

# LINCOLN HEAD

## Competitor Information & Safety Instructions

The following is intended to make your visit to Lincoln Head easy and enjoyable and includes guidelines in place to help ensure the safety of yourself and others during the head race.

This Head Race is run under British Rowing Rules and British Rowing Rules of Racing.

Please ensure your crew reads and understands the briefing below and that all competitors are aware of British Rowing Row Safe and that they must abide with its guidance and recommendations.

Any threat of cancellation will be advised initially on the web-site, but please call event organizer if you have any concerns (number below & on poster).

### Arrival and parking:

Please note which landing stage your club has been allocated for boating and see the directions for access. Trailer drivers follow attendant's instructions for parking location. All cars are to park in the Beech House car-park.

The public use the roads adjacent to the boathouse and Beech House and local companies require access and car parking. Please do not cause an obstruction with either boats or trailers.

Address of Lincoln Rowing Centre: Lincoln Rowing Centre, Spa Road, Lincoln, LN2 5TB.

Car Parking: Beech House, Witham Park. Waterside South, Lincoln. LN5 7JH

### Registration and Facilities:

Registration will take place in the Lincoln Rowing Centre boathouse. All competitors must bring their racing licenses - random inspections will be made.

Toilets and changing facilities are available in the boathouse. In the case of wet conditions, you are requested to help minimize taking mud inside the Rowing Centre buildings. Please wipe your feet before you enter the building.

At a recent event local companies complained about visitors using the verge as a toilet; please ensure you and all your other club members use the toilet facilities provided.

Refreshments will be available in the Rowing Centre buildings.

The full Safety Plan and Welfare Plan, along all other race documents, will be available at Registration or electronically.

### Race Details & Admin

There are two divisions:

Division 1, **1a** - **10:30** am start

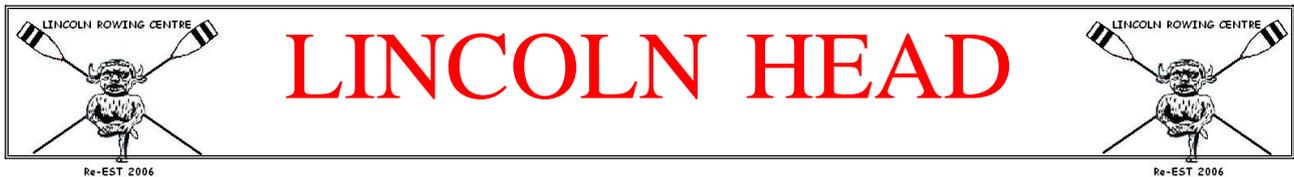
Division 2, **2b** - **02:00** pm start

All boats should be on the water 40 minutes before start. Please stick to your allotted boating times. In accordance with Local Rules if you arrive late at key points you may be given a time penalty or turned around and not permitted to race.

### Boating

You should check your equipment before boating. You may be asked to demonstrate to an umpire that you have checked your boat and that it conforms to RowSafe guidelines and the Rules of Racing.

Boat ID (the club code & boat number) must be present on all boats used for the event



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Ideally find a helper to carry your blades alongside the boat and leave rigger gates open prior to entering area to minimize delays for following crews. You must wait until there is a clear space on the landing stage for boat launch. Take extra care on the bank of the 'Boston' stage as it can be slippery particularly when wet; carry boat down at waist height and ask for assistance if feeling unsafe.

Getting crews on the water quickly reduces the amount of time everybody must wait at the start!

Crews deemed to be wearing inadequate clothing may be refused permission to boat; this applies especially to Juniors and coxes.

Inexperienced crews should have experienced coxes.

All coxes must wear a life jacket or buoyancy aid of the correct size and fitted correctly (ensure that the waistband is tight). If it is an inflatable jacket, ensure that the cylinder is in place and not corroded. In 'front-loader' boats coxswains must wear manually operated gas inflation life jackets.

Please see the Map of the course for position of key points and officials.

