



# PAIRS HEAD of the RIVER 2023

Sunday, 8th OCTOBER at 11.00am

Under British Rowing Rules - Organised by Barnes Bridge LRC

**COURSE: Chiswick Bridge to Harrods Wall (downstream of Hammersmith Bridge)**

## INFORMATION FOR CREWS

Please note that the river is only closed between Barn Elms and Kew Rail Bridge from 10:00 on race day until the last boat has crossed the finish line. At all other times and in all other sections of the river, all crews must comply with the navigation rules laid out in the PLA

Tideway Code <https://www.pla.co.uk/assets/tidewaycodedigital.pdf>

**\*\* Note that all boats must clearly display their Boat ID in line with British Rowing requirements \*\***

**TAKE GREAT CARE AROUND ALL THE BRIDGES, PIERS & FIXED OBSTACLES**

**NUMBERS:** Numbers should be collected from the location shown for your crew on the boating details page on the Start Order.

Numbers will be delivered as below:

- UL and TTRC to UL
- Putney Town, Quintin and MAA to MAA
- TSS to TSS
- Sons, Furnivall and AK to Furnivall
- All Putney clubs to Thames

Late crew changes can be completed on BROE until 08.30 hrs.

**Boat numbers require a number slot. Please ensure yours is firmly attached to your boat. It is very difficult for the timing team to identify you if your bow number gets lost. Should this happen please shout out your number loudly as you cross the start and finish lines!**

**Boat numbers must be returned to the point from which they were collected or a charge of £30 will be incurred.**

**Each boat must display race numbers while marshalling and racing.** Bow of each crew should wear one pin-on number on the racing vest and one on the outer top whilst marshalling. **If numbers are not visible when racing you are unlikely to be given a time.**

## **NAVIGATION AND MARSHALLING INSTRUCTIONS**

### **A) MARSHALLING GENERAL**

Launches will patrol the marshalling area and the course. In the interest of the crew members' safety, any instructions issued by the marshals should be obeyed immediately. Crews must be aware that should there be a need to suspend or abandon the race at any point, they will be instructed to STOP immediately. Marshals will display Red Flags where possible. Whether racing or marshalling, all crews must then proceed cautiously ONLY as directed by the marshals who will be aware of the reason for stopping and will be able to manage the situation in the safest possible way. Safety control and a mobile paramedic will be at Chiswick Pier House. **If in doubt dial 999.**

Crews will be marshalled in number order by division (See Marshalling Map at the end of this document):

DIVISION 1 - **Nos 1 to 98** MIDDLESEX bank between just above Quintin Boathouse to just above London University Boathouse (1 nearest Quintin)

DIVISION 2 - **Nos 99 to 204** SURREY bank, from steps above Chiswick Bridge to Kew Rail Bridge (99 nearest Chiswick bridge)

DIVISION 3 - **Nos 205 to 311** MIDDLESEX bank in descending order from below Chiswick Bridge (311 by Chiswick Bridge)

DIVISION 4 - **Nos 312 to 401** SURREY bank, in descending order from below Chiswick Bridge (401 by Chiswick Bridge)

- 1. Check which section you are in and what side of the river you need to be on.**
- 2. Crews in Divisions 1 & 2 to be in position by 10.50**
- 3. Crews in Divisions 3 & 4 must be on the correct side of the river by 10.55**
- 4. Crews must not cross the river after the race has started, nor attempt to 'warm up' on the water. Attempts to do either of these will result in penalties or possible disqualification**
- 5. Any crew arriving in the marshalling area above Chiswick Bridge after their section has been moved into that area should expect to be held near the bridge and started at the end of their section**
- 6. Please note all crews must be in their marshalling slots by the time that the race starts; no 'slotting in' will be permitted. Any attempt to do this will result in penalties or possible disqualification.**

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

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 Corney Reach crews in Sections **1 and 3** should cross to the MIDDLESEX (north) bank (well above the pontoons and moored boats); crews in Sections **2 and 4** 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 practice is not permitted between Kew Rail Bridge and Barnes Bridge after 10.30**

**CREWS MUST NOT CROSS THE RIVER ABOVE BARNES RAILWAY BRIDGE after 10.55**

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 4. If you are late you may be requested to stay on Surrey and go all the way up through Chiswick bridge on Surrey – where you will be started after Division 4. On arrival at the marshalling area crews will receive instructions from the marshals. Failure to obey their instructions may result in disqualification. No 'slotting in' will be permitted from the bank or clubs.

