



OURCs Oxford University Rowing Clubs Event and Safety Plan

The Neptune Summer Eights 2017

Last up-dated 23/04/2017

Introduction

Summer Eights is a rowing event comprising four days racing from Wednesday to Saturday of 5th week in Trinity term, with a qualifying session (Rowing On) held the preceding Friday (or Sunday if conditions dictate). This year Summer Eights will occur from the 24th May to 27th May, with Rowing On held on the 19th or 21st May 2017.

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

Rowing On: This is a timed race from Longbridges to Christ Church Meadow. The event is run as a processional race, with crews set off at regular intervals in divisions (subject to entry levels), between 1pm and 4pm. The fastest crews covering the course then qualify for Summer Eights proper.

Summer Eights: Racing occurs between 11.50am and 6.45pm, except on Saturday when the first division is at 10.45am and the last at 5.45pm. The course is upstream within the stretch from Iffley Lock to Folly Bridge. Racing is split into 13 divisions, each of 14 boats, racing at approximately 35 minute intervals. There is provision for the rules of racing to be altered to 13 divisions of 14 boats. The aim of racing is to catch up with the boat in front and gain a 'bump'. Both crews involved in a bump move out of the way and cease racing. Other boats must continue racing until the finish line.

This plan details the logistics of both events - Rowing On and Summer Eights - and the precautions taken to ensure smooth and safe running. Precautions are made based on Risk Assessments which identify all possible hazards and resulting risks, highlight the controls in place to reduce the risks, and identify those responsible for ensuring the controls are in place.

These Risk Assessments are attached as *Appendix A* (Rowing On) and *Appendix B* (Summer Eights) of this Event Plan. This Event plan exists in addition to the OURCs General Rules of Racing and Rules of Bumping Races.

The event plan and risk assessments will be reviewed annually by the Rowing Sabbatical Officer, Race Secretary, and the Senior Umpires before submission to the University of Oxford authorities and the Environment Agency.

Race Management

Race Officials

The races – both Rowing On and Summer Eights - are run by the OURCs Committee, using the following system:

- i) **Race Secretary** - coordinates racing and is responsible for event and race safety. For this event, the Race Secretary will be Will Frost, who can be contacted on secretary@ourcs.co.uk.
- ii) **Race Committee** - help the Race Secretary with coordination of racing and event safety.

- iii) **Race Desk** - location Longbridges Boat House, will oversee the marshals and assists the SU. A Race Committee member, usually the Race Secretary, will be present at Race Desk at all times, and can be contacted by mobile phone (07917643030) or by two-way radio.
- iv) **Incident Coordinator (IC)**: Typically the Rowing Sabbatical Officer (07917643030). Coordinates post-incident care (See Emergency Action Plan, Appendix E).
- v) **Senior Umpire (SU)** - situated in the start area for Rowing On and the area of the bunglines during Summer Eights, ensures the safe and timely start of the races.
- vi) **Marshals** - work with the Race Secretary and the SU to ensure the safe and smooth running of the event. Details of the role of the marshals are given below.
- vii) **Umpires** - act as impartial race observers (NOT for Rowing On).

These officials will be marked out by coloured bibs: yellow high-visibility bibs for the SU and the marshals, red for the umpires.

The consumption of alcohol by officials is strictly prohibited.

Race Secretary

The Race Secretary is the race organiser and has overall responsibility for the safe running of the event, in accordance with the event plan. The event plan does not restrict the Race Secretary from halting racing at any time or from making necessary alterations to ensure the safety of competitors, organisers and members of the public.

The Race Secretary, as race organiser, should appoint each and every Senior Umpire and member of Race Committee. Regardless of the process of election that occurs within the University of Oxford structure, the Race Secretary may exclude any individual from being a race official, and is expected to manage the officials, removing them from individual tasks or from the organisation of the race if necessary. The Race Secretary is responsible for coordinating racing and so should direct members of race committee; tasking them as needed and as appropriate. The Race Secretary may delegate responsibilities as is appropriate. The Race Secretary consults with the SU about issues and risk mitigation affecting the safe running of the races.

