



Boating Safety Plan

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1. INTRODUCTION

All new members of Twickenham Rowing Club sign to confirm that they have read and understood this document on completion of the TwRC membership application. Due to the nature of rowing there are a number of risks inherent in the sport. Whilst TwRC wants all members to enjoy the sport, it is very important not only for your own safety, but also those of other rowers and river users, that everyone is aware of and complies with, basic safety policies and protocols. TwRC has an appointed Club Rowing Safety Adviser who should be consulted if you have any questions about this document, any health or safety issue.

If you have any doubts or questions about any issue arising from the Plan and procedures outlined, please ask the Captain, the Rowing Safety Adviser or a Committee member.

2. ROWSAFE GUIDELINES

The Club fully supports and implements the Guidelines of British Rowing referred to as 'ROWSAFE' and has arrangements in place to ensure that it remains compliant with them. It is a condition of membership that all members will do likewise to the extent that the guidelines apply to them as individuals. The Committee would like to remind members that such compliance by individuals, is also a condition of membership of British Rowing. Club members should periodically access the ROWSAFE Guidelines, which are available from British Rowing their website <http://www.britishrowing.org/row-safe>. All rowers should read this document and ensure that they comply with it.

3. SAFETY NOTICE BOARD, WEB PAGE & PHONE NUMBERS

The TwRC safety notice board is located in the cross alley from the Galley to the Ergo Room of the boathouse. On the board you will find a river navigation map as well as the summaries of safety and boating rules and the Emergency Action Plan. There is a list of useful phone numbers in the lobby.

The Club website has a section dedicated to Safety matters from which it is possible to find copies of all relevant documents, including this one, as well as the latest Safety Briefing presentation. Members should consult this page periodically.

In addition, safety alerts will be put on the "TWK Rowing Club Announcements" WhatsApp group.

4. CLUB RULES

All rowers, scullers, coxswains, steers persons and coaches, as appropriate, using club or private boats from the boathouse must:

1. Comply with the TwRC Bye Laws and Club Values.
2. Familiarise themselves with and follow the British Rowing 'RowSafe' Guidelines and 'Tideway Code'.
3. Take personal responsibility for the tidiness and hygiene of the Clubhouse, boating area and landing stage. This includes clearance of mud and protection from ice prior to an outing.
4. Be familiar with this Club Boating Safety Plan, set out below, which includes local navigation rules.
5. Be able to swim 50m in light clothing, tread water for 2 minutes and swim underwater for 5m, or they must wear a personal flotation device whilst on the water.
6. Be in good health.
7. Wear suitable clothing for the weather conditions.



8. Prior to the outing, check the Safety Board (Middle boat house door) for new hazards and water temperature.
9. You should, and unless participating in a session with a coach in a launch you must, indicate your outing on the sheet hanging on the main bay door or the boathouse and remember to confirm your return back at the club. Where possible, notify someone you are going out.
10. Wear a life jacket – fitted properly – at all times when coxing or using launches. Where the coxswain position is in the bow of a quad or four, you must wear a manually activated lifejacket.
11. Scullers and those in the bow seat should wear high visibility clothing or at least, light colour clothing, if visibility is reduced, or if the outing is not in daylight.
12. All steerspersons and coxes boating, without coaching launch support, are advised to carry a mobile phone in a waterproof pouch, which can be provided by the club.
13. Ensure that a pre-boating risk assessment is undertaken. (See Sections 6.4 to 6.6 below.) Coaches and crews boating in unsafe conditions may be cautioned by the club.
14. Ensure launches are properly equipped.
15. Check that boats are in good working order, especially steering gear (see 'BOATS' below).
16. Boats returning to the club must always return from the downriver end of Eel Pie Island and proceed upstream to the landing area via the North Channel. Exceptions are permitted only for safety reasons.
17. When leaving the landing area, look out for boats travelling downstream (to starboard of the channel) and do not underestimate the speed and resultant vector.
18. When lifting the boat out of the water it is significantly safer to lift it above heads then to shoulders. Avoid 'Hand-bagging' the boats backwards up the hard steps.
19. Crews should respect other crews who want to disembark from the water and not leave the boats on trestles on the hard unattended for prolonged periods.
20. Where an incident has occurred, gather as much information as possible (Please see the on-line Incident Report Template for details) and notify the CRSA, ideally within 24 hours of the incident, in order that a report can be submitted to British Rowing.
21. Be courteous to other rowers, rivers users, fishermen, and members of the public. There is NO excuse for foul or abusive behaviour or language.
22. Watch out for paddle boarders, canoeists and scullers, who are in vulnerable boats and avoid washing them down. Avoid hugging the bank to allow space for you to pass them safely. Watch out also for wild swimmers who are especially vulnerable and might not be using visibility floats. Watch out also for river birds and animals in the water and give them room. Be sure they are not run down by boats or hit with blades.

