



QUINTIN HEAD 2017

12:15 pm Saturday 28th January

INSTRUCTIONS FOR COMPETITORS

1. River closure

The river will be closed for the Quintin Head. The closure will extend from Barn Elms to Kew Railway Bridge and will commence at 11.15am. The river will reopen progressively from Barn Elms as the last crew proceeds down the course and will completely reopen when the last crew finishes.

Notice to mariners is listed here

<http://www.pla.co.uk/assets/u10of2016-mortlaketobarnelmsreach-riverclosures-2016-17headoftheriveraces.pdf>

During the river closure crews should be in the middle of the river when travelling with the tide and as near the bank as conditions allow when travelling against the tide.

All coxes must be familiar with the Rowing Code of Practice for the Tidal Thames between Putney and Richmond before boating at any time. The code can be found at <http://www.boatingonthethames.co.uk/Rowing> and a good one page summary can be found at <http://www.thames-rrc.org/index.php/safety/navigation>. Outside the river closure crews must steer in accordance with the code.

Incidents whilst boating on the tideway either during the race or otherwise should be reported to the Regional Rowing Council using the online reporting system. Incidents during the race should also be reported to the race organisers.

Comments and suggestions about any aspect of the race to headsecretary@quintinboatclub.org

2. General

Further instructions may be issued to competitors and visitors prior to the event, please check email, website and twitter for up to date information. The race organisers will be following Guidance for race safety shown in the race Safety Plan.

Numbers - In the days before the race, the numbers for each crew that has paid its entry fee will be delivered to the boating location that has been specified on BROE and that is listed on the Quintin Head website. Numbers for any unpaid crews must be collected from race headquarters at Chiswick Pier (The Pier House, Corney Reach Way, London W4 2UG) from 9.30 on race day but will be handed out only on receipt of the entry fee. Directions to Chiswick Pier and a map are to be found at: <http://www.chiswickpier.org.uk/home/contact-us>.

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 slot of each boat plus a pair of self-adhesive numbers to be stuck on each saxboard near the cox. During the race, if any number is not clearly visible the crew risks not being



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timed. Each entry fee has included a £10 deposit for the plastic number. After the race the undamaged plastic bow numbers should be returned to the Quintin Head crate at your boating location. In the days after the race we will collect the crates and contact your club to arrange a £10 refund for each returned number. For a month after the race, deposits will also be refunded on undamaged numbers returned at Quintin Boat Club (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

SAFETY IS THE RESPONSIBILITY OF ALL. A crew that is unaware of these instructions or simply ignores them is a danger to itself and all other crews. A crew that is considered dangerous *will* be prevented from racing or, if acting dangerously during the race, risks a **time penalty** or **disqualification**.

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. All coxswains must wear approved lifejackets.

Captains of clubs are responsible for ensuring that all competitors have no pre-existing medical conditions which may compromise their ability to race without adverse affect to their wellbeing and are fit enough to complete the course.

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. Preferably spare warm layering should be contained in "dry bags" in case of very cold conditions. Tops should not be removed for racing until it is sure the crew is to start shortly.

All crews, especially veterans, 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.



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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.

Coxes should also take care to avoid shallows near the river's edge to avoid the risk of grounding.

4. Boating and marshalling

Key times in normal conditions – which should be adjusted depending on the strength of the tide

- Boating at Putney by 11:30, Hammersmith by 11:45 and Barnes Bridge / Chiswick by 11:15
- All crews must be in the marshalling areas by 11:50 and in position by 12:05.

The crews will be arranged in 3 divisions. The first division will be of 80 crews. The second will be of approximately 100 crews. The size of the final division depends on the size of the entry.

Division 1 – No 1 to 80 will marshal on the Surrey bank, bows pointing downriver towards Putney starting at the Putney end of the Harrods Wall. The rest of the division will then marshal downriver of No. 1 in number order so that No.80 is nearest to the Putney Clubs.

Division 2 – No 81 to 180 will marshal on the Middlesex bank, bows pointing downriver towards Putney starting with No.81 at Crabtree Wharf. The rest of the division will then marshal downriver of No.81 in number order so that No.180 is nearest to Putney Bridge.

Division 3 – No 181 to 250 will marshal on the Surrey bank, bows pointing downriver towards Hammersmith Bridge starting with No.250 at the hard outside St Paul's boathouse. The rest of the division will then marshal upriver of No.250 in reverse number order so that No.181 is closest to the Chiswick Pier end of Chiswick Eyot.

Warming up is not allowed in the marshalling area. This is defined as the section of river from the Chiswick Pier end of Chiswick Eyot to Barn Elms

Crews will proceed to the start following the standard navigation pattern for the Tideway.