Senior Umpire

Senior Umpires are appointed by the Race Secretary. The Race Secretary shall be governed by the OURCs rules. This ensures that those appointed have the necessary skill and experience to conduct their duties. Given the nature of the event, there is no formal qualification appropriate to the task, but the existing team of Senior Umpires will make sure sufficient new members are recruited to cover the job, and will ensure that new recruits are fully briefed and trained in the role.

The principal duty of the Senior Umpire is to ensure that each race is safe to start, and then to start that race in a safe fashion under the OURCs racing rules. To this end, the Senior Umpire on duty will conduct river checks as appropriate, using the marshals to report any traffic on the river or any obstruction in the river. The SU will conduct a full river check at least once before each race begins and repeat at their discretion sufficiently to ensure that they are satisfied the river is clear to start the race. The SU will consider the following (below) when starting each race, and will relate it to the nature of bumps racing and the quality and competence of the crews involved, as far as is reasonably practicable:

- The local stream conditions
- The local weather conditions
- Whether the race course is sufficiently clear of racing traffic, non-racing traffic, debris or any other obstruction
- Whether the safety launch/es is/are in a suitable position and ready to respond
- Whether sufficient marshals are in place and in communication with the SU and race desk, to provide full coverage of the stretch

The SU has the full operational responsibility of starting racing, and so will try to start each division in a timely fashion in accordance with the rules of racing, where circumstances and safety allow. Any other party (including but not limited to the Race Secretary, the Environment Agency and the University) which believes that there is a good reason not to start a race, should be encouraged to inform the SU immediately. The SU may halt racing on the grounds of safety and recommend any mitigating action to the Race Secretary which might allow racing to continue.

The first Senior Umpire of the day has responsibility for checking and approving the river as sufficiently safe to open to crews for their warm-up, at a point approximately half an hour before the first division. If at any point in

the day the SU considers the river to be unsafe even for warming-up crews, s/he will close the river to student traffic and suspend racing. Before opening the river, the first SU of the day will be satisfied that:

1. Sufficient marshals are in place and providing full coverage of the stretch with working two-way radios.
2. The stream conditions are sufficiently safe.
3. The weather conditions are sufficiently safe.
4. Medical cover is available at the river.
5. Any non-racing traffic already on the stretch has been spoken to and is aware of the event and circulation pattern.
6. The race secretary and his/her team are ready and happy that the river be opened.

In the same manner, the final SU of the day will close the river at the end of racing, will dismiss the marshals (in stages) once they are satisfied that all racing traffic is clear of the relevant areas, and will reopen the river to non-racing circulation.

As part of the preparations for the regatta, the coordinating SU for the team will liaise with the Environment Agency, the Rowing Sabbatical Officer (in his/her safety role) and the Race Secretary, to determine any special measures to be taken to allow racing under the risk assessment in more challenging conditions such as high stream or wind. These measures may include, but are not limited to:- restrictions on coxing status; use of higher bunglines; restrictions on racing divisions; use of half-divisions; changes in warm-up time between divisions; and provision of extra safety launches. The coordinating SU will consult with the whole SU team as available to bring their collective experience to bear in making such decisions. The coordinating SU will ensure that the decisions are agreed with the race committee (via the RowSab and/or Race Sec) and will communicate them in a timely fashion to the racing clubs. The Rowing Sabbatical Officer will ensure that other interested parties (such as the Proctors and/or the Sports Safety Officer) are kept informed of the measures being used, as far as necessary, and that information on the measures is available to all college boat club members, including Senior Members. The coordinating SU will also ensure that the race secretary has a copy of the SU roster and mobile phone numbers.

Marshals

(This section will outline the marshalling for Summer Eights. The marshalling for Rowing On is slightly different and these differences are high-lighted at the end of this section.)

