

Durham Head

Competitors Safety Instructions

General

1. Any violations of the following instructions must be notified immediately to regatta/head control. The regatta secretary will then notify the safety adviser.
2. These instructions concern safety at Durham Head on the river Wear between the Cathedral Wear and Durham ARC Boathouse. On the bank the instructions concerns activities at the B.R. rowing club boathouses between the same points. Any incidents not covered specifically within this plan will be dealt with at the discretion of the regatta/head officials if the Head is not prejudiced.
3. Durham Head takes place with the full knowledge and co-operation of the Amateur Rowing Association, Durham City Council, Durham Police, Fire and Ambulance Services, and all other bodies deemed necessary by the regatta committee.
4. Durham Head Committee has appointed a welfare officer onto the regatta committee to assist in the applying of the B.R. welfare policy.
5. This plan must be read in conjunction with the map of the course and surrounding bank sides and the map of the start marshalling area. These maps are an integral part of the safety instructions.
6. Safety is an important item to the regatta/head committee and is under constant review at every committee meeting. If any individual identifies any safety issue which has not been documented, or that they feel that others can learn from, they can make a significant contribution by discussing the topic with the committee or safety advisor who will take appropriate actions.

Emergency Services

1. First aid staff will be on continuous attendance at Durham ARC Boathouse and St. Cuthbert's landing. These are the convenient places at which to land from a safety launch. Further services will be called for at the chief umpires discretion and/or the discretion of another official.
2. Three safety launches each with 2 crew will be on the course whilst crews embark, disembark and during racing. Launches are fully equipped with ARA launch rescue kits, radio and mobile phone communications.

3. The umpires/marshals at the start, finish and course midpoints will have radio and mobile phone (where possible) communication. The chief umpire will carry a radio and mobile phone for communicating with the start, finish, midpoint umpires and safety launches, and for calling emergency services.
4. The Northumbria Fire & Rescue Services and County Durham Ambulance service can be called as an emergency 999 service.

