

UNITED HOSPITAL BUMPS 2025 Officials' Notes

Saturday 24.5.25	Sunday 25.5.25	
12:48	13:47	HW Chiswick Bridge
12:54	13:53	HW Kew Road Bridge
13:13	14:10	HW Richmond
14:45	15:45	Officials' meeting
15:15	16:15	Start boating division 1
16:15	17:15	Start division 1
16:45	17:45	All boats returned from division 1
16:50	17:50	Start boating division 2
17:45	18:45	Start division 2
18:15	19:15	All boats returned from division 2
18:35	19:35	Start boating division 3
19:30	20:30	Start division 3
20:00	21:00	All boats returned from division 3
20:57	21:54	LW Richmond
20:58	21:00	Dusk
21:15	22:23	LW Kew Bridge
20:53	22:01	LW Chiswick Bridge

Launch	Designation	Radio callsign	Range during marshalling phase	Position at race start	Radio channels
Safety	Safety launch	SAFETY	Hog Hole Buoy-Olivers Eyot	Adjacent Kew Pier (Middlesex)	1
1	Marshal		Stake 13 – Stake 24	Stake 18 (with view upriver to Pink Lodge)	1,2
2	Marshal		Stake 6 – Stake 13 (Monitor behind PLA moorings)	Eastern end of PLA moorings	1,2
3	Chief Umpire JM	START	Brentford crossing – Stake 5 <i>*responsible for placing crossing warning sign at Brentford lock</i>	Head (and follow)	1,2
4	Observer		Kew Bridge RZ – Brentford crossing	Brentford crossing	1,2
5	Observer (Kew RZ lead)		Kew Road Bridge Restricted Zone	Western end of RZ Kew Road Bridge	1
6	Observer		Kew Rail Bridge Restricted Zone	Western end of RZ Kew Rail Br	1
7	Observer		UL Buoy - White crane	100 yards east of ULBH on Surrey side	1
8	Marshal		ULBH - Chiswick Bridge	Finish line (Surrey side)	1
Bank marshals					
	ULBH Control	CONTROL	ULBH		1

BM1	Timekeeper	TIMEKEEPER	On/near launch 3	2	
BM2	Bank marshal		Start on shingle	2	
BM3	Bank marshal		Start on shingle	2	
BM4	Finish		ULBH; assist control as required	UH flag at ULBH (Ladies' finish) or MAABC (men's finish)	1
BM5	Spotter	SPOTTER	On Surrey aspect of Barnes Bridge (lookout) looking downriver to Hammersmith	1	

General instructions

- Officials' meetings will be held** in advance of the event.
- The event will follow any current national and BR Covid guidelines.**
- Please ensure all launches are put out by the start of boating** including petrol, deadman's handles and safety equipment). The list of required launch safety equipment is in the British Rowing Row Safe document.
- Launches 4,5,6,7 and Safety** must be on the water before crews boat.
- All officials must be familiar with the Tideway Code published by the PLA at <https://boatingonthethames.co.uk/the-tideway-code-boating-on-the-thames/>¹ and the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar> (revised Brentford crossing & navigation through the Kew restricted zones in this event) during the races (only):**
The races will be held between the Syon Pavilion and Chiswick Bridge, with the tide in the navigational channel. The river will remain open at all times during the event. Competitors will break from the rowing code in the following manner:
The rowing crossing point at Syon will be moved to a temporary position off Brentford Lock As and when it is safe to do so competitors may overtake in the restricted zones
As and when it is safe to do so competitors may follow the racing line
- All officials must have read the event safety plan, with particular reference to the instructions to coxswains (appendix 2), and the navigation plans (appendices 6-11). All marshals must understand the **abandonment protocol** and the three different conditions related to this – **(a) stopping the start sequence, (b) enforcing line astern racing through the Kew RZs or (c) full abandonment of the race once in progress** (see appendix 12).
- First aid kit** available from individual Clubs at ULBH/TSSC.
- There will be a **safety launch** as shown above with no other designated duties. See below for further details.
- In the event of an accident your **first duty is to the safety** of competitors and yourself – see appendices 4/a/b. Call the **safety launch** by radio if appropriate (see section 32). **Any emergencies (medical/regatta)** to be reported to race **control** and JM at the **start** (launch 3) ASAP by radio. See appendices 4, 4A and 4B. Safety first – do not put yourself into danger but if close to the scene please offer assistance. Do not neglect the other aspects of your duty. If the **safety launch** is in attendance then please return to your designated duty unless otherwise requested. All safety responders will wear PPE as set out in the BR Covid guidelines.
- It is the personal responsibility of each club to ensure each club boat conforms to BR RoR requirements. Bow-balls, heel release mechanism, BR – compliant IDs, rudder lines and fin, and the integrity of the buoyancy chambers of **ALL** boats must be checked by each club; some random checks may be done by UHBC (in accordance with current covid guidelines) and crews may be disqualified if boats do not comply (refer CU).
- All launches are responsible for policing adherence to the PLA rules of navigation in whichever location they are in (PLA Code of Practice as modified by local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>
- All launches will follow the last oared boat down the course; please avoid excessive wash.

