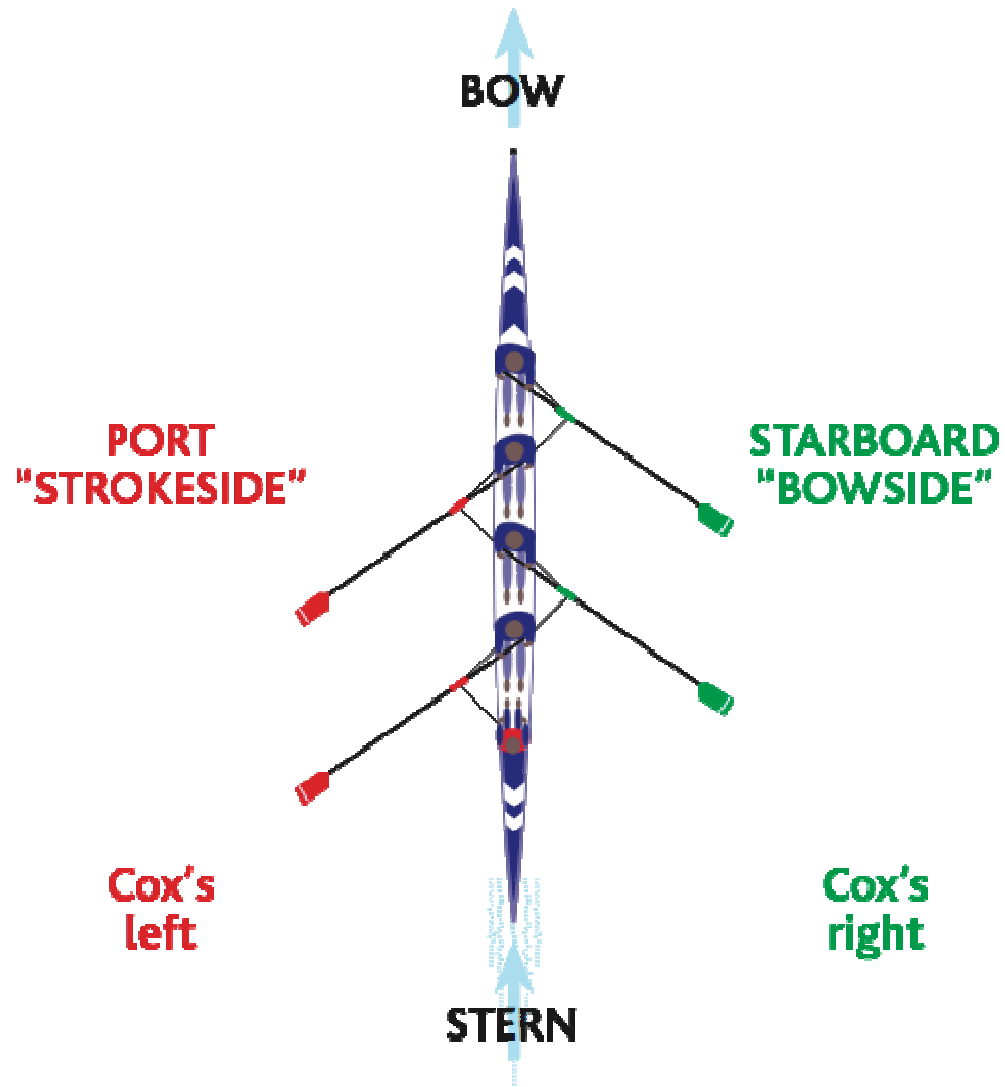




# Key boatmanship definitions





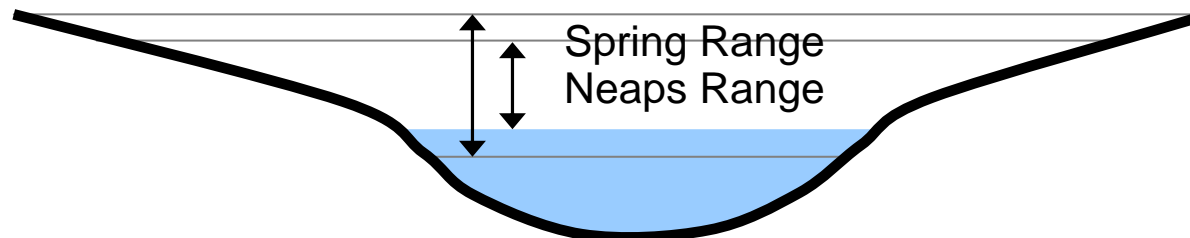
# The Tide

## Cycle of ~12.5 hours

- Ebb tide ('going out') 7-8 hours
- Flood tide ('coming in') ~5 hours
- Slack water ~5 – 15 minutes

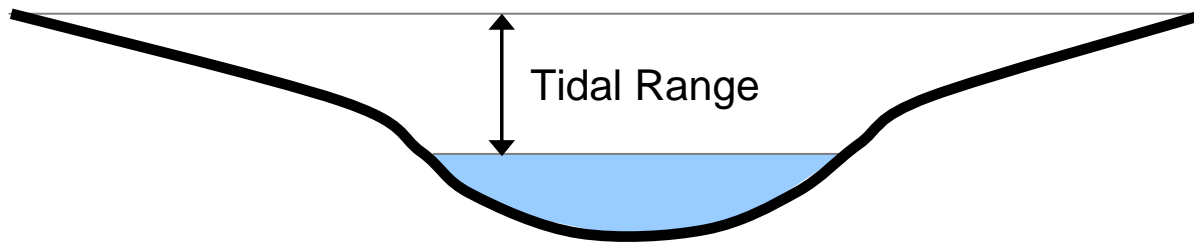
## Spring / Neap tides

- Neap Tides Smaller tidal range
- Spring Tides Large tidal range
- These cycle during a month, following moon cycle

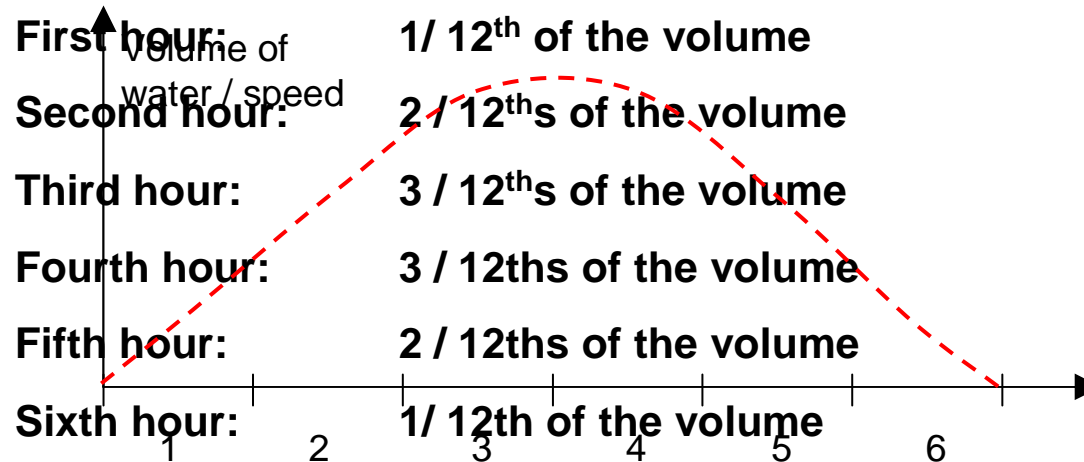




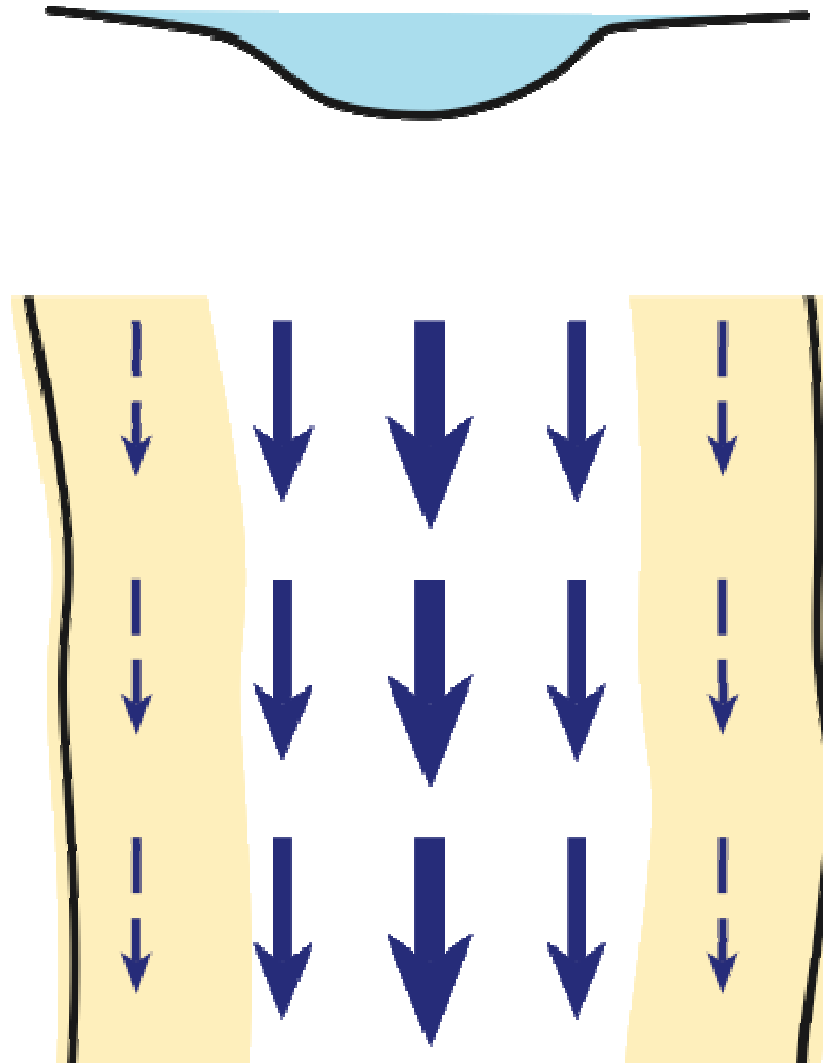
## Tide: 12<sup>th</sup>s Rule



Huge volume of water moves to change the tide:

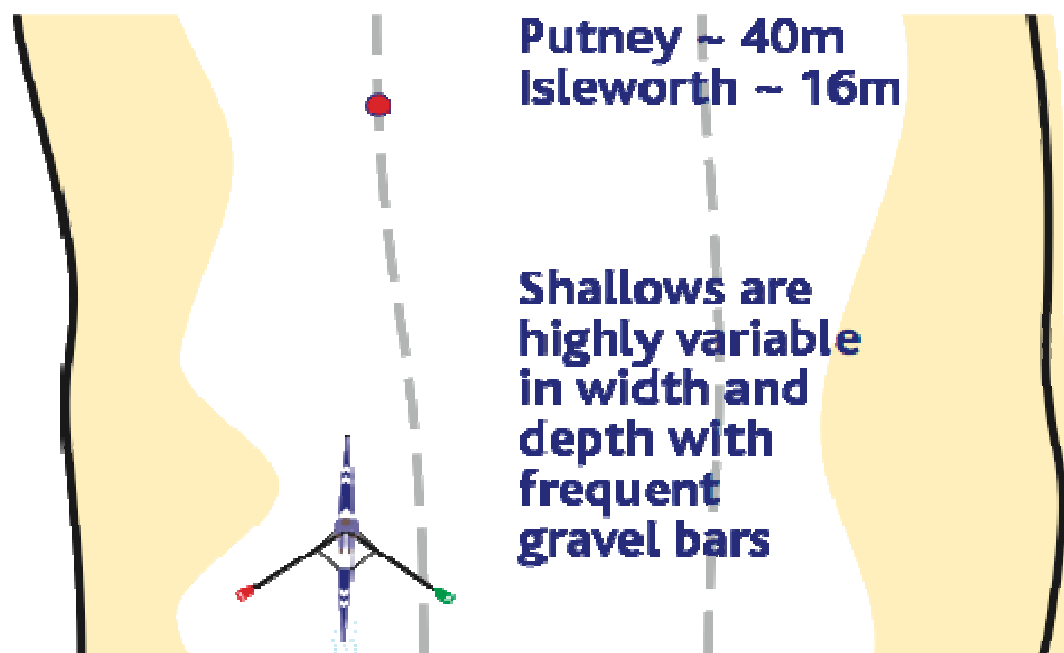


# The strongest current follows the deepest part of the river





## The Fairway reduces in width as you go upstream





## Slack water

---

**As the tide turns, there is a period of no obvious stream**

- This is the most dangerous time on the water

**Watch out:**

**Tide turns in Putney ~40 minutes before Chiswick**

- Crews often meet in the middle of the river, both “going with the tide”

**In periods of high rainfall, the stream can overcome the tide earlier than expected**

- In August, stream changed direction 5 times in 2 hours



## How to determine whether the tide has turned

---

**If in doubt, try to work out which direction the stream is flowing**

- Then adopt steering rules accordingly

### **How to work it out**

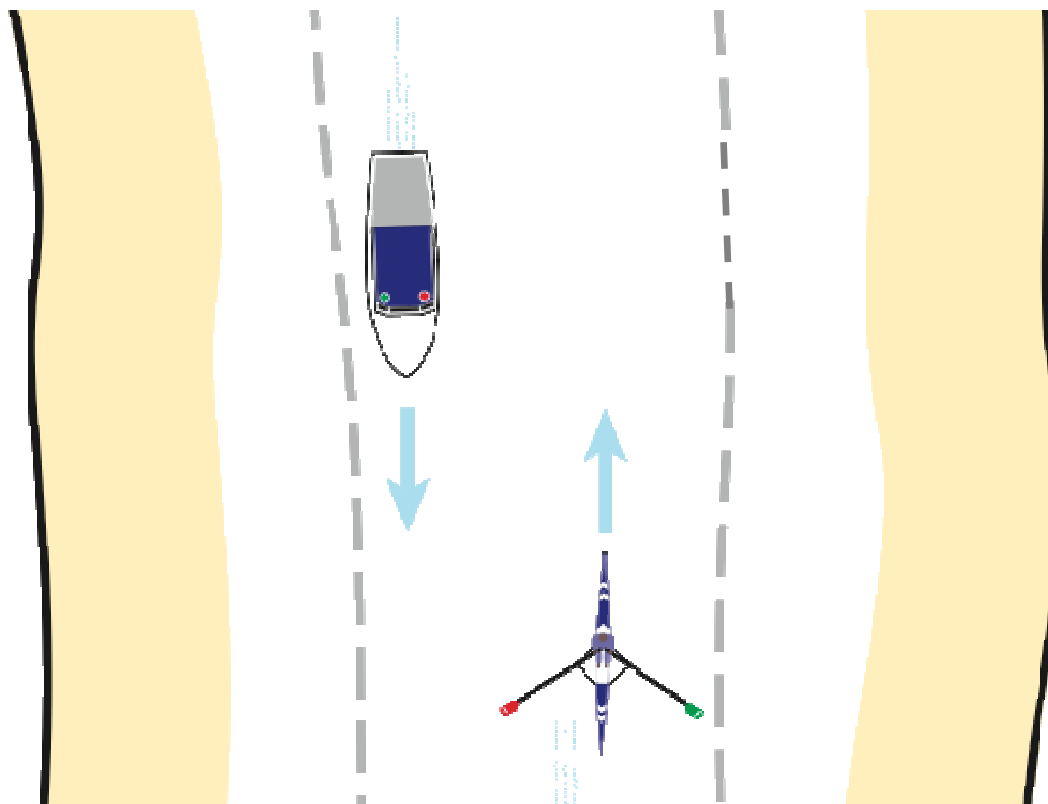
- Look at moored boats
- Look at flow of water on bridge buttresses
- Look at the build up of water on one side of a buoy
- Which way am I drifting? (be careful!)
- Take a transit on the shore



## Narrow Channels

A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her **starboard** side as is safe and practicable

