



# The Women's Eights Head of the River 2010

COURSE: University Stone, Mortlake, downstream to Putney Pier: 4 ¼ miles.

## INFORMATION FOR CAPTAINS AND CREWS

### NAVIGATION RULES

All coxes must be familiar with the Rowing Code of Practice for the Tidal Thames between Putney and Richmond before boating at any time. This can be found on the PLA website at <http://tinyurl.com/TidewayCode2009>. The Code of Practice contains navigation rules and guidance which must be followed outside of the race river closure. All boats must have Boat IDs as at <http://www.britishrowing.org/club-list> (overseas crews bringing their own boat should contact British Rowing who will issue a code). **Crews breaking this rule may be penalised.**

During the river closure (2pm to end of race): 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.

Incidents whilst boating on the tideway either during the race or otherwise should be reported via <http://incidentreporting.britishrowing.org/>. Incidents during the race should also be reported to the race organisers.

**AT ALL TIMES YOU MUST TAKE GREAT CARE AROUND ALL BRIDGES & FIXED / MOORED OBSTRUCTIONS.**

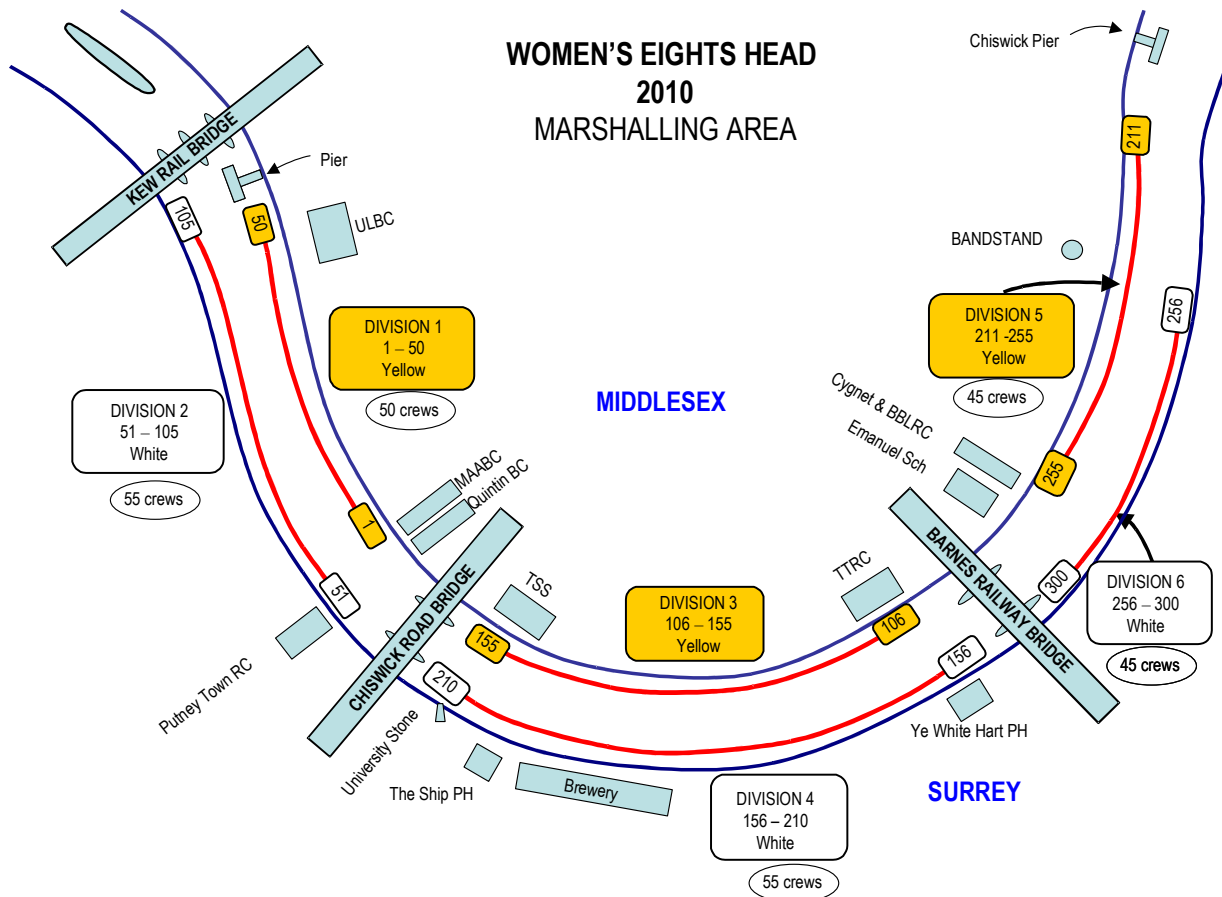
### NAVIGATION AND MARSHALLING INSTRUCTIONS

#### A) MARSHALLING GENERAL

All crews **MUST** be in position by 2:45pm

Launches will patrol the marshalling area and the course. In the interest of the crew members' safety especially after an incident, all instructions issued by the marshals must be obeyed immediately. Safety control and a doctor will be at MA&A Boathouse. Telephone 020 8994 1628 or 07841 967146.

