

Umpire Minimum Standards

Original by Wayne Van Osterhout, Dec 07, 1996

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ALL UMPIRES:

1. All umpires are to be courteous in exchanges with coaches, crews and volunteers.
 - a) Always act professionally.
 - b) Refrain from what could be conceived as verbal harassment. Keep an even tone.
2. Use radios to communicate in a manner consistent with radio protocols dated February 2009.
3. You are the eyes and ears of the Chief Umpire when out on the water;
 - a) Keep the CU apprised of changes in water or weather conditions.

CONTROL COMMISSION:

1. Safety checks shall be performed without delay;
2. Perform ID checks, and hand out bow numbers;
3. The launch time is to be recorded in the event of any queries from the Start;

START AREA:

MARSHALLING CREWS ONTO STAKEBOATS

1. Direct crews to be no more than a length or two from the stakeboat before starting to back down;
2. Once they have locked on, anticipate wind/tide/current pushing the crew off point;
3. If the course needs correction, any use of hard strokes is likely to pull the shell away from the holder;
4. Use "spiking" to correct the point of the shell, as that moves the shell more effectively with less chance of the shell pulling out of the holder's hands;
5. Spiking works well with an 8+, 4+, 4-and 4x. You will have to make a judgement call with a 2x based on the athlete ability;
6. In exceptional cases, have two blades passed forward within the crew;
7. Designate the seat that is to pass the blade forward to the athlete sitting ahead of them;
8. Tell the rest of the rowers to balance the shell while the athlete rows with the "foreign" blade;
9. Keep the athlete rowing until the course is over-corrected;
10. Wind/tide/current don't stop –the crew must spike the shell every time course is lost;
11. When the start is about to happen, make sure blades have been returned before polling or quick start.

MARSHALLING CREWS TO A FLOATING START

This only works if everyone works as a team!

1. Race umpires must find the crews for their next race, and get them into lane number order well behind the start line;
2. When it is their race, the race umpires move the crews together, as one line, towards the start using light pressure, only bow or bow pair rowing;
3. In case of current/wind affecting course, the race umpire advises crews on how to correct for this.
 - a) With wind have crews point their boats into the wind;
 - b) Work on spacing the crews appropriately across the lanes;
4. Select a crew in the centre of the course and key the other crews on the selected crew;

5. Speed up stragglers, slow down leaders –the goal is to have all bow balls hit the line simultaneously;
6. At a pre-determined point, race umpires hand over control to the aligner;
 - a) When the aligner is taking over, tell the crews “You are now under the direction of the aligner”;
7. Race umpires should NOT speak to the crews again;
 - a) If you see anything needing correction with crews, use your radio to tell the aligner;
8. The aligner should work hard to ensure that no bowball crosses the line –if you have to back a crew, you have lost the battle;
9. If multiple bowballs cross the start line, consider stern-alignment as a last resort. [Not appropriate for “next best time” progressions];
10. A Quick Start may be advisable if there is any wind/current in play.

JUDGE AT THE START:

The alignment of a **floating** start:

1. Address crews by their bow number;
2. Use boat measurements to identify the required movement of a shell to the bow or to the stern:
 - 1 seat, 2 seats, ½ a deck, a deck, ½ a boat, etc.;
3. Both voice tone and projection should be consistent for all shells regardless of their lane;
4. Use consistent vocabulary:
 - To request a move toward the bow: “Touch it up (+ a measurement) e.g. one deck”
 - To request a move toward the stern: “Back it down (+ a measurement) e.g. one seat”
 - To request a shell to drift: “Let it run”
 - To request a shell to stop: “Hold water”
 - To move the bow of a boat sideways – i.e. align a boat in a cross wind:
 - “Spike it on (+ one side) e.g. port side”

The alignment of a **hand-held** start:

1. Address the boat-holder by their lane number;
2. Use the word “Out” to identify the required movement of a shell away from the boat-holder;
3. Use the word “In” to identify the required movement of a shell towards the boat-holder;
4. Use the word “Hold” when the shell has reached the desired position.

