committee.
18.
  - a. That no crew be allowed to compete in a Bumping Race on the Cam without a minimum of ten training outings.
  - b. That no crew be allowed to compete in the Lent Bumps that contains more than 2 novices starting in the Lent Term.
  - c. That the Executive Committee should be notified of any crew failing to fulfil this requirement.
  - d. That the CUCBC may in extraordinary circumstances give a crew that has failed to do so permission to race.
19. That every Boat Club return its entries for the Bumps and the Getting-On Races with the correct fees (see Rule 14) to the CUCBC before a deadline (which shall be before the start of these Races) to be set by the Hon. Secretaries. Any boat failing to do so may not take part in these races.
20. That no current member of the University Squads may row or steer for his/her College in the Lent Bumps without the permission of the Executive Committee and the relevant University Club President. Except in the case of reserves, permission will only be given in exceptional circumstances.

21.
  - a. That no person who has gained first Lent or May Colours or a Trial Cap may row or steer below the third division of the CUCBC Lent or May Races or below his/her College third crew, whichever is the lower, without the permission of the Hon. Secretaries. This shall normally be given only in the case of accident or illness.
  - b. That no person who has rowed in, steered or been a reserve for any of the CUBC, CUWBC or CULRC crews may row below his/her College third May Boat without the permission of the Hon. Secretaries, which shall normally be given only in the case of accident or illness.
  - c. That anyone infringing 21.a and/or 21.b be forbidden to row in any crew for the remainder of the Races.
22.
  - a. That, with the exception of the sandwich boats, no-one may row or steer in more than one division in one day, and that no-one who has rowed in a particular crew in the races may then row in another crew, except with the permission of the Executive Committee, which shall usually be given only in cases of accident or illness.
  - b. That anyone may row in one division and steer in another on the same day.
23. That there be no restriction on the type of eight used in the CUCBC Lent or May Races, with the exception of front loading eights, which may not be used under any circumstance.
24. That College Boat Clubs be fined a minimum of £10 per case if any coxswain (or a representative from his/her crew) in the Lent or May Races fail to sign in at the Coxswains' meeting held by the CUCBC before these Races.

### Getting-On Race

25.
  - a. That if there be more new entries than vacant places, the bottom ten crews (at most) on the river and all new entries then row a timed race (the Getting-On Race)
  - b. That the race be held on the Friday preceding the Races, over the Colquhouns course (i.e. from the Little Bridge to a post 78 yards below the Railway Bridge), and that the result of this Race determine which boats race in those Bumps.
26. That the number of crews taken off (subject to Rule 25.a) be sufficient to ensure one available place on the river for every three boats entered for the Getting-On Race.
27. That no person who has gained first Lent or May Colours or a Trial Cap, or who has rowed in, steered or been a reserve for any of the CUBC, CUWBC or CULRC crews may row in the Getting-on Race UNLESS the Getting-on Race crew concerned is the Club's second or third crew.
28. That no-one who has rowed or steered in a successful boat in the Getting-On Race row or steer respectively in a higher boat during the races which follow, except with the permission of the Executive Committee, which shall usually be given only in cases of accident or illness.
29.
  - a. That those crews regaining their places on the river from the previous year get on first in the order that they were taken off.
  - b. That the order of the remaining crews be decided by ballot.
30.
  - a. That should a crew which has been entered not arrive for the start of the CUCBC Getting-On Race, they forfeit the entire entry fee.

- b. That the CUCBC return half the entry fee to College Boat Clubs for crews which, having rowed in the Getting-On Race, are not then included in the Races.
31. That the Hon. Secretaries place lists of the boats entered for the Races, arranged according to their order, in the different Boathouses at least two days before the commencement of the Races, and new lists on each successive race day.

### Details of the Race Procedure

32. a. That the Races be rowed in divisions of seventeen boats each, excluding the sandwich boat, except the lowest division which may contain eighteen boats.
- b. That the order of the divisions be such that the Women's First Division immediately precedes the Men's First Division, with lower divisions, as far as possible, alternating between Men's and Women's crews.
33. That the starting posts be 150 feet apart, and that the last starting post be at Baitsbite Lock
34. That the finishing posts for the **Lent** Races be as follows:
- a. For the first three Men's Divisions:
    - i. Top Finish : The farther post at Chesterton Footbridge.
    - ii. Bottom Finish : The concrete post at Morleys Holt.
  - b. For the first two Women's divisions:
    - i. Top Finish : Peter's Posts.
    - ii. Bottom Finish : The upstream side of the railway bridge.
35. For the remaining Men's and Women's Divisions :
- a. Top Finish : The Railings.
  - b. Bottom Finish : The first concrete post upstream of Ditton Corner.
36. That the finishing posts for the **May** Races be as follows:
- a. Men's Top Finish : The farther post at Chesterton Footbridge.
  - b. Men's Bottom Finish : The concrete post at Morley's Holt
  - c. Women's Top Finish : Peter's Posts
  - d. Women's Bottom Finish : The upstream side of the railway bridge.
37. a. That the Bumps course be such that the first nine boats in each division race to the Top Finish and the rest stop at the Bottom Finish.
- b. That the tenth boat only shall have the option of rowing on to the Top Finish.
- c. That a boat shall be deemed to have finished racing when the stern has passed the relevant finishing post.

## Before the Start

38. That no boat proceeding to the start of the Bumps may spin until after First Post Corner, except at Ditton Corner or above the Railway Bridge, except in an emergency. Boats that do spin cannot expect the Chief Umpire to delay the start should they then be late.
39. That any boat causing delay at the start may, at the discretion of the Chief Umpires, be fined or disqualified from racing.
40. That in the event of structural damage occurring to a boat on its way down to the start of a CUCBC Lent or May Race, the Chief Umpire be informed immediately:
  - a. If the boat can be repaired, the Chief Umpire may at his/her discretion delay the start of any Division by up to fifteen minutes.
  - b. If the boat cannot be repaired or if the newly repaired boat cannot make it to its station by the revised division time, the crew starting behind it shall be awarded a technical bump.
41. That each division of the Races be started by three guns, the first gun to be fired four minutes before the start, the second gun one minute before the start, and the third gun at the start.  
In the event of the one minute gun failing, the next gun to be heard will be a one-minute gun.
42. That any crew which has not spun by the One-Minute Gun be immediately disqualified, and that it then pull into the bank to avoid obstructing crews racing.