- This includes the tideway



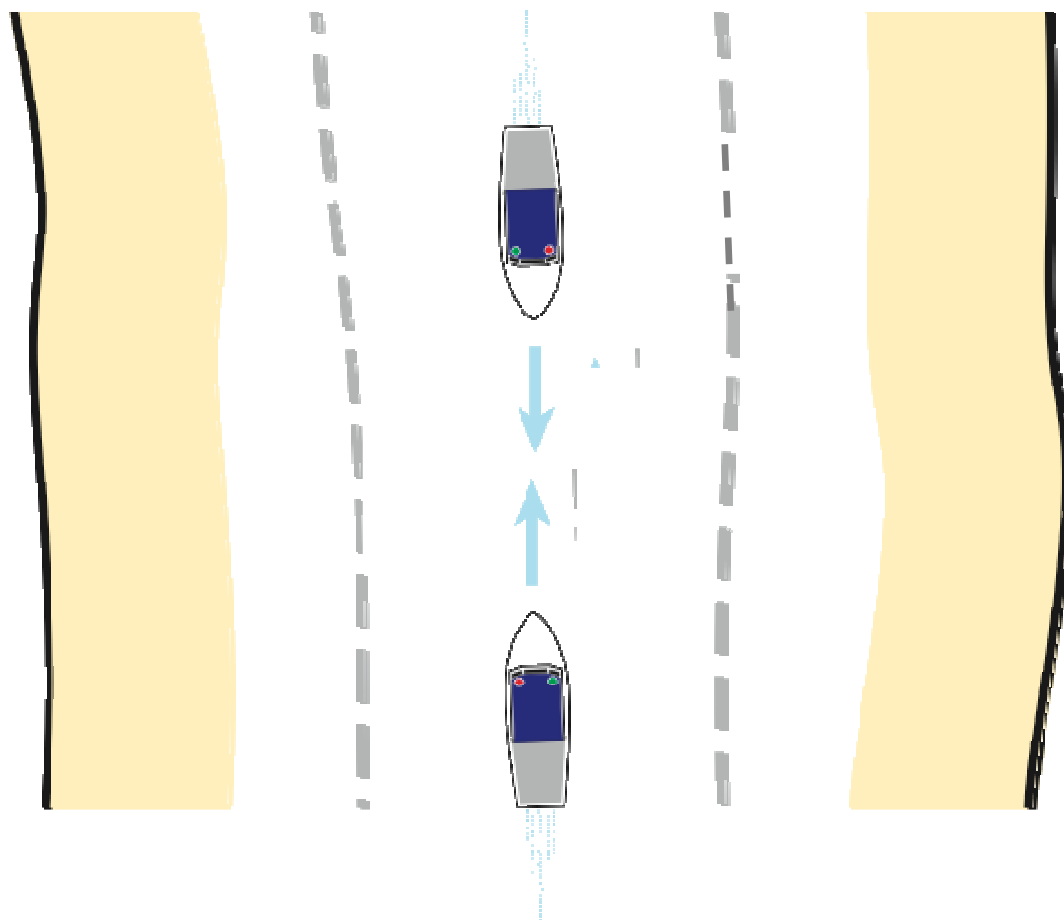




## Meeting Head On

**When meeting another craft head on, both vessels should:**

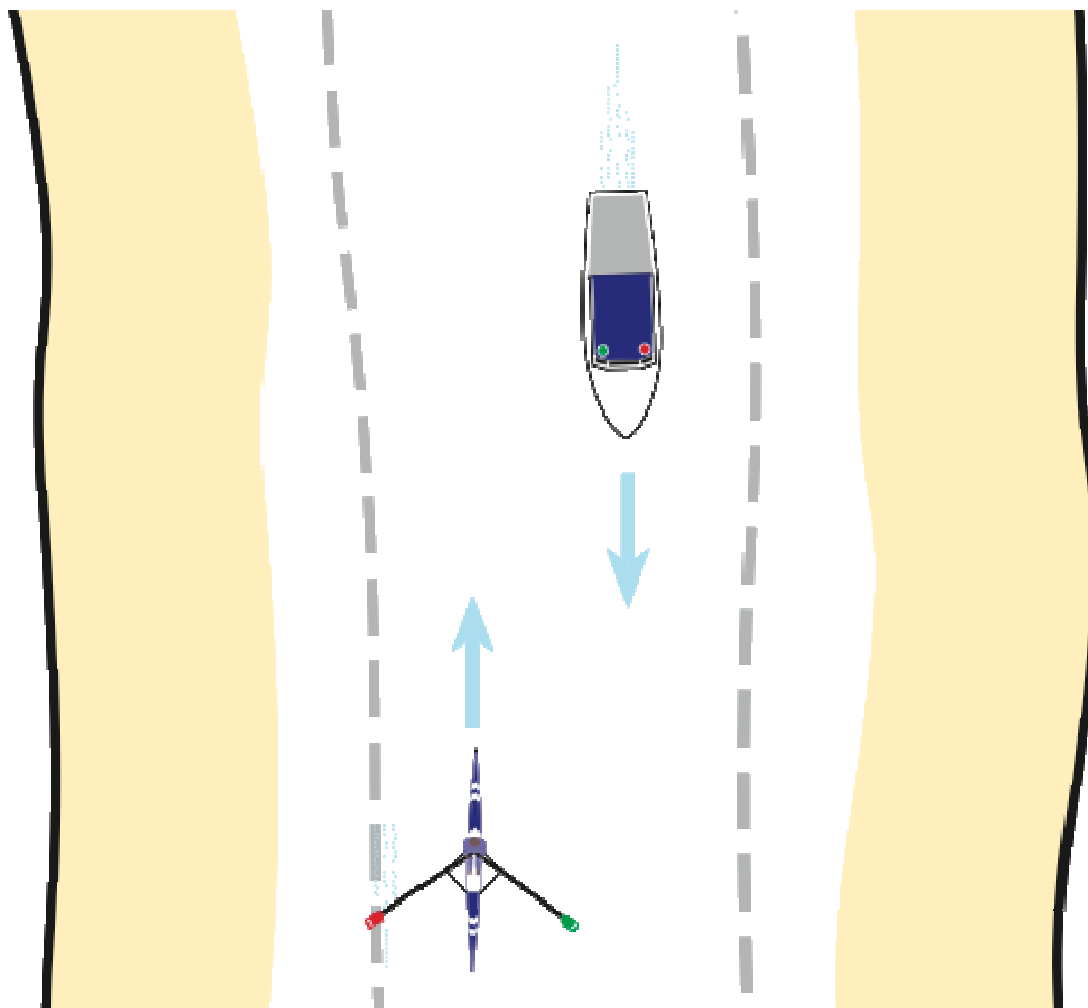
- Alter course to starboard
- Pass 'Port to Port'





## Meeting head on (II)

What would you do here?





# Making course adjustments to avoid collision

---

## Four things to remember

- Make alterations positive
- Make them obvious / distinct
- Make them early
- Make them sufficient

## Practical considerations

- You might need to get the whole crew to take a few strokes
- You might need to move to firm pressure
- When spinning boats round – plan ahead



# Overtaking

---

## In general:

- Overtake on the outside
  - This is usually in the faster stream
- The overtaking crew has no right of way
- You may not overtake in the restricted zones (we will come to those shortly)
- The crew being overtaken should maintain course and speed



# Signals

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## Common Ship Signals

- I am turning to starboard
- ● I am turning to port
- ● ● My propulsion is going backwards
- ● ● ● ● I do not understand your intentions



# Obstructing Fairways

---

**Dont !**

**Most common:**

- Spinning
- Overtaking
- Stopped to take on water / change kit / coach

**Make sure that you are not blocking the fairway that other, larger vessels cannot deviate from**



## Right of way (I)

---

**A rowing boat is classed as a powered vessel (!)**

**As such it gives way to:**

- Vessels not under command (technical term)
- Restricted in ability to manoeuvre (ie dredging / very deep draught etc)
- Fishing boats
- Sailing boats

**In addition, give way to**

- Anything larger than 20m
  - This includes the gin palaces / river cruisers



## Right of way (II)

---

**When two boats are approaching a bridge in low water conditions**

- There will be a narrow defined channel / fairway

**Which boat has right of way?**

**The boat heading downstream has right of way as it will not be able to stop easily**





# Speed Limits

---

**The maximum speed limit is?**

**8 knots (~9 mph)**

**(Unless you are accompanying a rowing boat in training)**

**Drink and Drugs Limits?**

- Drink: 35microgrammes per 100 ml of breath (same as a car)
- Drugs: Unfit to pilot the vessel



# Tideway Rowing Rules

---

## **These have been established for centuries**

- Designed to allow watermen to transport bales of hay in the most efficient way possible
- Now a privilege taken by rowing crews
- Clubs keep being threatened with the removal of this privilege

## **Applies from Putney Bridge Crossing point to Syon Crossing**

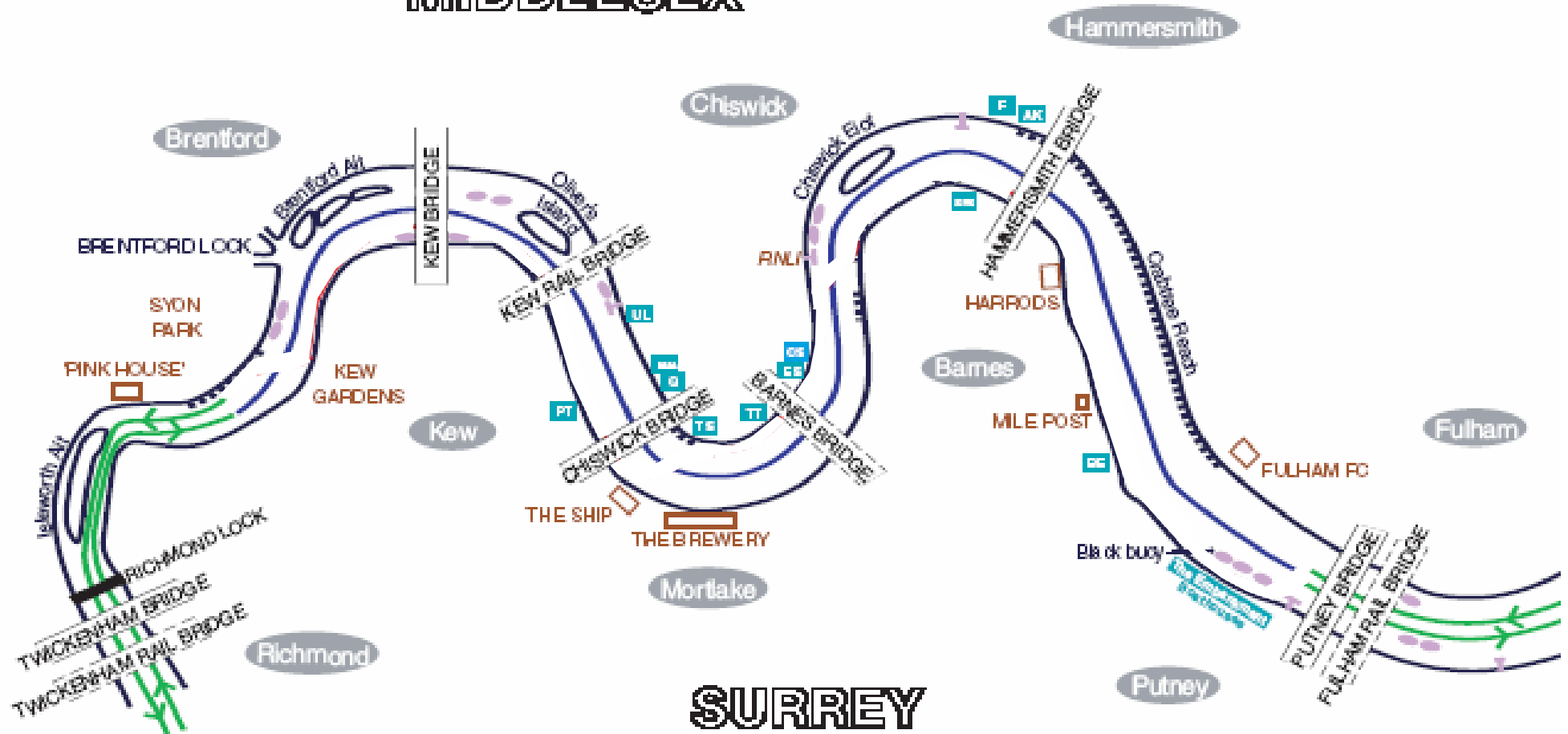
## **Basically allows those going against the tide to take the shortest possible route**

- “Working the shallows”



# Tideway Steering – with the tide

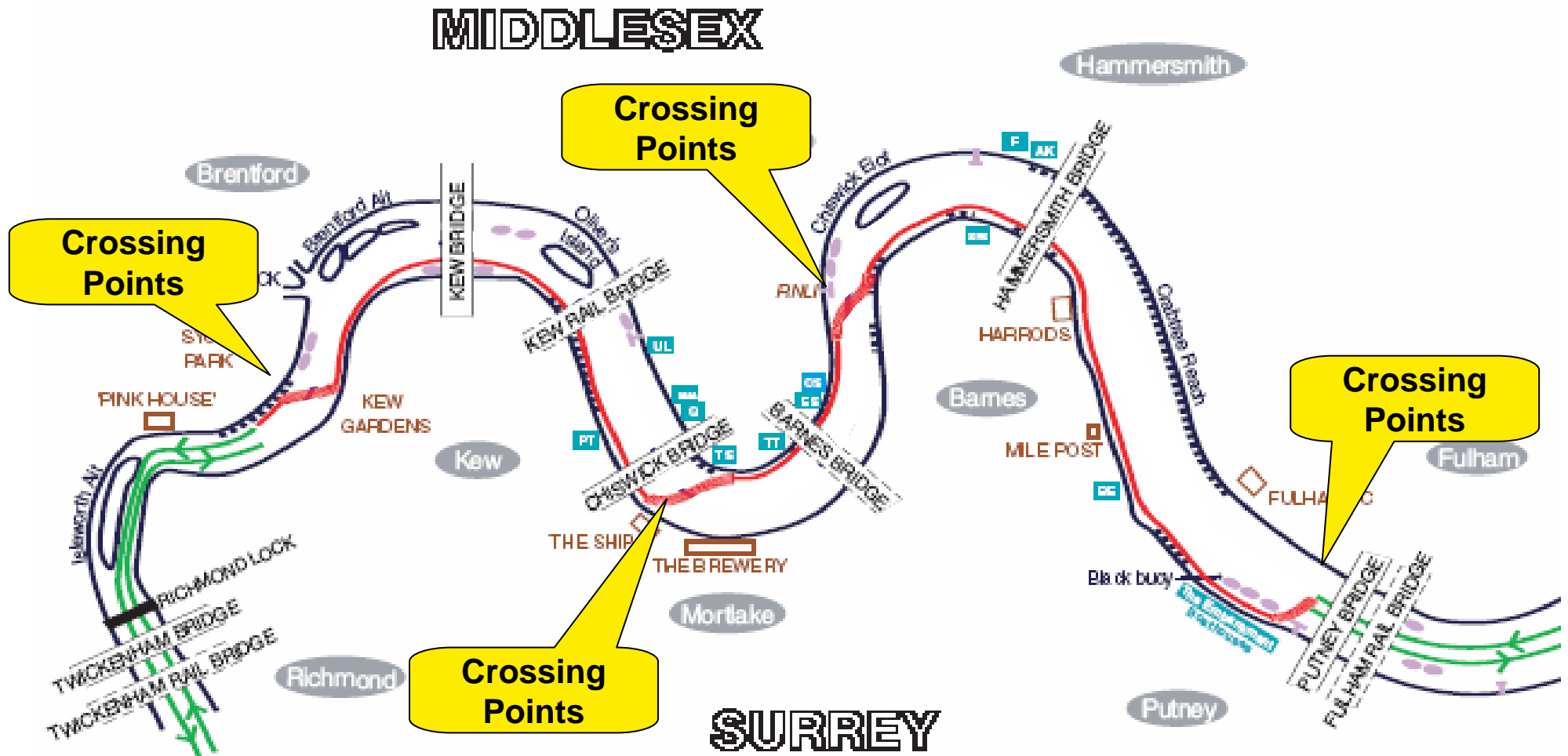
## MIDDLESEX



## SURREY



# Tideway Steering – against the tide





# Crossing Points

---

## **There are 4 of these:**

- 100m upstream of Putney Bridge
- The Chiswick Steps (that are not there anymore!)
- Opposite 'The Ship' pub
- Isleworth Ferry Gate on Syon Reach (about opposite the No 13 on the wall)

**These are well defined in theory, but more difficult to find in practice**

## **Never stop at a crossing point**

- You will fail your assessment if you do.... (I should know!)



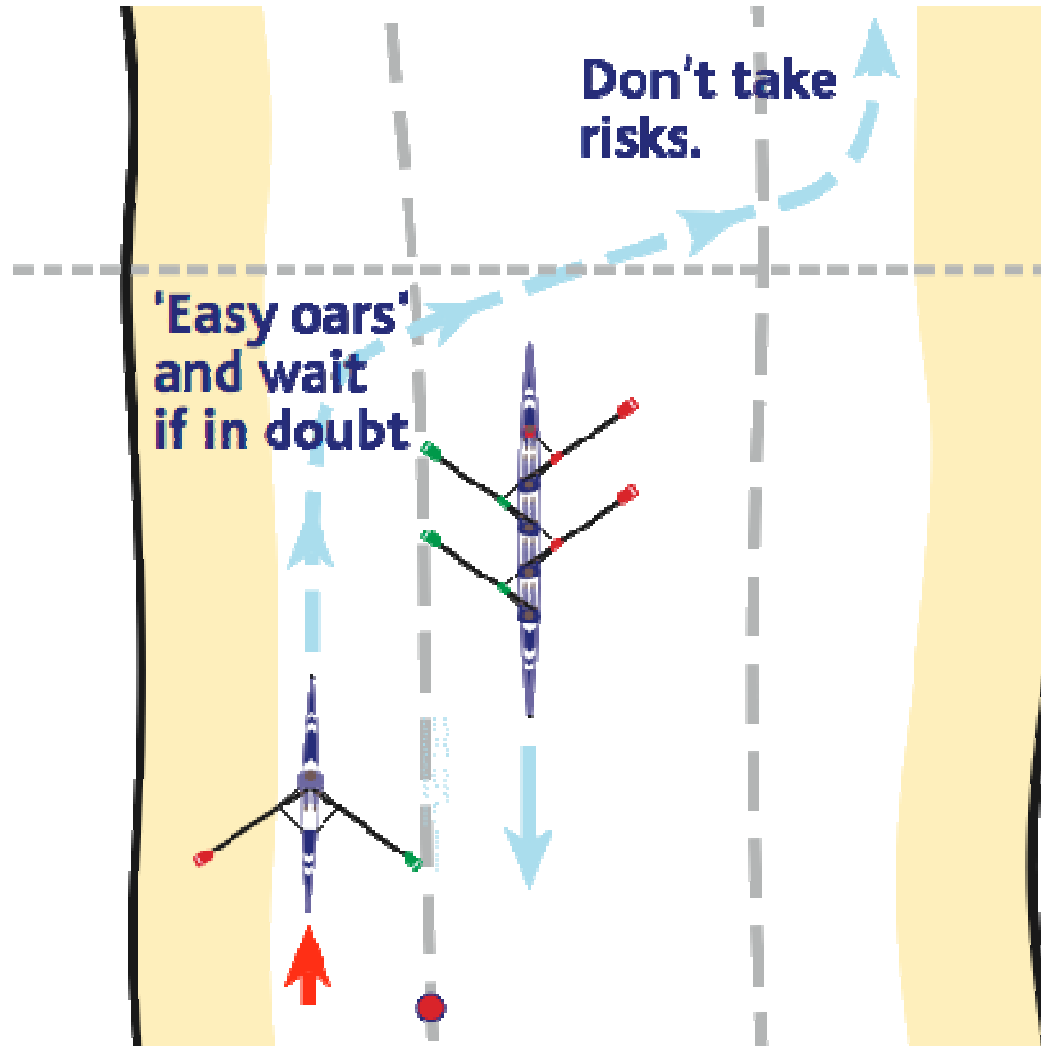
# Crossing

Pass behind any  
oncoming traffic

Don't take  
risks.