Both floating and hand-held:

1. When alignment has been achieved, the white flag is raised to indicate that the Starter may commence the start procedure – there is no announcement that alignment has been achieved;
2. The flag remains raised unless the alignment is lost;

STARTER:

A crew is allowed to enter the start zone prior to the five-minute call. They have to adhere to the following:

1. Entering the start zone is at the discretion of the Starter:
 - be aware that an athlete’s warm-up plan may include warming up in their own lane;
2. Crews in the previous race must be far enough into the course to allow this;
3. The starter will announce the event prior to inviting the first ‘early’ crew onto the course;
4. The starter will name the crew, announce the lane for the crew and the time remaining before the start;
5. This is repeated for each crew wishing to enter the start zone;
6. When the Start Script is followed, skip the crews already in the course when announcing crews and lanes prior to the five-minute call.

REGULAR START

2. The Starter must always follow the Start Script [Rules of Racing, Appendix 4]:
 - a) The Starter announces the 5, 4, 3, and 2-minute time calls;
 - b) When alignment is signalled by the Judge at the Start, poll competitors by club name with a constant interval between each club name; Add Lane number **only** for crews from the same club in the same race
 - c) Then announce "Attention";
 - d) Raise the start flag;
 - e) After a variable pause, simultaneously drop the flag and say "Go".
3. Voice tone and projection are to be consistent for all competitors in all lanes;
4. The Starter is should always appear calm and in control of the situation at hand;

QUICK START

1. The Starter must always follow the Start Script [Rules of Racing, Appendix 4]:
 - a) Starter invites the crews [the event, club name and lane number] immediately prior to the five-minute call;
 - b) Starter announces the 5, 4, 3, and 2-minute time calls;
 - c) When alignment is signalled by the Judge at the Start, announce to the crews "This will be a quick start";
 - d) After a short pause, announce "Quick Start";
 - e) Then announce "Attention";
 - f) Raise the start flag;
 - g) After a variable pause, simultaneously drop the flag and say "Go".

HEAD RACE OR TIME-TRIAL STARTS

1. Typically we use two marshals –a Marshal and a Pre-Marshal;
2. The Pre-Marshal herds the cats into bow number sequence;
3. The Marshal fires the crews into the racing lane[s] at the designated interval. Use a stopwatch to control the interval;
4. The command to the crew from the marshal will be "Crew #1 Brentwood, on the paddle";
5. The following commands come from the Rules of Racing, Appendix 8, Time-Trials;
6. The starter will tell the crew "Crew #1 Brentwood, approaching the line" as he/she nears the line;
7. The starter will tell the crew "GO" as he/she crosses the line.

RACE UMPIRE:

1. To call for a course correction:
 - a) Raise white flag to the vertical;
 - b) Identify the club by name;
 - c) Point the flag in the direction of required travel;
2. To get one crew to stop rowing
 - a) Raise white flag to the vertical
 - b) Call crew by name (and lane where needed)
 - c) Give command "Stop"

3. Add Lane number **only** for crews from the same club in the same race;
4. To stop all crews in a race
 - a) Wave the red flag
 - b) At the same time saying "Stop"
5. At the conclusion of a race, the primary race umpire shall survey all crews to determine personal health of the athletes and to determine if there is an objection;

RACE DEEMED FAIR WITH NO OBJECTIONS

1. Check with the secondary umpire that he/she considers the race to be OK;
2. Only after this survey does the primary race umpire signal via a white flag that the race was fair and that there is no objection being lodged;
3. The finish line confirms the status of the race by a return white flag signal;
4. Times are given to the Finish judges only upon the successful completion of a race deemed to be fair by all umpires and competitors;
5. Times are given in the format: # of minutes, # of seconds, (point) tenths and hundredths – e.g. a time of 6:49.32 would be given as six minutes, forty-nine, point three two.
6. To turn off the course, reduce the throttle and when the stern wash is at the transom, turn 90 degrees and exit the course (without further wash);
7. Primary and secondary race umpires should alternate after each race.