¹ See also the PLA publication <https://boatingonthethames.co.uk/basic-principles-upper-tideway/>

13. **Radio communication:** The primary radio communication channel will be channel 1 and the marshalling communication channel (including start timekeeping) will be channel 2. **All officials are asked to switch to channel 1 if speaking to the chief umpire about safety issues once the start sequence is underway (in order not to block the timekeeper's announcements on channel 2).** Launches 1, 2, 3 & 5 will have simultaneous access to channels 1 & 2 for monitoring purposes.
14. **Radio protocol:** please keep your messages clear and short. Remember that no-one else can transmit if you hold your transmit button down. In general please refer to the person you are trying to contact by position rather than name, particularly for:
- Control (Race control, ULBH, bank marshal 1)*
Start (Chief Umpire, launch 1)
Spotter
Safety (launch)
- Please keep all radio traffic formal. The correct manner of starting a call is:
'Race control, race control, this is xxxx, over' (best way of attracting attention)
'This is race control, go ahead'
'Message, over, (where response expected)
'Response, out' (to end conversation)*
15. **The Chief Umpire (JM) will remove all gaps in the start order if possible.** If a crew cannot land then the gap stands and the crew behind need to be reminded by the bank marshal that it will get a technical bump (provided it can get past the stake in front!) and then needs to get out of the way of following crews. The crew behind the crew about to get the technical bump needs to be reminded by the bank marshal that it needs to go for the overbump.
16. **Marshalling arrangements.** Please note that we will continue to use the 'revised' marshalling arrangements. **Crews will stay on the Surrey side** proceeding up river to their stake and land with the bow pointing upriver, keeping the boat into the side to allow other crews to pass. External crews will continue on the Surrey side during this phase of marshalling until the first klaxon.
17. **Once all crews are in position, the first klaxon will be sounded. Any external crews proceeding upriver will cross at the temporary crossing at Brentford. All UH crews will turn with their stern held close to the bank and the staker will gently walk the stern upriver as the boat spins round to point downriver.**
18. **The navigational changes (suspension of the Surrey inshore zone above Brentford Lock and the temporary movement of the Syon Crossing to a point just below Brentford Lock) will occur when the first klaxon is sounded. U4 is responsible for ensuring that the changes are implemented at Brentford.**
19. **Once all crews have turned, the one minute warning will be sounded, followed by the start klaxon one minute later. The time interval between the first klaxon and the one minute will be variable, the interval between the one minute warning and the start klaxon will be one minute.**
20. **The start sequence is under the control of the Chief Umpire (JM).** When JM ready the timekeeper will start the sequence. PLEASE NOTE THE TIME SEQUENCE THIS YEAR. The Timekeeper will announce the following time points:
- 1min,50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE;**
Variable pause until all boats have turned;
1 min, 50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE
50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE
21. **Launches 1,2 and 3 to display white flags 20 seconds before each klaxon.**
22. **Klaxons will be sounded by L1,2 & 3 & BM 3 & 4.**
23. If necessary the Chief Umpire (JM) will stop the start at any point by saying '**abandon the start, abandon the start, abandon the start**'. The restart will probably be from the 2 minute time point (i.e. effectively the crews will hear two further klaxons).
24. **All UH boats must follow the standard rules of navigation during the race as modified by local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar> (navigation through the restricted zones at Kew).** Considerable attention must be paid to ensuring that the requirements of the PLA Code of Practice are observed – crews must stay on the starboard aspect of the navigation channel close to the Port Hand Buoys and only move to the central aspect of the channel in order to execute a bump. Crews should not go to the Middlesex side at any point during the race.