CREWS MUST NOT AT ANY TIME PROCEED IN THE MIDDLE OF THE RIVER AGAINST THE TIDE.

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.



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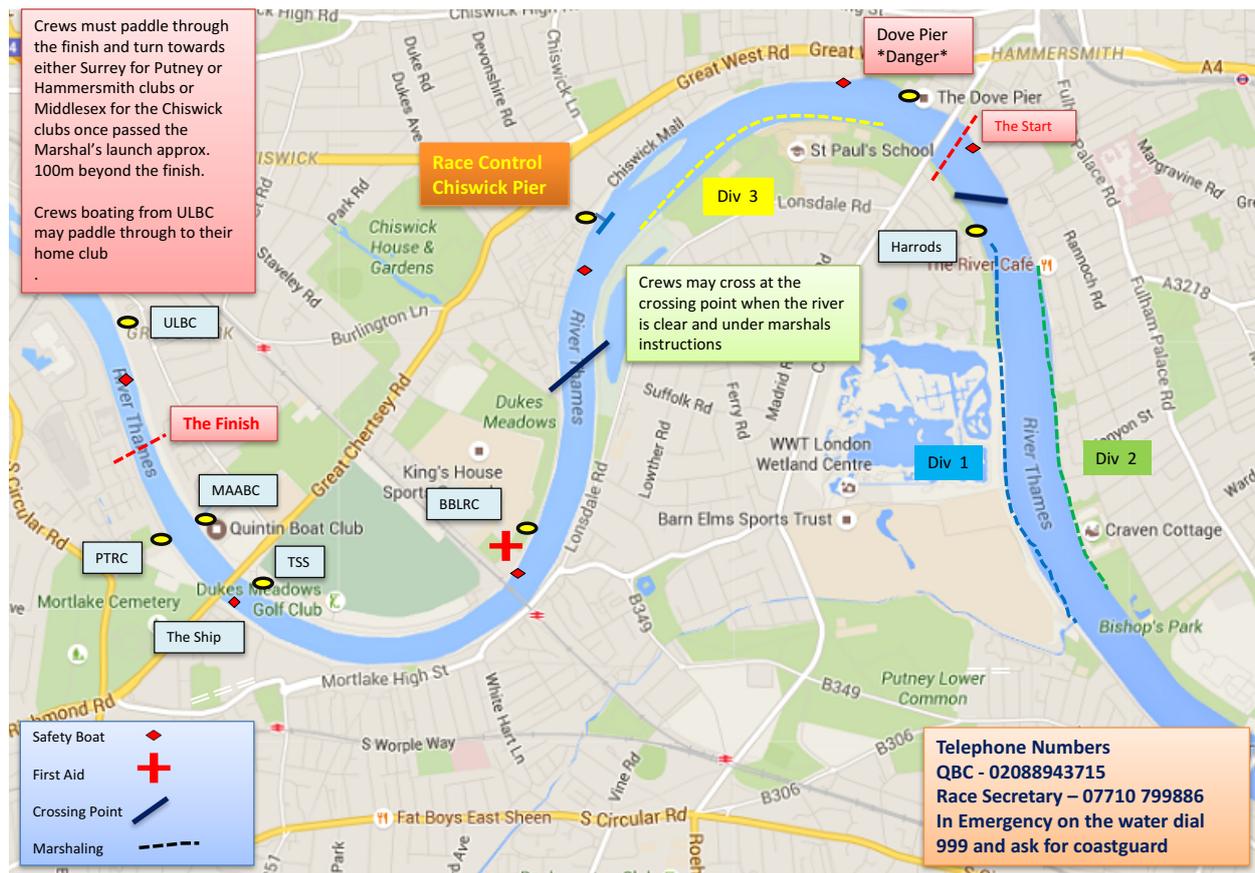
5. Procedure for stopping the race

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. Map of the course

Quintin Head - Course Map 2017



7. 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 Hammersmith Bridge. As division 1 turns and rows towards the start, division 3 will be moved downriver along the bank (it is very important crews remain tucked into the bank) to take the place of division 1.

