

**St Catharine’s College Boat Club**

**Cardinals Regatta 2017**

**Thursday 16th March**

**Race Management Plan**

# Details of the Course

**1. Date and times**

The race will be held on Thursday 16th of March between 10:00 and 17:00 depending on the number of entries.

**2. Definition of the course**

The racing course will be on the Long Reach, from the Spinning Posts to the Pink House (approx. 500 m). See notes on the final.

**3. Classes of boats**

There will be three classes of boats entered in three separate divisions: Mixed 8+, mixed 4+ and mixed tub 2+/++. Entry fees for these classes will be £32, £16 and £12 per boat respectively. In previous years, there were approximately 5 tubs, 5 to 10 4+s and 20 to 30 8+s; we expect a similar number of entries this year.

**4. Time intervals**

There will be 8 boats per division (4 races) with approximately 40 minutes between each division. This should allow sufficient time for boats to row to the Plough Reach, spin and race.

# Marshals

**1. Minimum number of marshals**

- There will be two marshals between Peter’s Posts and the Railway Bridge, where crews will marshal before the start of each division.

- There will be two marshals along the Plough Reach where crews will spin before rowing up to the start.

- There will be the senior marshal and one marshal at the start. They will instruct the crews on the race start and accompany the crews during the race.

- There will be two race co-ordinators present at the Railway Bridge during the whole event to oversee the regatta.

- There will be one marshal situated by the Green Dragon footbridge to control vessels wishing to travel downstream.

- There will be two marshals situated after the Green Dragon footbridge (by the old Men’s top finish) instructing crews on where to marshal.

- There will be one marshal at Grassy Corner to control vessels wishing to travel upstream when it is safe to do so.

- Marshals will be identified by the provision of yellow bibs.

**2. Marshal briefing**

The marshals will be briefed initially via email around a week before the race. This will outline the rules of the race and the responsibilities of marshals at each station. This will be available on the day.

**3. Co-ordination of marshals**

Marshals will be able to communicate on the day using radios and mobile phones. A list of marshal phone numbers will be distributed alongside the marshal brief.

**4. Provision of loudhailers**

We will have one loudhailer present at the start to allow marshals to communicate with the crews. There will be two further loudhailers, on Plough Reach and above the Railway Bridge, for communicating with barges and other vessels. Marshals will also be in possession of throwlines.

# Organisation of crews

Crews will marshal on the towpath bank of the river between Peter’s Posts and the Railway Bridge 30 minutes before they are due to race. They will be sent down to the start in reverse order, and then told to spin and pull in along Plough Reach. The first crew listed in each race will row on the meadow side of the river. After the race, losing crews will return home to their boathouses and winning crews will marshal by Peter’s Post for their next race.

# Bank Parties

Bank parties will be limited to no more than two persons per crew. Bank parties will remain behind the race marshal at all times during the race. The use of loudhailers, whistles or any other device that could compromise the ability of the race marshal to communicate with the crews is forbidden.

# Emergencies and safety

**1. Emergency medical provision**

First aiders (British Red Cross – pending confirmation) will be on-duty by the Finish during the entirety of the race. Assistance from them can be requested by contacting the marshal with the radio present at the Finish.

**2. Starting the race**

The entire racecourse and the following 50 metres upstream must be clear of all boats before the race can commence. The Start marshal will need to have clear confirmation of this from the Finish marshal before commencing the race.

**3. Emergency stop signal**

This will be a long blast from an air horn. Marshals must demonstrate this to crews before a race is allowed to start. Whistles will be used to warn crews if they are straying from their station.

**4. Bow ball, heel restraint and lifejacket/buoyancy aid checks**

The organisers will assume that all boats will be checked by their college for bow balls, heel restraints, hatch covers and canvas integrity. However, spot checks will be made at marshalling points and offending crews will be disqualified if they cannot remedy the situation immediately. Checks for lifejackets/buoyancy aids will also be made and offending crews will be similarly disqualified.

**5. Fancy dress**

No fancy dress should interfere with the operation of the lifejacket or be perceived to interfere with the safe operation of the boat. If it is perceived as being a potential interference, then the fancy dress will be removed or the crew will be told to return to their boathouse.

**6. Other vessels**

In the event of other vessels needing to pass through the racecourse they will be asked to wait until the division has finished racing if races have already begun. Vessels travelling downstream will be asked to wait on the correct side of the river next to the old Penny Ferry pub by the marshal at the Green Dragon footbridge, or pull in to the towpath just upstream of Peter’s Posts. Vessels travelling upstream will be asked by the Grassy Corner marshal to wait just above the start on the correct side of the river. If any vessel insists on continuing onto the racecourse whilst racing is in progress, then the race will be aborted upon sight of the vessel by the Race marshal.

**7. Circulation pattern of crews**

Marshals after the Green Dragon footbridge will instruct crews to cross the river and marshal on the towpath side of the river between Peter’s Posts and the Railway Bridge providing no vessels are proceeding upstream. Marshals along the marshalling area will ensure crews are in reverse order. Once a division is ready to start, the marshals will send down the marshalled boats to the start. At Ditton Corner, a further two marshals will instruct crews to spin along Plough Reach once the marshal at Grassy corner has confirmed that no vessels are travelling upstream.

**8. Returning crews**

After the race, marshals at the Railway Bridge will instruct the winning crew to marshal by Peter’s Posts to await their next race. Losing crews will be sent back to their boathouse.

# Notes on the final

As is tradition, the final race in the Mixed 8+ category takes a different format. The two crews will start in the middle of the Long Reach facing in opposite directions. The marshal will indicate the start and the crews will race to either end of the reach, spin as quickly as possible and race back to the middle of the Long Reach. Crews will be instructed to follow normal navigation rules during the final race to avoid the risk of collision. Failing to follow this will result in disqualification. Given the increased risk of capsizing, the marshals overseeing the spinning will carry throwlines.

Geoffroy Dolphin

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