



WORLD  
**HOVERCRAFT**  
FEDERATION

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*PROPELLING GLOBAL HOVERSPORT*

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**WORLD HOVERCRAFT CHAMPIONSHIPS**  
**EUROPEAN HOVERCRAFT CHAMPIONSHIPS**

**MARSHALLING GUIDELINES**

**November 2007**

Whilst every effort is made to ensure the accuracy of the information contained in these guidelines, the World Hovercraft Federation cannot accept responsibility for any injury or damage sustained resulting from this information.

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## 1. FOREWORD

These guidelines have been formulated by the Governing Board of the World Hovercraft Federation (WHF) and are to be followed for the running of all designated World Championship Race Meetings.

The WHF takes no responsibility for the organisation of Race Meetings. This responsibility is with the organising National Body.

These guidelines are the copyright of the WHF but permission is given to National Governing Bodies to reproduce these rules in their own language.

It is the responsibility of all National Governing Bodies to ensure that copies of these guidelines are available to all Organisers and Officials.

These guidelines have been adopted by the European Hovercraft Federation (EHF) for all EHF Race meetings.

Acknowledgement and thanks go to Barry Oakley (UK) for his valuable assistance in the preparation of these Guidelines.

## WHF Marshalling Guidelines

### 2. General

The main reason for a marshal is to ensure the safety of the course, which in turn ensures the safety of the driver, supporters and the public alike.

If a marshal is required to deal with a member of the public they must always remember to be polite, but firm. If required, assistance from the Chief Marshal or Race Director should be sought.

It is important to communicate with other marshals any important information, but this should not be done at the start of a race (1<sup>st</sup> lap), unless there is a red flag.

Marshals should always avoid wearing the colours Red and Yellow (they will look too much like one of the flags).

### 3. Categories of Marshals

There are different types of marshalling duties; in general they should be split into the following categories:

- Chief Marshal
- Course Marshal
- Muscle Marshal
- Paddock Marshal
- Start Marshal
- Grid Marshal
- Land Recovery
- Water Recovery

### 4. Chief Marshal

- The role of the Chief Marshal is to co-ordinate all of the marshals and to decide on their locations, and also to issue any relevant equipment. The Chief Marshal will also have to make sure all **equipment is working properly - especially radios – and deal with any equipment failure.**

### 5. Course Marshal

- The role of a Course Marshal is to ensure the safety of their section of the racecourse. This section of course is between the marshal and the next marshal (following the racing direction). Another marshal will normally deal with any incidents outside of that section.

A Course Marshal must never abandon their flags to assist with a craft, driver, or obstacle, unless the race has stopped or there are no craft approaching.

Normally the only flags a marshal will have are Yellow and Red and there will only be one set of flags per marshal (it might otherwise confuse the drivers). Other flags may be used, but will be described by the Chief Marshal under the guidance of the Race Director.

Yellow (Stationary):	General Caution.
Yellow (Waved):	Danger (be prepared to stop).
Red:	All craft must stop.

Flag Usage: Yellow (Stationary), to be used when there is a minor problem that the driver should be made aware of.

Yellow (Waved), to be used when a driver has to either slow down, take avoiding action or possibly stop.

Red, to be used when a driver is in danger or requires medical attention. However, it can **also** be used when a course marker has moved, generally on water, and there is a dramatic change to the course. The Race Director will normally make this decision (under the recommendation of the marshal).

Once a red flag has been shown, it must stay, **THE DECISION CANNOT BE CHANGED**. As a general rule, in the event of a driver coming out of his/her craft, if they are not in any immediate danger or any medical attention being required, then proceed with a Waved Yellow Flag. If however after a few seconds it is realised the driver is in danger or does require medical help then show the Red Flag. When the Red Flag is shown, immediately call over the radio "red flag, red flag, all marshals red flag" at this stage all Flag Marshals should show the Red Flag.

Please note that - where possible - always arrange to maintain visual contact with the next marshal in case of radio failure.

## 6. Muscle Marshal

- The duties of a Muscle Marshal are to assist removing of craft or debris from the course, and also be a second pair of eyes for the course marshal.

## 7. Paddock Marshal

- To ensure the safety of the paddock and to enforce any Paddock safety regulations.
- Check drivers have signed on at any Drivers Briefing.
- Check Crash Helmet, and Life Jacket are in use and secured and Limbs are covered.
- Check the craft's Lanyard is in use and that it works at the start of each practice. In the event of it failing a scrutineer must be called before the craft is allowed to continue.
- To give drivers Audio and Visual notification of their Practice times and 10 & 5 minute boards for Races.
- Liase with the start marshal if there is a need to change the time schedule.

## 8. Start Marshal

- To ensure the craft are positioned on the grid in the correct position.
- Check the craft's Lanyard is in use and that it works at the start of each race. In the event of it failing a scrutineer must be called before the craft is allowed to continue.
- To finally check Crash Helmets, Life Jackets are in use and secured and check Limbs are covered.
- To Liase with the Lap Scorers regarding Grid Positions.
- To give drivers Audio and Visual notification of the 2 & 1 minute boards.
- To Start and Finish each Race.
- To Liase with the Paddock Marshal in the event of a change to the time schedule.

## 9. Grid Marshal

- To ensure the craft are positioned on the grid in the correct position.
- Check the craft's Lanyard is in use and that it works at the start of each race. In the event of it failing a scrutineer must be called before the craft is allowed to continue.
- To finally check Crash Helmets, Life Jackets are in use and secured and check Limbs are covered.

## 10. Land Recovery

To remove any craft that has broken down. If this has to be done during a race, the Land recovery team must not put any Drivers who are still in the race or themselves at risk.

If driving in a public area, then extreme care must be taken to ensure the safety of the public.

## 11. Water Recovery

- To remove any broken down craft from the water section of the course. Normally if the craft is still floating it must wait for the end of the race, if it can be achieved during a race it must be done so that it does not affect the craft still in the race.
- The only time the racing line should be crossed / entered is in the event of a craft sinking.
- The Boat crew must wear life jackets.