

FLOOD (Incoming/Rising) Tide Races: Approx. 09:15 – 13:00

EBB (Outgoing/Falling) Tide Races: Approx. 14:00 – 19:00

CONDUCT

Competence: coxswains and steerspersons are the masters of their vessels. As such, they are expected to be familiar and competent with Tideway navigation (COLREGS, NTM U15 2006, The Code of Practice for Rowing on the Tidal Thames above Putney, “the Code”) and the range of Tideway conditions (e.g. waves, wind, debris, etc). Competitors are expected to be experienced in Tideway rowing and racing, comply with ARA Water Safety Code, the Code, Regatta Rules, heed all warnings, and have read these instructions. Masters of vessels whatever their age are responsible for navigation. All masters of vessels must comply with the Col Regs Rule 5 (keep a good look out) at all times.

Parking: competitors and spectators are requested not to obstruct the entrance to any boathouse and keep the road clear for leisure and emergency access

Registration: crews and scullers must report to the registration desk outside HSBC RC, and coxswains must be weighed-in, upstairs at HSBC RC at least 30 minutes before the scheduled time of their race. Registration numbers are to be worn by the bowman on the back of his vest. Stations count from Surrey.

Boat Safety Checks: Random checks of the condition of the boat (with particular reference to ARA- and PLA-compliant “name”, heel restraints, bowballs and buoyancy hatches or plates) MAY be carried out by the regatta officials from time to time. Clubs and competitors are reminded that it is their duty of care and in particular the duty of the master of the vessel (coxswain or steersperson) to ensure the craft complies with the requirements of the PLA and the ARA. A check by an Umpire in no way is to be taken as any form of undertaking or assurance that the boat is safe. It is merely a partial audit of part of the requirements of the ARA Water Safety Code and PLA regulations.

Boating: Crews are forbidden to boat from the slipway in front of Chas Newens Marine.

Marshalling: on the way to the start, crews must stay as close to the Surrey shore as is safe and practicable as is required by the navigation law (NTM U6 2002), in single file, and **follow the marshals’ instructions**. A good general guidance is that if any crew or sculler can overtake you on the inside you are too far out! See the circulation plan for marshalling areas: for races on the EBB, marshalling will take place on the Surrey shore near Harrod’s Depository; for races on the FLOOD, marshalling will take place alongside the Putney Embankment. **DO NOT** go past the Start Marshal without permission. Starts or firm pressure rowing are **not permitted** in these areas.

All crews, especially those visiting the Tideway, are advised to review the advice regarding Tideway navigation, including advice on marshalling and getting to the start, found on <http://safety.thames-rrc.org/tideway.html>.

Warm-ups: warming up is done at your own risk – if you are not back in time, **you may miss your race!**

Warm-ups are forbidden on the race course and in the marshalling area during racing hours. You must **receive approval and instructions** from the start marshal before warming up, and **return to the Surrey side of the start marshal** in good time to meet your opposition to race. (For warm-ups on flood tide, note that this means you will have to go along the course without blocking the passage of races, past the moored boats to the Black Buoy, turn beyond the Black Buoy, and then proceed back along the Surrey shore to the Start Marshal). If you go downriver of Putney Bridge (where the COLREGS apply), or upriver of Hammersmith Bridge, you will not be under the safety cover of the regatta.

Racing: crews must follow the umpires’ instructions, which may include adjusting the course or stopping the race. In the event of a dead heat, crews must row over a shortened course set by the umpire as soon as possible. In the event of a crew scratching, the remaining crew may be required to row over the course. Prizes will only be awarded if two or more crews contest the final.

Warm-down: Crews are required to turn and cross back to the Surrey side the river immediately after racing if they wish to remain within the safety cover of the regatta. If they proceed instead through Putney or Hammersmith bridges, they will be outside the regatta’s safety cover and do so at their own risk.