

QUINTIN HEAD 2022

13:00 Saturday 29th January 2022

INSTRUCTIONS FOR COMPETITORS **Please read carefully**

1. River closure

The river will be closed from **12:00 until 16:00** for the Quintin Head which will be rowed on the ebb tide downriver from Chiswick Bridge (the University Post) to Harrod's Wharf. No vessel except boats involved in the race may pass upstream of the Fulham Rail Bridge or downstream of Kew Railway Bridge after 12:00 until 16:00.

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 <https://server1.pla.co.uk/assets/tidewaycodedigital.pdf> and a good video summary can be found at <https://www.britishrowing.org/knowledge/safety/tideway-navigation/> Outside the river closure areas 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 their online reporting system. Incidents during the race should also be reported to the race organisers.

Comments, suggestions and questions about any aspect of the race to be sent to <mailto: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.

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:

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

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. The paper numbers must be securely fastened at each of the four corners to the back of bow and the cox so as to be clearly visible when the crew is marshalling and racing. 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 seat. To prevent it being knocked off, the plastic number should be secured in the Empacher slot by a screw.

During the race, if any number is not clearly visible the crew risks not being timed. After the race the undamaged plastic bow numbers should be returned to the Quintin Head crate at your boating location. We will collect the crates on the day after the race or shortly afterwards. Within 30 days of 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 30 days 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.

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

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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 Rules of Racing and Row Safe. It is the responsibility of competitors to ensure that their boats are safe and are prepared in accordance with the guidance in RowSafe and are suitable for the crew and conditions in which they are to be used. 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 their coxes have appropriate experience and knowledge to undertake coxing on the Tideway. A minimum age of J15 is normally expected.

Accepted national practice is that rowers do not wear lifejacket/buoyancy aids unless the need is specifically identified by individual club safety advisors. This practice is in line with BR 'RowSafe' published guidance. Individual crew members will have satisfied club membership requirement regarding swimming ability.

Captains of clubs are responsible for ensuring that all their 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.

Barnes Railway Bridge Works

Coxes should particularly be aware of the narrowing of the No. 1 arch (that on the Middlesex bank) of Barnes Railway Bridge which has been constricted by a coffer dam extending from the bank. Although it is clear to be seen, be aware that the structure has made the navigation under the arch more restricted than previously, and great care must be exercised in navigating the arch to ensure that entry through and exit from the arch are clear.

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. SPARE WARM LAYERING SHOULD PREFERABLY BE CONTAINED IN "DRY BAGS" IN CASE OF VERY COLD CONDITIONS. COACHES OF JUNIOR CREWS IN PARTICULAR ARE REMINDED OF THE NEED TO SEND THEIR CREWS OUT WITH SUFFICIENT CLOTHING TO STAY WARM. Tops should not be removed for racing until it is sure the crew is to start shortly.