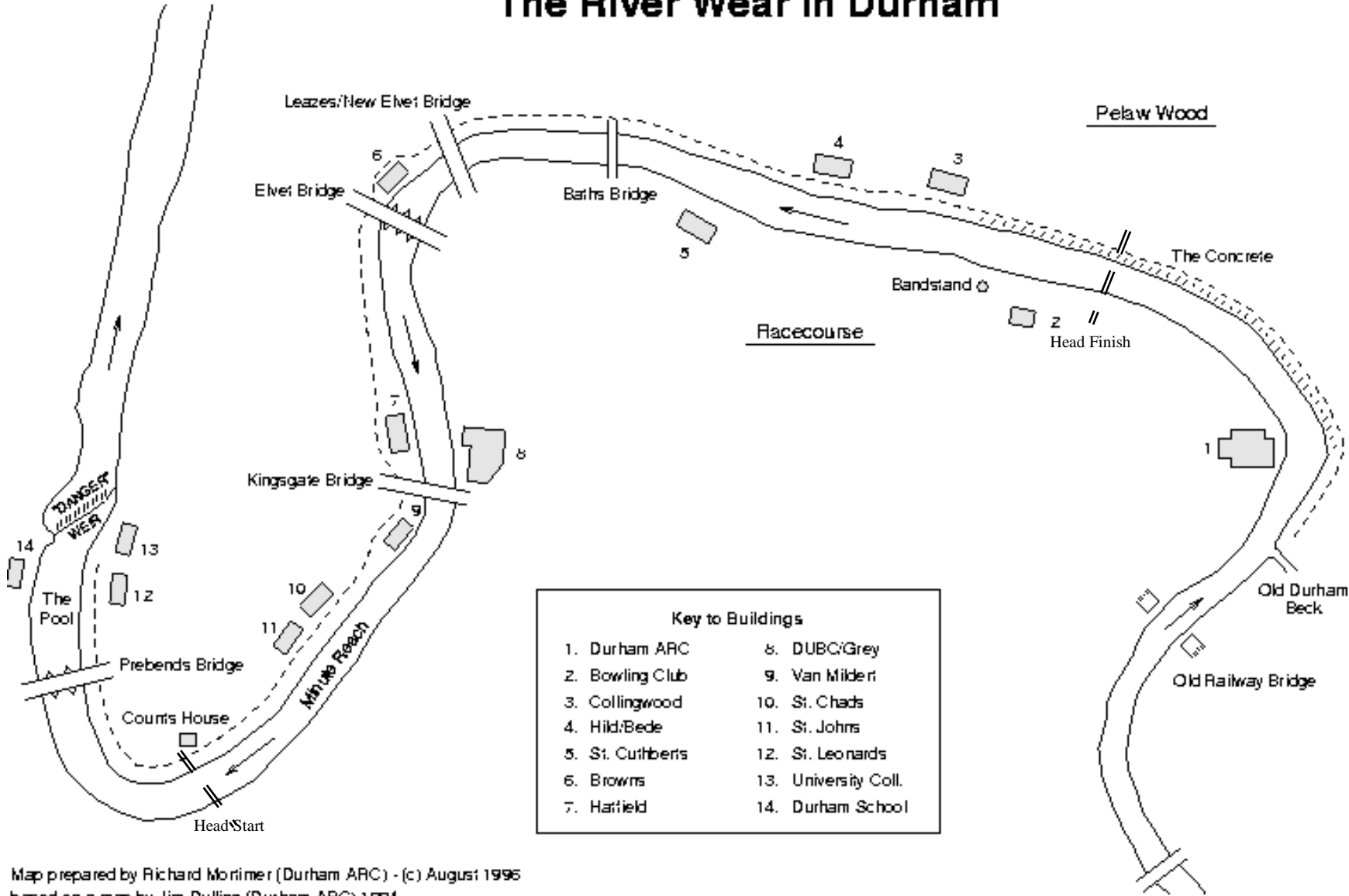
Competitors Responsibilities

It is the competing clubs responsibility to ensure the their crews and scullers abide by the ARA Water Safety Code and are of a sufficient ability to complete the course safely.

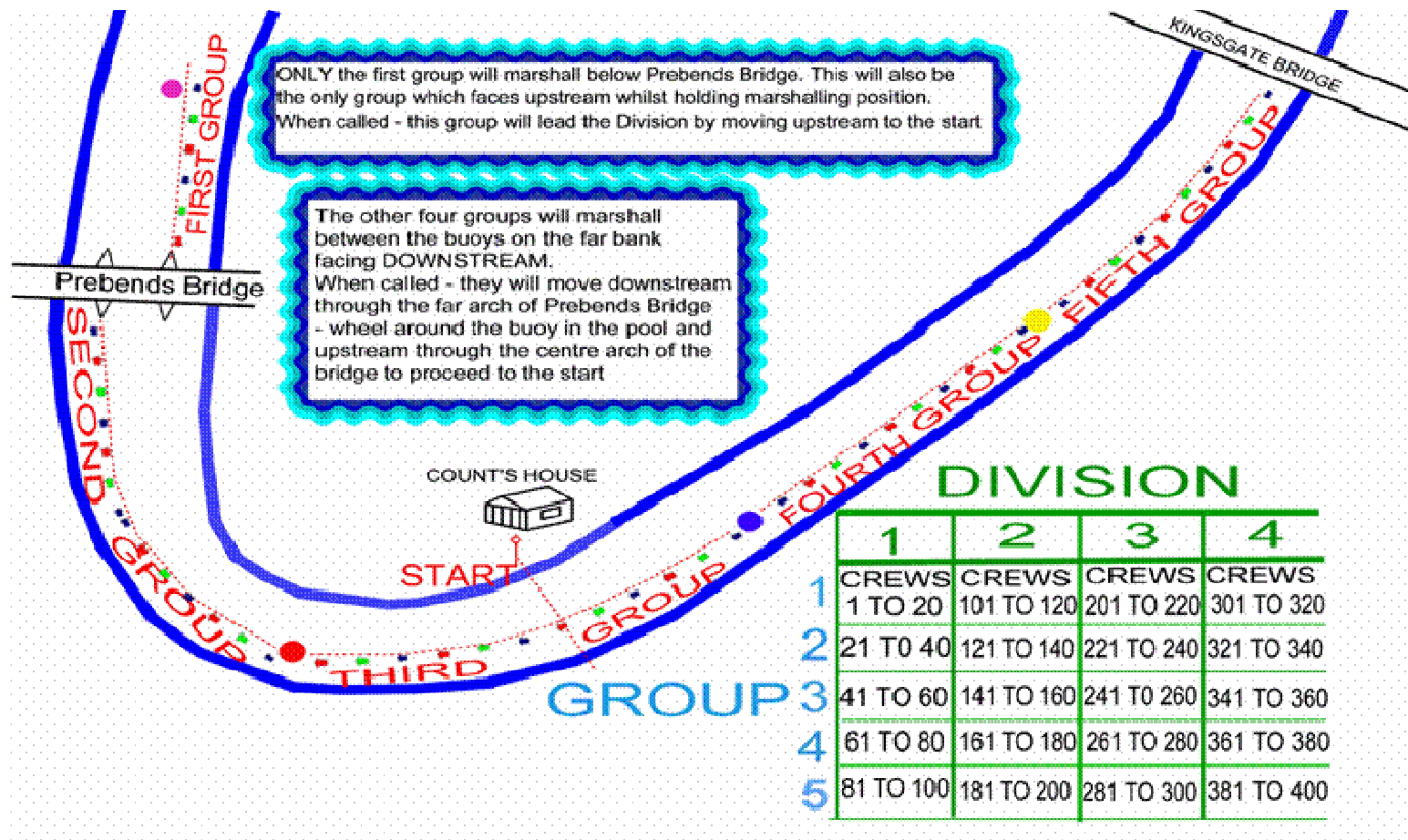
All clubs / competitors should ensure that:-

