

## HEAD OF THE DART 2018 COURSE BRIEFING NOTES

These refer to the series of course pictures which will be on display and explained at the briefing in Dartmouth at 12:00. Pics of the most complex sections are included here.



1. **Circulation pattern at start** – Fixed seat and other slower boats will be starting at 2pm, so boats 1 to 39 must be afloat before 1:45. Crews will be marshalled in waves just above the Higher Ferry, and sent upstream towards the start boat. This will be situated over to the Kingswear side of the river about 50 to 100 metres upstream of the Ferry. It will have a large flag aboard along with three start marshals.

First boat off will be the single Skiff (Spoons) He can proceed to the start as soon as the marshals are in place.

**Wave 2**– Boats 2 to 14 inc **Wave 3**– Boats 15 and 16 **Wave 4**– Boats 17 to 22 inc **Wave 5**– Boats 23 to 33 inc **Wave 6**- Boats 34 to 39. BOATS WITHIN EACH WAVE WILL RECEIVE THE SAME START TIME.

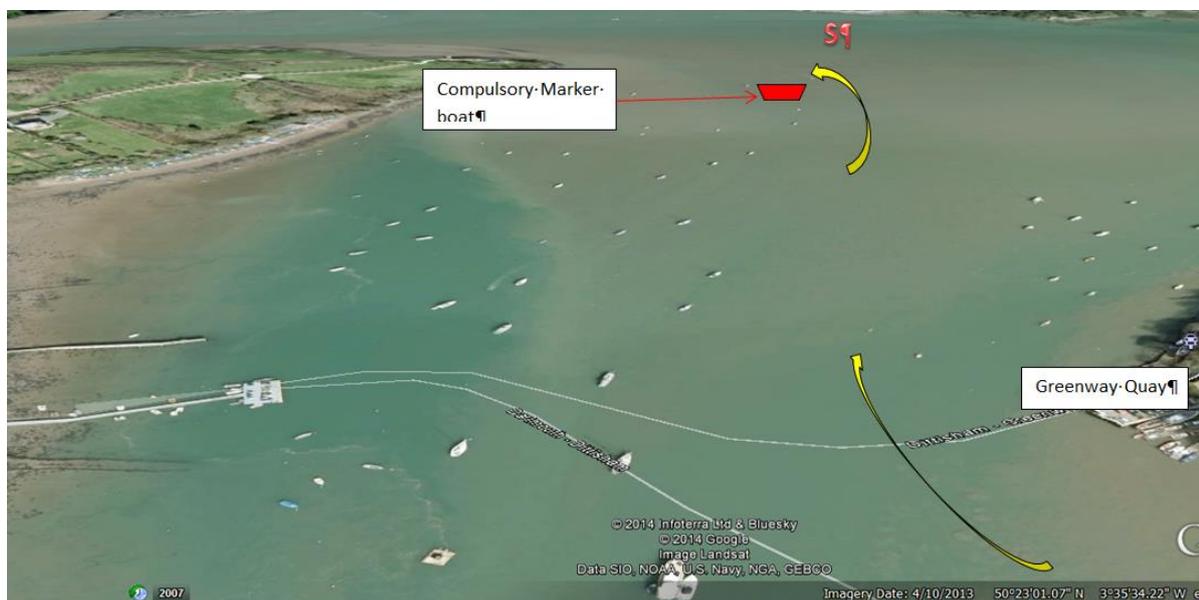
While this start procedure is taking place, boats 40 onwards will be called afloat commencing at 2:15. IT IS IMPERATIVE THAT CREWS RESPOND IMMEDIATELY, AND BOAT IN NUMERICAL ORDER. After boating crews must paddle **DOWNSTREAM** for 200m, turn, and paddle up towards the ferry but **DO NOT CROSS** the ferry line. Once crews have assembled in number order they will be sent past the ferry in order to start the race - not earlier than 3pm. Once the accumulation of boats has been despatched, boats launching need not assemble, but follow the same circulation pattern and proceed straight to the start boat. Should you wish to make a closer race you may wait until more of your category has boated. The last boat afloat will be followed upstream by the marshal.

