



# Oxford University Rowing Clubs Event and Safety Plan Autumn Fours 2023

## ***Introduction***

Autumn Fours is an annual inter-collegiate small-boats competition that will be held on Sunday 5<sup>th</sup> November 2023. The competition will be run as a side-by-side knockout tournament: two crews will race alongside each other from Longbridges Boathouse up to the Cox Stone (the bumps finish line). The winner (judged by the bows) will progress to the next round. Racing will occur from 1:15pm until all racing is completed, or the light conditions are deemed to be too low for safe racing to occur. In the event of a low number of entries, the event may be run as a “round robin” competition where the winner will be the one with the most wins. In the event of a tie, the winner will be the victor of the race between the tied boats.

There will be separate Men’s and Women’s tournaments. The competition shall contain events for Women’s and Men’s coxed fours. Additional races for smaller boats, including exhibition events for mixed boats (e.g. doubles), may be run if the Senior Umpire and Race Secretary agree there is space in the program, a sufficient number of entries and that the weather and river conditions are good enough for the safe running of the races. Autumn Fours 2023 runs with the consent of the Environment Agency and the University Proctors.

The race is run by the OURCs committee using the following system:

- **Race Secretary** – coordinates racing and is responsible for the overall organisation of the event, consulting with the Senior Umpire about safety matters and logistical changes which affect race timings.
- **Event Committee** - help the Race Secretary with the coordination of racing and event safety.
- **Race Desk** - located at Longbridges Boat House, will oversee the marshals and assist the Senior Umpire. An Event Committee member, usually the Race Secretary, will be present at Race Desk at all times. They can be contacted by mobile phone or by two-way radio.
- **Senior Umpire** (SU, wearing a hi-vis yellow vest with ‘Senior Umpire’ printed on the back) – with the Event Committee, ensures the safe and timely start and running of the races.
- **Marshals** – (wearing hi-vis yellow vests) work with the Race Secretary and the SU to ensure the safe and smooth running of the event. Details of their individual roles are given below.

The consumption of alcohol by officials is strictly prohibited.

## ***Entry Restrictions***

Entry will be restricted to “non-novice”<sup>1</sup> college crews and all entrants must be valid members of an OURCs member club as defined in 1.4 of the OURCs Constitution. Novice coxswains will be allowed to enter, but only if they have more than one full term’s experience. Entrants will also be required to have passed an OURCs swim test. Those entering in singles, pairs or doubles will further be required to have taken a capsize drill and have it registered on the OURCs database. Entries will be checked against the OURCs swim test/capsize drill database.

In addition to the general eligibility requirements specified in the OURCs Rules of Racing A1.6, no athlete may be a member of two crews entered for the same competition. Honorary members of a boat club may enter and each College Boat Club is permitted one seat filled with an associate member in its Men’s crews and one seat filled with an associate member in its Women’s crews. Competitors may be subject to additional entry requirements in the interest of safety, as specified by the Event Committee. Entries per college may be limited due to time constraints.

<sup>1</sup> “Non-novice” crews are defined as those for which all crew members have at least one full term’s experience or equivalent.

## ***COVID-19***

As of the date of submission (October 2023) there are no required mitigation measures against COVID-19. If such measures become necessary, the approved and used anti-COVID mitigations from 2021 and 2022 will be used, with the level of mitigation measures adjusted to suit the viral threat at the time of the event. If this is required, the Event Committee will take responsibility for communicating and encouraging COVID-sensible behaviour in all those attending the event.

## ***Race Organisation***

### **Race Secretary**

The Race Secretary is the event organiser and has overall responsibility for the safe running of the event, in accordance with the Event Plan. This 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 event organiser, should appoint the Senior Umpires (in consultation with the coordinating SU) and members of the Event Committee.

The Race Secretary is responsible for coordinating racing and so should direct members of the Event 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. The Race Secretary should seek contact details for the EA for the day of the race.

