

# Great Tyne Row 2016

## Navigation and Safety Guide as issued 15-08-16

All instructions are as the cox sees it travelling downriver start to finish. See p2 for key to the maps.

### START

**Marshalling:** Until instructed crews are to remain in the boat holding area (see plan); if you wish to warm up please row in a counter clockwise system keeping your starboard side close to the bank. A marshalling launch will assist in moving you to the start, but it is your responsibility to be on the start on time; have a watch or other timepiece with you.

**Start Procedure:** Crews will be called into the start area 10 minutes before the start time, once the previous division has set off. Boat bows are to stay behind the downstream end of the Newcastle University BC steps where the start line is. If you start bows downstream of the steps you will be issued a 1 minute penalty. There may be many boats in the start area, so please be tolerant of others and give each other space. You may have to start a few metres behind other boats - please bear in mind you have 25km to catch up! There will be a 5 minute warning (two short blasts on the horn) and then the start (verbal "Attention" and then one sustained air horn blast).



#### Contact:

For any queries related to this document please contact Colin Percy at:

[eventdirector.gtr@outlook.com](mailto:eventdirector.gtr@outlook.com)



## Newburn to Scotswood Bridges (start to 5km)

Once crews have started, all crews must move over to the right side (south bank) of the river when it is safe to do so and stay there for the whole route. Failure to do so could result in disqualification. Once round the big u-bend at Newburn Riverside crews will row through three bridges. Stay to the centre right of the river- moving too close to the bank could result in grounding on mudflats here. On this and all other stretches, remember no crew is to go on shore (unless in imminent danger) without first informing a safety launch. Any crew going ashore will be disqualified, and must await instructions as to how to proceed. Crew change overs must take place on water without any outside assistance.



**Emergency Exit 1:** Slipway located at Derwenthaugh Marina on the south bank after Scotswood Bridge. In the event of an emergency you may land your craft on the slipway shown (any mud will be covered as it's high tide).



### 1: Blaydon Bridge (A1)

Stay to the right side of the large centre arch. Boats must not travel through the smaller side arch.



### 2: Scotswood Railway Bridge

Row through the centre right arch and not the one closest to the bank.



### 3: Scotswood Bridge

Stay to the right side of the large centre arch. Boats must not travel through the smaller side arch.



## Key to map plans

Safety & other launches	White pin
Bridges	Red line and pointer
Distance markers	Yellow Lines
Start	Green line and flags
Finish	White line and flags
Timing points	Figure on bank
Emergency landing points	Red exclamation mark

## Scotswood Bridges to Quayside Bridges (5km to 10km)

Stay right centre of the river. Try to not to get too close to the banks, though, as mud appears as the tide falls.



**Emergency Exit 2: Pontoon:** emergency exit point 2 is located at the NE1 Marina pontoon on the north bank of the River in central Newcastle just after Tyne Bridge.



### 4: Redheugh Bridge

Stay to the right side of the large centre arch. Boats must not travel through the smaller side arch.



### 5: King Edward Bridge

Crews must row through the centre right arch. Boats must not travel through the smaller side arch.



