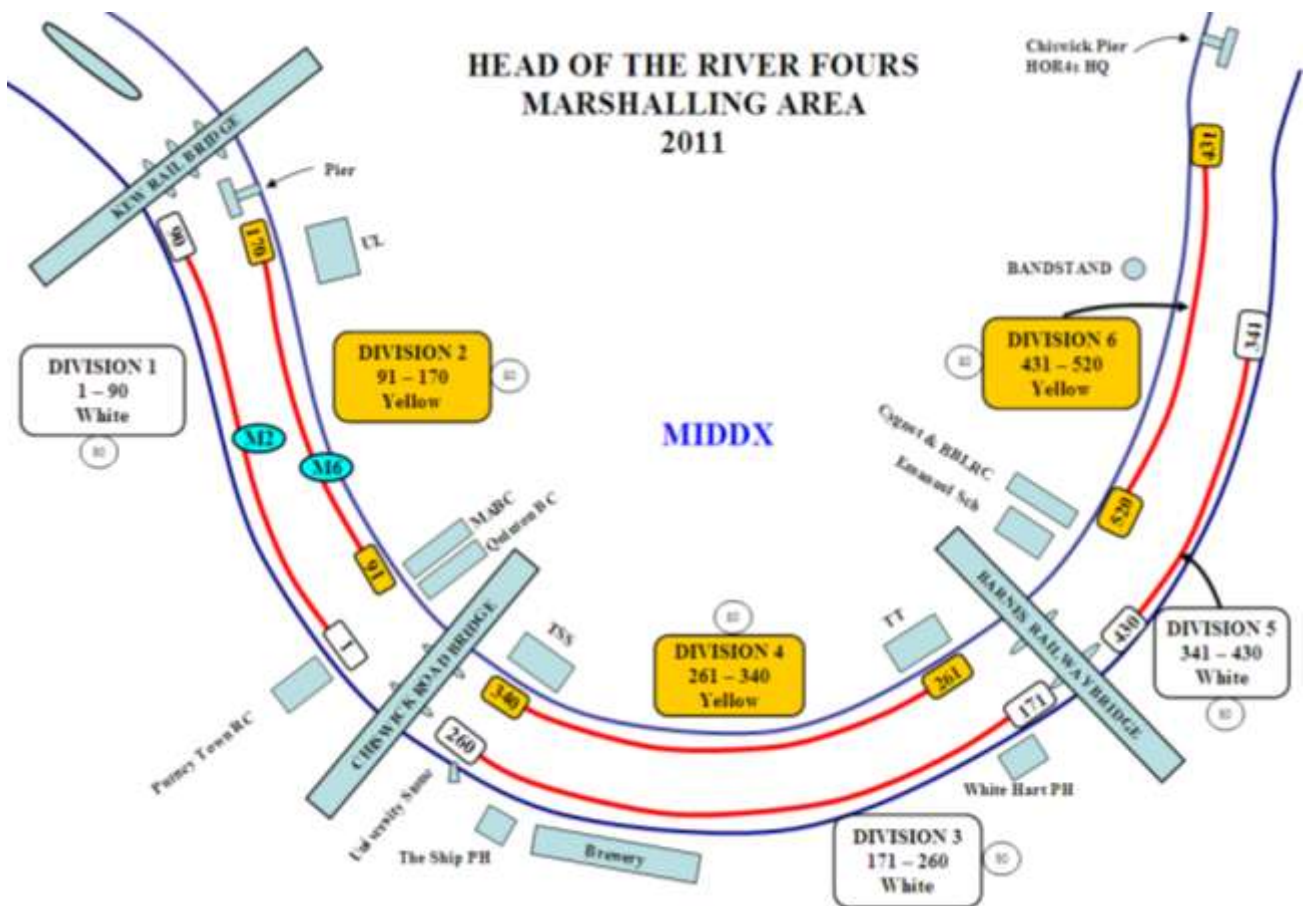


## THE HEAD OF THE RIVER FOURS 2011 at 11:30

### MARSHALLING INSTRUCTIONS FOR CAPTAINS, COXSWAINS AND STEERS

This year marshalling arrangements are new. There will be 6 divisions – 3 on Surrey (White) and 3 on Middlesex (Yellow).

