Durham LDS & Autumn Small Boats Head Competitors Instructions

This competition will be held under the British Rowing Rules of Racing, Guide to Safe Practice in Rowing, Local Rules, information published on the competition poster, Marshals' instructions and any other instructions issued by the Organising Committee. Please read these Competitors Instructions carefully. Any serious transgression of these instructions may result in disqualification by the Race Committee.

SAFETY

It is the competing clubs' responsibility to ensure that all their crews, scullers, coaches and those charged with the welfare of those racing have read and understood the following instructions. Captains and coaches must ensure that only competent crews have been entered and that their crews are properly prepared for the race. All Coxes must be sufficiently competent and inexperienced crews should have experienced coxes.

Captains should ensure that their crews follow the standards for safety set out in the British Rowing Guide to Good Practice in Rowing and that all equipment is safe and secure, in particular bow balls, buoyancy compartments and heel restraints. All coxes must wear a PFD (personal flotation device) on top of other garments, as must any competitor who cannot demonstrate the ability to meet the swimming standard or if they suffer from any medical condition, which means they could become unconscious or immobile. All boats must display a British rowing registration number.

Coxes, crews and scullers should all be suitably dressed for the weather conditions; it can be very cold and boats could be on the water for up to two hours. ***Hypothermia is a real danger*** so hats, gloves and other warm clothing are essential. Any competitor without sufficient kit or safety equipment will be returned to the nearest landing stage and may be disqualified as per the British Rowing Rules of Racing.

In the event of capsize a safety boat will attend. Any crew members will be returned to DARC either by launch or by minibus depending on location of capsize, where first aid and warm showers are available. Equipment will be recovered to the nearest landing stage for clubs to recover after racing.

The Committee does not accept any liability for crews or their equipment.

ACCESS AND PARKING

Most crews will be boating from Durham ARC and boating times (for all boats) will be published on the final draw.

Trailers

Trailers should be taken down Green Lane and parked in the club car parks unless otherwise directed. There should be no towing vehicles or cars in the car park as all the space is required for trailers and rigging boats.

Cars

All cars should be parked on the unmade-up car-park adjacent to Green Lane. The access road to the club must be kept clear and no parking is allowed on this through-way. **Please note the University and Durham ARC Parking Regulations do not apply on Race days so you may ignore the signs.** There is further parking beyond the boat house, through the gate on the grass but please do not park close to the finish line as the finish officials need a clear view down the river at all times.

REGISTRATION, WEIGHING IN AND RACE NUMBERS

Race Control will be located in the club office, on your right as you enter the club house. A lead coach from each club should collect your race numbers pack from here: there will be both plastic numbers for the boat as well as a paper number for bow's racing kit.

REMEMBER if your number is not visible you will not be timed.

Please return the plastic numbers at the end of the race.

Any crew substitutions or scratchings should be notified to Race Control as early in the day as possible and always before boating for the crews first race. This is an important safety requirement.

All coxes should be weighed in at Race Control. Coxes need to supply their own deadweight where applicable. Coxes boating from below Prebends can weigh in at Durham School Boathouse.

Race control will be open from 7.15am

BOATING

Please ensure you comply with the published boating times. These times will be enforced for ALL boats, not just those boating at DARC. This is so all boats arrive at the marshalling area in the correct order, making marshalling easier. Make sure your blades are beside (not on) the steps so you can reach them quickly once your boat is on the water. Boat with the bows upstream. Marshals will be on the landing stage to help you to boat quickly and safely so please listen to their instructions. Move off the landing stage to make any final adjustments to allow the next crew to boat as quickly as possible. There will be random checks of race licences, boats and equipment. It is the competitor's responsibility to ensure they comply.

LDS Mini Division – crews will have later boating times starting approx. 15 mins before the end of the main division. Crews will boat in numerical order from the ramp next to the Clive Hole Boathouse.

GETTING TO THE START

The start is approximately 2,000m downstream from the boathouse. Once you have left the landing stage turn when it is safe to do so. You should proceed down the river close to the starboard (bow) (Pelaw Wood) bank in single file. Please take care of shallow water on the DARC clubhouse side of the river between DARC and the bandstand. You may overtake a slower crew, assuming that the river is clear, but then move back in. There may be crews coming up the river or joining from other landing stages so do not assume it will be clear. After passing under Baths Bridge and New Elvet Road Bridge you need to go through Arch 2 of Elvet Bridge then proceed down to the marshalling area. On your way downstream, check the position of the Prince Bishop river cruiser as this may affect the racing line on exiting Elvet Bridge during the race.
On your way downstream, take note of any potential obstacles that may need to be avoided while racing.

