



REMENHAM CHALLENGE

SUNDAY 16 JANUARY 2011 AT 12:30

Rules and Safety Instructions to Competitors

GENERAL

- 1) The event will be rowed under British Rowing Rules of Racing, the PLA Code of Practice for Rowing on the Tidal Thames above Putney, and complying with the British Rowing 'RowSafe: Guide to Good Practice in Rowing'.
- 2) In making entries, clubs are attesting to the fact that the respective crews are eligible to participate in the event being entered, and each member thereof holds a valid British Rowing racing licence (see 6 below).
- 3) The order of start, maps, safety instructions and any up to date amendments will posted on the Remenham Challenge website: <http://remenhamclub.co.uk/remenham-challenge/>.
- 4) On the day of the race, Race Control can be contacted at Vesta RC, by radio and on tel. 020 8788 0326.

SAFETY

- 5) Competitors are responsible for their own safety both ashore and afloat, which is of overriding importance at all times.
- 6) Club Captains must ensure that that their crews are all members of British Rowing, are fully briefed and competent to race in the conditions likely to be experienced on the Tideway at this time of year and are capable of doing their own risk assessments. THE RACE ORGANISERS ACCEPT NO LIABILITY FOR ACTIONS OF THE CREWS OTHER THAN WHEN **DIRECTLY** INSTRUCTED BY THE RACE ORGANISERS AND MARSHALS, AND CREWS RACE AT THEIR OWN RISK.
- 7) All crews and coxes are assumed to have watched the safety video "Coxing a Tideway Head" provided free to all clubs by the Tideway Processional Races Group. The act by your club of putting in an entry will be considered as confirmation that every member of the crew has seen this video.
- 8) If a member of a crew should fall out it is essential that the crew stop and help. Following crews must take avoiding action.
- 9) The River will **NOT** be closed for this event and consequently the normal rules for navigation on the Tideway apply. Here is a link to the PLA Tideway Code, which should be read by all crew members and **must** be read by all coxes and steersmen http://www.portoflondon.co.uk/pdfs/maritime/rowing_code_-_printers.pdf. The act of putting in an entry will be considered as confirmation that this has been read and understood by all steersmen. A Notice to Mariners (NTM) will be in place warning other river users of the event and requesting their consideration, but Crews must still give them consideration. You do **not** have automatic right of way or priority.
- 10) For those crews not used to Tideway rowing, please pay particular attention to the positions of the PLA navigation buoys, especially when racing.
- 11) Crews must obey all instructions from Officials. Failure to observe this rule may lead to a time penalty or disqualification.
- 12) First Aid facilities are available at Thames RC, Vesta RC and London RC. Points for best access by ambulances are also shown on the course map.



BOATING ARRANGEMENTS

- 13) Non-Tideway crews must make prior arrangements directly with their designated host club regarding availability of changing and boating facilities.

CREW NUMBERS

- 14) Numbers for crews will only be issued at the **MANDATORY** safety briefing which coxes, steers and those in charge of any junior crews are expected to attend. Failure to attend the briefing will result in a crew not having a number and therefore not being permitted to race. The briefing will be held at Thames RC at 11:00 **SHARP**.
- 15) Return numbers to London RC immediately after the race (the prize giving will also be at London RC as soon as results are available).

MARSHALLING

- 16) Crews must be in position at least 10 minutes before the race start time. As a guide it can take 50 minutes to paddle from Putney to Chiswick.
- 17) Crews will be marshalled in blocks of 15, downriver of Barnes Bridge on the Surrey (southern) bank. Crew nos. 1-15 with no. 15 nearest Barnes Bridge and crew no. 1 furthest downriver, then crew nos. 16-30 with no. 30 nearest crew no.1 and crew no. 16 furthest downriver, and so on so that all crews are marshalled upriver of Chiswick Pier.
- 18) Crews should assemble with their bows facing upriver against the stream, being careful to keep the bows pointed towards the bank to avoid the stream pushing them around. Please refer to the marshalling map for more details.
- 19) Crews rowing upriver from Putney to the marshalling area **MUST NOT** cross to the Middlesex bank at Chiswick Steps Crossing Point (i.e. in contravention of the normal navigation rules) but instead continue on the Surrey bank to their designated marshalling position.
- 20) Crews proceeding upriver who have not passed through Hammersmith Bridge 20 minutes before the start time will be deemed late starters and be held and will be started at the end. Any crew attempting to pass through Hammersmith Bridge after 20 minutes before start time, without the express permission of a Marshal, may be penalised or disqualified.
- 21) When marshalling, remember you are on a tidal river and wind and tide may cause you to drift. You should maintain your position relative to the bank by paddling as required. Ideally your bank side blades should be in contact with the bank and the stream side blades used to keep you stationary.
- 22) **ON NO ACCOUNT SHOULD ANY CREWS PADDLE UPRIVER THROUGH CHISWICK BRIDGE.** Failure to adhere to this instruction will likely lead to disqualification.

START

- 23) This will be on time and without reference to absentees. Crews arriving late in the marshalling area may be started at the end of the race.
- 24) On being told to do so by the marshals you are to turn and proceed downriver in numerical order to the starter at Chiswick Pier, who will start you by saying "Number Go!" Timing will begin a little further downriver and not when the starter says, "Go". All crews have a flying start. Boats should be closed up until there are three lengths of clear water between them at the start. On no account are boats to be overlapping when crossing the start line.

COURSE

- 25) All crews must pass through the Starboard side of the centre arch of Hammersmith Bridge.



- 26) After passing the finish line at London RC, all crews **MUST** continue under Putney Bridge, without overtaking. They should then proceed to turn towards the Surrey shore and return to the Putney Embankment close to the bank under Putney Pier. If there is insufficient water to pass under the pier, the crew **MUST** proceed downriver of Fulham Rail Bridge before turning towards the Middlesex bank and coming back upriver on the starboard hand, before crossing to return to the inside (Surrey side) of the line of moored boats (i.e. in accordance with published best practice for the Tideway). NB. Crews may be held on the Middlesex shore before crossing if racing crews are still coming downriver. Crews should keep a sharp look out particularly after the race when you are tired. There will be marshals there to guide you but your navigation after the finish is your responsibility.

OVERTAKING

- 27) Crews being overtaken should adhere to the Tideway Code of Practice and must not change course relative to the stream so as to *obstruct* or *impede* an overtaking crew. However, wherever possible and safe to do so, the crew being overtaken should keep clear of the overtaking crew. An overtaking crew may overtake on either side but is advised that keeping the overtaken crew on the outside of a bend is likely to be faster. NB. No overtaking is allowed in the restricted zone at Hammersmith Bridge.
- 28) **BE SENSIBLE AND CONSIDERATE TO OTHER CREWS DURING THE RACE**; this is a friendly, intra-Remenham event and none of us wish to do anything either unsafe or that jeopardises the equipment.

DISPUTES

- 29) Any appeal or complaint must be made to the Chief Umpire at London RC immediately after the race. No appeal or complaint will be considered after the results have been announced.
- 30) No crew will be given a time faster than that which it actually recorded for the race.
- 31) In any dispute the decision of the Race Committee shall be final and without appeal.