

Bridges



Marshals



Moored Boats



Safety Launches



Over Hanging
Vegetation



First Aid

Briefing Notes

- All boats may be checked by the Control Commission before being allowed to go afloat
 - Please make sure before approaching the stages that all boats:
 - Have an approved ball securely attached to the bow
 - Have secure hatches/bungs for all buoyancy compartments
 - Have no holes in the canvases
 - Have secure heel restraints for all rowing/sculling shoes (7cm)
 - Club Number XXX123
- All Coxwains should wear an appropriate lifejacket or buoyancy aid.
- Coxwains in front loaders must wear a lifejacket which will not inflate or provide buoyancy until the wearer is clear of the boat.
- All members of the crew must be adequately dressed for cold conditions - Long Start 5Km out, Short Start 1750Km out
- Any crew not meeting these criteria will not be allowed afloat.
- Please get on the water in good time so crew are not left exposed at the start.
- **When crossing tow path do so with the boat parallel to the water. Listen to any Marshals and watch out for other users as you cross as this is a shared space.**
- **Do not obstruct other users of the towpath. Only cross when it is clear to do so and there is space on the landing stage. At all other times, leave a clear passage for other users.**
- On the way to the start proceed on the starboard, towpath side.
- During the race the whole course will be within sight of a number of Race Officials who are in radio contact with rescue launches. Should you be unfortunate enough to fall in or get into difficulties, please make every effort to get your boat to the side whilst awaiting the arrival of a launch.
- Remember that your boat will float even when capsized so **STAY WITH IT** and be prepared to shout to warn oncoming crews.
- The launch will tow you to the bank where you can get into it and be taken quickly to the nearest bridge / boathouse. 5 launches 2 Rescue (SARA), 3 Safety (Club)
- Hazards
 - Bridges
 - Crew in front 100m before a bridge has priority
 - No lights should be shown at bridge – if its red stop – Bridge Keeper will advise / Marshal
 - If bridge opens do not go through
 - Parkend, BB, Pilot (Sellers), Rea, Sims and Netheridge – 5 1/2 Bridges
 - Swans – Reeds on right hand side 50 m from Pilot (Sellers Bridge) – Keep clear
 - Vegetation – has been cut back but bank collapsing into canal at points,
 - Flotsom and jetsom
 - Moored Craft
 - Turning Bay
 - Bends
 - Canal Traffic – rules of the canal are keep to the starboard (looking forward)/ right. The Canal is n low season so other users maybe still be out, so keep to the regular Navigation Pattern and listen for any Marshals instructions
 - Fishermen
- Marshalling before the race is below Parkend Bridge towards Gloucester – listen to the Monitors & Marshals for instructions.
- On instruction of the Monitors turn and move towards Gloucester, go firm when your number is called, as this is the start of the race.
- **To prevent congestion on the tow path coaching / following races by bike will not be permitted.**
- **Steering advice may be given to coxless boats to avoid accidents.**
- Crews being overtaken must give way to overtaking crews and stick to the starboard (non tow path side) and give audible warning as what they are doing as required. Overtaking crews are to pull out onto the port side (towpath side), if clear to do so, overtaken and pull back into the starboard side (non towpath side) once they have completed the manoeuvre.
- All competitors must comply with the requests of the race monitors. Failure to do so could risk lives and may lead to disqualification.
- Keep moving and do not stop until you are advised to do so after the race as other boats following behind will also need space to wind down.

Monitors and Marshalls

- Officials

- Race Committee – 3 Umpires
- Chairman / Chief Marshal – Umpire
- Safety Adviser – Umpire
- Bridge Marshals – Umpires
- Marshals – Club Members

- Marshals

- Main Duty – Safe and Fair Racing
 - Warn about hazards
 - Call safety Launch if crew goes in
 - Check for other canal users
 - Follow Safety Instructions
 - Help to shore with throw line
 - Warn up with blanket
 - Advise – stay with boat, watch out, calm down etc
 - Never put yourself or others at risk i.e. do not get into the water!
 - Overtaking crew come to towpath side to do so, if clear
 - What to do if a crew is impeded
- Clothing
 - It is best to bring all weather gear – i.e. be prepared for hot, cold, wet, wind
- Equipment
 - You will be provided with throw line, space blanket, radio , megaphone – make sure they work before you get to your station, map of the course, procedure
 - You should bring binoculars, mobile phone, food and drink, notepad and pen

- General Notes:

- Use of Loud hailers
 - Set desired volume
 - Press button, pause
 - Speak slowly, precisely and clearly
 - Keep mouth to microphone
 - Keep button pressed until you have finished

Monitors and Marshalls

- General Notes:

- Radio Protocol

- Make sure radio is switched on
- Call for a radio check
- Confirm you are on the correct channel
- Radio Etiquette
- Use positions not personal names i.e. Starter not Fred
- Think what you will say before you start, keep it short and sweet
- Listen – make sure that there is no-one else transmitting before you start
- Press, pause, speak
- E.g. Starter starter this is Big Bend, say what you have to say, over
- If you require a response finish with Over
- If you do not need a response finish with Out
- If you have understood say Roger
- Start Start this is Big Bend; We have an obstacle at Big Bend please advise crews over, Roger that Big Bend, Over.
- Do not say Over and Out; Roger Over and Out; Roger, Wilco Over and out...