25. Launches need to follow the race gently downstream, avoiding excess wash. Assist in untangling bumped-out crews ASAP. In the case of entanglement following a bump ensure that the leading cox pulls out first – however dispirited the crew.
26. **Bumps:** Crews which bump out during the race are asked to move over carefully to rest on the Surrey side of the navigation channel in two areas *ONLY* in accordance with the PLA Code of Practice:
between Brentford Lock (the revised crossing) and the Port Hand Buoy 30m upstream of the eastern end of the Lower Brentford Ait (near Kew Road Bridge) and between the UL Buoy and the Chiswick Bridge Restricted Zone; to allow the crews still in the race to pass on the centre side of the navigation channel (in accordance with TC) before proceeding back to their boathouse.

These crews must be careful to move sufficiently far enough to the Surrey side to allow the race to proceed BUT NOT too far over to the Surrey side to obstruct the proper navigation of other oared boats proceeding against the stream in accordance with the PLA Code of Practice. Crews which bump in the restricted zones at Kew Bridge (irrespective of whether overtaking is allowed or is line astern) MUST proceed through the restricted zones without delay before stopping in accordance with the PLA Code of Practice after the UL Buoy on the Surrey side of the fairway.

22 Special rules for bumping in the Kew restricted zones if the officials call ‘line astern’:

If an official instructs crews to proceed line astern through either or both of the Kew Bridge Restricted Zones, a bump will be awarded if the bows of the chasing boat pass the stern post of the leading boat, irrespective of whether or not physical contact has been made between the two boats. Once the bump has occurred, the chasing crew must hold back to allow the leading crew to proceed (without delay) through the restricted zone. Crews who deliberately overtake when line astern has been ordered will be disqualified (three position drop) and the matter may be reported to the TRRC via the standard incident reporting system. In this situation the concept of a technical bump (bows past bows) does not exist. Crews behind must be prepared to stop if needs be in the interests of safety.

- 23 Finish marshalling: (overseen by launches 7 & 8).** See maps provided. It is essential that crews turn promptly to the side of the river, well clear of the navigation lane. They may then proceed back to their boathouse. Do not allow crews to drift downstream obstructing clear navigation of other river users or racing crews. Crews returning from the finish to ULBH must proceed down the Surrey in-shore zone until reaching launch 7, when they may cross the fairway if the river is clear.

Definition of bumps

1. A **bump** is where the boat, blade or person of the chasing crew makes contact with the boat, blade or person of the crew ahead (provided that that crew has not already been involved in a bump). It is essential that coxes of crews being bumped concede, or acknowledge, the bump as early as possible by raising their hand clearly. Once the crew has been involved in a bump, the crew drops out of the race for the race². In 2005 there was an incident involving injury to a coxswain of one of the competing boats. The incident arose as the coxswain did not concede that a bump was inevitable early enough and the coxswain was injured by contact with the chasing boat. Should coxswains not concede at the appropriate time they run the risk of having their crew disqualified for the duration of the racing by any of the race officials. The importance of conceding in a timely manner is to be stressed at the coxing meeting to be held before the event.
It is also important that the leading crew³ in the bump pulls away from the bump as soon as possible in order to avoid the crews becoming entangled and thus causing obstruction to crews behind. This is particularly important in the restricted zones at Kew.
2. **Overbump.** An overbump occurs in the situation where a crew makes a legal bump (or technical bump) on the boat three places ahead of them. This can only occur if the two intervening crews have already bumped out. It is not possible for a boat to legally bump a crew two places ahead⁴. A double overbump

² Unless involved as a sandwich boat.