## Starting Procedure

43. That no running starts be allowed.
44. That in each boat, when the starting gun is fired, the coxswain be holding the regulation chain attached to its post with his/her hand above the water.
45. That if s/he drops the chain before the gun is fired, and the Chief Umpire deems that the result of the race was affected by this action, the penalty be as follows:
  - a. If the offending crew make a bump, the Chief Umpire shall either disallow the bump or give the boat that has been bumped the option to re-row;
  - b. if the offending boat row over, or if it make a bump that is disallowed, the boat starting behind it may, with the consent of the Chief Umpire, claim a re-row.

## Making a Bump

46. That a boat be considered fairly bumped when it is touched by any part of the boat behind it before its stern is past the finishing post save that, between the start and the towpath gate on Grassy Corner, a boat will be considered fairly bumped when the bow ball of the chasing boat passes the Cox, whether or not contact has been made. Should the cox fail to concede at this point, the Chief/Deputy Chief Umpire will use his or her authority to declare the boat to have been bumped and may also impose a dangerous coxing penalty. Over the remainder of the course drawing level with a boat will be considered equivalent to a bump, provided the bow balls are level. For the purposes of this Rule, the word 'boat' includes the ship, the crew, and oars if in the rowlock.

47. That the coxswain of a crew so bumped acknowledge the bump immediately by holding up his/her hand, this crew rowing on for at least three strokes after the acknowledgement. The crew having made the bump shall at once cease rowing, and both boats shall draw into the bank, if possible to the outside of a corner, until all other boats still racing have passed.
48. That if one boat bump another, the two boats change places on the subsequent day of racing, whatever may have been their positions before starting.
49. That any boat having made four Bumps may row up after the races on Saturday with its flag hoisted, as may also the boat rowing Head.
50.
  - a. That when, because of obstruction by preceding boats, a crew following is considered bumped according to the Rules, the Chief Umpire may award a technical bump or disallow the bump and offer a technical row-over or a re-row to those crews affected.
  - b. That obstruction shall be defined as any event which substantially affects the orderly course of rowing, and nothing in this Rule shall limit the powers of the Chief Umpire to offer re-rows in other cases.
51. That if a boat miss a race, the crew behind it be awarded a technical bump (having rowed past the starting point of the offending crew) and that, if the offending crew fails to appear on the following day, that crew shall be removed from the start order for that set of Bumps and the crews behind it will each move up one place.

## **Umpires and Disputes**

52.
  - a. That the Senior Committee appoint a Chief Umpire to take overall control of running the main CUCBC races (University Fours, Lent and May Races). That the Executive Committee and Chief Umpire appoint at least one Deputy Chief Umpire and a sufficient number of Senior and Junior Umpires for each Division of the Lent and May Races and each day of the University Fours.
  - b. That boats provide Marshals as requested by the Executive Committee to assist with the running of the races.
53.
  - a. That all disputes be referred to the Chief Umpire, who shall normally be at Peter's Posts fifteen minutes after the starting gun for each division.
  - b. That the Chief Umpire shall have final authority over all decisions and his/her decision shall stand unless overruled by the Senior Committee.
  - c. That s/he shall have the power in all doubtful cases of either causing the boats concerned to row the race again that evening, or of referring the matter to a disputes meeting to be held at a stated time on the night of the Race in question.
  - d. That there be no re-rows on the final day of racing, save at the Chief Umpires' discretion, which will only be exercised under extreme conditions.
54. That nobody attend a disputes meeting unless referred to it by the Chief Umpire, who shall also attend the meeting, and that no bumps be disputed after the termination of the disputes meeting.



## University Fours

### General

55. That they be raced from the 3<sup>rd</sup> Monday to the 4<sup>th</sup> Friday or 4<sup>th</sup> Monday to the 5<sup>th</sup> Friday of the Michaelmas Term at the discretion of the Executive Committee, subject to the number of entries.
56.
  - a. That entries be divided into a First Division for College First Boats and a Second Division for Second and Lower Boats.
  - b. That no Blue, Goldie or Blondie Colour, Lightweight or University Trial Cap, be allowed to row in the Second Division. This Rule shall not apply to coxswains.
  - c. That any four entering with two or more May colours rowing be included in the First Division, whether or not that four be its College's First crew.
  - d. That first boats from colleges who have their top boat in the third or lower division in both the Lent and the May bumps, may enter the Second Division for the University Fours, subject to approval from the Executive Committee.
57.
  - a. That no person currently trialing for a University boat may compete in the University Fours competition without the permission of the relevant President.
  - b. That at the relevant President's discretion in order to assist University trials, any two Colleges may form a composite Four to compete in the University Fours competition.

### Light (Coxless) Fours

58. That these be rowed as Timed Races (see Rules 68 - 73)
59. That these races be regulated by CUCBC Rules 55 - 57.
60. That the course be that of the Colquhoun Sculls save that the top finishing post be by Chesterton footbridge.

### Men's Coxed Fours

61. That these be rowed as Timed Races (see Rules 68 - 73)
62. That these races be regulated by CUCBC Rules 55 - 57.
63. That the course be that of the Colquhoun Sculls Race.

### Women's Coxed Fours

64. That these races be regulated by CUCBC Rules 55 - 57.
65. That the course be from the post at the bottom of the Long Reach to the Post just below Chesterton Footbridge.

66. That there be only two boats rowing side-by-side in each heat, and that no boat be allowed to draw more than one bye.
67. That crews stay on their stations throughout the race, not steering into each other's water. Any boat breaking this Rule renders itself liable to disqualification at the discretion of the Senior Umpire

## **Specifications for CUCBC 'Time Races'**

68. That the entrance fee for each boat (to be laid down by the Hon. Secretaries) be paid at the time of entry.
69. That in all time races under the jurisdiction of the CUCBC there be only two boats in each heat, and that no boat be allowed to draw more than one bye. The second boat shall not touch, nor ordinarily endeavour to pass, the first boat, but may pass at the discretion of the Umpire.
70. That in all time races under the jurisdiction of the CUCBC the Hon. Secretaries appoint Marshals and Divisional Umpires who shall act under instruction from the Senior Umpires, and that the decisions of the Senior Umpire in all cases shall be final. Any boat suffering equipment failure or breakage by the first signal may, at the discretion of the Umpire, be awarded a re-row.
71. That no boats wilfully make use of running starts in any race, and that any boat breaking this Rule be liable to disqualification at the discretion of the Umpire.
72.
  - a. That the course for all races except the Peter Brandt and Maiden Sculls be that of the Colquhoun Sculls (i.e. from the Little Bridge to a post 78 yards below the Railway Bridge).
  - b. That the course for the Peter Brandt and Maiden Sculls races shall be over 500 metres from a post at the bottom of the Reach to a post 78 yards below the Railway Bridge.
73.
  - a. That if the difference between two boats at the finish of a race be less than a second, the Umpire shall deem the race a Dead Heat.
  - b. That in the event of a Dead Heat in a trial heat, a re-row shall take place over a course not less than from Ditton Corner to the finish, to be agreed upon between the Umpire and the representatives of the two Clubs concerned.
  - c. That in the event of a Dead Heat in a final, the trophy be held jointly and that medals be awarded to both crews concerned.