## Senior Umpires

Senior Umpires are appointed by the Race Secretary and are selected from the general ratified pool of SUs (as ratified by the captains of OURCs member clubs). The Race Secretary 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 Rules of Racing. 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 after significant breaks in racing and repeat at their discretion sufficiently to ensure that they are satisfied the river is clear to start racing. The SU will consider the following (below) when starting each race and will relate it to the nature of side-by-side 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 suitably clear of racing traffic, non-racing traffic, debris or any other obstruction;
- Whether the safety launches and first aiders 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 course.

The SU has the full operational responsibility of starting racing and so will try to start each race 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) that 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 that 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 race. If at any point in the day the SU considers the river to be unsafe even for warming-up crews, they will close the river to college traffic and suspend racing. Before opening the river, the first SU of the day will be satisfied that

- Sufficient marshals are in place, providing full coverage of the stretch with working two-way radios and carrying functional klaxons;
- The stream conditions are sufficiently safe;
- The weather conditions are sufficiently safe;
- First Aid cover is available at the river and safety launches are afloat and ready;
- Any non-racing traffic already on the stretch has been spoken to and is aware of the event and circulation pattern;
- The Race Secretary and their 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 event, the coordinating SU for the team will liaise with the Environment Agency, the Rowing Sabbatical Officer (in their 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. In unusual situations they may also consult other relevant parties, such as the college boatmen. These measures may include, but are not limited to: restrictions on coxing status, restrictions on boat classes and provision of extra safety launches.

The SU will ensure that the decisions are agreed with the Race Secretary and one of the two 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 Sports Federation) 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.

## Marshals

All marshals are issued with a high-visibility vest, a two-way radio and, if appropriate, a klaxon. Marshals in key positions are also given megaphones and/or copies of the draw as appropriate. Marshals will be provided with summary notes of specific duties for their marshalling position where appropriate. All marshals shall be briefed prior to the start of their duties by a member of the Event Committee. The brief will cover individual duties and safety procedures.

Marshals are responsible for ensuring that the race proceeds safely and that all river traffic, including race traffic, is in the right place and aware of where they are going. After significant breaks in racing, the Senior Umpire will ask certain marshals (outlined below) to confirm that the course is clear of any obstructions that may impact racing. Marshals should report to Race Desk if any significant number of pedestrians or bystanders are present and to request support if appropriate.

During the race itself, the marshals are observers, ensuring a safe and fair contest. They will also warn any bystanders or members of the public of approaching cyclists, if they can do so without interrupting their river-related role, although this duty may be taken by a Bike Marshal if present.

In the event of the river being blocked to imminent oncoming crews during racing, the marshals will sound their safety klaxons to halt racing and radio for all others to do the same. Racing should also be klaxoned in the event that someone has fallen in the water or if First Aid is immediately required to be transported, via safety launch, to attend to an incident.

Crews hearing a klaxon will stop racing/rowing immediately and listen carefully for further instructions from the marshals, giving way to the safety launches.

## Positions and individual duties

Key:

▼ - Marshal has a megaphone.

† - Marshal performs river checks with the SU.

\* - Marshal becomes optional, at the SU's discretion, once all crews have raced at least once.

**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: requests river traffic to wait if a race is in progress or klaxons a race if the craft insists on proceeding while one is running. An experienced marshal should be used at this position.