1. Equipment is safe and secure. Bow balls, heel restraints and other safety measures, which are deemed necessary by the ARA, chief umpire or safety advisor, are in place and adequate for their purpose.
Random boat checks will be carried out during the day of the head.
Any competitors found without complying safety equipment by any umpire or safety launch crew will be moved to the nearest landing stage and subject to a time penalty or possible disqualification.
2. Coxswains are suitably dressed for all variations in weather conditions and must wear an adequate lifejacket.
3. Inexperienced crews have an experienced Cox.
4. Their club members are aware of the ARA safety code and these head safety instructions, and have been instructed on in capsized drills.
5. Members are responsible for proceeding safely to and from the start and finish of the race. Competitors proceeding to the start or returning to their boathouse must do so in single file on the starboard side of the river and allow other river users to proceed in the opposite direction.
6. Their members bring any incident to the attention of a launch crew, umpire, marshal, or regatta official.
7. Their members give assistance to other competitors that are in danger when an official or launch is not present.
8. They are eligible to race in their entered event. Random checks of eligibility will be carried out throughout the duration of the event; hence all competitors must carry their valid racing licence.

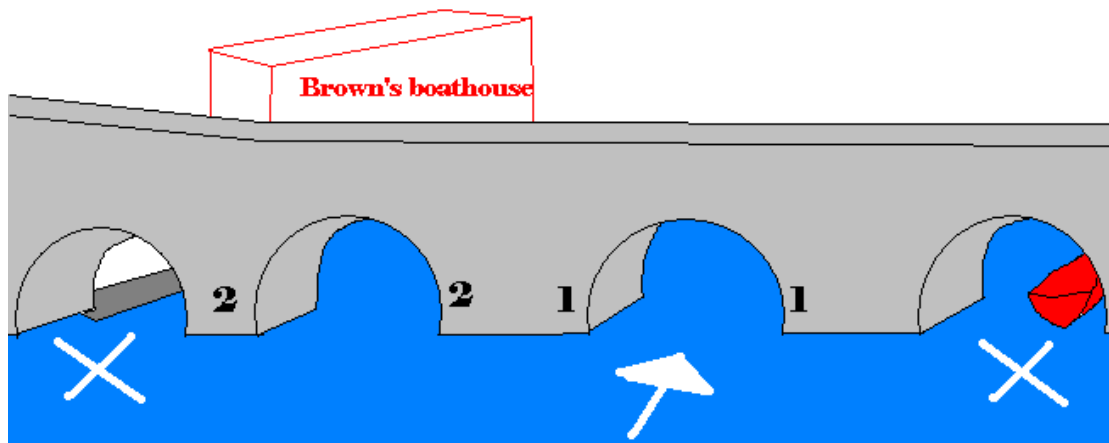
The River Wear in Durham



Map prepared by Richard Morimer (Durham ARC) - (c) August 1996 based on a map by Jim Dulling (Durham ARC) 1994.



Please see revised crew numbers on page 6



Elvet bridge is situated approximately half way up the course. There are only TWO arches that crews should use, numbered 1 and 2 as shown above (the diagram is viewed from the perspective of a cox travelling upstream in the race).

Arch number 1 is slightly wider and does not kink in the middle. It provides the best line and is easier to correct if you get it slightly wrong.

If you are instructed by officials, you must take arch number 2. This will require significant corrective steering in order to avoid the landing stage on the far side. This arch is narrower and kinks slightly in the middle, you will need to steer in the middle to get through.

Do not use either of the other arches. The one next to arch 1 often has a moored boat in it which you would hit. The one next to arch 2 does not provide enough space for boats as the landing stage actually goes into the arch. **Crews using these arches risk disqualification.**

Please ensure all coxes, scullers and steerspersons are familiar with the arches and their numbers to ensure that they can follow umpires instructions when required.

Durham ARC remind competitors, spectators and officials that cycling is not permitted between Brown's Boathouse (Chase) and Count's House and that public access along the riverbank has NOT been closed for this event. Cycling on the bank above Brown's Boathouse (Chase) can only be on the Pelaw Wood side cycle path. Durham ARC Regatta Committee accept no liability for any competitors, spectators or members of the public injured as a result of a cycling.

All competing clubs must provide Race Control with a contact number for use during the event in case of an incident involving their club.

No cars are to be parked in the Durham ARC car park. This area is for boat trailers only.

	Division 1	Division 2	Division 3	Division 4
Group 1	1 to 20	106 to 120	208 to 220	310 to 320
Group 2	21 to 40	121 to 140	221 to 240	321 to 340
Group 3	41 to 60	141 to 160	241 to 260	341 to 360
Group 4	61 to 80	161 to 180	261 to 280	361 to 380
Group 5	81 to 105	181 to 207	281 to 309	381 to 400

Crews will be called for boating 1 hour before the advertised start time and will be boated in start order. For those crews boating from other landings they must ensure they comply with the time limits below or risk time penalties or disqualification.

Crews should have left Durham ARC landing no later than 25mins before the start of the division.

All crews are to be below Old Elvet Bridge 15 minutes before the start of the Division in which they are racing.

Any crew not below Old Elvet Bridge 15 minutes before the start of their race will be given a 10 second time penalty.

Any crew not below Old Elvet Bridge 10 minutes before the start of their race will be disqualified and sent back.

Any crews not in their marshalling positions 5 mins prior to the start may be subject to time penalties of 10 seconds.