



## PETERBOROUGH HEAD OF THE NENE (HoN) – 7 FEBRUARY 2026

### GENERAL INFORMATION AND SAFETY INSTRUCTIONS

**Welcome.** Thank you for entering the Peterborough Head of the Nene (HoN), organised by Peterborough City Rowing Club (PCRC). All competitors and coaches should read and understand the information throughout this document so that we can make the competition safe and enjoyable for all parties involved. The 24hr clock is used throughout.

HoN will run under British Rowing *Regulations, Rules of Racing (RoR)* and *RowSafe*.

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### Section 1 – Arrival

The details of your entries, including starting numbers, are communicated separately. Crew race numbers should be collected from Registration on The Embankment.

Note that there will be no boating or trailer parking for visiting crews at PCRC

Visiting crews will boat from The Embankment, adjacent to the Key Theatre at postcode PE1 1EF, which is shown on the course maps. The Embankment is for towing vehicles and trailers (including boats on vehicle roofs), vehicles exceeding 2.3m height limit and competition officials. Access is from Embankment Road, off

Rivergate.

Drivers of vehicles surplus to competition requirements listed in the above paragraph are advised to park in one of the following car parks:

Car Park	Postcode	Duration	Height Limit
Potters Way	PE1 5AY	Short / Long	2.3m
Riverside	PE1 1EG	Short / Long	2.3m
Bishop's Road	PE1 5AP	Short / Long	2.3m
Wirrina	PE1 5AP	Short / Long	2.3m
Full local parking facilities, including fees and height restrictions, are listed at <a href="https://www.peterborough.gov.uk/residents/parking/car-park-locations">https://www.peterborough.gov.uk/residents/parking/car-park-locations</a>			

Drivers accessing The Embankment should drive carefully on the grass areas to avoid damage and danger to the public or other competitors. Trailers and towing vehicles must not encroach over the public footpaths; this should also be observed when unloading and rigging boats. PCRC requests that competitors treat The Embankment with respect and remove all their own litter before departure.

## Section 2 – Boating and Courses

The courses are upstream on the River Nene. There will be 3 divisions. Divisions 1 and 2 are from *Millennium Bridge* to *Fitzwilliam Bridge*. Division 3 is from *Plum Tree Farm* to *Fitzwilliam Bridge*. Maps are available for both divisions. Each division will race and crews not involved further should then disperse so that the next division can prepare and race without either space or time pressure.

Crews	Latest Time to Leave Embankment	Race Start	Distance
Division 1	0915 hrs	1000 hrs	2600m
Division 2	1115 hrs	1200 hrs	2600m
Division 3	1345 hrs	1430 hrs	5000m

Control Commission may carry out visual checks on boats. They may ask competitors to demonstrate preparedness to boat, for instance heel restraints, buoyancy aids and clothing appropriate to the conditions. Note that, in accordance with RoR 7-2-8a, it is the crew's responsibility to ensure their boat is fit for racing on the River Nene. Any boats that are not properly prepared may be excluded from the race.

**Time Penalty or Exclusion.** Crews must leave the boating areas by the stated times. Any crews reaching their designated bank marshalling position less than 5 minutes before the start time of their division will be awarded a 20-second penalty by the Race Committee Chair or may be excluded entirely.

## Section 3 – Results and Prizes

PCRC will promulgate race results after the division / competition at

## **Section 4 – Toilets and Clothing / Changing facilities**

There will be no changing facilities at The Embankment. Crews are advised to travel to and from The Embankment in their rowing kit unless their vehicles are suitable for changing.

There are no weather protection facilities or showers at The Embankment. Visiting clubs should consider bringing sufficient additional resource with them (eg waterproofs, towels, dry warm clothing, sleeping bags, hot drinks) to deal with adverse weather or capsize incidents.

North Bank, the marshalling area, is exposed. The weather may be cold so visiting clubs must ensure all competitors boat with clothing appropriate to the prevailing and expected conditions. Particular attention should be paid to junior competitors who must go afloat with sufficient clothing to keep warm whilst marshalling for the Start and during return from the Finish. Marshals at The Embankment will be watching out for inadequate clothing; avoid delay and ensure crew members have enough with them.

Portable toilets will be available at The Embankment.