Briefing: Senior marshals from each college will attend a briefing meeting, held in the week prior to the event, that covers individual marshalling duties and safety procedures, and will be given summary notes of specific duties where appropriate. These senior marshals are then responsible for briefing the marshals sent by their college.

Over-seeing of marshals: A member of the Race Committee will always ensure that marshals are in place and aware of their duties.

Equipment: All marshals are issued with a high-visibility yellow jacket, a radio, a klaxon and a starting order. Personnel in key positions are also given a megaphone.

Stations: Marshals will be stationed along the river at points marked on the Placement of Marshals maps, attached as *Appendix C* (Rowing On) and *Appendix D* (Summer Eights) of this plan. Additional marshals may be stationed on the day by the Race Committee and/or the SU as needs dictate.

General duties:

All marshals, except the Bike marshal, perform river checks, the process by which the SU can ascertain whether the river is clear of obstructions. In particular this process must be done, and show that the river is clear of obstructions, before a division can be started. When a river check is called the marshals will look for boats, swans and floating debris on their stretch of the river, then, in the order in which they are listed below, report back to the SU.

In the event of the river becoming blocked to oncoming crews during racing for whatever reason, attending marshals will sound the safety klaxons and radio to all the others to do the same. A division must also be klaxoned in the event of someone being in the water (either a member of the public, or a competitor ejected from a boat). As crews hear the klaxons they will stop racing immediately as instructed in the coxing meetings (see later section).

A secondary role is to report to Race Desk if any significant numbers of pedestrians are present, and to request support if appropriate.

A tertiary role is to report to Race Desk if any significant numbers of pedestrians are present, and to request support if appropriate.

During the race itself, marshals act as observers, ensuring a safe and fair contest. They will also warn spectators and members of the public of approaching cyclists, although this role will primarily be taken by the Bike marshal.

Particular duties:

In addition to the general duties, each marshal has particular duties dependent on their designated position on the river bank, as detailed below (refer to the Placement of Marshals map, attached as *Appendix B* to this plan).