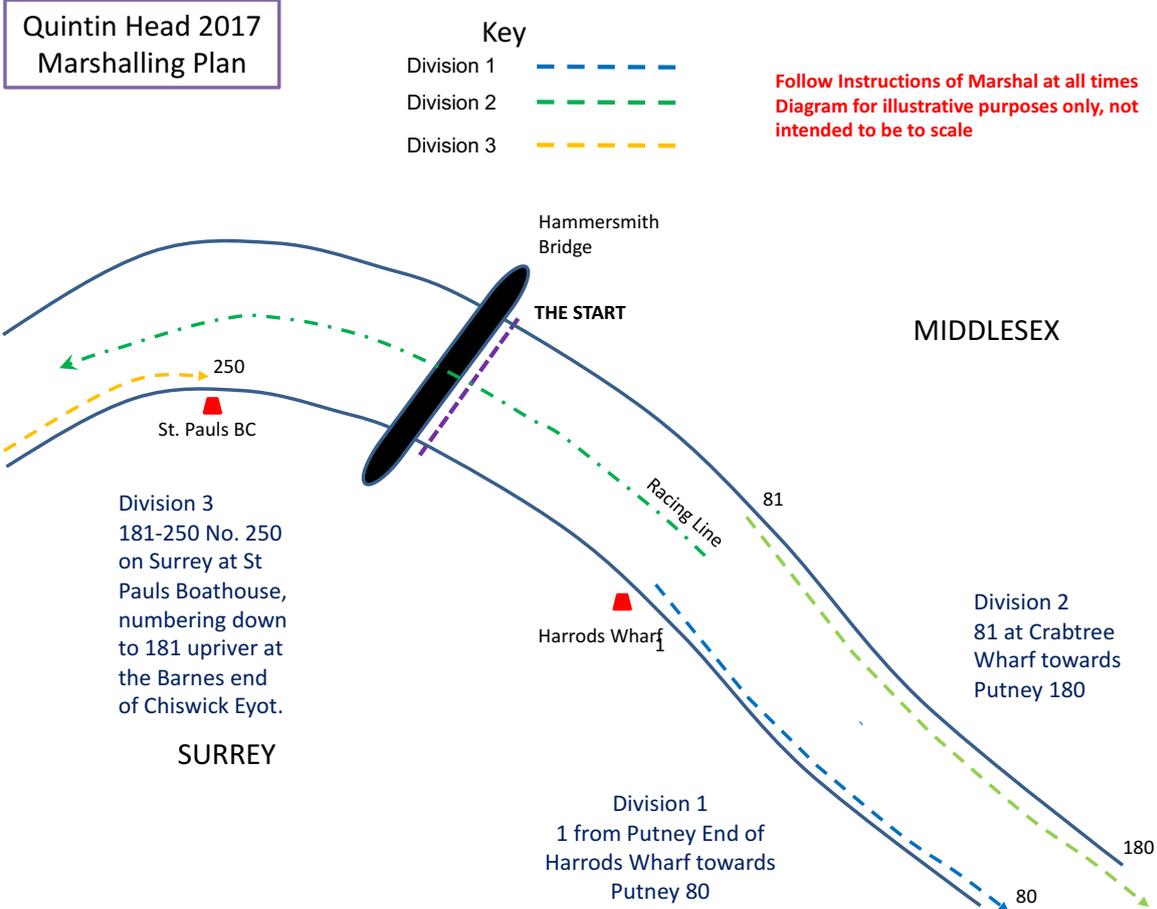
Division 2 will be instructed to turn once all of division 1 has started



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Once they have been instructed to turn, each crew must paddle towards Hammersmith 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 approximately 50m before of Hammersmith Bridge, and will be clearly marked on the Surrey bank.



8. 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 – especially if going wide approaching Hammersmith Bridge – should take care to avoid the buoy at Dove Pier that is about 200 metres after the bridge – see below.



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DOVE PIER - TAKE A LOOK

There have been three incidents in the last three years all of which could have led to fatalities. Coxes, steersmen, scullers and coaches - make sure you are aware of this serious hazard!



When rowing with the flood tide it is important to make sure that you are in the correct part of the fairway (as shown below). If you are too far to starboard when going through the bridge there is a high risk of being swept onto and under the moored barges.



The starboard hand edge of the fairway goes underneath the bridge between the words HAMMERSMITH and BRIDGE - essentially the middle of the bridge. If you are further to starboard (specifically near the top of the tide) you are setting course for an incident!

If a crew withdraws whilst marshalling, it should follow the race after the last competitor. If a crew has an equipment failure that seriously impairs their ability to steer they must immediately drop out of the race when it is safe to do so without impairment to other crews.