³ i.e. the crew that has been bumped.

⁴ Or any even multiple of 2 above.

occurs where a crew makes a legal bump (or technical bump) on the boat five places ahead, provided that the four intervening crews have already bumped out.⁵

3. **Technical bump.** A technical bump occurs where the bows of the boat pass the bows of the boat ahead, provided that that crew has not already been involved in a bump.

Specific marshalling & umpiring duties

SAFETY Launch:

Stationed at a suitable point on the Middlesex side in the vicinity of Kew Road Bridge and maintain good radio contact with both control and the start.

Will respond to any report about an accident or capsize on the course by making way towards the reported accident site as quickly and safely as possible.

Will act as the primary rescue vessel in any case of capsize or inadvertent ejection of a competitor out of a boat, and will assume this role from any other launch in attendance once the safety launch has arrived.

Will ensure that the senior medical officer has been informed about any significant accident or incident ASAP. The safety launch will need to inform control and start (JM in launch 3) if the action and emergency action plan (appendices 4a, 4b & 4c) needs to be put into action.

The safety launch will determine the most appropriate route of evacuation of casualties and inform control accordingly. It will be the primary responsibility of control to call an ambulance, although others may take on this responsibility if necessary⁶.

Launch 1 (marshal):

Launch 1 is responsible for taking the stakes from ULBH to the steps near the head position, and returning the stakes at the end of the day.

Monitor the fairway for any vessels coming up from Richmond/Pink Lodge; notify launch 2 and Start (JM in launch 3) of any external vessels (whether powered or oared). This is particularly important in the start sequence; the launch will need to take a judgement as to whether the external vessel will reach the lowest crew before the start klaxon. If so, inform Start ASAP that the race may need to be suspended. Use channel 1 to communicate with Start. It may be possible for some vessels to hold their station for a minute or so.

Escort any vessels coming up from Richmond through the marshalling area and hand over this duty to launch 2 as appropriate.

Ensure all UH crews land with bows pointed upriver under their number.

Remind crews that they should be ready to start the turn at the first klaxon.

Following the first klaxon, ensure all crews are starting take the turn and encourage shore parties to keep hold of the stern and walk the stern gently upriver.

Monitor any external crews paddling up on the Middlesex side especially behind the PLA moorings, keeping them well over to that side. Encourage crews to proceed to a position 10 stakes above their position before turning.

Monitor for any external crews coming downriver and ensure that the fairway is clear (no vessels coming from the pink lodge).

Assist crews 12-20+ to land.

Start sequence - show a white flag 20 seconds before each klaxon. Fire a klaxon at each of the three timepoints.

If the sequence is stopped by the start, inform all crews in sector that the restart will be from the 2 minute time point (unless otherwise advised by the start).

Monitor crews approaching the PLA moorings during the initial phase of the race, ensure that bumped out crews do not obstruct the fairway.

Follow the very last crew (i.e. probably one that has been involved in a bump). (launch 3 will follow the last active crew and will probably be well ahead).

⁵ Higher multiples of overbump are possible, although unlikely, on crews 7,9,11 etc ahead.

⁶ Control will be in a better place to receive calls from the LAS and provide updates as the launch-based officials may not be able to hear or deal with incoming mobile calls.

Launch 2 (marshal):

Monitor the fairway for any vessels coming up from Richmond in conjunction with launch 1.

Escort any vessels coming up from Richmond through the marshalling area, taking over this duty from launch 1 and hand over this duty to launch 3 as appropriate.

Monitor the space behind the PLA moorings and the impact of the PLA notice (wooden pile) on the availability of the navigation channel.

Keep any external crews paddling up on the Middlesex side well over to that side, behind the PLA moorings.

Assist crews 5-12 to land. Remind crews to keep bows in as landing.

Ensure all UH crews land with bows pointed upriver under their number.

Remind crews that they should be ready to start the turn at the first klaxon.

