



QUINTIN HEAD 2020

COMPETITORS INSTRUCTIONS

Start Time is 12:00 noon on Saturday 25th January 2020

General

It is the responsibility of coaches and club officials to only enter crews that are competent to row on the tidal Thames with respect to such aspects as steering, emergency halts, language and navigation etc, and dealing with the conditions such as they find them on the day.

Captains of clubs are responsible for ensuring that all coxswains have appropriate experience and knowledge to undertake coxing on the Tideway and that a minimum age of J15 is normally expected.

All crews should carry a mobile phone with them, Race Control (the Chief Umpire) is available on 07773 849505.

All competitors are reminded of the British Rowing and Thames Regional Rowing Council requirements to have British Rowing compliant boat ID when on the tidal Thames.

River closure

The river will be closed for the Quintin Head. The closure will extend from Fulham Railway Bridge to Kew Railway Bridge and will commence at 11.00am. The river will reopen progressively from Fulham Railway Bridge as the last crew proceeds down the course and will completely reopen when the last crew finishes. (or 14:30 whichever sooner). Notice to Mariners is listed here:

<http://www.pla.co.uk/assets/u22of2019-mortlaketobarnelmsreach-riverclosures-2019-20headoftheriverraces.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 Tideway Code for the Tidal Thames between Putney and Richmond before boating at any time 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 British Rowing using the online reporting system. Incidents during the race should also be reported to the race organisers.

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.

Environment

All competitors and officials should be aware of the need to limit any damage to the environment mechanically or by pollution. Please be considerate in disposal of rubbish or ensuring that oil leakage etc. is avoided.

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.

- It is the responsibility of club captains to ensure all their coxes (a) are competent to be 'masters' of the vessel, (b) have read and know the relevant parts of the Tideway Code – <https://www.thames-rrc.co.uk/safety> and (c) as well as having read these instructions also understand them.
- 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.
- All crews must comply with the regulations laid down in the British Rowing Rules of Racing and Row Safe Code. In particular, club captains must ensure that all competitors are aware of sections 3.6 and 7.3 of Row Safe, regarding swimming ability and safety aids.
- All crews should be aware of the race abandonment plan and emergency incident management plans that are in the Safety Plan. All crews must be aware of the PLA Flag Warning system; the current flag status is also shown on the Quintin website. Any crews or clubs that participate in private racing in the event of a race cancellation or abandonment will be reported to the PLA, who may see fit to take action against the club(s) involved.
- It is the responsibility of club captains and crews to ensure that there is sufficient competence within crews to row in the conditions prevailing on the day (irrespective of any decision by the organisers to run all or some of the events in the competition), including health and fitness to do so and to wear/carry adequate layered clothing. Competitors are expected to carry out their own risk assessment on the day of the race, taking into account their personal circumstances and fitness. All participants must be aware of their responsibility to themselves and others with regards to their ability to take part safely in the conditions as they find them on the day of the event.
- It is the responsibility of individual crews to ensure that their equipment fully meets the requirements of the British Rowing Row Safe Code, including issues of buoyancy, the integrity of closed compartments, bow balls, heel restraints and steering gear. 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. The Chief Umpire will decide appropriate penalties for crews found failing to comply with the code; these will include disqualification for serious breaches.
- 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 the crew is sure it is to start shortly.

- If a crew has an equipment failure that seriously impairs its ability to steer, it is essential that the crew stop racing and notify an official of the problem. It is important that crews do not put themselves and others at risk by trying to finish the race with defective steering.
- If a member of the crew should fall out of the boat, the crew must stop and help. Shout loudly to any crew behind to warn them. Following crews must take avoiding action and all crews must alert rescue craft immediately.
- 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.
- It is recommended that crews carry a mobile phone on board. If the emergency services [dial 999] need to be called, either using a mobile phone held by the crew or a spectator's phone, the services of the Coastguard should be requested when speaking to the emergency services operator.
- All crews must have at least one member who can speak English.