Bridges continued on following page



## Quayside Bridges cont. (at 10km)

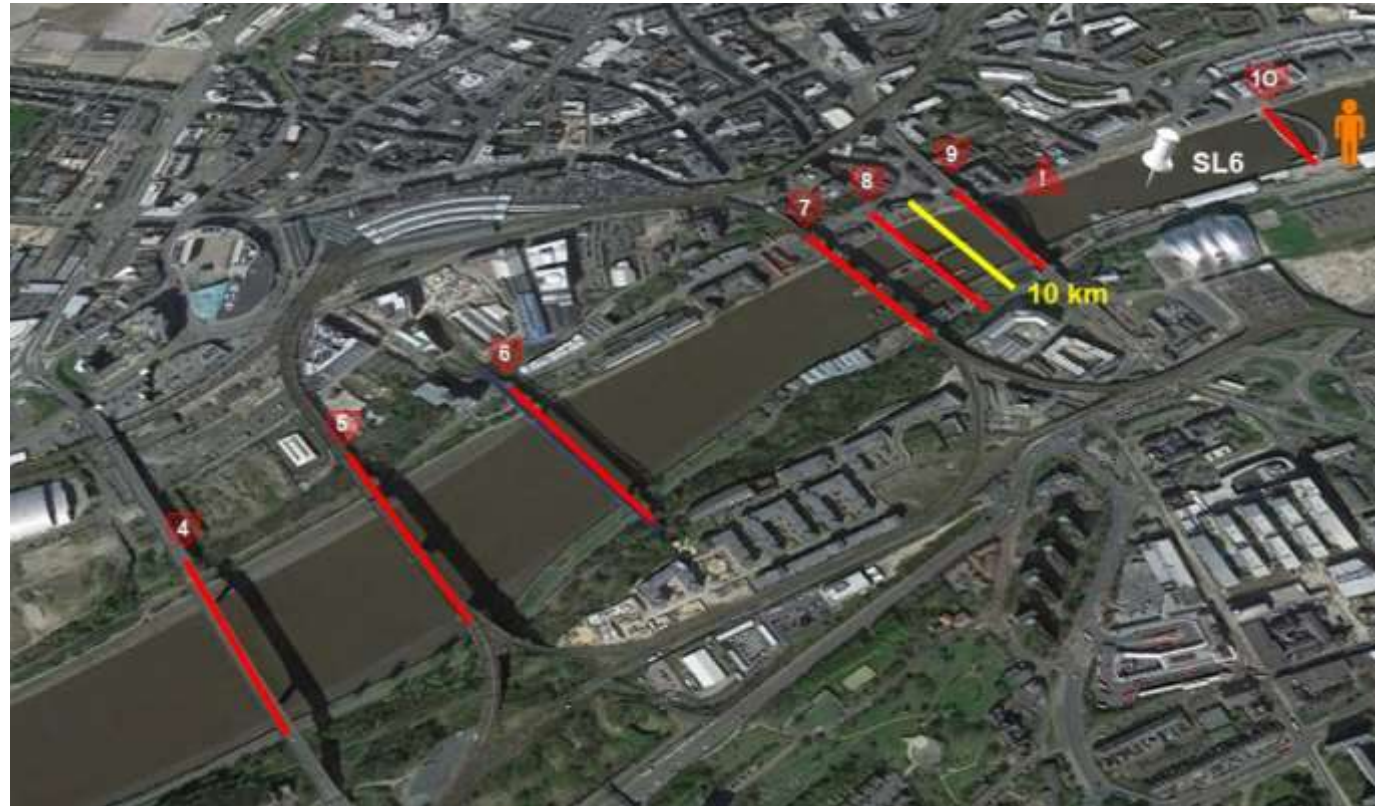
### 6. Metro Bridge

Crews must stay to the right side of the large centre arch and must not travel through the smaller side arch.



### 7, 8, 9. High Level / Swing Bridge / Tyne Bridge

The High Level and Swing bridges are connected by a wooden section in the middle of the river. Crews will pass to the right side of the long centre wooden structure. This will allow you to pass under the moving section of the swing bridge. Continue in the centre to pass under the iconic Tyne Bridge. You should still be right of centre.



### 10. Gateshead Millennium Bridge

Crews must pass under this almost equally iconic single span bridge right centre as usual. This is the last bridge you will travel under. Please note the large bollards that used to channel boats through the very centre of the bridge have now gone (though still in the picture).



## Quayside Bridges to Bill Quay (10km to 15km)



### **WARNING!!!**

#### **Low Water Post:**

(Approx. 15km)

When approaching this post (and then past it) all boats must stay to the right bank on the river no further than 50m away from it.

Any crews not doing so will be disqualified. If there are large boats movements, you may be stopped here. Your time will be taken.

**Emergency Exit 3:** Emergency exit point 3 is located at the Friars Goose water sports club on the 3<sup>rd</sup> bend after the Gateshead Millennium Bridge. In the event of an emergency you may exit your boat on the slipway shown.



### **WARNING!!! RED WATER ZONE:**

This indicates water with commercial shipping activity.