Following the first klaxon, ensure all crews are starting take the turn and encourage shore parties to keep hold of the stern and walk the stern gently upriver.

Start sequence - show a white flag 20 seconds before each klaxon. Fire a klaxon at each of the three timepoints.

If the sequence is stopped by JM, inform all crews in sector that the restart will be from the 2 minute time point (unless otherwise advised by JM).

Stay near to the PLA moorings, monitor navigation of boats around the PLA moorings during the race (launch 3 will follow crews up the course) – this includes boats in the race and external crews proceeding against the stream behind the moorings.

Start (Launch 3) (JM) responsibilities:

Chief umpire (JM)

Senior medical officer.

Overall control of conduct of event

Overall control of marshalling in start area

Responsible for placement of the revised crossing board and flags at Brentford.

Ensure that crews cross at the revised crossing and keep to Middlesex behind the PLA moorings, passing between the mooring and the wooden post.

Communication with Control, BM5 (spotter) and PLA at Richmond Lock as needed prior to commencement of start sequence.

Direct liaison with the timekeeper throughout the start sequence.

Start sequence - flags white-white-red & klaxons. Restart usually from the 2 minute time point.

Monitor of the PLA moorings during the initial phase of the race; bumped out crews etc.

Umpire 4 (race observer):

Responsible for ensuring adherence to the PLA navigation rules by UH boats paddling to the start along the Surrey inshore zone.

Monitor Brentford RC boating area on Middlesex side just downriver of Brentford Lock, especially for boats crossing the fairway at this point. Liaise with crews and coaches as appropriate.

Ensure all oared boats continue upriver in the Surrey inshore zone during the initial phase of marshalling.

Please advise external crews if needed that the UH crews will be landing.

When start sequence imminent liaise with U3 to implement change in navigation – suspend Surrey inshore zone above Brentford, implement revised crossing at Brentford.

Warn all external crews coming upriver *'Temporary alteration to navigation ahead, cross to Middlesex at Brentford Lock'*; ask all external crews to cross at UH flag at Brentford Lock and proceed on Middlesex side of PLA moorings. If likely non-compliance advise start (JM in launch 3). Advise crews to take care behind the PLA mooring and to pass between the mooring and the wooden post.

Notification of any external oared boats and powered vessels travelling upriver to U3.

Monitor the race and follow gently down as appropriate.

Advise umpire 5 of any situations likely to cause difficulty during the race as crews arrive at the Kew RZs.

Umpire 5 (race observer):

Will be positioned at the western end of the RZ at Kew Road Bridge (see appendix 12)

Lead marshal for Kew RZ (umpires 5 & 6). Has continuous access to radio channel 1 (start/launch 3 & control).

All UH boats must be kept close to Surrey in the usual fashion against the stream between UL and Brentford Lock in accordance with the PLA Code of Practice; all officials need to maintain rules of navigation.

Once start sequence is imminent warn all external crews coming upriver at Kew Br 'alteration to navigation ahead, cross to Middlesex at Brentford Lock'; If likely non-compliance advise start.

Pass on information to umpire 4 and start about oncoming rowing boats and powered vessels proceeding upriver. This is particularly important during the start sequence. Inform start immediately if there appears to be a situation which requires the stopping of the start sequence.

Supervision of Kew Road Bridge restricted zone, both before and during the race.

Monitor the arrival of crews during the race and determine whether there are likely to be any crews attempting to bump through the Kew Road Bridge RZ. Good contact with umpire 4 will facilitate the early detection of any problems as crews come up to umpire 5. If it appears that there is a possibility of more than two crews attempting to overtake in the area, the marshal must advise the rear-most crew(s) to slow down and ensure that they do not cause a situation where more than two crews are attempting to 'overtake' at any one time. Important information about likely problems should be passed on to umpire 6 by radio. **IF IN DOUBT** tell crews to proceed line astern through the RZ.

Umpire 5 must judge whether it is safe to permit racing under the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>. If there is doubt for whatever reason, then racing 'line astern' must be ordered. This is particularly relevant if there is a powered vessel approaching Kew proceeding upriver. The standard instruction to crews in this situation will be '**Caution ahead - No overtaking allowed - Proceed line astern**'. Note that all boats on the fairway count in this assessment - whether or not they belong to crews competing in the race.