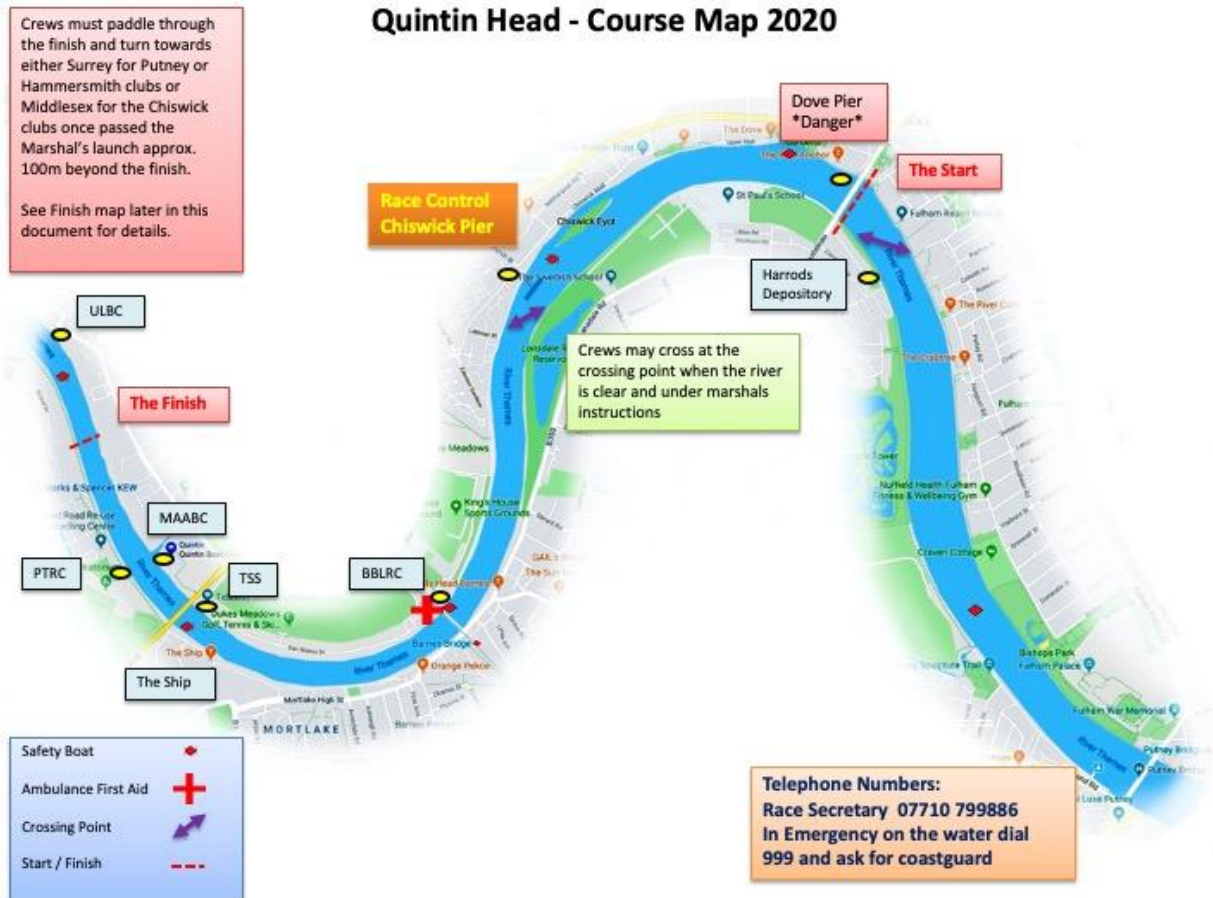
Six safety launches will be in position along the course. Refer to the Course Map below for details of location. Anyone in need of assistance should notify a marshal or observer who will be able to summon help on his/her radio. Crews should use the International Safety Signal (slowly and repeatedly raising and lowering arms outstretched to either side) when asking for help. Location of safety boats and Ambulance is shown on the Course Map below.

- Ambulance and First Aid facilities will be at Barnes Bridge Ladies Rowing Club (Middlesex)
- British Rowing Insurance for the event will only be valid for UK residents defined as being resident for six (6) months or more. Competitors who do not meet these criteria will not be covered by this insurance policy.
- Crews affiliated to any rowing association outside of Britain that is recognised by British Rowing or FISA do not have to register with British Rowing but must have third-party liability insurance.

Competitor Fitness Requirements

- All entrants in the Quintin Head should be aware that they enter the Head at their own risk. They are advised to ensure that they are fully insured against that risk.
- They should be competent rowers and competent swimmers for Tideway conditions and the advice of British Rowing is that capsize drills should have been done.
- Conditions on the Tideway can change quite dramatically so all competitors must also be satisfied that they are sufficiently fit and competent to participate safely in the event in the conditions as they find them on the day.
- The cox must have a visual acuity of at least decimal 0.5 (6/12) measured on the [Snellen scale](#) (with glasses or contact lenses, if necessary) using both eyes together or, if you have sight in one eye only, in that eye. Simply put you must be able to read (with glasses or contact lenses, if necessary) a car number plate made after 1 September 2001 from 20 metres. Ideally the bow pair should also be at this standard.