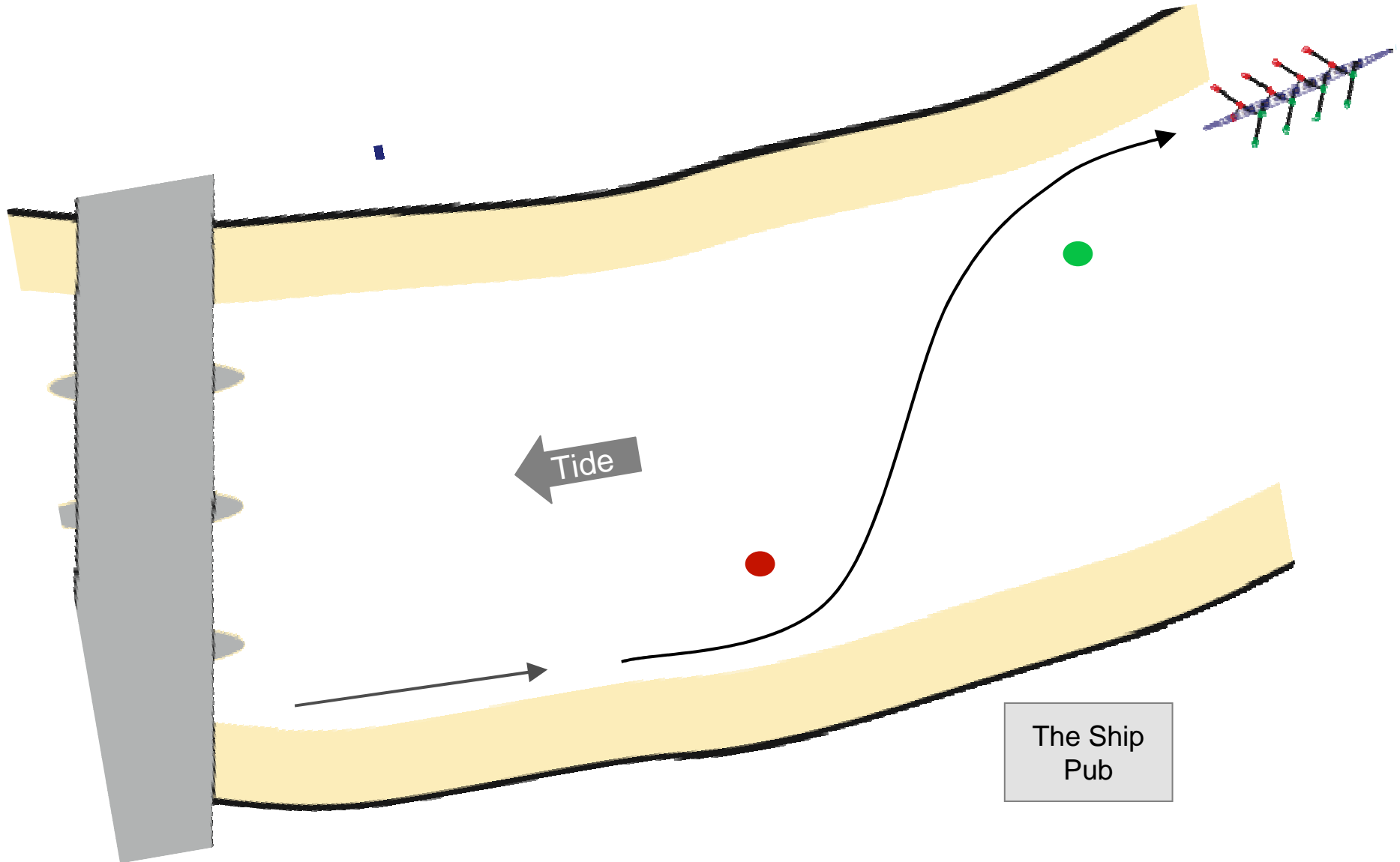
'Easy oars'  
and wait  
if in doubt

CROSSING  
POINT



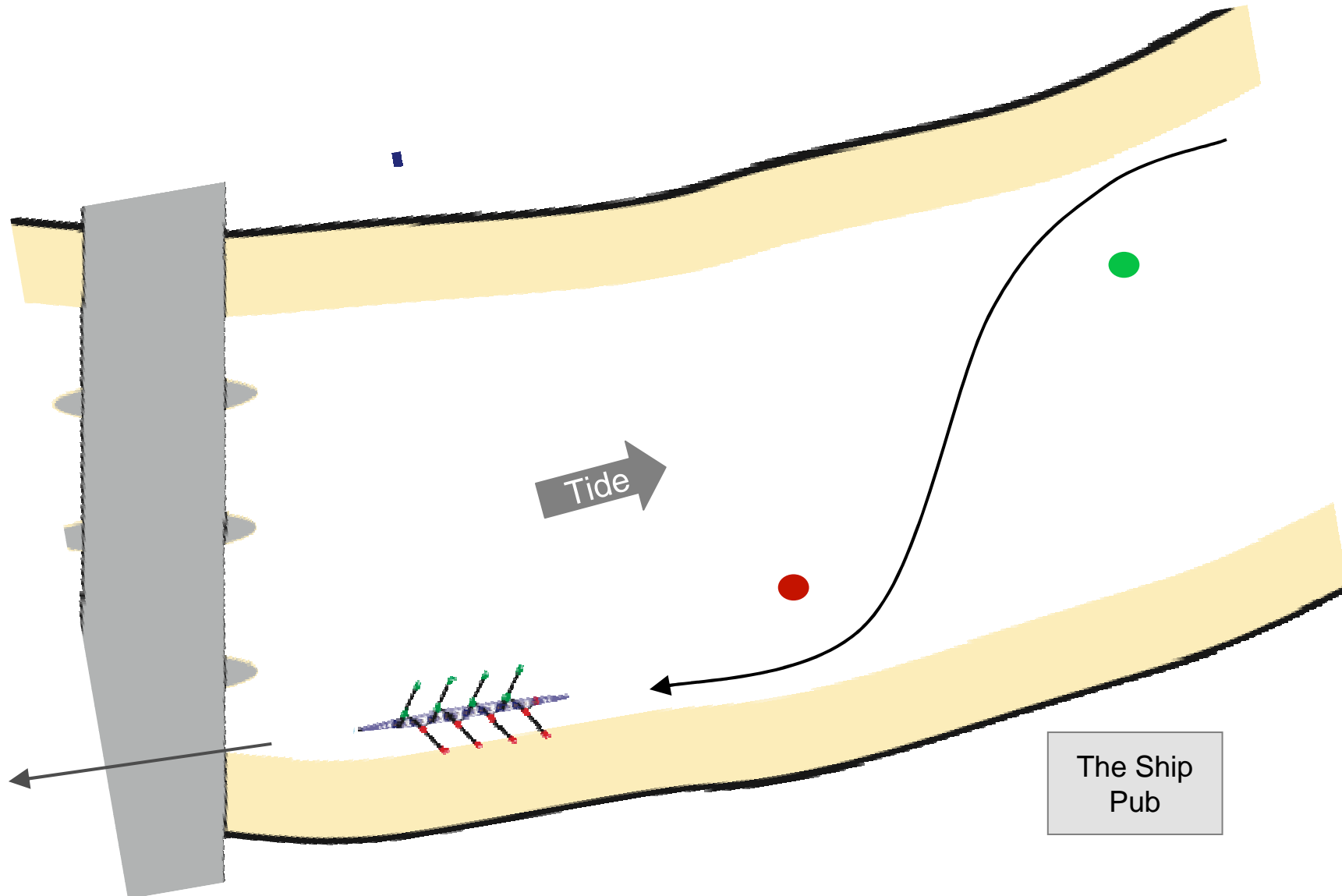


# Crossing at the Ship Pub





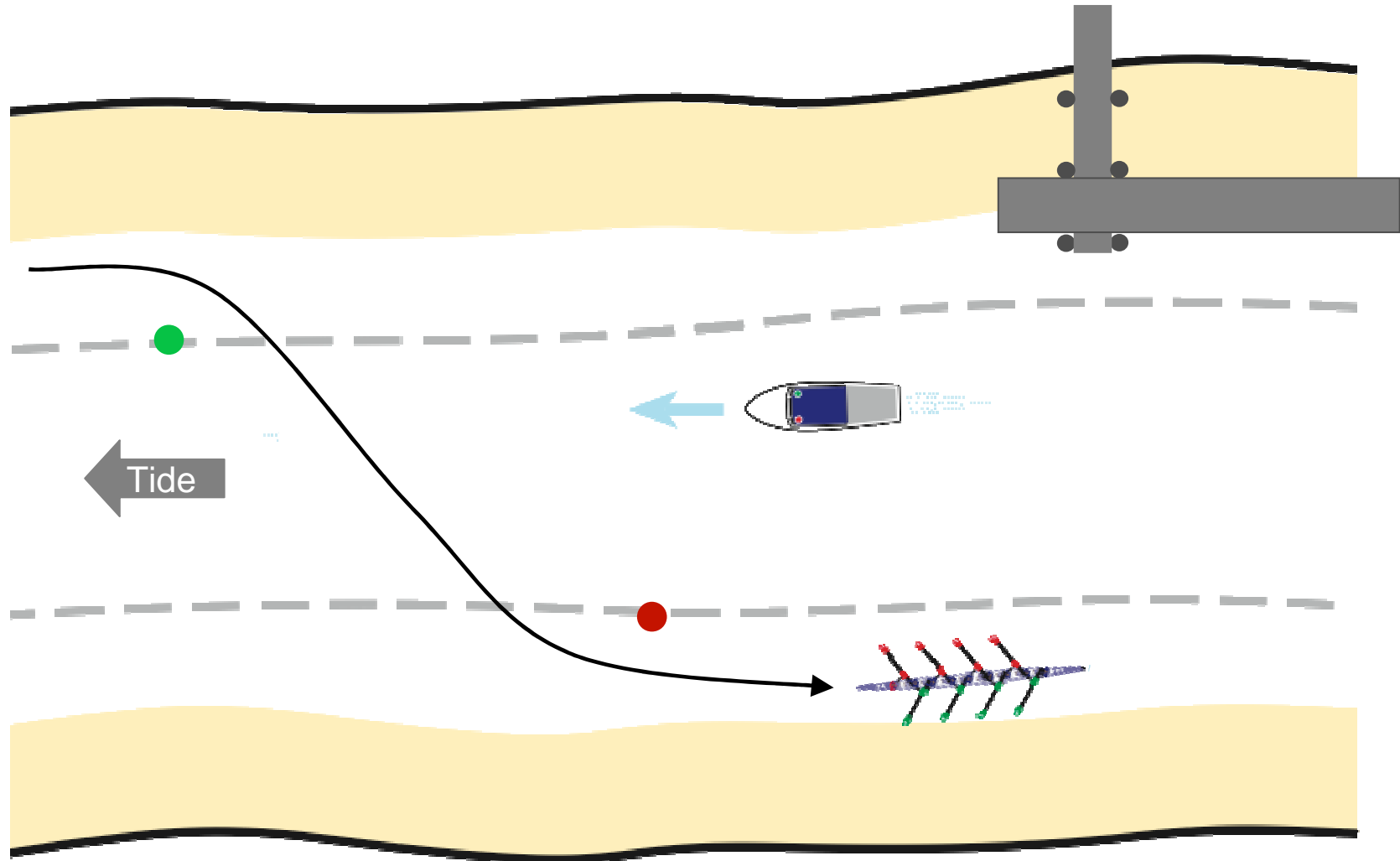
## Crossing at the Ship Pub (II)





