

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 2009 <http://www.pla.co.uk/notice2mariners/index.cfm/flag/2/id/3176/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 9.30 am at Quintin Boat Club. Failure to attend the briefing may result in disqualification or exclusion from the event

1. General

Parking - 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.

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

Numbers - may be collected at QBC from 8.30 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 (see hyperlink at the start of this note). 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 in the direction of the prevailing current (the tide will be coming in). Care must be taken in close proximity to bridge buttresses, piers, moored boats and other fixed hazards

3. Abandonment Procedure for Stopping the Race

In the event of abandonment before the start, crews will be instructed to return to their boathouses, under the control of marshals, in a safe manner, following the navigation rules.

If there is a serious incident on the course once racing has started making it unsafe to continue, any Observer (or the Starter) may stop the race by verbally instructing crews to "STOP RACING" which will be reinforced by the use of **air horns** and **red flags**. Please note that a collision between two racing crews may not constitute a reason for stopping the race. The Observer must make a judgement that any further crews entering that part of the course cannot safely continue racing.

Each Observer's first responsibility is to the crews in their part of the course; having ensured those crews have understood and reacted to the instruction to stop racing, they will then contact the Chief Umpire by radio with a brief report that they have stopped the race, and why they have stopped it.

The Chief Umpire will relay the message to all other Observers (and the Starter), who will then immediately stop the race in their respective parts of the course using the command "STOP RACING" again reinforced by the use of **air horns** and **red flags**. The Chief Umpire will use the following message: "ALL STATIONS, ALL STATIONS. STOP THE RACE. I REPEAT. STOP THE RACE. ALL STATIONS ACKNOWLEDGE. OVER". Acknowledgements should begin with the Starter and work down the course.

Unless circumstances dictate otherwise, crews will be instructed to return to their boating areas, following normal navigation rules.

4. Boating

Crews must allow at least 30 minutes for getting to the start if boating from Chiswick boat houses and 15 minutes if boating from Putney.

Please note: Once you are in the vicinity of Hammersmith Bridge you must be clear of the restricted zone before turning, stopping or crossing. The restricted zone extends from the Auriol Kensington pontoon to the second set of steps below Hammersmith Bridge on the Surrey bank.

Crews must marshal along the Surrey bank with bows pointing against the stream. Crew number 1 should be just downriver of the red navigation buoy near Harrods Depository and the other crews should be in numerical order towards Putney. All crews must be as close to the Surrey bank as practical and should be in position no later than 10 minutes prior to the start of the race.

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.

5. 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 left of Hammersmith Bridge (**it is important that crews are positioned centre left when rowing through Hammersmith Bridge, too far right may cause the tide to push crews towards the Dove [Hammersmith] Pier**).

No 1 crew will proceed upriver towards Hammersmith Bridge under the instructions of marshals. The start will be approximately 5 strokes upstream from Hammersmith Bridge, clearly marked on the Surrey bank (opposite the pontoon outside the ARA).

Starting will be from a flying start. Approximately 15 strokes prior to shooting Hammersmith Bridge, the Starter will call "Number xx.....Go".

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

6. 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.**

No crew whilst racing shall go through the side arch of any bridge on the course or between the bank and any moored boats

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

7. The Finish

The finish will be clearly marked on the Surrey bank by the University Stone downstream of Chiswick Bridge.

After the finish all crews must continue to paddle through the centre arch of Chiswick 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 150m beyond the bridge (just after Mortlake Anglian & Alpha's boathouse).

Crews returning to downriver boathouses may turn to Middlesex and proceed through the Middlesex arch of Chiswick Bridge. Crews returning to Putney Town's boathouse will turn towards the Surrey bank.

Crews returning to Hammersmith/Putney while the race is still in progress should paddle along the Middlesex bank to the Chiswick crossing point where a marshal will control the crews crossing to the Surrey bank if the race is still in progress.