



## Bumps Marshalling Guide

- More information is available from the event plan.
- Please arrive promptly at the LongBridges boathouse for the start of your marshalling shift where you will be briefed by a member of the OURCs committee and sent out to your position.
- Remember to wear appropriate clothing to stay warm and dry as you will be standing by the river for some time. It may also be useful to bring a pen.
- Marshals are primarily responsible for the safety of all crews on the river. You must be standing up, alert and watching the river at all times.
- You also should look out for hazards to spectators and the public on the towpath or area you are stationed, but do not let this distract you from the river. If you need help, radio racedesk.

### Race Time

Please set your watches to race time, given to you at the desk, so you can alert crews.

### Circulation Pattern

The circulation pattern is available from the website.

The basic circulation pattern between divisions is a figure of eight.

Above the Gut all crews observe reverse circulation thus keeping to their strokeside. Below the Gut, the normal pattern is followed and crews keep to their bowside.

The change from left to right hand circulation happens at the top entrance to the Gut.

Crews must leave the centre of the river clear for other traffic.

Crews may spin where appropriate provided they do not cause obstruction to other traffic.

The bungline marshals assist crews with spinning onto their bunglines; either reverse or normal spin is allowed with the aim of leaving the far bank clear if cruisers are passing.

### Boating

All crews boating from the Boathouse Island must boat downstream and keep close to the left bank. Crews from Univ must boat upstream towards the Head.

Long Bridges crews may boat up or downstream as long as the river is clear.

Of the 13 crews in each division, the top 6 will warm-up in the upstream part of the river and the bottom 6 in the part below the gut. Boat number 7 may choose its warm-up stretch.

### Racing

Crews may take whichever route up the river they choose. In the event of a 'bump', both crews easy and clear the racing line. Crews that 'row over' or have not been involved in a bump, continue to the finish post. Crews wind down and move upstream, clear of the finish, where they wait for instructions on spinning from the Head marshal.

Crews who 'bump out' follow the last racing crew up the river, observing the circulation pattern. Crews that 'bump out' beyond their boathouse, **and all crews on the top half of the Island**, continue up to the head and spin to land downstream on their raft. Other crews 'bumping out' before their boathouse may go straight in provided it is clear to do so and under instructions from the marshals.

Crews for the next division may boat when the last racing crew passes their raft, as announced by the PA system.

## Other river users

Other river users have a right to be there so when speaking to them be polite and request they follow your instructions. As they reach either lock they are given verbal notice from the EA. (Races are never started until the river is completely clear of river traffic and other obstructions). These could be everything from tourist punts to huge steamers. When approaching a cruiser, find out what their intentions are and ask them to stick to the centre of the river, passing other cruisers on their portside. The SU may tell you to ask cruisers to moor (at point A, B or C) marked on the circulation pattern, to wait for divisions to go past, they must not be asked to wait for more than one division.

Competing crews should not be allowed in the centre of the river and should not spin in front of cruisers.

The Environment Agency river inspector may be on the river during event. They are aware of how things run so will probably not need direction. Their boat has a flag on the stern saying "River Inspector", and has a pale blue hull.

Two launches will also be in operation (yellow catamarans) – this is part of the event so you do not need to worry about this.

## Radio use

Radios are usually on channel 1. When talking into the radio press the large button on the side before starting to speak. Speak slowly and clearly as the radios can be temperamental.

Identify yourself by your marshalling position when making a call and say who you are speaking to (e.g. "Univ to racedesk..." or "Top gut to senior umpire...").

If the battery starts to run out radio racedesk or find a nearby marshal to radio racedesk to request a replacement.

The SU and racedesk have priority on the radios. Please do not interrupt conversations.

## River Checks

The SU will call frequent river checks over the radio. Each marshal should then report in turn on whether the river is clear. This order runs from the head of the river downstream in order: *Head, Finish, Boathouses A, Boathouses B, Univ, Green Bank, LongBridges, Top Gut, Bottom Gut, Top Bunglines, Bottom Bunglines*

If it is, say "Head, clear" etc. If it is not, please report on the **location** and **direction** of movement of any cruisers, kayaks, logs, debris, swans or anything else in the racing line

## Klaxons

You will have a klaxon which can be sounded as a last resort to stop racing - the division will not be restarted. If you need to sound it hold the button on the top down for 10 seconds. If you hear another klaxon, sound your own for 10 seconds also. If you have sounded your klaxon, immediately radio through to race desk with details of your position, why you have klaxoned and if any help is required (the launch and or first aiders).

Reasons to klaxon

- If anyone is in the water or in some way at danger from the race.
- If there is NO RACING LINE with a crew approaching (that cannot get around).

## Boat checks

Raft marshals you will need to check all boats being put on the water before pushing off:

- The cox must be wearing a lifejacket and it must be over their outer layer.
- Bow balls must be firmly attached to the bows of the boat (give it a tug to ensure it is firmly attached)
- Heel restraints must be present and correct (lift up the heels of each of the seats to ensure they do not come further than horizontal)
- EA licence (this is a square coloured sticker in the boat with the year on it)

## Behaviour

Any unsavoury behaviour by crews or coaches should be reported to the race desk. Note the college involved or the bib of the coach. Foul language, particularly when directed at members of the public will be dealt with severely. This goes to marshals and umpires too.

## Details of roles of individual positions'

- **Head (of the River) Marshal:** communicates with other river traffic to prevent obstructions on the course; instructs crews who have finished racing on when to spin and where to wait to prevent a build up of crews by the finish line; warns pedestrians that an event is occurring.
- **Finish:** Operates the finish clacker over the STERN of the boat to inform crews when they have finished racing; instructs crews to clear the finish line.
- **Raft Marshals** (Boathouses A and B, Univ and Longbridges): Fields questions from competitors; Performs checks on each boat to ensure that they conform to ARA and EA regulations; Encourages crews to boat on time to prevent late starting of divisions. Keep a record of which crews have boated for the division.
- **Green Bank:** Observes racing, warns pedestrians that an event is occurring, encourages crews warming up above the gut to be through it with 5 mins to go.
- **Gut Marshals** (Top Gut and Bottom Gut): Keep a record of which boats have passed downstream to be able to inform the SU of the progress of crews to the start. Particularly important to be alert during races due to the large number of bumps happening in the Gut. Encourage crews to clear the racing line once bumped out.
- **Bunglines** marshals (Top Bunglines and Bottom Bunglines): Keeps a record of which crews are attached to their bunglines; assists the SU. Bottom bunglines warns and communicates with other river traffic.
- **Bike Marshal:** Cycles ahead of each division with the sole aim of providing additional warning to spectators and members of the general public on the towpath if significant numbers of pedestrians and bystanders are present.

You may also be deployed as an extra marshal by the Race Secretary if this is necessary.

## The end of your shift

You may not leave until you have been relieved by another marshal or at the end of racing when instructed by racedesk. You may also not leave during or less than 10mins before a division.

When someone else arrives, hand over your equipment and BRIEF THEM FULLY before departing - make sure they know exactly what they should be doing when, who they follow in the River Check order and that their watch is synchronised to Race Time.

*David Pallot and Judy Gleen, OURCs Secretary and Sabbatical 2007-08*