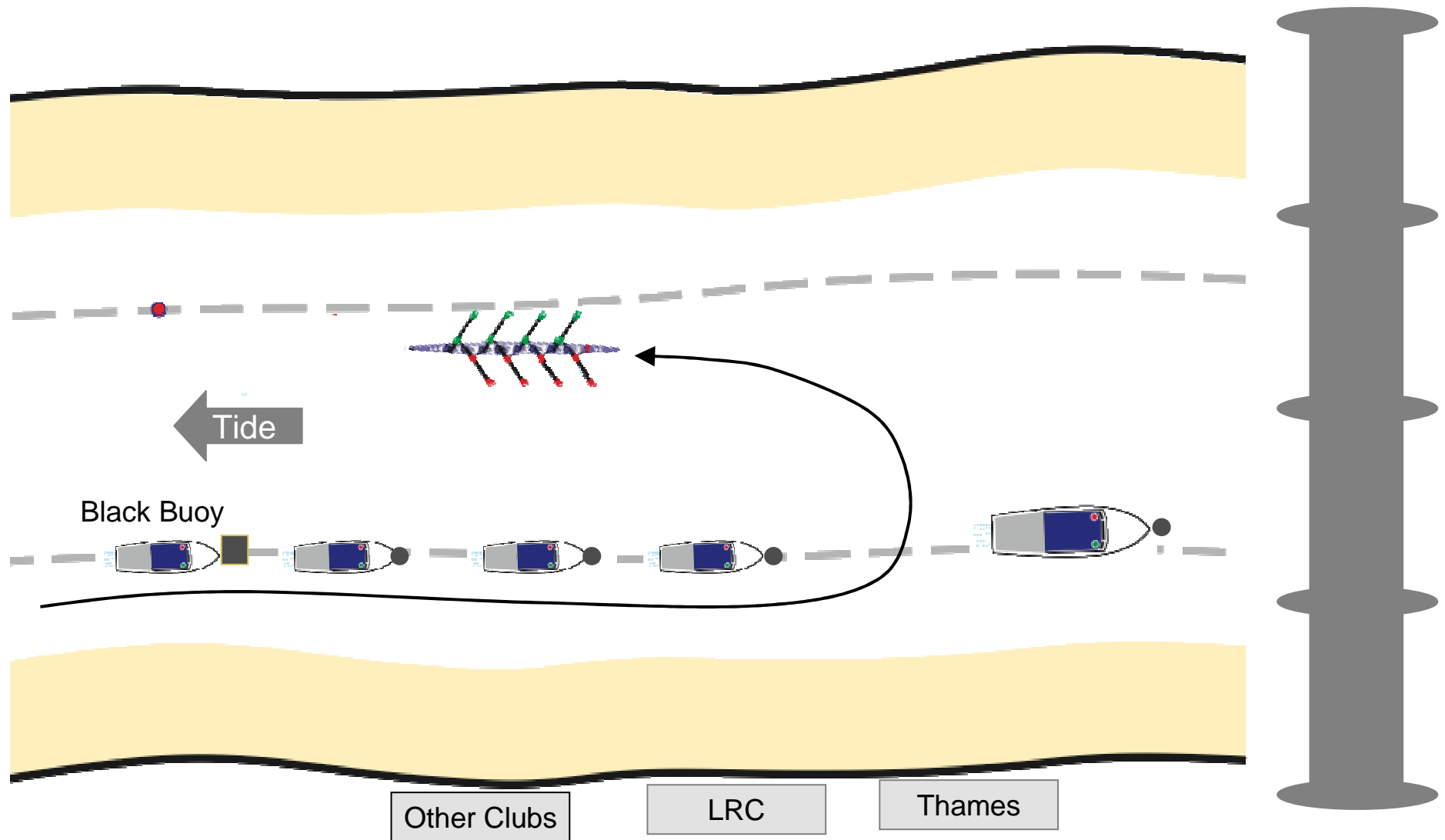


# Chiswick Steps Crossing Point



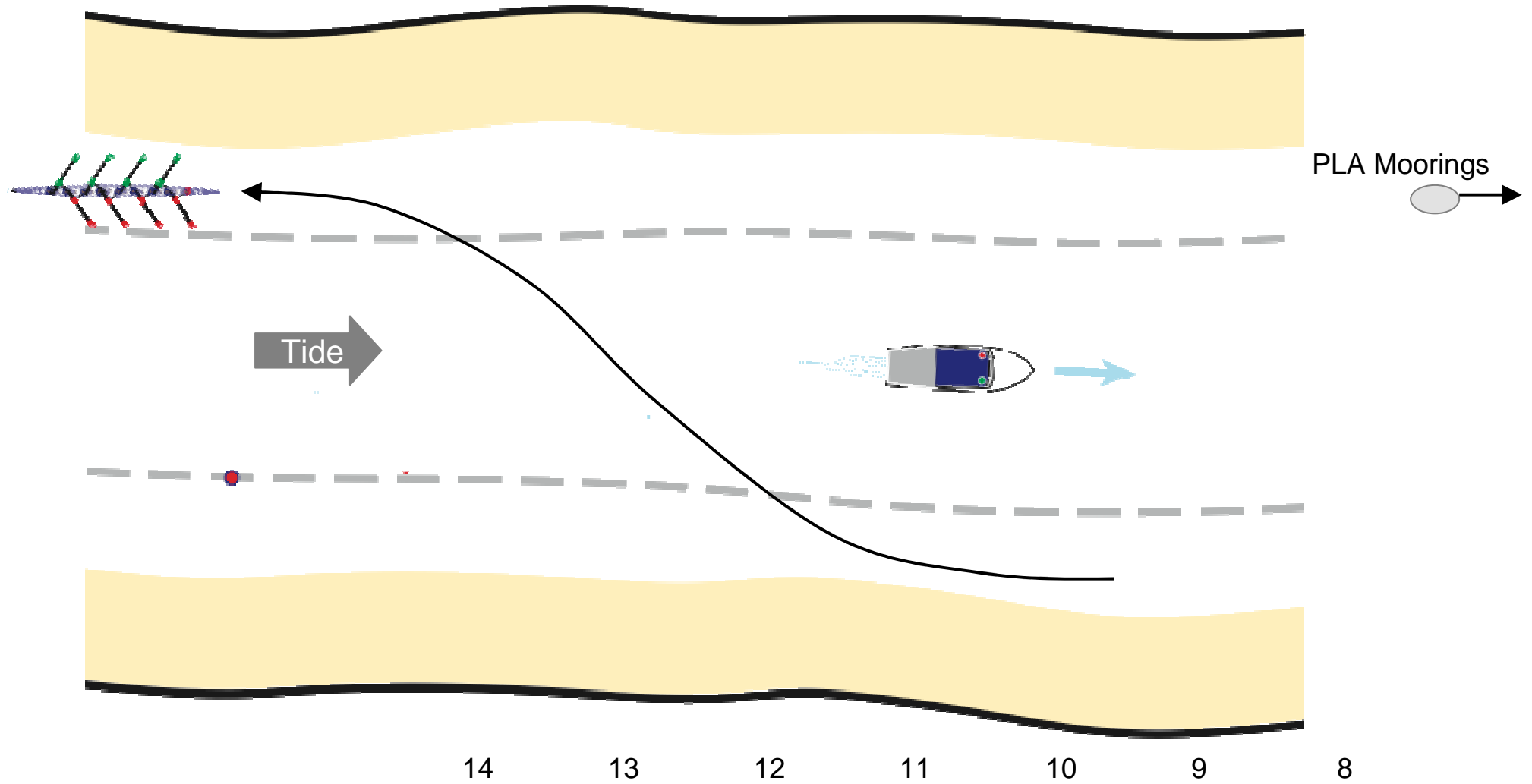


# Putney Pier Crossing Point



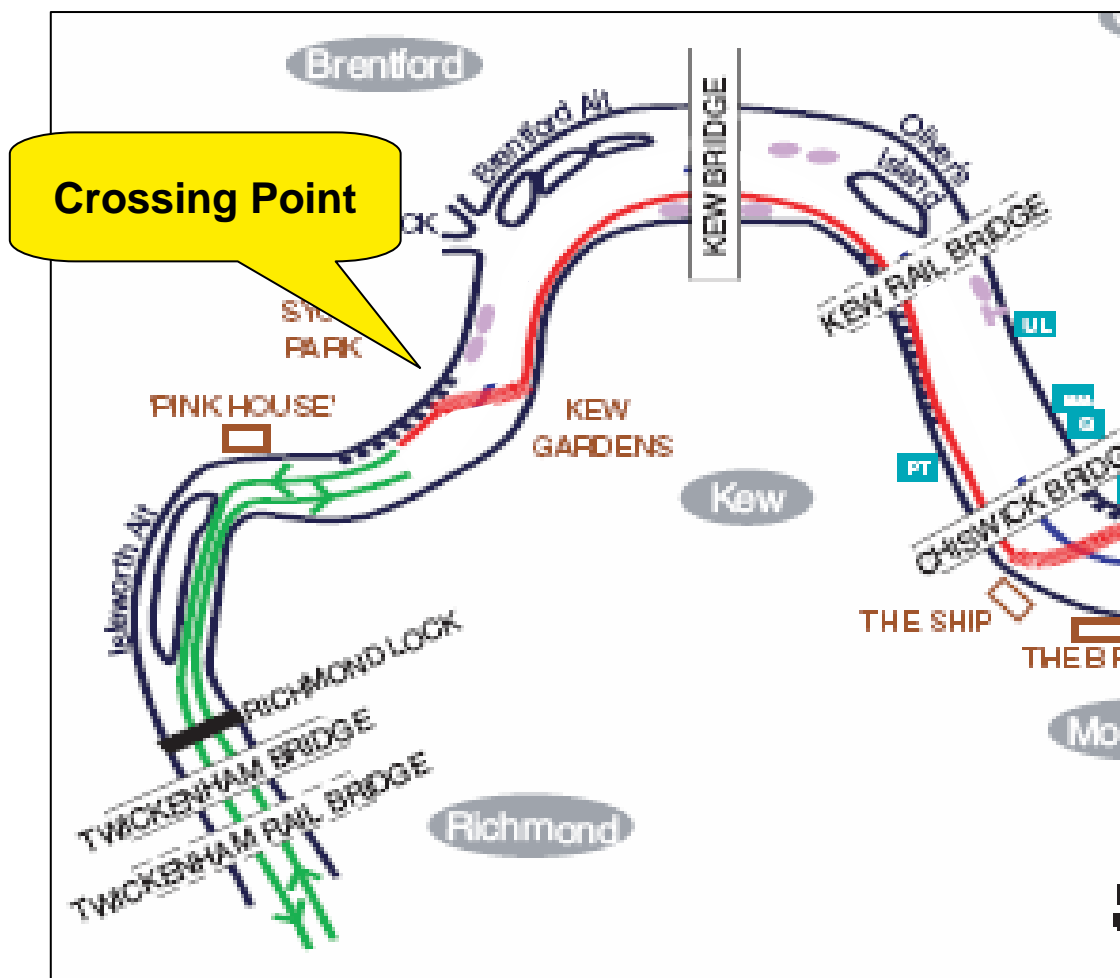


# Syon Crossing Point





## Beyond Syon Crossing



### Normal River rules apply

- (ie Non Tideway Rowing rules)

### Steer a course on the starboard side of the fairway

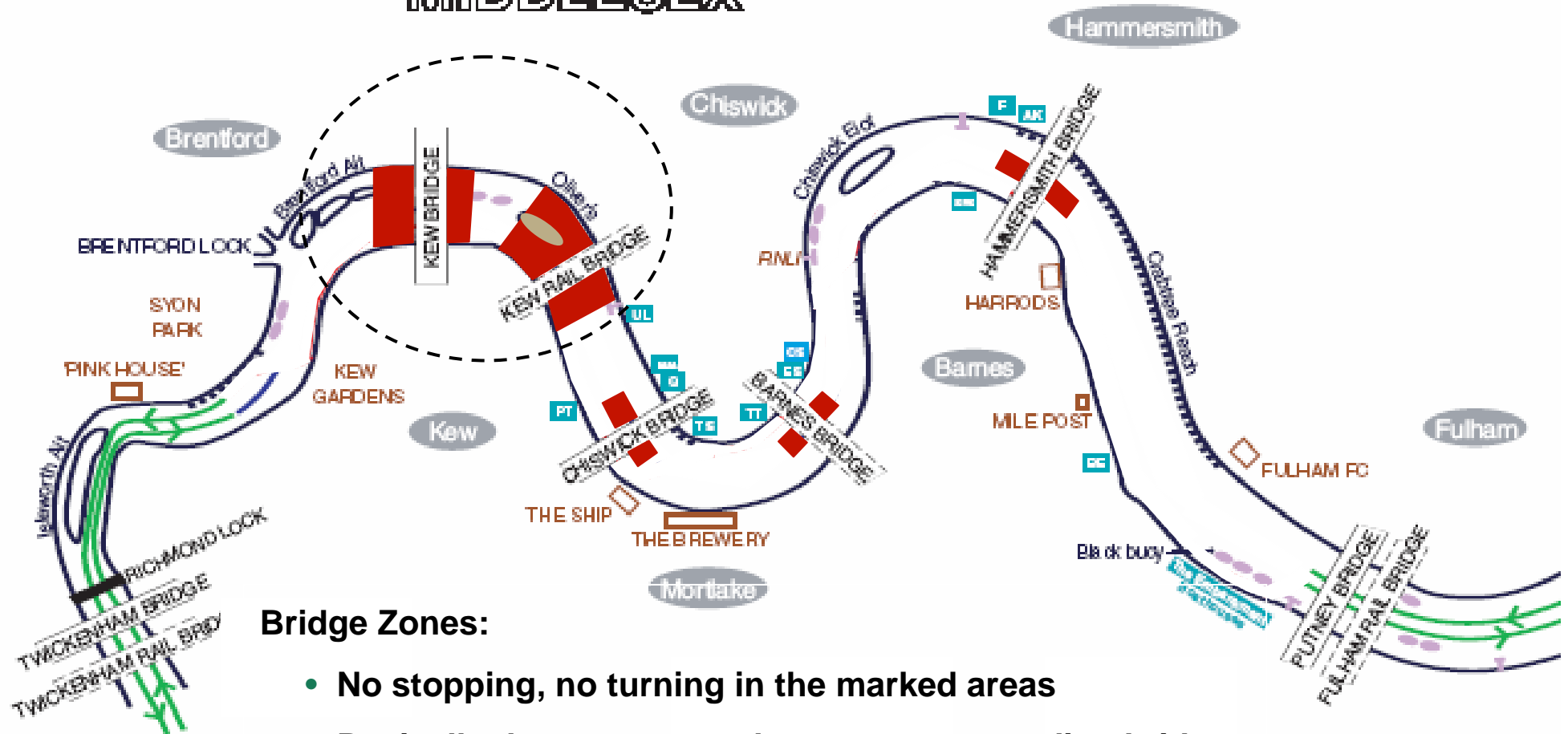
- (keep to the right, in English)

### This applies both with and against the tide



# Bridge Zones

## MIDDLESEX

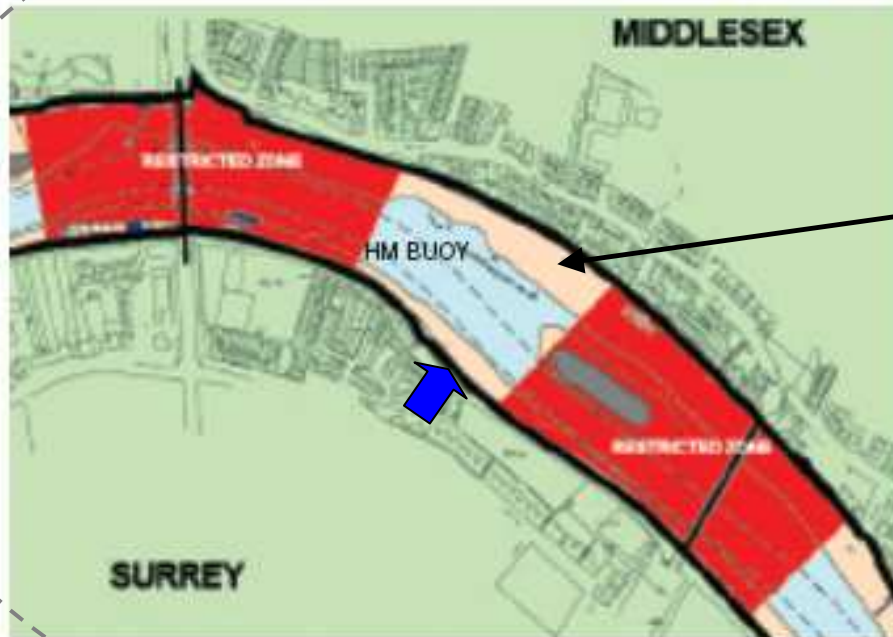


### Bridge Zones:

- No stopping, no turning in the marked areas
- Basically they correspond to areas surrounding bridges and extend to cover all areas in front of clubs



## Kew Railway Bridge to Kew Road Bridge



**This area is also a non stopping area, after recent changes to the rules**

**Between Kew Railway Bridge and Kew Road Bridge.**

**Only exception is in the case of safety, where marked**



# Agenda

---

## Navigation Rules

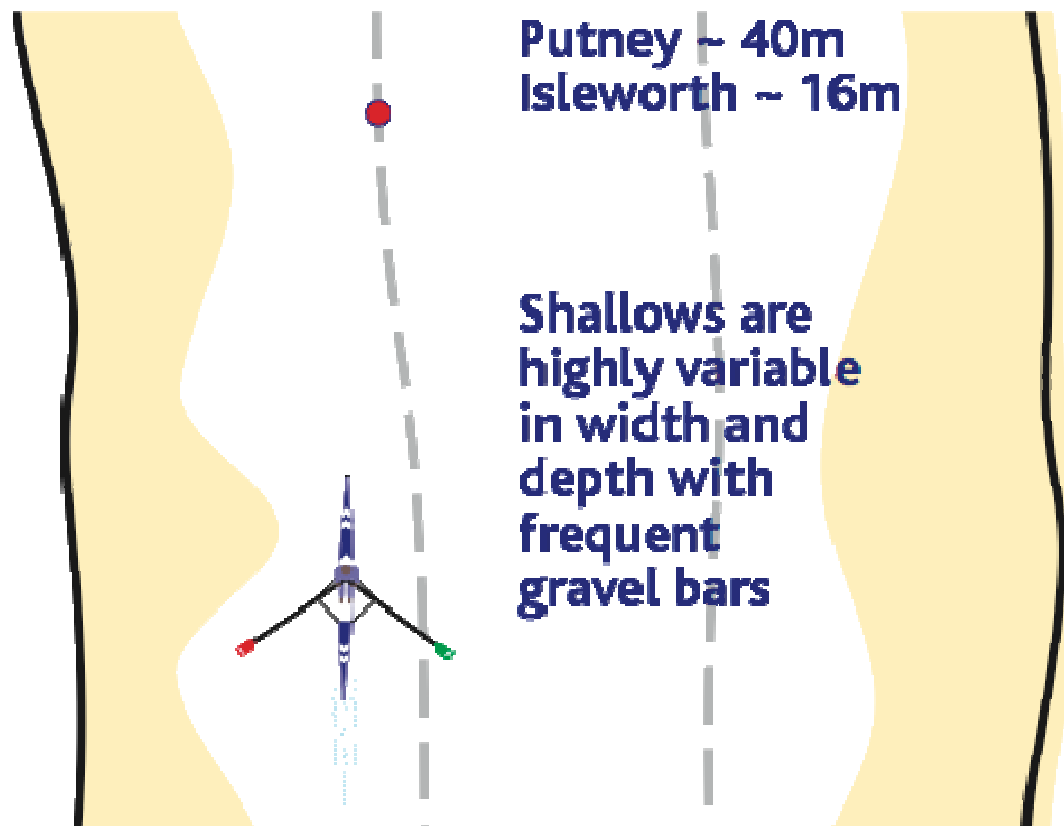
- **Legislative Framework**
- **Boatmanship Definitions**
- **Tide**
- **Relevant sections of the International Regulations (ColRegs)**
- **Relevant contents of PLA Byelaws**
- **Tideway Rowing Rules**