- 2. Finish ▼ †:** at the finish (between the upstream end of Boat House Island and the Cox Stone). Judges the finish, sounds clacker board and informs Race Desk of the results of the races. Instructs crews to clear the finish line.
- 3. Boathouses A †:** upstream 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 mouth of the Cherwell between Christ Church Meadow and Boat House Island.
- 4. St John's Crossing:** middle of Boat House Island, just upstream of the Univ raft, near St John's/Corpus and Jesus/Keble boathouses. Instructs crews coming downstream to land at Univ when it is safe to cross over and land downstream. Does not take part in river checks but has a radio.
- 5. Univ Crossing\*:** upstream of the Univ raft on the towpath. Instructs crews crossing to land at Univ and watches out for any safety issues with crossing. Does not take part in river checks but has a radio. If removed, job will be done by Univ Raft marshal.
- 6. Boathouses B †:** downstream half of Boat House Island. Performs checks on each boat to ensure that they conform to BR and EA regulations. Takes over Christ Church Crossing duties if the Christ Church Crossing Marshal is removed.
- 7. Univ Raft †:** outside University College Boat House. Performs checks on each boat to ensure that they conform to BR and EA regulations. Radios SU to check the course is clear before allowing crews to push off. Takes over Univ Crossing duties if Univ Crossing Marshal is removed.
- 8. Christ Church Crossing\*:** on Boat House Island by Christ Church raft and the Cherwell Cut. Controls the crossing point into the Greenbank transit lane in conjunction with Greenbank Crossing Marshal; monitors river traffic emerging from the Cherwell Cut. Does not take part in river checks but has a radio. If removed, job will be done by Boathouses B Marshal.
- 9. Greenbank Crossing ▼:** located slightly downstream of Univ Boat House. Works with Christ Church Crossing Marshal to control the crossing point into the Greenbank transit lane. Does not usually take part in river checks but has a radio.
- 10. Longbridges †:** outside Longbridges Boat House. Performs checks on each boat to ensure that they conform to BR and EA regulations.
- 11. Top Gut †:** mouth of the Gut. Keeps note of boats that have passed downstream so as to inform the SU of the progress of crews ready to race. They should be informing crews as they pass whether their opposition is already downstream. Instructs paired crews to move up onto start stations, coordinating with the SU. Requests river traffic to wait if a race is about to be started.
- 12. Bottom Gut\* †:** downstream end of the Gut. Makes sure that crews are keeping to the correct circulation pattern. Feeds paired crews through the Gut.
- 13. Donnington Bridge\* †:** located near Donnington Bridge. Informs crews warming up of any changes to the schedule and ensures crews are in the start area and paired up in ample time. Controls crews spinning downstream of the Gut during their warm-up. Should track crews to see if they are the first crew of a race to pass them or not, advising them to take an earlier or later spin to allow for pairing up. Crews should be paired-up once both crews are below the Gut and sent to the start as soon as practical. Warns and informs other river traffic of the circulation pattern to prevent obstruction of the course.
- 14. [optional] Bike Marshal:** cycles new radios or other equipment to marshals along the course as needed. May periodically cycle ahead of races to warn towpath users that a race is coming. Able to cross to Falcon or City if crews are boating from there and act as a spare marshal.

Race Desk oversees the marshals and assists the SU. Operational decision on the deployment of additional marshals will lie with the Event Committee and the SU.  
The Senior Umpire will be situated on the start line at Longbridges.

A River Check is the process by which the SU can ascertain whether the river is clear of obstructions. The SU shall call for a River Check by the marshals (marked †) after significant breaks in racing, or more often at their discretion. The marshals are instructed to look out for, and report, boats, swans, and floating debris. The race will only be started by the SU when they are satisfied that the course is suitably clear of obstructions.

## ***Circulation Pattern***

To ensure the safety of river traffic and the smooth running of the event, a strict 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. There will be two stations which will be preassigned to each crew: "County" being the station closest to the towpath and "City" being on the Boat House Island side. Where a crossing marshal's job may be taken over by another later in the competition, what follows below applies to whoever is doing that crossing job at the time.

### **Boat House Island**

Crews based on Boat House Island should boat, with bow-balls pointing downstream, from rafts at the downstream end of the island to allow crews room to land. They will then be held at Christ Church raft by the Christ Church Crossing Marshal before being allowed to cross, when the river is clear, over to Univ and down the Greenbank transit lane as directed by the Greenbank Crossing Marshal. On returning, crews should land on the upstream end of Boat House Island.

