



TWICKENHAM AMATEUR REGATTA 2011
Saturday 28th May

COMPETITORS INSTRUCTIONS

THE LARGE PRINT: KEY POINTS FOR 2011

**** REGATTA ADMIN IS AT THE FINISH ENCLOSURE [AGAIN] ****

- ❖ CREW REGISTRATION
- ❖ SUBSTITUTIONS
- ❖ CREW NUMBERS
- ❖ COX [& lwt 1x] WEIGH-IN

'Race Control' at the boating area will only be able to deal with timetable queries. Please address all other issues to the Admin team at the finish enclosure.

Please allow sufficient time to get between the boating area to the finish and back before you expect to go afloat; 10 minutes each way recommended - plus waiting / admin time

**** SUBSTITUTES MUST BE DECLARED PRIOR TO RACING ****

If necessary, please ensure that any changes to your entry details are updated with the Admin team BEFORE your first race. Racing crews subsequently identified with undeclared substitutes [including coxes] are liable to be disqualified for misrepresentation.

**** THE CIRCULATION PATTERN WILL CHANGE DURING THE DAY ****

Tidal conditions will change during the course of the morning, and there will be a break in racing. The direction of racing does not change but the direction of departure from, and approach to, the boating area DOES change. Please be aware of the alternative pattern, and follow instructions from the land and water marshals as required.

**** RESTRICTED AREA BY THE COURSE, AND EEL PIE ISLAND ****

Crews MUST NOT perform racing starts or race-pace paddling anywhere in the navigation channel alongside the course, or above the start, until past the top of Eel Pie Island

Thank you for your attention to the large print – now please read the rest of the small print too! ☺

GENERAL

- Races will be rowed under the British Rowing Rules of Racing and 'Row Safe' guidance
- The first named crew is on the Surrey [enclosure/ boating area] Station.
- All winning competitors must, as a crew, present their BR registration cards for checking at the Regatta Enclosure
- A minimum of two boats must start for each event for prizes to be awarded.

PARKING

- No parking of vehicles or trailers will be allowed in River Lane
- Cars with boat trailers and roof-racked boats will be allowed to park along the towpath at the end of River Lane, but you are warned that this area is liable to flooding at high tide. **Parking is entirely at owners' risk.** Competitors should park their cars at the end of Ham Street in the free car park by the start.
- Motor coaches should NOT use River Lane, as there is no suitable place to turn.

FACILITIES

- Safety boats with radios will be available afloat – one near Hammertons Ferry and one near the finish.
- First Aid facilities will be provided by St John Ambulance, in attendance at the Regatta Enclosure.
- Toilet facilities are available at the Scout Hut near the boating area and also at the entrance to the Regatta Enclosure in Buccleuch Gardens.
- Light refreshments will be available for crews at the Scout Hut.
- Food, a bar, Pimms bar and a barbecue will be serving all day in the Regatta Enclosure.

CREW NUMBERS / COX WEIGH-IN

- Prior to racing, collect crew numbers and weigh-in coxswains at **Crew Registration at the Finish**. This is located in the Regatta Enclosure at Buccleuch Gardens (see map). PLEASE ALLOW SUFFICIENT TIME TO GET TO THE ENCLOSURE AND BACK.
- Please bring your points cards to registration; you may be asked to present them before numbers are issued.
- Crews **MUST** declare any substitutions by this point. Crews who are subsequently found not to have declared substitutions are likely to be disqualified. Guidance will be available at Registration on the eligibility of substitutes.
- Numbers must be pinned on the back of the bow rower or sculler; one on their racing top, the second on their warm-up top, if worn. Coxes are not required to have a number.
- Coxswains are required to provide their own deadweight, if necessary; note that cox-boxes are part of the BOAT
- Coxswains must be able to produce their certificate, and relevant deadweight, to officials on request.

PROGRAMME CHANGES

- Crews wishing to move races on the day should contact Race Control at the boating area by River Lane. The regatta committee reserve the right to alter the programme and/or the course according to circumstances; in all cases of dispute the decision of the Race Committee is final.

