

QUINTIN HEAD

INSTRUCTIONS FOR COMPETITORS

IMPORTANT – All coxswains **MUST** be familiar with the Tideway Code of Practice found here: www.thames-rrc.org/rowing-on-the-thames/navigation-on-the-river-thames/ and also PLA's two Notices To Mariners:

U15 of 2006:

www.portoflondon.co.uk/notice2mariners/index.cfm/flag/2/id/2656/site/navigation

(which sets out the general navigation rules for rowing boats)

and U1 of 2008:

www.portoflondon.co.uk/notice2mariners/index.cfm/flag/2/id/2961/site/navigation

(which sets out how the rules are changed for this race)

PLEASE NOTE: All coxes who are from non-Tideway clubs will be expected to attend a briefing before the race at 9.00 am at Quintin Boat Club. Failure to attend the briefing may result in disqualification or exclusion from the event

1. General

Trailer parking and car parking will be available in the field adjacent to the Quintin Boat Club car park. Drive to end of Ibis Lane, bear left into the car park, drive straight through and into the sports field. Please keep to the right and away from the Rugby pitches.

IN NO CIRCUMSTANCES SHOULD COMPETITORS' CARS BE PARKED IN IBIS LANE. IBIS LANE IS A PRIVATE ROAD AND ANY CARS PARKED THERE ARE LIABLE TO BE CLAMPED.

Changing facilities, hot showers, a licensed bar and refreshments will be available at QBC.

Numbers may be collected at QBC from 8.00 am on the day of the race and between 7.00pm and 8.30pm on the Thursday beforehand. Numbers will not be issued unless entry fees and completed entry forms have been received.

Three paper numbers will be provided (including sufficient pins for a six point fixing of each), one each for bow's racing vest and outer top, the third to be worn by the cox. In addition, a plastic number will be provided for the Empacher slot of each eight. Once racing, if any number is not clearly visible, the crew risks not being timed. Each entry fee has included a £5 deposit for the plastic number. After the race £5 will be refunded at Quintin for each returned number.

All competitors must have their ARA cards available for inspection if requested.

2. Safety

All competitors are expected to be familiar with and comply with both the mandatory and advisory sections of the ARA Water Safety Code. All boats must fully comply with the rules of racing in respect of heel restraints and bow balls. The race officials may inspect

boats at random to determine compliance. Failure to comply will mean exclusion from the event unless rectified in time. All coxes must wear either a suitable buoyancy aid or life jacket.

All crews should be aware that boating will be from the river foreshore and therefore appropriate footwear should be used to wade in and out of the water.

Boats will be excluded which do not carry Identification Numbers in accordance with the Regional and ARA requirements.

As this race is being held in January, all competitors must ensure that they are wearing sufficient layered clothing suitable for the conditions.

The river will not be closed to other traffic, so it is important for all competitors to be aware of non-racing traffic and to comply with the appropriate navigation laws. Coxes must ensure that they are familiar with and apply the Tideway Code of Practice and the two relevant Notices To Mariners. In particular, they must keep a good lookout whilst racing in the fairway but under no circumstances should they impede the passage of a vessel which can safely navigate only within the fairway.

The Tideway is a tidal river. All coxes must be aware that when their crew is not rowing, the boat will be moving downstream. Care must be taken in close proximity to bridge buttresses, piers, moored boats and other fixed hazards

3. Boating

In normal circumstances crews boating from Hammersmith boat houses must allow at least 25 minutes for getting to the start and 45 minutes if boating from Putney. Extra time should be allowed this year because of the strong stream.

Crews 1 to 50 must marshal with bows pointing upstream along the Middlesex bank, with crew number 1 10 metres upstream of Chiswick Marina lock gate and crew 50 just downstream of the University of London hard. Crews 51 onwards must marshal on the Surrey bank with bows pointing upstream, with crew 51 opposite crew 1 and higher numbered crews in order towards Kew Bridge. Crews must be in the marshalling area no later than 10 minutes prior to the start of the race.

Crews with starting positions 1 to 50 who are rowing upstream to the start from below Chiswick Bridge are permitted to continue beyond the crossing point at the Ship pub and row through the Middlesex arch of Chiswick Bridge to their marshalling positions

Crews must not turn, stop or cross between Chiswick Bridge and the Quintin flagpole (if they are on the Middlesex bank) or Putney Town steps (on Surrey).

Crews will be expected to ensure that they are not impeding other river users (who should be obeying the NTM U15 rules which require them to be as close to the bank as is safe and practicable) and to obey the instructions of the Marshals. Stationary crews must maintain their station either VERY close to the bank or in contact with the bank. Crews must be aware that there may be a strong tidal current running so that they need to light

paddle regularly to remain on station and to ensure that they point their bows slightly in towards the bank such that they remain a metre or two from it at all times.

4. The Start

On the instruction 'All crews turn' each crew will turn their bows into the stream and turn providing it is safe to do so into the centre of the fairway (the centre line on the accompanying map) facing roughly the centre of Chiswick Bridge. No 1 crew will proceed downriver towards Chiswick Bridge under the instructions of marshals. The start will be at the University Post, approximately 5 to 10 strokes downstream from Chiswick Bridge, clearly marked on the Surrey bank.

It is important that coxes MUST NOT crowd the crew in front of them. There should be about 1 to 1½ lengths of clear water between each crew. However, the Starter will consider the status and competency of each crew and may accordingly vary the gap.

Starting will be from a flying start. Approximately 15 strokes prior to the start the Starter will call "NumberGo".

5. The Race

Crews overtaking are to be given priority by slower crews. Ideally, the slower crew should allow the faster crew to take the stream but crews will be allowed to overtake on either side of a slower crew dependent on the circumstances (bend in the river etc), in accordance with the Tideway Code of Practice. Crews being overtaken should therefore give way to whichever side is appropriate. **Any crew considered to be impeding a faster crew may be awarded a time penalty.**

If a crew withdraws whilst marshalling, it should follow the race after the last competitor.

6. The Finish

The finish will be clearly marked on the Surrey bank just upriver of Hammersmith Bridge (opposite the pontoon outside the ARA).

After the finish all crews must continue to paddle through Hammersmith Bridge to clear the course for crews that are still racing. Before stopping or turning, all crews must proceed beyond the finishing marshal's launch approximately 50m downriver of the Bridge (downstream from the second set of steps on the Surrey bank). **All crews who need to turn must do so downstream of the Navigation Buoy.** Crews returning to the Hammersmith boathouses may turn to Middlesex but coxes must take care with regard to their course due to the shallows below the Middlesex buttress. Crews returning to Barnes/Chiswick must turn towards the Surrey bank and proceed upstream. While the race is still in progress they should paddle along the Surrey bank to the Chiswick crossing point where a marshal will control the crews crossing to the Middlesex bank.