**Directions in all the following instructions will be from the point of view of the cox.**

2. **The first 1000m** – After leaving the start the river bends slightly to the cox's right. The channel is wide and crews should remain in a central position. On passing the Marina on the right many moorings will be visible on the left. Crews should not try to cut inside of these prior to the next bend because most of them are joined together by thick rope. The river then bends to the left.

3. **The next 1500m** – After rounding the bend there are moorings to the left, some with boats attached. Crews are advised to stay in the main channel.

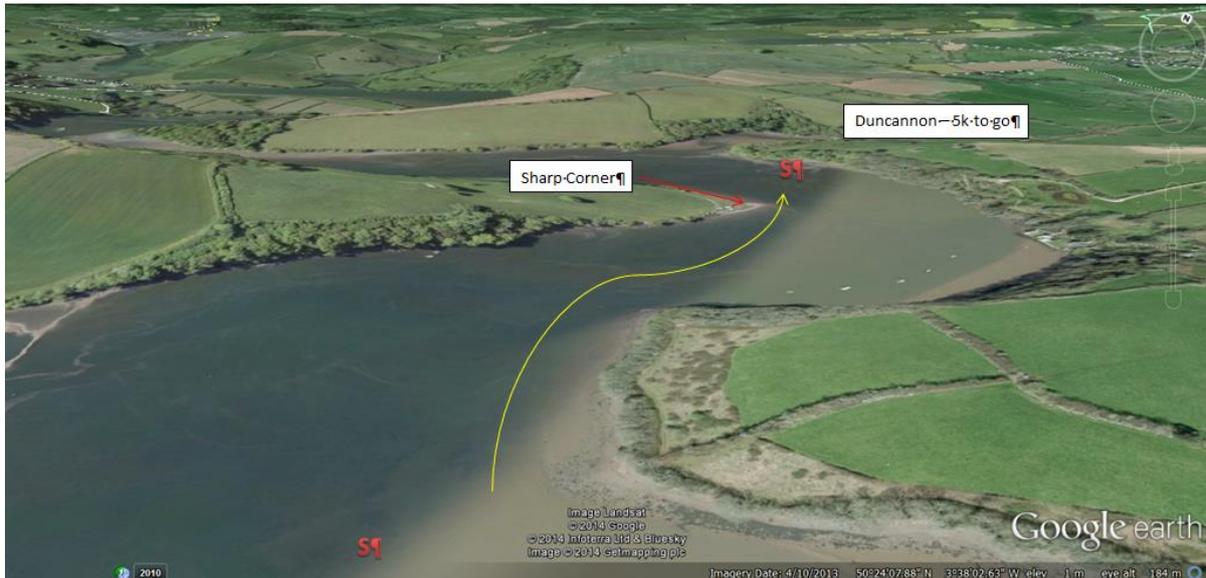
4. **Anchorstone Rock** – Approximately 500m further on in the middle of the river is the Anchorstone Rock. Please pass to the right of the rock and the river will turn fairly sharply to the right past Greenway Quay. This corner can be cut quite sharply, but on exiting, there are further moorings close in.



5. **Dittisham** – After rounding the corner, the channel can be somewhat difficult to identify with moorings both sides, but there will be a large marker buoy in the distance (fluorescent sail racing buoy). This marks the first compulsory mark to be rounded, and ALL boats must pass to the right. Between the buoy and the shore on the ensuing bend is shallow and with further moorings. **Failure to round this mark will incur a 5 minute penalty and may result in grounding.**

6. **5 to 7km in** – After taking a wide sweep round the bend boats can head directly to the next corner where the river bends significantly to the right. This corner can but cut a little more.

7. **Longstream (Stoke Gabriel Straight)** – The river opens out wide with not too much to aim for other than the green hillside in the distance. Half way along this stretch there is a line of moorings arranged diagonally in the middle of the river. At the time of writing, two of these have boats on. If boats pass one or two oars lengths to the right of the first buoy you should be in a straight line to the top corner. At the far end of the reach the river splits in to two, but this is hard to spot from river level. You should be heading to the right hand corner and turn to the right. Again, the river will be shallow if the corner is cut too finely.



