



O U R C s

## Rowing On Competitors' Instructions

*Last up-dated 20/05/09*

### Introduction

The following is a general guide to participating in Rowing On. More information can be obtained at the briefing at the Captains' Meeting held before the regatta. Other questions should be addressed to the OURCs Secretary at [secretary@ourcs.org.uk](mailto:secretary@ourcs.org.uk).

### Race officials

There are several types of race official at the river during Rowing On:

- i) **Race Committee and Race Desk:** These are the people who run the event and are based at Race Desk at the Longbridges Boathouse. Payments, substitutions and appeal forms should be taken there. Race Desk can be contacted via the marshals' radios or on the OURCs mobile (07527 071415).
- ii) **Marshals:** Marshals, denoted by their yellow high-visibility vests with "Marshal" written on the back, ensure the safe running of the event. All competitors must comply with their requests. If you have any questions, they are the people to ask. If they don't know the answer, ask them to radio Race Desk for you. If you have any unforeseen problems which might delay your crew getting to the bunghines on time, ask them to inform Race Desk as soon as possible.
- iii) **Senior Umpire:** The Senior Umpire, located near the start line, is in charge of the safe and timely running of the event. The Senior Umpire is the final line of appeal if you feel that the Race Committee has not handled an appeal according to the rules.

### Before boating

If you are unwell or injured you are advised not to race.

Aim to arrive at the river at least an hour before your division to allow time for a warm-up erg/run and to get the boat out. Also leave plenty of time to get to the river.

You may put your boat on the water only after the boats from two divisions before have landed and cleared the rafts. This is to allow the crews on the water to be able to get off.

Since there is no on-water warm-up all crews above the Gut should boat pointing downstream. Crews boating below the Gut should boat pointing upstream.

While on the raft your boat will be checked by a marshal. This will cover bow ball, heel restraints, EA licence and ARA code. You will not be allowed to boat if the marshal has an issue with your boat, so it is a good idea to have someone present when the marshal performs the check so that you know that something needs to be looked at as early as possible.

If you have any equipment or personnel problems inform Race Desk, via a marshal's radio if need be, as soon as possible. The SU will try to let you sort the problem out and still race, and the earlier they know the better.

### Identification

All coxes must carry with them on the water some form of photo ID for all crewmembers. For normal members of the college a Bod card or coxing permit is sufficient. It is probably best to photocopy all the crew's ID cards onto one sheet of A4. This must be presented to a marshal if they ask you for it.

### Boating and marshalling

You are advised to wear an appropriate amount of kit to paddle to the start.

Unless otherwise instructed by marshals, you may push off when the last racing crew of the division preceding yours passes your raft. The marshals should be able to tell you which is the last racing crew. If you are unsure, you are certainly able to push off once the following launch has passed your raft. For the first division of the day you may push off when the river opening is announced by the marshals (this will be approximately half an hour before the first division). You should push off promptly as soon as you are able.

The basic circulation pattern (which can be found on the OURCs website) is a figure of eight. Above the Gut all crews observe reverse circulation thus keeping to their strokeside/the lefthand side of the river. Below the Gut, the normal pattern is followed and crews keep to their bowside/the righthand side of the river. The change from left to righthand circulation happens at the top entrance to the Gut. You must stay tight into the banks and leave the centre of the river clear for other traffic. Overtaking is permitted, as long as it is done where there is room and done safely.

There is no on-water warm-up for Rowing On, so all crews boating from above the Gut should make their way directly downstream to the marshalling area. If the weather conditions dictate, and the SU permits, crews from Longbridges may boat upstream, paddle a short distance and spin, but this must be done safely and is the exception. Crews boating below the Gut should boat upstream and spin in the bay outside Falcon. Once heading downstream below the Gut crews should spin once they are level with their marshalling point. The SU will set a point below which no crews must go, which will be marked by the Spinning marshal. Crews who are paddling down should be alert to crews easing and spinning in front of them.

It is important to arrive in your marshalling position with plenty of time, so the cox or coach should keep track of race time (available from any marshal) during your paddle down. Crews arriving late to the marshalling area, and so delaying the division, are liable to be fined.

### **Bank riders**

Your club is responsible for *any* cyclists following your boat. You are permitted to have only **one** bank rider, and are liable to be fined if this is exceeded. For the safety of pedestrians on the towpath, we clearly cannot have an indefinite number of cyclists focused on the river cycling up the towpath at high speed. Race Desk might grant permission for more than this number in extraordinary circumstances. One such instance is a novice cox who has not been allowed to race due to adverse weather conditions, but for whom accompanying the race would provide useful experience.

All novice coxes *must* be accompanied by a bank rider.

Cyclists must be responsible for their own safe conduct. Safety must override all other concerns. Although marshals and signs will warn pedestrians of cyclists during the division, you must be aware that people will be in front of you.