### **Univ Raft**

Crews based at Univ will boat with bow-balls pointing downstream. They will only push off either during a pause in racing or as soon as possible after a race has passed, having received confirmation it is safe to do so from the SU via the Univ Raft Marshal, and will go straight into the Greenbank transit lane, moving down straight into the Gut. On returning from racing, crews intending to land at Univ raft will progress down the transit lane on the City side of the river until the middle of Boat House Island, roughly level with St John's/Corpus Christi Boat House. There they will wait in the transit lane on the City side, under the control of the St John's Crossing Marshal, until instructed. When it is safe to do so, e.g. just after a race has passed them, the St John's Crossing Marshal will instruct crews to cross over and the Univ Crossing Marshal will monitor them until they land at Univ, facing downstream, as quickly as possible.

### **Longbridges**

Crews boating from Longbridges will boat with bow-balls pointing downstream and proceed straight into the warm up area below the Gut. After racing, crews will move down the Boat House Island transit lane and will wait at the Christ Church raft to receive permission from the Christ Church Crossing Marshal to cross to the County side. They will then go down the Greenbank transit lane and land facing downstream at Longbridges.

### **Warming Up**

Crews will warm up below the Gut, only spinning to go back downstream after checking with the Donnington Bridge Marshal. The Donnington Bridge Marshal will pair up crews once below the Gut; the Bottom Gut Marshal will call paired crews to paddle up into the Gut; the Top Gut Marshal will call

up the pairs towards the start stations (City side or County side) when necessary. Each racing crew will race up a buoyed lane from Longbridges to the finish stone. All crews going below the Gut will be expected to turn back upstream in good time to arrive at the start area several minutes before their race without being reminded by marshals.

## ***Other River Traffic***

When Autumn Fours is held there is little other river traffic, but occasionally other craft may appear on the river. Races will only be run when the river space in use for racing is clear of other craft. Cold weather is likely to deter swimmers and paddle boarders, despite the increasing popularity of these activities. The SU and/or Rowing Sabbatical Officer will liaise with other river users before the event to make them aware of when racing will be held.

As river craft approach the course, there are warning signs posted and they are informed of the circulation pattern by the Head and Donnington Bridge Marshals. If a race is in progress, large craft, such as Salter's cruisers, intending to proceed onto the course will be asked to moor at Top Gut or the Head by marshals until the race has finished. If, however, the craft insists on proceeding, the race will be stopped. Large craft take the centre of the river and crews stick to the sides of the river. Small craft, such as narrow boats or hire boats, may use the transit lanes to go downstream, holding at the Christ Church crossing point under marshal control until instructed to cross over. Small craft proceeding upstream will be instructed to follow a set of racing crews up the race course. In the event of a crew meeting any river craft head on, the crew should move to starboard (i.e. bowside/the cox's right).

## ***Communications***

Two-way radios are used for communication between Race Desk, SUs, the marshals and the medical personnel (who also use their own communication equipment). These are distributed as follows: a minimum of 13 radios for use by the marshals, plus one for each of the Environment Agency, the Iffley Lock keeper, each safety launch, Race Desk and the Senior Umpire. Call signs are assigned according to position and are explained at the marshalling briefings.

In addition to radio communications, we have the use of a mobile phone held by Race Desk (07341 500865), the Iffley lock keeper has a land-line (01865 777277) and the Christ Church Lodge is available if access to the meadow is required (01865 276150).

Enquiries can be dealt with by the Race Secretary via the Race Desk Phone on 07341 500865, or by the Rowing Sabbatical Officer (Samuel McLoughlin) who will be available on the day of the event on 07917 643030, otherwise at [sabbatical@ourcs.co.uk](mailto:sabbatical@ourcs.co.uk).

