

CHISWICK AMATEUR REGATTA

INFORMATION FOR COMPETITORS

THE COURSE

1. 1000 metres as shown on the attached diagrams. Stations count from Surrey. All races will be with the tide from a free start. Races after 2.00pm will be downriver and races between 10.15am and 1.45pm will be upriver.

GENERAL

2. The Regatta is held in accordance with British Rowing Rules of Racing, the PLA Rowing on the Tideway Code of Practice and complies with British Rowing Row Safe safety code..
3. Competent crews only should be entered. Crews not deemed to be competent or capable of racing and finishing safely may be excluded.
4. Boats not displaying a 6 letter / digit code may be disqualified or receive an official warning.
5. No crew may be represented, in whole or in part, in more than two events. This also applies to substitutions. No boat may be used in more than two events.
6. Before a crew has its first race a representative of the crew must report to the Crews Registry and must declare any substitutions not already notified. **Substitutes who have not already been input to the online entry system will be allowed to start only if they can produce a valid registration card.** In addition, a random sample of all competitors' cards will be checked. If the crew is coxed, the cox must be weighed at Crews Registry before their first race.
7. The Committee reserves the right to alter the programme.
8. Races will start without reference to absentees.
9. In the event of a dead-heat, crews will not return to the boathouses but will re-row the race immediately under the direction of the Umpire. Unless otherwise directed any re-row shall be over the entire course.
10. If all but one of the crews entered for an event withdraw, the remaining crew shall chose either to row over the course and thereby win the event or take a refund of the entry fee.
11. Prizes will be presented to winning crews immediately after each final but only if all members of the crew can produce their British Rowing registration cards.

NAVIGATION

12. Visiting crews must be familiar with the Tideway Code of Practice, a one page summary of which can be found at http://www.thames-rc.org/fileadmin/documents/safety_docs/Pocket_guide_colour_A4_spread.pdf . **The course is to the right of centre of the river.** If visiting crews have any queries about navigation they should ask Control Commission (the officials inspecting boats at the boating area). A Copy of the Tideway Code of Practice is available for inspection at Crew Registry

13. Two flow diagrams are attached, one for downriver racing (i.e. on the ebb tide, finishing just before Chiswick Bridge) and one for upriver racing (on the flood tide, finishing at the end of the UL Boathouse). Cox, steers and scullers should make themselves familiar with the flow pattern, crossing points and marshalling areas.
14. **Crews must keep close to the bank** when proceeding to the start and returning from the finish. The Surrey bank (i.e. furthest from Quintin BC) should be used above Chiswick Quay and the Middlesex bank (the Quintin BC side) below Chiswick Quay. The crossing point is immediately upriver of the Quintin and Mortlake Anglian Boathouses. Crews boating from Barnes or further downriver may cross below Chiswick Bridge. **Please take care crossing the course. Do not cross in front of a race and make sure you have enough space to cross safely ahead of any other river traffic.**
15. The Regatta is being held on a Bank Holiday weekend and the river will be busy. Competitors should understand that the river will be open to other traffic and that private motorboats/launches may not take appropriate action to reduce their speed. Competitors should make due allowance for this.
16. As a general rule private motorboats will keep towards the Surrey bank when proceeding downriver and towards the Middlesex bank when proceeding upriver.

MARSHALLING BEFORE THE START OF RACES

17. Crews arriving at the start must report to the Start Marshal's launch. For the downriver course they must wait below the University of London Boathouse on the Surrey bank. For the upriver course they must wait below Chiswick Bridge (downstream of the University Post by Tideway Scullers School boathouse). Crews must stay close to the bank in single file and not obstruct other river traffic.
18. When called to the start by the Start Manager:

Downriver: Crews must move up past the navigation buoy, turn before the railway bridge and assemble line abreast on their stations. Crews must pass to the left of the red navigation buoy.

Upriver: Crews must turn and assemble on their stations line abreast. Crews must pass through the centre arch of Chiswick Bridge.

SAFETY

19. Please take a few minutes to read the safety plan.
20. Boats and other property are accommodated at the owner's risk and responsibility.
21. It is recommended that all crew boats should carry a mobile phone and in the event of an emergency should first try to attract the attention of an official or the safety launch and only if this is unsuccessful use the phone to call 999 and request 'Coastguard'. This relates to on water emergencies only.
22. All cox must wear a life jacket or buoyancy aid of appropriate design. Any coxswain coxing a front loading coxed four must wear a manually operated life jacket
23. Racing starts and rowing at race pace are **not allowed** in the vicinity of marshalling areas. Crews may warm up downriver of the crossing point below the Ship Pub.

24. On the downriver course do not cut in towards the Middlesex bank when approaching the finish. **You will be a danger to crews in the boating area.**
25. On the upriver course do not cut in towards the Surrey bank when approaching the finish. **You will be a danger to crews returning to the boating area.** You must pass to the right of the red navigation buoy. **Coxless boats** should look round to check the position of **the pier** on the Middlesex bank.
26. Do not turn close to the upstream side of bridges. After finishing downriver races crews must pass through Chiswick Bridge before turning. After finishing upriver races crews must turn immediately after the navigation buoy.