## **CUCBC Small Boats Races**

74. That the Small Boat Races be rowed as Timed Races (see Rules 68 - 73).
75. That subject to the number of entries and to Rules 86 and 89, the Small Boats Races be held for both men and women.

Note that the start date of these events may be altered to accommodate the number of entries.

## **Magdalene Silver Pairs**

76. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
77. That any member qualified to row in CUCBC-run races be qualified to row, except those who have won the Magdalene Pairs twice before.
78. That a crew need not consist of members of one Club.

## **Foster-Fairbairn Pairs**

(Trial Pairs)

79. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
80. That Blues, winners of the Magdalene Pairs, and previous winners of the Foster-Fairbairn Pairs be ineligible to enter.

## **Lowe Double Sculls**

81. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
82. That a crew need not consist of members of one Club.

## **Fairbairn Junior Sculls**

83. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
84. That previous winners of the Fairbairn Junior Sculls and the Colquhoun Sculls are ineligible to enter.

## **Bushe-Fox Freshman's Sculls**

85. That they be rowed on the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
86. That only men be eligible to enter.
87. That only members of the CUCBC in their first year of residence be eligible to enter.

## **Women's Championship Sculls: The Delafield Trophy**

88. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
89. That only women be eligible to enter.

## Peter Brandt and Maiden Sculls

90. That they be rowed from the 0<sup>th</sup> Monday to the 0<sup>th</sup> Wednesday of the Easter Term.
91. That only those who have not before competed in a sculling race be eligible to enter.
92. That there be separate competitions for men and women subject to the numbers of entries.

## 2 FINES AND PENALTIES DURING BUMPS

Inevitably, due to the nature of the Bumps races, all eventualities cannot be covered here and the Chief and Deputy Chief Umpires may, at their discretion, apply alternative penalties to those listed below. Fines generally relate to the safe and fair running of the races, both on the water and on the towpath. The object is not to catch out crews and clubs, but to encourage safe racing. It is up to Captains and Club officials to ensure their members' competence, sporting attitude and respect for the rules of racing. It is the responsibility of the race officials to ensure that the races take place safely, that the rules are applied consistently and without bias, and that disputes are heard and settled fairly within the practical limitations of the Bumps. If both sides succeed, fining will be minimised, and the Bumps will be more enjoyable and satisfying for everyone.

### Fixed penalty offences

- No Marshal supplied by a club: £15 first occasion; £30, £45, £60 subsequent repeat offences.
- Marshal late for briefing: £5 first occasion; £10, £15, £20 for repeat offences.
- Incompetent Marshal supplied: £10.
- Dropping bung before start: £15. (NB: gaining significant advantage after dropping bung is likely to lead to disqualification or a technical bump against that crew).
- Bank party size (NB: This applies to each crew individually. More than 4 clearly identifiable cycling supporters, *i.e.* students, coaches, friends, including the boatman, senior treasurer and any College VIPs; does not include Junior/Senior Umpires or unattributable cyclists): £15 first occasion; £30, £45, £60 subsequent repeat offences. Repeat offences may lead to bumps being disallowed.
- Failure to show bike pass: £25 (*i.e.* ignoring pass checking Marshals).
- Ignoring marshalling instructions: £20 (e.g. restrictions on number and place of practice starts, excessive delays on paddle down).
- Lack of a bowball, or cox without a lifejacket, leads to crew not being allowed to race and awarding of a technical bump to the chasing crew and a fine of £50.

### Variable penalty offences

- Illegal crew member: £10 - £50, including non-notified substitutions. Rowers must be valid members of the College concerned. While top crews (say 1<sup>st</sup>, 2<sup>nd</sup>) must have *bona fide* student members, in practice the involvement of College Fellows in lower crews has been encouraged. However, the CUCBC Committee must approve all non-*bona fide* substitutions before racing begins. Identified illegal rowers will not be allowed to compete further, bumps may be disallowed and technical bumps awarded against offending crews. NB: anyone who rowed or coxed in a crew which gained a place in the Getting on Race may not row or cox respectively the Bumps in a higher crew unless as a *bona fide* substitute (see Rule 28).
- Dangerous activity around bumps occurring, including the elements of:

- late acknowledgement (leading crew).
- failing to easy (chasing crew).
- failing to clear the river.
- abusive behaviour of either crew or associated bank parties.

Each element may attract a separate fine in the range £20 - £50, depending on the seriousness of the offence. Repeat offences by the same crew on separate days will lead to increased fines.

- Dangerous coxing: £20 - £50, generally applied in the context of failing to avoid stationary (bumped out) crews, but also relevant to marshalling, paddling to start and returning after the race.
- Obstruction, abuse, violence towards officials (Marshals, Divisional and Senior Umpires), and general obstruction of, or abusive or violent behaviour on the towpath: £20 - £50.

Depending on the seriousness of any of the above offences, individual offenders, in either crews or bank parties, may be banned from further participation in the Bumps, bumps may be disallowed, and crews may be banned from further participation in races.

Finally, crews which demonstrate a dangerous lack of competence during the races may be banned from further racing for safety reasons.

### 3 CUCBC TROPHIES

1. Bronze Medals will be awarded to the following oarsmen and oarswomen:
  - a. The Head of the River crews in the May Races.
  - b. The Head of the River crews in the Lent Races.
  - c. The winning crew of the University Light Fours.
  - d. The winner of the Colquhoun Sculls.
  - e. The winner of the Delafield Sculls.
  - f. The winning crew of the Magdalene Pairs Race.
  - g. The winning crews of the University Coxed Fours.
  - h. The winner of the Fairbairn Junior Sculls Race.
  - i. The winning crew in the Foster-Fairbairn Trial Pairs Race.
  - j. The winners of the Lowe Double Sculls Races.
  - k. The winner of the Bushe-Fox Freshmen's Sculls Race.

