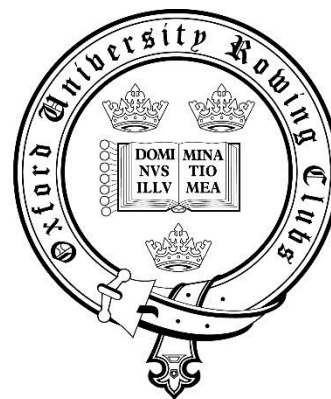


Oxford University Rowing Clubs



Appendix E: Contingency Plans

The Neptune Summer Vlls 2017

Introduction

In the event of fast stream conditions a number of contingency 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)

This is a combination of the Pasanda and Tikka plans.

If Rowing on divisions do not run, timings would be adjusted in the same manner. No Novice coxes, so coxing restrictions would be lifted in the same way as in Pasanda.

Some half divisions (Vindaloo)

When conditions are good, but the stream is high then the top divisions can be run as full divisions (Men's Divisions 1-3, Women's Division 1-2). The remaining divisions would be split into half-divisions. The Rowing On divisions and the lower fixed divisions would be cancelled and timings adjusted.

Novice status coxes may not cox any crew, and the Coordinating SU and Captain of Coxes will decide whether any

further coxing restrictions are required, such as senior status coxes only, or no experienced status coxes who have

not steered bumps in the last 12 months.

All half divisions (Pfhal)

Similar to the above, except all divisions will be run as half divisions, and Senior status coxes only. As before, Rowing On divisions would not run, and neither would the bottom few fixed divisions (decisions as to which taken

by the Coordinating SU together with the OURCs Secretary and committee..

Head Race Style Contingency

In the event that we are unable to run bumps style racing, then the format of racing may be changed to a time trial as outlined below. As the Rowing On part of the event is itself a head race, the safety and communication parts are already covered in the main event plan and risk assessments.

Reasons for this include: The bunglines being obstructed by moored boats that are unable to be safely moved; Part of the bank in the bunglines area has collapsed; or a tree (or other large object) is obstructing the bungline area, and crews cannot safely race past.

Racing would occur from 11.55am until approximately 6.45pm, except on Saturday when racing would occur between 10.45 and 5.45. The race course is upstream within the stretch from Iffley Lock to Folly Bridge. Racing is split into divisions of 6-20 boats, racing at approximately 30 minute intervals. Division size and intervals are to be decided by consultation with the Coordinating SU, although we would normally use the divisions that crews would have been entered in for bumps, of 13 boats each (lowest division having 14 boats).

Boats are set off one at a time with roughly 20 seconds between each boat, and each boat rows the full length of the course. The aim of racing is to row the length of the course in the fastest possible time, measured by two timers at the start and finish respectively.

Competitors are subject to additional entry requirements in the interest of safety as specified by the race

committee and Coordinating SU.

The role of the Senior Umpire here is the same as for Rowing On (which itself is a head race), and so they will be situated near the start area, instead of down in the bunglines area.

Marshal Positions and individual duties

Key: ▼ - Marshal has a Megaphone † - Marshal performs river checks with the SU

1. **Head ▼†**: Approximately 50m upstream of the finish line.

Instructs crews to move upstream to clear the finish line and instructs crews when to spin;
Communicates with other river traffic entering the course.

2. **Finish ▼†**: At the finish (between the upstream end of Boat House Island and the Cox Stone)

Instructs crews to clear the finish line; informs crews that they have completed the race course.

3. **Boathouses A †**: Upstream half of Boat House Island.

Performs checks on each boat to ensure that they conform to BR and EA regulations.

4. **Boathouses B †**: Downstream half of Boat House Island.

Performs checks on each boat to ensure that they conform to BR and EA regulations; monitors river traffic emerging from the Cherwell cut.

5. **Univ †**: Outside University College Boat House

Performs checks on each boat to ensure that they conform to BR and EA regulations.

6. **[optional] Greenbank †**: Approximately mid-way between Univ and Longbridges.

Monitors that crews are keeping to the circulation pattern; checks for river traffic emerging from the Cherwell Cut.

7. **Longbridges †**: Outside Longbridges Boat House.

Performs checks on each boat to ensure that they conform to BR and EA regulations.

8. **Top Gut †**: Mouth of the gut.

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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.