## Marshalling

Crews for the standard start should turn and line up in race order number (lowest number nearest the start) on the North bank of the river according to numbers on the bank. Please obey river navigation rules staying to your Starboard side.

Crews arriving early for the standard start may warm up but not beyond 5-mile bridge and must be at start a minimum of 10 minutes before official start time but are advised that there will be no safety boat cover in this area and asked to respect other river users.

## Racing

You will be instructed "Crew (x) Go" from approximately 50m before the timing point.

Where possible other river traffic will be stopped during the actual race however crews must always remain vigilant during the race and follow the navigation rules shown on the map provided.

During the race crews must give way to overtaking crews. Crews being overtaken should move to starboard (bow side, coxswains' right). Crews overtaking should pass on the port side (stroke side, coxswains' left) of the crew being overtaken.

Special care must be taken on bends when there is only a short view of the river ahead.

Do not assume that other crews have seen you. Always shout if you are unsure of their position or if there may be a danger of a collision.

If you capsize or fall out of the boat do not swim away from it, as it will provide buoyancy. Swim to the nearest bank whilst holding on. Assistance will be summoned by the nearest Official.

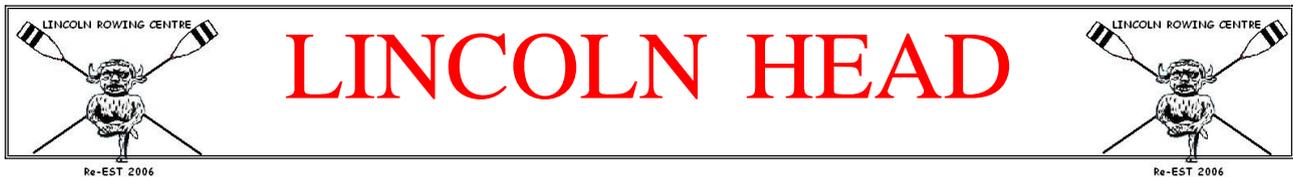
All key race officials and key members of the Organising Committee will carry radios. If you have an issue, please ask an official who will contact the relevant person.

In addition, umpires will have a list of contact mobile phone numbers for emergency use.

## Finish

The Finish for all events is at the fence midway between the 2km & 3km marker posts. Do not stop at the finish, but paddle on at least 20 strokes, then make your way back to the landing stage. Again, please proceed through the narrower section of the river in single file. Please then remove the boat quickly at the landing station.

Please show consideration for others at the landing station by disembarking and removing your boat quickly and by co-operating with the landing stage helpers.



### Weather

If the event needs to be cancelled or racing suspended due to worsening weather conditions when crews are afloat, all crews will be ordered to return to the landing stages by marshals and the last boat will be followed by a Safety launch.

### Thunder and Lightning

In the event of a lightning storm, the British Rowing 30/30 rule shall be used. All crews on the water shall be instructed to return to the boating areas as quickly as is safe to do so and race officials ferried to a point of safety, or to return to their cars as quickly as possible. Once off the water all should move either indoors or into vehicles until the danger of lightning has passed.

The Safety Advisor & Race Committee Chairman will decide if and when racing should resume.

### Reporting of Incidents

All incidents and accidents (including potential and actual injury or damage to individual or equipment) must be reported and logged in an Incident Book by the Safety Advisor.

### First Aid Arrangements

On the water First Aid cover is provided by the Sea Cadets. Additional land based medical support will be available in Lincoln boathouse (upstairs). Local ambulance cover is based within 5 minutes of the course and the local A&E hospital is about 1 mile from the boating area.