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.



Eligibility for prizes

In order for a crew to be eligible to win a prize 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.

Race Numbers

- In the days before the race, the numbers for each crew that has paid its entry fee will be delivered to a location depending on the host club specified on BROE and should be collected on the morning of the race as follows:

Host club	Collect from
All Putney clubs (incl Barn Elms)	Vesta
St Paul's	St Paul's
Other Hammersmith clubs	Auriol Kensington
Cygnets, Emanuel, TT	Cygnets
Putney Town	Putney Town
TSS, Quintin, MAABC	Quintin (in the gym)
UL	UL

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. Bow and cox numbers should be visible during marshalling. 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 bow. The plastic bow number in the bow slot should be secured with a screw. During the race, if any number is not clearly visible the crew risks not being timed.
- After the race, undamaged plastic bow numbers should be returned to the Quintin Head crate at the location from which they were collected. We will collect the crates on the day after the race or shortly afterwards. For a month after the race, you may also return undamaged numbers at Quintin Boat Club or by post to Malcolm Cook at 15 Seychelle Court, Foxgrove Road, Beckenham, Kent BR3 5XU. Any crew that fails to return its bow number undamaged within a month of the race will be charged £15.
- Substitutions - After entries have closed you will be able to make substitutions on BROE at any time up to the start of the race. If you wish to substitute more than half the rowers in a crew or make substitutions in a masters crew that will render it too young for its age category we will allow the crew to race for time only but you will not be able to make the substitutions yourself on BROE. In such cases you should email the details of the substitutions to the entries secretary at head@quintinboatclub.org as early as possible and definitely before the start of the race. If you wish to make substitutions on the day of the race and don't have internet access you should report the substitutions at race headquarters at Chiswick Pier before the start of the race (for directions see link above).
- All competitors must have their British Rowing cards available for inspection if requested.

Boating and marshalling Instructions

Boating.

- 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.
- Crews must not boat unless their equipment is in full working order.
- Crews are advised to boat to reach their marshalling positions in good time. It is the absolute responsibility of crews and their captains to ensure that this happens.

All crews must be in their correct marshalling position by 11:50.

Marshalling.

See the map below.

The crews will be arranged in 5 divisions. The first and fourth division will be of 75 crews. The second will be of 35 crews, the third of 30 crews and the fifth of 35 crews.

Because of the emergency works at the Fulham Football ground wharf, Divisions 2 and 3 will marshal either side of the exclusion zone on the Middlesex bank.

Division 1 – No 1 to 75 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.75 is nearest to the Putney Clubs.

Division 2 –No 76 to 110 will marshal on the Middlesex bank, bows pointing downriver towards Putney starting with No.76 at the downriver end of the Fulham Football Club exclusion zone. The rest of the division will then marshal downriver of No.76 in number order so that No.110 is nearest to Putney Bridge.

