

- Opposite Basin & Arnold's pier.
- 10m upstream from the upstream end of Oliver's Ait.
- By the Harbourmaster's Steps.
- Approx 30m upstream of downstream end of Lower Brentford Ait.
- Approx 20m upstream of Hog Hole.



- Opposite the upstream end of Lot's Ait.
- Near the driftwood moorings on Syon Reach. (This buoy does not mark the crossing point).

SECTION FOUR – ADDITIONAL REGULATIONS

The tidal Thames as far as Teddington Lock comes under the jurisdiction of the PLA. The majority of the regulations and instructions concerning navigation are laid down in:

- ColRegs;
- Port of London Act;
- Port of London River Byelaws;
- General Directions for Navigation in the Port of London;
- Permanent Notices to Mariners;
- Notices to Mariners.

The PLA keeps all its regulations under regular review and the latest additions can be found in their entirety on the PLA website (www.portoflondon.co.uk).

Ignorance of the regulations is not a defence in the event of an incident.

Detailed below, are further regulations that have a direct relevance to rowing on the tideway.

4.1 The Vessel Master

In the context of the PLA regulations the cox or in the case of a coxless vessel the steersperson is deemed to be the master of the vessel.

Port of London Act 1968 (as amended)

Section 108 - General rules for navigation

A master who navigates his vessel on the Thames-

- without due care and attention; or
- in a manner liable to injure or endanger persons, other vessels, the banks of the Thames (whether above or below mean high water level) or any structure or installation in or beside the Thames;

shall be guilty of an offence and liable to a fine not exceeding [the statutory maximum and on conviction on indictment to a fine].

Bearing this in mind coaches and those in loco parentis of Junior coxswains and steerspersons should use this fact in risk assessment when determining the suitability of those underage to act as masters of vessels with respect to their knowledge of and ability to adhere to the navigation regulations and this Code.

(The statutory maximum fine is currently £5,000.)

4.2 Incidents

Port of London River Byelaws (1978)

Byelaw 7

Where a vessel –

- (a) has sunk;
- (b) has been damaged
- (c) has caused damage to anything (including a vessel) or is on fire;
- (d) has lost, slipped or parted from an anchor;
- (e) has taken the ground (not being a vessel which is berthed or moored);
- (f) is carrying liquid in bulk and any spillage has occurred, or where the anchor of the vessel has fouled another or cable or other obstruction underwater,

the master shall –

- (i) forthwith give notice and particulars of the occurrence to a harbourmaster;
- (ii) unless he has given the notice and particulars in writing, confirm them in writing as soon as practicable after giving them; and
- (iii) shall give to the harbourmaster such further particulars as the harbourmaster may reasonably request;

Provided that this byelaw shall not apply where both the vessel is less than 12 metres in length and the occurrence is one of those described in sub-paragraph (b), (d) and (e) above.

Reporting Incidents

The majority of incidents and “near misses” will be reported to the TRRC using the ARA Incident Report Forms. This will be the case for all crews whether or not the crew is based in the Thames Region. (Crews from other regions may provide duplicate reports to their own Region.)

Note: Only in respect of Byelaw 7 (a), (b) and (c) above should incidents **also** be reported to the PLA and in the case of (b) and (c) only when the damage is valued at a cost more than £500 at cost to repair.

However, all incidents involving personal injury must also be reported directly to the PLA.

4.3 Drink and Drugs

Port of London River Byelaws (1978)

Byelaw 9 - Drink or Drugs

- (1) The master of a vessel shall not navigate the vessel when unfit by reason of drink or drugs to do so.
- (2) The master of a vessel shall not navigate, attempt to navigate or be in charge of a vessel after consuming so much alcohol that the proportion of it in his breath when tested in accordance with paragraph (5) below records a reading of 35 micro grammes of alcohol or more in 100 millilitres of breath.
- (3) If the harbourmaster has reasonable cause to suspect that the master of a vessel has drugs or alcohol in his body which may impair his fitness to navigate, he may direct the vessel to proceed to a designated berth or mooring or, if already on a berth or mooring, to remain in that position.
- (4) The harbourmaster may permit a vessel to proceed notwithstanding that the master is suspected of being unfit to navigate through drink or drugs, if the harbourmaster considers that satisfactory arrangements have been made to replace the saidmaster and to ensure safe navigation.
- (5) A vessel directed under paragraph (3) above shall remain in the position designated until such time as either a substitute master is on board and takes command of the vessel or the master suspected of having alcohol in his body submits to a breath test on equipment provided by the harbourmaster and approved by the Secretary of State for the purpose of the Road Traffic Act 1988 and the said breath test indicates a reading of less than 35 microgrammes of alcohol in 100 millilitres of breath.
- (6) It is an offence for the master of a vessel to fail to comply with a direction made under paragraph (3) above.

