**Oriel Regatta 2022- Competitor’s Instructions**

*Saturday 11th June*

Racing will commence on Saturday at 11:00 and end by 18:30. All enquiries to the regatta secretary (secretary@orielrowing.org).

**Overview**

The event is held over Saturday of 7th week in Trinity term (11th June). The race is 750m upstream from a standing start at Longbridges to the finish at the Head of the River. Racing will consist of side-by-side racing and time trials along a buoyed course. The race is run by Oriel Regatta committee, involving the following officials:

**Race Secretary – Leah Wynn**: Located at race desk co-ordinating racing and safety on the day. She can be contacted on **07913 862120**, or secretary@orielrowing.org

**Regatta Treasurer – Tom Lister:** In charge of entries. He can be contacted by emails directed to **thomas.lister@oriel.ox.ac.uk**

**Senior Umpire – Oliver Featherstone :** Ensures the safe and timely start of races. Has a megaphone, performs a River Check and starts races alongside the Start marshal.

**Marshals:** Coordinate with Race Secretary and Senior Umpire to ensure the safe and smooth running of the event. They are placed along the course (notably in the marshalling area by the start, in the safety launch, below the gut, at the finish). Marshals will be equipped with radios and klaxons to communicate safety situations. Marshals will be required to wear yellow high visibility jackets.

**Incident Coordinator – Jake Swann :** In the event of a major incident, this role will be delegated to a member of the Racing Committee who is not tied up with regatta duties. The IC is to follow the Emergency Action Plan. At least one Incident Coordinator will be stationed at race desk, unless responding to an incident. Responsibilities to include working in close cooperation with the following people:

**• Injured person(s**). Their welfare, liaising with the regatta medical staff, race committee, marshals, and other relevant parties (e.g., EMS, family or friends of injured party, taxi) and to gather information that must be included in the incident record and possible legal reports.

**• Witnesses and medical staff** – To gather additional information from such parties which must be included in the incident record and possible legal reports.

**•** To ensure the incident is duly reported to appropriate bodies/persons such as Rowing Sabbatical, Sports Safety Officer. If any student is injured, their college must be notified (via Porters Lodge).

***The consumption of alcohol by rowers/coxes, prior to racing, and officials is strictly prohibited.***

Marshals will be able to communicate with other river users to give information about the event and there will be regular breaks between divisions for the passing of other traffic keeping to the centre of the river. During divisions other river users will be requested to wait at the mooring points at either the Head of the River or the Isis Tavern. There will be signs located by the Osney and Iffley locks to warn river users of the regatta. All competing crews must give way to other river traffic.

**Entries**

The running of all boat classes is dependent upon a minimal entry of 4 boats. In 2022, the regatta will be accepting entries for mixed eights and ‘crewdeights’. ‘Crewdeights’ involves four men from one college and four women from another college. If there are any issues with entering crews on the OURCs entry system, emails should be sent ASAP to secretary@orielrowing.org.

The aim of this regatta is to allow rowers to enjoy and take part in a more relaxed racing event after Summer Eights and be given the opportunity to race with other colleges/members of their boat club that they wouldn’t typically have the opportunity to do so. Crew eligibility is dictated by the race title. Entries close **12pm (noon) Monday 6th June**.

To minimize the number of crews at the river at any one period, the events will be split up into groups of 10-12 entries. Each group will enter a knock-out style first round in which the fastest crews in each race will then proceed to a knockout style competition of semi-finals and finals. Depending on the number of entries, quarter-final races will be offered if they can be fitted safely into the timetable.

If a crew requires anybody to enter in more than one crew, they must contact the regatta secretary ahead of time to make this clear. Named crew entries must be correct on the OURCs entries system by the substitution deadline. Any changes required to be made after this time, must be emailed to the regatta secretary.

In the case of any event being oversubscribed, the Regatta Committee reserves the right to cap the number of boats in a category, accepting entries on a first-come-first-served basis.

**The Draw**

The regatta draw will be posted by midday **Thursday 9th June**. The draw will be available for consultation digitally, and at race desk on the day. However, competitors are responsible for checking the draw themselves before the start of the regatta.

The regatta committee strongly discourages boat sharing, and any crews planning to boat share should seek to inform the Race Committee upon entry or ASAP afterwards.