The launch must warn all crews approaching during the race if there is a possibility of meeting a powered vessel proceeding against the stream in either the Kew Road or Rail Bridge RZs.

Crews must be told to proceed line astern if there is any doubt about the available width of the fairway through the restricted zone (the affected area may be a part or all of the restricted zone area).

Coxes who appear to disregard the instructions to proceed line astern for safety reasons should be made aware that their actions will be reported to the TRRC and the boat may be disqualified if it appears that safety has been compromised by the coxes' actions.

Umpire 6 (race observer):

Control commission.

Will be positioned at the western end of the Kew Railway Bridge restricted zone (see appendix 13). **All UH boats proceeding upriver must be kept close to Surrey in the usual fashion against the stream between UL and Brentford Lock in accordance with the PLA Code of Practice.**

Warn all external crews once start sequence underway that the race is about to start. These crews are unlikely to have got as far as Brentford before the race start so should be advised to keep into the Surrey ISZ. If likely non-compliance advise U3.

Pass on information to umpire 5 about oncoming rowing boats and powered vessels proceeding upriver.

Supervision of Kew Rail Bridge restricted zone, both before and during the race.

Umpire 6 must judge whether it is safe to permit racing under local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>. If there is doubt for whatever reason, then racing 'line astern' must be ordered. This is particularly relevant if there is a powered vessel approaching Kew proceeding upriver. The standard instruction to crews in this situation will be '**Caution ahead - No overtaking allowed - Proceed line astern**'. Note that all boats on the fairway count in this assessment - whether or not they belong to crews competing in the race.

The launch must warn all crews approaching during the race if there is a possibility of meeting a powered vessel proceeding against the stream in the Kew Rail Bridge RZ. This information should be provided to launch 6 by the downriver marshals.

Crews must be told to proceed line astern if there is any doubt about the available width of the fairway through the restricted zone (the affected area may be a part or all of the restricted zone area). This is particularly important at Oliver's Ait which is the narrowest part of the whole course.

Coxes who appear to disregard the instructions to proceed line astern for safety reasons should be made aware that their actions will be reported to the TRRC and the boat may be disqualified if it appears that safety has been compromised by the coxes' actions.

Umpire 7 (race observer):

Will be positioned opposite UL in a position to be able to monitor traffic in the Surrey in-shore zone and the navigation of boats crossing the fairway proceeding to ULBH following the men's race (see appendix 14)

Warn all external crews once start sequence underway that the race is about to start. These crews are unlikely to have got as far as Brentford before the race start so should be advised to keep into the Surrey ISZ. If likely non-compliance advise U3.

Pass on information to umpire 6 about oncoming rowing boats and powered vessels proceeding upriver. Request that external oared boats do not attempt to turn in front of the oncoming race (particularly with reference to the area between the Kew Bridge RZs).

If a powered vessel is coming upriver into the race (if the race has already been started), please take over from launch 8 and precede the powered boat into the Kew restricted zones, ensuring that the racing crews pass to the starboard side of the powered vessel. Liaise with U6 and U5 as appropriate.

Ensure that bumped out crews race turn promptly and proceed smoothly to the Middlesex bank to land at ULBH. Ensure that they do not obstruct the Surrey in-shore zone.

Ensure that crews returning to ULBH cross only in the designated crossing area, and not before (see appendix 14). These crews must give way when crossing the fairway from the Surrey in-shore zone to the Middlesex side, particularly if other boats are still in the race.

Launch 8 (marshal):

Pass on information to umpires 5,6 and 7 about oncoming rowing boats and powered vessels proceeding upriver. Ensure that U3 is aware of the arrival of any powered vessels proceeding in an upriver direction. This is particularly important in the start sequence.

Monitor the finish.

