



# Instructions for Umpires

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## People, Equipment and Duties

### Marshal (M)

- fluorescent bib

Marshals assist in the general running of the races including checking bank passes, marshalling crews and assisting umpires as required. Colleges **will** be required to field marshals throughout the week as a function of the number of crews they enter.

### Junior Umpire (JU)

- fluorescent bib
- megaphone with the siren button taped over
- radio (if available)
- throwline
- space blanket

Junior Umpires take the role of race observers over the course of the races and may award bumps if a concession is not forthcoming. They also assist the Senior Umpires and Chief Umpires in ensuring that adequate and unbiased information is provided in the case of a dispute, and in control of boats in the event of obstructions, including responding to 'emergency stop' signal if called.

### Senior Umpire (SU) - Cycling

- fluorescent bib
- radio
- megaphone (with the siren button taped over)
- throwline
- space blanket
- fine notebook

Senior Umpires are in charge of the 3 crews to which they have been assigned. They are equipped with a radio and a megaphone, and in addition to the powers of the JUs, they also have the right to stop crews where necessary or take other measures required to ensure the safe running of the event.

### Senior Umpire (SU) – Chesterton

- fluorescent bib
- radio
- megaphone (with the siren button taped over)

The Senior Umpire at Chesterton is responsible for marshalling crews on the way to the start – overseeing pulling into the bank at Chesterton in the correct order and communicating with the control desk to push them off again at the appropriate time. This umpire will have a small team of marshals to assist with this.

The Chesterton SU controls all traffic coming onto the course, and will have a further marshal, stationed at Riverside, with whom he or she is in radio contact. This marshal should monitor traffic coming on to the course, inform the Chesterton SU, who, in conjunction with the umpires further down the course, will make the decision to hold craft at the water point on Riverside, or to allow them to proceed down the course.

In addition, the Chesterton SU is responsible for umpiring races that are still going between Peters Posts and Top Finish. They should be ready to cycle and able to delegate duties to their team of marshals where necessary.

### **Static Umpire**

- fluorescent bib
- radio
- megaphone *with* siren

Static umpires will be equipped with a megaphone and radio, and will sound the emergency stop signal (the siren on the megaphone) if instructed to do so by CU or DCU. There are 3 statics: one at the Ditch (a couple of boat lengths away from the crew at the head of the division), one on First Post corner (at the bench) and one on Grassy corner (at the line painted in the grass). The Grassy Static will be accompanied by a marshal who will be checking for Bank Passes – your first and foremost duty is the emergency stop procedure (see ‘stopping divisions’ below), but up until the 4 minute gun goes, and after the division has passed, you can also help with checking Bank Passes. Static umpires will be called by radio before the 4 and 1 minute guns and asked to confirm that the river is clear of powered vessels (ie barges) within their view. Divisions will not be permitted to start until this confirmation is obtained.

### **Chief Umpire / Deputy Chief Umpire (CU/DCU)**

The Chief Umpire and his two/three deputies are also equipped with a radio and a megaphone and have the power to make any decision they deem necessary including overruling JUs and SUs and awarding re-rows and technical results.

### **Umpire Distribution**

- CU and 2 or 3 DCUs cover entire division, and move to wherever developing incidents require
- 6 teams of 1 SU & 1 JU each cycle with a group of 3 crews
- Chesterton SU marshals crews (with the aid of 2 marshals) and umpires races to Men’s Top Finish. Is responsible for monitoring activity above Chesterton (with the aid of one other marshal).
- Control SU mans the control desk and Women’s Top Finish (Peter’s Posts), and is responsible for all record keeping; it is important that this SU is not diverted from these tasks by general queries, public etc
- Marshals are on Men’s & Women’s Bottom Finish (Morley’s Holt and the Railway Bridge) – the relevant SU should be cycling with any crews that look likely to be bumping anyway.
- A radio and megaphone equipped marshal is stationed at the Plough to control the punt crossing point

## Radios

Those issued with radios should be aware that these are for official 'traffic' not general conversation. Radios are also issued to the Conservancy Office at Bait's Bite, and the Georgina skipper. Radio communication is primarily to ensure the CU/DCUs and Control Desk are fully aware of all relevant information around a division. They are 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, and where the lead crews are, to assist Control and the Chesterton marshalling team. Unobstructed radio access is 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 – the 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 CU will confirm with the control desk where each individual is umpiring. Swapping between sets of boats is fine, but once the roll call is made, there will be no more changes. If you are late to the start and miss the roll call, you will not be allowed to umpire that division. Recording where everyone has umpired is now a necessary piece of admin that we do not have the option to pass on.

## The Start

- Umpires should introduce themselves to the cox of each of the 3 crews they have been assigned to. 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.

## **During Racing**

**It is vital that you are familiar with and understand the definition of a bump.** You have the authority to award a bump where you are certain that it has occurred. Do not be pressurised into making decisions – if in any doubt remember what you saw and report back to the chief umpire or one of his deputies who will make a decision. Up to Grassy corner (there should be a line painted in the grass, failing that, where the Static Umpire is sat) a bump can occur **without** contact between the two boats – if the bowball of the chasing boat passes the cox of the boat in front, and is within a bladespan of the hull, they must acknowledge the bump. SUs and JUs have the authority to call a bump if this has occurred. After Grassy corner, a bump requires physical contact between the two boats (or blades) or complete overtaking (bowball past bowball).