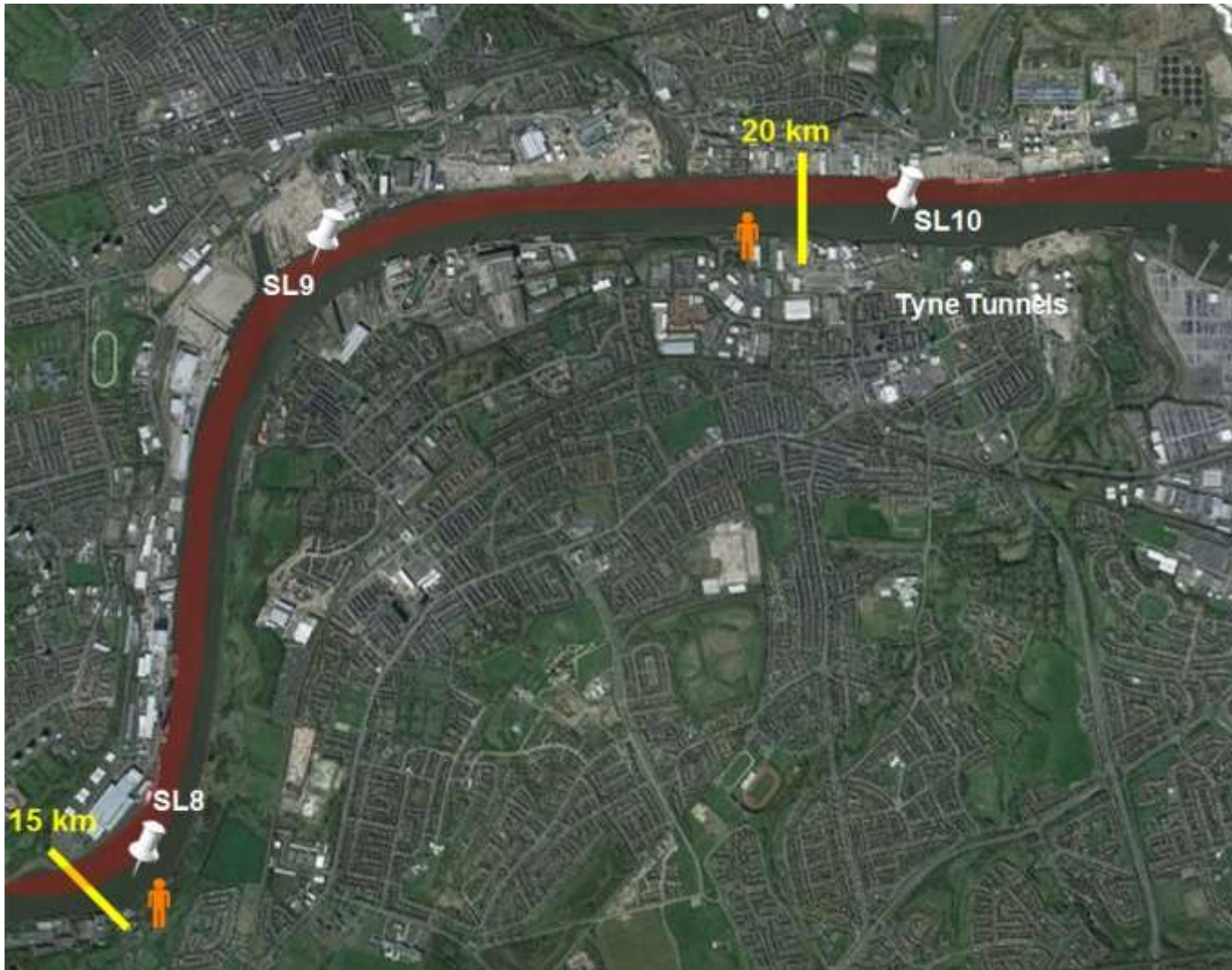
#### **Stay clear of red water zone.**

Boats are to remain **within 50m** of south bank whilst giving clear berth to any moored vessels.

Adhere to any instructions given by safety



## Bill Quay to Morston Quay (just upstream of Tyne Tunnel) (15km to 20km)



### **WARNING!!!**

#### **RED WATER ZONE:**

This indicates water with commercial shipping activity.