- 1) **Head (of the River) Marshal:** (by the grey footbridge) communicates with other river traffic entering the course from under Folly Bridge, and liaises with the SU about this; instructs crews who have finished racing on where to wait to prevent a build up of crews above the finish line and when to spin; ensures crews returning to their boathouses keep tucked into the City side bank; warns non-event pedestrians and cyclists coming down the towpath that an event is occurring.
- 2) **Finish:** (by the Cox stone) operates the finish clacker over the STERN of the boats to inform crews when they have finished racing; instructs crews to clear the finish line, radios Race Desk when the last racing crew crosses the line; ensures crews returning to their boathouses keep tucked into the City side bank.
- 3) **Boathouse A:** (on Boathouse Island, covering boathouses from St Anne's to Keble) fields questions from competitors, radioing Race Desk if unsure; performs checks on each boat to ensure that they conform to BR and EA regulations; makes sure that crews about to boat do not put their boats on the rafts before the crews of the previous division of the same sex have landed and cleared the rafts; encourages crews to boat on time to prevent late starting of divisions; keeps a record of which crews have boated for the division; monitors that crews are sticking to the circulation pattern during the warm-up.
- 4) **Boathouse B:** (on Boathouse Island, covering boathouses from Exeter to Christ Church) fields questions from competitors, radioing Race Desk if unsure; performs checks on each boat to ensure that they conform to BR and EA regulations; makes sure that crews about to boat do not put their boats on the rafts before the crews of the previous division of the same sex have landed and cleared the rafts; encourages crews to boat on time to prevent late starting of divisions; keeps a record of which crews have boated for the division; monitors that crews are sticking to the circulation pattern during the warm-up.
- 5) **Univ:** (on raft outside Univ Boathouse) fields questions from competitors, radioing Race Desk if unsure; performs checks on each boat to ensure that they conform to BR and EA regulations; makes sure that crews about to boat do not put their boats on the rafts before the crews of the previous division of the same sex have landed and cleared the rafts; encourages crews to boat on time to prevent late starting of divisions; keeps a record of which crews have boated for the division; monitors that crews are sticking to the circulation pattern during the warm-up.
- 6) **Green Bank:** (halfway between Univ and Longbridges Boathouses) monitors that crews are sticking to the circulation pattern during the warm-up; encourages crews warming up above the Gut to be through it with 5 minutes to go; ensures that crews that are paddling back after bumping out or returning to their boathouse stick to the circulation pattern.
- 7) **Longbridges:** (on raft outside Longbridges Boathouse) fields questions from competitors or directs them to Race Desk; performs checks on each boat to ensure that they conform to BR and EA regulations; makes sure that crews about to boat do not put their boats on the rafts before the crews of the previous division of the same sex have landed and cleared the rafts; encourages crews to boat on time to prevent late starting of divisions; keeps a record of which crews have boated for the division; monitors that crews are sticking to the circulation pattern during the warm-up.
- 8) **Top Gut:** (on the concrete edge to the river just downstream of Longbridges) it shouldn't be the case that crews are going through the Gut in opposite directions, but watches the Gut exit to ensure that crews change circulation pattern safely; keeps a record of which boats have passed downstream to be able to inform the SU of the progress of crews to the start; pays particular attention during racing as a lot of bumps occur in the Gut; steers crews round any pile-ups; encourages crews to clear the racing line once bumped out.
- 9) **Middle Gut:** (midway between the Top and Bottom Gut marshals) pays particular attention during racing as a lot of bumps occur in the Gut; steers crews round any pile-ups; encourages crews to clear the racing line once bumped out.
- 10) **Bottom Gut:** (at the start of the Gut, upstream of the Sea Scouts) pays particular attention during racing as a lot of bumps occur in the Gut; steers crews round any pile-ups; encourages crews to clear the racing line once bumped out.
- 11) **Donnington Bridge:** (by Donnington Bridge) might be required to cross Donnington Bridge to pass information to or perform boat checks on crews boating from Falcon or City; monitors that crews are sticking to the circulation pattern during the warm-up; pays particular attention during racing as a lot of

bumps occur in the Gut; steers crews round any pile-ups; encourages crews to clear the racing line once bumped out; deals with local river traffic and swans.

- 12) **Top Bunglines:** (covering bunglines 1-5) monitors that crews are sticking to the circulation pattern during the warm-up and checks that crews overtake sensibly; assists crews spinning onto their bunglines so as to keep the far bank clear for cruisers; keeps a record of which crews are attached to their bunglines; reports to the SU if the umpires have not shown up, or if there is no pole man for a crew in your section; generally assists the SU as required.
- 13) **Bottom Bunglines:** (covering bunglines 9-13) communicates with river traffic coming up through Iffley Lock, and liaises with the SU about this; monitors that crews are sticking to the circulation pattern during the warm-up and checks that crews overtake sensibly; assists crews spinning onto their bunglines so as to keep the far bank clear for cruisers; keeps a record of which crews are attached to their bunglines; reports to the SU if the umpires have not shown up, or if there is no pole man for a crew in your section; generally assists the SU as required; warns members of the public approaching from downstream about upcoming races.
- 14) **Bike Marshal:** (starts upstream of the first boat in each division, and stays a sensible distance ahead of the first boat's cyclists) cycles ahead of each division with the sole aim of providing additional warning to spectators and members of the general public on the towpath if significant numbers of pedestrians and bystanders are present.

