

# Trafford Head of the Bridgewater 2024

## Coxes' and steerers' briefing: outline

Please note a very helpful and informative video of the course has been created and can be found here: [https://www.youtube.com/watch?v=UcLqjc5\\_d2M](https://www.youtube.com/watch?v=UcLqjc5_d2M) and a video showing overtaking at Trafford Head can be found here: <https://www.youtube.com/watch?v=CRkOaVO-PAs>

### ***Purpose***

- To make sure steerers are aware of the provisions of the safety plan which affect them.
- To give them some helpful hints, in case they're new to our course.

### ***Overview of the canal***

- Narrow but just wide enough in selected parts to allow scullers to pass if they're very skilled and very careful. We don't assume anyone is that skilled; we'll talk about **overtaking** later.
- Towpath on the clubhouse side is continuous and free of obstructions.
- The opposite side goes in and out randomly, has overhanging trees and reedbeds.
- Navigate with reference to the towpath side (stroke side, port side, on rower's right hand, on cox's left hand).
- Canal is officially closed - IF there is any unplanned traffic please follow marshals' instructions.

### ***Overview of the short course***

- It's a 1km straight. There are markers at every 250m on stroke side, and at the start and finish on both sides.

### ***Overview of the long course***

- Map of the course on a board outside the boathouse as well as on the website.
- It divides into three equal-sized pieces just over a kilometre each.
- Between each of the three pieces there's a bend and a slight obstruction (Manchester Road bridge, Narrows and Timperley Marina bridge). They are all left-hand bends.
- There's a marshal in the middle of each section and at each of the bends.

### ***Emergency procedure***

- If you need assistance indicate clearly to the marshals and pull into the towpath. The closest marshal will come to help. Marshals are equipped with throw lines and safety equipment.
- If you capsize a marshal will assist. Please remember your capsize drill, remain with the boat and follow marshal instructions. You may be permitted to empty out and continue rowing.

- If you hear a marshal shouting, look round immediately and be prepared to hold up.

## **Overtaking**

- Crews are seeded so overtaking is the exception rather than the rule.
- If you're told to pull in by an official you **must** comply. The marshal's decision is final.
- A video of what to do if asked by an official to pull in can be found here: <https://www.youtube.com/watch?v=CRkOaVO-PAs>
- When pulling in, get as much way off the boat as you can, then steer towards the tow path. Stroke side (port side/right hand) blades up as you reach the side, and run parallel to the bank as the speed bleeds off.
- Marshal will allow you to push out again as soon as it's safe to do so.

## **Safety**

- We assume you've all read and will comply with BR's "Row Safe". This is vital and a British Rowing requirement.
- Make sure your heel-release cords are within specification; our scrutineers *will reject* cords that are too long, frayed or not attached firmly enough.
- Make sure you are wearing enough clothing for the conditions. There is a facility for single scullers in division 1 and 2 to hand spare kit to someone at the start and have it transferred down to the finish. Not for other boat classes, sorry: practicality.

## **Boating**

- Make sure you've taken your blades down to the stage before carrying your boat.
- When your name is called start walking down towards the scrutineers: there may be a queue, but there's no excuse not to be in it!
- Please be aware Competitors in the short-course events will boat first and pull into the towpath bank, all under marshal supervision.
- Once the last long-course boat has gone past Timperley marina, short-course marshals will start turning crews and racing can immediately start.
- Long course crew will be boated in numerical order - lowest numbered crews boat first and race first. As soon as the last long-course boat has cleared the green crane, the first (lowest-numbered) long-course crew can turn and start (subject to confirmation from Timperley that the last short-course crew is adequately clear).