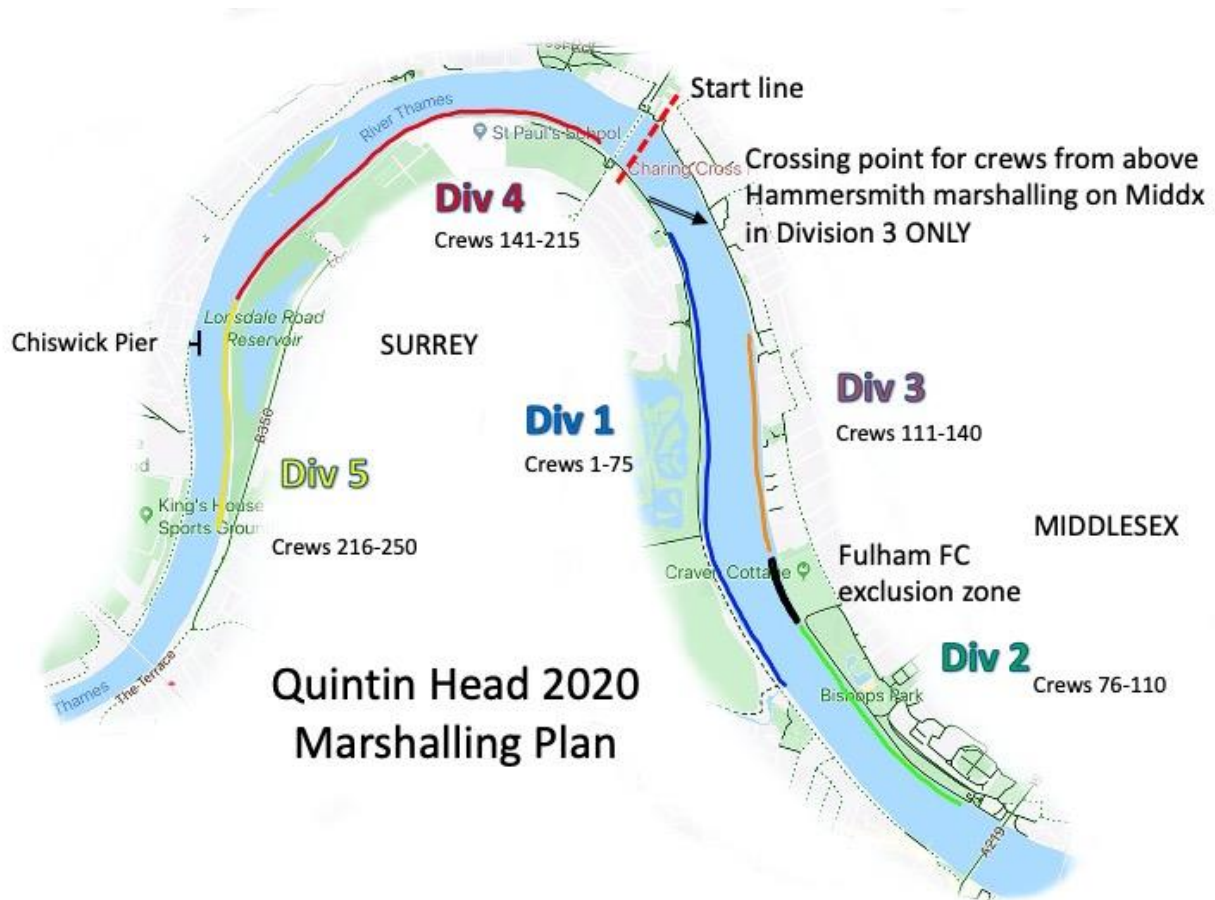
Division 3 – No 111 to 140 will marshal on the Middlesex bank, bows pointing downriver towards Putney bridge, starting with No.111 at Crabtree Wharf. The rest of the division will then marshal downriver of No.111 in number order so that No.140 is closest to the upriver end of the Fulham Football Club exclusion zone.

Division 4 – No 141 to 215 will marshal on the Surrey bank, bows pointing towards Hammersmith bridge, starting with No 141 opposite the downriver end of Chiswick Pier. The rest of the division will then marshal downriver of No 141 in reverse order so that No 215 is opposite British Rowing's Headquarters, i.e. 60m to the west of Hammersmith bridge on the Surrey bank.

Division 5 – No 216 to 250 will marshal on the Surrey bank starting with number 216 opposite the Bandstand. The rest of the division will marshal in number order so that No 250 is opposite the middle of Chiswick Pier.

PLEASE NOTE:

Division 2 Crews: to get to your marshalling position you must proceed to Putney, staying on the Surrey side of the river, and then turn into the centre of the river at the Putney Pier end of the line of moored boats to then paddle on the stream up to your marshalling position. **No Division 2 crew should proceed on the stream towards Hammersmith past the Fulham FC restriction zone unless directed by a marshal.** Any Division 2 crew that fails to follow this instruction may be penalised.



- 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 with their bows pointing towards Putney. 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. Boats must maintain their position against the tide and neither allow themselves to become bunched together nor allow gaps to develop between adjacent crews.
- Crews must not row at or above race pressure between Chiswick Pier and Putney Bridge after 11:15 a.m., unless specifically directed to do so by a marshal or race official.
- Crews arriving late to their marshalling positions must obey marshal's instructions as to where they should wait before the race.
- Warming up is not allowed in the marshalling area. This is defined as the section of river from the Barnes railway bridge end of Division 5 to Putney Pier.

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

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

The start of the race.

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, divisions 4 and 5 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 the last crews in division 1 have reached Fulham FC.

Division 3 will be instructed to turn once the last crews in division 2 have reached Crabtree Wharf.

Division 4 will be started from the position that division 1 took once all of division 3 has started

Division 5 will move up to take the position division 1 occupied before the start.

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 2 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 Hammersmith Bridge, and will be clearly marked on the Surrey bank.

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.
- Crews whilst racing must go through the centre arch and MUST NOT use any side arch of any bridge or between the bank and any moored boats or buoys.
- 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.