Doubling up in multiple crews must be passed on to the Regatta Secretary at the time of race entry. Any issues arising from somebody being late for one race because of being late in another will result in disqualification. Once the final draw (Midday on Thursday 9th June) has been provided, competitors will have to sort out kit clashes themselves – the Committee will not accept kit clashing as an acceptable excuse for turning up to the marshalling area late.

*Crews are expected to begin boating 20-30 minutes before race time. Crews should attempt to boat at the same time as their opponents for each race where possible.*

If, on the day through scratched crews or dropouts, there is an odd number of crews for racing in a division, the Race Secretary will decide how to resolve the situation as fairly as possible for the affected crews.

**The Course**

The race will be run upstream in the stretch of river between Longbridges and Folly Bridge. For purposes of unexpected bad weather, a short course will be run, the start line in this instance will be perpendicular to the river at the downstream end of Boathouse Island. The Race Secretary will decide upon the length of the course dependent on the conditions of race day.

The finish will be perpendicular to the river at the Cox’s stone, marked by the finish clacker. Signs will clearly mark the start and finish positions, but the Senior Umpire may move the start and finish lines according to conditions. The long course is shown in the circulation map above. The two racing lanes will be separated by buoys and a navigation lane will be put in place for crews moving up against the racecourse. The buoys will be removed at the end of racing. Crews must pass all buoys on their side of the river, otherwise they risk disqualification.

**Circulation Pattern**

A strict circulation pattern will be enforced throughout the running of the regatta. **Crews moving downstream to the racing start line will use a buoyed navigation channel on the city side of the river all the way to Longbridges, where they proceed into the gut according to OURCs Isis circulation pattern after being given permission from marshals.** These crews must take care not to obstruct crews racing – already paired crews should keep to the right (“Greenbanks”) as heading towards the start. Crews boating from the Univ boathouse should boat downstream and cross over to the city side with marshal permission. Crews returning to Univ boathouse should cross the river after the top of boathouse island, only when permission has been given by marshals such as to not obstruct racing crews.

**Boating**

**Boating from Boathouse Island**: Crews should boat at least **20 minutes prior** to their race time from the downstream end of boathouse island, with their bowball pointing downstream (left). When putting boats on the water, blades should be kept as far in as possible, so as not to obstruct the transit lane.

**Boating from University College Boathouse**: Crews should boat at least **20 minutes** prior to their race time from the downstream raft with the permission of a marshal. They should boat downstream, crossing over into the navigation channel when the river is clear for them to do so. They must not impede racing crews.

**Boating from Longbridges**: Crews should boat at least **15 minutes** prior to their race time if the river is clear, with their bowball pointing downstream. They must cross into the navigation channel and head straight down the gut.

**Boating from Falcon and CORC**: Crews should boat at least **15 minutes prior** to their race time, with their bowball pointing upstream. Crews should row upstream to the cut just before the Gut and then spin, entering the circulation pattern.

If the short course is run, due to weather conditions, crews should delay boating by 5 minutes and ensure that they are in the marshalling area by the start 5 minutes before race start time. In the instance of bad weather, the marshalling area is extended through the area from “Longbridges” to the new start. Warming up on the water cannot be guaranteed and being on time takes priority over a longer warm up.

Crews will race the course in pairs. The start time of each race will be posted in the draw, and it is the responsibility of the crew to ensure that they are on the stretch of river between Donnington Bridge and the Gut (Longbridges if conditions force the regatta to be run on the short course) 5 minutes before their race time, where they will pair up for their race. Less experienced crews should attempt to arrive in the marshalling area earlier than this to prevent any delays and may wish to reduce the length of their warm-up to achieve this. **Crews late to the marshalling area must spin immediately at Donnington Bridge, and pair up for their race. If crews can pair whilst boating, this is encouraged, but care must be taken not to obstruct the race line when warming up.** Once paired, crews will be instructed by marshals to proceed into the Gut on the city side, making sure to leave space for crews warming up to move downstream through the gut.

If there are an odd number of crews in a competition in any round, the Race Secretary will decide how to clarify the situation. This could be through “byes” being assigned to the required number of crews, or through an extra race between the required number of crews. Crews affected by this should be kept updated on the situation.