If in doubt dial 999 and ask for Coastguard if a waterborne incident.



Crews will be marshalled in number order by division (see marshalling map above):

DIVISION 1: Crews 1 to 50 MIDDX bank from just above MAA BH to UL BH (1 nearest Quintin)

DIVISION 2 Crews 51 to 105 SURREY bank from steps above Chiswick Bridge to Kew Rail Bridge (51 nearest Chiswick Bridge)

DIVISION 3 Crews 106 to 155 MIDDX bank, in descending order from below Chiswick Bridge (155 by Chiswick Bridge)

DIVISION 4 Crews 156 to 210 SURREY bank, in descending order from below Chiswick Bridge (210 by Chiswick Bridge)

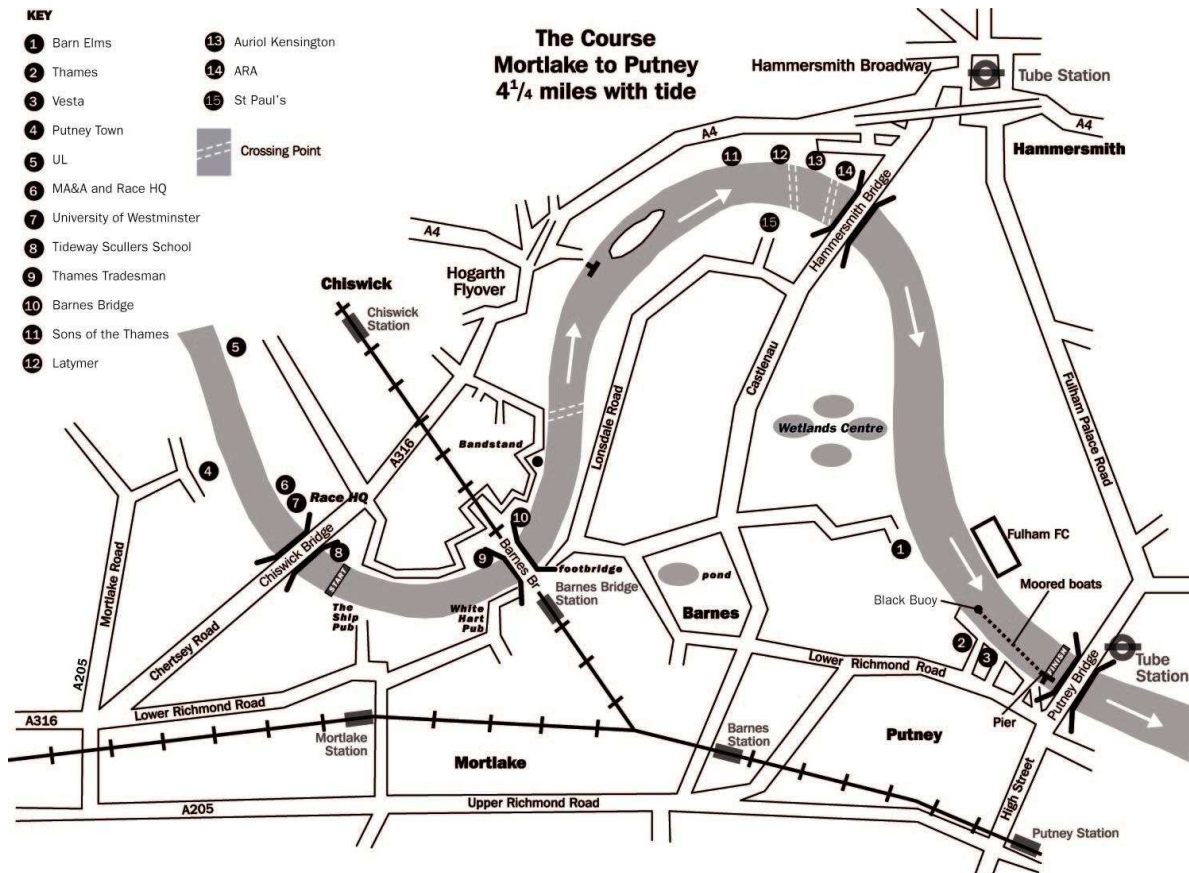
DIVISION 5 Crews 211 to 255 MIDDX bank, in descending order from below Civil Service BH (255 by CSBH)

DIVISION 6 Crews 256 to 300 SURREY bank, in descending order below Barnes Bridge (300 by Barnes Bridge)

Check on which side and in which area of river you need to marshal. Note that higher number crews are upstream.