## ***Safety***

### **Competitor Safety**

#### **Event Management**

Marshals are thoroughly briefed prior to the event on their duties (as described above) by members of the Event Committee and on the advice of a Senior Umpire. 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 marine air horns/klaxons, bringing all racing to an immediate halt. In the event of a non-working klaxon, marshals radio "klaxon, klaxon, klaxon" to alert other marshals to fire their klaxon. On hearing a klaxon over the radios or anywhere on the course, all marshals sound their klaxons.

Clubs that have not submitted a safety audit to BR, or otherwise suspended for any reason, may not race. Crews infringing OURCs rules or acting in an unsafe manner may be subject to fines, or disqualification from the event. Information for competitors will be published before the event, detailing the safety issues. Coxes of all crews will be OURCs registered unless exempted by the Captain of Coxes (non-OURCs affiliated clubs only).

*Particular attention is paid to rules covering the use of lifejackets, bow balls, heel restraints, backstays, hatch covers and other safety equipment in the Risk Assessment.*

## **Bank Riders**

Novice coxes must have a bank rider, unless exempted by the Senior Umpire or Captain of Coxes. Other coxes may choose to or not. Coxless boats (if present) should use discretion based on the experience of the steersperson and stream conditions whether to use a bank rider or not, although it is recommended that a bank rider is present.

## **Stream Conditions**

In the event that the river is running faster or higher than usual, the SU liaises with people, including the Iffley Lock keeper, the Race Secretary and the EA, to decide how to proceed. In the event of high stream (or strong wind), boats should remain pointing upstream while waiting in order to make controlling the boat easier. OURCs has developed a contingency plan to allow some racing to continue (detailed in the Risk Assessment). Options include, but are not limited to, requiring crews to race with Experienced/Senior coxes; shortening the course to start from a chosen point between Longbridges and the downstream end of Boat House Island, and preventing crews from going through the Gut to warm up. The entire day's racing may be cancelled if the SU deems conditions bad enough. In the event of the EA displaying Amber or Red Boards at the local locks (indicating a strong or rising stream), it is understood that the EA must be consulted and their recommendations adhered to.

## **Adverse Weather Conditions**

The SU will monitor weather conditions, both by reference to weather forecasts before the event and to the weather as the event proceeds. If they consider it necessary to take the weather conditions into account, they will act accordingly. Fog will prevent racing if visibility is less than 100m. In the event of strong wind (or high stream), boats should remain pointing upstream while waiting in order to make controlling the boat easier. Strong wind will trigger contingency plans (detailed in the Risk Assessment). Options include, but are not limited to, requiring crews to race with Experienced/Senior coxes, shortening the course to start from a chosen point between Longbridges and the downstream end of Boat House Island, and preventing crews from going through the Gut to warm up. The entire day's racing may be cancelled if the SU deems conditions bad enough. In poor visibility in which racing will continue (decreasing light, mist, etc.) boats must be fitted with bright white lights at bow and stern which are visible through 360 degrees.

## **Lightning**

In the event of a lightning storm, all racing will cease and competitors will be instructed to take suitable cover at the first available moment. The fastest way of achieving this might be to complete a race if



racing is about to begin. Racing may be continued or cancelled at the discretion of the Senior Umpire in conjunction with the Race Secretary.

## **Medical Emergency**

### **First Aid**

First Aid cover for the event will be provided by a minimum of two medical professionals through Epione Medical Services Ltd (EMS). EMS are responsible for checking relevant qualifications are in place and up to date. EMS will have First Aid response as their sole responsibility and will have full access to the facilities of Race Desk, including safety launches and radios, for the purposes of providing cover and response to an emergency. Medics will be informed through their agents of the nature of the event and have the Risk Assessment made available to them. All EMS staff engaged are done so on the basis of their qualifications and professed skill. They are required to hold liability insurance of their own, or through their employer. They are responsible from when the SU declares the river open for racing until 15 minutes after the SU has declared the river open for non-racing circulation at the end of the day.

