

1 Job Description : The Finish Team

- 1.1.1 Personnel:
- a. The Chief Timekeeper runs the finish team.
 - b. Spotter at the finish keeps the scribe informed of crews coming towards the timing point.
 - c. There should be two independent teams of Scribe+Watch.
 - d. If possible, there should be a stopwatch user without a scribe.
 - e. 'Bell' A bell is rung AFTER the crew passes the finish timing point.
 - f. Timing Marshall needed at the finish, armed with a megaphone, to get crews clear of the finishing line and also to ask them for their numbers if they are not visible.
 - g. We hope to video the finish and can then use it to help sort out any difficulties.
- 1.1.2 There are two timekeepers with stopwatches. Each timekeeper has his own scribe, and these two-person teams work independently. Each scribe should record the colour of the watch being used by their timekeeper at the top of their sheet.
- 1.1.3 If there is enough manpower, there is a third stopwatch operator who simply records times on the watch without writing them down.
- 1.1.4 The spotter calls out the number of an approaching crew in advance. When the crew gets to the line the stopwatch holder quietly tells his scribe the crew number. The scribe puts this in the NUMBER column. The timekeeper then reads out the time for the crew after it has passed the timing point.
- 1.1.5 If several crews arrive in close proximity, but in a clear order, the high priority is to write the NUMBERS of crews down in the right order.
- 1.1.6 The timekeeper should not interfere with this task by giving times at this stage. After the crews have passed, at a suitable break, the timekeeper will read the times in reverse order from the times stored in the watch. This may not be until further crews have passed. The watch stores all the times, which can be retrieved in reverse order only.
- 1.1.7 If several (say four) crews arrive very close, and the order is not clear, the spotter should warn you of this. Put a vertical line in the comment column covering four slots, then put the crew numbers down in the order they are likely to arrive. Don't worry if this is wrong. As the crews pass, put 1,2,3,4 next to the vertical line to indicate which order they came past. Avoid crossing out numbers that have already been written, or putting arrows to indicate a change in order, because it takes longer, adds to stress and can lead to confusion later.
- 1.1.8 In practice, if crews finish closely together, the spotter cannot give the final order because he's in the wrong place. The stopwatch holder clicks the watch whilst at the same time telling his scribe number of the boat which passes the line. He might say something like "four boats close together it's going to be 41 and 43 click click 42 and 45 very close click click that was 45 followed by 42" meanwhile the other stopwatch and scribe are going through the same process.
- 1.1.9 If a crew comes down with no number visible, put a helpful comment in the comment column - oar colour, boat colour, etc. If there isn't time to do this, just put a ? In the number column. Don't worry too much, because if one crew is unidentified, it is easy to work out later which it is. If two crews come down at the same time unidentified, write down blade colour or some other identifier. Ask a helper to identify the crews.
- If comparing notes with another scribe, DON'T change data to make it agree. Rather, add an appropriate comment - e.g. 'this time probably two seconds late'.

N.b. These notes are to be modified when the Webscorer timing system comes into use.