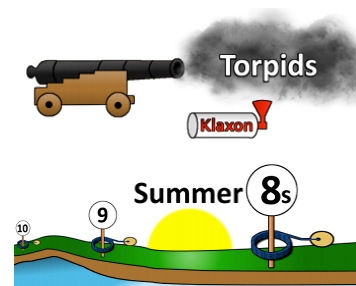
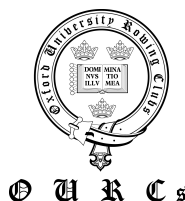




Bumps Racing: Captains' Survival Guide



Introduction

This guide is to give you advice and answer all the common questions that we get asked, time and time again, during Bumps racing. We know that it's a stressful time for all those concerned, and this rings especially true for us behind the scenes. We hope that you'll find that this document saves you the frustration that being a captain can sometimes bring.

Timings

Get to know your deadlines well. For Torpids 2013, the entry deadline is the evening of 10th February. All boats should be completely green-lighted by this point:

- If you're missing rowers or coxes, make sure you've filled the spaces. Double check this at regular intervals in case someone else with your log in has not changed things. Make sure you liaise with your committee and make sure that you don't miss entering a crew because "we both thought the other was going to do it".
- If you have associate members that shouldn't be associates, talk to the Race Secretary.
- If you have any swim test issues, talk to the RowSab. Copy in the secretary as it's good for them to know that the red light has been addressed.

If your entry isn't complete by this point, we reserve the right not to enter them. However, if you have a red light due to, say a swim test problem *and* you've told us about this, don't worry, we'll sort it out before it really does matter.

Before Race Day

- Make sure you have sent the entry fee to the treasurer.
- Make sure that the OURCs Secretary has your mobile phone number. We will use it if we urgently need to get in contact with you or your club.
- Ensure that you have logged all substitutions online. We aren't fussed about the order of your crew, as long as the composition is correct. However, extra-ordinary substitutions must be made at racedesk.
- You are responsible for checking that the substitutions are deemed as 'regular'. If anyone is rowing twice; you have associates not rowing for your lowest boat, or you have run out of people, then the chances are that it's extra-ordinary. Talk to the secretary if unsure.
- Get a photocopy of everyone's Bod Card. Despite you reminding them a thousand times to bring them, someone will inevitably forget. If they forget their Bod Card, other forms of photo ID are acceptable – or, just use their photocopy. Take it from a previous captain – this will happen at least twice.

- Make sure that your college's senior marshal has assigned all their marshalling and umpiring slots. If you have new rowers marshalling, *please* make sure they have an idea of how it works. *Youtube* videos, the *Sporcle* Oxford blades quiz, and the various documents on the Torpids page on the OURCs website are all useful resources. If the novices aren't properly trained, it's your divisions, and not theirs, that will get klaxoned.
- Make sure you meticulously plan when you need to arrive at the boathouse, what time you will warm up on the ergs (liaising with any other colleges you share facilities with), when you need to out the boat on the water, and when you can boat. You should check to see how many crews will be using your landing stage as you may need to take this in to account as well.

On The Day

In the morning, make sure that all your committee and all your coxswains synchronise their watches with GMT; it is easily accessible online. As captains, you are expected to be contactable during the whole period for which your crews race. If you aren't, you risk not being able to provide evidence for an appeal.

Substitutions

If you have substitutions, come to race desk and sort them out with plenty of time. Race Desk has lots of free time at the start of the day to sort out extra-ordinary appeals, and very little time just before your division is due to boat. We are also obliged to announce extra-ordinary substitutions, making dissemination to the crews near-impossible.

Timing

The Senior Umpires are very good at making sure we stick to schedule. It is only very rarely that we run behind. If so:

- Treat it like we run on time, with respect to warming-up, getting the boat out, etc. We can't make up the time if people abuse the delay.
- Listen to the tannoy for updates. If you don't hear anything, assume that we will try and make up time at the rate of 5 minutes per division – although if we're really pressed for time, this could be as much as 10 minutes.
- You still can't boat until the following launch has passed you, but use the '5 minute rule' outlined above for an estimate of when you can expect the guns.

Bankriders

Novice coxes still need bankriders, even while racing. All crews may only have one bankrider, and they should pick up the appropriate bib – **green** for girls' divisions; **blue** for boys' – from racedesk.

The Race

I'm afraid we can't help you with this one, except for the Golden Rule of Torpids:

Concede Early

There is so much more trouble to be expected if the Golden Rule is not respected. This rule leads on to:

What to Do when it All Goes Wrong

Bumps racing isn't fair. We try to make it *just*, but it'll never be fair. Sometimes, things go wrong when it's not your fault. Sometimes, a little bit of forethought is all that is required to prevent hassle, such as penalty bumps or fines.

