

QuintinHead 2010

12.30pm Saturday 30 January

INSTRUCTIONS FOR COMPETITORS

IMPORTANT – 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;
- PLA Notice To Mariners U24 of 2009, at www.pla.co.uk/notice2mariners/index.cfm/flag/2/id/3450/site/recreation, (which sets out the general navigation rules for rowing boats); and
- PLA Notice To Mariners U28 of 2009, at <http://www.pla.co.uk/notice2mariners/index.cfm/flag/2/id/3567/site/navigation>, (which sets out how the rules are changed for this race).

Coxes are invited to a pre-race briefing at 10.30am at Quintin Boat Club (QBC). All coxes are welcome, but the briefing is aimed at and is for the benefit of coxes who lack Tideway experience. The committee will presume that all coxes who do not attend are competent on the Tideway and are already familiar with the above rules.

1. General

Parking - Trailer parking and car parking will be available in the field adjacent to the QBC 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 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 9.30 am on the day of the race or from the QBC clubroom between 7.00pm and 8.30pm on the Thursday beforehand. (The gym is the single story building to the left of the boathouse as you are facing the river.) Numbers will not be issued unless entry fees and completed entry forms have been received.

Three paper numbers will be issued (including sufficient pins for a six point fixing of each), 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. During the race, 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 QBC for each returned number. For a month after the race, deposits will be refunded on numbers returned to QBC or sent to the race secretary at 15 Seychelle Court, Foxgrove Road, Beckenham, Kent BR3 5XU.

All competitors must have their British Rowing 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 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.

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.

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 comply with 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.

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 coast guard and not for an ambulance. This will connect them to the RNLI lifeboat station at Chiswick Pier.

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.

3. Boating

Crews should allow at least 45 minutes for getting to the start if boating from Chiswick boat houses and 20 minutes if boating from Putney.

Once near Hammersmith Bridge, crews 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 tide. Crew number 1 should be just downriver of the red navigation buoy near Harrod's 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 before the start of the race. Crews arriving later than this may be required to start at the back of the field.

Crews must obey the instructions of the marshals and must avoid impeding other river users. Once crews 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.

4. 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.

5. The start

Crews will be instructed to turn (starting with number 1) and will then turn their bows into the stream and – providing it is safe to do so – turn into the centre of the fairway facing slightly left of the centre of Hammersmith Bridge. **It is important that crews are positioned centre left when approaching Hammersmith Bridge, since a crew that is further to the right may be pushed by the tide towards Dove Pier.**

Each crew will proceed upriver 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 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 Surrey side of the starter's launch. About 15 strokes before Hammersmith Bridge, the starter will call "Number xx.....Go". The start will be the near edge of Hammersmith Bridge. (This is different from last year, when the start was about five strokes after the bridge.)

6. 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, in accordance with the Tideway Code of Practice, crews will be allowed to 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. **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

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

7. The finish and after

The finish will be at the University Post just before Chiswick Bridge and will be clearly marked on the Surrey bank.

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, which will be about 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 or Putney should paddle along the Middlesex bank to the Chiswick crossing point where, if the race is still in progress, a marshal will control the crews crossing to the Surrey bank.

8. Juniors

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