ADDITIONAL RULES FOR COACHES

In addition, coaches and launch drivers should have completed their RYA Level 2 launch driving safety test. They must:

1. Educate and train crews in understanding and following this 'Boating Safety Plan'. It is best to reiterate pertinent points prior to outings. Particular attention should be paid to the coaching of coxes and steers as their competence is essential to water safety as well as the crew's success.
2. Familiarise themselves with the Guidelines on the safe use of coaching and safety launches contained in the RowSafe Guidelines.



3. Coaches should keep a proper lookout at all times, both for themselves and for the crews they are accompanying.
4. Coaches must behave courteously to all other river users. They should control their wash when passing other crews, particularly for smaller boats, and be polite when talking to other boats and other river users.

Members should challenge any other member who is seen to be non-compliant with this Plan, or with any specific RowSafe guidelines.

5. EQUIPMENT

5.1 BOATS AND BLADES

The boatman will undertake regular inspections of the Club's boats and other equipment and will arrange for necessary repair work to be carried out promptly. Notification of any unsafe, damaged or missing equipment must be made directly to the Boatman or the Captain as soon as possible.

If there are any minor issues with boats or blades, fix them (and if you don't know how to do so ask someone who does know and learn from them) before putting them back on racks at the end of your outings. This will reduce the time spent "faffing about" on the hard at the start of a training session and reduce annoyance to the next user of the equipment.

Do not remove equipment from one boat to remedy a deficiency or damage in another.

5.2 PRE BOATING SAFETY CHECKS

Before using any boat whether owned by the club, or privately, ensure that:

- A bow-ball is fitted securely and has no cracks or splits,
- Heel restraints are in good condition, not loose or frayed, and set at the correct length of 5-7 cm. This is to allow the heels to come out of the shoe to enable safe exit from the boat in the event of capsizing,
- Hatch covers and bungs are correctly and securely fitted, to preserve buoyancy in event of swamping or capsize,
- Rudder cables are in good condition and move freely,
- Rigger nuts and top nuts are secure,
- Stretchers straight & secure,
- Rudders and fins are straight.

If there are any doubts about the condition of the boat they must be rectified before an outing. In no circumstances can any damaged or deficient boats be taken out.

5.3 MANAGEMENT OF THE HARD

During busy times: weekend mornings and weekday training sessions crews should maximise the available space by adopting the following practices:

- Single sculls, when on trestles, should be paced at right angles to the water's edge at the singles bay end of the hard. This will leave room for larger boats to be safely moved onto the hard in preparation for boating.
- Minimise the time boats are on the hard both before and after outings. Do the pre-outing safety checks and stretcher adjustments without delay. At the end of the outing, wash



down your boats and replace them on their storage racks without delay. At busy times complete the stretcher adjustments on the water if necessary.

- Whenever possible, leave space for other boats to be moved in or out of the boathouse safely.
- Place blades at right angles to the water's edge to reduce the risk of tripping.

In addition, coaches and coxes should co-operate to schedule outings, and all crew members should be punctual for outings to minimise congestion on the hard at busy times.

5.4 FIRST AID EQUIPMENT

First Aid boxes are kept in the Club House, at the Club Entrance, in the Galley, in the boat house and the downstairs gym. These are checked regularly and replenished as necessary. However, please note that they are provided for use in emergencies, and therefore should not be used casually, e.g. to replace blister plasters. Any use of first aid should be recorded as an incident, as any injury constitutes a reportable incident. The launch safety boxes also contain small first aid kits.

