

PETERBOROUGH REGATTA GENERAL INFORMATION AND SAFETY INSTRUCTIONS 2010

LOCATION

See Road map for location – the postcode is PE3 6LN. Follow signs for “Thorpe Meadows” and “Rowing Course” from the ring road. Full directions can be found on the Club’s website at www.peterboroughcityrowing.co.uk

On Arrival, after parking cars and trailers where directed, crews should:

REPORT TO REGISTRATION to complete any outstanding details and report any substitutions within crews.

REPORT TO CONTROL to weigh coxes, check race times and collect lane numbers, which will be issued about 30 minutes before the race time. **NB: Boats must be fitted with a number slot on the bows.**

All competitors must carry their Race Licences, up to date and complete with photograph, available at all times for checking by officials. All winners, including coxes, will be required to produce Race Licences with photographs before they will be awarded their prizes.

CAMPING AND CARPARKING

Camping is permitted only in the designated sites. Cars are to be parked only in designated carpark areas and not in campsites. **ANY INFRINGEMENT OF THIS LOCAL RULE WILL RESULT IN FURTHER ACTIONS BEING TAKEN AGAINST THOSE CLUBS INVOLVED. THE ACCESS ROUTE ALONGSIDE THE CYCLE-PATH IS NOT TO BE OBSTRUCTED. PLEASE DRIVE SLOWLY AND AVOID DAMAGING GRASS AREAS.**

LITTER

The Rowing Course is set in a public park and competitors and supporters are asked to dispose of litter responsibly – rubbish bags are available from the boathouse and there are litterbins.

ACCIDENTS

In order that the regatta organisers are aware of any accidents, please report any incidents on or off the water to Control or to the Regatta Secretary. **FIRST AID** facilities are located in the left-hand bay of the Boathouse.

SAFETY INSTRUCTIONS

The regatta will be run according to the latest revision of the Rules of British Rowing, the ‘Rules of Racing’ and ‘Row Safe’ (these being revised from time to time).

These instructions provide information for the duration of the regatta including any sprint racing (using the intermediate start) along with instructions for practice outside the normal timetable of racing.

The regatta will endeavour to provide a safe environment within the above mentioned Code although competitors, coxwains and coaches are specifically reminded that persons using the lake and/or adjacent river do so entirely at their own risk and are solely responsible for:

- 1) Their own safety, remembering that they have a duty of care to themselves and to any third party both on the water and on land.
- 2) Ensuring that any equipment (e.g. boats, blades, buoyancy aids, etc.) are safe and prepared to the standards as required under the ‘Rules of Racing’ and ‘Row Safe’. Any failure in this standard may result in exclusion from the event.
- 3) The strict observance of the circulation pattern (see below) and of the provisions of ‘Row Safe’.
- 4) Deciding whether or not they are competent to use the lake/river in the prevailing weather conditions - this decision may be taken by the individual or with their coach/crew.
- 5) Ensuring that they can swim in accordance with the provisions of ‘Row Safe’.

All competitors, coaches and participants are also reminded of the following:

- 1) Practising on the course is not permitted whilst racing is in progress nor is it permitted within 30 minutes of the first race or for 30 minutes after the last races of that day.
- 2) The lake is **totally closed** between the hours of 2100 and 0630 the following day, to any activity whatsoever. Any breach of this ‘local rule’ shall immediately result in exclusion from the event.
- 3) During the hours of non-racing there will be **NO** safety cover on the course.
- 4) They are responsible for their own safety arrangements before and after the day’s racing.