### **C) RACE START**

The signal to turn by division will be given by the marshals, and crews must turn and row in number order through the centre arch of Chiswick Bridge to the Start. Note that there will be no Starter's Launch this year. The 'Go' will be given from the Start Line on the Land, on Surrey side. **Crews must leave at least one length of clear water between boats. There will also be longer gaps before crews 119 and 340 under the control of the marshals.**

Crews will have a running 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 wooden pole outside TSS, about 5 or 6 strokes after the bridge.

When DIVISION 1 has turned and started, DIVISION 3 will move up into position above Chiswick Bridge. Likewise, when DIVISION 2 has started, DIVISION 4 will move up above Chiswick Bridge. Divisions should move up as quickly as possible, or there will be a delay in getting them started.

### **D) THE RACE**

**Boats being overtaken must give way by moving out of the stream.**

Observers will be posted at points 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 at the Chiswick Pier House within 30 minutes of the last crew crossing the finish.

**The fastest racing line is fairly central in the river at all points. Racing crews must remain between the red and green buoys which mark the edge of the navigation channel, and must not cut the bends** as they will collide with marshalling or returning crews. Between Chiswick and Barnes Bridge crews from Divisions 1 & 2 must be aware that there will be marshalling crews and launches on both sides of the river, so **must** stay central. All boats must pass through the centre arch of both Barnes & Hammersmith Bridges. The **FINISH** line will be marked by a banner saying "**FINISH**" on the Surrey bank **about 200 metres after Hammersmith Bridge.**

### **E) AFTER THE RACE**

At the finish **DO NOT STOP** but proceed at paddling pace for a further 200 metres. There is no specific warm down area, and crews returning upstream will be directed to turn by the marshals.

## **Returning to Up River Boathouses from Hammersmith**

Crews returning upstream must turn onto the Surrey bank (except crews returning to Fulham Reach, ARA, AK & Furnivall - which turn onto Middlesex) and proceed through the side arch of Hammersmith Bridge.

Crews returning to AK and Furnivall should take great care around the PLA guard boat which will be moored in this area, upstream of the drilling rig itself. They should note its position when boating for the race, and ensure that they know how to navigate around it and land safely at their own clubs.

All other crews will be directed to turn on the downstream side of the Tea Rose Buoy.

**All returning crews 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. You may be disqualified if you impede a racing crew.**

**This is when accidents are most likely to happen.**

Crews returning to Sons of the Thames/Latymer must return through Hammersmith Bridge on the Surrey bank, keep going up until near St Pauls, then wait to cross until instructed to do so by the marshal.

All other crews keep to the SURREY bank until you reach the crossing point at Corney Reach, (**well after** the large pontoon on the opposite bank) where there will be a crossing marshal. 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. When you cross you must cross without delay and keep a good lookout. Crews returning to Putney Town may stay on Surrey and do not have to cross the river at the Crossing Point. They should make sure they keep a good look out, particularly as the river drops as they may be unused to rowing on this particular area of the river.

Note: There will be gaps in the racing schedule to allow returning crews to cross safely, so please be patient.

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

Crews returning to Putney boathouses after the race, keep a little to the STARBOARD (right if you were going forwards) of the centre of the river (with the Tide), proceed with care and be prepared to pass port to port with motorised river traffic. Watch out for the line of moored boats at Putney and turn onto the Surrey bank **after** them. There is no safety cover provided by the race once past the Riverview buoy.