5.5 LIFE JACKETS

Life Jackets are available in the Boat House. All coxswains, launch drivers and passengers are required to wear a lifejacket when on the water, properly fitted and with the crotch strap in place. Rowers that cannot meet the swimming competency standard set by British Rowing are also required to wear a lifejacket when in a boat. In 'front loader' boats only, manually inflated life jackets must be worn to allow easy and unrestricted escape from the boat. Before using a lifejacket make a visual check that the CO2 cylinder is undamaged and tight, the automatic inflation cartridge has not been fired, or the manual firing mechanism used. Ensure the manual activation cord is visible and can be easily used in an emergency.

Coxes and coaches are required to return life jackets to their storage racks as soon as they have completed their outings and to report any damage to the boatman. This includes any instance where a lifejacket is inflated whether in an immersion or by accident. Unless it is properly re-packed and a new gas cylinder fitted, the lifejacket will be completely ineffective.

5.6 LAUNCH SAFETY KITS

Safety kits, comprising first aid kit and foil blankets, throw bag, safety knife, whistle, 10-13 mm spanner, paddle and anchor are provided for launches in accordance with the British Rowing Water Safety Guidance.



6. SAFETY ON THE WATER

6.1 BOATING POLICY

All TwRC members using club boats must comply with this boating policy. We also advise all users of private boats to comply with this policy. In exceptional circumstances the captain(s) or their delegate may give permission for crews to boat when this policy advises against it. All outings undertaken without a launch based coach must be logged on the outing board, identifying the crew, the boat being used, departure time and estimated return time.

6.2 EXPERIENCE AND COMPETENCE

Before going afloat all coaches, coxes or steers must check the current conditions and ensure that their crews have sufficient experience and competence to cope with the prevailing conditions of weather and stream. Beginner crews should NEVER go afloat unaccompanied. They should ALWAYS be accompanied by a coach, in a launch. Novice or inexperienced coxes should not be put in charge of inexperienced crews, except under the direct supervision of a coach.

6.3 STEERS AND COXWAINS' SIGN-OFF

The helmsman of any boat (i.e. cox, steer of any coxless boat or launch driver) has legal responsibility for their own vessel. The Club has a scheme of competency assessments of knowledge and skills to ensure that boats are coxed or steered by people with the ability to deal safely with prevailing conditions and all hazards that may be encountered in the course of the outing. The sign off levels and activities permitted within each level are summarised below.

Conditions	1-1 Coach	Group Coach	No Coach
Normal	Level 0	Level 0	Level 1
Challenging	Level 1	Level 1	Level 2
Dark or 2x Challenging	Level 1	Level 1	Level 2
Dark and Challenging	Level 1	Level 2	Level 3

See the risk assessment table below for further details.

6.4 PRE-OUTING RISK ASSESSMENT OF CONDITIONS

The TWRC risk assessment system has been refined over many years to reflect the unique nature of our stretch of the river. It takes into account both the PLA flag system and the flow rates of water coming into the stretch from the upriver Kingston stretch.

We use a points-based risk scoring scheme to assist rowers and coaches in undertaking their pre-outing risk assessments. The assessment may mandate certain rowing restrictions which are set out in the Risk Assessment Table below.

The following factors are taken into consideration before boating: the wind conditions, the stream conditions, the tide status, light conditions, visibility and water temperature. Bear in mind also, that the weather can change rapidly – be prepared to abandon an outing at any time if the conditions (e.g. due to poor visibility or lightning) deteriorate once you are on the water. Also remember that if the outing is starting during the flood tide, the stream conditions will alter significantly after the tide begins to ebb.