## Steering on the tideway

- **2 example outings**



## Hazards at low tide



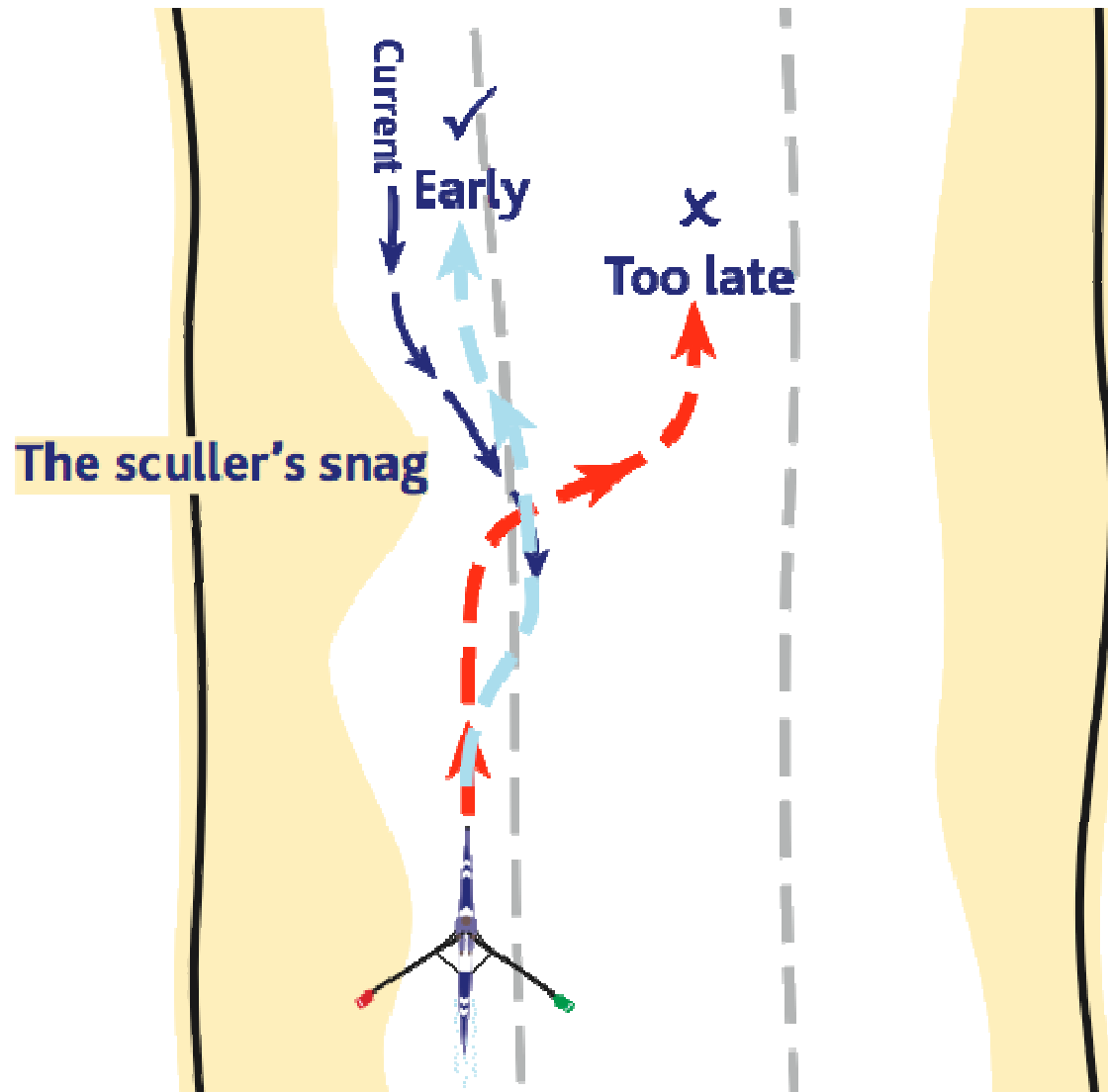
You should not go beyond pink house less than 1 hour before low water

- Liable to go aground



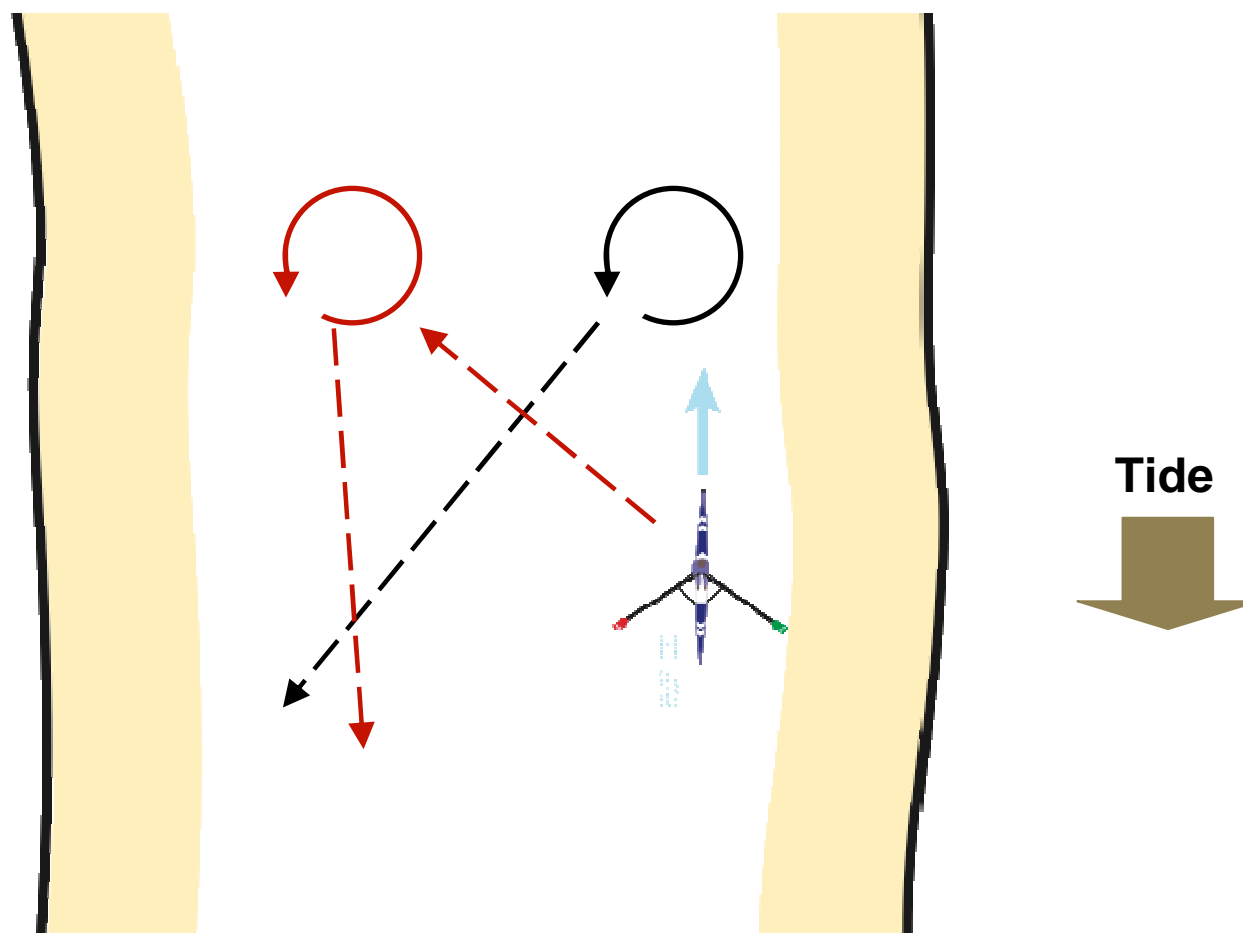


## How to approach a current hazard





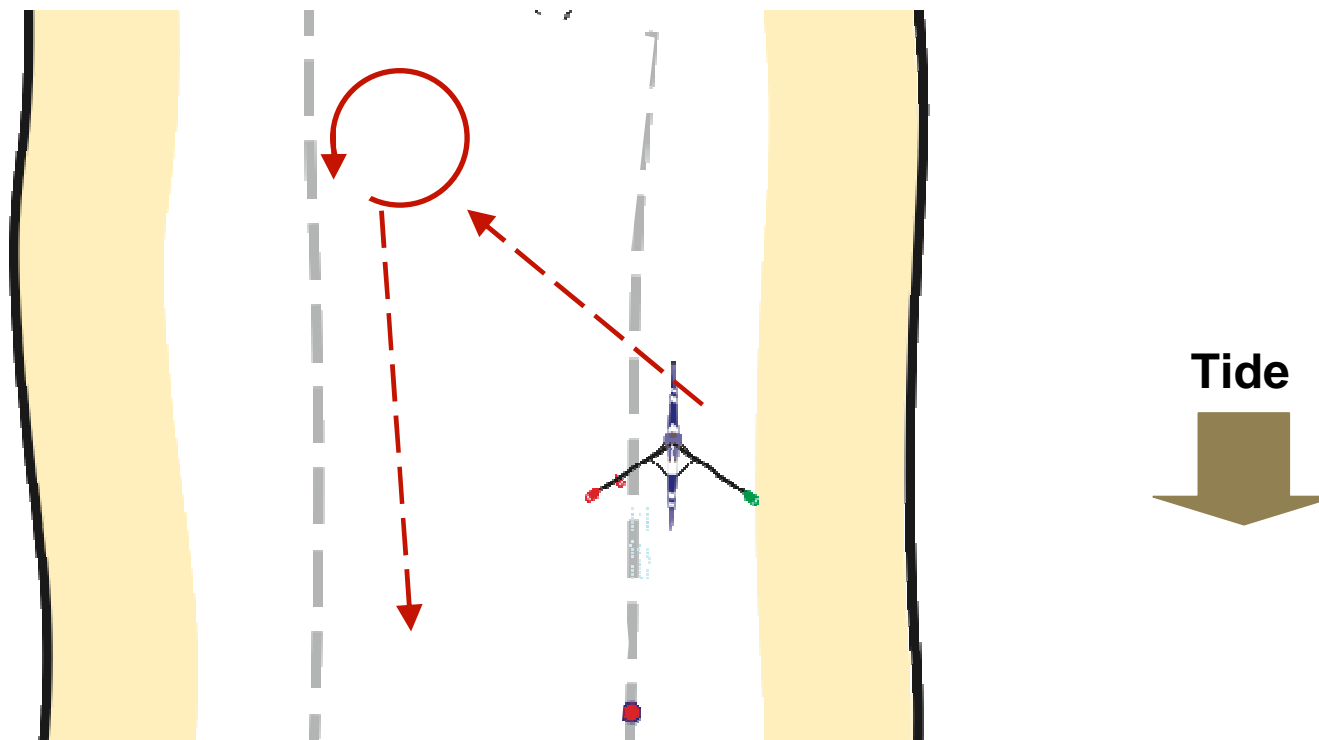
## Turning (Pink House)



**Move out of the inshore zone first, and then complete the turn.**



## Turning: Putney



**Even more critical: move out of the inshore zone first, and then complete the turn once on the STARBOARD side of the fairway**



# Agenda

---

## Navigation Rules

- Legislative Framework
- Boatmanship Definitions
- Tide
- Relevent sections of the International Regulations (CoIRegs)
- Relevent contents of PLA Byelaws
- Tideway Rowing Rules

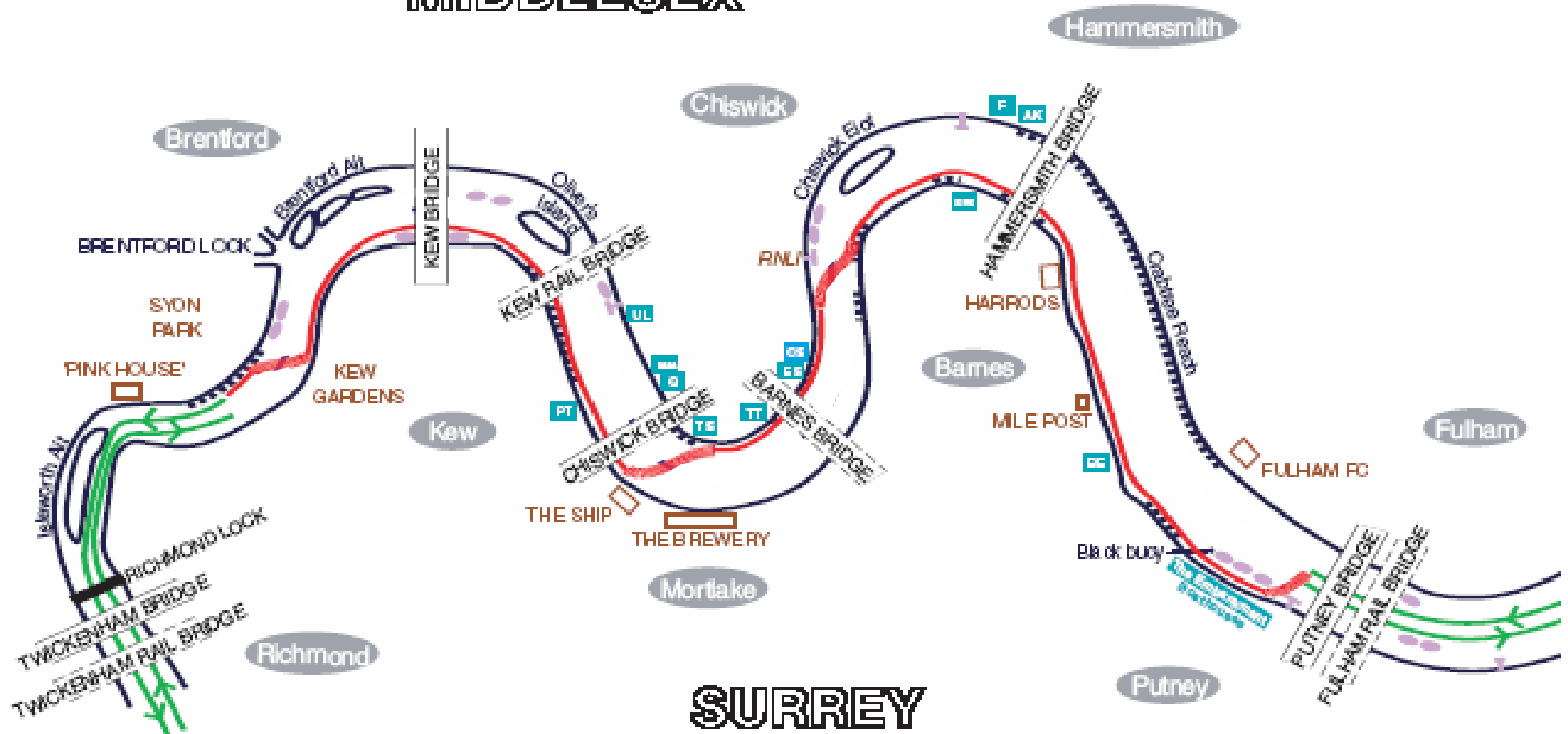
## Steering on the tideway

- 2 example outings



# Typical Outing to Pink House on an ebb tide (hint)

## MIDDLESEX

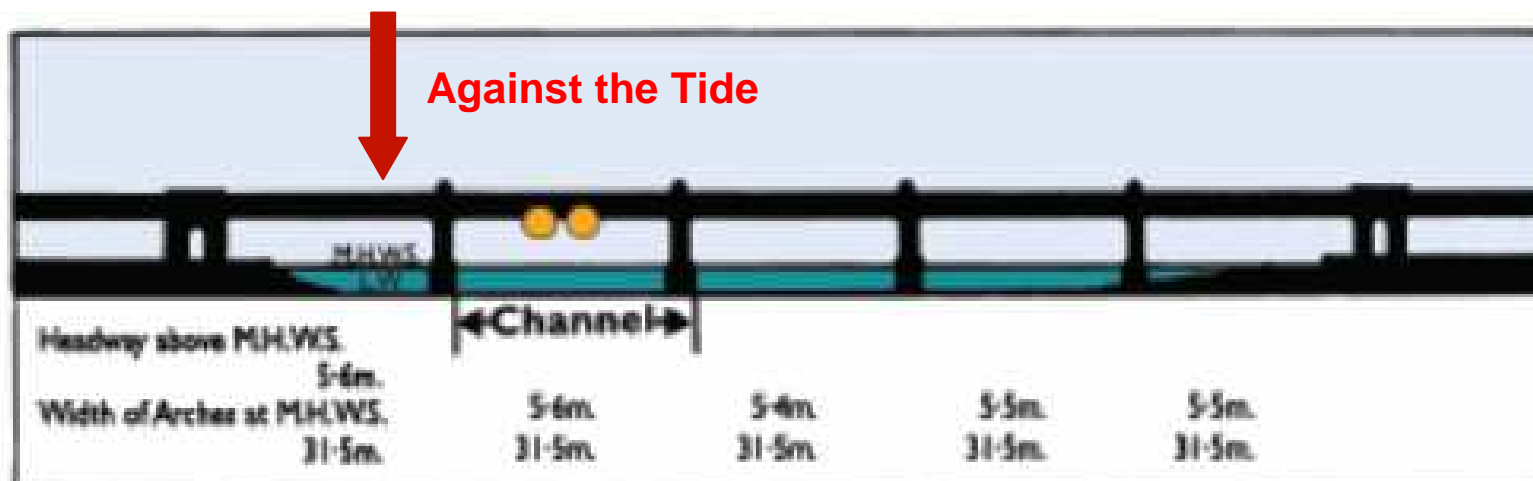




## Bridges: Navigation channels: Tide going out (Ebb)

### Kew Railway Bridge

Heading to Richmond (against Tide)

