

**QUINTIN HEAD 2012**  
**9.30 am Saturday 28 January**

**INSTRUCTIONS FOR COMPETITORS**

**1. River closure**

Unlike previous years, the river will be closed for the Quintin Head. The closure will extend from Kew Railway Bridge to the Mile Post and will start at 8.30am. The river will reopen progressively from Chiswick Bridge as the last crew proceeds down the course and will completely reopen when the last crew finishes.

During the river closure crews should be in the middle of the river when going with the tide and as near to the bank as is safe and practicable when going against it.

Outside the river closure crews must obey the navigation rules for rowing boats, which are set out at:

[www.pla.co.uk/notice2mariners/index.cfm/flag/2/id/3450/site/navigation](http://www.pla.co.uk/notice2mariners/index.cfm/flag/2/id/3450/site/navigation),

with a handy one-page summary at:

[www.thames-rrc.org/fileadmin/documents/safety\\_docs/Pocket\\_guide\\_colour\\_A4\\_spread.pdf](http://www.thames-rrc.org/fileadmin/documents/safety_docs/Pocket_guide_colour_A4_spread.pdf)

All coxes must be familiar with the Tideway Code of Practice, which can be found at

[www.pla.co.uk/pdfs/maritime/THE\\_ROWING\\_CODE.pdf](http://www.pla.co.uk/pdfs/maritime/THE_ROWING_CODE.pdf)

**2. General**

**Parking** - Crews who will be boating from Quintin Boat Club (QBC) may park their trailers and towing vehicles in the field adjacent to the QBC car park. To get to it, drive to the end of Ibis Lane, bear left into the car park, drive straight through and into the sports field. Please keep to the right of the field and park at right angles to the river bank. Competitors' cars should be parked in Hartington Road and the surrounding streets.

IN NO CIRCUMSTANCES SHOULD ANY VEHICLES BE PARKED IN IBIS LANE. IBIS LANE IS A PRIVATE ROAD AND ANYTHING PARKED THERE IS LIABLE TO BE CLAMPED BY THE RESIDENTS.

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

**Numbers** - may be collected from the QBC gym from 7.30am on the day of the race, or from the QBC clubroom between 7pm and 8.30pm on the Thursday beforehand. (The gym is the single storey building to the left of the boathouse as you are facing the river.) Numbers will not be issued unless entry fees have been received.

Three paper numbers will be issued, one each for bow's racing vest and outer top, and the third for the cox. In addition, a plastic number will be provided for the Empacher bow slot of each boat. During the race, if any number is not clearly visible the crew risks not being timed. Each entry fee has included a £10 deposit for the plastic number. After the race £10 will be refunded at QBC for each returned number. For a month after the race, deposits will be refunded on numbers returned at QBC or sent to Malcolm Cook at 15 Seychelle Court, Foxgrove Road, Beckenham, Kent BR3 5XU.

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

### **3. Safety**

All competitors are expected to be familiar with and comply with both the mandatory and advisory sections of British Rowing's Row Safe. All boats must comply with the rules of racing regarding heel restraints and bow balls. The race officials may inspect boats at random to check compliance. Failure to comply will mean exclusion from the event unless rectified in time. All coxes must wear a life jacket or other suitable buoyancy aid.

Crews boating from the river foreshore should be aware that there may be sharp objects underfoot and hence that appropriate footwear should be used to wade in and out of the water.

Captains of clubs are responsible for ensuring that all coxswains have appropriate experience and knowledge to undertake coxing on the Tideway. A minimum age of 14 is normally expected.

Any crew or club which is involved in a verifiable navigation incident on the Tideway may be excluded from the event. This rule will be in effect for the 14 days prior to and including the day of the event.

Boats that do not carry identification numbers complying with the British Rowing requirements may be penalised.

All competitors must ensure that they are wearing sufficient layered clothing suitable for the conditions.

All crews – especially older ones – are advised to carry a mobile phone in case they need to summon medical help urgently. In the event of a medical emergency on the water, a crew phoning 999 should ask for the coastguard and not for an ambulance.

All coxes must be aware that when their crew is not rowing, the boat will be moving with the tide. Care must be taken and appropriate allowances made when close to bridges, piers, moored boats and other fixed hazards.

The race is being held at a lower state of the tide than is usual for most Tideway heads. Coxes should therefore take care to avoid shallows near the river's edge.

### **4. Boating and marshalling**

In normal circumstances crews boating from Hammersmith should allow at least 30 minutes for getting to their marshalling positions and crews boating from Putney at least 45-60 minutes. Extra time should be allowed if the stream is stronger than normal. Crews must be at their marshalling positions no later than 10 minutes before the start of the race. Crews arriving later than this may be required to start at the back of the field.

Marshalling will be in three divisions, and the start and end marshalling points for each division will be indicated by numbers on the riverbank.

Division 1: Crews 1 to 50 must marshal with bows pointing upstream along the Middlesex bank, with crew 1 just upstream of Chiswick Marina lock gate (i.e. the lock that is immediately upstream of Mortlake Anglian & Alpha BC) and crew 50 just downstream of the University of London hard.

Division 2: Crews 51 to 100 must marshal on the Surrey bank with bows pointing upstream, with crew 51 just upstream of the Putney Town steps and crew 100 by the red buoy below Kew Railway Bridge.

