

## **DOCKLANDS HEAD 11th NOVEMBER 2018.**

As this event falls on the 100th anniversary of the end of the First World War we will be holding a 2 minute silence at 11 am. We would ask that if possible one representative from each club with their club blade could be available at 10.55 am to form a line of honour as a mark of respect.

### **PROVISIONAL RACE INFORMATION / INSTRUCTIONS**

#### **The London Regatta centre**

1. There is limited parking at the centre, which can also be reached via the Docklands Light Railway (use: DLR Royal Albert). Please check for any engineering works on DLR
2. There are changing facilities available.
3. There is a commercial cafe on the ground floor of the Regatta Centre (where the old reception area used to be) selling food and hot drinks.

#### **Registration**

4. All crew members must be registered with the British Rowing and carry their British Rowing membership card. The registration desk to collect race numbers and make last-minute substitutions will be in the Regatta Centre reception foyer.

#### **Boating Area**

5. The area for parking of cars and trailers has been restricted so all cars, towing vehicles and trailers must be parked so as not to obstruct the boating area; Please follow instructions given by the organisers.

#### **Going Afloat**

6. Blades must not be left on the landing stages prior to boating; instead place blades on the pathway above the landing stages with handles through the fence.
7. Crews must proceed onto the landing stage stern first and boat quickly (i.e. adjust when afloat) then proceed immediately under the Connaught Road Bridge into the Royal Victoria Dock keeping to the Southside of the Dock.
8. **DO NOT GO TO THE NORTH SIDE ( EXCEL CENTRE side) AS THIS IS THE ROUTE OF THE RACE.**
9. Crews should allow adequate time to reach the start prior to each division; listen for announcements from boat marshals in the boating areas; all crews must be afloat by no later than 09.15am for 9.30am start (Division 1) and 11.15am for 11.30am (Division 2). No crews will be allowed to go afloat after these times and will be disqualified.

#### **The Course**

10. All crews should familiarise themselves with the course by checking the plan displayed at registration and on the boathouse notice board.
11. The 2,750 metre course runs west to east. The start is at the high-level Royal Victoria Dock footbridge. The course runs under the Connaught Road Bridge and along the southern (airport) side of the Royal Albert Dock along the regatta course. The finish is at the 250m mark.

### **Start area**

12. Crews will marshal on the south side of the Royal Victoria Dock in numerical order, lowest numbers closest to the start (footbridge), higher numbers queuing back towards the Connaught Road Bridge.
13. Crews **MUST NOT** pass under the footbridge into the western end of the Victoria Dock until instructed to do so immediately before the race.
14. All crews should be “tops off” and ready to race before passing under the footbridge for the first time (i.e. prior to turning); listen for instructions from the race marshals.
15. When directed by the marshal, crews will paddle under the footbridge, spin and then proceed back under the footbridge and past the timekeepers (situated at the base of the footbridge) to start the race.

### **Racing**

16. Overtaking crews must pass clear of crews they are overtaking; crews being overtaken should hold their line.
17. Extra care must be taken by coxes / steerspersons when passing under Connaught Bridge (the low road bridge which separates the Royal Albert from the Royal Victoria Dock); this area will be marshalled and instructions may be given to crews for safety reasons. There is room for two crews to pass through the bridge together but this will rely on both crews being straight and holding their line – the crew in front has the right of way.
18. In the Royal Albert Dock crews should race along the southern (airport) side of the dock. Crews must not cross the line of marker buoys separating the racing lanes from the return lane on the north side of the Dock and will be disqualified if they do so.

### **Finish**

19. Crews must finish between the airport and the orange buoy moored at the finish line. Crews passing to the north of the finish boat will not be timed and will be disqualified.
20. Crews must keep the area immediately after the finish clear, spinning before the road bridge beyond the finish and proceeding along the north side of the dock back to the landing stages. Crews should take careful account of the wind direction when spinning.
21. Crews which have finished racing must not obstruct crews which are still racing.

### **Safety**

22. The event is held at the London Regatta Centre. The organisers will follow the existing safety systems in place at the centre at the time of the event. In particular the centre has an on-going arrangement with the neighbouring airport in the case of any capsizes.
23. Safety boats will be stationed in both the Royal Albert and Royal Victoria Docks.
24. Marshals will be posted at the following locations to direct competitors whilst boating, marshalling and racing. Marshals will be equipped with loud-hailers
  - a. Boat yard
  - b. Landing stages
  - c. Start

- d. Connaught Bridge
  - e. Finish
25. Nearest telephone: London Regatta Centre / mobile phones
26. Nearest First Aid: London Regatta Centre

**Abandonment**

27. The procedure for abandonment due to sudden and unexpected bad weather or multiple collisions or blockage at Connaught Bridge channel will be that race control or the lead umpire will radio the safety boats and the umpires alerting them to the abandonment and they should advise the nearest crews and chaperone them if necessary back to the pontoons. The safety launches and umpires will have loud hailers. A shoreside marshal will be responsible for checking that all boats are accounted for.