#### 3.1 The Michell Cup

1. The Michell Cup, presented in 1923 in memory of Dr. R. W. Michell (Gonville and Caius), is awarded by CUCBC to the Boat Club scoring the most number of points during the course of the academic year.
2. The Cup is kept in the custody of the CUCBC Senior Treasurer but can be loaned to its holders for Boat Club events, subject to agreement with the Senior Treasurer.
3. In order to be eligible to compete for the Cup a College Boat Club must have three or more eights in both the Lent and the May Races.
4. 12 points will be awarded for each place gained in the Lent and May Races
5. The Head of the River crew will be awarded 12 points for each night that it rows over.
6. The top 2<sup>nd</sup> and 3<sup>rd</sup> Men's eights and the top 2<sup>nd</sup> Women's eight will be awarded 6 points for each night that they row over.
7. 12 points will be subtracted for each place lost.
8. The total number of points awarded in the Lent and May Races will be divided by the number of boats that the Club has in the respective event.
9. 12 points will be awarded to the Boat Club winning the Light Fours, Men's and Women's 1<sup>st</sup> division Coxed Fours, Magdalene Pairs, Foster-Fairbairn Pairs, Lowe Double Sculls, Colquhoun Sculls, Fairbairn Junior Sculls, Bushe-Fox Sculls, Delafield Sculls, Peter Brandt and Maiden Sculls, Fairbairn Cup (Senior eights), or Clare Novices' Regatta (Cup event), or any event subsequently approved by the CUCBC for competition in the Michell Cup (the points are divided if the winners of the Pair-Oared and Double Sculls events come from different Boat Clubs). That should any of these events be tied with the winners from different Clubs, each Club be awarded the full number of the points.

10. In the event of a tie between two Clubs, the Club having the larger number of people rowing or coxing in the University Trial Eights Races will be awarded the Cup.
11. In the event of a further tie, the Club having the larger number of boats on the river (total of Lents and Mays) will be the winner.
12. Should the awarding of these points still leave a tie, the Cup will be awarded to the Club with the highest placed first boat in the May Bumps Races.

### **3.2 The Pegasus Cup**

The Pegasus Cup was donated to CUCBC by Richard Naisby of Milton Brewery in 2006. The Cup is awarded to the most successful Boat Club competing in the May Bumping Races.

To be eligible to compete for the Cup a Club must have at least one men's and one women's boat entered in the May Bumps (excluding the Getting on Race) or, in the case of single sex colleges, at least two boats entered. The Cup is awarded to the Club gaining the most points over the course of the May Bumps. Points are awarded as follows:

1. One point will be awarded for every place gained by each of a Club's boats.
2. One point will be awarded for each night that a Club retains the Men's or Women's Headship in Division One.
3. One point will be deducted for every place lost by each of a Club's boats.

The total number of points gained over the four days of racing is multiplied by 12 and then divided by the number of boats entered by the Club to give the final score.

### **3.3 Return of Trophies**

1. The Lent Bumps Headship trophies must be returned to the CUCBC Senior Treasurer before the date of the Lents Getting-On Race each year.
2. All Small Boats Regatta trophies (other than medals) must be returned to the CUCBC Senior Treasurer by the end of the Lent Term each year.
3. The May Bumps Headship trophies must be returned to the CUCBC Senior Treasurer before the date of the Mays Getting-On Race each year.



## 4 COLLEGE-RUN RACES

The following events are organised by individual College Boat Clubs, subject to CUCBC College Race Management Guidelines. Colleges wishing to hold events must submit details to the Hon. Secretaries at least two weeks prior to the race. The respective organisers reserve the right to alter the rules at any time; for further details apply to the Colleges concerned.

In the same way as for the CUCBC-run events, the race dates relate to Full Term dates as published in the University Ordinances, and are based on the fixed calendar of events adopted by the CUCBC in 2000 as shown in Appendix 5. They may under exceptional circumstances be changed, and will be confirmed by the Hon. Secretaries at the start of each year.

### Colquhoun Sculls

(Rules submitted by the Lady Margaret Boat Club)

“A pair of silver sculls having been presented to the Lady Margaret Boat Club by James Colquhoun, formerly of St. John’s College, Cambridge, for the purposes of establishing a sculling match, to be rowed annually, and the donor having left it to the option of the members of the said Club whether they alone, or the members of all the Boat Clubs of the University, be subject to such Rules as the said Club may decide upon, should be admitted as competitors, a Committee, chosen by the Club for the consideration of the subject, having consented to lay it open to the University Boat Clubs, have for this purpose drawn up the following Laws, reserving, nevertheless, to the Lady Margaret Boat Club, the power of resuming this grant, and of remodelling, either entirely or partially, any one or all of the Laws hereinafter laid down, and also the power of adding thereto or taking therefrom, according to how circumstances may be deemed to demand.”

St. John’s College, Cambridge  
December 12, 1836

### Laws

1. a. That this be a time race to be decided by heats.  
b. That the heats and stations be decided by draw, conducted by the Captain of the Lady Margaret Boat Club, or his deputy.  
c. That the competitors start 100 yards apart.  
d. That the competitor drawing the last station shall start from the Little Bridge at Baitsbite.  
e. That the first winning post shall be placed 78 yards below the Railway Bridge.
2. That these races take place annually from the 0th Monday to the 0th Wednesday of the Easter Term.
3. That any member of the University qualified to row in CUCBC-run races according to Rule 1 be qualified to compete.

4.
  - a. That the entrance fee be determined by the Lady Margaret Boat Club (subject to Rule 7).
  - b. That the name of each competitor, together with the entrance fee, and the name of his Club or College, must reach the Captain of the Lady Margaret Boat Club not later than the Saturday before the races.
  - c. That members of the Lady Margaret Boat Club be exempt from the entrance fee.
5. That the Committee of the Lady Margaret Boat Club have the power of appointing all umpires, starters, and judges, presenting the prize to the successful candidate, and determining all and every dispute that may arise among the competitors.
6. That the winner be allowed to hold the Sculls until the First of November following the race, and that he then return them to the Captain of the Lady Margaret Boat Club.
7. That two boats only start in one heat, each boat to abide by its own accidents.
8. That the second boat shall not touch nor ordinarily endeavour to pass the first boat, but may pass at the discretion of the Umpire.
9. That if the difference between the two boats at the finish of a race be less than one second, the Umpire shall deem the race a dead heat.
10. That in the event of a dead heat in any trial or final round, the race is to be re-rowed, either immediately, or at a time to be appointed by the Committee of the Lady Margaret Boat Club, this being at the discretion of the Umpire.
11. That competitors may be coached and steered up to and during the races.