First Aid kits are present in all boathouses and safety launches. Defibrillators are available at Pembroke Boat House (///glitz.actual.horn), Balliol Boat House (///speech.gums.stocks), University College Boat House (///nation.bunks.levels), Longbridges Boat House (///normal.when.sings), Falcon Boat House (///margin.rating.votes) and the Riverside Centre (///rider.burst.vouch).

The designated point to transfer a casualty to an ambulance is at the Riverside Centre off Donnington Bridge Rd (postcode - OX4 4AZ, ///copy.bath.ridge). In case this is not possible, access for emergency vehicles to Christ Church Meadow, University College Boat House and Longbridges Boat House is arranged in advance: keys for the slip road from Donnington Bridge Rd to Longbridges (///causes.gets.scars) and the track from Abingdon Rd to Univ (///pizza.cover.cult) are kept at Race Desk, while barriers normally preventing access to Christ Church Meadow (///switch.caked.quest) are lowered by arrangement. The Rowing Sabbatical Officer will be available by telephone (07917 643030) to give access advice. If a casualty who is a member of the University is taken to hospital, an official of their college or department (chosen under advice from the SU) will be contacted.

### **Safety Launches**

At least two powerboats are used by OURCs during the event. Each boat is driven at all times by qualified personnel (RYA level 2, or equivalent e.g. BSAC). At least one boat will be used to give First Aid the quickest possible access to an incident. The launches will not follow races except the finals, and then only if the SU or Race Secretary ask them to do so.

### **Bystander Safety**

Due to the very low number of bystanders expected, the handling of their safety will rest with the marshals. As well as reporting to the SU on the state of the river prior to racing, marshals will also report on numbers of pedestrians to Race Desk. Marshals and clear signs at entry points onto the towpath will warn pedestrians of oncoming races. In the event of unsafe or disruptive behaviour by spectators, marshals will report this to Race Desk who may postpone the start of a division or contact the Police as appropriate.

Numbers of cyclists accompanying divisions will be strictly controlled. One cyclist only shall accompany each boat, with sanctions being applied to clubs that disobey this rule. Cyclists must not interfere with the public enjoyment of the public right of way. Occasional permission may be granted for an additional cyclist to accompany a crew by an Event Committee member or the SU – for example to assist in training a Novice cox.

Cyclists should have sufficient attention on where they are going and the path ahead to avoid collisions and should not have one hand off their handlebars to video racing while cycling.

During racing, any bank rider involved in an incident on the towpath must stop immediately and provide initial assistance and/or information as required, alerting the nearest marshal and informing Race Desk via the marshal if the crew's cox is Novice. If the cox is Novice, the crew will be held at the finish until either the bank rider can join them to accompany them back to their raft (if no longer needed at the incident), or Race Desk can send a substitute bank rider. If the cox is not Novice, the crew can proceed unaccompanied while the bank rider ensures that their part in the incident has been logged, along with their contact details. Marshals will relay information via the radio network.

During warm-up and return to the boathouse, any bank rider involved in an incident on the towpath must stop at once, as must their crew. The bank rider must alert the nearest marshal and proceed as above, with Race Desk expediting the substitute bank rider if the crew is yet to race.

Marshals shall be responsible for reporting unsafe behaviour of accompanying cyclists. Captains will be made aware that they are responsible for the conduct of their coaches/bank riders and sanctions will be employed in the case of dangerous or inappropriate behaviour. In the event of an incident, marshals will report to Race Desk, which will take appropriate action.

Crews shall be reminded by e-mail before the event of the need for accompanying cyclists to give way to pedestrians and make safety a priority.

## ***End of the Event***

At the end of racing the Event Committee should prioritise announcing the results of the day's racing. These should be posted on the OURCs website within 24 hours of the end of racing. The Senior Umpire and the Event Committee (minimum at least two, including the Race Secretary) will have a short debrief after the event with the aim of promoting the smooth running of future events.