Official sources of river status alerts

The stretch of the Thames between Teddington and Richmond Locks uniquely semi-tidal. While Richmond Lock is closed (normally about two hours before until two hours after each high tide), the river flow is entirely fluvial. The Environment Agency maintains daily advice on the conditions at each stretch above Teddington Lock with White, Yellow and Red Boards. The current status and explanations of the alerts can be found here:

<https://www.gov.uk/guidance/river-thames-current-river-conditions>

On the Tideway, the PLA has a system of Ebb Tide flags (green, yellow and red) which places restrictions on rowing during the period the tide is ebbing (flowing out). This system is detailed here: <https://pla.co.uk/ebb-tide-flag-warning> Above Richmond Lock, however, the effect of the Flood Tide is less pronounced than it is on the main Tideway and may not be sufficient to take the river flow down to safe levels – see the paragraphs below.

Rowers should look out for the above official alerts. Indications of restrictions applicable up-river or on the Tideway will indicate restrictions on our stretch as well.

Stream conditions

The first point of reference in risk assessment is the flow rate - in cubic metres per second - measured at Kingston Bridge/Hogsmill Gauge. A reliable source of the flow rates can be found at <https://richmondcanooclub.com/members/flow/kingston/>

See the table below to see if the policy mandates any rowing restrictions, taking into account the effect of the tide on the total stream.

Effect of Tides:

- When the tide is ebbing and is still higher than half lock level (i.e. still falling within the period until approximately two hours after HW) the rates should be assumed to be 40 m³/s faster than the Hogsmill Gauge reading.
- When the tide is flooding and the complete outing can be conducted within the two hours before HW, then a concession of 80 m³/s taken from the above speeds, can be allowed.

Wind conditions

- Strong winds can create rough water and standing waves when blowing against the stream, typically in an Easterly or North-easterly direction. They can also significantly impact steering and increase the risk of collision. Check the wind and gust levels with a reliable weather app. Prevailing winds of 35 km/h or gusts of 50 km/hr would be deemed Challenging.
- Should gusts of over 50km/hr be indicated, outings should be undertaken after reference to the Captains, Coach or Safety Advisor. Under storm conditions, with gusts of over 70 km/hr, rowing is suspended altogether.

Visibility

Do not go on the water if visibility is under 100m. If visibility is below 180m, the Night Boating procedure below should be followed. As a rough guide, if you cannot see the Western end of Eel Pie Island from the footbridge, the visibility is less than 180m. If you cannot see the club pontoon from the footbridge the visibility is less than 100m.



6.5 RISK ASSESSMENT TABLE

How to use this table.

1. Check the flow rate at Kingston Bridge. The numbers shown in the table refer to this data.
2. Check the tide status: Flood/None/Ebb. Read across to see which band the present flow rate sits and check if there are any restriction applying. We have set up Risk Scores from 0 to 5, with increasing restrictions. For convenience coloured yellow, orange and red.
3. In addition to the flow rate, you need to consider wind conditions and visibility as set out in the lower table and, if necessary, adjust the risk score – see the notes below.

Risk Score	0	1	2	3	4	5	
River flow conditions (Flow rate in m ³ /s from Hogsmill Gauge at Kingston)							
<i>The numbers in this table refer to the actual flow rate applicable at the time of the outing</i>							
Tide status	Flood tide (During the 2 hours before high water)	< 180	180-220	220-240	240-260	260-280	> 280
	No tide (Richmond lock closed)	< 100	100-140	140-160	160-180	180-200	> 200
	Ebb tide (For 2 hours after high water)	< 60	60-100	100-120	120-140	140-160	> 160
Rowing Restrictions	None	Level 2 sign off required for 1x	4 blade rule Spin at Glovers	4x, 4+, 8+ Spin at Glovers	8+ only Spin at Glovers	No rowing	
		L2 sign off for steer/cox or L1 with coach.	Experienced crews only, L2 sign off or 1-1 Coaching				

Wind conditions: speed and direction – gusts in km/hr

The risk score from this and the visibility conditions should be added to the river flow risk score

Risk score	0	1	2	
Wind direction: W/SW	Light wind (<50)	Windy (50-60)	Strong wind (60-70)	Storm (> 70)
E/NE (adds rough water)	Light breeze (< 40)	Light wind (40-50)	Windy (50-60)	Strong wind (> 60)

Visibility conditions

Fog/mist/rain visibility	> 180 m	100-180 m (lights required)	< 100 m
Lighting	Day	Low light/Night	

Notes:

1. Add the risk score of wind/visibility conditions to the Flow Rate risk score to determine any rowing restrictions. For example, strong wind (2) with 150 m³/s flow rate (2) would give risk score of 4, which would suggest outings restricted to 8s only.
2. Combined risk score of 5 or over = no rowing.



