

EASTERN REGION JUNIOR INTER REGIONAL REGATTA TRIALS
PETERBOROUGH CITY ROWING CLUB
SAFETY AND COMPETITORS INSTRUCTIONS
1st MARCH 2020

LOCATION

We are lucky to be able to hold our trials this year at the same venue that the Junior Inter Regional Regatta will be held. We are grateful to Peterborough City for hosting us and we ask you to treat the club with respect.

The postcode for the club is PE3 6LN. Follow signs for “Thorpe Meadows” and “Rowing Course” from the ring road.

Parking space for trailers is limited and therefore please listen to the instructions of officials and park as close as you can to other trailers. There is a public car park adjacent to the course which should be used by cars. Please note that it is a pay and display car park.

REGISTRATION

This will be based in the club house. You should report there on arrival. You will be expected to confirm your racing crews, complete any substitutions and make any outstanding payments. You will be required to provide contact details for the responsible adult who will be present throughout the day and who will be the first point of contact for the organizing committee in the event of a welfare or safety emergency.

You will also be able to collect your race numbers. You will need to make sure this is visible when racing. If it is not visible, you run the risk of not getting a time, which could jeopardise your chances of being selected to represent the region.

If you are racing in the coxed boat event, you will also need to weigh your cox. It is your responsibility to provide any necessary deadweight and your crew will not be able to boat for racing if your cox has not weighed in.

ACCIDENTS

In order that the regatta organisers are aware of any accidents, please report any incidents on or off the water to Registration who will be able to summon first aid or take the appropriate action as set out in the safety plan. A first aider will be available throughout the event and can be contacted through any race official.

SAFETY INSTRUCTIONS

The event will be run according to the latest revision of the Rules of British Rowing, the ‘Rules of Racing’ and ‘Row Safe’. These instructions provide information for the duration of the event. The event will endeavour to provide a safe environment within the above-mentioned Code although competitors, coxswains and coaches are specifically reminded that persons using the lake do so entirely at their own risk and are solely responsible for:

- Their own safety, remembering that they have a duty of care to themselves and to any third party both on the water and on land.
- Ensuring that any equipment (e.g. boats, blades, buoyancy aids, etc.) are safe and prepared to the standards as required under the ‘Rules of Racing’ and ‘Row Safe’. Any failure in this standard may result in exclusion from the event.
- The strict observance of the circulation pattern (see below) and of the provisions of ‘Row Safe’.

- Deciding whether or not they are competent to use the lake/river in the prevailing weather conditions - this decision may be taken by the individual or with their coach/crew.
- Ensuring that they can swim in accordance with the provisions of 'Row Safe'.

All competitors, coaches and participants are also reminded of the following:

- Practising on the course is not permitted whilst racing is in progress
- They are responsible for their own safety arrangements before and after the day's racing.
- They are responsible for their own safety arrangements if boating on the River Nene. Should the river be used for practice, warming up/down, etc. then it is advised that boats are placed within the channel adjacent to the lake, paddled down to join the river, turning left (cox's left, or stroke side) onto the river and paddled downstream using normal navigation rules. The first lock in this direction is 6 miles downstream. **Note that there are no safety/rescue boats on the river. Any crew using the Nene for practice do so entirely at their own risk.**
- The need to supervise juniors with a high degree of vigilance, a higher standard of care being expected when acting '*in loco parentis*'.
- The need to ensure that **all** access roads/routes are kept clear at all times and that the lakeside cycle path is not blocked in any way by vehicles, cycles, chairs, etc.
- When in the boating area, or when boating/de-boating, that extra care and right of way should be given to other participants and members of the public, so as not to cause distress or injury to third parties.
- That any accident should be drawn as soon as possible to the attention of the nearest Official, who will be able to summon assistance. First Aid cover is provided during the hours of racing and is situated close to registration and contactable through any race official.
- This is a selection event for a British Rowing Championship Regatta and whilst we appreciate that you may want to enter all of your junior crews, you are encouraged to think carefully about your competitors and enter only those crews of appropriate standard. If crews are deemed by officials not to be capable of completing the course safely, they will be excluded.

Key Positions during the Regatta:

Registration – in the conservatory of the club

First Aid – adjacent to the Clubhouse.

Telephones – in clubhouse & in foyer of The Dragonfly Hotel.

