

2024 INSTRUCTIONS FOR COMPETITORS – CITY BUMPS

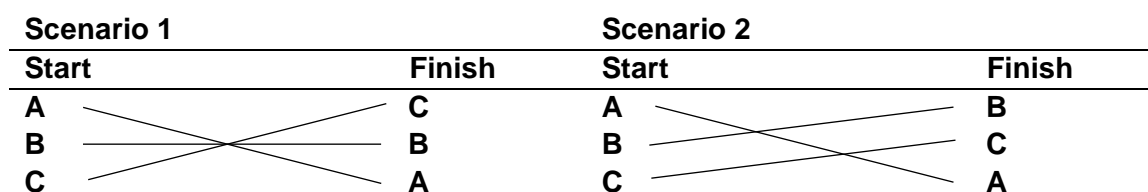
General Rules

- The races are held under British Rowing Rules of Racing for processional races and the local rules below.
- The objective of bumps racing is to “bump” the crew you are chasing and avoid being “bumped” by the following crew. Each division comprises of ten crews (plus sandwich boat), which are attached to bunglines stationed 1.5L lengths apart. The crews set off at the same time.
- Each crew races four times over the course of the day, aiming to bump in each race.
- **CORC BUMPS IS NON CONTACT.** Bumps are awarded when either:
 - The cox of the “bumped” crew raises their hand to concede
 - OR there is one continuous stroke of stern-bow overlap
- **CONTACT will be penalised.**
 - Hull-on-hull contact will, as a minimum penalty, result in the bump being disallowed, even if other conditions set out above are satisfied. The maximum penalty will be disqualification.
 - Blade-on-person contact will, as a minimum penalty, result in the bump being disallowed. The maximum penalty will be disqualification.
- The bank umpire signals an awarded bump by the blast of a whistle.
- The bumped crew must **continue racing**. The crew that has bumped must wind down safely and clear the racing line. Crews that have been bumped can be bumped multiple times (until they cross the finish line, or they achieve a bump). For example:
 - Scenario 1:

Crews A, B and C are setting off in order. Crew C catches Crew B, and Crew C winds down. Crew B can later catch Crew A, in which case Crew B also stop racing.

- Scenario 2:

Crew B catches Crew A and Crew B winds down. Crew C can also catch Crew A (called an overbump), and Crew C also winds down. Crew A must continue racing until they cross the line, and go down 2 places.



- Each crew must provide a bank umpire and a pole-person. The bank umpires will be randomly allocated to follow a boat within their division, and need to be capable of cycling alongside a crew at race pace. They will be given a whistle for awarding bumps, and must report back to the Chief Arbiter at Donnington Bridge after the race.
- The pole person must be able to do the following:
 - Hand the bungline to the cox
 - Use the pole to guide the boat into the bank until the 1 minute horn fires
 - Use the pole to push the crew out from the bank (ensuring they do not get caught by the stream)

- Fish the bungline out of the water when the race starts so that it does not pose a hazard to the rudder of following boats.

NOTE: the poles are heavy and can be difficult to wield. Please choose a pole person appropriate for the task.

- Because of the fast-paced nature of bumps racing, crews (and coxes) should be sufficiently experienced to navigate safely at race pace.
- Competitors and supporters should be courteous to other crews, officials and members of the public. The use of foul language will not be tolerated and will result in penalties.
- Race Control is located in the bar at City Boathouse.
- The results will be published and the prize giving will take place in the bar of the City Boathouse as soon as possible after the last division has finished. The draw, timetable and results will be posted on the [City Bumps Website](#)
- The Organising Committee of the City Bumps believe that the welfare and wellbeing of all children is paramount. All children regardless of age, gender, ethnicity, religion or ability, have equal rights to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately. The Child Welfare Officer to whom any suspicions must be reported is Nadia Pollini, 07850 902566.