6.6 OTHER WEATHER CONDITIONS AFFECTING WATER SAFETY

Water temperature

Sudden immersion in cold water can result in cold shock which can cause one to inhale water by reflex. Cold shock also severely incapacitates the ability to swim. Longer periods of immersion cause hypothermia which can be life threatening. You should not go out unaccompanied when the water temperature falls below 10C.

Weather and temperature

All rowers and scullers are reminded that, especially during the winter months, the risk of hypothermia from wearing insufficient clothing or, with inexperienced crews, from not moving vigorously enough to generate sufficient body heat is a REAL DANGER. As a precaution, ensure that you wear several thin layers of appropriate clothing, preferably with a waterproof garment on top. Coxes, especially, should be well protected, including with hats and gloves (preferably waterproof) but should not wear Wellington boots in a boat. All rowers and scullers are reminded that, especially during the summer months, or when away on training camp, there is a risk of sunburn, sunstroke and even heat exhaustion. Athletes should keep well hydrated and protected from the sun by using sun cream, wearing suitable clothing and a cap.

Lightning

Follow the “30-30” rule: do not go/remain on the water if the time between a lightning flash and the sound of thunder is less than 30 seconds and stay off for at least 30 minutes after the last sound of thunder.

6.7 IMPORTANT POINTS TO NOTE:

- When boating from the club, the boats moored immediately downstream present a significant hazard. When approaching to land, be sure to be well upriver from the moored boats – level at least with the launch pontoon – before turning towards the hard.
- Be sure you are fully familiar with the danger areas highlighted in the navigation section below.
- Juniors must always be accompanied by a Coach and remain visible from a safety launch. The Junior safety checklist items should be checked prior to juniors boating.
- Richmond Lock: For approximately 2 hours either side of high water the weir sluice gates are raised allowing free passage. If going through the lock be sure to navigate through the correct arch. At all other times respect the exclusion zone and stay at least 50m above the lock.
- Anyone going afloat in breach of the boating policy may be subject to caution or even disciplinary action by the Club. In addition, crews should be aware that they may also incur personal liability in respect of any incident in which they are involved on the water.

6.8 NIGHT BOATING

Rowing in the dark greatly increases risk. Scullers, coxwains & Steers-persons must Level 2 sign off before undertaking outings after dark. Avoid sculling alone after dark – it is best to be accompanied by another boat or a coaching launch. Where possible, carry a telephone in a water proof pouch. Let someone know that you are boating and your expected time of return. If there is any chance crews will be on the water in the hours of darkness or in poor visibility, check BEFORE GOING AFLOAT that boats and accompanying launches are fitted with the correct lights. Tests lights using the cycle reflector on the brow from a reasonable distance



off such as the centre pillar of the boathouse. If there is no reflection then check batteries or obtain a brighter light. Be aware that rechargeable lights often give no warning or dimming before losing all power. All rowing boats must carry a white flashing light on the bow and a fixed white light on the stern of the boat. Boats are to be visible through 360 degrees. DO NOT use red or green lights under any circumstances'. There are no exceptions to this – it is a RowSafe requirement. Individuals failing to comply may be subject to disciplinary action.

6.9 CAPSIZE PROCEDURE

If you swamp or capsize HOLD ON TO YOUR BOAT, which has enough buoyancy to support you. Climb onto the hull and paddle it, or if close to the bank tow it towards the bank whilst swimming.

Once at the bank right your boat, empty the water and, if you can, get back in.

If no help is available, or if the boat is damaged, beach it securely and seek help.

Only if there is real danger of your boat going over, or under a weir and taking you with it, should you abandon the boat and swim to the bank.