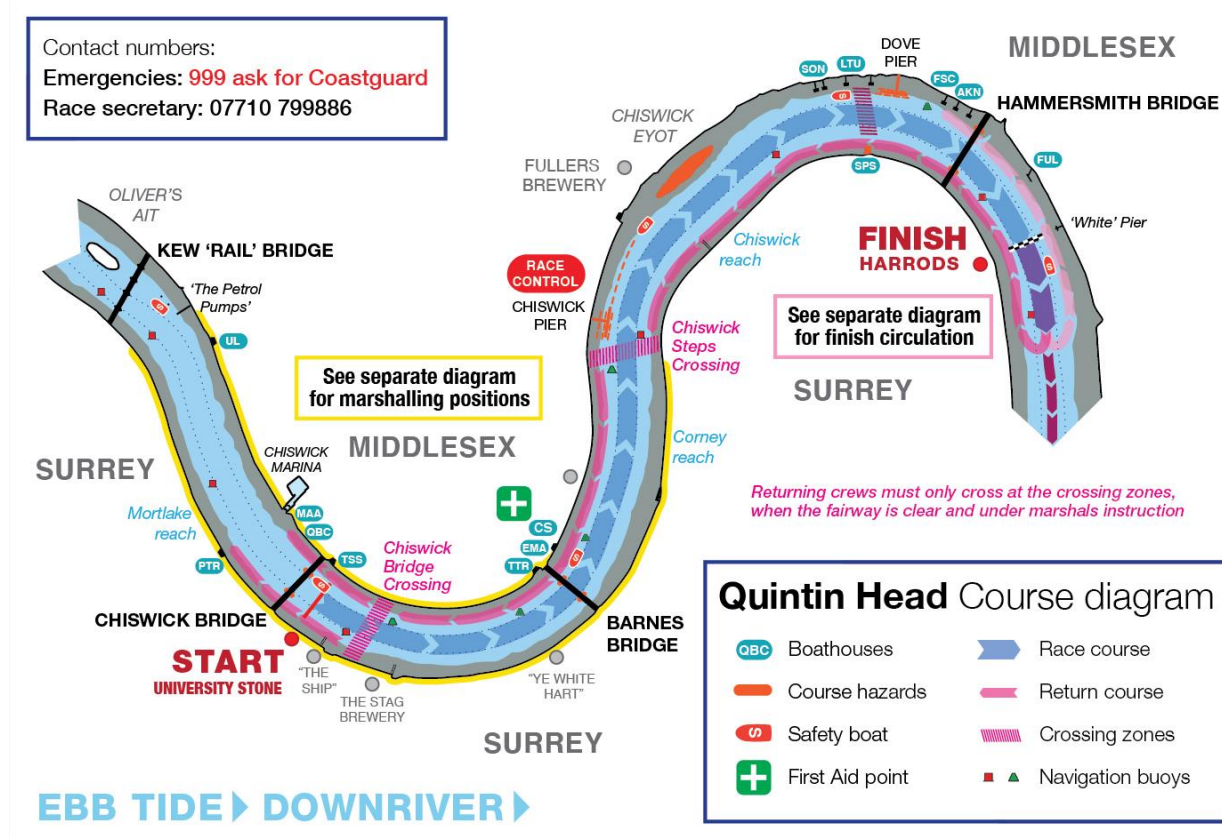
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All crews, especially veterans, are advised to carry a mobile phone in case they need to summon medical help urgently. In the event of a medical emergency on the water, a crew phoning 999 should ask for the coastguard and not for an ambulance.

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 their boat.

4. Map of the course



5. Boating and marshalling

ALL CREWS MUST BE IN THEIR MARSHALLING POSITION BY 12:50 AT THE LATEST (10 minutes before the start).

The crews will be arranged in 5 divisions of 50 crews. The size of the final division depends on the size of the entry.

DIVISION 1 – NOs. 1 TO 50 will marshal on the Surrey bank, bows pointing upstream, starting by Putney Town Rowing Club Steps. The rest of the division will then marshal upstream of No.1 in number order so that No.50 is nearest to Kew Railway Bridge.

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DIVISION 2 – NOs. 51 TO 100 will marshal immediately upstream of the lock gates beside MAABC on the Middlesex bank, bows pointing upstream. The rest of the division will then marshal upstream of No.51 in number order so that No.100 is nearest to the blue pier above ULBC (“The Petrol Pumps”).

DIVISION 3 – NOs. 101 TO 150 will marshal below Chiswick Bridge on the Surrey Bank, bows pointing upstream. Crew No.150 will marshal opposite the Boat Race Finish post. The rest of the division will marshal in **REVERSE** order downstream so that No.101 is closest to Barnes Bridge.

DIVISION 4 - NOs. 151 TO 200 will marshal below Chiswick Bridge on the Middlesex bank, bows pointing upstream. Crew No.200 will marshal immediately downstream of the Boat Race finish marker. The rest of the division will then be marshalled in **REVERSE** order downstream so that No.151 is just above the former Thames Tradesmen's RC boathouse.