Each team of one SU and one JU will be given 3 crews to follow. You should judge any bumps UP that these crews get. If you are satisfied that a valid bump has occurred, inform the crews and their bank parties using the megaphone. The river should then be cleared, but your decision will stand even if the crews continue to race.

If for any reason you are uncertain about the outcome of a situation, do not get involved in discussions; simply find the chief umpire or one of his deputies and tell them what you saw.

Be particularly careful between the start and Grassy Corner, as this is where most pile-ups happen. If there are severe blockages, note who you think might have a case for a re-row or technical rowover, together with the separations of any of the crews involved that applied **at the time of the obstruction**. Do not worry if you did not see everything – plenty of other people will have some information to give!

Where there is a '3-boat sandwich' where a crew could either bump or get bumped, the SU/JU team should work together. One follows each gap (follow the bow ball). Give clear visual signal (e.g. raised hand) if your bump occurs so that the other crews, bank parties and umpires know which crews are stopping and which must keep racing. It is important to clear this bump quickly due to the proximity of the crews.

Finally, note excessive bank parties, abusive or unsafe behaviour, including excessive celebration. Failure to clear should automatically be penalised.

## **Stopping Divisions**

The use of the emergency stop is a last resort - even where a serious obstruction occurs, it is normally possible to clear it while obstructing only the next 2-4 crews, hence we want to avoid stopping whole divisions if possible. This will be for CU/DCU judgement, and will require an on the spot assessment of how the obstruction will affect the immediate following crews, and those further

back. However, there are three circumstances where the entire division before a certain point might be stopped:

- An ejector crab, where the person concerned is not immediately thrown clear or able to get clear by their own efforts, will lead to the signal being called.
- A major obstruction with no clear prospect of getting it sorted quickly. This is perhaps most likely to be called for obstruction in the Gut.
- The presence of a moving vessel such as a barge on the course

The radio call for the emergency stop is:

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

This format may seem odd, but it is to ensure that in the confusion of radio communication, the wording will not be confused with anything else. **It will only be called by a CU OR A DCU.**

On hearing this call, the appropriate **STATIC** umpire, *and* those downstream of them, have one and only one role, to **set off the siren on their megaphone, POINTING DOWNSTREAM**. All other SU/JUs should be attempting to communicate with their relevant bank parties and crews. In these situations it is perhaps more likely that we will then get an entire division re-row than has been the case previously.

Once the signal has been called for, all SU/JU combinations’ primary role is ensuring safety, in particular that all crews are stopped from racing as rapidly as practicable. This may not be easy. Secondary to this, they will need to note whether and when their crews have responded to the signal - basically, as soon as a cox hears this signal ahead of them, then the only instruction they have is to respond to it, hence we will need to know the point at which they responded, to make any judgements as to whether technical results are justified rather than rerowing anyone.

Once the umpire's primary role of ensuring safety is under control, then the information required in assessing the use of technical results is simply the separation between crews at whatever point their response to the obstruction occurs.

## The Finish

	<b>Top Finish</b>	<b>Bottom Finish</b>
<b>Men’s Divisions</b>	Post just downstream of Chesterton Footbridge	Concrete post at Morley’s Holt
<b>Women’s Divisions</b>	Peter’s Posts	Upstream side of the Railway Bridge
<b>Lent Bumps</b> <i>Men’s 4<sup>th</sup> and Women’s 3<sup>rd</sup> Divisions</i>	The Railings	First Colquhoun’s Post upstream of Ditton Corner

All finishes are **stern** finishes – a boat can still be bumped until its stern crosses the line. Position yourself appropriately for this situation if it arises.

In all divisions the top 9 crews must row to the top finish, the 10<sup>th</sup> may row to either finish and crews 11 downwards must stop at the bottom finish – you need to know which numbers your crews are!

## After the Division

**Rerows** are rare and are decided upon by the CU or one of the DCUs – do not comment to bank parties on the possibility of a re-row. *There are no re-rows 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, so stay calm, remember what you saw, and 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. **Static umpires should remain in position until their replacement arrives** (to avoid mixing-up equipment).

## Fines

Should be noted down in the SU's fine notebook, in the format: day, division, crew and offence. 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.**

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 arty	£50
Failure to show bike pass	£25
Ignoring marshalling instructions	£20
Illegal crew member	£10 - £50
Dangerous activity, including	£20 - £50
• Late acknowledgement (leading crew)	
• Failing to easy (chasing crew)	
• Failing to clear the river	
• Abusive behaviour	

Dangerous Coxing	£20 - £50
Obstruction, abuse, violence towards officials	£20 - £50

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

## **Barges**

The umpires can, to some degree, control river traffic on the course.

If a craft wants to come on the course, hail them (be polite) and explain that a race is in progress. Ask them where they want to go.

Radio the control desk. The chief umpire will decide when they can be allowed to pass. It may be possible to let them through between divisions or they may have to wait until the current division is over.

## **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 his deputies.