Crews will be in the marshalling positions shown on the map at **11:20**. It is imperative that crews in the first two Divisions are in place above Chiswick Bridge at this time. Division one crews will turn at **11:25**. While marshalling, crews must keep as close to the bank as possible. Boats must maintain their position against the tide and neither allow themselves to become bunched together or allow gaps of more than one length of clear water to open up between them. No crew is to paddle at race or firm pressure in the marshalling area. Once in the marshalling area, crews will be under Marshalls instructions who must be obeyed at all times.



### PROCEEDING TO THE START

Crews are warned to leave their boathouses in good time - allowing 60 minutes to get to the start from Putney and 40 minutes from Hammersmith to allow for congestion of crews on the river. With 520 crews afloat all are asked to be alert to the needs of other crews at all times. From **11:20** the centre of the river between CHISWICK BRIDGE and PUTNEY BRIDGE must be kept clear for crews racing. ONLY CREWS RACING AND PROCEEDING TO START UNDER MARSHAL'S

ORDERS ARE ALLOWED TO PROCEED DOWNSTREAM AFTER **11.20**. ANY OTHER CREW DOING SO WILL BE **DISQUALIFIED**. This means any crew boating upstream of their marshalling position must allow themselves sufficient time when boating to arrive downstream of their marshalling position and turn into the side facing upstream before **11.20**. Any boat attempting to start other than in its correct position without having received instructions from a Marshal will be **disqualified**.

## **START & MARSHALLING**

This will be on time and without reference to absentees. New entries will be started at the rear of each event. There may be a short pause between Divisions at the discretion of the Marshals.

White Numbers will be Marshalled on Surrey side; Yellow Numbers on Middlesex.

### ***Division One: Numbers' 1 – 90, Surrey (White)***

At **11:25** Marshals will sound pneumatic horns for approximately five seconds to signal tops off and ready to turn. Crews must not turn until ordered to do so by the turning Marshals. On being told to do so Division One will turn and proceed downstream in numerical order to the Starter at Chiswick Bridge who will start them by saying "Number ... Go!" Timing will begin at the University Stone and not when the Starter says "Go". All crews will have a flying start. Boats are to be closed up until there is only one length of clear water between them at the start. On no account are boats to be overlapping when crossing the start line.

### ***Division Two: Numbers' 91 – 170, Middx (Yellow)***

On the Marshals instructions this division will tops off and ready to turn. The Marshals will give the instructions to turn.

### ***Division Three: Numbers' 171 – 260, Surrey (White)***

Once division one has turned, this division will immediately proceed upstream to take its place (upstream of Chiswick Bridge with 171 nearest the Bridge).

On the Marshals Instruction this division will tops off and ready to turn. The Marshals will give the instructions to turn.

### ***Division Four: Numbers' 261 – 340, Middx (Yellow)***

Once division two has turned, this division will immediately proceed upstream to take its place (upstream of Chiswick Bridge with 261 nearest the Bridge).

On the Marshals Instructions this division will tops off and ready to turn. The Marshals will give the instructions to turn.

### ***Division Five: Numbers' 341 – 430, Surrey (White)***

Once division three have moved up (upstream of Chiswick Bridge), this division will immediately proceed upstream to take its place. And once division three have turned then this division will move into its place above Chiswick Bridge with 341 nearest the bridge. On the Marshals Instructions this division will tops off and ready to turn. The Marshals will give the instructions to turn.

