

# MARLOW TOWN REGATTA

Saturday 11<sup>th</sup> June 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 "Head Start" 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 Start Organization Team 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 or BR app 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 the exact location, if necessary, 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 "x".

## Pre-Start

The Start Organization Team along with the "Sheepdog" will organize the next races and then present to the umpire, if required an umpire will assist to ensure that racing is kept near time as possible. The race program will be kept order as much as possible, but races will be taken in any order to ensure that the regatta is kept on time.

The Start Organization Team, "Sheepdog" and "Upstream spotter" will ensure they keep an accurate record of crews that have proceeding to the start area and are above the start.

Should the Start Organization Team and "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.

The Start Organization Team will advise the finish which race will be next on the course, they will also communicate the same on their network to race control.

Once the race has been handed to the umpire, the crews will under the control the race umpire and aligner and no outside influence should be made.

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, then do the race announcement etc..

Once the umpire as collected their race, they should ensure that there is sufficiently space between the crews before presenting them to the aligner.

## Aligning Area

Due to restrictions placed on the regatta the alignment/start area will be as shown on the following pictures, please do not use any other area.



## Boundaries and Other Users at the Start

**Photo 1, Left above.** View Upstream from Bisham Abbey Landing Stage.

- Access to the mooring pontoons, right, to be kept clear at all times. The access steps and pontoons are reserved for customers of Thames Boat Rentals.
- White posts and double rope fence, marked with red arrow, define the right or downstream boundary of the area allocated to Start Team and Umpires.
- Row of white posts and double rope fence, marked with blue arrow, defines the front boundary of the area allocated to Start Team and Umpires. Life jackets need not be worn by any official remaining behind the fence.

2. **Photo 2, Right above.** View Downstream from Thames Boat Rentals' Site

- X marks the spot for the Start Tent
- Last 10m of the Aligners' path is marked by the green line.

## Alignment

The race umpire will present the crew to the aligner and should ensure that there is sufficient space between the crews before alignment commences. If you are concerned, please communicate with the umpire before commencing alignment.

Once the crews have been aligned the umpire will start the race in a timely manner.

## Start

After the race umpire has presented the crew to the aligner, they should ensure that there is sufficient space between the crews before alignment commences.

Once the race is aligned the umpire will start the race in the usual manner as quickly and safely as possible.

## Race

All normal rules of racing will apply for all races, but please be aware that for some crews this may be their first race, so please be understanding and act early with warnings, be proactive and not reactive. As there are some younger crews racing in addition to raising your flag you may have to use the verbal instruction "turn harder red/green" or "harder right/left".

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 you are unable to overtake slower crew or have to stop for any crew, please ask an umpire's launch returning to the start to pull in and take the race.

## Finish

Due to positioning of the spectators' facilities for MTR 2022 only, the finish has been moved back to its original position. Consequently please ensure that the umpire's launch is positioned to make sure that crews take the final bend safely, *remember please be proactive and not reactive*. Remain on the course, ensure that crews completing their event avoid both crews returning up the boating lane and the Salter's pier and post. This may require you to position your launch nearer the enclosure side.

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 of the reason for the flag.

Please ensure that you check for any communication from the finish prior to returning to the start.

### **Umpire Launches Returning to the Start**

Umpire launches returning to the start please ensure that the wash is kept to a minimum.

If at all possible, the launches are in “suppléant” formation, unless instructed otherwise, just in case you have to pull into take a race already on the course.

Please ensure you watch races on the course, monitor your radio and if required be prepared to pull into a race if required or return to the start faster, still keep the wash to a minimum, due to the lack of umpire there.

### **Adaptive/Supported Races**

These will start from the shorter start, which is around Bisham church, the first race will start after the final long-start race has finished in the “wave”.

Boating for the adaptive races will not commence until the last crew from the wave has passed the boating area thus ensuring that crews going to the long start do not have to go into the course to pass them. There will be a launch, manned by a coach for the adaptive athletes, who will receive the scullers/crews, arrange/line the races (just like “Sheepdog” on the long start) ready for alignment and the umpire to take the race.

Aligning of the crews will be done by an umpire from a launch. I would, if possible, like to have the launches in “suppléant” formation, as for the long start, to ensure that if required a launch can pull into a race.

When 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. Umpires may have to use instructions like harder right/left or red/green if required, just as if you are umpiring younger crews.

Please be proactive when umpiring the race, warn early if you feel it is appropriate as reactions times could be slower than usual.

At the finish, please as stated above, ensure that the umpires launch is positioned to make sure that crews take the final bend safely, *remember please be proactive and not reactive*; remain on the course and avoid returning crews and the Salter’s pier and post. This may require you to position your launch nearer the enclosure side.

If you are required to return to the start please to “**Umpire Launches Returning to the Start**” above.

## NOTES FOR CONTROL COMMISSION

### Entry forms

1. Marlow Town Regatta 2022 may perform a random check of crew names to ensure that the racing crew names match 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 crew 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. Visually 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 to ensure the safety of competitors and the public. This is a congested and dangerous area, often surrounded by members of the public who are quite oblivious to the risk of 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:

<b>Race Committee Chair</b>	Russell Peacock	
<b>Regatta Secretary</b>	David Jackson	Mobile No. 07768 262852
<b>Registration</b>	Helen Thompson	Mobile No. 07902 352217
<b>Child Welfare Officers</b>	Julie Lyons	Mobile No. 07771 870223
<b>Safety Adviser</b>	Andrew Garnett	Mobile No. 07775 925600 / 07919 170837
<b>Start</b>	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.