SAFETY

- Safety is paramount at all times when boating and racing. Every competitor and club has a personal and collective responsibility in this respect.
- Any crew deemed to be acting unsafely may be penalty bumped or disqualified at the discretion of the Chief Umpire. Unsafe behaviour includes:
 - Late concessions by coxes
 - Poor clearing of the racing line following a bump
 - Poor steering or judgement where obstacles are in the racing line
- Air horns (or 'klaxons') will be used to halt racing if required. Note that the 5 minute warning, 1 minute warning, and start are also signalled by an air horn.
- **If a continuous airhorn is heard during racing, the crew must immediately stop and remain stationary until instructed by a marshal. They must then revert to warm up circulation and disembark. "Klaxoned" races will not be restarted unless the Chief Umpire deems it possible.**
- Boats may be inspected for compliance with the safety requirements of British Rowing's Row Safe Guide to Good Practice in Rowing. All crews must boat with equipment that complies with RowSafe.
- It is a requirement for all racing craft to carry a 6 digit identification code.
- Coxswains must wear a lifejacket or buoyancy aid suitable for the boat used.
- Lifebuoys and throw lines are located at the clubhouse, in the safety boats and at strategic points along the course.
- First aid and river rescue is provided by launches. In the event of an accident requiring assistance, attract the attention of a marshal or an umpire who will be in radio contact with a rescue boat.
- A further First Aid team will be on standby at the City Boathouse.
- First aid boxes are located in each launch and on the inside boathouse stairs.

- Asthma sufferers are required to keep their inhalers with them at all times.
- The nearest telephone is located in the Club bar. The following numbers may be useful:

Emergency services (contact local F/A first)	999
CORC Clubhouse	01865 242576
Local Police	01865 266000
CORC Event Safety Adviser (Caitlin Armstrong)	07934 416693
Welfare Officer (Nadia Pollini)	07850 902566
Iffley Lock	01865 777277
EA	01491 828326

- Use the course map to specify a river location. The rowing club's address is City of Oxford RC, City Boathouse, Meadow Lane, Donnington Bridge Road, Oxford OX4 4BL. Telephone 01865 242576.
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Parking and Trailers

- See [How to get here](#) for map and directions.
- Trailers. If you are bringing a trailer, please reserve a parking space for it and the towing vehicle in the City Boathouse car park by contacting the Event Secretary, Gwenn Carré, at: regatta.secretary@oxfordrowingclub.org.uk.
- Competitor cars must park at Redbridge Park and Ride (or other local car parks), as there is not enough space to accommodate competitor cars at CORC. Please allow 10 minutes to walk from Redbridge Park and Ride to the clubhouse.

Local crews

- Oxford Colleges, Falcon RC and Oxford Amateur RC crews may embark from their own boathouses.
- These crews **must** register at the City Boathouse and attend the safety briefing before racing.
- Crews and their equipment may be checked by Control Commission at the CORC landing stage or their boathouses prior to racing.

Registration

- Attendance of the crew briefing counts as registration. Any crew that does not send a representative (Cox and Bank Umpire) will be deemed to have scratched.
- Crews wishing to scratch before the event must do so in BROE2. If scratches are made after the close of entries they will not be refunded.

Crew Briefing

All coxes and Bank Umpires must attend a compulsory briefing at race control (downstairs City Boathouse gym) at **08.00** at which safety issues and racing instructions will be delivered.

Please do not bring your whole crew, only the **cox** and **Bank Umpire** must attend.

Boating Instructions & Navigation

The River Thames (or Isis) is a busy river with many types of craft. Whilst each division is racing, the marshals at either Folly Bridge or at Iffley Lock will attempt to hold all other craft until it is safe for them to proceed. These craft will then be allowed through under the normal rules of navigation. Crews should pay particular attention to these craft, some of which are large and require the centre channel of the river. The Salter's passenger services will be running.

A map of the course is available on the City Bumps website.

Circulation Pattern

- The rules of navigation shown on the course map with these instructions will apply. Crews must keep to the event navigations rules at all times.

When racing:

- Competitors must ensure their racing course is clear and safe. Boats should follow the optimal racing line as described in the images below.