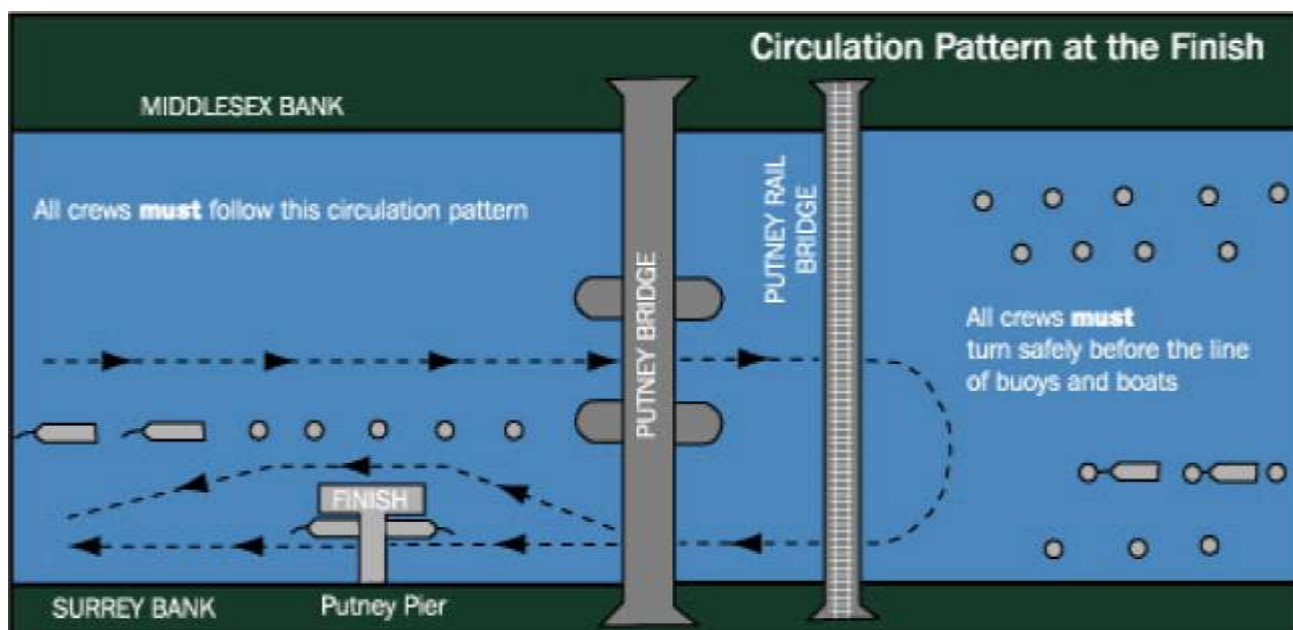
### ***Division Six: Numbers' 431 – 520, Middx (Yellow)***

Once division four has moved up (upstream of Chiswick Bridge), this division will immediately proceed upstream to take its place. And once division four have turned then this division will move into its place above Chiswick Bridge with 520 nearest the bridge. On the Marshals Instructions this division will tops off and ready to turn. The Marshals will give the instructions to turn.

## DURING THE RACE

Coxswains and Steers should maintain that which they consider to be their best course but **MUST NOT** obstruct or impede a faster crew that is overtaking. Failure to observe this rule will lead to disqualification or a time penalty. **All crews have a responsibility to avoid collision and may be penalised if judged to have contributed to the causes of a collision.** Umpires and Observers will be posted along the course. To ensure a finish time is recorded and to avoid disqualification all crews must pass between the Middlesex side of the moored boats at Putney and the finish boat. Racing crews must pass through the centre arches of Chiswick and Putney Bridges and the Bridges on the course. **As you approach the finish please be aware of the line of buoys separating you from returning crews.** (See map)

## THE FINISH



AFTER CROSSING THE FINISH LINE ALL CREWS MUST PROCEED THROUGH PUTNEY BRIDGE AND FULHAM RAIL BRIDGE BEFORE TURNING ON TO SURREY. THIS IS A MOST IMPORTANT SAFETY REQUIREMENT AND FAILURE TO COMPLY WILL RESULT IN DISQUALIFICATION.

## 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.

## **RETURNING CREWS**

Crews returning to their boathouses must not impede crews racing and must accordingly give way to these crews. **Returning crews WILL NOT overtake crews still marshalling in order to return to their boathouses.** Penalties or disqualification will be awarded to crews that do. Crews returning to Hammersmith must await the direction of a Marshal stationed on the Surrey side above Hammersmith Bridge to cross the river to the club houses on the Middlesex side at Hammersmith. Crews returning to Boathouses above Hammersmith Pier must await the instruction of the Marshal by St Pauls Boathouse before crossing.

Crews returning to Barnes, Mortlake, Chiswick and Kew must paddle up the Surrey side to opposite Chiswick Pier where they must await the direction of a Marshal before crossing to the Middlesex side. They must then paddle up the Middlesex side keeping well clear of crews racing **and behind the last crew marshalling in Division Seven.**

## **EQUIPMENT**

It is your responsibility to ensure your equipment fully meets the requirements of the ARA Water Safety Code and is in full working order. Control Commission inspections on returning crews will operate from the hard by Chas Newens Marine, just above Putney Pier. This hard is for inspections only and **no crew will be allowed to disembark from this hard.** Crews failing to stop for inspection when requested to do so will be disqualified. The Umpire will decide appropriate penalties for crews failing to comply with the code; these will include disqualification for serious breaches. This year the ARA Boat Identification Code will be strongly enforced. Participating boats without a code number will incur an automatic 10 second penalty.