Towpath Marshalling

Following successful trials at the last two bumps races, OURCs will continue to provide additional marshals to ensure pedestrian safety. These marshals (positioned as detailed below) have a primary duty of communication with towpath users rather than the river. Secondly, they may support marshals nearby if required during an on water incident. They will hold a race radio and wear an orange high visibility jacket. Said marshals will be positioned at the Head (by the pedestrian footbridge upstream of the course), just upstream of Donnington Bridge, just downstream of Donnington Bridge (these two at the entrances to the towpath). There is also scope for optional marshals at the Univ boathouse and at the Isis Farmhouse, which will be used at busy times of racing. They will talk politely to all towpath users, informing them of the event and, briefly, of the format of racing. They will encourage pedestrians to walk on the landward side of the towpath, or if they wish to spectate to stand on the bank, leaving the centre as clear as possible for cyclists. They will alert towpath users to the signage, the race times and the likelihood of cyclists following races, encouraging them to pause to allow the cyclists past. They will pay particular attention to warning any vulnerable users (e.g. the infirm or those with young children or dogs). Cyclists who are traveling downstream, in particular around race start time, should be encouraged but not instructed to dismount or to delay their journey for a few minutes.

At busy times of racing, these marshals will be supported by a second bike marshal who will set off at approximately 1 minute before the 1 minute gun and proceed slowly up the towpath, taking time to stop and specifically caution groups, vulnerable users, or those who are milling over the path. This marshal will use best endeavours to remain approximately 1 minute ahead of racing crews, delaying at the race desk if necessary.

Marshalling for Rowing On:

A slightly different marshal line-up is used for Rowing On. Their specific duties are the same as the Summer Eights marshals, unless stated below

- 1) Head
- 2) Finish: drops the clacker on the BOW of the boat.
- 3) Boathouse A: there are no restrictions on when crews may put their boats on the rafts.
- 4) Boathouse B: there are no restrictions on when crews may put their boats on the rafts.
- 5) Univ: there are no restrictions on when crews may put their boats on the rafts.
- 6) Green Bank
- 7) Longbridges: there are no restrictions on when crews may put their boats on the rafts.
- 8) Top Gut: rather than monitoring racing, marshals crews paddling from the marshalling area to the start line.
- 9) Bottom Gut: keeps a record of which crews are correctly marshalled in the marshalling area; rather than monitoring racing, marshals crews paddling from the marshalling area to the start line.
- 10) Donnington Bridge: keeps a record of which crews are correctly marshalled in the marshalling area; rather than monitoring racing, marshals crews in the marshalling area.
- 11) Spinning: (located at the lowest point the SU will allow crews to spin) communicates with river traffic coming up through Iffley Lock, and liaises with the SU about this; stops crews spinning too low; marshals crews in the marshalling area; keeps a record of which crews are correctly marshalled in the marshalling area.
- 12) Bike

Changing Marshals

Marshals should not leave their posts unless their fully-briefed replacement is there waiting to take over. No changeover should occur within 10 minutes of the next racing division. Outgoing marshals are expected to pass on any experience or relevant information from their shift to their replacement. At the end of the day, marshals must stay in place until the SU dismisses them.

Coaches

Each crew may be accompanied by one cyclist, Wed-Fri, who must wear an authorised racing bib. Cyclists are prohibited from using any device (including hand-held cameras or phones) which prevents them using both hands on the handlebars of their bicycle and giving due care and attention to the path ahead of them. Only conventional one seater bikes may be used. Coaching bibs will be issued only to coaches who have either attended a pre regatta safety and conduct briefing or have undertaken such a briefing individually with a member of the race committee prior to their race. The names of coaches who have been briefed will be recorded and they will need only be briefed once. While coaches will wish to closely accompany their crews, they are reminded that safety comes first, other towpath users have an equal right to use the towpath and that their personal conduct is subject to both OURCS rules and national legislation. They should ride with due care and attention and be aware that any conduct which falls short of this may be penalised by both OURCS (to the crew concerned) and/or by the police (with cyclists retaining full personal responsibility for their choice to cycle alongside the race). Cyclists are strongly encouraged to wear a helmet and to have a working bell on their bike.

Circulation Pattern

To ensure the safety of river traffic and the smooth running of Rowing On and Summer Eights, strict circulation patterns are enforced. These are illustrated on the Circulation Pattern maps, attached as *Appendix C* (Rowing On) and *Appendix D* (Summer Eights) to this plan.

