



## **Safety Briefing Notes for Coxes and Steerspersons**

1. Coxes must have suitable life jackets
2. Coxes of bow loaded boats **MUST NOT** wear auto inflating life jackets
3. All coxes must be weighed before racing and given a weight certificate that must be carried at all times. They are requested to bring their own dead weights, if required, which must comply with British Rowing's Rules of Racing. Checks may be made.
4. Make weights must not be attached to the cox but distributed throughout the boat
5. Wellington type boots should not be worn in the boat
6. Coxes using cox boxes must ensure they are in working order before launching. Discovering your cox box does not work at the point of launching can cause delays in the regatta.
7. Coxes must wear suitable clothing for the prevailing weather conditions
8. Sunglasses and caps are advised in extreme sunshine
9. Steering mechanisms must be checked prior to launching
10. Ensure your boats and crew are correctly numbered
11. Ensure before your launch you understand which side of the river you are racing on. The highest number crew will take club side station.
12. Crews should proceed to the start on the club side of the river and wait at the bridge marshalling area. Care should be taken when negotiating the RAILWAY/ FOOTBRIDGE. **PLEASE TAKE INSTRUCTION FROM THE BRIDGE MARSHALLS.** Once instruction has been given crews will then pass under the bridge and cross to the **NON** club side and proceed to the start. The buttresses of the bridge will be marked upstream by buoys to warn coxless boats of possible collision.
13. Crews shall leave the Landing stage **ONLY** when **AUTHORISED** to do so by the landing stage marshalls.
14. Please ensure you are familiar with the map of the course and the circulation pattern on the river
15. Please ensure that you do not impede a race coming down the course
16. Competitors must comply with all instructions issued by umpires, marshalls or safety officials positioned along the course
17. Once crews have crossed the finish line they must slow and ensure they stop by the club steps. Once they have passed the club steps they must immediately begin to turn if safe to do so. All boats must be aware that the second bridge downstream from the club is a hazard and cannot be passed through by any boat.