## **Fairbairn Cup**

(Rules submitted by the Jesus College Boat Club)

### **General**

1. That the race shall remain under the control of the Jesus College Boat Club.
2. That the races shall be rowed on the ninth (9th) Thursday and the ninth (9th) Friday of the Michaelmas term. The Novice VIIIs shall row on Thursday, and the Senior College and Invitational VIIIs and IVs on Friday.

### **Entries and Eligibility Criteria**

3. General:
  - a. That the races shall be open to Men's and Women's VIIIs; and Men's and Women's coxed IVs.
  - b. That Women's and Men's races are considered discrete in all Divisions, where no oarswoman may row in a Men's crew and no oarsman may row in a Women's crew. Coxswains may be male or female.

- c. That crews may row in any design of boat they choose, subject to the Rules of Racing outlined by the Amateur Rowing Association. There will not be separate categories for shell and clinker-built boats.
- d. It is recommended that each crew member should have completed a minimum of eight (8) practice outings, and the coxswain must have steered the appropriate course in its entirety, prior to race day.
- e. That the coxswain or an appropriate representative of every novice crew wishing to race must have attended the Clare Novices Regatta meeting, where the Fairbairns Secretary shall offer information and advice about the Races.

4. College Divisions:

- a. That only resident *bona fide* student members of the Universities of Cambridge or Oxford, who are also members of either the Cambridge University Combined Boat Clubs or Oxford University Rowing Clubs respectively, be eligible to row or steer in the ‘College Divisions’ of the Fairbairn Cup Races. For the purposes of the regulation a *bona fide* student is defined as one who is in *statu pupillari* and is therefore:
  - i. a matriculated member of a College; and
  - ii. currently reading for a recognised degree of the University; and fulfilling the University residence requirements in both time and place.
- b. That bona fide degree students at Anglia Ruskin University (rowing as Anglia Ruskin Boat Club, formerly CCAT) be deemed equivalent to Members of a College.
- c. That for purposes of the Fairbairn Cup Races, the Clinical Medical and Veterinary Schools may also compete, and shall be deemed as equivalent to a College. Members of the Clinical Medical School may compete for their College or for the School until the end of the academic year in which they sit their final exams.
- d. That Postgraduate members of the Universities of Cambridge or Oxford be eligible to compete for their College in the Fairbairn Cup Races until the end of the term in which they sit their first *viva voce* or other final examination.
- e. That current trialists for Cambridge University Boat Club, Cambridge University Women’s Boat Club, Cambridge University Lightweight Rowing Club, or their Oxford equivalents, may not row or steer in ‘College divisions’ as a member of his/her College VIII or IV. University Trial VIIIs or IVs are permitted to race, but for time only.
- f. That other Members of the Universities of Cambridge or Oxford may compete as a member of the crew in a College Division only with the approval of the Fairbairns Secretary, and that such approval must be sought within the first six (6) weeks of Michaelmas term.

5. Invitational Divisions: That crews containing members who do not meet the eligibility criteria, as defined in Rule 4, shall be eligible to enter and race in the appropriate Fairbairn Cup ‘Invitational Divisions’.

6. Status:

- a. That, for the purposes of the Fairbairn Cup Races, a ‘Novice’ crew is one in which no rower has rowed, and no coxswain has coxed prior to October of the current year.
- b. That college 1st Lent and May VIII colours may not row in crews below their 2nd VIII.

7. Entries:

- a. That no college may enter more than four (4) Men's and four (4) Women's Novice crews. However, the Fairbairns Secretary may grant permission for a larger entry by a single college if, in so doing, the total number of entries does not exceed the maximum number of crews that can be accommodated within the Marshalling Areas. Permission shall not be confirmed until after the closing date for entries.
- b. That the entrance fee be payable to 'Jesus College Boat Club'.
- c. That Jesus College Boat Club shall determine the order of the start, based upon the finishing order of the previous year's races, followed by new entrants alphabetically and by status. In the interests of safety and fairness (Rule 13.a), if a crew is considered to be substantially slower than the crew achieving the previous year's finishing position, they may be started with the new entrants, upon application to the Fairbairns Secretary. If the Fairbairns Secretary deems one crew to be significantly faster than the crew in front, the time gap between the two crews may be increased.
- d. That notice of 'scratching' from a race should be given to the Fairbairns Secretary in writing with a full explanation of the reasons for doing so. Reimbursement of entry fees shall be at the discretion of the Fairbairns Secretary, who reserves the right to refuse reimbursement if notice is given within 7 days of the start of the races.
- e. That boat sharing is permitted, but on the understanding that it is done at the crews' and respective Colleges' own risk. Divisions shall not be delayed to accommodate boat sharing and penalties (Rule 16) will apply if a boat sharing crew is late to arrive in the Start Marshalling Area. Details of any boat sharing requirements should be given with the club's application for entry.

## **Safety**

8. ARA Code of Practice for Water Safety: That it is the responsibility of each crew to ensure that they comply with the Water Safety Guidelines detailed by the Amateur Rowing Association, with particular regard to heel restraints, bow balls and coxes' life-jackets. A full copy of the ARA Water Safety Code can be found at [www.oara-rowing.org](http://www.oara-rowing.org). A crew deemed not to meet the required safety standards will not be allowed to race.
9. Cancellation of Racing: That the final decision to cancel racing, as a result of adverse water or weather conditions, shall be made by the JCBC Fairbairns Secretary after consultation with the organising committee and following advice from the CUCBC Chairman or his/her nominated deputy. In the event of a cancellation, full reimbursement of entry fees cannot be guaranteed, as a result of expenses incurred prior to Race Day. Every attempt will be made to inform affected crews directly or via the CUCBC Contacts list as soon as the decision is made.
10. Liability: That Jesus College Boat Club does not accept any fault or liability on the behalf crews or their equipment for accidents which are not a direct result of negligence on the part of the event organisers.