## **LIGHTWEIGHT WEIGH IN**

Lightweight crews weigh-in at Civil Service Boathouse. Crew members must arrive together, with their BR licences, or other photo ID, between 09.00-10.00. To be eligible for the lightweight pennants, men's crew members must weigh a maximum of 75kg and women a maximum of 61.5kg. There is no additional crew weight restriction. Any crew that has entered lightweight, but fails to weigh in successfully will be eligible for the equivalent category open weight pennant.

## **GENERAL INFORMATION**

Competitors (or supervising adults in the case of juniors) must assess the conditions on the day of the race and must only boat and race if they are confident of their ability in the conditions. It is each crew's responsibility to familiarise itself with these race specific instructions and local rules of the river, plus ensure that your boat conforms to the BR Row Safe guidelines.

Hot drinks and snacks will be on sale at Civil Service Boathouse before the race and the barbeque will be fired up afterwards, serving hot bacon sandwiches and other winter-warmers and the bar will also be open, so do feel free to come and join us post-race.

Provisional Results will be posted as soon as possible after the race on the web site

<https://www.bblrc.co.uk/pairshead/>

### **SERIOUS STUFF – PLEASE READ AND COMPLY.**

You MUST read The PLA Code of Practice for Rowing on The Tideway

<https://www.pla.co.uk/assets/tidewaycodedigital.pdf>

You are strongly advised to watch this excellent video:

<https://www.britishrowing.org/knowledge/safety/tideway-navigation/>

You are strongly advised to carry a mobile phone in the boat (in a waterproof case).

If you need to call the 999 service, you need to ask for the COASTGUARD (this will be passed to the RNLI on our part of the river)

Should a crew have a mechanical steering failure, the crew should stop racing and notify an official of the problem. It is important that crews do not put themselves at risk by trying to finish the race with defective steering.

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 fourteen days prior to and including the day of the event.

Returning crews must wait behind the last marshalling crews (still waiting to start) and shall not pass the marshal responsible for the end of the relevant division. Any crew failing to observe this rule may be disqualified.

## **RACE ABANDONMENT PROTOCOL**

There are 3 distinct times that the race committee will abandon the race.

### **Race abandoned before race day:**

All competitors will be advised by e-mail (as provided on race entry) and the race website will be clearly updated.

### **Race abandoned on race day, before race start:**

Competitors may be advised not to go afloat as weather conditions have deteriorated faster than predicted in the run up to the race, or indeed, are not clearing up as fast as predicted. Competitors will be advised by marshals who will be sent to each boating location (either on foot or by launch). Their instructions **MUST** be complied with.

If some competitors are already afloat when the decision is taken to abandon the race, then no further boating will be permitted, and marshals will advise all competitors already afloat to return either to their home boating location, or the nearest safe location in the advent of very serious weather. Marshals and possibly safety boats will patrol the course and inform and assist as appropriate. The PLA / Coastguard / BR will be consulted in the decision making process.

### **Race abandoned after race start:**

Weather factors:

This is an extremely unlikely occurrence, as the race committee will have been monitoring the weather and would have most likely abandoned the race earlier if weather indicators and forecasts were adverse.

Non weather factors:

There are other non-weather related situations that could lead to a race abandonment, such as a catastrophic incident, or a failure in our safety cover for example.

Depending upon the cause of the race abandonment, competitors will be advised what to do by local marshals and umpires. The general rule will be to stop "racing" when advised, and then proceed to an appropriate location as directed.

The rule to remember is: **do what you are told by the race marshals**. The race staff will have the bigger picture of what is happening. The situation around you may be absolutely fine, but just around the bend, a pleasure boat may have broken its moorings and crashed into racing boats for instance. Alternatively, 2 of our safety boats may have become disabled or are required to deal with a major medical emergency and it therefore becomes unsafe to continue with such a reduced level of safety cover.