8. **Duncannon** – On turning the corner some cottages will come into view at river level, and further to the left, a yellow 6 knot board on the far river bank with a red navigation buoy in front. This can be the target for the next corner. It is a sharp left hand turn and crews can pass well inside the buoy. On approaching the second red buoy which has come in to view the river bends further to the left.

9. **10 – 11km Completed** – Boats can pass either side of the second red buoy, and further navigation buoys will appear (two Red and two Green). The main stream passes between the green and red buoys. Crews can pass either side of the green buoys. The further to the right you go the shallower it will get. By half way up this reach a further green buoy will appear in the distance. Crews will need to prepare at an early stage to pass to the LEFT of this buoy.

10. **Sharpham Turn** – The Green buoy is the second and last compulsory marker. Coxes MUST pass to their LEFT of the buoy. (It is a very sharp turn.) Boats passing on the inside will incur a ONE MINUTE PENALTY.

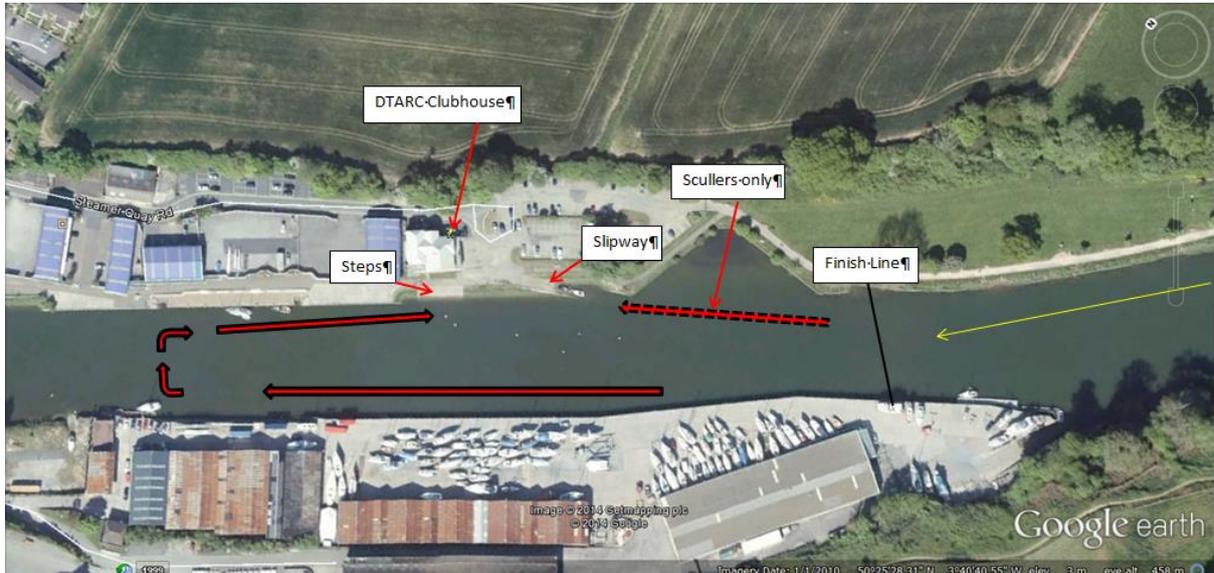
11. **Sharpham to Broken Steamer** – After the sharp turn, two red buoys appear. Pass either side of the first and boats may pass inside the second, and indeed the third when it appears.

12. **Broken Steamer** – Those who have competed at the Autumn Head will be familiar with the course from here on in. A wider reach with an almost straight run to the next corner.

13. **Double Bends** – Right then left. Both corners can be cut fairly sharply but as with all corners, overtaking crews take priority.

14. **Final Stretch** – 1500 metres to go. The most straightforward part of the course. Once the towpath is reached there will be 600m to go. The finish line is before the rowing club.

15. **Finish Circulation** – Crew boats MUST continue past the club on the left side of the river, and pass the buoy before turning to come ashore. There may be a considerable queue for the steps so we urge all crews to be patient. Singles and doubles are welcome to queue just after the finish on the RIGHT and disembark on the slipway. Either way, there will be marshals assisting. Please can all competitors hand bow numbers and any laminated maps to said helpers.



**THESE NOTES ARE NOT INTENDED AS A SUBSTITUTE FOR THE PRE-RACE BRIEFING.**