

## 1 The Start Team

1.1.1 Please read the general advice for timekeepers before you arrive.

1.1.2 Directions:

- a. Members of the start team may go straight to the start and park either in the Park & Ride car park or the lay-by on the Bath side of Newbridge. The starter and one other member of the team must go to Saltford to synchronise watches at 8.50.
- b. To reach the start use the steps on the downstream side of the bridge. Follow the path under the bridge and then walk over the marina entrance bridge. The start pontoon is about 100m upstream.

1.1.3 Stout shoes should be worn and on no account wear Wellington boots.

1.1.4 The long start team are based on the pontoon with the petrol pump on it. Permission has been obtained from the Marina but if anyone wishes to refuel or pump out please ask them if they would mind waiting until all crews have passed the start. If they insist we cannot stop them and have to work round the situation. Saying that - most boat operators are very willing to be helpful.

1.1.5 The start line should be marked for you by the course preparation team. It is a white post on the far side and the timekeepers position themselves on the pontoon opposite it. They must be in the same place for every division. There should be 2 signs which should be displayed so they can be clearly seen by crews on the river when approaching from up or down stream.

1.1.6 The start team is run by the Starter who normally operates the stopwatch.

1.1.7 About 50m before the start pontoon a spotter tells crews when to build up to racing speed.

1.1.8 The Starter operates the master watch, and the assistant watch operator, who stands immediately behind him, operates the back up watch. This is done independently by both watch operators when they each see the bow ball cross the start line.

1.1.9 The starter calls out "Crew No \*\*\* GO!" and operates his watch, then calls out the time for the scribes to note. The assistant operator checks the time on his watch and confirms the time - provided his watch is close to the No1 watch. (It will never be exactly the same.)

1.1.10 There are two scribes who both write down the time on their sheet. They should both record the colour of the watch being used at the top of each sheet. The assistant timekeeper will call out the time on his watch if it is significantly different from that called by the timekeeper. Scribes make a quick note in the comments column of anything that may require investigation later.

1.1.11 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.

1.1.12 The start scribes compare notes to check they have heard the starter correctly and both enter the same time. Times are only amended if the 2nd watch disagrees with the 1st by a significant amount, and then a compromise is agreed. If this is done it is noted in the comments column.

1.1.13