DIVISION 5 – NOs. 201 AND ABOVE will marshal below Barnes Bridge on the Surrey bank, bows pointing upstream. The highest numbered crew will marshal opposite Emanuel School Boat Club. The rest of the division will marshal in **REVERSE** order downstream so that No.201 is closest to the Chiswick Steps crossing point.

Note: Crews that are late to the start may incur a time penalty.

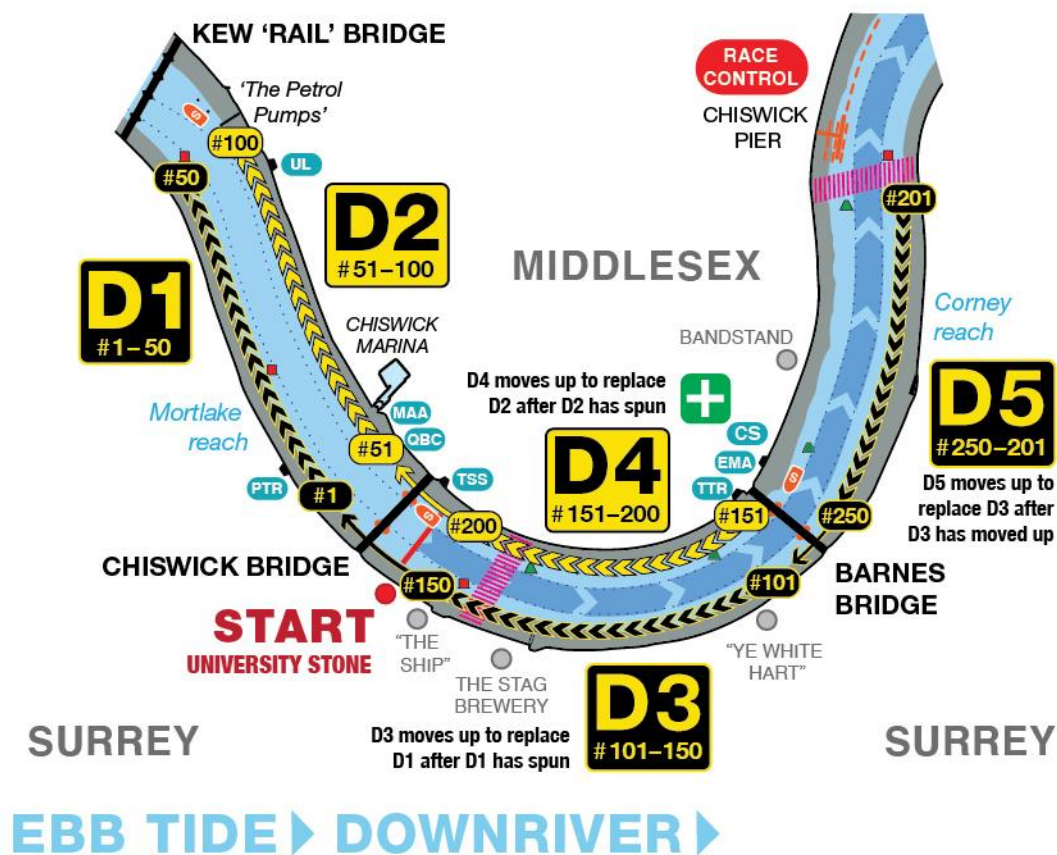
WHILE THE RIVER IS CLOSED WARMING UP (ROWING FIRM PRESSURE) IS NOT ALLOWED IN THE MARSHALLING AREA. This is defined as the section of river from the Kew Railway Bridge to the Chiswick Steps crossing point.

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.

