

# Burway Head

Saturday 18th February 2012

A 3000m upstream race held under British Racing Rules in Three Divisions starting at 10.30. 12.00 and 13.30.

## Instructions To Competitors

Club Captains, coaches and rowing masters must read these instructions carefully and ensure all competitors are aware of, understand and comply with them. These instructions should be read in conjunction with the course plan.

The event is held under the British Rowing Rules of Racing and in accordance with Row Safe: A Guide to Good Practice in Rowing. All competing clubs are expected to know and abide by these rules and exercise their duty of care to themselves and others on and off the water at all times.

**PARKING** Two car parks are available along the river on Thameside, one just upstream of Burway RC for trailers only and the other about 1km downstream of Burway RC at Laleham Park for vehicles and trailers. A third car park is available behind the club house on Abbey Drive. All car parks are pay and display. Absolutely no parking is permitted along Thameside or at Burway RC. Spelthorne Borough Council enforcement officers do work Saturdays.

Road

**Great care should be taken when crossing the road and stepping over the barriers along the road, especially when carrying boats. Ideally all crews should have a competent person to guide them across the road.**

**ENTRIES** Competitors may enter any or all divisions. Entries will be automatically moved to a higher status event if insufficient entries are received, unless it is clearly indicated on BROE that competitors do not wish this to happen. Categories may be combined if insufficient entries are received and these will be indicated on the draw. A handicap will be applied in accordance with Masters Handicap Data given in the Umpires Handbook. Masters novice will not have a handicap applied for age.

**NUMBERS** Numbers will be issued from Burway RC from 9:00. No numbers will be issued for unpaid entries. You will be given:

- 1) Two large numbers to pin to the back of bow's outer top and racing top, FOUR safety pins will be provided for each and must be used.**
- 2) A plastic Empacher slot number. This has a hole for securing to the slot with a screw / split pin which you should provide. These numbers must be returned to Burway RC after racing. Failure to return will result in your club being charged the replacement cost.**

If a competitor or boat is doubling up – please remember to change the numbers on display. Any crew not displaying a number when racing may not be timed.

**Boat ID** All boats must clearly display a unique British Rowing compliant boat identification code . Boats without this code will attract a time penalty.

## BOATING

Three boating areas are available as indicated on the map.

**Burway RC.** Immediately opposite the boathouse

**Laleham Park** Across the road

**Upstream of Burway RC.**

Changing and toilet facilities are available at Burway RC.

Boats must be launched with bows upstream and proceed a short distance clear of the boating area before turning and heading downstream to the start on the Middlesex side of the river.

**THE FIRST 30 CREWS IN EACH DIVISION MUST BE BOATED AT LEAST 45 MINS BEFORE THE START OF EACH DIVISION**

**SAFETY** It is the absolute responsibility of competitors and coaches to ensure that their boat meets the standards laid down in BR Rules of Racing and Row Safe, particularly with respect to **HEEL RESTRAINTS** (see BR Update 6/5/11 below), **BOW BALLS** and **BUOYANCY COMPARTMENTS**. Random checks will be carried out throughout the day.

**Competitors and coaches are responsible for undertaking their own Risk Assessment, ensuring they all scullers are competent, healthy and suitably clothed to race in the conditions on the day, irrespective of the organizers' decision to hold all or some of the events. Junior crews must be under adult supervision at all times.** All coaches and supporters following the race by bicycle must adhere to the Highway Code and give priority to pedestrians on the footpath section taking care not to collide with other road / path users or crews crossing the road near the boating areas.

If boating from the beaches, please wear suitable footwear for wading into the water, sharp objects have caused injury in the past. Be aware the Burway landing stage can be slippery if wet / icy.

Crews must follow instructions given by Umpire, Marshals and Environment Agency officials at all times, failure to do so may result in disqualification.

Consideration for other river users must be exercised at all times.

In the event of an incident, Umpires and Marshals will advise crews what to do.

Any pre-existing medical conditions, that may require attention during the race must be reported to the organizers before racing.

**WEATHER** In the event of inclement weather, coaches must decide if their crews are competent to handle the conditions.

Crews must wear sufficient and suitable clothing for the racing and standing by the river in cold / wet conditions which are likely! No crews will be permitted to boat if they are deemed to have inadequate clothing for the conditions. In the case of lightning all competitors will be instructed to get off of the water.

**In the event of a major incident or deterioration in the weather, race officials will instruct crews what to do. These instructions must be adhered to strictly.**

**SAFETY LAUNCHES** A map of the course is supplied that details the positioning of competitors at the start, the course to be steered, the circulation pattern and positions of Marshals, Safety Launches and First Aid.

**ACCIDENT & EMERGENCY PROCEDURES** All parts of the course are under observation by at least one Marshal or Umpire. A Marshal or Umpire seeing an incident must deal with it as his/her first priority and inform the Chief Umpire by radio stating the nature of the incident and the assistance required.

The safety of the competitor(s) is the main concern until such time as the reporting Marshal/ Umpire is satisfied that no one is in danger.

Approaching scullers must be warned to take avoiding action, which may include stopping. The competitor(s) should be instructed to stay with their boat, using it as a float, and wait for assistance; self-rescue by towing the boat to the bank is not recommended – cold water kills.

It should be considered whether further assistance, including medical, should be summoned.