Ensure that crews pass into the Chiswick Bridge RZ line astern, and take action to slow down relevant crews in order to avoid any boat overlap as crews enter the RZ. Ensure that crews turn promptly and safely, and ensure that there is no conflict with external crews, particularly those crossing at the Ship Inn Crossing. Please ensure crews returning to ULBH turn promptly after the Chiswick Bridge RZ.

Please monitor boats returning to ULBH from the finish to ensure that they stay in the Surrey in-shore zone. Launch 8 needs to come upriver as an escort with any powered vessels coming upriver at Chiswick Bridge, ensuring that oared boats adhere to the starboard hand rule in TC.

Inform U3 and control of any sighting of powered vessels. This is particularly important during the start sequence. If the race start sequence is allowed to continue (decision by start) then launch 8 will precede (at a safe distance) the powered vessels (and if possible inform them of the oncoming race, requesting that they maintain a course as far to the starboard aspect of the fairway as possible) towards the oncoming race, ensuring that all oared boats take the correct starboard aspect of the fairway and maintain a course away from the powered vessels. The launch should liaise with umpires 5 and 6 whether racing 'line astern' should be ordered through either or both of the Kew RZs. Once the powered vessels have been escorted to UL and handed on to launch 7, launch 8 can then return towards Chiswick Bridge.

CONTROL

Act as co-ordinator of the finish group of marshals.

Maintain close direct contact by radio or mobile telephone with the Chief Umpire (JM) in launch 3, particularly if powered vessels are coming upriver at Chiswick Bridge. Use channel 1 for direct communication with umpires 5 and 3.

Overall supervision of the boating of crews (assisted by BM 4) at ULBH

Liaison with contact at TSSC to ensure timely boating of GKT/KCL crews.

Co-ordinator of the accident and emergency action plan (see appendix 4a) - designated to make primary contact with the LAS if an ambulance is required.

Ensure appropriate deployment of launches & marshals in the finish area

Ensure that radio system is used appropriately and unnecessary radio traffic is avoided by all marshals

Timekeeper (BM1) (will be in start area)

Perform radio check of all marshals prior to start sequence on both channels 1 and 2.

Once confirmed by start, announce the start sequence times as shown at section 16 above. It is very important to keep to the exact pattern shown.

Stop the sequence immediately (whatever point has been reached) if told by the Chief Umpire (JM) **'abandon the start-abandon the start-abandon the start'**

Liaise with JM about restarting the sequence, usually from the 2 minute time point.

Bank Marshal 2 (and 3 if required depending on length of division)

Will monitor the start area as shown.

Please ensure that all crews have stakes in good time, and avoid unnecessary radio traffic shortly before the start sequence begins.

Monitor start timekeeping on channel 2; switch to channel 1 to communicate with Start about safety issues.

Sound klaxons at 5 minutes, 1 minute and start.

Observe the race in the initial phases.

Ensure that the stakes are brought back to the head position at the end of the start.

Bank marshal 4

Will generally assist control at UL

Control commission (in conjunction with Umpire 6): Will be responsible for checking boats prior to boating at UL and documenting the check on the list shown at appendix 7. Note that this is not a mandatory check but it is strongly advised that as many boats as possible are checked prior to racing. Any issues should be discussed with a licenced umpire but boats which are not of an acceptable standard must **not** be allowed to boat. Check:

Adequacy of bow-balls

Adequacy of heel restraints

Adequacy of buoyancy compartments (lids screwed in place, not covered by tape etc)

Adequacy of coxes' lifejackets/buoyancy aids

Finish monitor: Monitor the finish (adjacent to the relevant flag on the Middlesex side). Liaise with launches 7 and 8 if any problems.

Bank marshal 5 (Spotter)

Will be placed on the Surrey side aspect of Barnes Bridge with a clear view of the river towards Chiswick Eyot.

Must be in position 20 minutes before the expected race start time.

Ensure effective radio communication with launches 7,8 and control to warn of any power vessels or significant oared boat activity proceeding upriver towards the race finish.

Specific direct contact with Chief Umpire (JM) to advise of class V (pleasure cruiser) or similar sized powered vessels coming towards the race course. The Chief Umpire will contact spotter (this may be via control) before starting the start sequence.