LDS Mini Division – Crews will marshal upstream from DARC landing. After the main division has finished, the returning crews will proceed downstream first followed by the singles for the mini division, who must remain in numerical order, rowing on the Pelaw wood side until Kingsgate and then switching into the marshalling area as below.

MARSHALLING

Please take time to look at the Marshalling Plan so you know roughly where you will be, which side of the river you will be marshalling on and which way the boat should be pointing. Always

listen to the marshals and obey their instructions. Know your boat number and leave space for missing crews to slot in if you arrive before them. Keep your kit on until you are turned and ready to race. As you approach the start, be aware that crews will started with a 30 second gap to allow for safe racing.
LDS Min Division – Crews will arrive in numerical order, passing under Kingsgate Bridge and switching to the other side of the river in the standard marshalling area. Crews will pass under Prebends Bridge before turning and following a brief top off pause will race straight back upstream.

DURING THE RACE

During the race, you should be prepared to stop and give assistance to any crew or competitor that is in danger and bring to the attention of umpire, marshal, launch crew or other officials any incident occurring.
All crews must obey instructions of Umpires, marshals and safety launch crew. Launches have priority on the river at all times and competitors must note that they may have to travel to incidents with haste, although all effort will be made to prevent impeding racing crews.
Racing may be stopped at any point due to an incident.

In the race, crews being overtaken must move over to give the faster boat the best racing line, as a general guide, on the bends the slower crew should move to the outside of the bend and on the straights they should move to the middle of the river. Marshals may impose time penalties on slower crews for failing to clear the racing line. The overtaking crew are responsible for maintaining a safe line whilst overtaking, all crews have a responsibility to avoid a collision and may be penalised if judged to have caused or contributed to a collision. Crews in bow-coxed boats must make their cox aware of any overtaking crew.

Crews should pass through Arch 1 of Elvet Bridge (the widest and with the best line) unless instructed to pass through Arch 2 (need to steer hard as you come out of this arch) by an official. ***DO NOT use either of the other arches, TIME PENALTIES may be awarded to any crew using these arches as they are not safe.***

FINISH

At the finish it is important not to stop, but to keep paddling light to clear the finish area for the following crews. Please take care of shallow water on the DARC clubhouse side of the river between DARC and the bandstand. Continue upstream to disembark once there is space on the landing stage or, for crews who need to go down the course to another boat house, proceed upstream to turn around the buoy, then wait on the starboard (bow) side bank until the last boat has finished and you are told you can proceed down the course. No crew should move downstream of DARC until they are given permission.

SWANS & OTHER WILDLIFE

There are currently swans on the river in Durham and whilst the competition will do what it can to keep them off the course competitors are reminded that swans are protected and they should take necessary steps to avoid collisions.

SHALLOW AREA

Please note that the shallow area on the starboard side of the river from the Finish up to DARC landing stages has been dredged but remains shallow enough in places for blades to touch the bottom. Please exercise caution in this area.

TIME PENALTIES & DISQUALIFICATION

Please ensure that you boat on time. Marshals on the landing stages may award time penalties or even turn crews away if they are late.

A 10 second penalty may be imposed for:

- Being 10 minutes or more late to boat
- Failure to be at your marshalling station 5 minutes before the advertised race start time

A 20 second penalty may be imposed for:

- Being 20 minutes late to boat
- Impeding other racing crew/s
- Unsportsmanlike behaviour
- Failure to follow a race official's instructions
- Taking the incorrect arch through Elvet Bridge

In extreme cases you may be disqualified.

CYCLING

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

REFRESHMENTS

Refreshments will be available throughout the day at DARC boathouse. Please order both food and drink at the 1860 Coffee Shop counter.