Fines and Monies Owing

Fines can prevent your boats from racing. Unpaid fines must be paid before any crew can attempt to Row On, additionally, your highest boat – the one that races last in the day – may not race with unpaid fines. Fines are calculated daily during Torpids – they'll be issued in the evening, and should be squared up as soon as possible. In the event of a dispute, you must still pay – we will refund you the difference should the fine be withdrawn.

In the event that you have unpaid fines that your treasurer has not taken care of, or even notified you of, you should bring your own chequebook each day with you. I know of two times in recent memory where a college has had to send people to run back to college and run to racedesk with a cheque just 40 minutes before their top boat was to race. Save yourself the anxiety.

Klaxons

Klaxons will happen. They will prevent some crews from getting blades. They are incredibly frustrating for everyone involved. It is in your whole boat club's interest to know what to do and how to avoid them:

- Your marshals should be very clear when it is, and when it is not, appropriate to klaxon
- Your coxes should know what to do in the event of a klaxon – namely, hold it hard immediately.
- Your coxes should also be trained how to avoid causing a blockage. The racing line is the entire river. In a three-boat scenario, if the middle boat bumps out, they should find an appropriate place to move out of the line and stay out of the way. If their boat bumps, they should wind down and avoid causing the crew in front of them to crab. If their boat is bumped, they should take appropriate action.
- Your oarsmen should know how to avoid catching a crab – or know how to avoid being ejected by it should they be unfortunate enough to catch one.

In the case of a klaxon, bumps gained before them stand. Bumps gained after a klaxon are not valid. We have had cases where a cox has conceded a fraction of a second after a klaxon.

Illnesses and Injuries

- Illnesses happen. If a member of your crew is ill, make a substitution as soon as you are aware. Extra-ordinary substitutions will almost always be allowed if you give us plenty of time and make the most appropriate substitution, say, by moving a W2 rower up to W1 for a day.
- If a member of your crew is unfortunate enough to be injured during one of the races, come and talk to racedesk. We are incredibly sympathetic with such affairs and will help you find the most appropriate solution.

Results and Appeals

- No matter how obvious it was that your crew got a bump, you must listen out over the tannoy for the results. There is a very small chance something might have been missed. If there is a dispute, find the nearest marshal and immediately register that there is a problem. If you don't, you risk your bump not being recorded.
- Once results have been announced, there is a 10 minute window during which appeals may be lodged. Appeals do not need to be complete by this time, merely raised. If it is clear that an appeal will be made, we accept them before an official announcement has been made. The only exception is that we tend to ignore appeals from coaches as they race past on the towpath, since they often appeal something that is either irrelevant to Bumps racing, doesn't matter, or is just incorrect.
- After the appeal is announced, you have 20 minutes in which you can present evidence to a member of the race committee.
- Appeals are very difficult for the committee to deal with, and will probably result in dissatisfaction from the people we rule against. We apologise profusely for this, but as we stress, bumps racing is not fair – we try to make it just.

Absent Marshals and Umpires

- Ideally, your "Senior Marshal" should be the one checking that your more novice representatives know when and where to turn up.
- They should also ensure that anybody who is racing near to their marshalling slot should know precisely what to do and when.
- If they are more than a minute late, there will be a £10 fine. If they are tannoyed for, it will be £25, and any more will be £50.

Equipment Failures

You should check your boat before and after each race, specifically for the following:

- Securely-fitted bow ball
- Eight sets of heel restraints attached such that the foot can't rise above horizontal
- Foot stretchers in their proper place
- Slide runners parallel
- Cox box wiring connector securely attached.
- Backstays, top nuts, gates, and bottom nuts all securely tightened.

If you check all of the above, it's unlikely that you'll have an equipment failure. However, if something does:

- Get the most experienced oarsmen in the boat to assess what has gone wrong. Work out what you need, and how long it'll take to fix.
- As soon as you know all of the above, get the attention of a marshal who should radio through to the SU. If you radio through without this information, you will just be asked the same question – what it is, and how long it will take to fix.
- If you need tools, ask the nearest boathouse, or get the marshals to radio through to your boathouse to get the tools to you. If you're in a really unfortunate position, we may be able to get the launch through to you.
- If it's a minor problem, the SU will usually grant you permission. If it is very major, you may have to sit out the race. It is therefore worth your boatmen checking your boats over before the event.