- Radio Net

- **As our Radio Net does not cover the whole course reliably, messages must be relayed from one end of the course to the other as needed. The key relay points are Parkend, 1650m gone (Bend) at end of straight, Pilot, Rea & the New Boat House.**
- **So if Broken Bridge needs to get a message to the New Boat House they will call Pilot to relay the message on. Pilot will relay the message to Rea and Rea will relay it to the Clubhouse. The reply will come back but in reverse through the relay.**

- Recording of Incidents

- Please keep notes of any incidents that happen
- Time
- Place
- Crew/s involved
- What happened
- Actions taken

- Safety Plan

- Separate Document
- Shows location of Marshals and Launches and what to do in an Emergency

- Finally

- Remember Safety overrides everything else you do
- Be Calm, be efficient, be safe, be alert, be authoritative, be communicative and enjoy the experience

Monitors and Marshalls

- Marshalls

- Positions

- Above Start

- Work as team to marshal all crews in numerical order (as dictated by the race notes) and to feed crews down to the start in start order
 - Stake crews up on tow path side, turn them by Parkend Bridge and feed them to start on far side when authorised to by Chief Marshall or Starter
 - Instruct crews on turning they should remove excess kit and be prepared to race
 - Marshall at 50m tell crews to get up to race speed
 - In event of accident and or injury follow Safety Instructions

- Time Keeping Start

- Record the start time of every crew
 - Team of three – Start Marshal and first & second timekeepers
 - Start Marshal will be positioned on or just before the start line and will start the crew with the words “Number xx GO” so both the crew and timekeepers can hear.
 - First Timekeeper operates the split timer and calls out the time
 - Second Time keeper records the crew number and the time on the time sheet
 - Any incidents will be delete with by the Starter and the Marshalls above or below the start
 - In event of accident and or injury follow Safety Instructions

- On course

- Monitor racing crews so as to ensure they pass Safely through your are
 - Note any incidents that take place and report to Chairman in respect of Racing Incidents i.e. Impedance and Safety issues to the Safety Adviser
 - Arrive in good time, check equipment and go to post
 - Check your jurisdiction for any hazards, report any found to Chairman and or Safety Adviser
 - Radio Check
 - Monitor crew on way to start – report any that look to be unsure / unsteady
 - Encourage later crews to get a move on
 - Report any foul language or disregard for your statements before and during racing
 - Mark of crews as they go to start – you may be asked if they have past your point
 - During racing warn crews of hazards, you may steer them and even stop them – note any incidents
 - In the case of an accident and or injury follow the safety instructions
 - Consider if racing should be stopped and inform all course monitors , Safety Adviser and Chairman accordingly

Monitors and Marshalls

- Marshals

- Positions

- Time Keeping Finish

- Record the finish time of every crew
 - Helper 5m from the finish line to call the out the number of the approaching crew/s
 - Team of four – One person looking down the finish line and shouting “Crew Number XX NOW” as each crew passes, the second person to operate the split time and call out the time, the third person as back up with a second watch and also writing down the times and the fourth writing the crew numbers and times on the time sheet
 - Any incidents will be delete with by the Marshals above or below the Finish
 - In event of accident and or injury follow Safety Instructions
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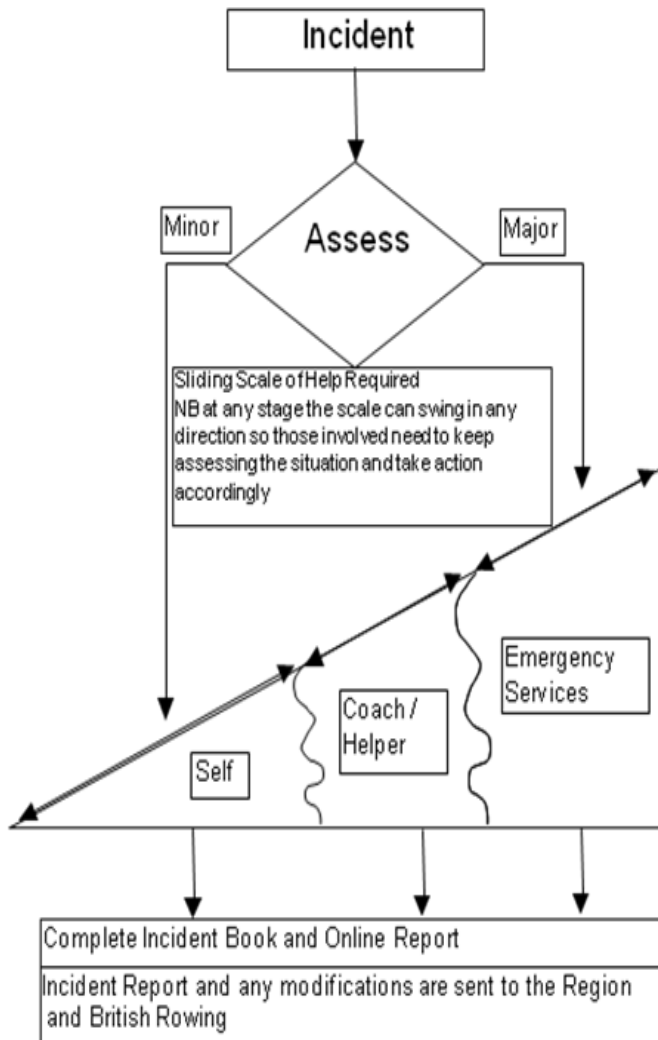
- After Finish