The PLA has the power to breathalyse the master of any launch or boat and if they are over the legal limit they can be instructed to cease navigating.

4.4 Events

Port of London River Byelaws (1978)

Byelaw 10 - Boat races, regattas and processions

A person who promotes a boat race, regatta or procession shall give to a harbourmaster as much previous notice thereof as practicable (not being less than seven days' notice), and every person navigating a vessel in or in connection with such an event shall comply with the directions of a harbourmaster relating thereto.

Anyone wishing to hold an 'event' (use of the river for anything other than a regular outing, thus, including private matches) of any kind must advise the Harbourmaster at least seven days in advance.

The organiser will be required to provide:

1. proof of public liability insurance;
2. give an undertaking that a risk assessment has been performed;
3. that highlighted risk reduction measures will be in place;
4. and also indemnify the Port of London Authority against any costs or claims arising as a result of the event.

If the organiser would like an associated Notice to Mariners to be published, or if the Harbourmaster requires it, then at least three weeks notice is required. Any event that will involve more than 99 craft mandates a full river closure, which requires at least a month's notice.

4.5 Lights

ColReg Rule 20 - Application (Lights and Shapes)

20 (c) The lights prescribed by these rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

Lights are not only to displayed just for the hours between sunset and sunrise, they should also be used in restricted visibility such as fog, rain or snow.

Coach Boat Lights

ColReg Rule 23 - Power driven Vessels Underway (Lights and Shapes)

- 23 (a) A power driven vessel underway shall exhibit:
- (i) a masthead light forward;
 - (iii) sidelights: and
 - (iv) a sternlight.
- 23 (c) (i) A power driven vessel of less than 12 meters in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights.
- (c) (ii) a power driven vessel of less than 7 meters in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights.

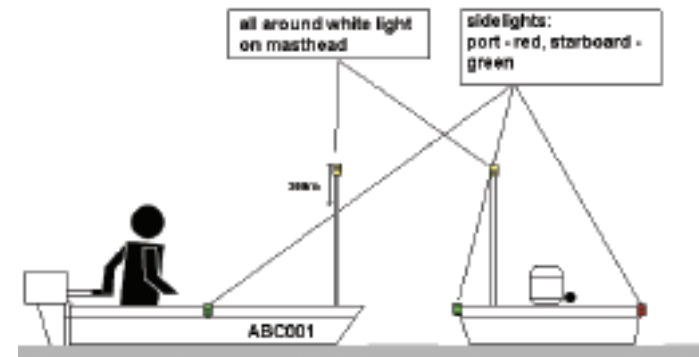
In practice this means that all coaching launches should follow the requirements of Rule 23(c) (i), as any vessel being used for coaching will have a maximum speed well in excess of seven knots.

Permanent Notices to Mariners (2005)

P13 - Lights to be Displayed by Vessels Under Oars and Coaching Boats

Power driven vessels used for coaching should, as a minimum, display an all-round white light and, if proceeding at more than 7 knots, port and starboard navigation lights.

It is recommended that the all-round white light is displayed from a masthead rather than the deck, as this not only guarantees 360° visibility but also distinguishes a power-driven vessel from a rowing boat. The masthead light must be at least 300mm higher than the top of the head of the master of the vessel.



Rowing Boat Lights

Permanent Notices to Mariners (2005)

P13 - Lights to be Displayed by Vessels Under Oars and Coaching Boats

Rowing and canoeing after sunset are inherently hazardous and it is vital that other vessels see those who take part in such activities.

Vessels under Oars

Persons in charge of vessels navigating under oars are reminded that compliance with Rule 25 of the ColRegs is mandatory on the Tidal Thames.

Therefore rowing vessels and canoes should, as a minimum, have at hand a torch or lantern capable of exhibiting a white light in sufficient time to prevent collision.

In practice, in areas where such vessels may be numerous, vessels under oars can only comply with the above requirement by displaying a continuous white light visible over an arc of 360° (an all-round white light). In certain vessels two lights, one forward and one aft, may be required to ensure visibility throughout 360°.