## **The Race**

11. Proceeding to the Start and Start Marshalling:
  - a. That all crews must proceed directly to the Start Marshalling Area, having boated from their boat house. Crews may not go for warm-up or practice paddles and any crew found

paddling in a downstream direction outside of the Start Marshalling Area prior to the start of a division shall be disqualified, or, at the discretion of the Fairbairns Secretary, allowed to race for time only. For the purposes of the regulation, the Start Marshalling Area is defined as the section of river downstream of Jesus Lock and upstream of the flagpole at Jesus College Boat House. Crews should warm up on land and bring sufficient clothing to stay warm whilst start marshalling.

- b. That the first ten (10) crews within each division shall be within the Start Marshalling Area 30 minutes before the published division start time. The remaining crews shall be within the Start Marshalling Area 20 minutes before the division start time.
- c. That crews boating from boat houses upstream of Jesus College Boat House must also be on the water by these times unless specifically instructed otherwise by a race marshal. Crews must clear the slipways as quickly as possible to facilitate movement of crews within the circulation pattern.
- d. That crews shall follow the circulation pattern within the Start Marshalling Area. A detailed map can be found at [www.fairbairns.com](http://www.fairbairns.com).
- e. That crews may get out of their boat within the Start Marshalling Area, only if they have located and manoeuvred themselves into their marshalling position and the suitability of that location allows them to do so. All crew members shall get back into their boat when instructed to do so by a Race Marshal.
- f. That crews must obey the instructions of Race Marshals at all times.

#### 12. The Start:

- a. That unless otherwise specified or instructed by the Start Marshal, a crew's rolling start shall begin at the flagpole on top of Goldie Boat House, with the call of "Attention, Go" from the Start Marshal.
- b. That all crews must obey the Start Marshal's instructions.
- c. That crews shall be assumed to have reached Race Pace and that race timing shall begin as the bow ball passes the flagpole outside Jesus College Boat House.

#### 13. Overtaking and Obstructions:

- a. That no crew in any category shall attempt to overtake before the Men's Bumps Top Finish (i.e. the post immediately downstream of Chesterton Footbridge).
- b. That any boat being overtaken shall, in good time, give way to the faster crew; causing minimal obstruction and, where possible, clearing the racing line.
- c. That, in the event of deliberate or avoidable impedance, the offending crew shall be liable to an appropriate penalty at the discretion of the Fairbairns Secretary, having reviewed recommendations by the witnessing race umpire(s). For the purposes of the regulation, a deliberate or avoidable impedance is defined as a failure to give way following three (3) or more warnings from the race umpire(s).
- d. That the coxswain of the overtaking crew shall make known their intentions to overtake well in advance.
- e. That, if obstruction or impedance of any crew occurs, an appropriate time adjustment shall be made in favour of the affected crew at the recommendation of the witnessing race umpire(s).

14. The Finish:

- a. That the finish for all Senior College and Invitational VIII divisions will be at the Little Bridge downstream of the A14 Motorway Bridge and upstream of Bait's Bite Lock. The finish for all Novice VIII divisions will be at the Railings on the Long Reach. The finish for all IVs divisions shall be at the Red Grind Post (i.e. the upstream post opposite the Plough). Photographs of the finishes may be found at [www.fairbairns.com](http://www.fairbairns.com).
- b. That each crew shall be deemed to have finished when the bow ball passes the appropriate finish line.
- c. That timing shall be to the nearest second.
- d. That if two crews achieve race times (including time penalties and adjustments for impeded crews) within 1.00 seconds of each other, they shall be deemed to have tied.
- e. That a full list of provisional times (inclusive of any time penalties and adjustments for impeded crews) will be available either at the Jesus College Boat House or at [www.fairbairns.com](http://www.fairbairns.com) as soon as possible after the day's racing.

15. Finish Marshalling:

- a. That, having passed the Finish Line, crews shall reduce their speed appropriately but continue rowing until instructed to stop and spin by a race marshal at Bait's Bite Lock.
- b. That crews shall assemble and await permission from a race marshal to row back to their boat house after all crews have finished racing on the course. Coxes must ensure that each crew member has brought sufficient dry clothing to stay warm after the race.
- c. That all crews competing in the last division of the day, or the bank parties thereof, be required to carry lights and that these be fitted to boats rowing back to their boat houses later than 15 minutes before Lighting Up as defined by CUCBC.
- d. That crews from Jesus College Boat Club shall be permitted to return unimpeded to facilitate the marshalling of the following divisions.

**Penalties, Disputes and Appeals**

16. Penalties: The following penalties shall be awarded for any disregard of the rules and regulations, supra:

Offence	Penalty
Repeated failure to obey a marshal's instructions	2 seconds per offence
Late arrival at Start Marshalling Area	5 seconds
Late boating from slip-ways within Start Marshalling Area (definition: Rule 11.a)	5 seconds
Warm-up or practice paddle	Race for time only
Overtaking before Men's Top Finish	Disqualification
Deliberate impedance of a faster crew (definition: Rule 13.c)	Race for time only
Failure to continue rowing after crossing Finish	5 seconds
Proceeding to row back to boat house without permission from a finish marshal.	Race for time only
Other (affecting running of Races or causing unfair disadvantage to another crew)	2-10 seconds
Other (affecting Safety of any competitor, official, bank party or spectator)	Disqualification

[NB. Should any offence above be deemed to affect the safety of competitors/others then the penalty shall instead be disqualification.]

17. Disputes and Appeals:

- a. That, in the event of a dispute or an appeal, a single representative of each affected crew shall be permitted to state their case in front of the Fairbairns Secretary and must do so at the earliest possible moment, within four (4) hours of the published division start time. The Fairbairns Secretary can be found at or in the vicinity of Jesus College Boat House throughout the two days of racing.
- b. That the final decision regarding penalties, time adjustments and disputes shall be made by the Fairbairns Secretary, who may take evidence from the affected parties and any witnessing race marshal or umpire. Advice may also be sought from the current CUCBC Chairman or his/her appointed deputy.