- Ensure crews keep to the non towpath side on the canal on the way back to the club – Starboard
 - Keep crews moving – remind them they have a bout 2K warm down
 - If they do stop to dress war following crews so they don't hit them
 - Warn crews of any hazards – other canal craft, fishermen, flotsam and jetsam
 - In the case of an accident and or injury follow the safety instructions

Safety Instructions

- In the event of an accident, the first duty is to the safety of the competitor or any person in difficulty.
- Note it is safer to keep racing crews moving
- Warn all crews to keep clear
- Inform the Safety Adviser and Chief Marshal, be clear and concise and keep the radio messages brief.
- Call for the nearest Safety Launch, if required
- The Safety Advisor will take charge of the incident, calling the Paramedic and or Emergency Services, if required
- Capsized crews should stay with their boat until the Safety Boat arrives, unless they have got to the side with the aid of a throwline.
- Medical Support must check all involved in the incident, then wet crewmembers must shower if cleared by Medical Support.
- Any Person with a spinal injury should not be moved. If they are in the water they should be supported until the Emergency services arrive. It will be necessary to call the Fire Service who will use a spinal board and lift the person from the water.
- In the event that the Emergency Services are summoned, the Responsible Person (marsahl / Umpire) on the bridge will tell them where to go if they have not managed to reach the bridge itself.

Safety Instructions



- Assessment
- Location - Land / Water
- Distance from Club
- Crew/s Involved
- Crew/s not involved but out
- Others Around
- Weather
- Equipment needed - launch / throw lines etc
- Help needed
- Communication
- Who to tell
- Who to get
- How to help
- Guidance from British Rowing Row Safe Guide
- Extraction Point
- First Aid
- Keep notes

Safety Instructions

From Club	Bridge from Club	Access Points - Set your Sat Nav on Following Coordinates	Bridge Contact Number
-2	Llanthany Bridge	Latitude 51°51'41.63"N, Longitude 2°15'13.67"W (SO 82619 18139)	01452 312143
-1	Hempstead Bridge	Latitude 51°50'45.18"N, Longitude 2°15'50.18"W (SO 81914 16397)	01452 521880
0	Club House	Latitude 51°50'41.54"N, Longitude 2°15'52.11"W (SO 81877 16285)	01452 523795
0	New Club Landing Stage (Access from Water)	Latitude 51°50'36.37"N, Longitude 2°16'00.18"W (SO 81722 16126)	
	ONew Club Landing Stage (Access from Main Road)	Latitude 51°50'31.21"N, Longitude 2°16'16.91"W (SO 81401 15968)	
1	Netheridge Bridge (New Bridge)	Latitude 51°50'18.66"N, Longitude 2°16'24.15"W (SO 81261 15580)	01452 507318
2	Sims Bridge (First Bridge)	Latitude 51°50'17.02"N, Longitude 2°16'46.00"W (SO 80843 15531)	
3	Rea Bridge	Latitude 51°50'01.87"N, Longitude 2°17'00.78"W (SO 80558 15064)	01452 723638
4	Sellers Bridge (Pilot)	Latitude 51°49'11.54"N, Longitude 2°17'49.63"W (SO 79616 13513)	01452 720251
5	Broken Bridge	Latitude 51°48'44.68"N, Longitude 2°18'21.53"W (SO 79002 12686)	
6	Parkend Bridge (Castle)	Latitude 51°47'39.64"N, Longitude 2°19'28.11"W (SO 77718 10682)	01452 720016
7	Saul Junction Bridge (Wycliffe Sculling Centre)	Latitude 51°46'56.21"N, Longitude 2°21'18.39"W (SO 75599 09350)	01452 740444
8	Saul Junction Marina (Slip Way)	Latitude 51°46'45.45"N, Longitude 2°21'15.33"W (SO 75656 09017)	01452 521880