Division 3: Crews 101 to 150 must marshal with bows pointing upstream along the Middlesex bank, with crew 150 just downstream of the University Post (i.e. the post that is immediately downstream of Tideway Scullers School), then in reverse order with crew 101 just upstream of the Thames Tradesmen boathouse.

Crews should proceed to the start following the standard Tideway navigation pattern with the following two exceptions:

Crews who are in division 2 (nos. 51-100) and who have come from Putney or Hammersmith should not cross to Middlesex at the Chiswick Steps crossing point but should keep to the Surrey bank all the way to their marshalling positions.

Crews in division 1 (nos. 1-50) who have come from downstream of Chiswick Bridge should not cross the river at the Ship crossing point but should go 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 must obey the instructions of the marshals. Once they have reached their marshalling position they must maintain their position either in contact with the bank or very close to it. Since there may be a strong tidal current, crews will need regularly to paddle light in order to keep their position. Crews should point their bows slightly in towards the bank so that the stream does not catch the bows and swing the boat away from the bank. Crews must not paddle at race or firm pressure between Kew Railway Bridge and Barnes Bridge.

## 5. Procedure for stopping the race

If the race is abandoned 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 a serious incident after the start of the race makes it unsafe to continue, any race monitor (or the starter) may stop the race by instructing crews to "STOP RACING", which will be reinforced by the use of **air horns** and **red flags**. A collision between two racing crews will not necessarily be a reason for stopping the race. Unless circumstances dictate otherwise, crews will be instructed to return to their boating areas, following normal navigation rules.

## 6. The start

Division 1 will be instructed to turn first (starting with number 1) and will then turn their bows into the stream and turn into the centre of the fairway facing roughly the centre of Chiswick Bridge. As division 1 turns and rows towards the start, division 3 will be moved upriver along the bank (it is very important crews remain tucked into the bank) to take the place of division 1.

Division 2 will be instructed to turn once all of division 1 has started. Division 3 will be started in turn after division 2. For safety reasons there will be a gap at the start between crews 105 and 106.

Once they have been instructed to turn, each crew must paddle towards Chiswick Bridge under the instructions of the marshals. Coxes **MUST NOT** crowd the crew in front of them. There should be a gap of 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 vary the gap accordingly.

Starting will be from a flying start. All crews must pass on the Middlesex side of the starter's launch. About 15 strokes before the start, the starter will call "Number xx.....Go". The start will be at the University Post, approximately 5 to 10 strokes downstream of Chiswick Bridge, and will be clearly marked on the Surrey bank.

## 7. The race

Crews being overtaken must give way to the faster crew. Ideally, the slower crew should allow the faster crew to take the stream but crews may overtake on either side of a slower crew dependent on the circumstances (bend in the river etc). Crews being overtaken should therefore give way to whichever side is appropriate. Nevertheless, a crew about to overtake should, in its own interest, make it clear – by its position or even by the cox's shouting – on which side it intends to overtake. Equally, the stroke of a crew about to be overtaken should keep his or her cox informed of the position of the overtaking crew. **Any crew considered to be impeding a faster crew may be penalised.**

No crew whilst racing shall go through the side arch of any bridge or between the bank and any moored boats. Crews approaching Hammersmith Bridge – especially if they are going wide – should take care to avoid the new large yellow buoy that is about 200 metres before the bridge. When going through Hammersmith Bridge, crews should not go close to the Surrey buttress, in case any returning crews have been directed through the centre arch.

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

## 8. The finish and after

The finish will be at Harrod's Depository, the finishing line being the white gangway on the opposite (Middlesex) bank. (This is different from previous years, when the finish has been at Hammersmith Bridge.)

After the finish all crews must continue paddling and follow instructions from marshals, to clear the course for crews that are still racing.

### **All crews who need to turn must do so downstream of the next red navigation buoy.**

Crews returning to the boathouses between Hammersmith Bridge and Dove Pier may turn to Middlesex and proceed along the Middlesex bank, but coxes must take care with their course due to the shallows around the Middlesex side of Hammersmith Bridge. All other crews returning to upstream boathouses must turn towards the Surrey bank. If the tide is very low there may be insufficient room for crews to pass through the Surrey arch of Hammersmith Bridge; in this case crews must wait below the bridge until instructed by a marshal to pass through the centre arch.

Crews returning to Hammersmith boathouses upstream of Dove Pier must paddle along the Surrey bank to a point upstream of Dove Pier where, if the race is still in progress, a marshal will control the crews crossing to Middlesex. Crews returning to Barnes or Chiswick must paddle along the Surrey bank to the Chiswick Steps crossing point where, if the race is still in progress, a marshal will control the crews crossing to Middlesex.

The race will be timed with three separate systems. As soon as possible after the end of the race, provisional results based on just one of the timing systems will be posted on the internet. The results from the three systems will then be compared. The final results will be published once any discrepancies have been resolved.

## 9. Juniors

The welfare officer for the Quintin Head is Richard White. For the duration of the event he can be contacted via race headquarters in the QBC gym. This may be done in person, by any race official using the event's radio network or by any member of the public on 020 8994 3715 (the QBC boathouse phone). All allegations of harm to juniors involved in the event should be referred to Richard, who will determine the appropriate action.