## **Section 5 - Race Committee**

The Race Committee will be:

Jo Cotgrove (Chair)  
Anna Robotham  
Ian Donald  
Steve Casey  
Michelle Moulding

## **Section 6 – Key Positions and Officials**

Key Positions during the Competition:

- a. Registration – in the gazebo on the Embankment.
- b. HoN Treasurer – in the gazebo on the Embankment.
- c. Telephones:
  - 1) Landlines will not be available in the competition area.
  - 2) Visiting clubs should ensure they are equipped with fully charged mobile phones (in waterproof bags if taken afloat) for necessary communication.
  - 3) Mobile communication is available between officials within the Registration, Start and Finish areas.
- d. Radios - key race officials will be issued with radios that cover the entire competition area.
- e. First aid – provision will be available on The Embankment, contactable direct to the ambulance crew or via Registration.
- f. Hospital A & E – Peterborough City Hospital, Edith Cavell Campus,

g. Contact telephone numbers for key officials at the competition:

- |   |                  |              |
|---|------------------|--------------|
| 1) HoN Organising Committee (OC) Chair: | John Canton      | 07436 562448 |
| 2) Race Committee Chair (RCC):          | Jo Cotgrove      | 07709 453058 |
| 3) Competition Safety Adviser:          | Helen Wallace    | 07596 901176 |
| 4) Competition Welfare Officer:         | Debbie Hunt-Pain | 07702 603262 |

## Section 7 – Crew Numbers

Crew numbers should be collected from Registration on The Embankment. One representative from each club should aim to collect all that club's numbers. It is essential that numbers are located securely (ie stuck flat on the saxboard / safety pin at each of the 4 corners) and visible on the bow person's racing kit (not obscured by hoods / hair) so that crews can be identified clearly and times recorded.

## Section 8 – Start Order

Start order for each division / race will be based initially on boat category. The Race Committee may exercise discretion regarding the start order for known crews of notable status. Masters' crews may be subject to handicap timing.

## Section 9 – SAFETY

The HoN Competition will be run according to the latest revisions of British Rowing's ***Regulations, Rules of Racing (RoR)*** and ***RowSafe: A Guide to Good Practice in Rowing (RowSafe)***.

The instructions below apply for the duration of the HoN.

Instructions from Race Officials / Marshals / Monitors must be obeyed immediately to ensure safety for all participants. All are encouraged to have the what3words app on phones to pinpoint their location in case of an emergency.

Coaches, captains and other responsible adults should ensure all competitors are fully conversant with these and other relevant instructions before attending the HoN.

**Section 9a - Responsibilities.** The Organising Committee (OC) will endeavour to provide a safe environment within *RowSafe* although competitors, coxswains and coaches are specifically reminded that persons using this water course 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 any third party both on the water and on land.
- 2) Ensuring that any equipment (eg boats, blades, buoyancy aids etc) is safe and prepared to the standards as required under *RoR* and *RowSafe*.
- 3) Ensuring that their boats comply with the buoyancy requirements of Section

#### 7.1 of *RowSafe*.

- 4) Ensuring that their boats are licensed with the Environment Agency. This can be done either online via British Rowing or via the Environment Agency which will issue visitors' licences for those who do not normally row on EA waters. ID numbers must also be displayed on all boats, in accordance with *RoR* Section 7-2-9f.
- 5) The strict observance of any local rule or traffic / circulation pattern along with *RowSafe* provisions.
- 6) Coxless crews should ensure frequent looking ahead to avoid collisions.
- 7) Deciding whether or not they are competent to use the water course in the prevailing weather conditions; this decision may be taken by an individual or with their coach / crew.
- 8) Ensuring that they can swim or float in accordance with the requirements of *RowSafe*.
- 9) Ensuring that they have their British Rowing digital membership card (or suitable alternative photographic identification) with them to confirm identity in compliance with *RoR* Sections 5-5-4 and 7-2-3.
- 10) Ensuring that their outermost layer of clothing **worn during the race** conforms to their Club colours.
- 11) Arriving at their designated bank marshalling area not less than 5 minutes before the start of their Division. Failure to observe this rule may result in a 20-second time penalty or exclusion from the competition.

**Section 9b - Traffic / Circulation Pattern.** This is set out below and applies between 45 minutes before the first division and 45 minutes after the last division has finished. Failure to comply with these Rules may lead to the award of time penalties or the removal of the relevant crew or club from the event:

- 1) Once boated, crews should proceed downstream, keeping to the south / starboard / coxswain's right-hand side of the river, towards the start and must be ready to act upon any instructions given by any Race Official.
- 2) When beyond the start and within the marshalling area, crews should continue downstream until they reach their assigned marshalling space; the crew numbers will be signed on the riverbank. The crew should then stop safely, turn immediately and pull into the bank on the north (road side) of the river and await further marshalling instructions. Static crews within the marshalling area must be vigilant and not allow their boats to drift or encroach on the main river course in a way that would impede passing crews.
- 3) When called towards the start, crews should proceed in number order with at least a 20 second gap between boats and follow marshalling / starting instructions.
- 4) Crews must not overtake, or attempt to overtake, until after the start line.
- 5) Crews should familiarise themselves with the course map.