### **Rule Changes, Additions and Enquiries**

18. That Jesus College Boat Club may alter, at any time, any of the rules and regulations supra, but that all efforts will be made to ensure that reasonable notice shall be given to all Clubs concerned.
19. That the instructions and guidelines outlined separately in the document 'Coxes Notes' shall be considered as constituting an additional and enforceable part of these rules and regulations, and that crews, including bank parties of novice crews, are expected to have consulted them prior to racing.
20. That all enquiries regarding these rules and regulations and their application shall be directed to the Fairbairns Secretary, Jesus College Boat Club, at [jcbc-fairbairns@jesus.cam.ac.uk](mailto:jcbc-fairbairns@jesus.cam.ac.uk).
21. That these rules, and any such other information regarding the organisation and running of the Fairbairn Cup Races may be found at [www.fairbairns.com](http://www.fairbairns.com).

### **Clare Novice Regatta**

(Summary of rules submitted by the Clare Boat Club)

Held on the 8<sup>th</sup> Thursday, 8<sup>th</sup> Friday and 8<sup>th</sup> Saturday of the Michaelmas Term.

Side-by-side races rowed in eights over an upstream course from the Stump at the end of the Long Reach to Morley's Holt.

Entry restricted to those who have never rowed before the first day of that Term.

### **Emmanuel Sprint Regatta**

(Rules submitted by the Emmanuel College Boat Club)

Held on the 7<sup>th</sup> Saturday of the Michaelmas Term.

Side-by-side races open to all classes of boats, rowed over a sprint course from the Stump to the post at the top of the Long Reach.

### **Robinson Head**

(Rules submitted by the Robinson College Boat Club)

Held on the 4<sup>th</sup> Friday of the Lent Term.

A timed (Head) race from the Little Bridge to Peter's Posts, open to all classes of eights.

## **Newnham Regatta**

(Rules submitted by the Newnham College Boat Club)

Held on the 3<sup>rd</sup> Saturday of the Lent Term.

A timed (Head) race from the Little Bridge above Baitsbite Lock to the Railings, open to all women's eights and men's eights.

## **Pembroke Regatta**

(Rules submitted by the Pembroke College Boat Club)

Held on the 5<sup>th</sup> Saturday of the Lent Term.

Side-by-side races open to all classes of boats, from the Stump at the bottom of the Long Reach to Peter's Posts.

## **Cardinal Regatta**

(Rules submitted by the St. Catharine's College Boat Club)

Held on the 9<sup>th</sup> Thursday of the Lent Term.

Side-by-side racing for mixed fours (two men and two women) over a course from the Stump to the Pink House, with divisions based on rowing experience.

Also any other events decided by St. Catharine's College Boat Club.

## **Second Trinity Challenge Sculls**

(Rules submitted by the Second Trinity Boat Club)

Held on the 8<sup>th</sup> Tuesday of the Lent Term.

A timed processional sculling race from the Little Bridge above Baitsbite Lock to Peter's Posts, for two divisions of Senior and Novice scullers respectively. Steering is allowed in both divisions.



## 5 CUCBC CALENDAR OF EVENTS

These dates are related to Full Term as published in the University ordinances. They are based on the fixed calendar adopted by the CUCBC in 2000.

Please note those colleges wishing to hold events, should take into account the guidelines issued by the CUCBC, submitting a report to the Hon. Secretary of the CUCBC, outlining the proposed procedures for the races at least 2 weeks before the event.

### Michaelmas Term

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<b>CUCBC Events</b>	
University IV's	3 <sup>rd</sup> /4 <sup>th</sup> Monday – 4 <sup>th</sup> /5 <sup>th</sup> Friday
<b>College Run Events</b>	
Emma Sprints	7 <sup>th</sup> Saturday
Clare Novice Regatta	8 <sup>th</sup> Thursday – 8 <sup>th</sup> Saturday
Fairbairn Cup (Novices)	9 <sup>th</sup> Thursday
Fairbairn Cup (Seniors)	9 <sup>th</sup> Friday

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### Lent Term

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<b>CUCBC Events</b>	
Getting-On Race	6 <sup>th</sup> Friday
Lent Bumps	6 <sup>th</sup> Tuesday – 7 <sup>th</sup> Saturday
<b>College Run Events</b>	
Newnham Head	3 <sup>rd</sup> Saturday
Robinson Head	4 <sup>th</sup> Friday
Pembroke Regatta	5 <sup>th</sup> Saturday
Second Trinity Sculls	8 <sup>th</sup> Tuesday
Cardinals Regatta	9 <sup>th</sup> Thursday

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### Easter Term

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<b>CUCBC Events</b>	
Delafield Sculls	
Bushe-Fox Freshmens Sculls	
Magdalene Pairs	
Foster-Fairbairn Pairs	0 <sup>th</sup> Monday – 0 <sup>th</sup> Wednesday
Fairbairn Junior Sculls	
Low Double Sculls	
Maiden Sculls	
Getting-On Race	7 <sup>th</sup> Friday
May Bumps	7 <sup>th</sup> Wednesday – 8 <sup>th</sup> Saturday
<b>College Run Events</b>	
Colquhoun Sculls	0 <sup>th</sup> Monday – 0 <sup>th</sup> Wednesday

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## 6 CUBC TRIAL VIIIs and BOAT RACE

### Trial VIIIs

1. That the Trial VIIIs race(s) be rowed over a course and on a day to be decided by the President.
2. That Trial Caps be awarded to all members of crews competing in the Trial VIIIs and to members of the Goldie crew.

### Oxford and Cambridge Boat Race

Agreement under which the race is rowed:

1. That the Race be rowed under the ARA Laws of Boat Racing as of 1st January 1958, that is to say that “A boat’s proper course is such course as will enable it to reach the winning post in the shortest possible time, provided it allows ample water for every other competing boat to steer its proper course on the side on which such competing boat started, when such competing boat is in a position to enforce its right to such water. Any boat failing to keep to its proper course does so at its peril in the event of a foul occurring”, but subject also to the following:
2. That the Umpire take control at the Toss.
3. That in the event of bad weather, and the stake-boats being placed in sheltered water, the Umpire instruct the coxswains as to the course to be steered.
4. That if, before the crews reach the top of the Wall, any serious accident should happen to either boat, which, in the opinion of the Umpire, is not due to the fault of any individual member of the crew, the Umpire have the power to recall and restart the crews.
5. That if either crew, before reaching the top of the Wall, should in the opinion of the Umpire be so waterlogged through no fault of its own as to be put out of the Race, the Umpire have the power to declare it NO RACE, in which case he shall consult with the Presidents as to when the Race shall be re-rowed.
6. That if either boat be interfered with by any barge, steamer, or other obstacle to such an extent as, in the opinion of the Umpire, to have a material effect on the Race, the crews shall start again at such a time and place as the Umpire shall decide. If, however, it is impossible to restart at once he shall consult with the Presidents of the two Boat Clubs.
7. That the Umpire caution the coxswains of the boat out of its proper course if he thinks there is a probability of a foul occurring.
8. That appeals during the Race to be made by the oarsman or crew concerned holding up his or their hands.
9. That both boats pass through the centre arches of Hammersmith and Barnes Bridges; the crew failing to comply with this Rule shall be *ipso facto* disqualified.