CREWS MUST OBEY THE INSTRUCTIONS OF THE MARSHALS/UMPIRES AT ALL TIMES. Failure to follow any of the instructions, both these written instructions and verbal instructions from a marshal or umpire, risks a penalty. 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 positions. 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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Quintin Head Marshalling diagram

- ◀◀◀◀ Marshalling boats – bows facing upriver. *Follow the instructions of the marshals at all times*
- ▶ Race course
- QBC Boathouses
- Course hazards
- S Safety boat
- ▨ Crossing zone
- ▲ Navigation buoys

6. The start

This will be on time and without reference to absentees. There may be a short pause between Divisions at the discretion of the Chief Marshal. Time gaps may also be included between events and the first boat in each event should not turn until express instructions are given by the marshals.

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.

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

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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

Divisions 3 and 5 will move upstream on the Surrey side as the race progresses but not until instructed to do so by marshals. Division 4 will likewise move upstream under marshals instruction. Divisions 3, 4 and 5 will take the position formerly occupied by Divisions 1 and 2 on Surrey and Middlesex banks respectively before they start.

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 and timing will begin approximately 100m after Chiswick Bridge and not when the starter says "Go"., 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 their cox informed of the position of the overtaking crew. **ANY CREW CONSIDERED TO BE IMPEDING A FASTER CREW MAY BE PENALISED.**

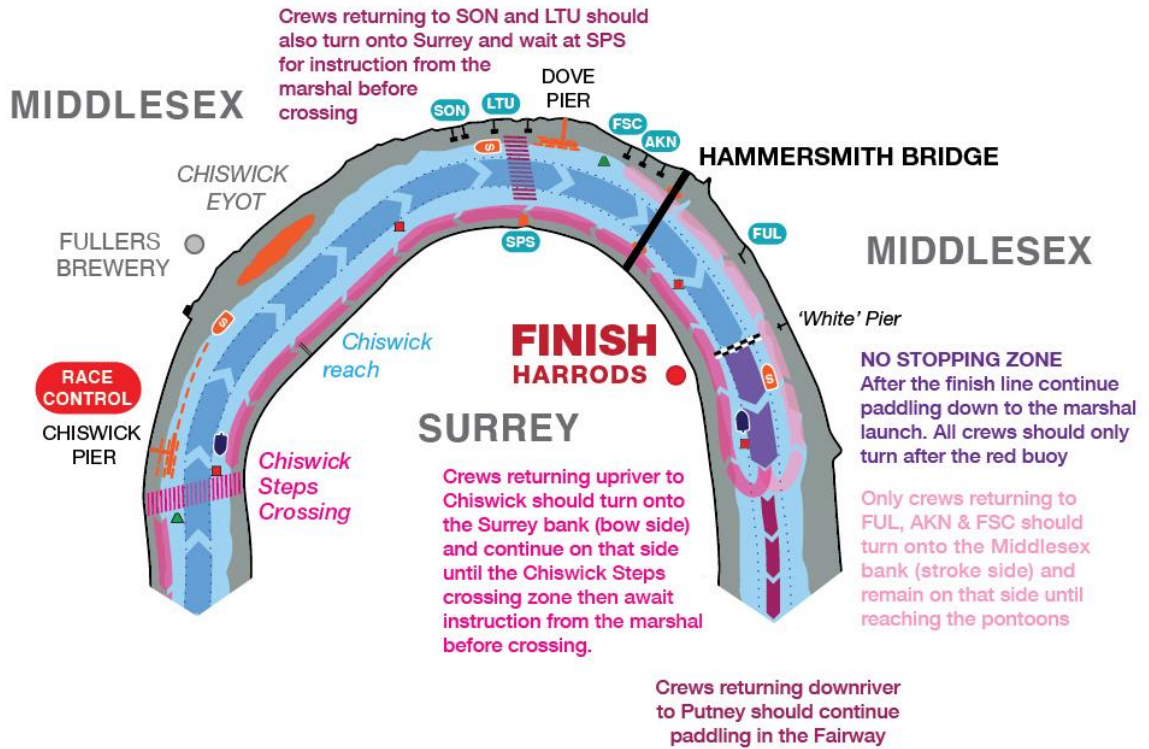
No crew whilst racing shall go through the side arch of any bridge or between the bank and any moored boats or buoys.

