

# University Fours: Marshals' Instructions 2009

Meet at the Railway Bridge and collect a **bib** (you must wear one) and a schedule of racing. Please return the bib at the end of your slot. Please bring a bike.

Please carry a mobile (charge it up the night before!) because if there is an emergency you will need to phone an SU. **My number is 07770 518675** (not that I'm on the towpath every day); we'll exchange other numbers before the start of racing, so please arrive promptly. If there is a flag up on the day, we will probably still be racing. However, please check your email in case we have to cancel.

Don't get involved with disputes with bank parties and crews – refer any complaints or controversy to an SU who will deal with the matter. If there is an incident, try to remember what you saw, the relative positions of each crew, what happened etc, so you can report to the SU. Never award a re-row yourself, only SUs can do this.

For the purposes of this year's racing, SUs will be CUCBC Committee members.

In an emergency, access points to the river are Baitsbite Lock, Grassy Corner (needs key from Cam Conservancy office, phone 01223 863785/860484) and Peter's Posts. There is no event first-aid cover; an ambulance should be called using 999 if needed.

## Men's coxed fours

Downstream start: Post at Little Bridge  
Upstream start: Post approximately 100m above Little Bridge  
Downstream finish: Location approximately 100m below post – should be marked by a stake on race days.  
Upstream finish: Post approximately 70m below Railway Bridge.

## Start marshals

There will be two marshals at the start. One stands on each post. The SU will stand in between (usually nearer the upstream station, facing downstream) with a megaphone on max volume. It is not easy to hear the SU so it is best to first check that both crews can hear the starter.

Instruct the coxes to raise their hands, and keep them raised until they are ready to race. If they lower their hand, they may raise it again.

The start marshals for each race will bring their crews forward. Raise your arm until the bow of the boat is on, or behind, the start line. When the boat is in this position, and the cox's arm is down, lower your arm. You may raise it again, should the boat cross the line again. Do not worry (unless dangerous) about the direction that the boat is facing. This is the responsibility of the relevant cox. When both marshals have their arms lowered, the senior umpire will start the race with 'Attention, Go!' via a megaphone. **One of the start marshals should have a stopwatch to record the start time of the race.**

If a crew is taking far too long to line up, the starter may start the race before yours or the cox's arm has gone down. Therefore, please encourage the crews to row onto the start line straight. Ensure that you're fully familiar with the order of racing in advance, as the timetable is tight.

**Starter:** Make sure crews are ready to line up soon after the last race has gone; allow the preceding race to clear First Post corner before starting the next one. If in any doubt at all as to

whether the course will be clear, and finish judges in position, **phone through to the SU at the finish**. Always phone the finish before starting the first race in a division. Make sure that if your phone rings you will be in a position to answer it immediately at all times.

### **Bike marshals**

Try and get crews to pair up with their opposition, spin and pull in, in race order, downstream of Little Bridge. Bring your crew forward to the start line promptly – they should be moving forwards soon after the race before theirs goes off, so keep encouraging them to take kit off, be ready etc. Check that the coxes have lifejackets and that the boats have bowballs. Tell the coxes about the emergency stop signal (megaphone siren delivered by SU), and remind them that they can't overtake unless you let them (see below).

**You will be required to act as a start marshal for the chasing crew** so follow the instructions above, then cycle with the chasing crew. You need a clear view of the race, so if necessary politely ask the bank party to move out of your way.

Overtaking is only allowed after Ditton Corner, and only if you judge it safe to do so. If you are allowing overtaking the lead crew should give way to the chasing crew, i.e. let the overtaking crew have the inside line on corners.

When both crews have crossed their finishes, report any problems to the SU on the finish, then go back as soon as possible to the start to pick up your next race.

### **Finish marshals**

Two or three people required – if only two available then need to be extra-precise with timings.

It is your responsibility to assist in determining the outcome of each race as follows:

**Finish markers:** Identify which boat is racing to your station. Raise right arm as boat approaches. As bowball of boat passes its finish line, simultaneously drop arm and press stopwatch button. Note down time on recording sheet. Tell crew to stop racing if necessary. If there has been overtaking, the crew that you see in the lead will only race to the lower finish – be ready for this by knowing which crew is racing to your finish.