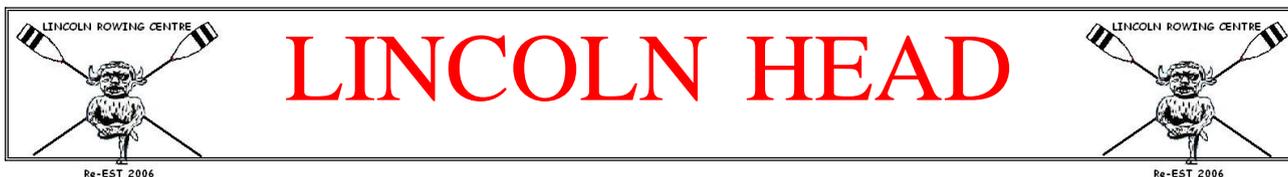
### Water-Borne Disease

There is a genuine risk on the water and banks of the River Witham and you should be aware & comply with British Rowing guidance to protect yourself and those around you.

### General

The club can be contacted through the following numbers:

Event Organiser	07588 655550 (Rob Newbutt)
Entries Secretary & Registration	07971117708 (Bruce Margetts)
Safety Adviser	07725 111044 (Jim Sockell)
Backup contact	07 (Garry Speed)
Welfare Officer	07908535849 (Jo Canton)
Race Committee Chairman	07759 812636 (Paddy Ibbotson)
Emergency Services	999
Emergency Telephone	Located at Registration in the boathouse
Or for non-urgent enquires please e-mail	<a href="mailto:head@lincoln-rowing.org.uk">head@lincoln-rowing.org.uk</a>

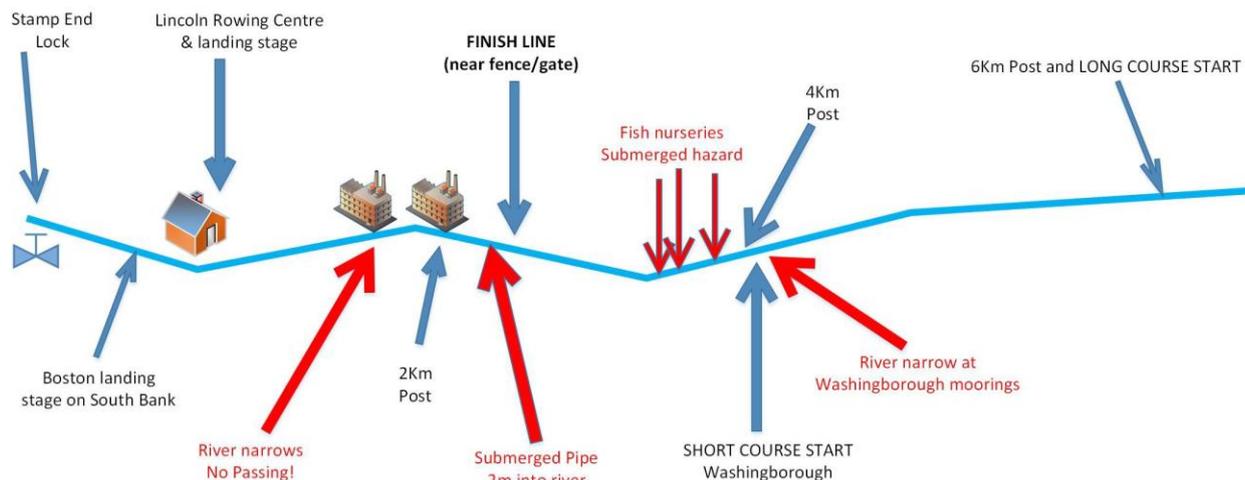


# LINCOLN HEAD

## Course Map

A larger map is available as a separate document if required.