BOATING TO RACE

- Wherever possible, crews should try to boat together as race pairs. Please allow for congestion at the boating area and any time required for warming up above Eel Pie Island; ideally, a minimum of 30 minutes from "Hands On" to get to the start area, to reduce congestion at the start, and ensure other crews do not have excessive waiting time.
- Crews should aim to be in the start area 10 minutes before the published start time of their race. Latecomers may be given an official warning. Races will be started without reference to absentees.
- It is extremely important that crews are familiar with the two circulation patterns for leaving and returning to the boating area, which take account of the prevailing stream conditions; Maps 1A and 1B (*Remember the Twickenham stretch of the Thames is tidal!*)
- There **WILL** be a change in the pattern during the morning. Crews are required to pay attention to marshals near the boating area who will advise them of the pattern in operation at the time of boating and landing.
- Be aware that once boated, crews will have to cross the racing channel to get to the start. Ensure ALL crew members are alert and aware of possible hazards and pay attention to instructions from marshals.
- The channel between the course buoys and the Middlesex (North) bank is open to all river craft; starboard-hand rule applies. You should proceed upstream on the Middlesex station, and remain alert to all other river traffic.

- Non-racing crews must give way to racing crews and the ferry (which will be in operation across the river throughout the day) Non-racing crews must obey instructions from the land and water-based marshals at all times.
- When passing Eel Pie Island crews should proceed along the main navigation channel (the Surrey side of the island). Be aware that there will be a “Regatta in Progress” pontoon moored in the middle of the river near the start.
- Competitors should not to boat on the slipway at Ham car park; **submerged rocks and mud make it hazardous**

WARMING UP

- **NO PRACTICE STARTS OR RACE-PACE PIECES ARE TO BE EXECUTED ALONGSIDE THE COURSE OR ALONG THE ISLAND**
- Crews may only warm up at race pace and do practice starts either downstream of Richmond Canoe club (i.e. about 100m after the finish line to Richmond Lock) or upstream of Eel Pie Island. [i.e. about 700m past the start]
- All boats should proceed with caution in the navigation channel, between the boating area and the start
- Crews who are observed to be flouting these rules are liable to be disqualified.

START MARSHALLING AREA

- Crews will be asked to identify themselves to start control (please know your crew number and event)
- Once the stake boats are clear, the next two crews will be called forward by the race umpire or the start marshal.

ATTACHING TO STAKEBOATS

- Please ensure coxswains and rowers are competent in how to attach their boat to a stake boat on tidal water.
- Please DO NOT paddle several lengths past the stake boats, then try to back on; approach slowly, easy-all as you draw level, and aim to stop within half a length of the start to get attached promptly.

COURSE MARKINGS & RACING ETIQUETTE

- The Course runs downstream from opposite Orleans Gardens (just below Eel Pie Island), past Glover’s Island, to the downstream end of Buccleuch Gardens, where the Regatta Enclosure is situated.
- For reference, the boating area and finish enclosure are on the SURREY side of the river.
- The course follows a natural bend in the river, favouring the Middlesex station. Stream conditions favour the Surrey station. The stake-boats are staggered, as is the finish line, to compensate for the rest of the deficit
- The Middlesex side of the course is marked for the full length with buoys every 20-30m. Keep these to port (stroke side) when racing.
- The Surrey bank generally forms the starboard side (bow side) of the course.
- There are large buoys at some points marking the start, finish, and the crossing zone to/from the boating area.
- All boats must keep to their station and may be disqualified at the discretion of the Umpire if they leave their station or go outside the buoys on the Middlesex station. **NO CREWS MAY STOP ON THE COURSE UNLESS INSTRUCTED TO DO SO BY THE UMPIRE.** Crews with damaged equipment must remove themselves to the navigation channel as soon as it is safe to do so, due to the frequency of racing.

AT THE FINISH

- On completion of their race, crews may paddle downstream, away from the course towards Richmond Lock, at their own risk. Crews must follow normal ‘starboard hand’ river traffic regulations. *(As above the start, there is a “Regatta In Progress” pontoon moored between the Canoe Club and Richmond Pier. Please don’t hit it either!)*
- Crews returning to the boating area should turn away from the finish enclosure to paddle upstream, close to the Middlesex bank [on the opposite side from the enclosure] and pass behind Glover’s Island. All other river traffic will pass in the main navigation channel, on the Surrey side of this island. (See Map 3).
- A launch marshal will be situated in the area upstream of Glover’s Island and a bank marshal will be situated on the Surrey bank near Race Control to advise crews when it is safe to cross the course. Crews are asked to pay attention to instructions from these marshals at all times and not to cross the course unless instructed to do so.
- We have made every effort to alleviate congestion in the boating area, but we still rely heavily on crew co-operation in de-boating as quickly as possible to free up space for others. Please follow the marshals instructions.

The Committee particularly points out that all boats, equipment, vehicles and personal possessions are brought to the Regatta at the owners’ risk.