

# Chiswick Amateur Regatta 2018

## 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. Tide forecasts at Race HQ are : High – 06.35 and Low – 14.25. Racing will be downriver until low tide and upriver thereafter.

### 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 in the Gym adjacent to Quintin Boat Club to collect their numbers, one for bow's warm-up top and one for bow's racing vest. The representative must also declare any substitutions which have not already been 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.**
7. Coxes must be weighed at Crew Registry before their first race and a certificate will be issued showing if any deadweight is required. Coxes are responsible for providing their own deadweight. Coxes may be required to produce this certificate before and/or after a race and any deadweight may be re-weighed after racing. Deadweight must be carried safely and not attached to the cox. Coxes plus deadweight must weigh at least 55kg for Open, J18 and J16 events, 50kg for Women, WJ18 and WJ16 events and 45kg for all J15 and J14 events.

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8. The Committee reserves the right to alter the programme.
9. Races will start without reference to late arrivals and/or absentees.
10. In the event of a dead-heat, crews will re-row the race immediately under the direction of the Umpire. Unless otherwise directed any re-row shall be over the entire course.
11. If all but one of the crews entered for an event withdraw, the remaining crew shall choose either to row over the course and thereby win the event or take a refund of the entry fee.
12. Prizes will be presented to winning crews immediately after each final but only if all members of the crew can produce their current British Rowing registration cards.

### NAVIGATION

13. Visiting crews must be familiar with the [Tideway Code of Practice](#). **The Regatta 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 summary copy of the Tideway Code of Practice is available for inspection at Crew Registry. The Race Umpire's launch will steer a course which is central to the Regatta Course.
14. 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 far end of the UL boathouse). Coxes, steers and scullers must make themselves familiar with the flow pattern, crossing points and marshalling areas. Finishes are signed on the Middlesex bank.
15. **Crews must keep close to the bank** when proceeding to the start and returning from the finish. The Surrey bank (i.e. opposite 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.

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**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.**

16. 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.
17. 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**

18. Crews arriving at the start must report to the Start Marshal's launch. For the downriver course they must wait below the UL 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.

19. 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**

20. Please take a few minutes to read the safety plan.
21. Boats and other property are accommodated at the owner's risk and responsibility.

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22. Please ensure that all crew members wear **appropriate footwear**, as the foreshore can at times be littered with **hazardous objects**.
23. 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.
24. All coxes must wear a life jacket or buoyancy aid of appropriate design. Any coxswain coxing a front loading coxed four, or quad, must wear a manually operated life jacket.
25. 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.
26. When racing downriver, do not cut in towards the Middlesex bank when approaching the finish: **a) you will be a danger to crews in the boating area and b) you will be out of the stream.**
27. 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.
28. 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.