When not racing:

- "Normal Circulation" applies (coxes must keep the bank to their right hand side)

Embarking

- All crews must embark from their designated landing stages under the guidance of the Raft Marshals, with their bows pointing upstream, after the last boat of the previous division has passed their landing stage. The Umpire at the City Boathouse will give the 'all clear' for crews to leave the raft.
 - Crews boating from University Boathouse will boat and land with their bows facing downstream. Crews boating from Longbridges may choose either direction as long as they go straight into normal circulation.
- Warming up should take place upstream of the Gut; any crew practicing starts or firm pressure rowing in or downstream of the Gut may be penalized.
- All crews should in their start position 5 minutes before the starting time of that division. (Failure to comply may incur a penalty.)

Disembarking

- At the end of a race, crews that have crossed the Finish line should wait in the turning area facing into the stream until the last boat remaining in the Division has crossed the line.
- Do not spin until instructed by the Finish Marshal.
- On turning under the instructions of the Marshal, crews should immediately proceed downstream on the right hand side of the river and resume normal circulation. Crews disembarking at the City Boathouse should proceed past the City Boathouse to Salter's boatyard (approx. 100 m) turn and approach the landing stages with bows pointing upstream. Do not move onto the landing stage until it is clear and you are instructed to do so.
- Crews returning to a Boat House Island landing stages should spin downstream of Christ Church Boathouse and land with their bows facing upstream.

- Crews that have bumped out must revert back to normal circulation once the following launch has passed them.

Helpful information:

How to recognise a bump



Figure 1: Cox raises their hand to acknowledge the bump (ideally this should be their outside hand- in this case, the Cox's left hand).

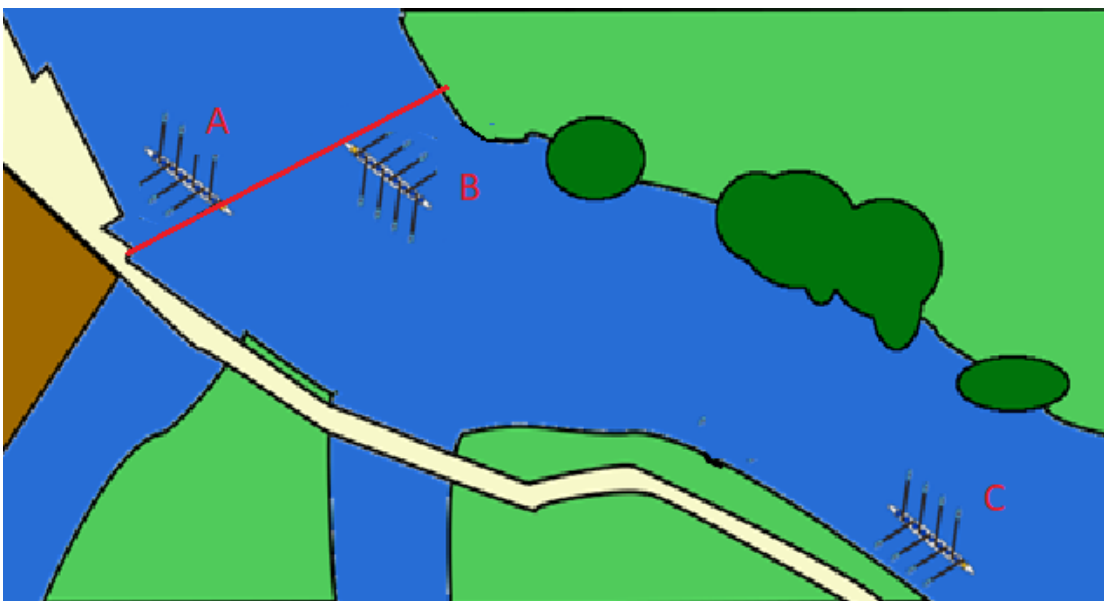


Figure 2: Crew B have bow over stern overlap, despite being on the other side of the river. This counts as a bump.

The ideal racing line:

The green line in each picture shows the ideal racing line (direction of travel is Upstream, ie from bottom to top of diagram). Crews that have bumped out must clear the racing line by moving away from it.

