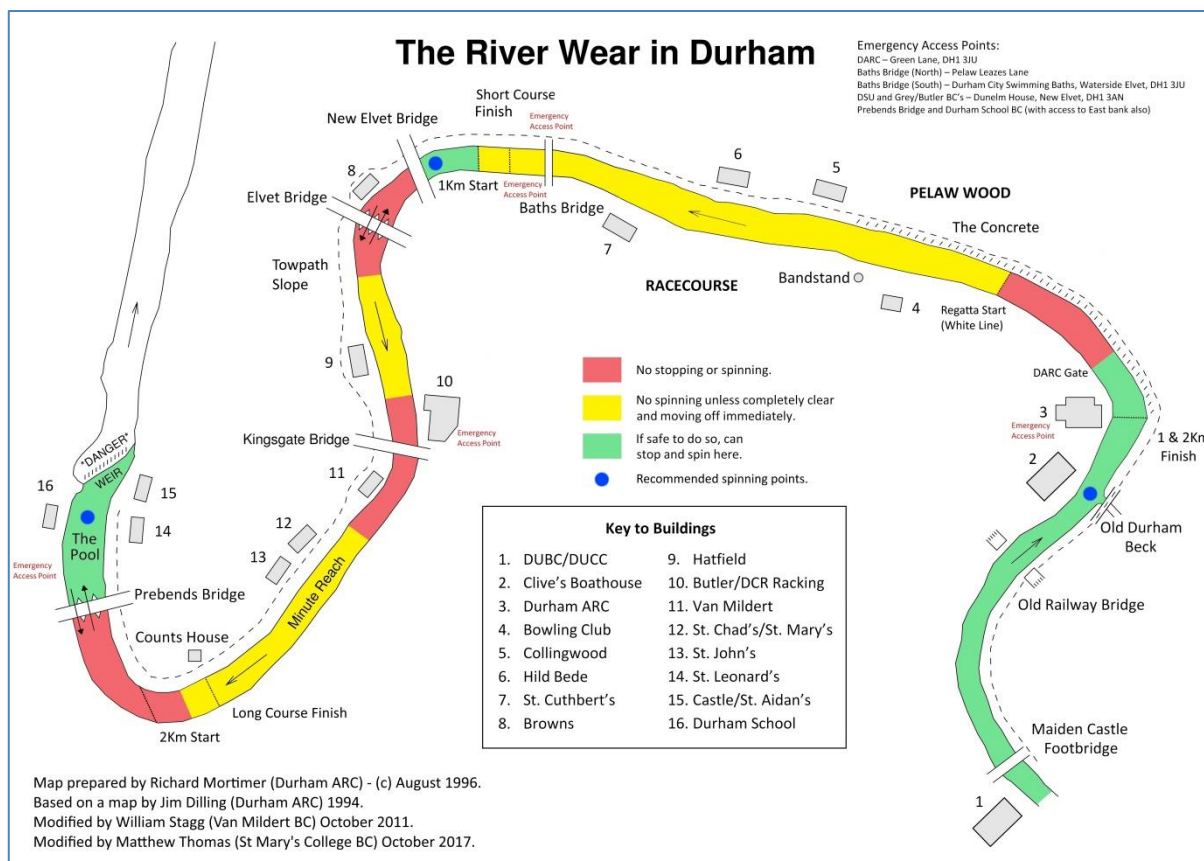


# DARC Rules of the River



## How to use the river

All boats **must** keep to the **right hand** side of the river; i.e. Crews stay near the bank on their starboard side (bowside). This means that boats go downstream on the Pelaw Wood side and use 'hard arch' No. 2 on Elvet bridge, and go upstream on the Racecourse side and use 'easy arch' (No. 1) of Elvet bridge

An **overtaking** boat should move out to overtake and has right of way over the boat being overtaken.

The boat being overtaken should keep as close as possible to the bank

An **overtaking boat** rowing **downstream** has right of way over an overtaking crew rowing upstream.

Crews that are stationary because they are being coached or rested must do so on a part of the river where they are no risk to themselves or any other crew – the areas marked in green on the map above. For crews to be stationary on the parts of the river that are used for timed pieces is **not** recommended. Any crew stationary **must** be as close to the bank as possible

The recommended turning points are as follows (and marked on the map above):

- “The Pool” downstream of Prebends Bridge
- Between short course finish and New Elvet Bridge
- Above Durham ARC landing up around Durham Old Beck.

Where it is necessary to turn a boat at any other point, coaches and crews must do so with great care and circumspection

Crews should **not** turn within any of the areas marked in red on the map above – namely:

- From “Counts corner” to Prebends Bridge
- Between New Elvet bridge and 50m downstream of Elvet Bridge.
- About 50m upstream and downstream of Kingsgate Bridge.
- The regatta start and Durham ARC boundary

Please see the map above for details.

Crews leaving or joining a landing should not impede any other crews.

Crews crossing the river to or from a landing should only do so when safe; and must do so as quickly as possible and not crossover until almost opposite the landing.

Be aware of shallows and obstacles – crews may need to move out of position in order to avoid any shallows or obstacles. In these areas be extra vigilant and make allowances.

## Coaching and Spotting

The stretch of the river that we use for rowing is used by DARC, Durham School, St. Leonard’s School, Chorister School, Durham University and all of the University associated colleges. This can mean that it is an extremely busy and at times overcrowded bit of water. Add to that the nature of the river – quite narrow, plenty of bends, the bridges (especially Elvet), variable currents (especially with higher water) and numerous other river users (fishermen, pleasure boats, Prince Bishops, canoes, paddle boards etc.). In short DARC members must take steps to ensure that rowing is as safe as possible and look out, not just for themselves, but all river users.

- Coaches – be aware of all river users, not just the crew you are coaching and be prepared to shout warnings.
- Spotters – as above, be aware of all river users and shout warnings.
- Coxes/Crews – do not ignore warnings from other coaches and/or spotters.
- Coxes – be aware of what is going on around you and be prepared to shout warnings to other crews. Check and plan well ahead – your vision is likely to be restricted by your crew in front of you.
- Stroke – the stroke in a coxed boat should assist the cox. They can see what is going on behind the boat. Keep the cox informed and be prepared to shout warnings if required.
- Bow – the bow in a coxed boat (in particular an 8) should assist the cox and ensure the river is clear before moving off (the cox generally has a restricted view immediately ahead).

# River use after Dark

- Only experienced crews should use the river after dark – if in doubt check with a member of the R&C group.
- All crews boating in darkness or likely to be out after dark must carry lights.
- There must be 2 lights - bow light to be white and the stern to be red (local rules).
- The light has to be visible to crews moving in the opposite direction.
- Bow's rigger is not a good mounting position.
- Lights must be attached to the boats – head torches are not acceptable.
- Ideally all crew should wear light (or reflective) clothing but this applies to bow in particular.
- In the dark the position of a crew on the river is most important, as is the knowledge of other river users including canoeists; extra care is always needed.
- Coxless boats must **not** proceed below Elvet Bridge
- Junior crews are not permitted to use the river after dark.

# River Conditions

- Crews should always assess river conditions before going on the water – if in doubt do not go on the water.
- For a crew to boat when the river is high depends upon the ability of the crew and the judgment of the coach.
- Senior crews must not go afloat if the water is covering the downstream retaining wall of the city landing.
- Junior and novice crews are not to boat if the water is covering the upstream retaining wall.
- No crews should boat when there are rising flood conditions; this is when the river is high and rising, with excessive rainfall and a high chance of large amounts of driftwood.