## **RIVER CLOSURE**

The River closure starts at **10:30** and covers the stretch of river between Putney Railway Bridge and Brentford Dock. The River reopens progressively from Chiswick as the last crew proceeds down the course and is completely reopen when the last crew crosses the finishing line. Outside these times and areas the normal rules of navigation should be followed.

## **NUMBERS**

An Empacher number plate must be fixed to the boat with the screw provided. The linen numbers must be securely fastened at each corner to the back of the bowperson and coxswain so as to be visible when the crew is racing.

All numbers will be delivered to the host club declared on the entry form. Numbers may be left at the host club or, returned to 42 Corney Road Chiswick, W4 2RA on race day or within seven days of the event. Host clubs may be willing to return numbers for visiting clubs, but it is the responsibility of visiting clubs to make arrangements with their hosts. **Responsibility for returning numbers rests with each competing crew.** Empacher number plates that are not returned to the secretary undamaged within seven days of the race or lost or damaged by whatever means will be charged at the rate of £30 per plate to the Club, School or College."

## **GENERAL ADVICE**

The Head of the River Fours is run for the benefit of the competitors. It endeavours to provide an enjoyable and fair race for all. The Marshals are all experienced Tideway people and are there to assist you and ensure the safe and smooth running of the race. **PLEASE OBEY THEIR INSTRUCTIONS AT ALL TIMES. This does not negate your responsibility for the safe navigation of your craft.**

With 520 Crews on the river an atmosphere of mutual tolerance is most conducive to the safe running of the race. Crude abuse to other crews is unlikely to solve any problems and may lead to further problems. Remember also that you are on public show and such behaviour gives the sport a poor image.

If you are unsure of your best course at any point, it is as well to remember you will lose only a small amount of time if you are in the middle of the river but not quite in the stream. You will lose large amounts of time if you get in the slack water at the side.

Remember you are on a TIDEWAY. When eased your boat is not stationary. It could be moving at 3-4mph astern or ahead. If you are turning do so promptly. You must not turn above an obstruction, (Bridge, moored Boat, Eyot, Buoy etc.) unless you can complete the manoeuvre before being swept onto the obstruction by the stream. When eased remember that if you are not parallel with the bank you are likely to be swept about by the stream. As the tide falls the river becomes much shallower and shoals appear particularly towards the sides.

When a Division is ordered to turn, spin or chop turning is normally an inappropriate technique. The side nearest the Bank should paddle continuously until the bows of the boat are in the centre of the River. The other side should then back it down for a few strokes to prevent the boat crossing to the other bank. The first side should then paddle on again. This process should continue until the boat is fully turned. This technique is normal good practice on a Tideway as it uses the stream to assist turning. It is particularly helpful when turning to go to the start, as it not only turns the boat but also brings it to the centre of the river where it needs to be.

**Any complaints about the behaviour of other crews during the course of the race must be made to the Umpire at Chiswick Pier House, within one hour, of the last crew crossing the finish line. If you turn down Edensor Road off the A316 and go straight on until you reach the River you will find Chiswick Pier.**

## NAVIGATION RULES

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.

Outside the river closure: You will find instructions at:

<http://www.portoflondon.co.uk/notice2mariners/index.cfm/flag/2/id/2656/site/maritime>.

This applies to both Tideway and non-tideway crews.

All steers and 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 at <http://www.thames-rrc.org/rowing-on-the-thames/navigation-on-the-river-thames/>

Incidents whilst boating on the tideway either during the race or otherwise should be reported to the Regional Rowing Council using the online reporting system. <http://www.thames-rrc.org/safety>. Incidents during the race should also be reported to the race organisers.

*Comments and suggestions about any aspect of the race to 42 Corney Road, W4 2RA or [chrisshea@blueyonder.co.uk](mailto:chrisshea@blueyonder.co.uk)*