

# Oxford University Rowing Clubs



## Appendix E: Contingency Plans

### Summer VIIIs 2016, Sponsored by Neptune Investment Management

Last up-dated 22/4/2016 RQ

#### Introduction

In the event of fast stream conditions a number of contingencies programmes have been prepared. These have been designed to reduce risks involved in the bunglines area by limiting racing to more experienced coxes, more experienced crews, or by running smaller divisions keeping boats safely further upstream of the Iffley Lock weir.

We also provide for a change in format to a time-trial processional race over the same stretch of river, which is would be similar to the Isis Winter League events run in Michaelmas and Hilary terms.

The exact choice depends on the stream/wind conditions, and competitors will be informed of any expected change in programme at least 40 hours before the first race of the day (i.e. no later than 8pm on Monday for the Wednesday's racing starting at 12 noon).

The decision itself will be made by the team of Senior Umpires, who liaise with many different people including the Environment Agency, Iffley Lock Keeper, Race Secretary, and Rowing Sabbatical.

#### Bumps Style Contingencies

We have several contingencies to allow for the maximum amount of safe racing. Each contingency plan has a code name (curry type).

##### **Full Programme (Korma)**

This is the full event as set out in the event plan.

##### **Full Programme, restricted coxes (Pasanda)**

The full event with the same timings but 'Novice' status coxes will not be permitted to cox any crew.

The Coordinating Senior Umpire will liaise with the OURCs Captain of Coxes and decide whether 'Experienced' status coxes with no bumps racing experience will be permitted to cox.

This would be used when river conditions are considered unsuitable for novice coxes by the Coordinating Senior Umpire.

When we restrict coxes this way, the normal crew eligibility restrictions are lifted:

A cox may cox for multiple crews, and may cox boats for different colleges to their own. Coxes must still satisfy all the standard athlete safety requirements: They must have passed their swim-test, must be registered with OURCs, and the substitutions must be completed before they boat.

##### **No Rowing On (Tikka)**

If we are unable to run the Rowing On event the Rowing On divisions may not be run. The Coordinating SU and the Race Secretary would normally adjust the timing of divisions.

##### **No Rowing On, restricted coxes (Madras)**



Keeps a record of which boats have passed downstream so as to inform the SU of the progress of crews to the start.

9. **Bottom Gut †:** Downstream end of the gut.  
Monitors that crews are keeping to the correct circulation pattern.
10. **[optional] Donnington Bridge †:** On the non-towpath side, roams between Falcon Raft and City of Oxford Rowing Club Raft as required.  
Performs checks on each boat to ensure that they conform to BR and EA regulations;  
Communicates with other river users in the area. Manages river traffic in the area.
11. **Start #1:** Upstream section of the marshalling area.  
Assists the SU marshalling crews before the start
12. **Start #2 ▼** (megaphone optional): Downstream section of the marshalling area.  
Assists the SU marshalling crews before the start; warns and informs other river traffic of the circulation pattern to prevent obstruction of the course.
13. **Bike Marshal:** Cycles ahead of each division  
Provides early warning to bystanders and the general public on the towpath of the upcoming race.

The Race Desk oversees the Marshals and assists the SU. Operational decision on the deployment of additional Marshals will lie with the Race Committee and the SU.

The Senior Umpire will be situated a short distance below the designated start line.

## Circulation Pattern

To ensure the safety of river traffic and the smooth running of the event, a strict non-racing circulation pattern is enforced.

In the following explanatory notes, left and right refer to the course as seen by a coxswain, i.e. port (strokeside) and starboard (bowside) respectively.

Warm up circulation - crews boating upstream of the Gut

Boat with bow-balls pointing downstream, keeping close to the bank from which they boated down to the entrance of the Gut. (Longbridges crews should proceed directly through the Gut.)

When they get to the Top Gut marshal they should cross if necessary to the towpath side (bowside bank) when it is safe to do so.

They should proceed through the gut staying on the towpath side and then join the circulation pattern for crews boating from below the Gut.

Crews must not overtake while traversing the Gut.

Warm up circulation - crews boating downstream of the Gut

Boat with bows pointing upstream. Crews from the Isis Boathouse should cross to the non-towpath side (their bowside bank). Crews from CORC and Falcon rafts should proceed upstream and spin in the area upstream of the Falcon raft.

After they have spun, when it is safe to do so, they should cross to the towpath bank and proceed keeping right of centre (to their bowside bank).

Crews may spin in either direction when it is safe to do so, and under the direction of the SU or a start marshal. Marshalling crews will be asked to keep tucked into a particular bank, as instructed by the SU and start marshals. Crews will be started by the Senior Umpire, and marshalling should move up towards the Senior Umpire as each crew is set off.

### Racing crews

During the race crews may take whatever line across the course that they wish, avoiding obstructions. Slower crews should move to give way to a faster overtaking crew.

As they cross the finish line they should wind down and move to the towpath side and proceed upstream well clear of the finish line under the instruction of the Finish and Head marshal to make room for other crews. Crews should not spin until told to do so by the Finish marshal.

### Return Circulation - crews landing on Boat House Island.

Crews returning to Boat House Island should stay on the non-towpath side and land downstream without doing any further laps.

### Return Circulation - crews landing at Univ and Longbridges

Crews returning to Univ and Longbridges should cross to the towpath side immediately downstream of the finish line, and then proceed along the towpath bank to land downstream without doing any further laps. If there is a strong stream at Longbridges, then crews landing at Longbridges may spin upstream of their raft, and drift back to land.

### Return circulation - crews landing below the Gut

Crews returning to boathouses downstream of the Gut should cross to the towpath side immediately downstream of the finish line. They should proceed through the Gut and then land in normal training circulation.