### Lincoln Head Course Schematic – no to scale



## Please Note

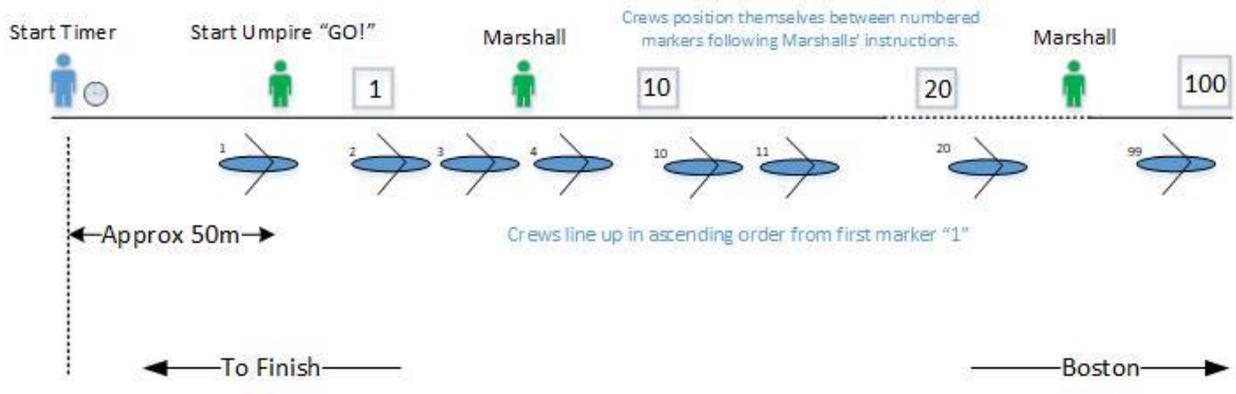
The River Witham is a Canal and River Trust controlled navigation. Competing clubs from non-C&RT waterways should ensure that they have the appropriate number of licenses for the number of boats on the water at any one time in case the patrol officers decide to do an inspection.