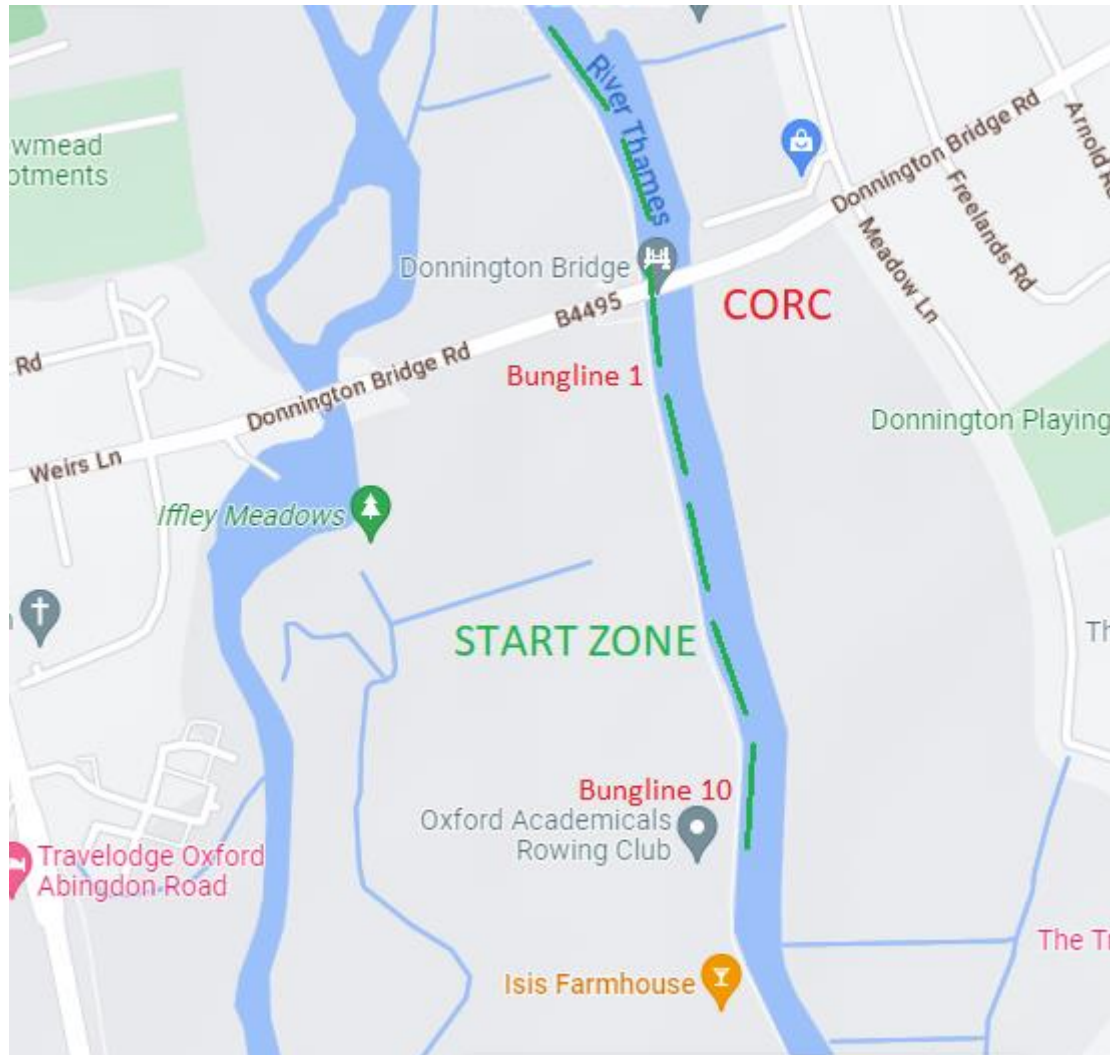


Figure 3: Start zone showing approximate bungline location. Crews that bump in this area must wind down and move to bowside before stopping.



Figure 4: The gut. **WARNING** Crews must avoid stopping in the gut as this is the narrowest part of the river. If you bump in or around the apex of the gut, the safest course of action is to paddle out and towards Hertford College Boat Club.