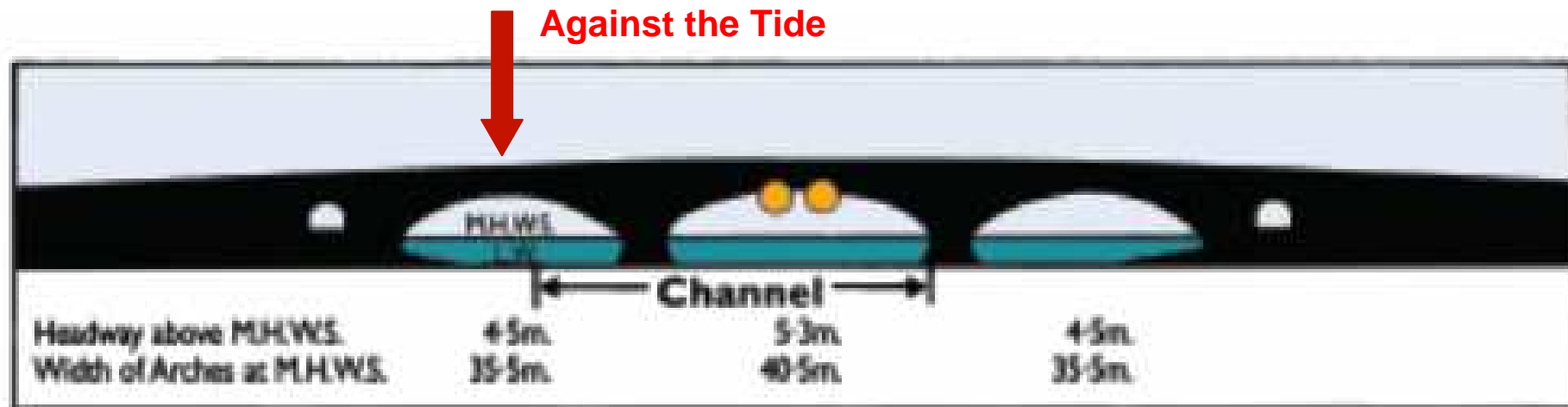




## Bridges: Navigation channels: Tide going out (Ebb)

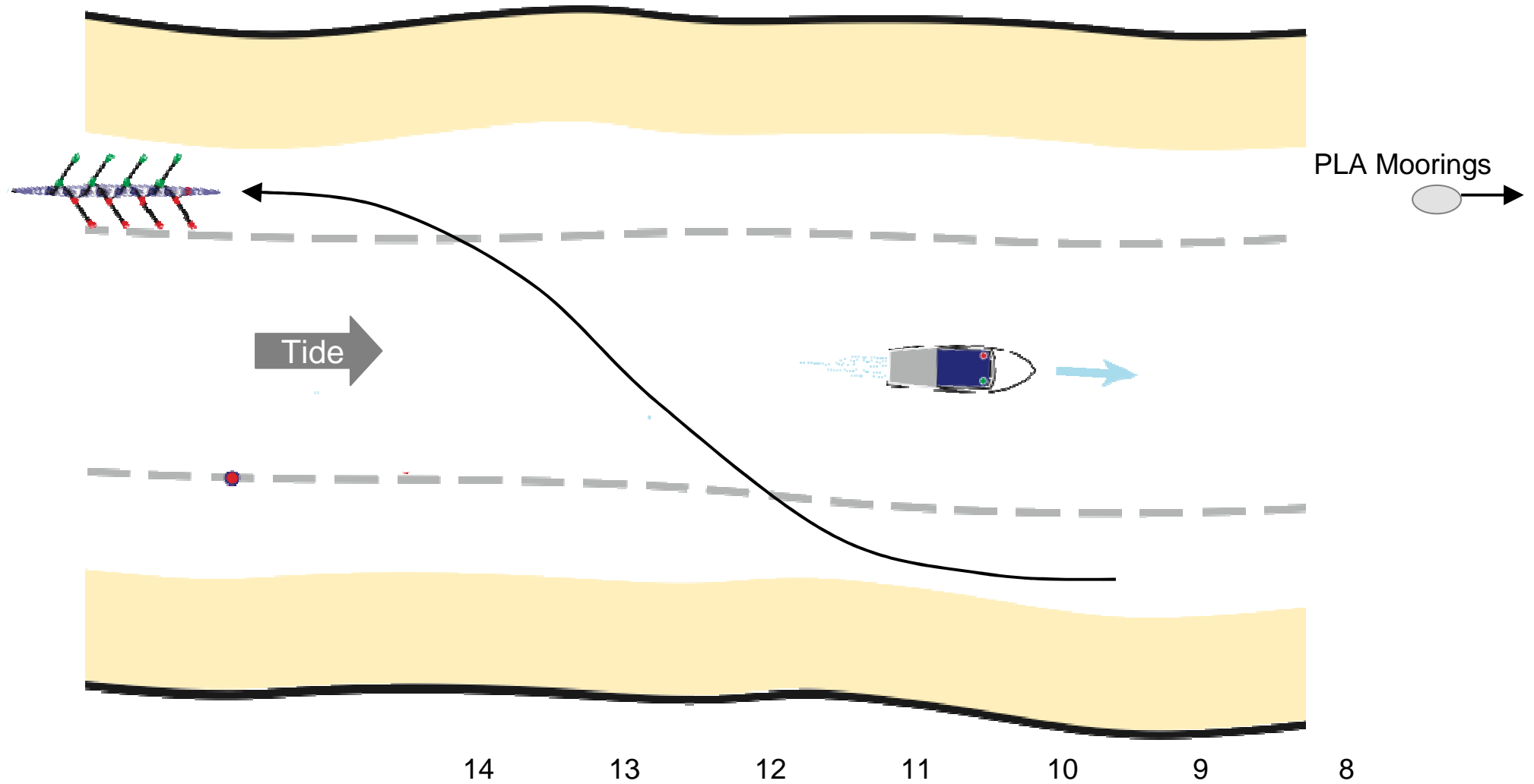
### Kew Bridge

Heading to Richmond (against tide)





# Syon Crossing Point

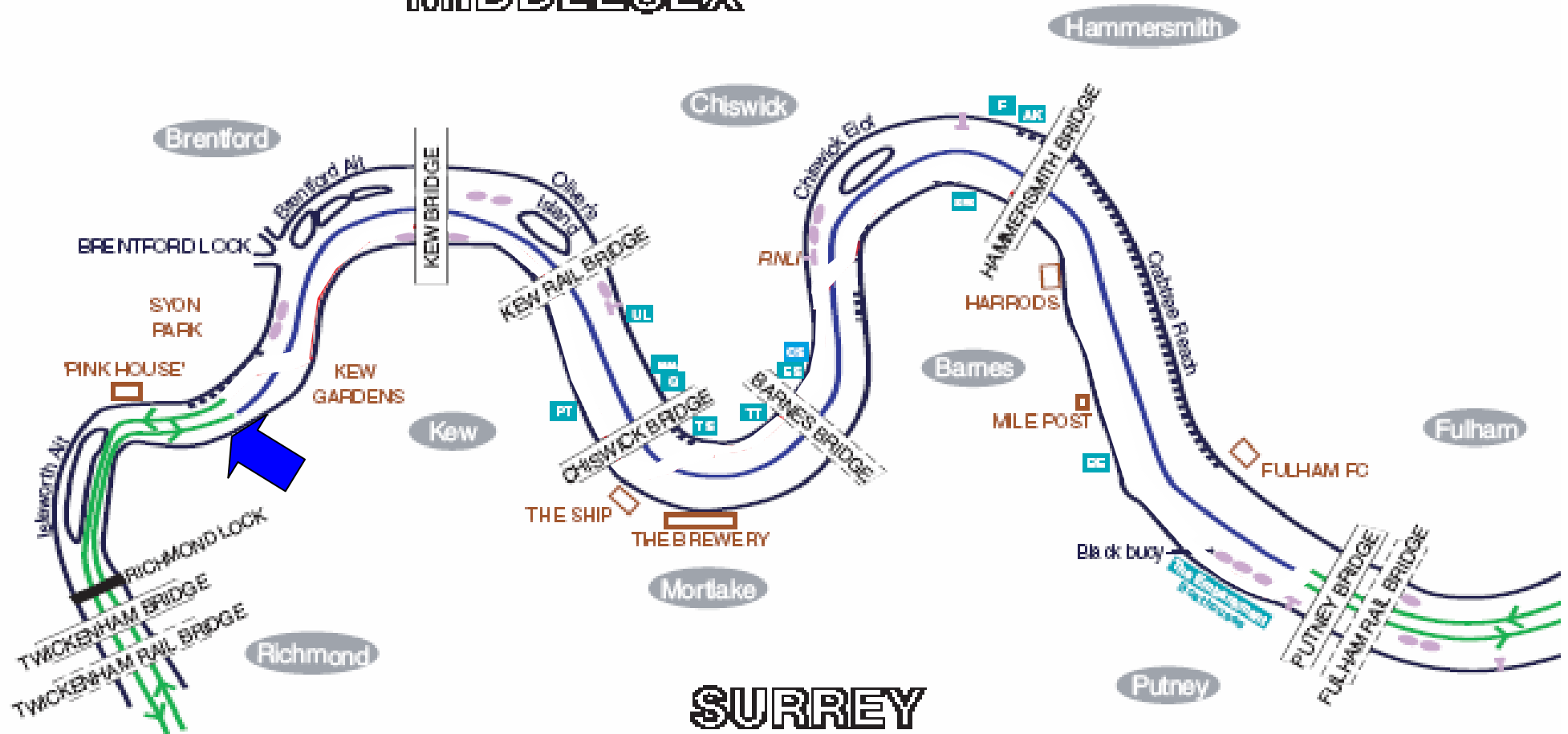






# Typical Outing coming back from Pink house (ebb tide)

## MIDDLESEX



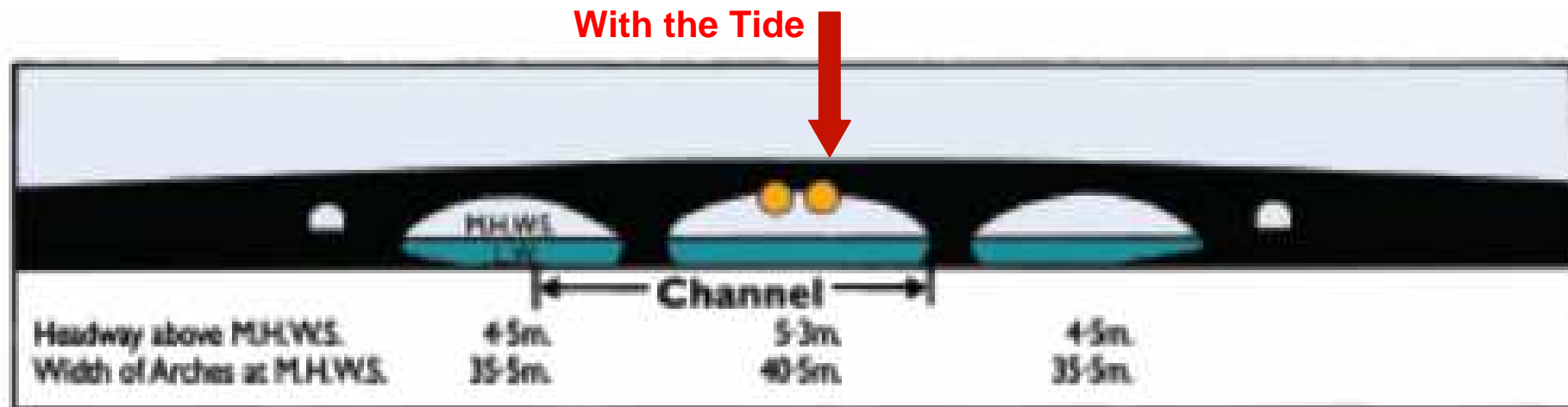
## SURREY



## Bridges: Navigation channels: Tide going out (Ebb)

### Kew Bridge

Heading to Putney (with Tide)

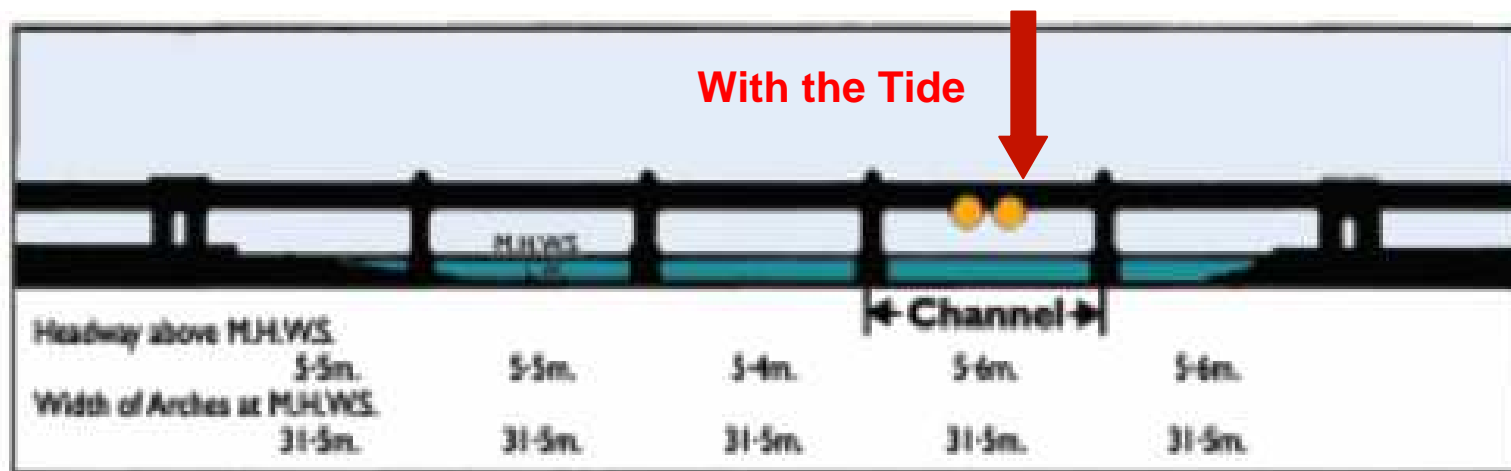




## Bridges: Navigation channels: Tide going out (Ebb)

### Kew Railway Bridge

Heading to Putney (with Tide)

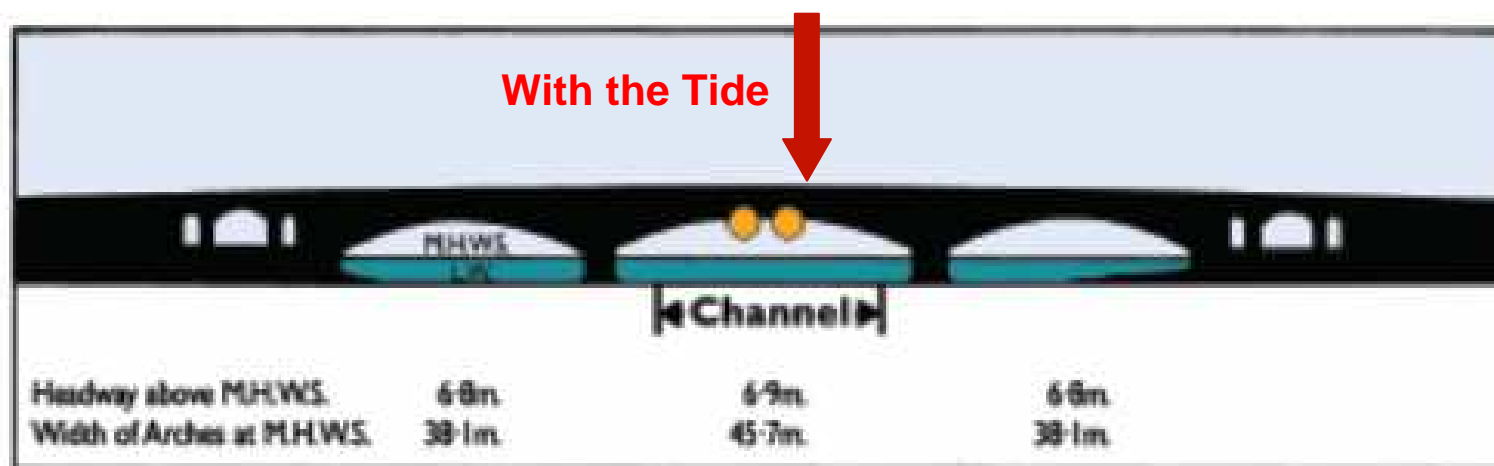




## Bridges: Navigation channels: Tide going out (Ebb)

### Chiswick Bridge

Heading to Putney (with Tide)