**Adjudicator: (SU)** watch for whose arm drops first and award verdict accordingly. In the event of a close race decide on the necessity of a re-row (difference of 1 second or less). Oversee/help out as required. Needs clipboard. Make sure all expected marshals have turned up. Record winner and time displayed on stopwatch, and estimate winning margin. In the case of a re-row, the course needs to be agreed – either from Ditton, the Plough or Little Bridge to the usual finish. It is jointly agreed between the two crews and the SU so use your judgment.

Make sure no one ventures onto the course unless they should do, after racing has finished, and make sure that racing crews clear substantially past the upstream finish (Railway Bridge is a good line to use). Especially if the crew on top station won, the chasing crew often gives up quite early!

## **Men's coxless fours**

Downstream start: Post at Little Bridge  
Upstream start: Post approximately 100m above Little Bridge  
Downstream finish: Window over left-hand door of left-most doors of Two Tees Boatyard  
Upstream finish: Top finish (post just downstream of Chesterton footbridge)

### **Start marshals**

Identical to men's coxed.

### **Bike marshals**

As men's coxed but with two marshals cycling. One should go from start to Peter's Posts. The other will be waiting at Peter's Posts on the meadow side and will cycle with the crews to top finish, returning to pick up any further races.

### **Finish marshals**

As men's coxed but note change of location – you may have to move quickly between Chesterton and the Railway Bridge!

## **Women's coxed fours**

Start: Post at bottom of long reach  
Finish: Top finish (post just downstream of Chesterton footbridge)

### **Start marshals**

The crews race side-by-side, starting from the downstream post at Ditton. When both coxes have their arm lowered, and the crews are level, the starter will start the race with 'Attention, Go!'. There is no need for start marshals here other than to keep crews in order and ready to move on to the start, which can be done by the bike marshals. Make sure the finish marshals are in position first.

### **Bike marshals**

Organise the crews on Plough Reach – get them spun and parked in order. Bring them promptly round to the start when the starter is ready to start the races.

Your job is to keep the crews on station. Each crew must stick to its own side. They can row close together either side of the 'dividing line' between stations, but any more than a few strokes of blade clashing and they need telling to move over. The distance of the far crew from the bank is often deceptive; they look closer to the middle than they actually are. If a crew moves into the other crew's water, warn them to move back onto their own side. You will have to shout loudly. Technically crews must stay on station throughout the race, but if there is a big gap a reasonable amount of corner-cutting on the part of the lead crew may be acceptable. If there is a severe (race-stopping) blade-clash then phone the start SU immediately (to stop the next race) and get the crews pulled in. You may disqualify one crew if they are clearly to blame or award a re-row (please only if necessary!).

Cycle down the towpath to Peter's Posts – there, another bike marshal will follow the race to the finish. (Most races are already decided by this point, however.) If there have been any problems during the race (blade-clashing/excessive corner-cutting that could have affected the outcome) or the race is simply very close, cycle round to the finish immediately and discuss with the finish umpires.

### **Finish marshals**

Two people required. The time of each crew should be taken as it crosses the finish line and recorded on the sheet. If the race is close, the SU should stand looking directly across the river at the finish post – any margin is enough to award a result. If the result is close or there appears to have been blade-clashing, check with the bike marshal who should appear over the bridge.

### **Chesterton/P&E marshal**

You are responsible for getting crews pulled in to the bank as they marshal at the location specified on the timetable. (This may not be Chesterton, and does not apply to the first division of each day.) Crews marshalling above Chesterton will probably not have room to pull in – let them sit in a queue. Once all the boats from the races in the previous division have finished racing, you should instruct the crews marshalling to push off and row down to the start. As crews are marshalling, you should check for bowballs and coxes' lifejackets. If a crew is missing either of these, they may not race and should be sent back. Races will not be delayed for them. Opposition crews should still row down to the start, and can only be awarded a row-over by an SU. If a crew is rowing down to marshal and is in danger of impeding an oncoming race then instruct the crew to pull in and wait. Once the race has passed they may move to the correct marshalling point.

**If a town crew or barge wishes to come downstream, ask them to wait until the next division has raced. If they refuse to stop, inform the Finish SU immediately (by phone).** In the event of any delay to the preceding division, you must ensure that the crews leave room for other river traffic, do not encroach onto the course (and the area immediately upstream of the finish) and they are ready to move on immediately.