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!

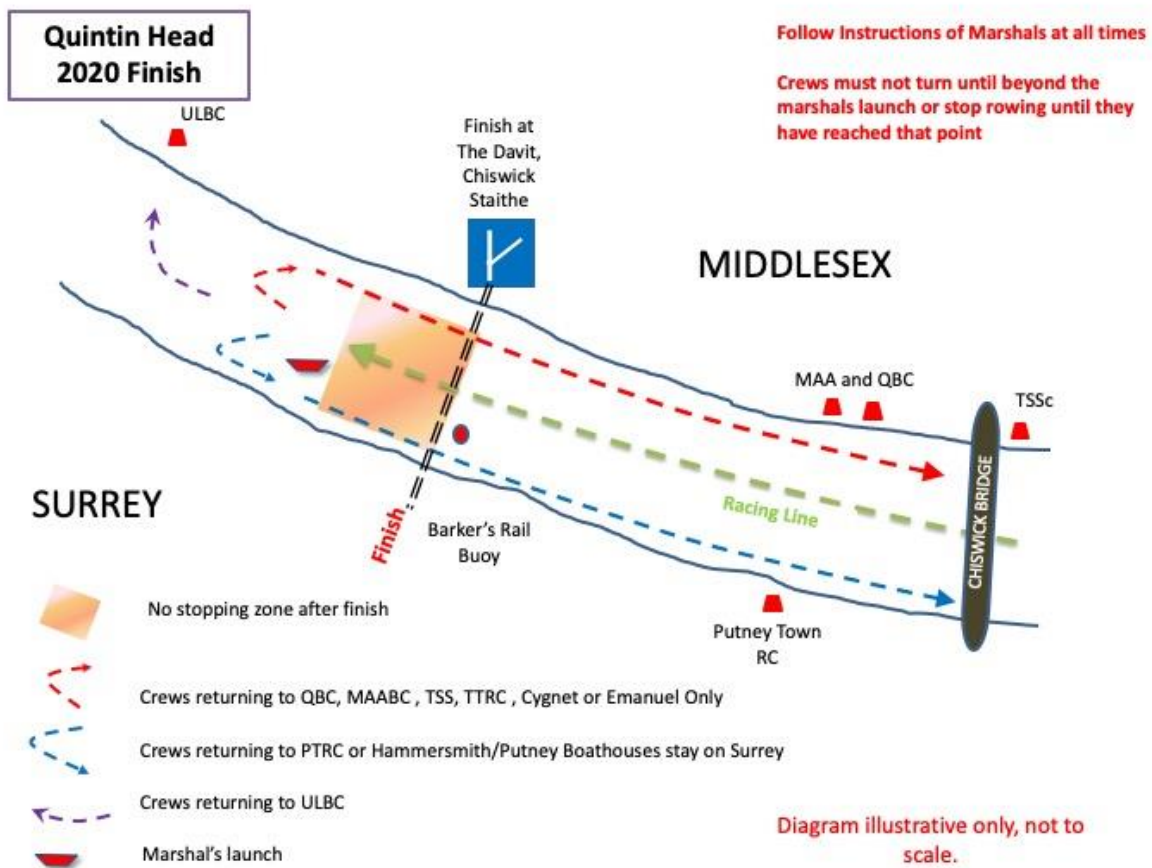
- If a crew withdraws whilst marshalling, it should follow the race after the last competitor unless the crew boated from Putney and is marshalling in Divisions 1, 2 or 3. Crews withdrawing from Divisions 4 or 5 must return to their point of boating only under marshal's instructions.
- If a crew has 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.

Abandonment Procedure

If the race is abandoned crews will be instructed to return to their boathouses, under the control of marshals, in a safe manner following the navigation rules.

The finish and afterwards

The finish will be at Chiswick Staithe, at the white davit, approximately 650m after Chiswick bridge.



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 must wait until a marshal gives permission to cross the river.
- 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.
- Safety Launches and marshalling launches will return to Race HQ at Chiswick Pier following the last crew on the course having passed them This will be done with reasonable attention as to the last boat to reach the finish.

Welfare

The welfare officer for the Quintin Head is Adrian Ballardie. 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 his mobile 07710 799 886. All allegations of harm to juniors or vulnerable adults involved in the event should be referred to Adrian Ballardie, who will determine the appropriate action.

Timing and Results.

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.

Complaints.

Please direct these to the Chief Umpire at Chiswick Pier House within ONE hour of the last crew finishing. Tel: 07773 849505

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