**Warming up – Start – Finish**

Once crews have boated, they must make their way downstream as soon as possible, following the above circulation pattern. Crews should spin anywhere upstream of the turning post at Haystacks and head back to the marshalling area 5 minutes before race time. If the course must be shortened, crews will have limited space to warm-up on the water and are encouraged to warm-up on land. Crews should still be paired up and ready to race in the marshalling area 5 minutes before their start time.

Marshals will instruct crews to move up to the start from the marshalling area, by which stage all crews should have paired up with their competitor.

If a competitor does not show up, the crew ‘rows over’ and is declared the winner of that race. The race times will be adhered to strictly. The necessity of any delays will be at the discretion of the Race Secretary and Senior Umpire, depending upon the situation. The Senior Umpire is free to start races before the previous race has finished, provided there is sufficient space. This will depend on the relative speed of both races.

As dictated in the draw, crews will be aware if they are starting from the city side or county side. At the start of the race the Senior Umpire will align the crew bowballs. It is the job of the crew to make the Senior Umpire aware if they are not ready to race by the cox’s raised hand. The Senior Umpire will start the race by the command:

‘Attention, Go!’ Once the ‘attention’ call has been said no other signals from the crews will be accepted. The two stations will be staggered as per the Senior Umpires discretion to make the racing fair.

Crews must stay in their own lanes throughout the whole race. Marshals will radio to the Senior Umpire if one crew obstructs another, in which case they will be liable to disqualification.

The first crew to have their bowball cross the finish line wins. The finish marshal will call the race down and keep the results of the winning crews. If any member of the crew feels unfairly obstructed or believes the finish marshal’s decision to be incorrect, they should inform the finish marshal and a representative of both crews must approach the race desk to discuss.

Any appeals made will be shared from the marshal informed to the Race Secretary at the Race Desk via radio. The Race Secretary will make a committee of 2 to 3 people to discuss the appeal with the relevant crews and come to a decision. Their decision is final.

Crews should wind down, but not stop rowing, and proceed up to the spinning point at the head of the river. They should spin when instructed to by the marshals and return downstream along the navigation lane. Crews returning to University College Boathouse are to cross from the top of Boathouse Island **with the permission of a marshal**, to land on the upstream raft. Crews returning to Longbridges are to return up the transit lane and then ask to spin into the Longbridges Boathouse by the finish with permission from the longbridges or start marshal. Crews returning to the Isis Boat House, Falcon, or CORC can cross at the gut **with the permission of a marshal** and return to their boathouse using the correct circulation.

**If a crew does not abide by the racing rules, they will race with a larger stagger at the start or be liable to disqualification. The Senior Umpire’s decision is final.**

**Competitor safety**

All college athletes (rowers and coxes) must have passed an OURCs swim-test before they can compete. External clubs, including college alumni clubs, will vouch for the safety of their own competitors in compliance with their own safety regulations. Non-swimmers will not be allowed to enter. Rowers will not be allowed to row in a lifejacket.

First Aid will be provided and will be available upon request at the race desk. First aiders will be based on Boat House Island.

Before any crew can push off, marshals will check the safety of the boat as described above in the boat check section of marshal duties.

Coxes are expected to familiarise themselves with the safety procedure regarding klaxons and other emergencies noted throughout this document. Coxes will be briefed on the safety procedure regarding klaxons and other emergencies by means of a briefing.

All boats must fulfil the safety requirements before boating.

***Event Management***

Marshals are thoroughly briefed prior to the event, and on the day, on their duties (as described above) 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 are briefed to use the klaxons provided. In the event of a serious incident, the Emergency Action Plan is to be followed.

All participating crews shall observe the OURCs rules, which encompass the Water Safety Code (WSC) of British Rowing and EA regulations. *Particular attention is paid to rules covering the use of life jackets, bowballs and heel restraints*.

***Stream Conditions***

If the river is running faster or higher than usual, the Race Secretary liaises with the SU, Iffley lock keeper, the boatmen and the EA to decide how to proceed. The usual flag conditions, as imposed by OURCs are followed.

***Usage of Drones***

Drones are not allowed without appropriate permissions, license, and insurance. Anybody with these in place are to adhere to CAA ‘Drone Code’.