**Race numbers must be displayed while marshalling and racing.** All crews will be issued with 3 paper numbers, one for the back of the cox (outside of life jacket), and two for bow (one for back of racing vest and one for outer clothing). **If numbers are not visible when racing then you are unlikely to be given a time.**

## **B) GETTING TO THE MARSHALLING AREA (on the outgoing tide, during the river closure)**



**Crews boating from Putney** should allow at least an hour to row to the start: this is the Boat Race course against the stream, and in strong stream conditions can take 75 minutes.

Coming up the river from Putney or Hammersmith, keep to the SURREY(south) bank between Putney and Corney Reach (see course diagram). On reaching the crossing point just above Chiswick Pier crews in Divisions 1, 3 & 5 should cross to the MIDDLESEX (north) bank (well above the pontoons and moored boats). Crews in Divisions 2, 4 & 6 should remain on the Surrey side.

Coming down the river from Kew or Chiswick, keep to the centre of the river. When turning into your marshalling position make a U shaped turn moving to the bank as you turn, to ensure you do not end up sitting in the middle of the river facing the wrong direction.

**Race pace or firm pressure is not permitted in the marshalling area at any time.** On arrival at the marshalling area crews will receive instructions from the marshals. Failure to obey their instructions may result in disqualification.

### **CREWS MUST NOT CROSS THE RIVER ABOVE BARNES RAILWAY BRIDGE after 2:45pm**

In other areas marshals will only allow crews to cross if it is safe to do so. Any crew out of position after the specified times is likely to be marshalled out of order and may be asked go off after the end of Division 6. If you are late you will be

requested to stay on Surrey and go all the way up through Chiswick Bridge on Surrey – where you will be started after Division 6.

### C) RACE START

The signal to turn by division will be given by the marshals, and crews must turn into the middle of the river and row in number order through the centre arch of Chiswick Bridge to the Starters launch. This will be moored downstream of Chiswick Bridge. **Crews must leave at least one length of clear water between boats. There will also be a 3 min gap before the first new entry.**

Crews will have a rolling start. The starter will start each crew by calling its number and saying "Go", e.g. "No.1: Go". Timing will start a little downstream of this point. The START line is marked with a banner saying "START" and is opposite the large light & dark blue wooden pole outside TSS, about 90 metres after the bridge.

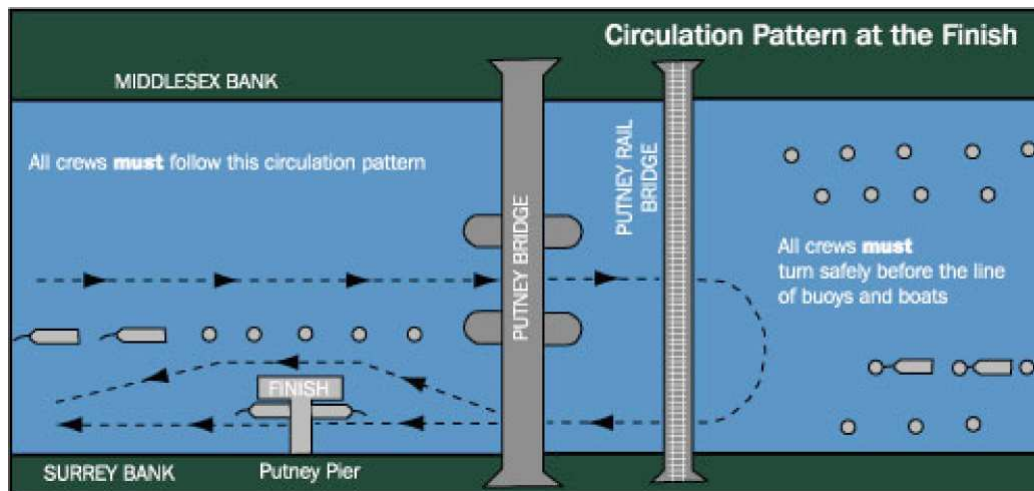
As DIVISION 1 turns and starts, DIVISION 3 will move up into position above Chiswick Bridge; DIVISION 5 moves up likewise. As DIVISION 2 starts, DIVISION 4 will move up above Chiswick Bridge; DIVISION 6 moves up likewise. Divisions must move up as quickly as possible, and crews will be penalised if they cause a delay.