If a crew withdraws whilst marshalling, it should follow the race after the last competitor if it needs to return downstream.

If a crew has an equipment failure that seriously impairs its ability to steer it must immediately drop out of the race when it is safe to do so without impairment to other crews.

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8. The finish and instruction afterwards



EBB TIDE ► DOWNRIVER ►

Quintin Head Finish diagram

QBC Boathouses	Race course	Middlesex return course
Safety boat	No stopping zone	Surrey return course
Marshal launch	Navigation buoys	Crossing zones

Follow the instructions of the marshals at all times

The finish line will be from Harrods Wharf to the white pier directly opposite it.

After the finish all crews must continue to paddle through the zone to the Marshal's launch approximately 150m beyond the finish in order to clear space for turning back to the Surrey/Middlesex bank if returning upstream.

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Crews returning to Fulham Reach, Furnivall and Auriol Kensington should turn to Middlesex after the finish and proceed along the Middlesex bank, taking care with their course due to the shallows around the Middlesex side of Hammersmith Bridge. All other crews returning to upstream boathouses must turn onto the Surrey bank after the marker buoy and proceed upstream from there. 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 Latymer and Sons of the Thames should cross from Surrey to Middlesex above St. Paul's boathouse **under the direction of a marshal**.

All crews disembarking at clubs on the Middlesex bank upstream between Chiswick Eyot and Kew railway bridge should wait in single file before the crossing point by Chiswick Pier and keep as close as possible to the bank to allow crews racing downriver to pass freely. Crossing to the Middlesex bank at the crossing point should only be done **under the crossing marshal's direction. Crews not following the crossing marshal's instructions may be disqualified**. After the crossing point, and while the race is in progress, crews returning to the University of London boathouse should keep to the Middlesex bank and should not cross to Surrey at The Ship.

Crews returning to Putney Town RC and Team Keane should NOT cross the river at the Chiswick Pier crossing, but should continue on the Surrey bank to their club.

Crews returning to clubs downstream of the finish should continue paddling to their destination.

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 that is following the last crew down the course then they should return to the normal navigation rules of 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.

CREWS RETURNING TO THEIR BOATHOUSES MUST NOT OVERTAKE CREWS STILL MARSHALLING WAITING TO RACE.

9. 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.

Each race official's first responsibility is to the safety of the crews in their part of the course. After the start of the race if a serious incident leads a race official to consider that any further crews entering his part of the course cannot safely continue racing, the official will immediately radio the Chief Umpire. If the Chief Umpire decides that the race should be stopped he will radio all officials and the starter with the message: "ALL STATIONS, ALL STATIONS. STOP THE RACE. I REPEAT. STOP THE RACE".

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Race officials and the starter will then immediately stop the race in their respective parts of the course using the command **"STOP RACING"**, reinforced by the use of air horns/sirens and red flags.

All crews must then follow the instructions of officials to return to their respective boating locations if this is possible. Where this is not possible crews will be directed to the nearest evacuation point.

Safety boats will remain on station whilst the course evacuation takes place. They will return to race control at Chiswick Pier House once the entire course is clear.

NB: A collision between two racing crews will not necessarily be a reason for stopping the race.

10. 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.

If you suspect there are errors in the provisional results, please email headsecretary@quintinboatclub.org

11. 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 incur a time penalty or be declared ineligible for a prize and race for a time only.

12. Complaints.

Please direct these to the Chief Umpire at Chiswick Pier House via the Quintin Head Secretary within ONE hour of the last crew finishing. Tel: 07788 889212

Comments and suggestions about any aspect of the race to headsecretary@quintinboatclub.org (07710 799886)

13. Towpath/the Public

In the interests of spectator and public safety, supporters and coaches must not follow the race on bicycles. Owing to the particular safety considerations of this race, the use of megaphones or radio equipment is prohibited for all parties except race officials.

14. Juniors and Vulnerable Adults

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 House. 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 799886. 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.