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

Crews

Circulation pattern: For both Rowing On and Summer Eights, the basic circulation pattern between divisions is a figure of eight. Above the Gut all crews observe reverse circulation thus keeping to the left of the river. Below the Gut, the normal pattern is followed and crews keep to the right. Encounters between crews are avoided by all crews keeping tight to the banks and leaving a clear, central passage for cruisers and other river traffic.

Boating: All crews boating from Boathouse Island must boat downstream and keep close to the left bank. Crews on the County Side must boat upstream towards the Head. Any crew stationed at Falcon or City of Oxford Rowing Club should boat as normal, unless the river is completely clear, in which case crews may boat downstream. Similarly, if crews are late boating at Longbridges, they may boat downstream, as long as the river is clear and permission has been gained from a marshal.

Warming up: In Rowing On, no water warm-up is permitted. In Summer Eights, of the 13 crews in each division, the top 6 will warm up above the Gut and the bottom 6 below the Gut. Boat number 7 may choose its warm-up stretch. The change from left to right hand circulation happens at the top entrance to the Gut as crews move down toward the start, under direction of the Longbridges and Top Gut marshals. The Bungline marshals assist crews with spinning onto their bunglines; either reverse or normal spin is allowed with the aim of leaving the far bank clear if cruisers are passing.

Overtaking: Crews may overtake other crews warming up, but because of the narrowness of the river below the Gut coxes must be certain to check for oncoming cruisers.

Spinning: In Summer Eights crews may spin wherever they like provided they do not cause obstruction to oncoming river traffic. Below the Gut, again because of the narrowness of the river, coxes are advised to spin at Haystacks and in the bay outside Falcon.

During the race: No vessels other than the racing boats and the following safety launch will be on the course when a race is in progress. Crews may take whichever route up the river they choose. In Summer Eights, in the event of a 'bump', both crews involved move out of the racing line as quickly as possible and stop. Crews who have not gained a 'bump' or been bumped race as far as the finish post, opposite Christ Church Meadow.

After racing: Once past the finish line, crews wind down and move upstream, clear of the finish, where they wait for instructions on spinning from the Head marshal. In Summer Eights, crews who 'bump out' follow the following safety launch up the river, observing the circulation pattern. Crews that 'bump out' beyond their boathouse join the warm-up circulation pattern and land at their raft when they pass it on the correct side of the river. Crews 'bumping out' before their boathouse may go straight in provided it is clear to do so and under

instructions from the marshals, with the exception of the top half of Boathouse Island, St. Anne's to Keble, who must re-join the circulation pattern.

Crews for the next division may boat when the last racing crew passes their raft, as announced by the marshals and/or the public address system.

Other River Traffic

Races are never started until the river is completely clear of river traffic and other obstructions. As craft reach either Iffley Lock (going upstream) or Osney Lock (going downstream) they are given verbal notice from the EA. Marshals are briefed to speak to other river users who appear on the Isis and keep the SU notified of their appearance on the course.

Craft proceeding along the course take the centre of the river and pass one another port side to port side. Marshals are briefed to monitor crews during the warm-up and make sure they stay clear of cruisers, and also to be ready to provide the SU with information as to the position of cruisers on the course. The Circulation Pattern (see *Appendix D*) shows the positions of three points, labelled A, B and C. These may be used as places for craft to moor temporarily if it is the case that waiting for them to clear the course will delay the next race excessively.

Communications

24 two-way radios are used for communication between Race Desk, the SU, the EA launch, the Iffley Lock keeper, the 2 safety boats, the marshals and the Medical personnel.

Call signs are assigned according to position and are explained at the relevant marshalling meeting, and on the day at Race Desk.

On Saturday of Summer Eights an additional set of 18 radios is hired and used by the static umpires to report to the head umpire.

In addition to radio communication, OURCs has the use of mobile phones held by the Race Secretary (07917643030) the SU and Medical. The Iffley Lock keeper also has a land line (01865777277). An emergency (999 calls only) telephone is located in the back of Longbridges Boathouse. The phone number of Christ Church Lodge (01865 276150) will be kept at Race Desk to secure emergency access to Christ Church Meadow. The number of the EA person on duty on each day of racing will be obtained by the Race Secretary.

