

BARNES & MORTLAKE REGATTA 2016

INFORMATION FOR COMPETITORS

DISCLAIMERS

When making an entry, Club Captains / Coaches / Entry Officers must ensure that their crews are fully briefed and competent to race in the conditions likely to be experienced on the Tideway. On the day of the event, every individual participant must, with the help where appropriate of a responsible adult, carry out his or her own personal risk assessment before boating. That risk assessment must include their fitness, health, equipment and technique to determine whether or not they are able to race in the conditions as they find them.

CREWS RACE AT THEIR OWN RISK, THE REGATTA ORGANISERS ACCEPT NO LIABILITY FOR ACTIONS OF THE CREWS OTHER THAN WHEN DIRECTLY INSTRUCTED BY THE REGATTA ORGANISERS AND MARSHALS

All Competitors vehicles, trailers, boats, equipment and personal property are brought to the Regatta entirely at the Owners risk and responsibility. The Regatta Committee will not accept any responsibility for loss or damage to any Competitor or competitors belongings, however that damage or loss occurs.

Only crews that are competent in rowing and racing skills should be entered at Barnes & Mortlake Regatta. Crews found by a Race Umpire or other Regatta Official not to be competent or judged not capable of racing and finishing safely may be excluded at any time. In such instances a full report will be made to the Regional Water Safety Advisor. In such circumstances, entry fees will not be refunded

Note that foreshore in the boating area can have sharp objects on it thus walking over this area without shoes or boots can lead to injury. Neither the Regatta nor either of MA&ABC or Quintin BC, can accept any liability for injury caused by flotsam, jetsam or detritus on the beach used for boating.

THE COURSE

1. 1000 metres - as shown on the maps and diagrams that accompany these sheets
Stations count from Middlesex. All races will be with the tide from a free start.

REGULATIONS

2. The Regatta is held in accordance with British Rowing Rules of Racing and is compliant with the latest version of the Tideway Code of Practice and Rowsafe.
3. All Competitors are required and assumed to be conversant with The Tideway code of Practice, which can be found & downloaded here:

http://www.pla.co.uk/assets/THE_ROWING_CODE.pdf

and "Row Safe", which can be found & downloaded here:

<http://www.britishrowing.org/taking-part/staying-safe/rowsafe>

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REGULATIONS *cont.*,

4. It is the **competitors responsibility** to read and understand
 - this document, 'Information for Competitors'
 - the two [2] diagrams of the course, for up stream and downstream racing
 - the Regatta 'Safety Plan for Competitors'

If any competitor has any questions about these documents or if any part of them seems unclear then do not hesitate to refer to any Regatta Official at Registration or Control Commission.

WE WOULD MUCH RATHER YOU ASK THAN POSSIBLY PUT YOURSELVES AND OTHERS AT INCONVENIENCE OR RISK BY NOT ASKING OR MAKING SURE.

Especially, please take careful note of the 'RIVER EVACUATION' procedures contained in the 'Safety Plan for Competitors' and ensure that all persons in charge of craft are aware of them

5. The Committee reserves the right to alter the Regatta timetable as circumstances and exigencies dictate. It is the Competitors responsibility to keep **themselves** informed of any changes during the Regatta by listening out for P/A announcements or checking with Race Control or Crew Registration
6. Prizes can only be awarded to winning competitors who can produce their BR registration card.
7. Prizes will be presented to winning crews on the Mortlake Anglian and Alpha Boat Club balcony (but inside the Clubhouse if the weather is bad) immediately after each final.

NAVIGATION

8. The River will NOT be closed for the Regatta.
9. Visiting [i.e non-Tideway crews] **must be familiar** with the Tideway Code of Practice found at

http://www.pla.co.uk/assets/THE_ROWING_CODE.pdf

The course is on the starboard side of the notional centre of the river. If visiting crews have any queries about navigation they are encouraged to raise the matter at Crew Registration or Race / Regatta Control

10. A map and two flow diagrams are attached, one for downriver (ebb tide) racing and one for upriver (flood tide) racing. Coxswains, bowsteers and scullers should make themselves familiar with the flow pattern, crossing points and marshalling areas.
11. Crews must keep close to the bank when proceeding to the start and returning from the finish. The Surrey bank should be used above Chiswick Bridge and the Middlesex bank below Chiswick Bridge. The crossing point is immediately upriver of the Mortlake Anglian Boathouse. Crews boating from Barnes or further downriver may cross below Chiswick Bridge. Always exercise extreme care when crossing the river. Crews should keep to the right hand side of centre when moving with the stream.
12. Competitors should understand that the river is not closed and will be open to other traffic. The Regatta will endeavour to keep all private pleasure and motorboat traffic towards the Surrey bank when proceeding downriver and towards the Middlesex bank when proceeding upriver.

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13. Private motorboats/launches may not take appropriate action to reduce their speed or avoid crews making for the start or returning from the finish. Competitors should make due allowance for this.
14. If your boat suffers a mechanical steering failure, that the crew should stop racing and notify an official of the problem. It is essential that crews do not put themselves at risk by trying to “finish the race” with defective steering.