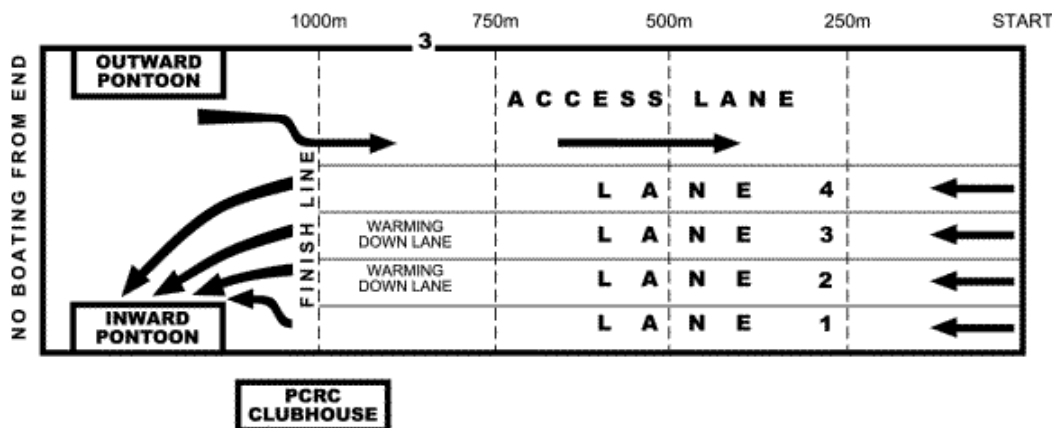
- 5) They are responsible for their own safety arrangements if boating on the River Nene. Should the river be used for practice, warming up/down, etc. then it is advised that boats are placed within the channel adjacent to the lake, paddled down to join the river, turning left (cox's left, or strokeside) onto the river and paddled downstream using normal navigation rules. The first lock in this direction is 6 miles downstream. **Note that there are no safety/rescue boats on the river.**
- 6) The need to supervise juniors with a high degree of vigilance, a higher standard of care being expected when acting '*in loco parentis*'.
- 7) Coxes' deadweights must be provided by the clubs concerned – materials are not provided by the Regatta
- 8) The need to ensure that **all** access roads/routes are kept clear at all times and that the lakeside cycle path is not blocked in any way by vehicles, cycles, chairs, etc.
- 9) When in the boating area, or when boating/de-boating, that extra care and right of way should be given to other participants and members of the public, so as not to cause distress or injury to third parties.
- 10) That any accident should be drawn as soon as possible to the attention of the nearest Official, who will be able to summon assistance. First Aid cover is provided during the hours of racing and is situated close to Control.

Key Positions during the Regatta:

- Regatta Control – in tent on boathouse forecourt.
- Regatta Treasurer – in control tent.
- First Aid – in the left-hand bay of the Boathouse.
- Telephones – in clubhouse foyer & in foyer of Ramada Hotel.
- Hospital A & E – Situated towards city centre along Thorpe Road. (for contact telephone numbers, see notice by clubhouse telephone)
- Regatta Secretary – John Canton
- Race Committee Chairman – Nick Hubble
- Race Committee – as published in event programme.
- Event Safety Advisor – Chris Gill
- PCRC Safety Advisor – Peter Dolby

Racing Circulation Pattern

This applies from 30 minutes before the first race until the last race has finished on each day.



Failure to comply with these rules may lead to the removal of crew or club from the event.

Points to note for 1000m start:

- 1) Once boated, crews should proceed towards the start in the access lane with their bows pointing towards the start end of the lake and be ready to act upon any instructions given from the Marshals, Starter or Race Umpire.
- 2) Crews stationary within the access lane must be vigilant and not allow their boat or blades to encroach on the racing lanes.

- 3) When called onto the start, crews should proceed diagonally across the course in lane order, taking extra care when turning and backing onto the stakeboats.

Points to note for 500m Intermediate start:

- 1) Once boated, crews should proceed in the access lane beyond the start area and turn into their allocated racing lane above the start where they will be able to paddle in that lane back towards the start. Should crews wish to keep paddling, then they must turn again into the access lane and continue the pattern.
- 2) Once above the start, crews should remain in contact with the start area and be ready to act on any instructions given from either the Marshalls, Starter or Race Umpire.
- 3) **Crews approaching the stakeboat in lane 4 from above the start must be vigilant and keep well clear of the access lane and any boats approaching from the boating area.**

General Points to note:

- 1) **Warming Up** – this is not permitted on the course during the hours of racing (see p.1) and any crew practising starts in the access lane **MUST** do so with great care in relation to other crews proceeding to the start and to any races passing on the course.
- 2) **Cooling Down** – this is permitted on the following basis: Once finished, crews should turn immediately into the access lane and proceed no further than the halfway point of the racing course (i.e. the 500m point for the 1000m regatta or the 250m point for the 500m regatta). The crew should stop in the access lane, ensure that there is no oncoming race, turn across the course (do not turn in the access lane) and proceed into lanes 2 or 3, returning immediately towards the finish and ensuring that they keep clear of any oncoming races. **Lane 1 should NOT be used as this is for launches proceeding to the start. Lane 4 is a separation lane and should NOT be used either. Any abuse of this rule will result in the withdrawal of this provision and may render disqualification from the event.**
- 3) Boating and de-boating should be done as per the diagram above.
- 4) Lane numbers should be returned to Control as soon as a crew is off the water.

Practice Circulation Pattern (as for racing but with the following revisions)

- This applies at all times other than during racing.
- The lake must be clear of crews 30 minutes before racing is due to start, and after 2100hrs.
- Boating and de-boating should be from the same stages as for the racing circulation pattern.
- Lane 4 is designated a safety lane for distressed craft and is **NOT** to be used.
- Turning at either end of the course is to be done at 90 degrees to the racing lanes and not diagonally.