

# WALTON & WEYBRIDGE REGATTA 8th June 2024

## Instructions to Umpires and Marshals

### THE START

Racing is downstream, from a stakeboat start, in buoyed lanes. It should be noted that the nearest toilets are upstream at Cowey Sale or downstream in The Anglers.

#### **BRIDGE MARSHAL (Red – channel 1)**

Call sign: "Bridge Marshal". Standing on the bank below Walton Bridge. Responsible for pairing up crews on the correct station. Crews arriving should be directed to turn between the bridge and the warning sign and await your further instructions. Allow early arrivers to warm up above the bridge but warn them that they do so at their own risk as this is beyond the jurisdiction and safety cover of the regatta. Feed matched pairs to the Start Marshal.

#### **START MARSHALL (Red – channel 1)**

Call sign: "Start Marshal". You will be in the WLT Whaly moored just upstream of the warning dinghy. You are responsible for checking crews are paired up, preferably in race order, and on the correct station. However, it is more important to keep feeding crews through to the start rather than wait for crews to be in the correct race order. Please note that crews are advised in their written instructions that they can paddle above Walton Bridge, but they do so at their own risk as this is beyond the jurisdiction and safety cover of the regatta. You should liaise with the Launch Marshal to call crews forward to the start.

### LAUNCH UMPIRES

There are three umpires in the Starter's Launch. The dinghy at the start is at the disposal of the Launch Umpires as a ferry between the launch and the bank. However, it is also planned to transport umpires from the Finish to the Start by launch. This team are free to rotate positions as they see fit.

#### **LAUNCH MARSHAL (Red-channel 1)**

Call sign: "Launch Marshal". Your job is to call crews down to the start, these being passed to you from the Whaly Marshal. It is usually easiest to do this by sitting on the front, upstream end of the launch. You should aim to have one pair of race competitors positioned waiting just above the launch having passed the crews for the previous race to the Starter for final positioning onto the stakeboats.

#### **STARTER (White-channel 2)**

Call sign: "Starter". Liaise with the Launch Marshal to let him/her know when you would like crews to come down past the launch to position themselves onto the stake-boats. You should start races in the normal manner and you will also be the umpire for the first short section of the race before handing over to Umpire 2 stationed on the pier just upstream of Anglers Wharf. You have a tripod-mounted megaphone. Make sure that Umpire 2 is ready to receive a race before starting it. Please check the course is clear of wildfowl before starting a race.

The Whaly and Launch Marshals may draw your attention to infringements during marshalling or to late arrivals and you should deal with crews robustly, using Official Warnings at your discretion, whilst also being aware that many crews are young juniors who may need some sympathetic guidance.

#### **START TIMEKEEPER (Timing) (Blue-channel 3)**

Once the Starter takes control of crews on the stake-boats you will need to be ready to start the timing function. During the Starters 'call-over' prior to starting a race, you are to use your radio to alert the finish timers, stating **which race is about to start**. As the Starter starts the race, hold the transmit button open and say the word **"GO"** to the Finish Timer, who then starts timing.

## **COURSE UMPIRES**

**UMPIRE 2 (White-channel 2):** You will be stationed on the EA Pier just upstream of Anglers Wharf. You will be handed races soon after the start from the Starter and will have jurisdiction until handing over to Umpire 3. Between races, please pay attention to crews in the navigation channel and to general river traffic, particularly any coming out from the Surrey jetties above or below The Anglers.

**UMPIRE 3 (White-channel 2):** You will be stationed on the bank close to Thames Valley Skiff Club where you will be handed races from Umpire 2 and, in turn, will hand them to the Co-ordinating Umpire. Between races, please pay attention to crews in the navigation channel and to general river traffic, particularly any coming out from the Surrey jetties just below The Anglers.

**UMPIRES:** A few general points:

- The point at which races are handed over, is a matter of judgment. Please agree a suitable geographical point with your colleagues.
- When warning crews, the term 'XXX move towards/away from the towpath' is recommended, or for junior crews 'XXX harder with left/right blades'.
- There are large numbers of swans on the Walton Reach, particularly close to The Anglers. Crews and officials must take all reasonable steps to avoid any collisions with wildfowl and must report collisions if they occur to Race Control.

**You should be relieved 'in post'; please pass all equipment on to your successor. At the end of racing, please return it to Race Control.**

## **RACE CONTROL (finish tent)**

### **CO-ORDINATING UMPIRE (White-channel 2)**

You will be stationed in the finishing tent on Miskins' Wharf. You will receive races from Umpire 3 and have jurisdiction until the race crosses the finish line. In order to issue audible warnings, you have a microphone patched through to a speaker stationed 100m upstream pointing towards the finish line. You should signal verbally to the Chief Judge if the race finishing is "in order" or carry out any necessary investigation (e.g. hearing a protest) before instructing the Chief Judge that the conduct of the race is not disputed.