### D) THE RACE

**Safety is paramount. Boats being overtaken MUST give way & boats overtaking MUST do so safely.** Observers will be posted along the course, and failure to observe this rule may result in time penalties, or, in extreme cases, lead to disqualification. Crews wishing to register an objection must do so to the Chief Umpire 0790 2251024 at the MA&A Boathouse within 30 minutes of the last crew crossing the finish. Note that your time can not be reduced if you are obstructed by another crew

**The fastest racing line is fairly central in the river at all points.** No crew should attempt to race inside of the green and red channel buoys as they will collide with marshalling or returning crews and may be penalised. Between Chiswick and the Bandstand there will be marshalling crews and launches on both sides of the river, so racing crews **must stay central**. All boats must row through the centre arch of all bridges and must not race between the bank and moored boats. The FINISH line will be marked by a banner saying "FINISH" on Putney Pier about 15 metres before Putney Bridge

### E) AFTER THE RACE



At the finish **DO NOT STOP**. Proceed as quickly as you can through the centre span of both Putney Road Bridge and the Rail Bridge and follow the marshals instructions. After turning, return through the bridges on the SURREY bank (inside arch), going either side of Putney Pier in **SINGLE FILE** and continuing between the Surrey shore and the line of moored boats.

Crews going into Putney Clubs should be nearest the bank and crews going back upriver should take the outer lane to avoid congestion in the Putney area. **Make sure you proceed to well above the Black Buoy before you stop your crew to put on any additional clothing**, keeping out of the way of the race itself. Be aware of other crews around you and move out of the area as quickly as possible.

Crews returning to upriver boathouses from Putney **must proceed with great caution. Racing crews are quite often out of the stream and close to the bank - make every effort not to interfere with their race, even if they are out of**

**position on the river. Stay in single file where possible and if you move out to overtake do so rapidly and keep a good lookout. This is when accidents are most likely to happen.**

Crews returning to boathouses between Hammersmith Bridge and Furnivall should report to the crossing marshals at Hammersmith Bridge who will advise them when they may cross. Crews returning to Sons of the Thames and Latymer should report to the crossing marshal near St Paul's School for permission to cross. Crews disobeying these instructions are liable to disqualification.

All other crews keep to the SURREY bank until you reach the crossing point at Corney Reach (**well after** the red channel buoy), where there will be a crossing marshal if the race is still in progress. Note that this marshal will be nearer Barnes Bridge than the position of the crossing point used in normal navigation. **If the race is still in progress you must wait to cross under instruction from the crossing marshal**, then cross to the MIDDLESEX bank and stay on that side to Chiswick. Please be patient. **If you are returning to a club upstream of Barnes Bridge you must wait downstream of any crews still marshalling to race.**

**ANY CREW INTERFERING WITH RACING CREWS WILL BE DISQUALIFIED.**

### **ABANDONMENT PLAN**

In case the race has to be abandoned at any time while crews are marshalling or racing the following procedure will apply and be strictly adhered to:

- Crews, on hearing continuous short blasts on air horns and/or seeing marshals waving red flags will immediately STOP. They will wait to be instructed on how and where to proceed by a marshal. They must maintain a sharp lookout for other crews in the vicinity who may not have heard or seen the warnings and are continuing with marshalling or racing. If necessary they must move to avoid any collision with such a crew.
- Marshals will wait for instructions from the Chief Marshal, who will be in constant communication with the Race Safety Advisor, and once the cause and location of the problem has been determined, he will proceed to put the abandonment plan into operation.
- Depending on where crews have boated, whether or not the Race has started and the number of crews still being marshalled, they may be asked to either paddle lightly downstream under the direction of the marshals (if they have boated from downstream of the marshalling area), or turn on to one of the banks and wait to be sent upstream if they boated from one of the clubs at or above Chiswick Bridge.
- A crew may be asked to proceed downstream of all marshalling crews before turning on to one of the banks.

## **GENERAL INFORMATION**

**BRIDGE CLOSURE** Hammersmith Bridge will be closed to vehicles throughout the weekend of the race. Congestion is expected in Hammersmith, Mortlake and on Putney and Chiswick Bridges.

**Allow extra time for your journey to the race.**

The Bridge will be open to cyclists and pedestrians as normal.