6.10 INCIDENT REPORTING

Any incidents or 'near incidents' that you are involved in either on or off the water must be reported **without delay**, and in any case within 24 hours of occurrence, to the Rowing Safety Advisor, the Captain or a club committee member. When in a crew boat the incident should be reported by the steersperson or coxswain. Designated members are to report incidents to British Rowing, where there is an on-line Incident Reporting Tool. The website can be accessed from the British Rowing home page (<http://www.britishrowing.org>). This enables the Safety Advisor to monitor all incidents and to identify and discuss actions required at committee meetings to minimise the risk of them occurring again. Examples of incident types you need to report:

- Capsize or falling out of a boat through inexperience, contact with another rowing boat, contact with an object, equipment or boat failure.
- Collision through contact with static object, moving object, navigation issue, poor visibility or lighting.
- Swamping through large wash, collision with another rowing boat, collision with an object,
- Health related issues, such as strains due to manual handling, respiratory, hypothermia, heat stress, water-borne disease.
- Equipment failure: boat buoyancy, riggers, gates, seats/feet, steering equipment, bow ball, blades/sculls, safety/coaching/rescue launch, PFD's, throw lines, racking.
- Land training due to; weight training, circuit training, running, cycling, indoor rowing, slips/trips.
- Behaviour: vandalism/violence.
- Trailer towing: failure of equipment, driving issue, incorrect or improper stowage, falling from a height.
- Accidents or near misses at Rowing Camp.

Examples of 'near incidents' you need to report:

- Sudden need for evasive action to be taken to avoid a collision,
- A boat is flouting navigation rules,
- A boat not displaying the required lights at night.



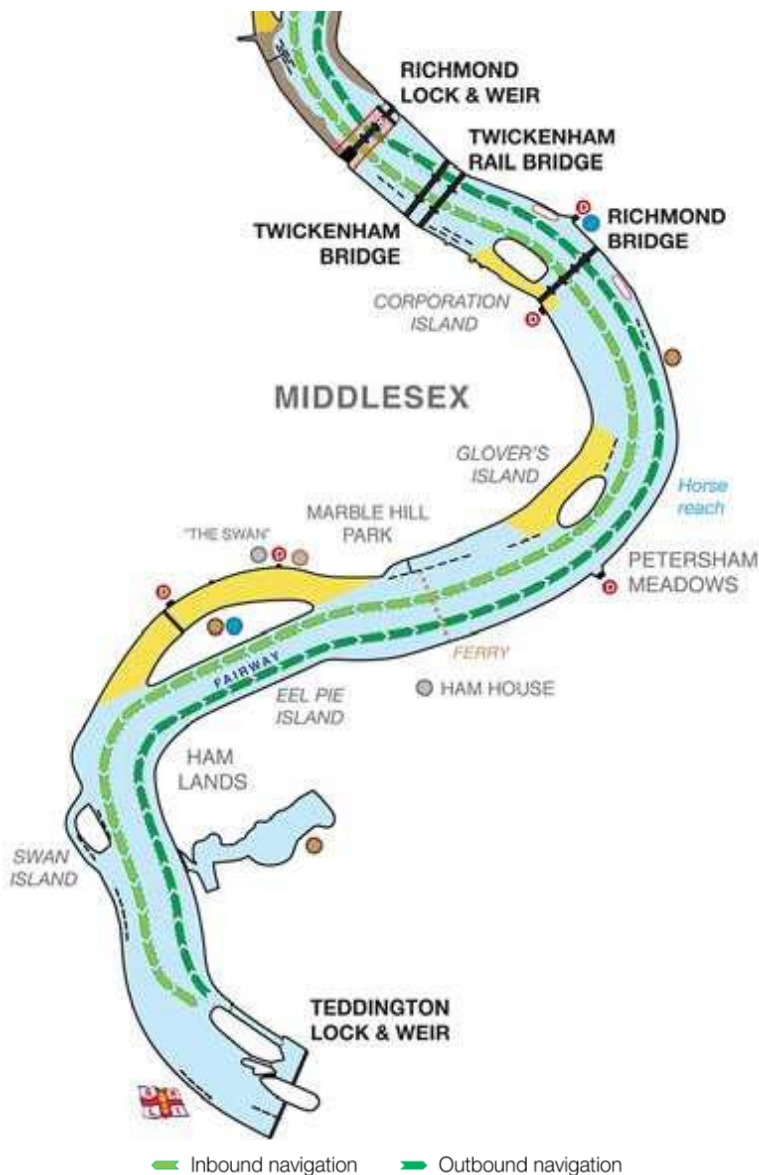
- A crew has boated in high risk conditions.
- A dangerous situation existed

7. RIVER NAVIGATION

The navigation map below is also available on the Boat House Door. Please study it to remind yourself of the navigation guidelines and accident black spots before boating.