## 7 HENLEY BOAT RACES

The agreement under which the annual boat races are rowed between Oxford University and Cambridge University Women's Crews, Men's Lightweight Crews and Women's Lightweight Crews:

1. The Races shall be rowed on the River Thames at Henley, from the Royal Regatta finish to the mid-point on the Temple Island on a date to be agreed by the Presidents at the time of the Challenge, in conjunction with the Chairman of the Organising Committee.
2. The Challenge shall be proffered in writing by the President of the previous year's losing University, and shall be made in October preceding the Race.
3. The conduct of the Race shall be the sole responsibility of the Umpire, who shall be chosen by mutual consent at a meeting of the Organising Committee.
4. The Umpire shall be responsible for the positioning of the stakeboats which shall not be moved after the Toss for stations has taken place except with the agreement of all parties. (Notwithstanding the fact that the stakeboats may have to be placed after the Toss depending on conditions).
5. The crews shall be at the Start together five minutes before the time of the Race.
6. The Umpire shall start each race using the commands in current use by the Amateur Rowing Association, and include calling over the crews and stating the start commands he will use. (*F11-12*)
7. If the Umpire or Aligner considers the start false he shall at once recall the crews to their stakeboats by ringing a bell and then by waving a red flag. If a crew refuses to start again or makes or causes two false starts, the Umpire shall disqualify that crew. (*F13-14*)
8. 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 unobstructed passage for the other crew to steer its proper course on the side on which it started. (*F15*)
9. During the Race, each crew shall remain in its own water, not interfere with, nor prevent, the other crew from following its proper course. A crew continuing out of its proper course after due warning may be disqualified by the Umpire. (*F15*)
10. The Umpire shall be the sole judge of a boat's proper course. He may call the attention of a crew to its steering only if the crew is about to interfere with or foul the other crew, or if a collision is about to occur, or if disqualification is possible under Rule 9. (*F16-17*)
11. When the Umpire warns a crew he shall hold up a white flag vertically, name the crew, and move the flag in the direction in which the boat is to move. When the Umpire stops a Race, he shall ring the bell, hold up a red flag and give the order "Stop". (*F18*)
12. Crews shall be responsible for their own steering, and the Umpire shall ensure the crews do not receive any advice or instructions. A crew receiving any extraneous assistance may be disqualified. (*F19*)
13. A foul shall be defined as any collision or contact between boats, oars, or persons, unless in the opinion of the Umpire it will not influence the result of the Race. (*F20*)

14. Interference shall be defined as conduct by a crew which impedes the progress of the other crew which is in its proper course. A crew shall not be disqualified for interference unless it has been warned in accordance with Rule 10. (*F21*)
15. A claim will be made by the coxswain of the crew raising an arm, either at the time of the alleged offence or immediately after the end of the Race, that is to say, as the bows of the boat cross the finish line.
16. In the event of a serious or deliberate foul the Umpire shall disqualify the offending crew without waiting for a claim. He will do this immediately at the end of the Race. (Note: This means that he will delay his announcement, either in the interests of safety, or to see whether a foul has, in fact, influenced the result of the Race).
17. The crews shall abide by their accidents, but the Umpire may declare “No Race”, and order a restart, or a re-row:
  - a. if either crew is interfered with by an outside agency to such an extent as to influence the result of the Race.
  - b. if, before reaching the bridge in the Phyllis Court wall, either crew should suffer any serious accident or sinking or water logging. (*F23*)
18. A crew has completed the Course when the bows of the boat cross the finish line. If a competitor, other than the coxswain, falls out of the boat the crew will still be placed. If a coxswain falls out of the boat, the crew will be deemed not to have completed the Course. (*F27*)
19. The distance by which a crew is declared to have won may be the smallest that can be judged (including consulting photographic records at the finish), and a dead heat should only be given when it is impossible for the finish judges together to see which boat passed the post first. In the event of a dead-heat being declared there will be no re-row and the trophy shared between the crews. (*F24, 26*)
20. After the finish the Umpire shall indicate by raising his white flag when both crews have crossed that the Race is in order and no protest has been lodged. If the race is not in order he shall raise his red flag. A crew earlier claiming that the Race had been improperly run must explain its protest to the Umpire again immediately at the finish of the Race. (*F25*)
21. Refusal to abide by the decision of the Umpire, which is final and without appeal, or to follow his instructions, shall render a crew liable to disqualification. (*G1, G3*)
22. For Men the average weight of a Lightweight crew (excluding coxswain) shall not exceed 70kg. No individual oarsman shall weigh more than 72.5kg. For women the average of a Lightweight crew (excluding coxswain) shall not exceed 57kg. No individual oarswoman shall weigh more than 59kg. (*FISA Article 23*)
23. The coxswain for the Men’s Lightweight Race shall not weigh less than 55kg, and for all the Women’s Races not less than 45kg, and must carry weights in the boat if necessary. It will be the responsibility of that coxswain to provide such weights and they must be carried as near to, but not on, the coxswains person as possible. The coxswains shall be weighed on the day of the race immediately after the Umpire’s morning briefing. (*FISA Article 17*)
24. “Cox-boxes” and tools shall not count for the minimum weight of a coxswain and may not be used as dead-weight if needed under Rule 23. Life jackets and buoyancy aids are acceptable at the weigh-in being a compulsory part of the coxswain’s dress (see Rule 26).

25. Lightweight crews shall be weighed no earlier than 4 hours nor later than 1 hour before their Race. For weighing the minimum dress shall be underwear. 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.
26. Coxswains must wear a life jacket or buoyancy aid in order to comply with the ARA Water Safety Code.

**Note:** Some of the rules are followed by a reference, in italics, to an ARA rule or FISA article. These are for reference only; the rule or article referred to may contain additional points not applicable to these rules and vice versa. The rules set out above are the final and only point of regulation for the operation of these races.