



# Nines Regatta 2017

## Notes for competitors

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### Introduction

We hope you enjoy the 2017 Nines Regatta and have an enjoyable afternoon of racing. These notes for competitors summarise the event, what you need to do on the day, and the arrangements we have in place should a problem or incident occur. Please read them through carefully before racing on the day.

### Regatta officials and contact details

Regatta secretary: Ian Farrell & Signe Overgaard Jensen ([regatta@cambridge99.org](mailto:regatta@cambridge99.org))

Head Marshall: Andrea Greve ([regatta@cambridge99.org](mailto:regatta@cambridge99.org))

Club water safety officer: John Chapman ([water-safety@cambridge99.org](mailto:water-safety@cambridge99.org))

Race control: Keith Garrett ([regatta@cambridge99.org](mailto:regatta@cambridge99.org))

Registration: John Jenner – at 99 RC boathouse

### General information

#### Registration

Registration is open from 11am at the Cambridge 99 RC boathouse on Kimberley road. Pick up your numbers from Mr John Jenner, and give him your payment if this is still outstanding.

The boathouse will remain open all day and refreshments will be served from 3:00pm, with prize giving at around 7:00pm.

#### The races

The Nines regatta is a side-by-side sprint up The Reach from Ditton Corner to the Lower Finish by the P&E. We run back to back divisions of races. The regatta is a plate competition – this means that if you lose your opening heat you get to race against the losers of other heats in your event for a ‘plate’ prize. If you win your first-round race you” proceed into the remaining rounds of the main ‘cup’ event. Winner will receive tankards, with a slab of beer for the club winning the most races.

#### Bank parties

Responsible bank parties are welcome, but please remember to be polite and courteous to other users of the tow path, and keep an eye on where you are going if you are riding a bike.

### Marshalling instructions

On arriving at the course, a marshal will guide you to one of the waiting zones A–E (see attached diagram). Before the start of the division you will be asked to pull out from the bank and row up to the start line with your opposition where the start marshals will instruct you. We will ask you

to do this in reverse race in order to make things easier when marshaling at the start of the course. For this reason please do not overtake on The Reach.

### **Pre-start marshalling**

Pre-start marshalling will take place by The Plough pub. Please ask a marshal on the bank where you should spin and pull over. We expect the riverboat Rosie to making some trips on the afternoon of the event, so please make allowances and be as helpful as you can.

### **After your first heat**

After crossing the line, all crews must keep rowing and proceed down to the spinning area where you should turn around.

If you have just won the heat, proceed to zones C, D or E where a marshal on the bank will guide you to the correct spot – near your opposition for the next race.

If you have lost your opening heat, proceed to zones A or B. The marshal will guide you to the right spot.

### **In subsequent heats**

If you win and need to race again in a final or semi-final, proceed down to the spinning area without stopping, turn around and proceed to zones C, D or E. A marshal will guide you to the right spot.

If you loose, or have won your final (well done!) you can paddle straight back to the boathouses.

We'll present pots in the '99 RC boathouse at around 6:45pm, after the regatta has finished.

## **Competitors' responsibilities**

Coaches should evaluate the skill of their crews and prevent crews from boating if they are not competent to do so under the prevailing conditions. Competitors are responsible for proceeding safely at all times, including to and from boathouses, prior to coming under marshalling control. Competitors must report any incident to the first-aid marshal found at the finish.

Competitors are reminded to be courteous to other river users including walkers, river-boat user and anglers (although they would at this time of year be fishing illegally).

All club members (coaches, boatmen, captains, coxswains, and crew) should ensure that crews abide by the British Rowing Row Safe guidelines, have read the safety plan, and have been instructed in a capsized drill. All crews must have adequate third-party insurance.

Race control, under guidance from the boat marshal and umpire reserve the right to disqualify any crew if a boat does not meet British Rowing safety criteria. Spot checks will be made to examine heel restraints, bow balls, rudder wires, and lifejackets. A coxswain arriving without a suitable lifejacket or buoyancy aid will cause the crew to be disqualified. Row safe guide is available on-line at [www.britishrowing.org](http://www.britishrowing.org)

## **Regatta safety plan**

The following general arrangements, which meet the standards adopted by British Rowing, have been put in place following water safety and land safety risk assessments.