## Danger Points

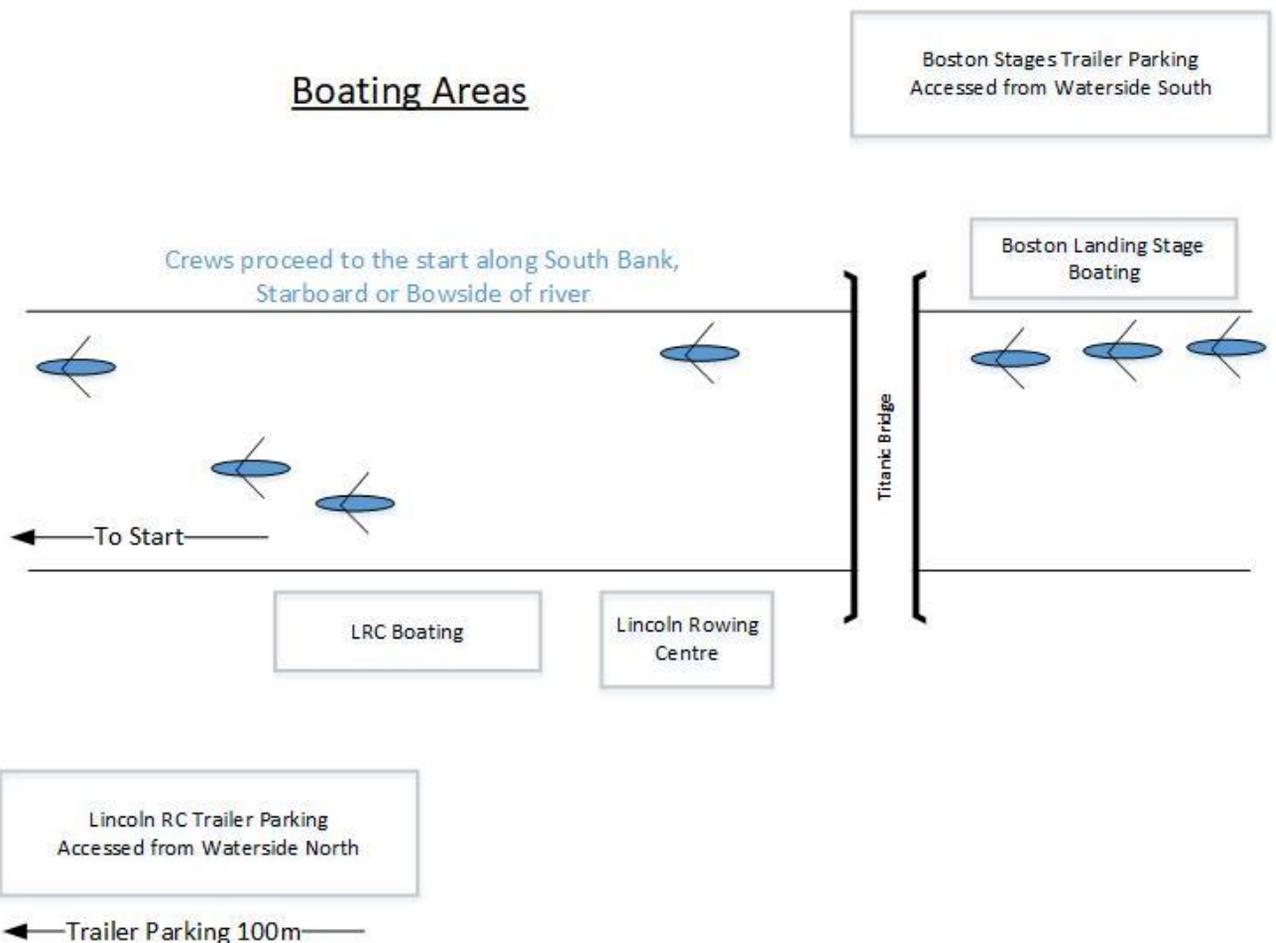
- The bridge next to the boat house and car parks may be used by public traffic unconnected to the race and unaware of the restrictions in carrying boats; take care!
- The Slope down to the 'Boston' landing stage can be slippery when wet. Use caution and carry boat at waist height.
- Stamp End Lock. You must not go further upstream than the railway bridge near the 'Boston' landing stage to ensure you keep well clear of Stamp End Lock.
- Once you pass the pipes on the way to the start (or the finish after the race) the rushes on the South bank narrow the river; please proceed in single file through this area.
- Trees stick out from the South bank approx. 200m, 100m & 50m upstream of the wires crossing the river. It is recommended to stay nearer the north bank for this section of river (2K mark to Wires).
- There is a submerged pipe extending out from South bank opposite the iron railing fence on the north bank – THE FINISH. The hazard is minimal except when the water level is low, but please be aware!
- Washingborough Mooring Staging sticks out from the South bank (stroke-side when racing) approximately 1400m from the Start. This is the narrowest section of the course and special care should be taken in any overtaking maneuver here. Course marshals may instruct a crew to give way and must be obeyed.
- Irrigation pipe and surrounding wooden structure sticks out on the North bank (bow-side) approx. 100m from Washingborough Mooring Stage.
- Fish Nurseries: these were small trees that have been cut and laid out into the river, secured down with metal cables and metal spikes driven into the bank and river bed. There are warning notices on metal poles in the river both up and downstream of these hazards. They are located on the North bank approx. halfway between the 3km and 4km markers and 200m from the Washingborough Mooring.

# Lincoln Head Circulation Patterns

## Start Areas – Both Courses

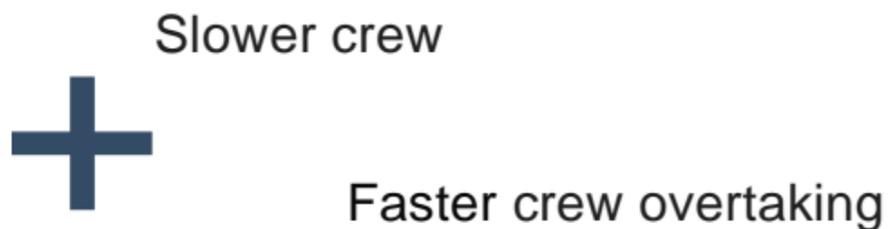


## Boating Areas



Slower crews must give way to faster crews by moving towards starboard/bowside (cox's right-hand side) which is the clubhouse bank of the river.

North Bank



◀◀- To wards **Finish**---

All crews must obey the instructions from Umpires and Marshalls.

South Bank