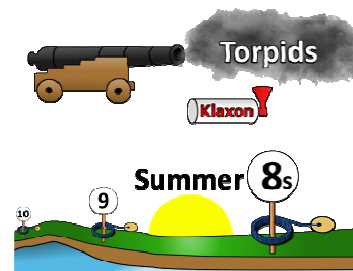


Golden Rules for Marshals and Umpires

Last Updated February 2012



As the marshal and umpire representative for your college, it is your responsibility to forward on several important points, which will make Eights Week run more smoothly, and result in fewer appeals and klaxons.

Send competent marshals and umpires

Without meaning to be patronising, it is shocking the number of marshals/umpires (henceforth known as *representatives*) that colleges send who have never experienced bumps before, and haven't been told about how it all works. This is incredibly frustrating, as we have to explain as much as we can to them in five minutes, which often results in a confused marshal being sent off with a klaxon to marshal the top two divisions. It is understandable that due to the number of people we request from you that novices are inevitably going to be required to represent you. It is your responsibility, however, to ensure that they have a decent grasp of what is going on.

Minimum standards to be adopted:

- Ensure that all of your representatives know how bumps racing work. You can find a list of the rules on the OURCs website, and Youtube videos are a good method of explaining them.
- Make sure that your umpires can identify locations on the river – for example, greenbanks, haystacks, middle gut – and can determine the length between boats.
- Make sure that all representatives bring a pen and a watch with them, synchronised with GMT.

Arrive promptly on time

Eights is run on a tight schedule. If someone turns up five minutes late, then they will miss five minutes of a briefing. Especially if you send a novice, this means that they are more likely to make a mistake, potentially klaxoning a race unnecessarily, or recording bumps incorrectly. You don't want to deal with appeals through poor officials, and nor do we. Worse, if people don't turn up, we can't run racing.

As much as we don't want to fine a whole college for just one marshal being incompetent, dealing with tardiness is just one thing that messes up the system. If someone has a race before and might be a few minutes late, let us know BEFORE, and we'll make an exception.

Minimum standards to be adopted:

- Make sure your representatives turn up exactly on time. We will fine people £10 if they are more than one minute late; £25 if significantly more than this, and £50 if they fail to turn up.
- Take into account that it takes 10-15 minutes to make your way around from Boathouse Island if you are cycling, and approximately 20 if walking. Plan ahead!

Know when to klaxon and when not to klaxon

I understand that this is a difficult thing to grasp, without much experience, but a few simple rules will ensure that you take the correct course of action:

You **must** klaxon if:

- If anyone, spectator, rower, or cox, enters the water.
- The racing line is unavoidably blocked AND shows no sign of clearing before the next racing crew arrives.
- A collision between two crews at a dangerous difference in speed is imminent.
- First aid is required to someone, for example, if a racing crew steers itself in to the bank and a crab knocks a rower unconscious/causes significant injury.
- Swans, particularly those with cygnets, are at risk of collision with a boat.

You **don't need to klaxon** if, assuming the above don't apply:

- Two crews bump. Sounds silly, but you'd be surprised.
- The racing line is blocked by the last racing crews in a division.
- The racing line is blocked but there are not yet any following crews in the vicinity (but you should be on standby, ready to act)
- A cox is about to steer in to the bank. This is their own fault. Of course, if such a collision results in the need for First Aid, klaxon. But otherwise, they must deal with the consequences.

If you do klaxon, please **hold the klaxon down for at least ten seconds (count them).**

If you are unsure whether a race has been klaxoned, try to avoid the use of the word klaxon. Use words like 'stopped' or 'abandoned' or 'still live', as this helps to avoid confusion.

For pretty much every single klaxon in Torpids 2011, the marshal who klaxoned did not hold it down for long enough, or point it in every direction. You need to make sure that everyone else heard it, and can fire their own, only ceasing once all boats in your vicinity have completely stopped. **Turn on your radio while you klaxon.**

Race-desk will ensure that the race is stopped, and will enquire as to the reason you stopped. There are no re-races in Bumps, so klaxon with discretion.

Give sufficient detail when umpiring

Bumps reports are the primary source for determining bumps, so the ability to recall information is very important.

For example, a good report detailing C chasing B chasing A:

“B gaining on A steadily through race, closing to a canvas at top gut. C also gaining on B, closing to half length. A cross over at Longbridges to evade. B crab, allowing C to get overlap. Both crews push hard along greenbank, with C on the outside of B blocking escape. Concession only when bow of C hits stroke's blade of B, but was immediate. C rapidly winds down and crosses river to clear line. B slow to clear line since stroke got caught up, but no crews nearby.”

Conversely, this is a bad report of the same situation:

“B concedes to C”

This is pretty much useless, and what's more, it's wrong – C bumped B before they conceded.

Compare also:

“Crew A crab in middle gut, allowing B to make up 1 length deficit. Bump was inevitable, but A did not concede. B make noticeable effort to avoid A, but clashing on blades and entanglement. Both crews fuff around for too long instead of rowing full pace out of the gut. C manages to row around them, but D and E, who are in close proximity, are not lucky enough, and further entanglement; D gets caught up and E don't have time to row around. E holds hard but hits stern. Racing line unavoidably and completely obstructed, and marshal fires klaxon, only after D and E makes contact.”

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“A and B bump. Then D and E bump. Then klaxon.”

In the first report, we have enough information to deal with any appeal that arises. Just to prove how salient most of the information is above:

- Crew B are not to blame for colliding with A in the space of 1 length, whereas if it were 3 lengths, they probably could have steered around
- Both crews are at fault for not clearing the racing line, inevitably causing the race to be klaxoned.
- D is not at fault for being bumped, and we may be able to award a technical row-over to crew D.

We also don't need to phone you, the umpire, that evening, when we all have better things to do.