A public address system based at Race Desk can address all competitors and spectators from Boathouse Island to Longbridges.

Safety

Competitor Safety

Event Management

Marshals are thoroughly briefed on their duties (as described above) prior to the event at a meeting for all marshals taking part (organised by the OURCs Secretary), and also on the day, by members of the Race Committee. The SU is responsible for ensuring that racing starts only when conditions are safe, subject to satisfactory reports from the marshals and Race Desk. If any incident occurs that could potentially jeopardise the safety of crews, marshals sound klaxons, bringing all racing to an immediate halt.

All participating crews shall observe the OURCs rules, which encompass the safety advice of the British Rowing and EA regulations. Clubs that have not submitted a safety audit may not race. Crews infringing these rules or acting in an unsafe manner may be subject to fines, penalty bumps, or disqualification from the event.

Coxes of all crews must attend a briefing meeting (organised by the OURCs Captain of Coxes) covering the event and safety management issues covered in this document. If any cox does not attend, they will not be permitted to compete unless given express permission by the OURCs Captain of Coxes. The meeting will be split into two parts: the first (approximately 15 minutes) for all coxes, covering essential safety information; and a second section, for coxes new to Bumps racing, or for those wanting a refresher, to cover all aspects of coxing in the event. In addition, at least one Senior Committee member from each College Boat Club must attend the first section of the meeting, ideally the Captain, to ensure that information is circulated throughout the club.

Stream Conditions

In the event that the river is running faster or higher than usual, the SU liaises with the Iffley Lock keeper and the EA (which attends all 4 days of the event) to decide how to proceed. OURCs has developed a contingency plan to allow some racing to continue (included in the attached Risk Assessments). Options include moving the bunglines further away from the lock, cancelling racing for less experienced crews, requiring crews to race with experienced/senior coxes, running part divisions and cancelling the entire day's racing.

Precipitation & Cold

Rain will not typically halt racing, but the SU must consider if it threatens to swamp racing crews or pose a significant risk of hypothermia. Snow and cold conditions pose a further threat that might jeopardise the safety of competitors and so halting racing. Hail is particularly dangerous given the injury that can be done to equipment and persons. The SU must decide whether it is possible for competitors to complete the race, including warm-up and warm-down, in a safe fashion, considering the facilities available to them. The heightened risk involved with any participant entering the water must also be considered.

Poor Visibility

In the instance of poor visibility the SU will make the decision as to whether racing may start or continue. The SU will, as a matter of course, state which divisions should boat with two bright white lights on their boat at bow and stern. Marshals will check this as part of the boat checks.

High Winds

High winds make navigation difficult for crews and may also threaten swamping, although the Isis stretch of the Thames is rarely affected by any significant disturbance of the surface of the water. The SU must consider if enforcing only experienced/senior coxes is appropriate, or other mitigating action.

Lightning

All marshals and race officials will be responsible for watching out for lightning and if it is seen it will be reported to Race Desk. Race Desk will then approximate the distance of the storm by using the “30 – 30” rule (comparing the time difference between lightning and thunder). If the storm is felt to be within approximately 10km (30 seconds between lightning and thunder) then crews will be taken off the water as soon as possible and advised to seek proper shelter in the boathouses.

Once all crews have returned to their boathouses, a river check will be co-ordinated by Race Desk. Once all crews are off the water the marshals will be advised to seek shelter. Launches will return to the nearest raft and the drivers should seek shelter in the nearest boathouse. The public address system will be used to warn spectators and other competitors.

Following the suspension of racing, racing will only resume 30 minutes after the last lightning. This will be announced over the public address system.

Sun and Heat

Strong sunlight, nor high temperatures will not typically halt racing unless they interfere with the safe running of the event as determined by the Senior Umpire and/or Race Secretary. Captains will be reminded of the dangers of water-based activities in strong sunlight and are expected to communicate this to their members.