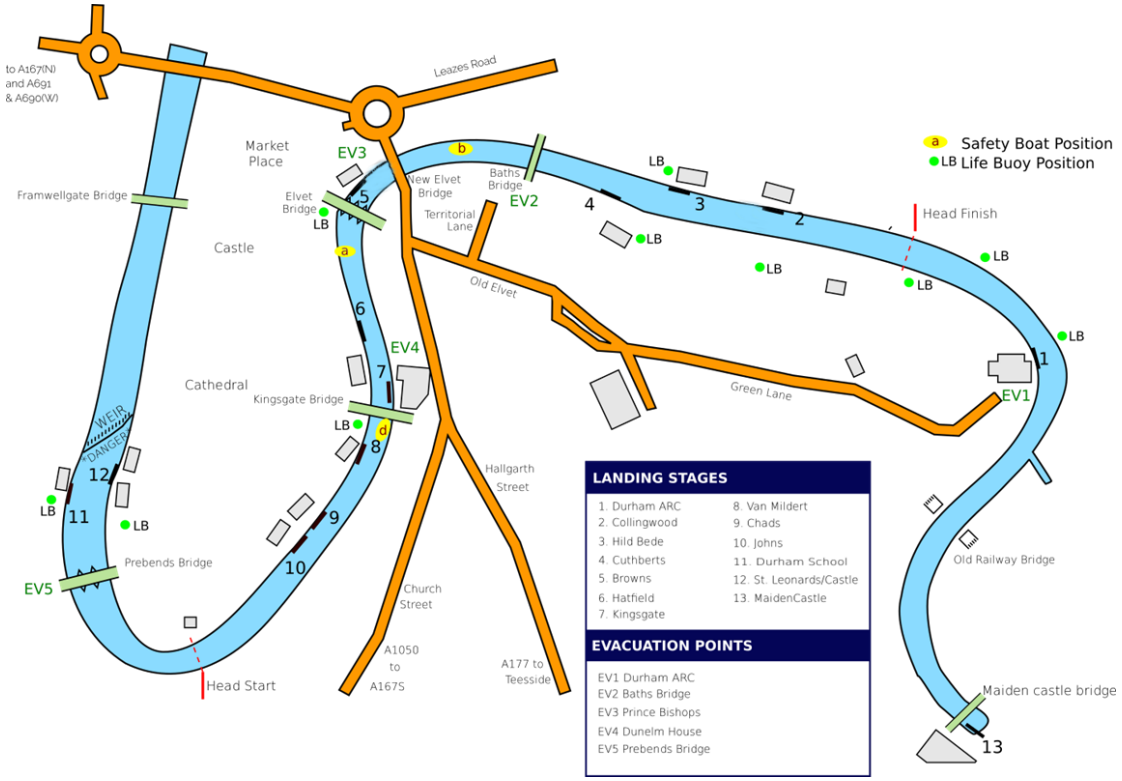
TOILETS AND SHOWERS

These are available in DARC club house.

RESULTS AND PRIZE GIVING

The results of each division will be made available as soon as possible after each division. They will be posted in the boathouse and put on-line. Prizes will be awarded as soon as possible after the end of the final division. There will be no prize giving, prizes can be collected from the office.

Figure 1: River Wear Plan



Based on a map produced by Jim Dulling M.Sc. (Durham ARC) 1994

Figure 1: Map of the Wear

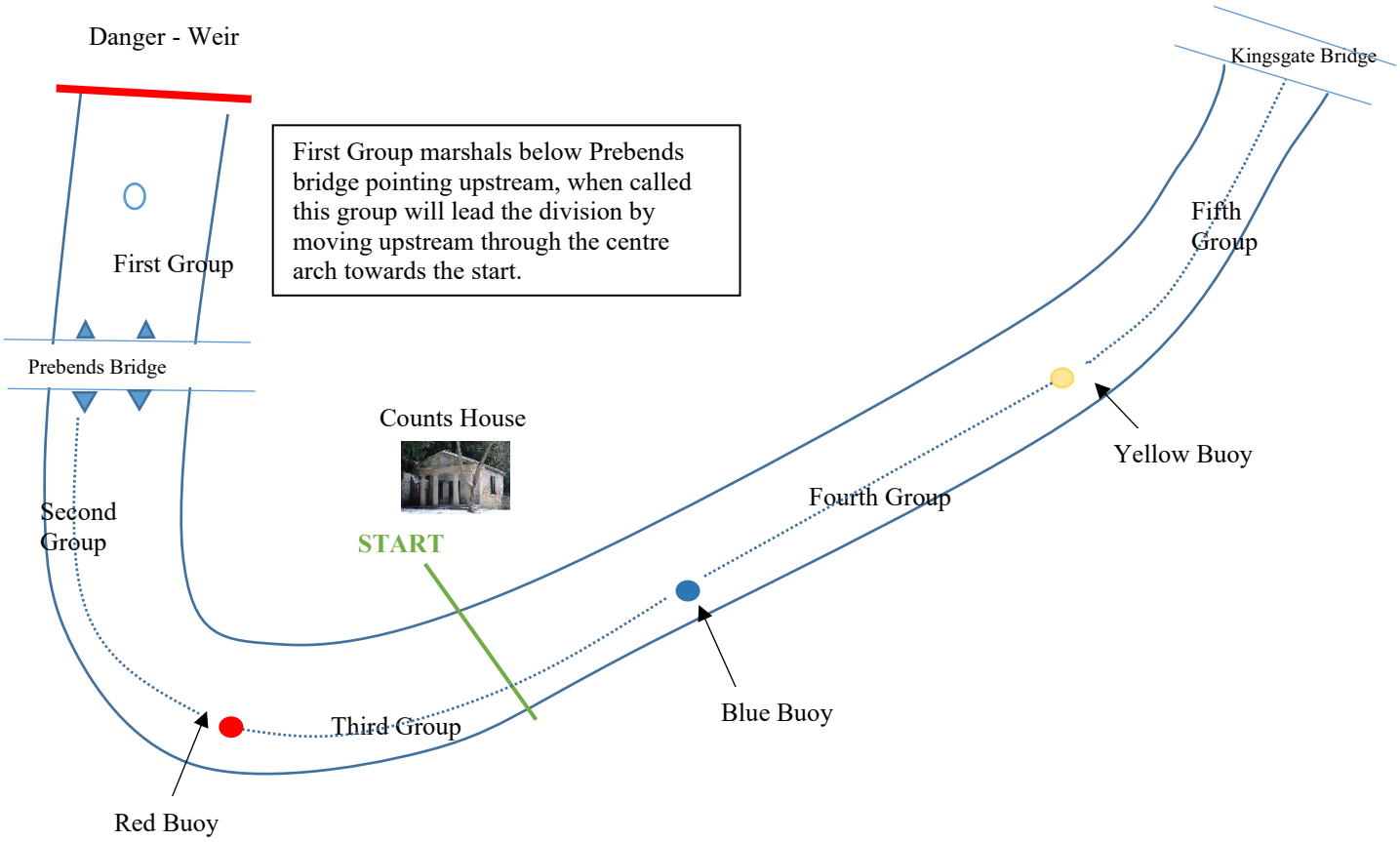
Umpires located at:

- Dunelm House landing stage
- Elvet Bridge (towpath downstream)
- New Elvet Bridge
- Baths Bridge
- Start & Finish

Marshals located at:

- UCBC/ St Leonard's Boathouse
- Durham School
- Before counts house
- Downstream of St John's BC Boathouse
- Above Finish
- Durham ARC landing stage

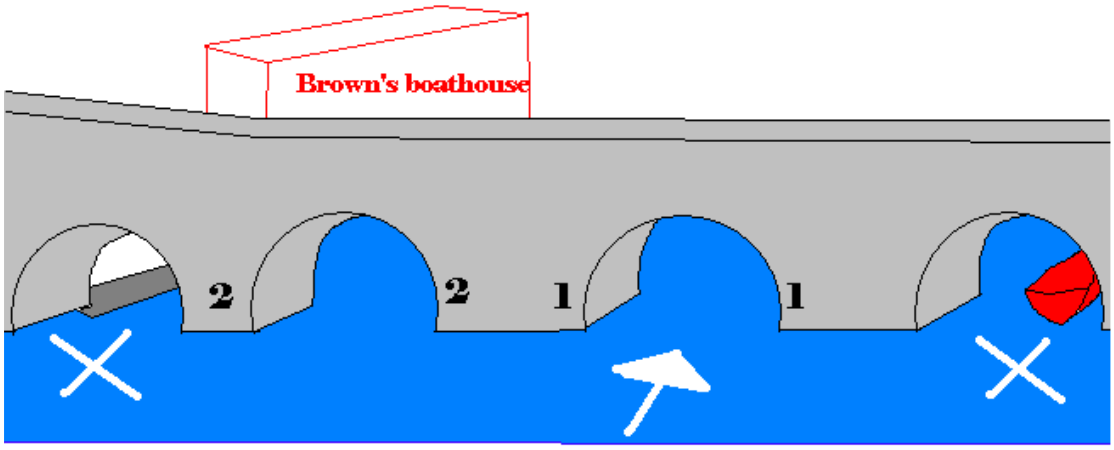
Figure 2: Marshalling Plan



Groups 2 – 5 will marshal between the boys facing downstream (unless instructed otherwise). When called they will move downstream through the left hand arch of Prebends bridge, turning around the white buoy and upstream through the centre arch to proceed to the start.

		Division			
		LDS -1	LDS - 2	SBH - 1	SBH -2
Group	1	Crews 1 to 20	Crews 109 to 129	Crews 180 to 199	Crews 300 to 319
	2	Crews 21 to 40	Crews 130 to 139	Crews 200 to 219	Crews 320 to 339
	3	Crews 41 to 60		Crews 220 to 239	Crews 340 to 359
	4	Crews 61 to 80		Crews 240 to 259	Crews 360 to 379
	5	Crews 81 to 108		Crews 260 to 290	Crews 380 to 409

Figure 3: Elvet Bridge



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. **Time penalties will be awarded against crews using these arches**

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.

Contact Details and Officials

Race Control: DARC Boathouse	07347275766
Safety Advisor: Caitlin Gobie	07347275766
Welfare Officer:	07347275766
Competition Secretary: Carole McCarthy	07738707763
Timing: Paul McCarron	07747 790454
Co-ordinating Umpire: Chloe Kelly	
Durham Police	101
University Hospital of North Durham	0191 3332333
Ambulance/Fire	999 or 112
Prince Bishops Place (access to Brown's Boathouse)	0191 3750416