Boats must keep the starboard (bow) side closer to the bank. Boats travelling downstream may edge towards the centre of the river to keep in the faster stream but care must be taken at all times. Before turning at any time, always check for boats coming in the opposite direction and wait until they are clear before the manoeuvre.

7.1 RIVER NAVIGATION MAP





7.2 NAVIGATION RULES AND GUIDANCE

Danger Areas on the TwRC stretch:

- Immediately upon leaving the boating area (due to the hazard of moored boats immediately downstream),
- Swan Island where proximity of moored boats may significantly delay access to a place of rectification after a capsized.
- Richmond Bridge Arches when the river status is at 'Yellow' or 'Red' boards (Therefore turn at Glovers Island).
- Going upstream from the middle arch of Twickenham Road Bridge when reaching the Island before 'Corporation' Island, when downstream traffic is manoeuvring to go through the middle of the middle arch.
- The Moored boats at Hammerton's Ferry, may significantly delay access to safety to rectify capsized.
- Cutting across the river at bends, seeking the shortest route, significantly raises the risk of collision.

Leaving The Landing Area

You must always boat with the bows pointing into the direction of flow. Check for other river traffic before leaving the landing area. At all times, but especially when the flow is strong, take care to align the boat with the stream as quickly as possible. Be careful not to be carried into either the launch pontoons or the moored boats at Eel Pie Slipways. It is extremely hazardous and difficult to be extricated.

When going downstream (towards Richmond Lock), TwRC boats should pass the Island on the Surrey side of the river. Initially go upstream sufficiently beyond the upstream end of Eel Pie Island so that traffic coming upstream can be seen prior to crossing to the centre and turning to pass down the Surrey side (the opposite side to the boathouse) of the Island.

Travelling upstream from Eel Pie Island

Boats travelling upstream towards Teddington Lock can pass either side of Eel Pie Island, When navigating up-river on the Surrey side of the Island, keep to the Middlesex side of the river until you are directly opposite the Ham House car park and a slight turn towards Surrey will keep you in the navigation channel. DO NOT cross over to the Surrey side too soon as this risks collisions with vessels heading downstream past the Island.

Passing Richmond Bridge

At Richmond Bridge, going downstream, either the Surrey side or middle arch may be used. However, when it is safe to do so (no motor vessels passing through the bridge), you should preferentially use the middle arch.

Returning To The Landing Area

All boats should approach the landing area with caution and land with bows into the prevailing direction of the river flow.. Therefore, when the tide is flooding, the circulation pattern is to come upriver to the Barmy Arms and then turn to head downstream before coming into the landing area. Before approaching the landing area – before passing the moorings downriver from the Club - be sure that there is clear space for you to land. Boats preparing to leave the landing area have priority and the space in front of the hard must be left clear for them.

Above Teddington Lock



All boats above Teddington Lock are required to have an Environment Agency licence. Do not carry boats over the lock without permission from the Captain or the Boatman

Below Richmond Lock

During the periods when the lock gates are open, it is possible to row in the areas below Richmond Lock. However, as the river below Richmond Lock is significantly busier with more than 60 tideway rowing clubs and frequently large motor vessels, it is Club policy to restrict access. See below.

Overtaking

Never overtake when passing under a bridge. When overtaking another boat, or other river user, you must do so having moved in towards the centre of the river. Before attempting to overtake, be sure that the river is clear ahead for you to do so. Similarly, if a faster boat is overtaking you, give them the room to do so provided you do not risk collision.

In the circumstances where you are catching up with another boat that is navigating slowly or "eased" close to the centre of the river it is permitted to "undertake", provided that there is sufficient clear space for you to pass safely and you clearly tell the crew that you are passing that you are doing so. This is not a recommended manoeuvre.