Hospital A & E – Situated at Peterborough City Hospital,
Edith Cavell Campus, Bretton Gate, PE3 9GZ Tel: 01733 678000

Race Committee Chairman – Matt Newton

Race Committee – Matt Newton, Jo Cotgrove

Organising Committee: Andrew Blit (Chair), Sally Lawrence, Helen Knowles, Cherry Kemp, Jo Cotgrove, Vicky Parry

Event Safety Advisor – Jo Cotgrove – 07709 453 058

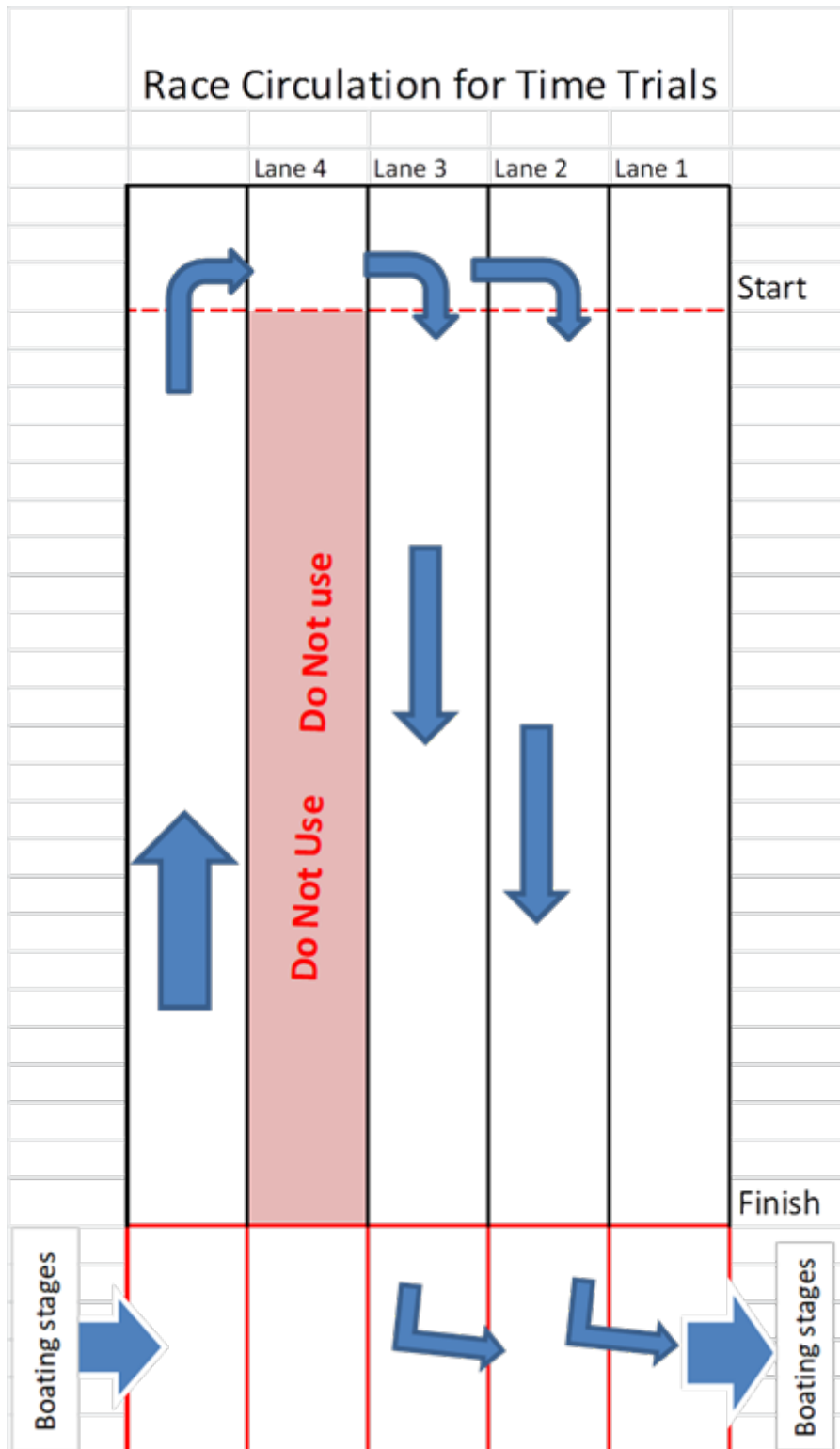
ER Safety Advisor – Simon White

Event Welfare Officer – Vicky Parry – 07913 284716

Rowing Club address: Thorpe Meadows, Peterborough
Rowing Club postcode: PE3 6LN

Racing Circulation Pattern

The format for the trials will be time trials in the morning, followed by A & B finals in the afternoon. The circulation pattern for the morning will be as follows:

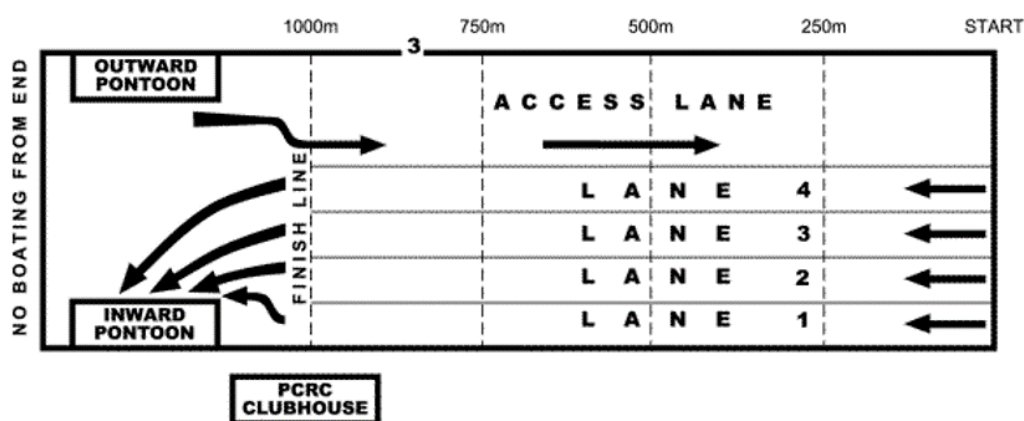


Please note that the time trial will be over approximately 900m, from the normal start end of the lake to the normal finish. Competitors will boat on the outgoing pontoons and will marshal in number order in the access lane.

The starter will call them across in number order for the category and the competitor should move into lane 2 or 3 as instructed for that race.

It is important that following the end of the time trial, each athlete proceeds to the incoming pontoons and removes their boat from the water as swiftly as possible to prevent congestion in the finish area.

The circulation pattern for the afternoon racing will be as follows:



Failure to comply with these rules may lead to the removal of crew or club from the event.

Points to note for 1000m start:

- Once boated, crews should proceed towards the start in the access lane with their bows pointing towards the start end of the lake and be ready to act upon any instructions given from the Marshals, Starter or Race Umpire.
- Crews stationary within the access lane must be vigilant and not allow their boat or blades to encroach on the racing lanes.
- When called onto the start, crews should proceed diagonally across the course in lane order, taking extra care when turning and backing onto the stake-boats.

General Points to note:

- **Warming Up** – this is not permitted on the course during the hours of racing
- **Practice Starts** – are not permitted in the access lane.
- **Cooling Down** – is not permitted during racing: Once finished, crews should turn immediately into the access lane and **proceed to the Inward Pontoon**. Boating and de-boating should be done as per the diagram above.
- Please make sure that your racing number is easily visible at all times – failure to display a number may result in not getting a time and therefore not being selected.

THUNDERSTORMS

As a general rule, the Event Safety Adviser and Race Committee will:

- Consult forecasts from the day before and monitor the weather during the event
- In the event of a storm, constitute the chain of command and use all available means to warn both competitors and spectators of actions to be taken (this includes identification of 'proper shelter' – see below)
- Use the 30:30 criterion to instigate suspension and resumption of activity
- Direct Control Commission to stop crews boating until resumption of racing is signaled
- Direct the Start Team, Umpires and Marshals to instruct crews on the water, where circumstances permit, to return to the landing stages with all speed and seek proper shelter. Where practicable, stages on both sides of the lake will be used for de-boating and an Umpire on the finish line will direct returning crews to one side or the other
- Direct Control Commission and Finish Team to ensure that de-boating is executed as fast as possible (both these teams will leave one member on the landing stages)

Specific measures include:

- Control will be exercised by the Race Committee from the club house
- Start team to shelter in cars at the start
- Reduced finish team to shelter in the club house
- Competitors to shelter in the boathouse
- Blades to be left on grass near landing stages
- One umpire to execute a sweep of the lake from a car

All officials **and competitors** are asked to familiarize themselves with this general plan, so that it can be actioned promptly and effectively should a thunderstorm occur.

For and on behalf of the Organising Committee
02.02.2020