RACE DEEMED UNFAIR OR WITH OBJECTIONS

1. At the conclusion of a race, the umpire may deem the race unfair;
2. A crew may raise their hand to indicate they have an objection;
3. When there is an objection, the race umpire will go over to the crew objecting:
 - a) Ask the crew(s) what their objection is;
 - b) Advise the crew(s) what as umpire your decision on the objection would be;
4. If a Race Umpire deems the race unfair or allows the objection, the Race Umpire must communicate the decision to all crews in the race, to the Judges at the Finish, and to the CU;
5. If a Race Umpire does not allow an objection, the Race Umpire shall ask the objecting crew if they intend to protest the decision;
6. The Race Umpire shall advise the crew(s) that:
 - a) They have the right to make a protest
 - b) Inform the crew(s) of the time
 - c) Advise the crew(s) that if they intend to protest, that they should do so:
 - i. within 1 hour from the time that the decision was conveyed to the crew,
 - ii. in writing,
 - iii. to the CU,
 - iv. together with the appropriate protest fee.
6. If the race umpire deems the race unfair, or if a crew has raised an objection, the Race Umpire shall, in all cases, raise the red flag;
7. The finish line confirms the status of the race by a return red flag signal;
8. The Race Umpire will notify the Judges at the Finish and the CU of an impending protest;

BOAT DRIVERS

1. Introduce yourself to the boat driver;

2. Determine the drivers experience in the operation of an umpire boat;
 - a. Ensure that the boat driver has his/her Pleasure Craft Operator Card [Rule 8.4];
 - b. Ensure boat operating and safety basics:
 - i. Gas tank with sufficient gas
 - ii. Sufficient life jackets
 - iii. 2 paddles
 - iv. Use of the engine cut-off switch [Rule 8.4]
 - c. Advise the driver whether you sit or stand while following a race;
 - d. Review your hand signals;
 - e. Review the return from the finish to the start area
 - i. single file
 - ii. in the centre lane;
 - f. Review the procedure by which to turn off the course;
 - i. de-throttle
 - ii. when the wash at the stern is at the transom, turn 90 degrees and exit the course (without further wash)
 - g. Determine the drivers' knowledge about wake action and if necessary, explain the action of the boat and its effect upon the shell that may be off the stern of the motor boat;
 - h. Determine the drivers understanding of, and ability to carry out, the Omega manoeuvre if required - i.e. passing racers to get closer to lead crews without washing the slower crews;
3. Tutor where necessary;
4. Express gratitude and positive reinforcement – boat drivers are volunteers too!

MANAGING WAKE

7. Regardless of boat speed or size, wake will form at an angle of 19.47 degrees to boat centerline;
8. If returning in lane 1 of a 6-lane course, your wake will not clear lane 6 until 250m behind you – and will not be equal across the lanes;
9. If returning in the center of a 6-lane course, your wake will clear the course within 125m behind you - and will be equal across the lanes.

FINISH JUDGE:

1. The umpires are responsible for the order of finish, not the volunteers;
2. The finish flag drops only once to signal the crossing of the winning shell;
3. An audible device will be used to signal the crossing of each shell;
4. The flag person on the finish line acknowledges the flag communication by the race umpire;
5. The Chief Judge at the Finish should encourage finish area volunteers to mention any concerns or discrepancies immediately;
6. In the cases where cameras are being used at the finish line, the following recommendations should be followed in case of close finishes:
 - a. Cameras should be running for the final 100 metres;
 - b. Calls by the Chief Judge at the Finish based on visual observation only should be considered "preliminary" subject to camera review of close finishes.
 - c. Preliminary order of finish should not be posted, either electronically or on a results board;

- d. Camera review should be a frame by frame examination of the camera images;
 - e. Final order of finish follows the camera review and is called by the Chief Judge at the Finish. This may then be posted;
 - f. Photo-finish images are not to be made available to anyone outside the finish line team.
7. Coaches or athletes may not enter the finish area to question the decision of the Chief Judge at the Finish – the coach/athlete option is to protest the results;

RACE DEEMED FAIR AND WITH OBJECTION

1. Confirm the Race umpire's white flag with a white flag;
2. The Chief Judge at the Finish must sign or confirm the results to make them official;
3. Have the results posted (on the results board and/or on-line)

RACE DEEMED UNFAIR OR WITH OBJECTION

1. Confirm the Race umpire's red flag with a red flag;
2. Check the finish sheet that the information is complete. You may need to provide the Chief Umpire with the results as captured as the CU is dealing with the objection or protest;
3. Wait with signing and posting results until the objection or protest has been dealt with;
4. Have the results posted (on the results board and/or on-line)