Please note Rules of Racing 2-7-1b that as Co-ordinating Umpire you represent the full team of umpires, but any change of view has to come from the umpire in whose jurisdiction the situation occurred. If, after a protest, a crew continues to object to a decision or if a protest is made well after crews have finished a race, the matter should be dealt with by the Chair of the Race Committee.

Please watch crews as they move beyond the finish line and warn of any potential collision with crews going afloat. Please pay attention to crews in the navigation channel.

### **CHIEF JUDGE (White-channel 2)**

Ring a bell or sound a horn as crews cross the line and give the verdict, consulting with the Judge as necessary. The judges shall acknowledge the verbal signal from the Co-ordinating Umpire and take cognisance of any instructions concerning the result. Once the Co-ordinating Umpire's approval has been given, the judges shall declare the result.

Please complete a 'Results Slip' for every race, removing full sheets from the folder and passing them to the results recorder (Spike).

**JUDGE:** Please operate the Finish Laptop by following the instructions for ending the timing of a race and entering the verdict.

**FINISH TIMEKEEPER (Blue-channel 3):** Operate the Start Laptop, entering the number of the next race and pressing Start when you hear "GO" over the radio from the Start Timekeeper.

As a back-up, start and stop a stopwatch for each race. You should have three stopwatches to cater for more than one race being on the course at any time.

**RACE CONTROL: (White-channel 2)** Ashley Tilling based in the Finish Tent. Liaising with Registration for any changes to racing from scratchings, boat clashes, etc. Issuing race updates.

**CHAIR OF RACE COMMITTEE (White-channel 2):** Based in the Finish Tent.

### **REGATTA REGISTRATION AND CONTROL COMMISSION (in Walton RC)**

Andrew Ruddle will be positioned at the back of the boathouse and will be in charge of crew registration, issuing numbers, weighing in of coxes and issuing winners slips. He will alert Race Control of any scratched crews or requests for alterations to the race programme.

### **CONTROL COMMISSION (CC) (Red-channel 1)**

CC is based at the boating area and is to undertake random safety checks of boats and life-jackets and to check the correct weights are carried by coxes. CC should also assist with ensuring crews are boating on time and that the landing stage is used efficiently for boating and returning crews. Please report any crew delays for reasons such as broken equipment to Race Control.

### **RAFT MARSHALS**

Ensure safe practice in the boating area, particularly on the landing stage. Crews are instructed to boat at least 20 minutes before their race and you should check off crews against the Race Order to ensure that crews adhere to this instruction, advising CC if crews are significantly late or do not turn up. Please take particular care to tell crews when it is safe to push off from the landing stage so that collisions do not occur with crews finishing a race. Crews finishing a race must continue to paddle downstream past the landing stage before turning and coming in pointing upstream.

### **SAFETY LAUNCHES (White-channel 2)**

You should be on station 30 minutes before racing starts, one launch actively patrolling in the navigation channel between the start and The Anglers and one between The Anglers and the finish. You will be referred to as 'Safety Start' and 'Safety Finish'.

### **RADIOS**

There are 3 radio channels:

- **(Red-channel 1)** Regatta network is for marshalling, race updates and announcing any delayed crews.
- **(White-channel 2) Umpires and Safety** - to be used for handing over races between umpires, giving details of warnings and to summon the assistance of a Safety Launch.
- **(Blue-channel 3)** Time keeping exclusively.

## **SAFETY MATTERS**

In the event of a safety incident on the water, umpires or an official should communicate with Safety directly.

**When reporting an incident**, the following radio protocol shall be used:

- **“Safety, (Start/Finish) Safety Start/Finish”**; state your role (eg Umpire x) and location. “Over” and await a response. If nothing heard within a few seconds, repeat message.

Then

- Provide description, e.g. “Capsized sculler”;
- Provide location, e.g. “in front of Umpire 3”, “at the finish”, “upstream of.....”
- Provide status, either “Stable” – sculler conscious and with boat, or “Urgent assistance required” – e.g. sculler in distress/ unconscious/ not surfaced; to enable safety to determine whether to proceed “at speed” or keep wash low.
- End message with “Over” and await response.

Race Control will take over communication with the safety team and all officials on the course, including the Start. If unsure, radio Race Control to confirm they have heard the broadcast.

In the event of an incident cease all radio traffic other than those dealing with the situation.

***PLEASE MINIMISE RADIO TRAFFIC AT ALL TIMES CONSISTENT WITH GOOD PROTOCOL***

***Race Control will confirm when racing may recommence.***