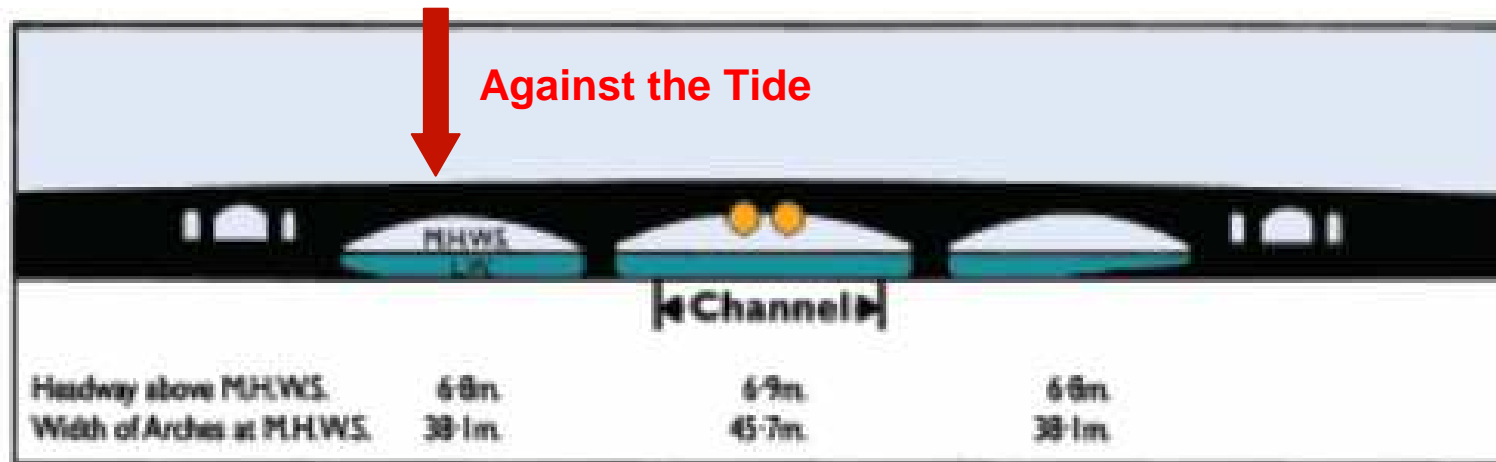




## Bridges: Navigation channels: Tide going out (Ebb)

### Chiswick Bridge

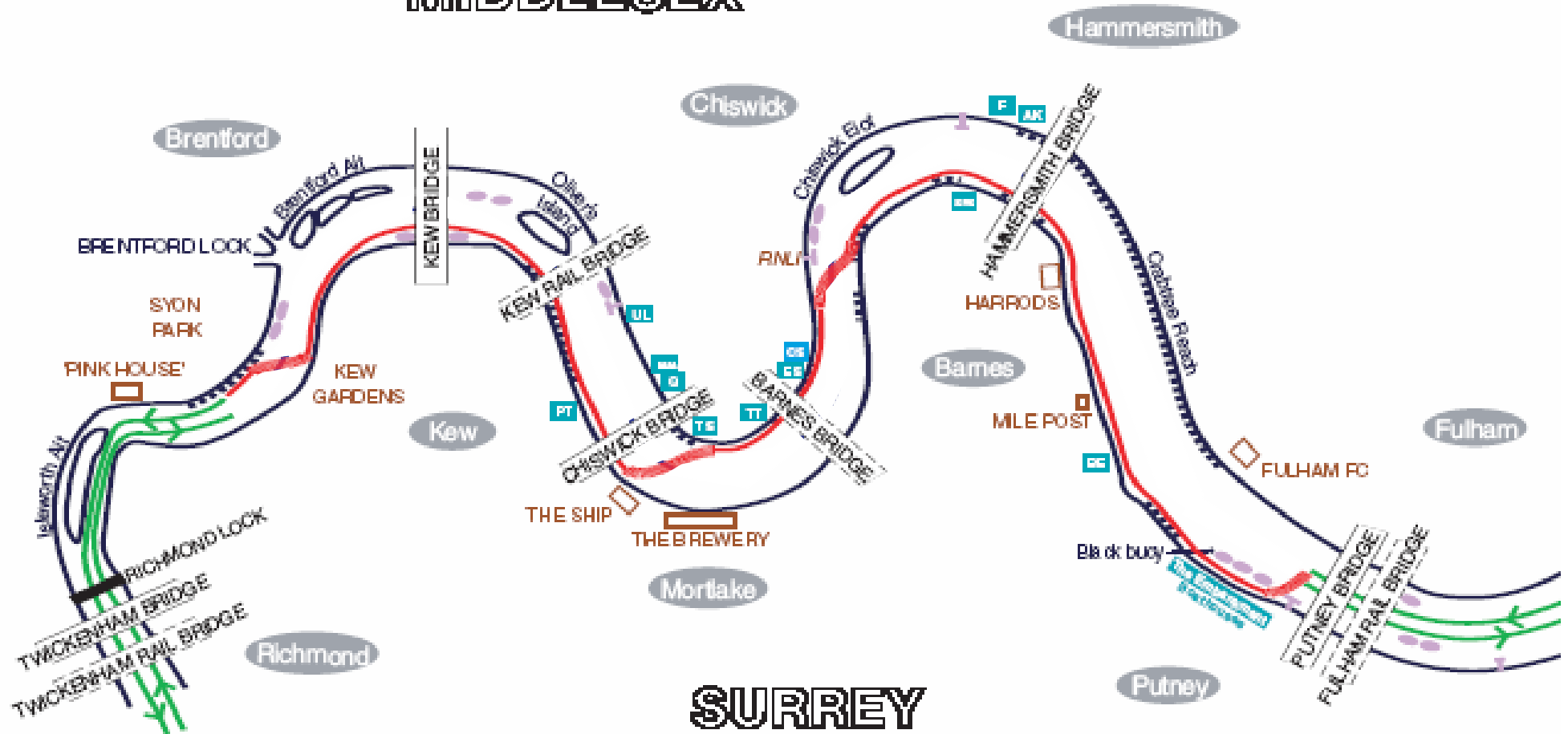
Heading to Richmond (against Tide)





# Typical Outing to Putney on a flood tide

## MIDDLESEX



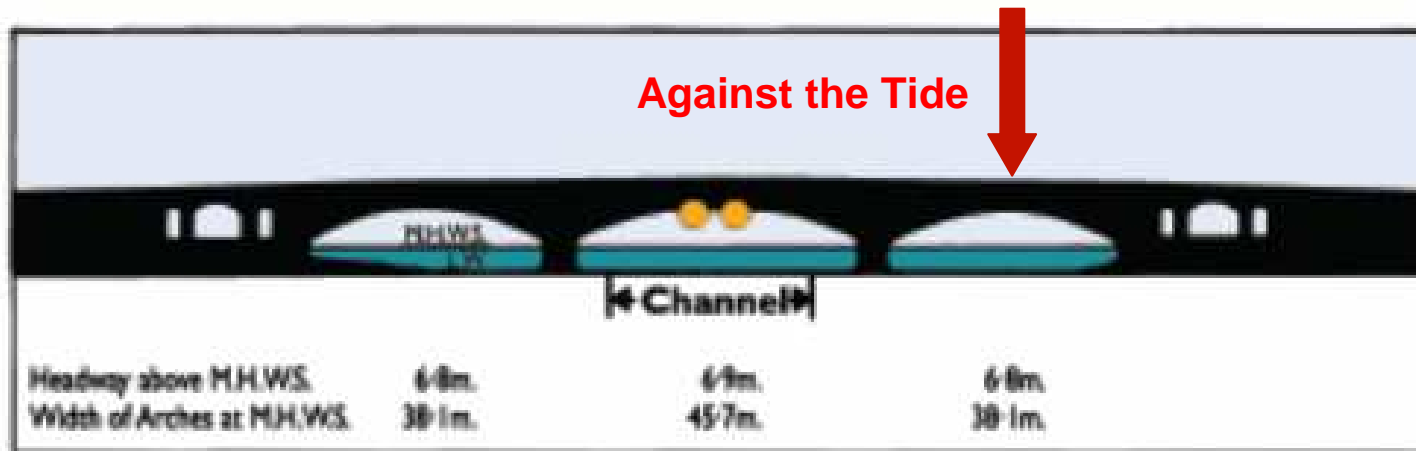
## SURREY



# Bridges: Navigation channels **TIDE COMING IN (FLOOD)**

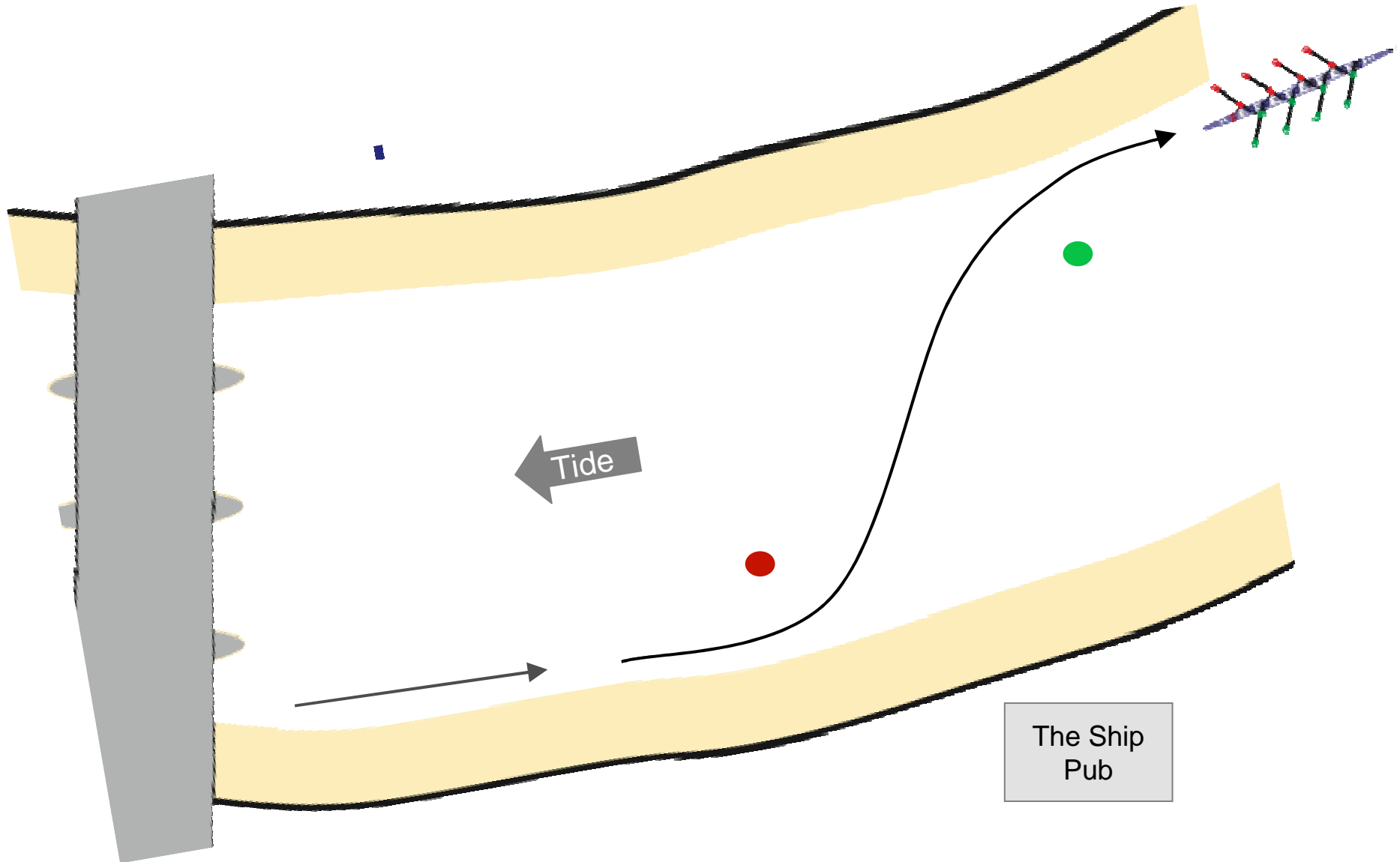
## Chiswick Bridge

Heading to Putney (against Tide)





# Crossing at the Ship Pub



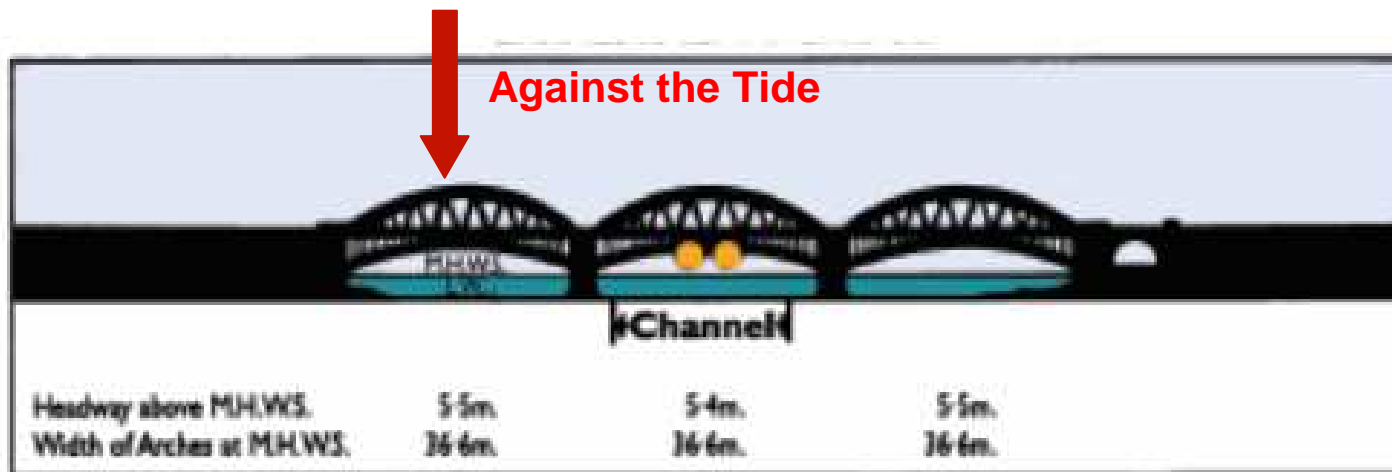




## Bridges: Navigation channels **TIDE COMING IN (FLOOD**

### Barnes Railway Bridge

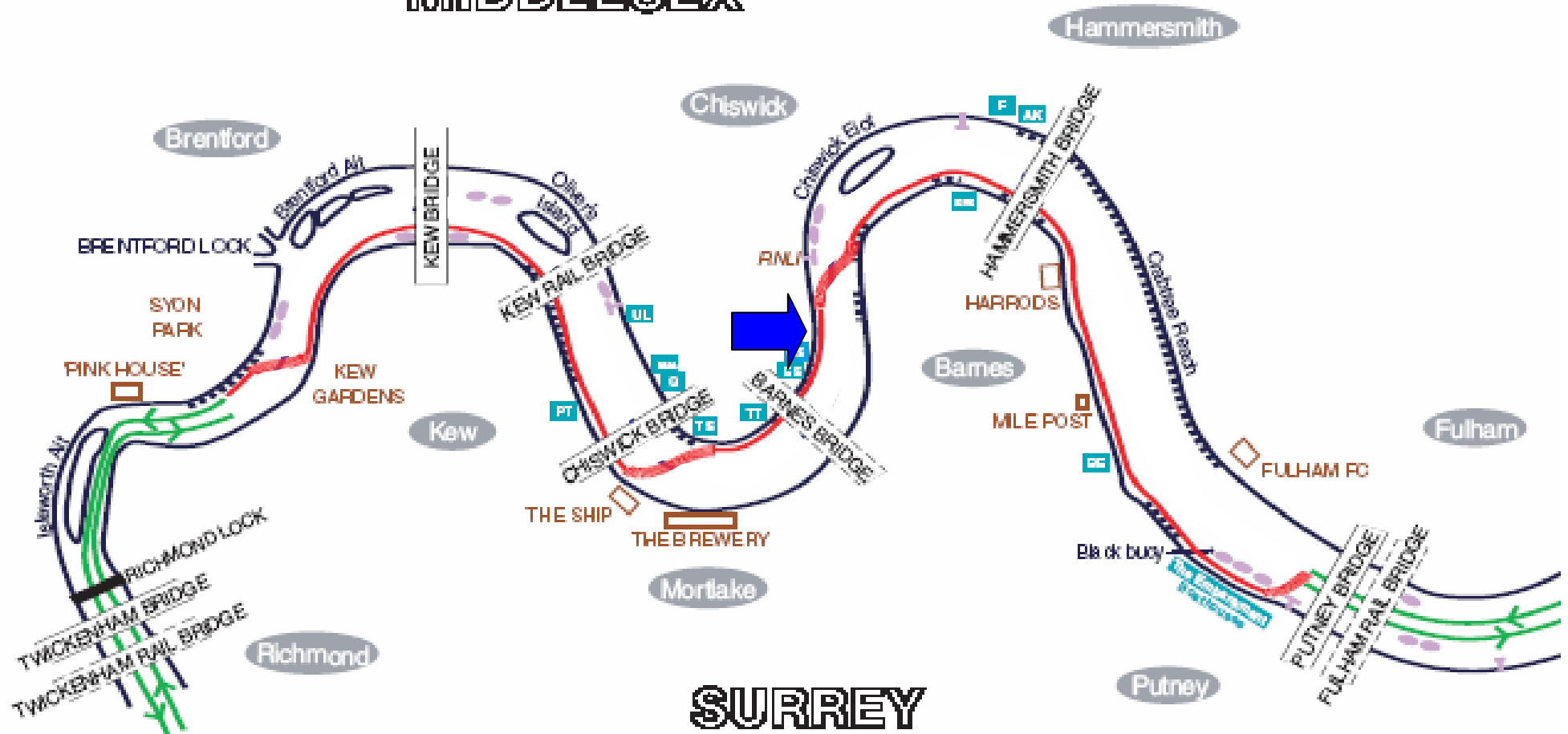
Heading to Putney (against Tide)