All electronic communication devices – including, but not limited to, megaphones and radios – are prohibited.

### **Starting procedure**

The race organizers will do everything in their power to ensure that racing runs according to the published schedule. If one division is started late, efforts will be made to start the next division on time.

Once all crews are marshalled and the river is clear, the SU will call the lead boats of the division to start paddling up to the start line, which will be positioned by the SU according to the stream and weather conditions. The crews will be started with gaps in between them, and the marshals will try to put these in as you paddle up. Do not close on the crew ahead of you. If they are going slower than you drop your pressure, go to single strokes, or easy for a while. Equally, do not get left behind by the crew in front as you paddle to the start. As you approach the line, if you have closed, or the SU deems the speed difference between you and the crew ahead to be relatively large, you may be asked to easy to allow the gap to widen. You should build your pressure up as you approach the line, so that you pass through it at race pace. The SU may shout 'Go' to tell you to wind up, but you are responsible for making sure that you know where the start line is, and are at race pace as you cross it.

### **Racing**

There will be no other boats on the course during the race, so coxes are permitted to steer whatever line they choose up the river. The usual Bumps line takes you up the Green Bank on the righthand side of the river, then on the lefthand side past the boathouses. However, for Rowing On you may like to consider going up the Green Bank on the lefthand side, thereby cutting out the need to cross over and go through the stream.

In Rowing On the faster crew has priority. Slower crews must move out of their way and let them through. If you do not move, you will be liable to a time penalty. Crews who feel they have been impeded may make a complaint to Race Desk and may get a time bonus.

The finish line will be set according to the conditions, but will be somewhere along Christ Church Meadow, and marked by the white klackerboard. The Finish marshal will sound the klacker when your bow crosses the line to signify that you have finished racing.

### **Klaxons**

Marshals will fire their klaxons for extreme safety reasons. In the event of a klaxon sounding, all crews must cease racing immediately and easy as soon as is safe (remember it may have been sounded to prevent your crew from colliding with someone else your cox has not seen). Await further instructions from the marshals and clear a path for the rescue launch if it needs to get through.

### **Landing**

Once racing crews cross the line, they should wind down, but continue to move upstream until they are clear of the finish line. They should easy where the marshal tells them to and stay pointing upstream until all other racing crews have finished. When the Head marshal tells them, they should spin and head back to their boathouses along the far bank.

### **Complaints and appeals**

You have a ten minute window after your division finishes to make a complaint to Race Desk against another crew if you feel they impeded you. This notification can be done via a marshal's radio if you are not able to get to Race Desk within the ten minutes. Once this complaint has been received the Race Committee will consult the marshals in the area to see if they witnessed anything. The cox and/or bank rider of the crew that the complaint has been made against may be consulted, after which the Race Committee will make a decision. Once the decision has been made and publicised, the crews concerned have a further ten minutes to appeal to the SU if they feel that the Race Committee has not followed the OURCs rules. No complaint or appeal will be considered if received outside the ten minute window.

### **Penalties**

A number of penalties may be given against crews for a variety of reasons. The severity of the penalty will reflect the seriousness of the violation of the rules. Unsafe conduct of any sort will be penalised. Unsporting conduct will also be punished as appropriate (this includes the use of foul language).

In incidences of unsafe or unfair behaviour, the Race Committee and Senior Umpire have a range of options. Fines of £10, £25 or £50 may be given to crews, or colleges who fail to send representatives to pre-event briefings, send marshals to Race Desk on the day or who have too many cyclists alongside their crews. Time penalties may be added to the crew's time. A crew may be excluded from Rowing On if it is not in the marshalling area in good time or the college has not paid its fines. Coxes may be demoted or suspended. In extreme circumstances, a crew may be disqualified from the whole event and or other penalties imposed by the Race Secretary on an entire club.

### **Outstanding debts**

All outstanding debts to OURCs (fines, entry fees, etc.) must be paid before the first crew from a college races in Rowing On. Fines may be paid to Race Desk at any time. If you are appealing a fine then you still need to pay, but this will be refunded if the fine is overturned later.

### **Substitutions**

Substitutions may be put in by your captain through the entries area of the website until 9am on the day (this is the preferred method). After that, substitution forms are available online and from Race Desk on the day.

Substitutes **must** be eligible to row for the crew (refer to the OURCs rules on substitutions, G5). Exceptions will rarely be made in extreme circumstances and require permission from the Race Secretary, which will never be granted if it is an enhancement to the crew.

### **Poor weather contingency plans**

Rowing On will only take place under Green or Blue flag. If the latter, then novice coxes may be excluded, though coxing eligibility restrictions would also be lifted.

If Rowing On does not take place, then Non-fixed divisions will not be run in Torpids or Eights.