BEFORE BOATING

15. Before a crew has its first race a representative of the crew must report to the Crews Registry in the MA&ABC clubhouse to
 - check in,
 - collect regatta numbers
 - if coxed, have the coxswain weighed.
 - Advise Registration of the mobile telephone number to be used in an emergency of the Captain, Coach, Rowing Master or other responsible adult in charge of or travelling with the crew[s] entered at the Regatta
16. All Competitors are advised and reminded that they are solely responsible for their own safety and for ensuring their equipment, boats and associated equipment are in good condition and **meet in all respects** the provisions of the BR Rules of Racing 2-3-8 and Rowsafe **in their entirety**
17. All boats that compete at this Regatta **MUST** display, in a BR approved manner, a BR 6-character identifying code. This code should be displayed on both sides of the boat, in a prominent and [when boated] easily visible position. Both sets of BR ID numbers should be professionally made up – ***NO TAPED NUMBERS WILL BE ALLOWED***. Crews submitting boats without proper numbers properly displayed **will** incur an Official Warning from Control Commission, the club/competitor and boat **will** be reported to BR for them to take further action as they see fit and the boat will not be allowed to race.
18. The Regatta will make a random check of all boats used at the Regatta, including those boats that do not launch from the Regatta site. Crews coming up from below Chiswick Bridge or down from the UL boathouse must call in for a boat and equipment check

If your boat is assessed as not safe you will not be allowed to use it!
19. In the event of poor/worsening weather, please listen to announcements from Regatta Control, who will advise whether you should boat or if the racing will continue. In the event of lightning threatened or occurring, ‘RIVER EVACUATION’ procedures will be implemented; no crews will be allowed to boat; boats already on the water, including those containing Regatta Officials **MUST** return to the nearest boathouse/nearest shore or disembarkation point *immediately*, come ashore and take shelter in Boathouses or buildings **BUT NOT UNDER TREES!**
20. Crew Managers/coxes/coaches should note that they must be sure that their crew[s] is/are competent to cope with the prevailing conditions before they are allowed to boat.

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MARSHALLING BEFORE THE START OF RACES

21. Racing starts and warm ups are not allowed on the Regatta reach. Crews wishing to warm up or practise must do so in the warm up areas shown on the course diagrams but must advise the Start Marshal of their intentions beforehand and return in time for their race. It is the crew's responsibility to present themselves in time for the Start of their race
22. The Start Marshal is in control of the Marshalling area at the start of the course. Please obey his / her instructions
23. Crews arriving at the start must report to the Start Marshal's launch, and assemble /wait in the area indicated to them by the Start Marshall.
24. When called to the start by the Start Marshal:
 - Racing Upriver – Crews must turn and assemble on their stations in line abreast below Chiswick Bridge and lined up so as to pass through the centre arch of Chiswick Bridge. The Race Umpire will collect you there and take you through the Bridge to be aligned and started.
 - Racing Downriver – Crews must move up and pass to the left of the RED navigation buoy below Kew Rail Bridge, turn above the buoy and assemble line abreast on their stations where the Race Umpire will collect them for alignment and starting.
25. Races will start without reference to absentees. If you go off to do practice starts etc., you must be back in the Start area in time for your race.

DURING THE RACE

26. When racing Upstream – do not cut in towards the Surrey bank approaching the finish on the upriver course to avoid all possibility of collision with crews returning to the boating area. You must finish by passing to the right of the RED navigation buoy. Coxless boats should look round to check the position of the **pier** on the Middlesex bank.
27. When racing down-stream — do not cut in towards the Middlesex bank when approaching Chiswick Marina to avoid all possibility of collision with crews in or crossing from the boating area.
28. It is appreciated that Coaches may wish to follow crews in a launch or 'tin fish' when they race.
 - ◆ The Umpires permission must be sought before each race and that permission will not be unreasonably withheld. However, on grounds of safety to the crews and other river users no race following will be allowed after half tide on the ebb or before half tide on the flood due to lack of water and the dangers of congestion.
 - ◆ Once permission has been given to a launch or 'tin fish' to follow a race, then that launch and occupants therein are under the control and authority of the Race Umpire.
 - ◆ The Umpire will indicate, if he/she accedes to a request to follow a race, the course that the following launch or 'tin fish' must keep to. No launch when following a race may advance further than the stern of the Umpires launch.
 - ◆ Only Coaches from the Clubs racing may follow a race, one per crew, or a maximum of two launches or 'tin fish' per race.
 - ◆ 'Tin fish' may not carry more than two occupants; these occupants will wear life jackets and the driver will have a properly set up kill cord. Larger launches must not exceed the 'maximum passengers to be carried' limit and all passengers and the driver must wear approved life jackets and have a properly deployed kill-cord.

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- ◆ No launch occupant may speak to the racing crews or make any signal or sign to the racing crews, neither shall the launch used follow any line other than that selected at the start of the race.
[Rules of Racing 2.5.3]
- ◆ Note that if the Umpire *sees or suspects* any violation of the above, the risk of disqualification to the encouraged crew is severe

29. When racing on the flood, that is, upstream the crews must be aware of the presence of Maynards Jetty that protrudes from the Middlesex shore and on which the Finish is sited. Good care must be taken, especially by the crew on Middlesex, to look round at University of London's beach to make sure they avoid the Jetty.

AFTER THE RACE

30. When racing on the flood, that is, upstream the crews must be aware of the presence of two large timber piles beyond the Finish [end of Maynards Jetty and jutting out into the stream] and take care not to become hung up on them.
31. In the event of a dead heat, crews will not return to the boathouses but will immediately return to the start, under the direction of the Umpire, to re-row the race.

Should any launch be following the race the occupants may not contact the crew they support by word or gesture and must allow that crew to return to the start for the re-row completely independently of the following launch

32. Do not turn close to the upstream side of bridges. After finishing upriver races crews must make every endeavour to turn into Surrey immediately after (and above) the RED navigation buoy. If crews cannot avoid proceeding through Kew Railway Bridge they must use the second arch (marked by navigation lights) from the Surrey bank. After finishing downriver races crews **must** pass through the centre arch of Chiswick Bridge before turning.

Thank you.