# Typical Outing to Putney on a flood tide

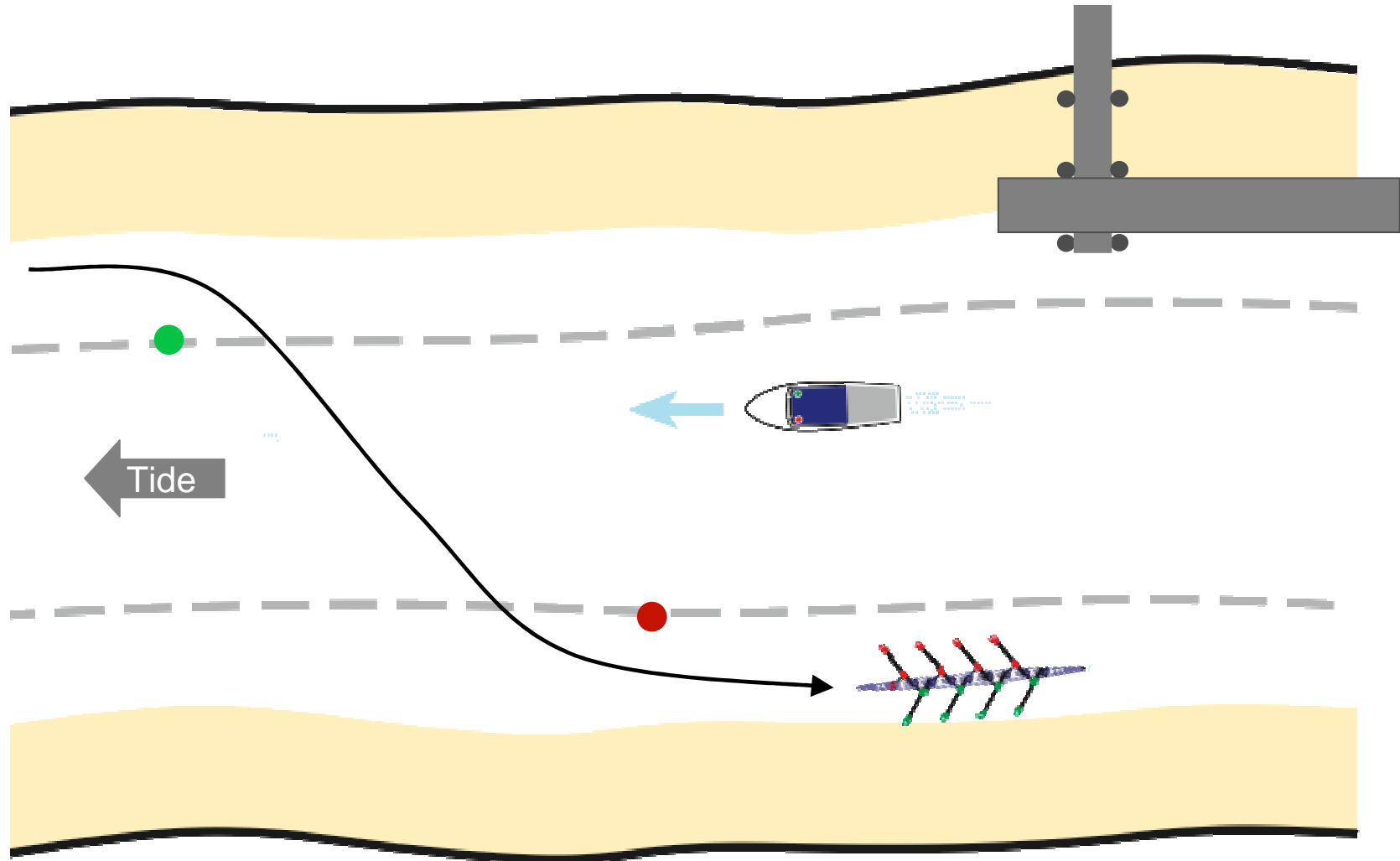
## MIDDLESEX



## SURREY



# Chiswick Steps Crossing Point

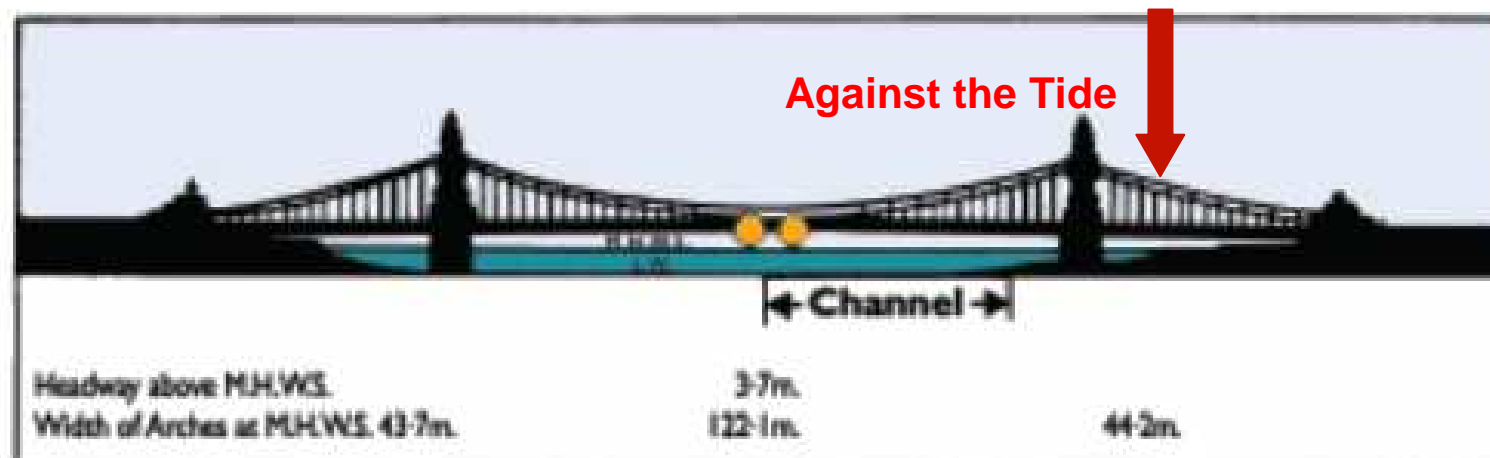




## Bridges: Navigation channels **TIDE COMING IN (FLOO**

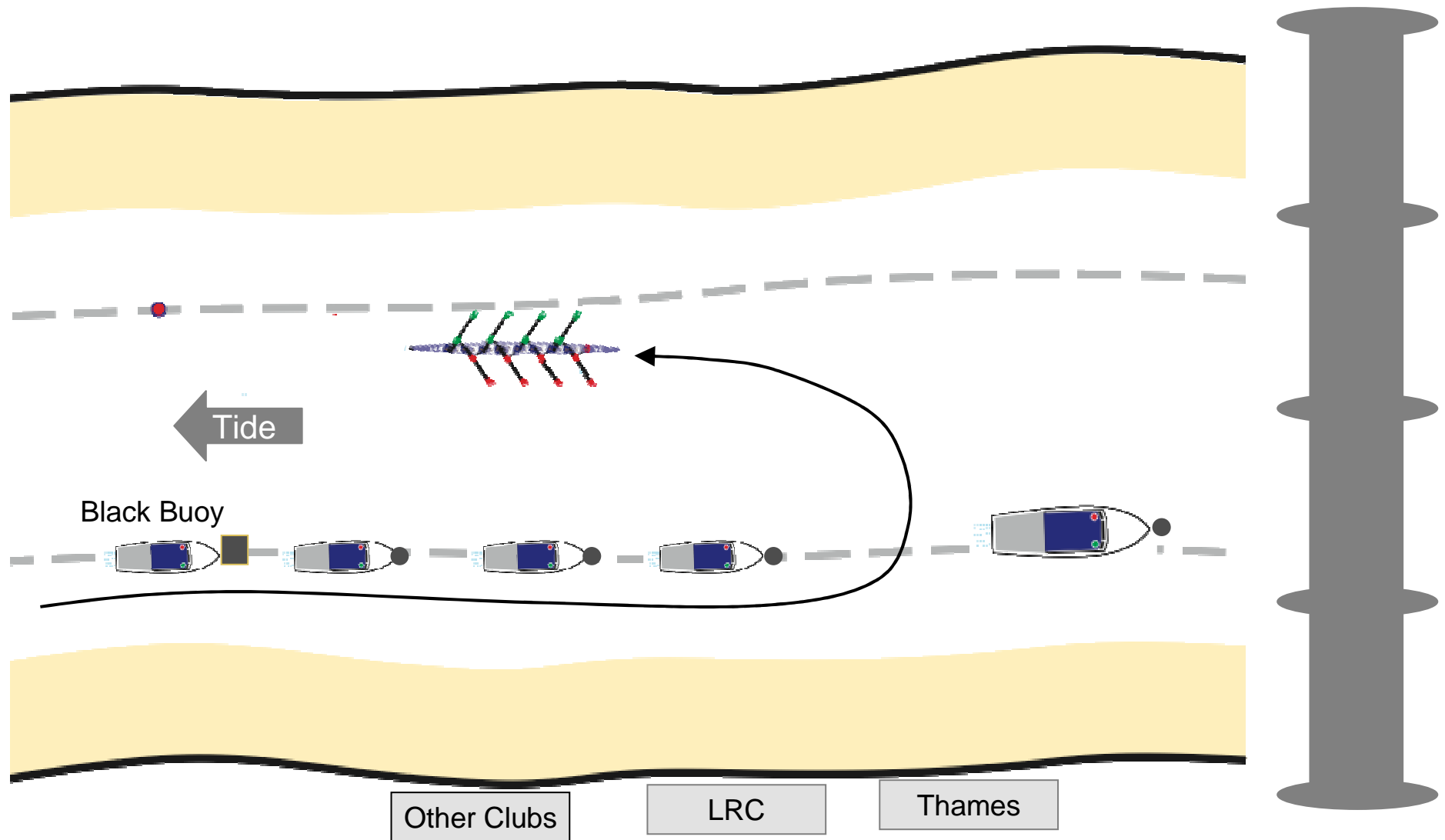
### Hammersmith Bridge

Heading to Putney (against Tide)





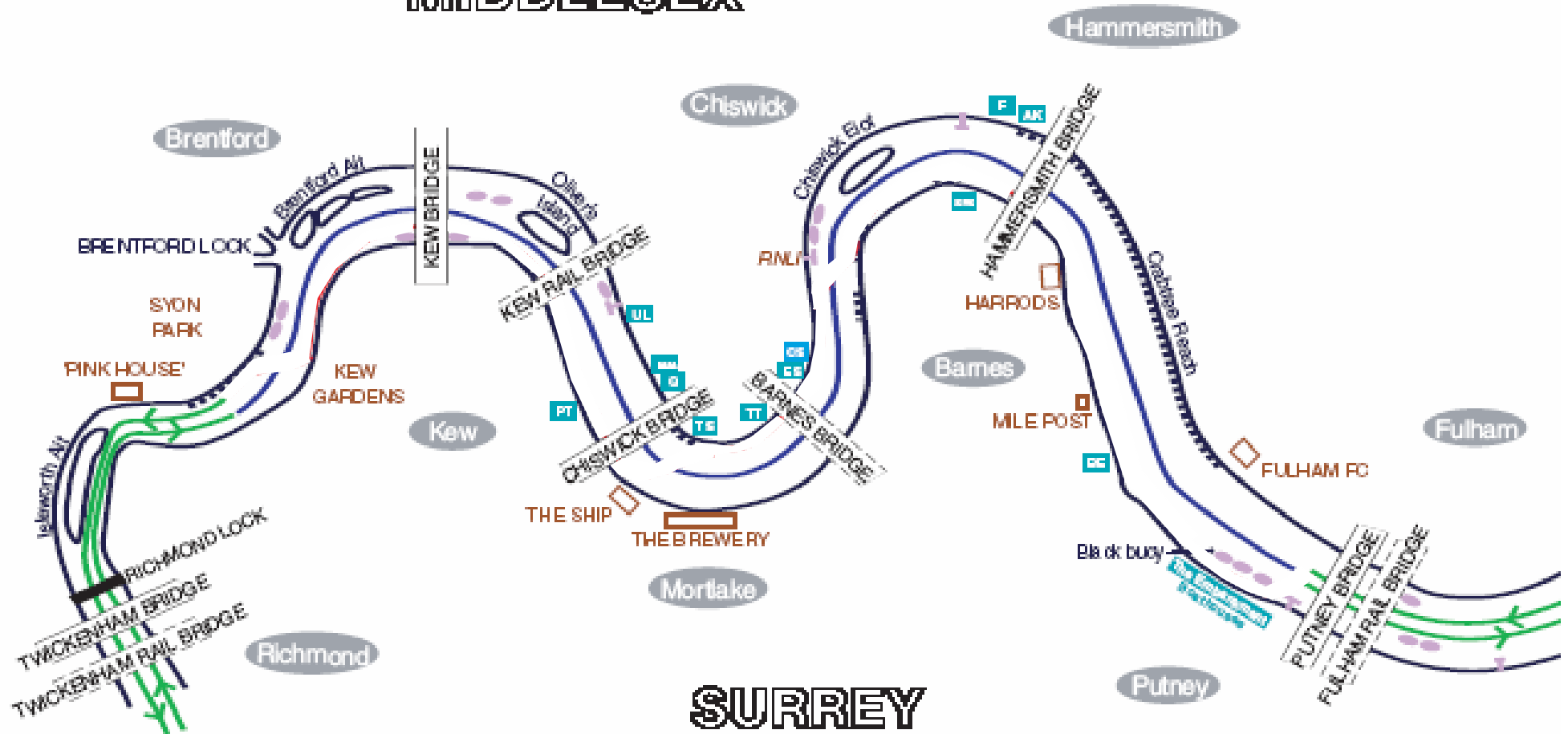
# Putney Pier Crossing Point





# Coming back from Putney on a flood tide

## MIDDLESEX



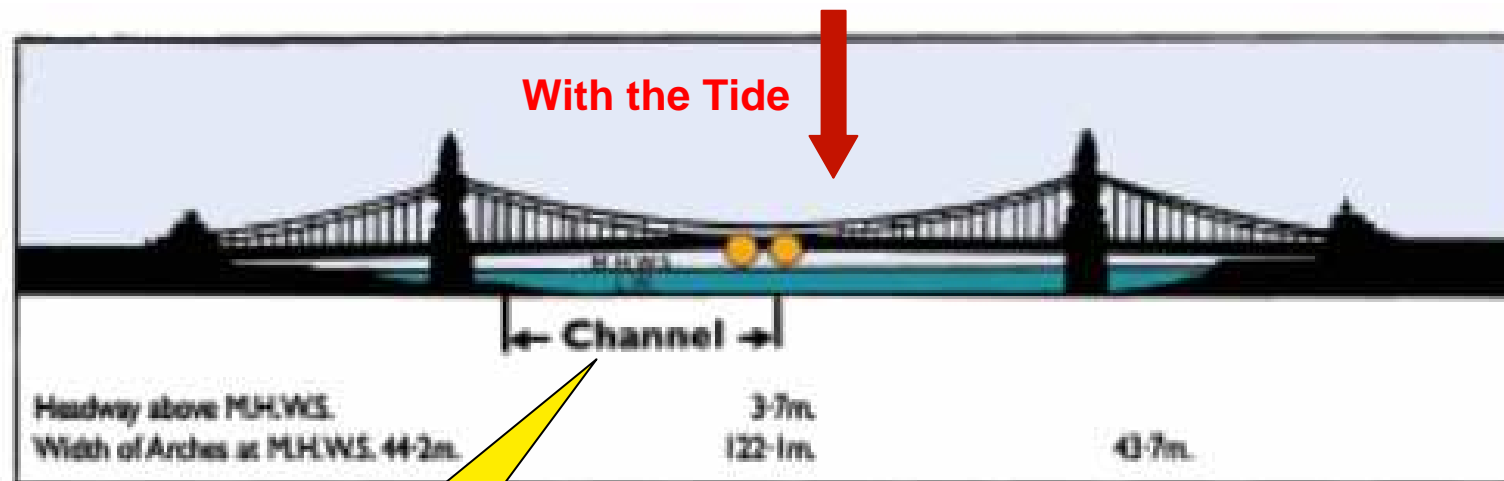
## SURREY



# Bridges: Navigation channels **TIDE COMING IN (FLOOD**

## Hammersmith Bridge

Heading to Richmond (with Tide)



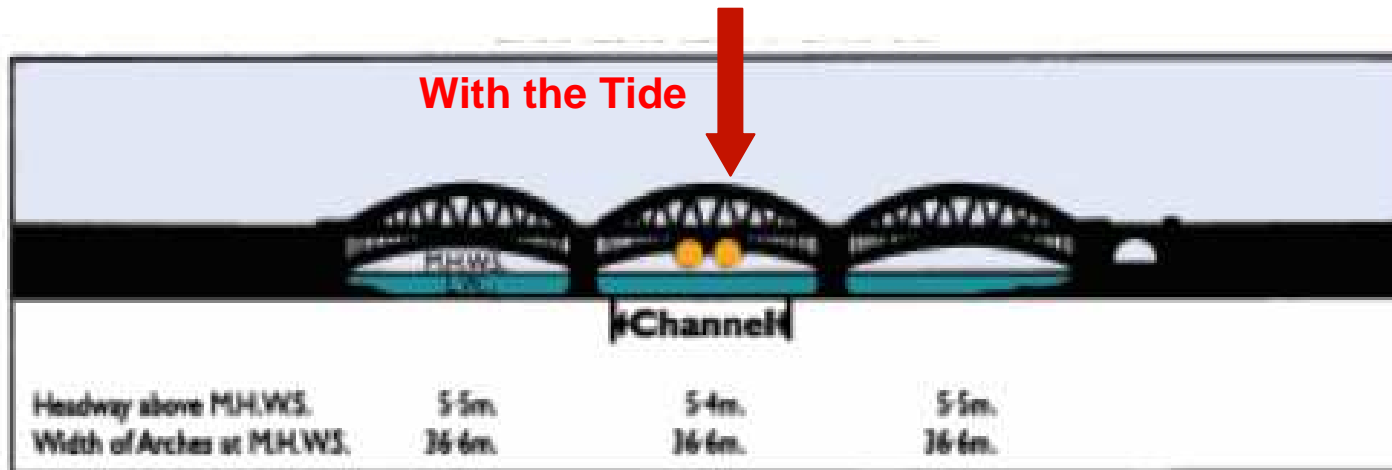
Why is the channel here?



## Bridges: Navigation channels **TIDE COMING IN (FLOOD**

### Barnes Railway Bridge

Heading to Richmond (with Tide)







## Bridges: Navigation channels **TIDE COMING IN (FLOO**

### Chiswick Bridge

Heading to Richmond (with Tide)