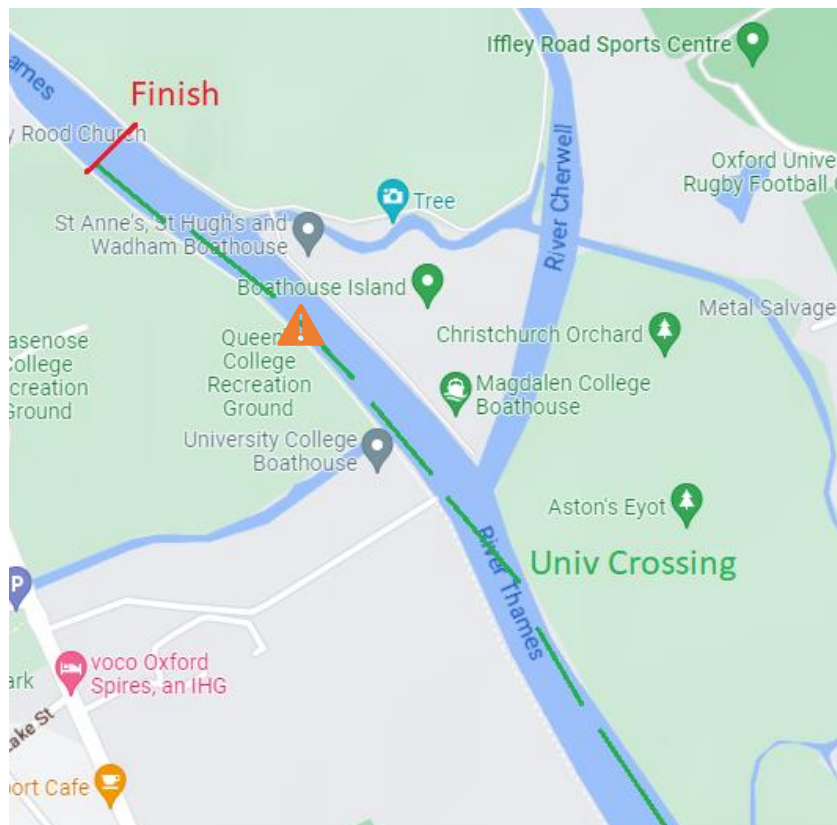


Figure 5: Greenbanks and Boathouse island. Crews cross from the Town side (right) to the Towpath side (left) just downstream of University College Boathouse. Along the greenbank, you must clear the line by moving towards the towpath. Upstream of Univ, clear the line by moving towards the boathouses/ Christ Church Meadow. Any crew that has raced to the finish must stay upstream of the finish post until the following launch has crossed the finish. **WARNING:** There is a submerged houseboat approximately halfway up boathouse island on the towpath side. This will be marked with a buoy.

Terms and Definitions:

Bump- One stroke of continuous bow/ stern overlap, awarded by the Bank Umpire OR concession by the cox of the bumped boat by raising their arm (acknowledged by the Bank Umpire).

Bungline- length of rope attached to the bank at 1.5L intervals. The cox holds on to this to maintain position until the start horn sounds.

Bank Umpire- Cycling judge provided by each crew. They must be impartial, and will be assigned to a random crew in that division. They award or acknowledge a bump with the blast of a whistle.

Chief Arbiter- Situated under Donnington Bridge. The Chief Arbiter ensures the bumps are awarded fairly and provides the results team with the results following each division.

Concession- When a bump is inevitable, the cox will raise their hand to concede. This prevents dangerous situations and crashes.

Klaxon- Continuous blasting of airhorns along the river- this means STOP. All crews must hold it up and stay in position to allow safety boats to get to the scene of any accidents. Once the all clear is given, crews must go back to warm up circulation and land.

5 minute/ 1 minute/ start horn- a brief sounding of an air horn to signify the following:
5 minutes before the start (crews must be below the gut and spinning onto their bunglines)
1 minute before the start (crews will sit ready and be pushed out from the bank)
Start horn (all crews start). This will be sounded from the launch at ~bungline 7.

Sandwich Boat- The crew at the top of Div 2 that has the opportunity to bump up into Div 1. This crew races in both divisions unless they bump out of the sandwich boat position.

Racing line- the straightest line from the bottom to the top of the river, staying out of the centre (or the bank!).