Medical Emergency

Medical Cover

Medical cover is a minimum of two First Aid at Work (or equivalent) qualified personnel with equipment appropriate to the event, who are based at a location Longbridges Boat House. The First Aid personnel are responsible for ensuring that sufficient and appropriate equipment is available to them and no racing shall proceed should they suggest that it is unsafe to continue. One safety boat is supplied for their use.

The designated point for a casualty to be transferred to an ambulance is at Falcon Rowing and Canoe Club. When this is not possible, access to Christ Church Meadow and Longbridges for emergency vehicles is arranged in advance: a key to the slip road from Donnington Bridge is held at Race Desk, and access to Christ Church Meadow will be arranged for emergency services. The emergency services will be made aware of the event and access will be communicated beforehand. The Race Committee are to be briefed before the event by the Race Secretary on procedure during an emergency and plans will be kept at Race Desk for guidance during an incident. The Porter’s Lodge of any casualty’s college will be contacted if they are taken to hospital.

Safety Boats

Each boat is driven at all times by qualified personnel (RYA level 2, or equivalent).

During Rowing On and Summer Eights, a minimum of two launches are used by OURCs. The boats have distinct roles:

Race Following Launch: stationed at Longbridges, which follows the races to the Christ Church Cut and is ready to aid participants. Between divisions this launch acts as a ferry, moving marshals between Longbridges and Boathouse Island.

First Aid Launch: stationed at Longbridges, for the use of the First Aid team.

Spare Launch: It is possible that OURCs will obtain a third launch, particularly if the racing is conducted under a flag, to act as back-up.

Bystander Safety

OURCs does not invite spectators to watch the event, nor take any responsibility for the safety of the public beyond ensuring that our event does not negatively impact their health or safety. All members of the public have a right to use the towpath as a public right-of-way and OURCs will not impede this in any way. Marshals will report to the SU if they believe that the safety of members of the public is threatened by the event in any way. Medical personnel will not be prevented from attending to members of the public.

The Race Secretary should consider the options available to minimize the risks of potential harm to members of the public and act accordingly. Possible solutions include using the nearest marshal to warn members of the public (as long as the safety of river users is in itself not compromised), additional tannoy announcement(s), sending a senior 'person' from the race committee (e.g. 'Incident Coordinator') to assess potential difficulties and liaising with the Race Secretary and senior umpire, deal with accordingly. Notices about the Regatta will be placed at entry points on the Isis for the benefit of water and towpath users. Further signs warning about cyclists will be placed along the towpath and prior to the start of each division, tannoy announcements to be made along the race route warning towpath users (including spectators) that cyclists will be heading in an upstream on the towpath following the race. Such riders are advised to stay left. Bank Riders and Umpires are advised to equip their bikes with bells. Medical personnel will not be prevented from attending to members of the public. The EA normally chooses to exercise their rights under a Harbourmaster's notice to prohibit mooring and swimming along the course.

Incident De-Brief

Following any safety incident the SU and Race Secretary should briefly discuss the causes for the incident and whether any action is appropriate. The SU and Race Secretary are expected to communicate regularly about concerns or any relevant information.

Race Start – Cannon Use

The races will be started by means of a cannon which is fired twice to give warning of the start (at five and one minutes to go) and to signal the start of the race. The cannon is fired by the senior umpire giving a visual signal to a competent person who is in charge of the cannons. The senior umpire retains complete control of the starting sequence and may delay or abort it at any time in accordance with the race rules. The cannons are held under the control of a competent person and their operation is supervised by a firearms licence holder. The transport, storage, maintenance and usage of the cannons is done under the direction of the firearms licence holder and they retain responsibility for ensuring that all regulations are adhered to.

Swans

During Summer Eights arrangements are made to have the swans on the Isis removed from the river for the duration of the races. The safety launches may also be used to help move swans clear of the racing line. Races will be delayed as long as possible to avoid endangering swans.