

MARLOW SPRING REGATTA

Saturday 30th April, 2022

INSTRUCTIONS TO UMPIRES & OFFICIALS

General

The regatta is organized in three waves. These are in effect three separate mini-regattas and the events in each wave are independent of each other and will operate on a winner stays on basis.

Each umpire's launch will be provided with a laminated, waterproof sheet for each of the three waves and a waterproof pen. Please note that the crew names of all possible winners of a heat have been carried through to the semi-final and final. It is not therefore necessary to write in the names of the winning crew for the SF and F – only to mark the crew that goes forward to the next round. On change of umpire duties, the laminated sheets for each wave should remain with the launch.

Masters' crews will also have their handicap time in seconds included against their name. This is to facilitate the handicap calculation in the event of a handicap time difference.

If any of the adaptive races have a differential time to be applied these will be advised over the radio.

Racing lanes are named Bucks, Centre and Berks, with Bucks to the left when looking in the direction of racing.

As there are no stake-boats, the precise start point is variable and will depend largely on when alignment is achieved.

Umpires do not have to ask the RCC permission to 1) start a race early or 2) out of order – just take any race that has been presented to them. The umpire will advise the finish what race that will be next to be started.

If required, any Masters handicap start procedure should be done before the crews get to the start; this will allow alignment to be done as quickly as possible by the Aligner. Crews must be ready to start once aligned. The race should be started immediately by the launch umpire once the crews are aligned.

All adaptive races will be raced with only 2 crews, so please ensure that they are centralized within the buoys to ensure that they are away from both navigation lanes. Should either or both crews require steering assistance an additional launch or launches will follow the race and they will use a headset to guide the boat.

Please remember when starting a Masters or adaptive race that a watch must be used for the countdown between starts.

There are 2 safety boats on the course, and these will be stationed at the start and near the finish. If required the umpire will call them directly stating which one is required and exact location, if required racing will stop and only continue on the authority of the RCC or his representative.

Communication

Start, Finish, Race Committee Representative, Race Control and Registration are on the main radio net – Channel 1.

The umpires' launches and the safety boats are on channel 2. This is to provide a 'quiet' channel to call a safety boat in the event of an incident. Umpires may switch to channel 1 to call any station on the main net. Similarly, an umpire's launch may be called by switching to channel 2. Channel 2 must not be used for conversations while racing is in progress. Lengthy conversations if necessary can be held by mutual agreement, on any other channel outside those designated for the regatta by the instruction "switch to channel?".

Start

The "sheepdog launch", and if required assistance from an umpire, will organize the races and present the umpire with the race and advise the start marshalling team of which race(s) are lined up. The umpire will advise the finish which race will be next on the course, the start marshalling team will communicate the same on their network to race control.

Should "sheepdog" require assistance with determining the whereabouts of any missing crews, they will call the "Upstream spotter" to see if they are on their way to the start. All reasonable efforts to find missing crews should be attempted. However, the race program should not be held up and the decision to exclude latecomers will be taken by the umpires at the start.

Once the race has been handed to the umpire by "sheepdog", the crews will be solely under the control the race umpire, and no outside influence should be made. There may be crews where this is their first regatta. Therefore, on the way to the start, the umpire should ensure that the crews know 1) how the race will be started, 2) what they will do if they have to warn the crew i.e., flag drill, and 3) what they will do if they have to stop the race.

The race umpire should ensure that there is sufficient space between the crews before alignment commences.

The "Upstream spotter" will ensure they keep an accurate record of crews that are proceeding to the start, "sheepdog" and the start marshals will keep an accurate record of which crews are above the start.

Race

All normal rules of racing will apply for all races, but please be aware that this may be for some crews their first race, so please be understanding and act early with warnings.

Remember safety first and if you must steer crews please do so.

If you must stop a race for any reason, please inform the start area immediately so they can if required hold starting the next race and then inform the finish that the race has been stopped.

Please do not disqualify unless really necessary, especially younger junior crews. I am not worried about Senior or Masters crews if you feel it appropriate to disqualify them. They should know better.

If you have stopped a race and you feel it appropriate that just a restart is required, instead of taking the crews back to the start, you may restart them for where you stopped them. However, please inform both the start and finish of your intentions.

If you do need to overtake a slow crew in a race, please ask your driver to do this safely and try not to wash them down. If this is done all umpires returning to the start will make sure that the crew that has been overtaken is safe.

Adaptive Races

If you are umpiring an adaptive race, remember normal rules of racing do apply. Please ensure that you are aware that you may need additional verbal comments i.e., at the start when you raise the red flag you say "Red Flag", and during the race if you raise the white flag tell the crew which way you require them to move.

Finish

Please ensure you use the correct flag

- White – race is clean and you finished with all crews that started
- Red – if you
 - 1) want time to think, do not be afraid to do this
 - 2) want to consult with the finish, for example the race is close
 - 3) have not finished with the all the crews you started with
 - 4) if you picked up a race, and need to consult the previous race umpire

If you have shown a Red flag, please advise finish the reason of the flag

Please ensure that you monitor any radio communication from the finish prior to returning to the start.

When returning to the start

Please ensure you monitor your radio, and if requested by an umpire taking a race that they have to stop following for any reason, you can pull into the race.

NOTES FOR CONTROL COMMISSION

Entry forms

1. Marlow Spring Regatta may perform a random check of crew names to ensure that the racing crew names match ~~the~~ those on the entry form.
 - Registration will hold copies of entry forms and these can be provided to control commission umpires (or their deputies) to check against the names of individuals before they boat.
2. All winning crews will NOT be required to present themselves to registration with proof of identification (normally BR racing licenses) before prizes can be issued. The coach or one representative of the winning crew will collect medals from Registration.
3. Any crew with undeclared substitutes will be told:
 - They **will** be allowed to race if substitutes are reported to registration before the crews boat (provided the substitution is allowed within the rules of rowing).
 - They will **not** be allowed to collect any prizes without proof of identity.
4. Any disputes shall be referred to the Race Committee Chair for resolution.

Boat check area

1. It is the responsibility of the crew to ensure that the boat is safe to race, only random checks will be made.
2. Visual check the following, and investigate further if required
 - Bow ball - is it secure, not held on loosely with tape
 - Heel restraints are secure
 - Cox's lifejacket must fit securely, and they must know how to operate it. If the lifejacket is not fitted correctly any adjustment should be done by either a member of the crew or coach. Remember that coxes of bow-loaders must wear a manually operated inflatable lifejacket and NOT a buoyancy aid or automatic inflatable lifejacket.
 - Buoyancy compartments closures are present and intact
 - The rudder is free moving
 - 6-digit ID number is correctly displayed on both sides of the boat.

Launching & landing rafts

The main duty of Raft Marshals is the safety of competitors and the public. This is a congested and dangerous area which is often surrounded by members of the public who are quite oblivious to being hit by a boat, blades or being knocked into the water.

Generally

The Head of the Control Commission will inform, by radio, of any Official Warnings and all umpires will make a note of such warning. He will also inform the Race Committee Representative at the Finish.

Regatta Contacts:

Race Committee Chair	Russell Peacock	
Regatta Secretary	Peter Hunt	Mobile No. 07780 674111
Registration	Helen Thompson	Mobile No. 07902 352217
Child Welfare Officers	Julie Lyons	Mobile No. 07771 870223
	Helen Cousins	Mobile No. 07803 059586
Safety Adviser	Andrew Garnett	Mobile No. 07775 925600 / 07919 170837
Start	Helen Essa	Mobile No. 07787 502602

Any Regatta official can be contacted via Registration, Race Control, the Finish or by any official with a radio.