- 6) Upon completion of their race, crews should continue paddling upstream of the finish so as not to obstruct the finish line or cause a danger to any racing crews behind them.
- 7) Two safety boats will be on the course during racing. One will be positioned within the start area and the other positioned mid-course. There will also be Race Monitors along the course should assistance be required.

**Section 9c - General Safety Notes.** All competitors, coaches and other participants are also reminded of the following:

- 1) Practising on the racing course or within the marshalling area beyond the start is not permitted whilst racing is in progress, nor is it permitted between 45 minutes before the first division and 45 minutes after the last division of the day.
- 2) Outside the hours of racing, there will **not** be a competition safety boat on the river.
- 3) They must make their own safety arrangements before and after the day's racing.
- 4) They must supervise juniors for whom they are responsible with a high degree of vigilance and anticipation – the highest standard of care is expected when acting *in loco parentis*.
- 5) During the race, crews should generally keep to the north / starboard / cox's right-hand side (road side) of the river and overtaking crews should do so on the south side / port / cox's left. All crews should remain vigilant and aware of other crews in their vicinity at all times. Crews being overtaken should give way if necessary (eg in situations of multiple overtaking).
- 6) **All** access roads / routes must be kept clear at all times and the riverside path must not be blocked in any way by vehicles, cycles, chairs etc. There is to be **no unauthorised vehicular use** of the path on the north side; any violation of this rule will result in sanctions being applied to crews from the club in question. Crews' coaches are advised not to follow their crews along the public road (North Bank) for their own safety. **Coaches / supervisors** of crews moving along North Bank should take care and observe the Highway Code. High visibility vests or clothing must be worn and cycle lights used in poorer weather / light conditions.
- 7) When in the boating area, or when boating / de-boating, extra care is needed and right of way should be given to other participants and members of the public so as not to cause inconvenience, distress or injury to third parties.
- 8) Each crew must carry with it a mobile telephone number to enable Officials to contact the crew's coach / trailer driver in case of any need to summon assistance to the further reaches of the course. This number should be kept by a crew member in a waterproof bag or pocket, accessible in case of need.

Any accident or significant incident should be drawn to the attention of the nearest Official as soon as possible, who will be able to summon assistance / the emergency

services. First aid provision is available via Registration on The Embankment, within each safety boat and within the Start and Finish areas. With regard to accidents and incidents, your attention is drawn to the requirements of *RowSafe*, notably Section 8.1 which deals with cold water immersion, hypothermia and swamping, and Section 12 which specifies the reporting procedures for accidents / incidents.

**Section 9d – Adverse Conditions.** Given the time of year, there is a risk of severe weather and flood conditions. Because of this the following procedure is in place:

- 1) **Flood** – The OC has many years' experience of the local river conditions and monitors available weather information. It maintains close contact with the Environment Agency and the local lock keeper. The OC will aim to predict river conditions with a high degree of accuracy.
- 2) **Weather** – Local weather forecasts are obtained daily leading up to the event to predict potential difficulties. Notwithstanding the OC's preparedness, crews should also be prepared for all conditions; refer to Section 4 above.

With the above in mind and for safety reasons, the OC reserves the right either to run the competition in full, cancel specific events / categories (eg juniors or inexperienced crews), cancel one or more specific divisions, to alter the course or to cancel the competition as a whole.

It is anticipated that the Go / No Go decision for the competition will be communicated on Thursday, 5 Feb 26 at 1800. There will be a final weather / conditions check on Friday, 6 Feb 26 at 1200.

Should any changes become necessary after the publication of the draw, at the Go / No Go or from the final weather check, the OC will attempt to advise entrants as soon as possible. This may be by direct telephone call, public announcement on [www.peterboroughcityrowing.co.uk](http://www.peterboroughcityrowing.co.uk) and social media channels on the evening prior to the event.

## **Section 10 – Additional Guidance**

- a. **There is no drinking water available at The Embankment or the House. Please ensure you bring sufficient sustenance with you.**
- b. Wellington boots are recommended because of the likelihood of minor flooding. Boots and other footwear should **NOT** be left on The Embankment whilst boated.
- c. If the river is flooded, competitors should take particular care when boating because of submerged bollards and the riverbank itself is submerged.
- d. All essential support personnel and race officials should take great care in reaching the Start via North Bank. The roadway is narrow, the land side verge is steep and slippery and there are no pavements or pedestrian refuges; there is no traffic control for the competition. Traffic moves rapidly; coaches should not seek to follow crews because of the risk to safety.
- e. There will be a mobile food outlet on The Embankment. However, participants should also plan to be self-sufficient for their own needs and to cover the

duration of their stay at HoN.

- f. Whilst competitors are responsible for their own safety, the OC requests those with known medical conditions that could present an issue during the competition to advise Registration so that appropriate help can be summoned, if necessary.