Navigating Side-By-Side

The Tideway Code permits two rowing boats to navigate side by side in the navigation channel provided that there is sufficient room for them to do so safely and both boats remain on the starboard side of the navigation channel. They may not overtake slower boats while navigating side by side and must pass under bridges in single file.

EASY-ING

Pull in as close as is safe and practicable to the bank, so as not to block the channel. Do not stop along-side of any other vessels including coaching launches. Groups should always stop in line astern. Coaches wishing to talk to a stationary crew must ensure their launch is not blocking the channel and should move out of the way of approaching vessels. Do not stop close (<75m) to or underneath any bridge or pier.

Turning And Spinning

Boats should never 'spin' on the spot. Turning should always involve moving into another channel. Do not turn close (<75m) to a bridge or at points where the lookout is similarly obstructed.

7.3 ROWING ON THE TIDEWAY

It is TWRC policy to keep outings to the stretch of the river between Teddington Lock and Richmond, with the following exceptions:

- *Between Richmond Lock and Sion Crossing.* Steers with at least Level 2 sign off may access this stretch when the lock gates are open
- *In the Tideway Code area:* Any steer or launch driver wishing to navigate in the Tideway Code Area between Putney and Sion Crossing must have passed the Club's Tideway Code knowledge test and be signed off at Level 3. This applies to crews paddling down from Richmond to competitions. Crews participating in races on the Tideway when they will be boating and circulating under the control of race marshalls throughout are exempt.



In any case, you must not row on the Tideway during busy times for the Tideway rowing clubs (weekends and weekday early mornings and evenings) except with prior arrangement with the Club Captain.

8. OTHER SAFETY ISSUES

8.1 LAND TRAINING - ERGOS

- Ensure you have set the footplate at the correct height for yourself.
- Check that you are using an appropriate drag factor.
- Be sure that you know and use correct technique for indoor rowing.
- Sanitise and wipe down the ergos after use (DO NOT SPRAY ONTO THE MONITOR)

8.2 RUNNING

Running in the dark on roads in the area (either as part of organised fitness training in the winter months or as an individual) can be potentially dangerous.

- Wear reflective or light coloured clothing.
- Run facing oncoming traffic.
- Run in company.
- Watch for slippery conditions due to ice or wet leaves.
- Select a route which has street lighting and pavements/walkways and is clear of traffic.
- Do not go into Richmond or Bushy Park at night during the Deer rutting season or when the deer are calving.

8.3 WEIGHT TRAINING

- Do not train alone.
- Do not lift weights unsupervised.
- Before commencing a set of lifts ensure the collars are secured tightly on the bar.
- Be mindful at all times and give adequate space to other people training around you.
- Put weights away after use. If you are the last to use the weights room, put all weights away. Stack mats neatly after sanitising and wiping these down. Cleaning materials are provided.
- Keep emergency escapes routes clear at all times.

8.4 TIDINESS AND HYGIENE

Take pride in all areas of the club. You take pride in rowing and rowing for the club and want to do your best on the water in races - extend this ethos to care of the Club House. Be aware of personal hygiene and looking after the club, boating area and landing area. When land training, ensure that you are cleaning up sweat, wiping down machines, throwing emptying packaging, bottles, sweet wrappers, tissues, etc. away in the bins provided. Don't leave it to the cleaner or other members to pick up after you. Don't leave mugs, plates, and cutlery anything lying around the club house.

8.5 WATER BORNE DISEASES (WEIL'S & E.COLI)

As rowers, be aware that dangerous diseases can be caught from contaminated river water. Take measures to avoid ingesting river water, including from contaminated water bottles. At the end of your outings wash hands and faces thoroughly before handling any food. You are advised to familiarise yourself with the symptoms of Weil's Disease which start around 10 days following infection with the bacterium. Symptoms are headache, fever, chills, severe muscle aches and tenderness, redness of the eyes, loss of appetite, vomiting and sometimes a skin rash. During winter months, flu-like symptoms are more likely and so might be wrongly ignored.