**EQUIPMENT** The organisers do not accept responsibility for crews or equipment. **It is each crew's responsibility to familiarise itself with these race specific instructions and local rules of the river, and to ensure that your boat conforms to British Rowing's Water Safety Row Safe guidelines.**

**COACHING** No electronic coach to crew communication (including megaphones) is allowed during the race, in or approaching the marshalling areas. In the interest of public safety, following crews by bicycling along the towpath is not condoned.

**CREW CHANGES** must be given to the Entries Secretary who can be found on race day at Thames RC in Putney. All crew members must be either British/Scottish Rowing/WARA registered (excluding overseas crews).

**RACE NUMBERS** can be collected from your host club and must be returned to the point from which they were collected or a charge of £30 will be incurred.

**BOATING:** Wherever you wish to boat from, please obtain permission from the Clubs involved. **If you are boating from a Putney boathouse** as a visiting crew, please comply with the parking instructions as shown on the parking permit and please obey any instructions you are given by the Police, Traffic Wardens or our stewards. When unloading and loading boats at Putney **you must leave sufficient room for emergency vehicles to pass.** Any failure to comply with parking instructions may lead to all crews from the relevant club being penalised in the race.

**CREW COMPETENCE:** If a Club enters a crew which is deemed not to be sufficiently competent to race, the crew will be escorted off the course and action will be taken against the offending club. Captains must ensure that they enter crews that are properly prepared for the race, capable of completing a ten mile outing and of being on the water for over two hours.

**Hypothermia is a real danger:** crews should take warm clothing on the water with them and a plastic bag is always useful for clothing during the race.

**LANGUAGE** We expect at least one of either cox or stroke to speak English and understand marshals' instructions.

**RIVER/WEATHER CONDITIONS:** In the event of adverse river/weather conditions:

- **Prior to race day** contact Simon Blackburn on Friday evening, telephone 07811 459462 to check if the race will take place.
- **On Race day** please take note of any announcements made by the Control Commission personnel in your area or by your host Club. We will aim to advise crews 2 hours before the race start time (i.e. before crews go afloat) if the start of the race is in question and will also give a time (likely to be within the hour) when a decision will be made as to whether the race will proceed or be cancelled. If you are in any doubt about going afloat please ask.

**You should be sure that your crew is competent to cope with the prevailing conditions before you allow them to boat.**

**In the event of Lightning,** you must follow Marshals' instructions.

**LIGHTS** Sunset is at 1800. Late starting crews boating near the start may still be on the water after 1700 and are advised to carry lights.

**RACE CONTROL** is at Mortlake Anglian & Alpha BC, above Chiswick Bridge on the Middx bank. Tel: 020 89941628.

**MEDICAL COVER** (varying combinations of paramedics, ambulances & doctors) will be present from one hour before the race outside Vesta RC - Putney, St Paul's School – above Hammersmith Bridge, Civil Service Boathouse - below Barnes Railway Bridge and MA&A BC - above Chiswick Bridge (see map on page 2).

**RESCUE SERVICES:** Safety cover will be provided from approx. 60 minutes prior to the start time until approx 60 minutes after the last crew passes the Finish line. Safety boats will be situated in the marshalling area, along the course and below the finish. Crews going above Kew Rail Bridge or ~80yards below Putney Rail Bridge will be off the marshalled course and out of the range of safety cover (see maps of marshalling area and finish circulation, above). Crews having practice outings before the race or who will be returning home well after the finish should carry a mobile phone in a waterproof case: in the event of an incident dial 999 and ask for **Coastguard**.

**WELFARE** The race welfare officer will be located at Race Control for the duration of the race; if you have any concerns please let her know at the earliest opportunity so that the matter can be promptly dealt with. Call 07836 774603

### **ACCIDENTS**

**Land:** Contact the nearest official or first aid facility.

**Water:** If practical, stay with the boat and wait for the marshal or safety launch. At landing site the crew **must** stay together and go to the designated boathouse for head count and medical checks. The designated boathouses along the course are: Mortlake Anglian & Alpha; Civil Service BH; St Pauls; Vesta RC

**TELEPHONES** Public coin boxes may be found at HSBC at Putney; Auriol Kensington RC at Hammersmith; Civil Service Boathouse and Thames Tradesmen's RC at Barnes Bridge; Tideway Scullers School and Mortlake Anglian & Alpha RC at Chiswick (Middlesex bank) and Putney Town RC at Chiswick (Surrey bank)

**RESULTS** Provisional Results will be posted as soon as possible after the race at <http://www.wehorr.org>

*Comments and suggestions about any aspect of the race are warmly welcomed. Please send them to [EventSec@wehorr.org](mailto:EventSec@wehorr.org)*

**The enclosed postcard summarises the guidance in these instructions and must be carried by the cox on race day.**