9. Eligibility for prizes

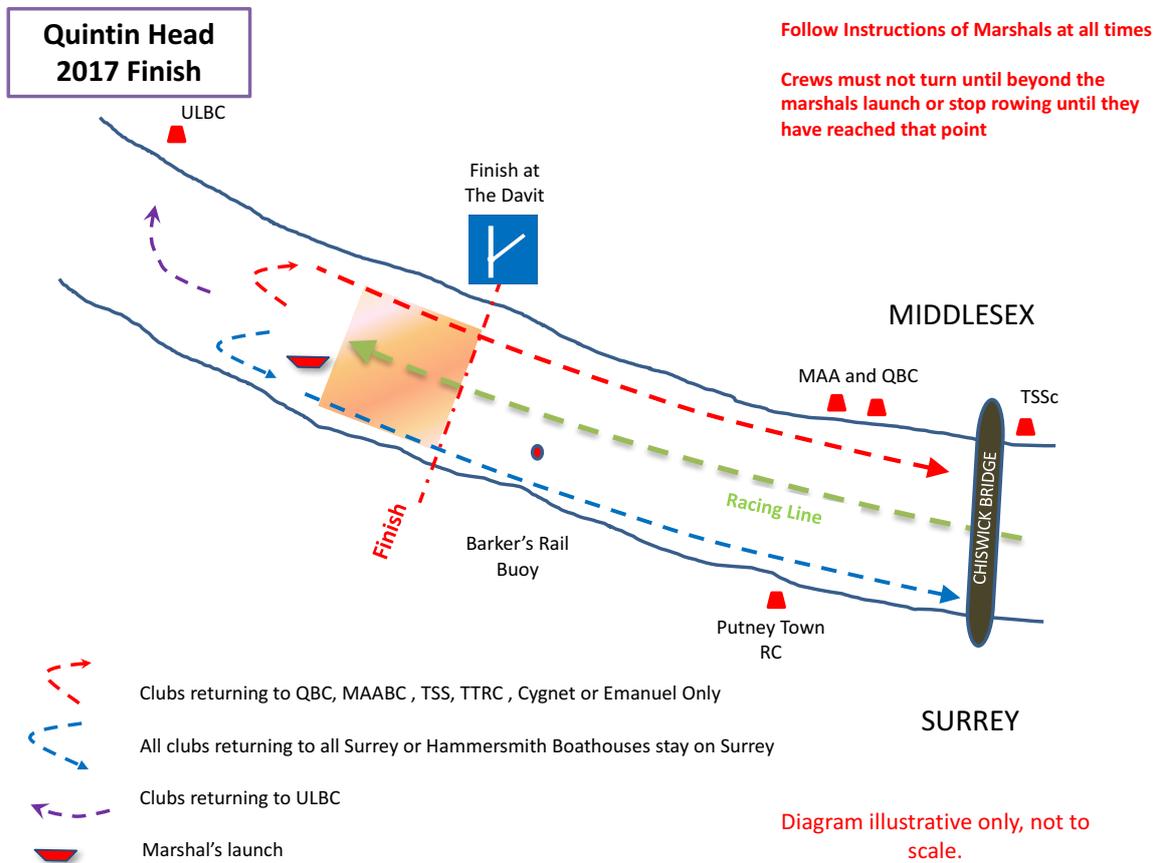
In order for a crew to be eligible to win a prize then it must start from its correct start position according to the published start order unless agreed otherwise with the organising committee no less than 2 hours prior to race start time. Crews starting late may be declared ineligible for a prize and race for a time only.



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10. The finish and after

The finish will be at Chiswick Staithe, at the white davit, 650m after Chiswick bridge – about 250m further than last year.



After the finish all crews must continue to paddle, to clear the course for crews that are still racing. No crew may stop before the finishing marshal's launch, which will be about 100m beyond the finish.

Crews returning to the Putney Town RC boathouse, or to clubs at Hammersmith and Putney, should turn to the Surrey bank and return on the Surrey side of the river all the way back to their boathouses. Crews should note that the river will reopen after the last crew has completed the course so if a returning crew passes the PLA launch then they should return to the normal rules of the river.

Crews returning to Mortlake, Anglian & Alpha, Quintin, Tideway Scullers School, Thames Tradesmen, Cygnet, Barnes Bridge Ladies or Emanuel should all turn to Middlesex.

All crews disembarking at Quintin and Mortlake Anglian & Alpha should wait in single file and keep as close to the bank to allow crews returning downriver to pass freely.

Any crews returning to the University of London boathouse should proceed upriver after the finish and turn into their boathouse in the normal fashion.

Any crews returning to the Hammersmith clubs that need to cross the racing line during the course will be asked to wait until a marshal gives permission to cross the river.



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Above all, crews returning to their boathouses must not impede racing crews and must accordingly give way to these crews. Failure to do so may result in a penalty or disqualification.

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.

11. Juniors

The welfare officer for the Quintin Head is Geoff Peel. For the duration of the event he can be contacted via race headquarters at Chiswick Pier. 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 Geoff, who will determine the appropriate action.