



Oxford University Rowing Clubs Event and Safety Plan Isis Winter League 2023-24

Introduction

The Isis Winter League is a series of races held each academic year in order to provide regular competition for colleges. Two races are typically held in Michaelmas Term and three more are typically run in Hilary Term, on Sunday afternoons. It is hoped that these races will help provide focus for crews through the winter, aiding retention of senior athletes in particular. The ability to train coxes, Race Desk staff and OURCs marshals is expected to aid the smooth running of bumps races.

This academic year, IWL races will be held, subject to conditions, on the following dates

- A. Sunday 29th October 2023 (4th week Michaelmas Term),
- B. Sunday 26th November 2023 (8th week Michaelmas Term),
- C. Sunday 21st January 2024 (2nd Week Hilary Term),
- D. Sunday 4th February 2024 (4th Week Hilary Term),
- E. Sunday 18th February 2024 (6th Week Hilary Term).

Non-Oxford-college clubs will be eligible to row. Non-Oxford-college club entries will not be covered by the University liability insurance and should ensure they have their own suitable cover in place.

Entrants from Oxford college clubs will be required to have passed an OURCs swim test and those entering in singles, pairs or doubles will further be required to have taken a capsized drill and have it registered on the OURCs database. Entries will be checked against the OURCs swim test/capsized drill database. Non-Oxford-college crews must enter a declaration of swimming ability or proof of passing an OURCs-standard swim test.

This event is open to adaptive rowers. Adaptive rowing athletes are asked to declare relevant health conditions to the Race Secretary using the [British Rowing Pre-Activity Questionnaire](#). Clubs entering adaptive rowing athletes are asked to confirm that all adaptive boats comply with relevant British Rowing (BR) Rules of Racing.

Competitors may be subject to additional entry requirements in the interest of safety, as specified by the Event Committee. Entries per club may be limited due to time constraints, or larger boats prioritised.

The river will be closed to normal training, for racing from 1pm until approximately 5pm with racing expected to start at approximately 1:30pm. The race course is upstream within the stretch from Iffley Lock to Folly Bridge. Racing is split into divisions of about 6-18 boats, racing at approximately 30-minute intervals. Division size and intervals are to be decided by consultation with the Senior Umpire. The race is a Head Race: 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.

The Isis Winter League 2023-24 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** – normally located at Longbridges Boat House, oversees the marshals and assists 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 yellow jacket with ‘Senior Umpire’ printed on the back) – with the Event Committee, ensures the safe and timely start and running of the races;
- **Marshals** (wearing yellow jackets) – 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;
- **Timers** - act as impartial race observers at the Start and Finish lines and record the time each crew passes their position.

The consumption of alcohol by officials is strictly prohibited.

COVID-19

As of the date of submission (September 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 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), or from the ratified pool of IWL-only SUs if such a pool is in existence (also 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 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 Head 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 launch(es) 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 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) 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 division. 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 racing divisions, use of smaller divisions, changes in the intervals between divisions 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 jacket, a two-way radio, a copy of the starting order and, if appropriate, a klaxon. Marshals in key positions are also given megaphones 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. If relevant, depending on the needs of entrants, marshals will also be briefed on how to effectively give instructions to hearing impaired crews, or those with learning disabilities.

Marshals are responsible for ensuring that racing proceeds safely and that all river traffic, including race traffic, is in the right place and aware of where they are going. Before the start of each division, 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 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. A division 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

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; monitors river traffic emerging from the mouth of the Cherwell between Christ Church Meadow and Boat House Island.
- 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. 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. 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.
- 11. Start #1 †:** upstream section of the marshalling area. Assists the SU marshalling crews before the start.
- 12. Start #2 ▼†:** 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. [optional] Bike Marshal:** cycles ahead of each division. Provides early warning to bystanders and the general public on the towpath of the upcoming race.

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 a short distance below the designated start line.

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 †) before each division. 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 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 not already there, 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 Boat House should cross to the non-towpath side (their bowside bank) giving way to other river traffic before doing so. 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 hold their course to allow faster crews to overtake safely and may be subject to time penalties if they are deemed by an independent Event Committee to have caused an obstruction. As they cross the finish line they should wind down, move to the towpath side and proceed upstream well clear of the finish line under the instruction of the Finish and Head Marshals to make room for other crews. Crews should not spin until told to do so by the Head or Finish Marshal and must remain upstream of the finish line until the last crew of the division has finished.

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, 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 warm up circulation. (Crews from City or Falcon should therefore spin below their raft when it is safe to do so). Crews landing below the Gut may be asked to wait at Longbridges if this is necessary to ensure that the next division runs on time.

Other River Traffic

During the period in which the Isis Winter League is held, there is little other river traffic, but occasionally other craft may appear on the river. 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 Start Marshals. Marshals will be alert to increased levels of traffic, especially in years with a race proposed in Trinity term.

The race is never started if other craft will obstruct the course. Craft are asked to proceed through the centre channel in between divisions and pass one another in accordance with the Regulations for Preventing Collisions. Crews stick to the sides of the river but, in the event of a crew meeting a cruiser in mutual water, both crew and cruiser obey these Regulations.