### **First aid and capsized**

First-aid support will be available near the finish of the course. Because racing in eights on The Reach is a lower risk activity, no safety boat will be provided. In the event of a medical

emergency or capsize, crews are instructed to make their way to the tow-path side. Safety lines and directions will come from the umpires and marshals on the tow-path bank. The river is sufficiently narrow to have good contact through the extent of the marshalling area this way.

### **First-aid posts and lost property**

Trained first aiders will be located adjacent to the finish judges. Please see course map for location of first-aid supplies and first aiders.

### **Safety equipment available for the regatta**

- Throw lines for umpires, start marshal and Finish Marshal
- Safety blankets
- First aid at finish
- First aid kit at start
- Radio communications for race control, marshals, umpires, regatta secretary and the first-aid post.

### **Summoning help**

If you require assistance, notify the marshals immediately and they will summon a trained first aider or the emergency services by phone or radio as required. In the event of a medical emergency or capsize, crews are instructed to make their way to the tow-path side. Safety lines and directions will come from the umpires and marshals on the tow-path bank.

### **Cancelling or suspending the regatta**

The organisers will cancel or suspend the event if it is deemed unsafe for competitors, race marshals and umpires. Cancellation will be relayed to all via the marshals, who are in radio communication with the organisers.

At least one of the following will be taken into consideration when making this decision:

- Red flag posted by CUCBC
- Severe weather conditions or adverse weather (such as thunderstorm, threat of thunderstorm, high winds, or heavy rain that affects racing or marshalling)
- Poor weather forecast
- Water level too high or increased stream conditions
- A significant fault or obstruction of communication systems between key officials, the race controller, and first aid post.

If an incident or event occurs to make the regatta unsafe then race controller in consultation with the regatta secretary, water safety adviser and finish umpire will, at his/her discretion, suspend or cancel the race. This will be duly announced by radio communication to the marshals, who will relay this to the crews. Updates will be given as appropriate. In the event of an incident then the emergency action plan will be affected.

### **Medical support arrangements**

There is no physician in attendance at the regatta. If there is any requirement for medical assistance, please make this known to a marshal immediately. The marshal will then active the emergency plan, which will ensure a first aider is on scene quickly and that the emergency services have been contacted. Vehicle access to the tow-path has been granted, so that paramedics can attend the scene promptly.

## Location of emergency phones and communications

Mobile telephone access for emergencies is available from any marshal. Radio communications are available between race control, marshals, umpires, regatta secretary and the first-aid post.

## Access and transport arrangements (minor and major incidents)

For transport in a minor incident, notify a marshal so that transportation can be arranged. A major incident will require transport via emergency services, and will activate the emergency action plan below. We have permission for vehicle access on the towpath.

## Emergency action plan

In the event of an incident or event arising, notify a marshal as soon as possible. The marshal will notify race control immediately and ring for emergency services if required. Marshals are distributed along the course and marshalling area, so the entire course is covered. Any marshal can assist you.

Race control will suspend racing until it is once again safe to race. Once race control has been notified, a first aider will be notified and provided. A first aider will attend the scene immediately.

## Post codes for emergency services notification during a major incident

Ring 999 and provide location details as follows:

**Green Dragon Bridge:** Green Dragon Public House, Water Street, And Chesterton: CB4 1NZ

**Penny Ferry** (Pike and Eel), the former Public House, Water Street, Chesterton: CB4 1PA

**The Drove** (next to 32 Fen Road, Chesterton), Access gate to Tow-path by railway bridge: CB4 1TX

**Long Reach,** White House, near Railway Bridge: CB4 1UN

**The Plough** Public House, Fen Ditton (no access to Chesterton tow-path): CB5 8SX

**Grassy Corner:** Access via bottom of Chesterton Fen Road (Code controlled County Council owned Gate).