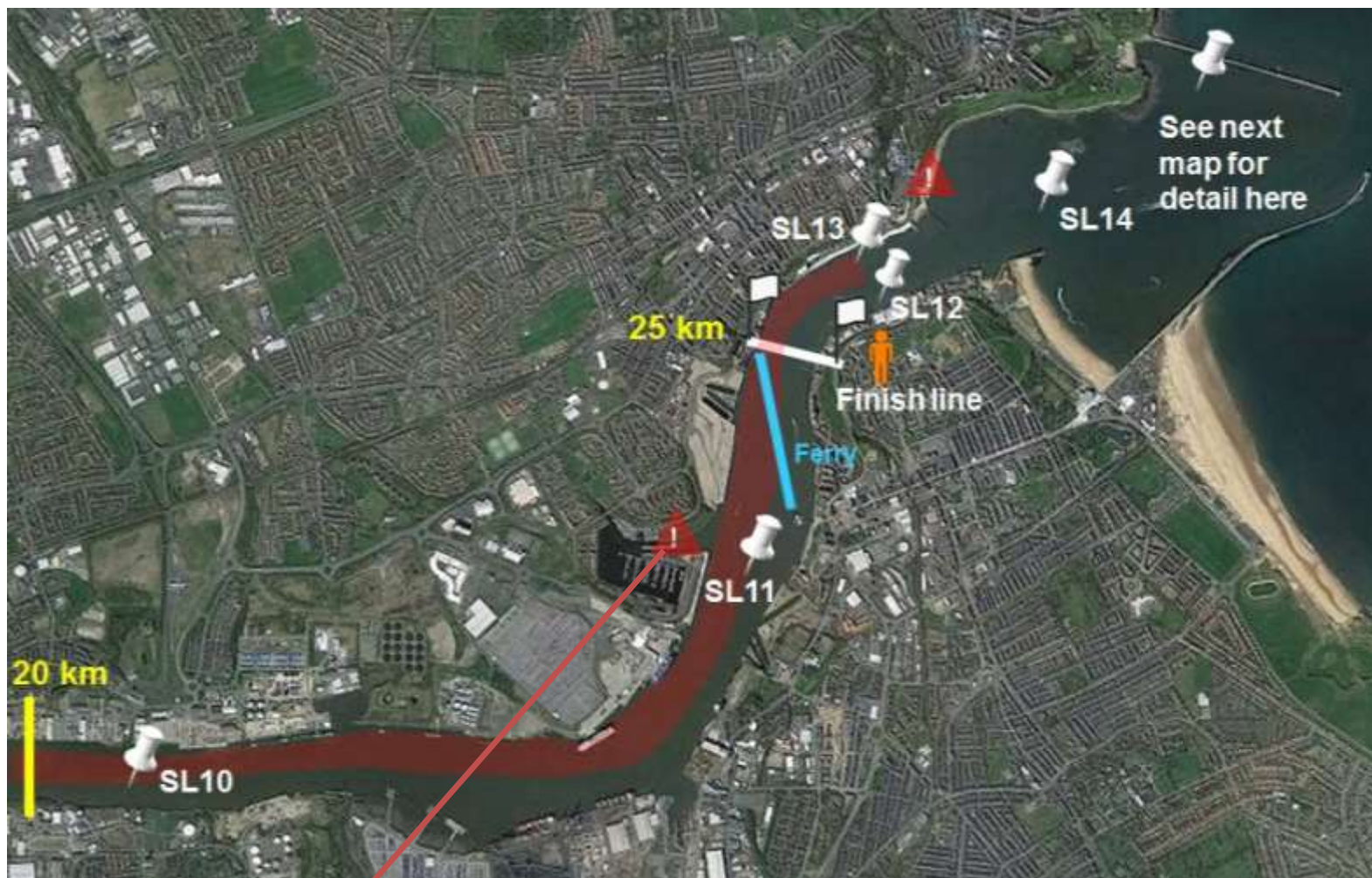
#### **Stay clear of red water zone.**

Crews are to remain **within 50m** of south bank subject to giving clear berth to any moored or moving vessels.

Adhere to any instructions given by safety marshals.



## Tyne Tunnel to North Shields Fish Quay (20km to Finish at 25km)



### WARNING!!!

#### RED WATER ZONE:

This indicates water with commercial boating activity.

Stay clear of red water zone.

Crews are to remain **within 50m** of south bank whilst giving a wide berth to any moored vessels.

Adhere to any instructions given by safety marshals.



**Emergency Exit 4:** emergency exit point 4 is the pontoon located at Royal Quays Marina on the north shore. In the event of an emergency you may exit your craft on the pontoon you will see in front of the lock gate.

See the next page and plan for more details of arrangements after the Finish line.



## North Shields Fish Quay (RACE FINISH) to Tynemouth Rowing Club (LANDING)



**Finish:** The Finish line is now about 500 metres before the North Shields Fish Quay pier. The line is taken from the passenger ferry pier on the north bank to the public car park on the south bank (hopefully with a finish banner and persons in hi-vis jackets).

Row on slowly once through the Finish, keeping towards the south bank for about 500 metres and you will then be instructed to cross the river to the north.

**Option A:** This is the fair weather route round to the beach at the Rowing Club

**Option B:** This is the standby landing point if the weather turns windy and/or rough and getting in to the rowing club is not advisable. The landing point is the large beach (exclamation mark on map left) past the RNLI station and the small groyne.

**Option A:** This is the fair weather option. We will guide you across the river northwards near the fish quay pier and then advise on a line to take, heading towards the end of the north pier. Safety and marshalling launches will guide you safely past the rocks and around the headland. Keep fairly well out to avoid the rocks (which will be visible) and then head for the 4 wooden posts on the North Pier and wait.

Hold at or near the posts until instructed by the pier marshal to row into the rowing club beach. There will be teams ready to help you in – listen out for which team to aim for, as some will be geared up for skiffs, others for sliding seat boats, etc. **Even if dead calm you will get wet at least to your knees (more if rough) and wellies are a waste of time - so wear trainers or sandals to land.**

**Option B:** This is the poor weather option when wind or swell prevents us taking you round the headland to the rowing club. This should be needed only if there is an unexpected change in weather; if conditions are forecast to be rough, we will probably have cancelled the event anyway. Once past the RNLI station and groyne, move into the middle of the bay and then approach the beach head on. You will be caught there.