Ambulance access is possible for casualties brought ashore at Burway Rowing Club and various other points along Thameside

**COMMUNICATIONS** Radios will be supplied to all Umpires/Marshals, each safety launch and the ambulance crew.

Telephones are located at Burway Rowing Club 01784 454860

## **THE RACE**

**NAVIGATION** All crews must be clear of the racing course 10 minutes prior to the start of racing in each division. The course plan shows the circulation pattern. Racing is upstream on the Surrey side of the river. Crews rowing to the start / returning after racing must travel on the right hand side (closest to the course) of the navigation channel on the Middlesex side of the river. Buoys mark the separation of the course from the navigation channel. All crews are to be marshaled with bows upstream. At the instruction from a Marshall, crews are to turn into the stream and paddle down to the start.

**MARKER BUOYS** The course is on the Surrey side of the river and all racing crews must keep to the Surrey side at all times. Racing crews must keep to the Surrey side of the buoys at the Sailing Club and Ferry bends. Any crew crossing into the navigation channel will be liable to a penalty or disqualification.

**OVERTAKING** Crews being overtaken must move out of the racing line if safe to do so. Impeding an overtaking boat will incur a time penalty. Overtaking crews must not impede a crew who has given way by unnecessarily demanding more water. Coaching and steering instructions from the bank must not be given by megaphone. Umpires/observers will be positioned along the course to ensure safe, fair and equal racing.

**FINISH** The finish is the concrete steps on the Middlesex bank. Crews must not stop on the finish line but continue rowing clear of the finish and turn only when instructed by a marshal. Crews must then return in single file downstream in the navigation channel on the Middlesex side of the river, aware of other river users. Any returning crew interfering with a racing crew on the course will be penalized.

**DISPUTES** Any objections or disputes must be lodged with the Chief Umpire (John Biddle 07889 406467) within 15 minutes of the end of the division. In any dispute, the Race Committee's decision is final.

**MARSHALING** All crews will marshal along the Middlesex bank in numerical order, lowest numbers nearest the start. Signs along the bank will indicate marshaling positions.

All crews must be in position 10 minutes before the start of the division. Crews arriving late will start at the end of the division.

On the instructions of the marshals, crews will row downstream to the buoy in the middle of the river, where they will turn and proceed to the start (see diagram). **No crew may go downstream of the M3 bridge.** Crews will be started at 10-15 second intervals at the white flag, timing will commence at the red flag, approximately 50 ms upstream on the Middlesex bank.

**SAFETY** Four safety boats will be on the water as indicated on the course plan. First Aid will be available from St John Ambulance based at Burway Rowing Club.

In the event of an incident on water, the nearest marshal/umpire will take charge and prioritize safety, using their radio to summon the nearest safety boat and inform race control. Other racing crews will be alerted by megaphone if they need to take action to avoid the incident, which may include stopping. All casualties will be landed at Burway RC landing stage where first aid is available.

**REFRESHMENTS** Hot and cold food and drinks including home made sandwiches and cakes will be available throughout the day at Burway RC. The bar will be open in the club house from 11am.

**RESULTS** They will be posted and prizes awarded as soon as possible after racing at Burway RC. Full results will be available online at [www.burwayrowingclub.co.uk](http://www.burwayrowingclub.co.uk).

Chief Umpire: John Biddle. Secretary/Chief Marshall: Amanda Craddock. Safety: Ellie Wells. Welfare: Louise Barras.

**RACE COMMITTEE** John Biddle + Philip Plato +Judith Packer.

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## **BRITISH ROWING**

*Heel Restraints - advice notice for clubs and competitors*

*Posted : 06/05/11*

*Effective heel restraints are important at all times, however independent checks are often only completed by Control Commission before a race. This advice notice has been provided to help clubs understand what umpires look for and hopefully reduce the chance of crews being prevented from racing.*

*The rules of racing have not changed in regards to the adequacy of heel restraints as inspected at Control Commission. Rule 2-3-8 states, "All boats where 'fitted shoes' are employed must have effective heel restraints....and in working order." The new Row Safe Plus advice on modifications from manufacturers' equipment considers what adequate means (3mm Dyneema cord) from a best-practice perspective.*

*It has been custom for Control Commission umpires to test the strength of heel restraints by a sharp tug but many accept this is not a good test of adequacy because it does not replicate the sort of force applied during a capsize. The new Row Safe advice has reminded us all about this key area of safety and some umpires this year have also decided to inspect the material and fixing and make a judgement in order to help them*

*establish adequacy. Some boats that may have been passed based on the simple tug test in previous years are now failing. As a result there has been variation between individual umpires on what they are accepting; some boats are being passed by one umpire and then being failed by another umpire on a subsequent race.*

*It is important to standardise the test of adequacy so that clubs understand what to expect at Control Commission. There will always be an element of judgement on the part of an umpire but the following guidelines have been issued to them:*

*Guidelines*

- 1. Continue the usual "tug test" but perhaps more vigorously than before.*
- 2. Visually inspect the material and fixing. Cause for concern would be old, frayed or obviously low quality materials e.g. cable ties or household string. These should be failed. If modifications have been done with say new trainer laces or such like that look effective, the boat may be passed but advice given that these materials will deteriorate quickly and a better material should be used a.s.a.p. (refer them to the Row Safe Plus advice).*
- 3. The fixing must be independent and also suitably strong. Fail if it is clearly inadequate, give advice to improve in other cases.*
- 4. Heel rising above the lowest fixing point rule remains the same as before. If the umpire wants to give advice about the advantages of shorter fixings that is up to them.*

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