

Notes for Start and Finish Marshals

Thank you for 'volunteering' to assist as a marshal. These notes are to give a basic guide to hopefully assist you with your role.

Principle

The start and finish marshals are there to help try to ensure that crews follow the circulation patterns laid out in the race safety plan. It mainly involves shouting at crews to get into the right positions! Whilst we want to avoid any kind of aggressive language you should not be afraid to be forceful. Remember that they should be doing what you say and that delays by them in getting into position will affect the timing of the event. Safety is also paramount and takes precedence over everything else.

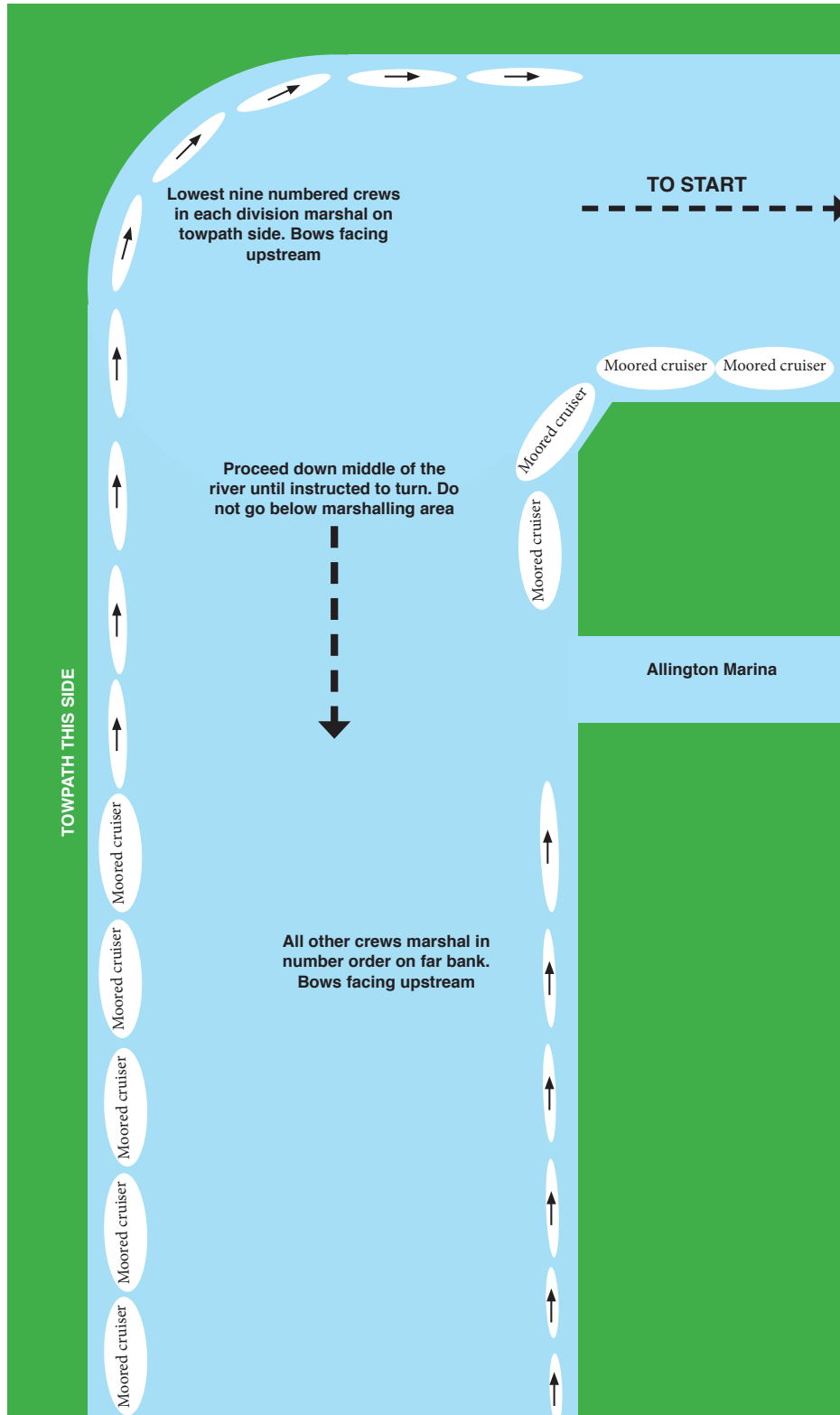
The start

We plan to have four marshals at the start, a lead marshal who is in communication with the start umpire, and three others, one of which will be afloat on a launch. Marshals should be in position at least 30 minutes before race time and space themselves along the bank below the White House, with the lead marshal nearest the white house. The first nine crews will be positioned along the towpath bank down to the first houseboat. All other crews will be positioned on the far bank from below the marina entrance (See diagram below). There are bank numbers spaced 10 crew numbers apart to give a guide as to where crews should stop. The first bank number will be just below the White House on the towpath side, the others will be spaced along the far bank below the marina. The rules require boats to turn to face upstream (race direction) and find their position. The first boat off in the division is positioned just downstream of the small bridge below the White House. When we get to two minutes before race time the start umpire will ask marshals to instruct crews "tops off". Once the race starts the lead marshal should feed crews up to the starter with **at least a 15 to 20 second gap** between each and a larger gap if it is likely the crew will catch the preceding crew quite quickly. The start umpire may ask you to hold a crew back if he wants a larger gap. The marshal afloat on the launch should position towards the bottom of the marshalling area to ensure crews do not go too far down. Keep out of the way of crews turning.

The Finish

One marshal goes above the finish before the town bridge to keep crews moving after the finish as their natural inclination will be to stop. Crews must keep paddling on through the town bridges and then fours/quads will marshal on the towpath side facing upstream and doubles/pairs on the other side. One marshal should be standing on the far bank under the hotel between the bridges to keep crews moving up and another marshal in front of the Palace to control boats at that point. In addition there will be a marshal on the water (Tom) who will control the boats. When single scullers finish they should be directed to stop in front of the marshalled pairs/doubles on the far bank and will be turned and sent back to the club first (see diagram below). As soon as the division is finished the crews will then be instructed to turn and head back for the club. Marshals need to ensure that this is as orderly as possible and feel free to shout at crews but again please be polite but firm. If a crew does not do as it is told make a note of the number and report them to race registration. Marshals may not issue penalties, only umpires can do this.

START MARSHALLING AREA CIRCULATION PATTERN



FINISH MARSHALLING AREA CIRCULATION PATTERN