## Marshalling Map 2023



*No marshals or safety cover beyond this point*


**KEW 'RAIL' BRIDGE**

### KEY

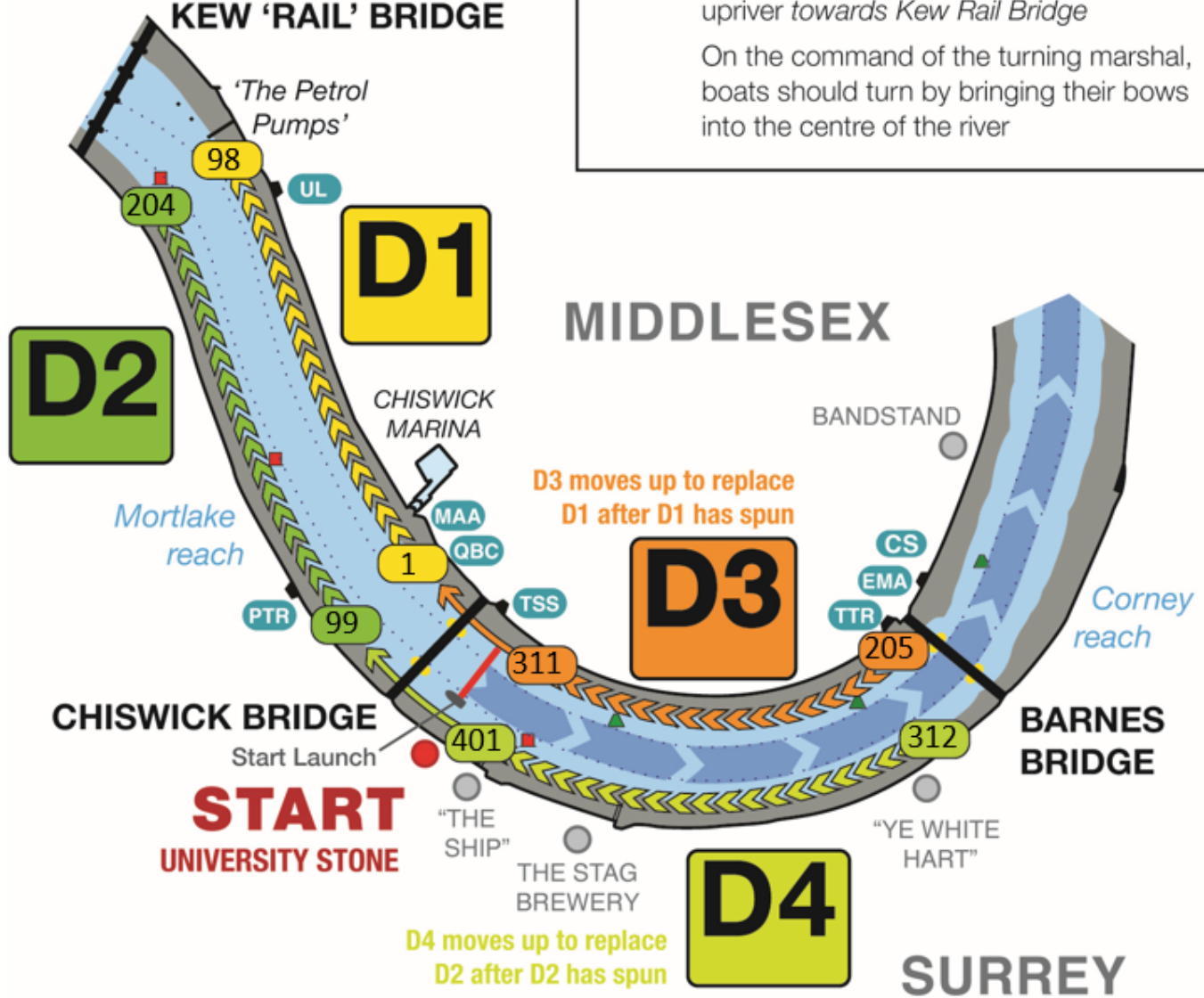
 Race course

 Boathouses

 Navigation Buoys

 Marshalling boats, with bows facing upriver towards Kew Rail Bridge

On the command of the turning marshal, boats should turn by bringing their bows into the centre of the river





## Course Diagram 2023



### Course Diagram