Craft proceeding along the course may be asked to moor near the Finish, at Longbridges, near City of Oxford RC or near the Isis Farmhouse if a division is about to begin.

Swans

During summer events arrangements are made to have the swans on the Isis removed from the river for the duration of the races. This should not be an issue during the autumn and winter as there are generally no swans on the Isis. Following the practice of Head Racing, crews may proceed up the course picking their own line, avoiding all obstacles, including wildlife.

Communications

Two-way radios are used for communication between race control, 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, each Safety Boat, 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 landline (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.

Adaptive Rowing Athletes

All adaptive rowing athletes entering the IWL are expected to be members of the City of Oxford Rowing Club (CORC) or Falcon Rowing Club adaptive squads; coaches of these squads provided advice and guidance when writing this Event Plan and Risk Assessment.

Adaptive rowing athletes are asked to declare relevant health conditions to the Race Secretary using the [British Rowing Pre-Activity Questionnaire](#). Entries may be expected from visually impaired and hearing impaired athletes, athletes with physical disabilities (as defined in the Risk Assessment) and athletes with learning disabilities. All athletes will row in sliding-seat boats. Athletes with pre-existing conditions such as epilepsy are (along with their club) expected to be managing these in line with medical and BR guidance. Individualised accommodations will be made depending on the needs of each athlete, as detailed on the Risk Assessment: this includes making safety teams aware of relevant conditions and may involve additional briefing of marshals. 'Individual Rescue Plans' for each adaptive rowing athlete will be shared with safety teams. These plans will be drawn up following the close of entries by the Rowing Sabbatical Officer and the athlete and/or coach, as appropriate.

Clubs entering adaptive rowing athletes in OURCs events should be reminded that such athletes ought to complete capsized drill training online and in the water, and to confirm that they meet British Rowing swim test requirements. If they do not meet both/either, then during their participation in OURCs

racing they should wear a buoyancy aid and reduce the risk of capsize by having floats below the riggers of their boat or rowing in larger crew boats.

Access for adaptive rowing athletes to the river will be through City of Oxford Rowing Club or Falcon Rowing Club (their "home club"). The accessibility of facilities at CORC and Falcon, as well as appropriate landing stages for launching and landing boats for adaptive rowing athletes will therefore be managed by CORC and Falcon in accordance with their existing Risk Assessments and Accessibility Plans.

Safety

Competitor Safety

Event Management

Marshals are thoroughly briefed beforehand 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 OURCs crews will be OURCs registered; OURCs clubs entering coxless boats are responsible for providing a competent steersperson for each of those crews; non-OURCs clubs are responsible for providing a competent cox or steersperson for each of their crews entered.

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 OURCs Captain of Coxes, other coxes may choose to or not. Coxless boats 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, the boatmen and the EA to decide how to proceed. OURCs has developed a contingency plan to allow some racing to continue (detailed in the Risk Assessment). Options include, but are not limited to, cancelling racing for less experienced crews, requiring crews to race with Experienced/Senior coxes, running smaller divisions and cancelling the entire day's racing. 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. Strong wind will trigger contingency plans (detailed in the Risk Assessment). Options include, but are not limited to, cancelling racing for less experienced crews, requiring crews to race with Experienced/Senior coxes and shortening the course, with consideration given to not permitting any above-Gut crew to go through the Gut. 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 division 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.

High Wind Conditions

In the event of strong wind or high stream, boats should remain pointing upstream while waiting to make controlling the boat easier. After the finish, marshals will instruct crews to spin only once the division has finished or shortly before if necessary. In windy or high stream conditions, the finish area may be extended/the course shortened to allow crews more room to navigate while waiting in the finish area.

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 qualification 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 to Christ Church Meadow, University College Boat House and Longbridges Boat House for emergency vehicles 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 the college (chosen under advice from the SU) will be contacted.

Safety Launches

At least two powerboats are used by OURCs during the event. At least one boat will be used to give First Aid the quickest possible access to an incident. This may be the boat used to follow the race, depending on conditions and the choice of the First Aid Unit. All safety boats will be driven at all times by a qualified driver (RYA Level 2, or equivalent, e.g. BSAC). All safety boats will be provided with an 'Individual Rescue Plan' for each adaptive rowing athlete, detailing the specific requirements of that athlete in the case of a capsize or falling out of the boat.

If there are sufficient launches for a 'spare launch', this may be used for duties that do not include transporting medical personnel or assisting crews (such as transporting equipment or removing debris from the river) and, outside the hours of racing, may be driven by a launch driver who has been trained in and demonstrated the required competencies to safely handle a launch in this role and river conditions. During the hours of racing the spare launch must be driven by a RYA Level 2 qualified driver (or equivalent, e.g. BSAC).

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 times of the day's racing. These times should be posted on the OURCs website within 24 hours of the end of racing. The Senior Umpire and the Event Committee will have a short debrief after each event with the aim of promoting the smooth running of future events.