



Isis Winter League 2020-21

Instructions to Competitors

Format

Isis Winter League is a series of Head races. At each event, crews will be ordered in approximate speed order within divisions. The race takes place from Donnington Bridge to the Cox Stone on the Isis. Each race is a time trial from a rolling start, and is timed on the bows.

Slower crews must make all reasonable efforts to give way to faster crews.

Safety

All crew members must be listed as swimtested on the OURCs Entries System. Any athletes competing in small boats must also have passed a Capsize Drill. Coxes must be registered with OUCS and be wearing a well-fitting, done-up lifejacket as their outermost layer. Coxes in bow-loading boats must wear manually-inflating lifejackets.

All boats must meet all relevant EA and BR regulations, and must have bow balls, hatch covers, backstays, heel restraints, EA licenses and boat codes as appropriate. In low visibility conditions, such as low light or poor weather, boats must have bright white, non-flashing lights on their bow and stern which are, together, visible through 360°.

In adverse conditions, the Senior Umpire may limit entries to crews and coxes of a certain status.

Circulation

College crews not racing must observe the college river closure from (effectively) 8am until End of Racing/Closing Time. The Harbourmaster's river restriction comes into effect from 1-5pm. All Competitors must wait until informed by a marshal that river is open before boating.

Crews racing in the first division of the day may boat as soon as the Senior Umpire has opened the river to racing crews. Crews in subsequent divisions must boat when the following launch of the previous division has passed their raft.

All crews from upstream of the Gut should boat pointing downstream and stay on that side of the river until they reach Top Gut. The centre of the river must be kept clear for other river traffic. When crews reach Top Gut, they must cross to the bowside bank (towpath side) and keep to normal circulation in the Gut and below. Crews should spin and wait on the non-towpath side of the river, pointing upstream, in racing order.

After finishing their race, crews should remain upstream of the finish line until the final boat in the division has finished. Crews may then return to their rafts as directed by the marshals. Crews returning to boathouses downstream of the Gut may be asked to wait at Longbridges if this is necessary to allow the next division to run on time.

A diagram of the circulation pattern is available in the IWL section of the OURCs website (<http://www.ourcs.co.uk>).

Racing

Crews should row up to the start when instructed by the marshals or Senior Umpire, reaching race pace before crossing the start, and race up the course to the finish. The timer will start when the bow of the boat crosses the start line. Crews may choose their own line up the river, but are expected to follow the Ideal Racing Line, which is by the towpath bank below the Gut, by the Greenbank (non-towpath side) above the Gut, crossing over below the Cherwell Cut back to the towpath side.

Except in the Gut, crews who are being overtaken must make all reasonable effort not to impede other crews. Slower crews are expected to hold their current direction and not to veer back into the path of someone who is trying to overtake them. Overtaking crews are expected to go round crews being overtaken. No overtaking should be attempted in the Gut.

The finish is on the bows and is marked by a white semaphore post ("clacker"). The clacker shall be dropped when each crew finished the race. Once they have finished, crews should wind down and row up the course to the Head and spin when instructed by the marshals.

Crews from the first half of a division may be asked to spin and wait pointing downstream for the rest of the division to finish. Crews must not go below the finish while a race is in progress. Once the division has finished, crews should return to warm up circulation to return to their boathouses.

If a klaxon is fired during racing, all crews must hold it hard immediately and should not start rowing again until instructed to do so by a marshal, Senior Umpire, or medical launch. If possible, crews from a klaxoned division will be invited to re-row in a later division.

Cyclists

Only one cyclist may accompany each crew during the race, unless specific permission has been granted by the event organisers to have additional bankriders. It is not expected that there will be many pedestrians on the towpath, but bankriders should keep a good look-out and avoid collisions. Filming, or any activity that prevents due care and attention being paid to cycling, is not permitted by cyclists during racing.

Marshalling

Competing clubs may be required to provide marshals. A marshalling rota will be sent out prior to the event and hosted on the OURCs website (<https://ourcs.co.uk/racing/iwl-21-22/>).

Emergencies

There will be first aid available at Longbridges which can be brought to any point on the Isis using a launch. If First Aid is required, ask the nearest marshal to radio Race Desk. Emergency Services vehicles can gain access to the river via the Riverside Centre.

Organisation

Entries must be done via the OURCs Entries system. Any questions should be directed to racedesk@ourcs.co.uk and secretary@ourcs.co.uk.

On the day, Racedesk will be based at Longbridges boathouse. Any substitutions required after the online substitution deadline must be done in person at Racedesk before the crew in question boats for their race.

Crews containing adaptive athletes

Crews containing adaptive athletes are asked to put a note under Notes during Entries, so that the Race Secretary and Rowing Sabbatical Officer can get in touch with the crew Contact to discuss any particular requirements and Individual Rescue Plans.