ColReg Rule 25 - Sailing vessels underway and vessel under oars

- (a) A sailing vessel underway shall exhibit:
- (i) Sidelights;
 - (ii) A sternlight
- (b) In a sailing vessel of less than 20 metres in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it may best be seen.
- (c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can be best seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.
- (d) (i) A sailing vessel of less than 7 metres in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

This means that all rowing boats should have a white light affixed to the boat by a secure permanent bracket or similar fixing in front of bow and behind the cox, visible from a minimum distance of 800m. It is recommended that lights designed specifically for rowing boats are used. An additional flashing white light can be used on the bow of the boat to indicate direction of travel, but only in conjunction with a fixed white light.

Note: A torch with a directed beam is not suitable. It is required to be a light that is visible throughout the whole of at least 180° for the requisite distance.

The application and enforcement of these regulations has the support of the Amateur Rowing Association.

4.6 Coaching Launch Regulations

Port of London River Byelaws (1978)

Byelaw 48 - Speed limits

- (1) The master of a power-driven vessel navigating in a part of the Thames to which this byelaw applies shall not cause or permit the vessel to exceed a speed of eight knots through or over the water:
- Provided that this byelaw shall not apply –
- (b) where –
- (i) the vessel (having for the purpose of this byelaw been approved by a harbourmaster as one which may exceed a speed of eight knots through the water) is engaged in escorting a rowing boat in training; or
 - (ii) the vessel is engaged in escorting a boat race or regatta; or
- (2) The parts of the Thames to which this byelaw applies are –
- (a) the Thames above Wandsworth Bridge;
 - (b) Deptford Creek;
 - (c) the River Lee or Bow Creek;
 - (d) Barking Creek
 - (e) Dartford Creek;
 - (f) the creeks to the north and west of Canvey Island and of the island known as Leigh Marsh or Two Tree Island, that is to say –
 - (i) Holehaven, Vange and Pitsea creeks north of line drawn from Holehaven Point on a bearing 270° reckoned clock wise from the true north point of the compass; and
 - (ii) Leigh Creek, Hadleigh Ray, Benfleet and East Haven Creeks west of a line drawn from Canvey Point on a bearing 000° reckoned as aforesaid to the Leigh-on-Sea shore; and
 - (g) Yantlet Creek.

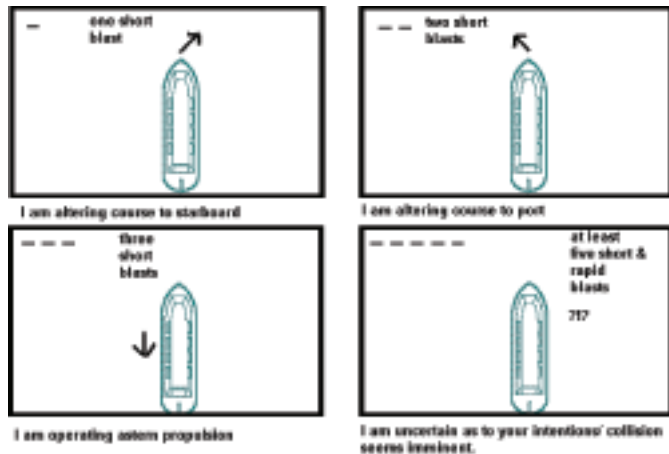
All club registered coaching launches carrying one or two people are automatically eligible for this speed exemption, provided that the launch is engaged in coaching a rowing boat in training or a boat race or regatta or similar associated activity. Any vessel carrying more than two people must pass the PLA's coaching launch wash test and be licensed so to do by the PLA.

This does not relieve all vessels on the Thames from their duty to ensure they do not cause wash that will create a hazard to navigation or to other users of the River. This is especially important past boat moorings where people are working or living on their vessels.

Manoeuvring and Warning Signals

ColReg Rule 34 - Manoeuvring and Warning Signals

- 34 (a) When vessels are in sight of one another, a power driven vessel under way, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following signals on her whistle: one short blast to mean "I am altering my course to starboard"; two short blasts to mean "I am altering my course to port"; three short blasts to mean "I am operating astern propulsion".
- (d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle.



ColReg Rule 34 - Manoeuvring and Warning Signals

- 34 (e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

Port of London River Byelaws (1978)

Byelaw 35 - Vessels turning about

A power-driven vessel intending to turn about in a fairway shall sound four short and rapid blasts and after a short interval shall, if turning to starboard, sound one further short blast or, if turning to port, sound two further short blasts. During the turn the signal shall be repeated from time to time to warn any approaching vessel.



Rowers must be aware of the meaning of the above sound signals. Power-driven vessels, especially the larger commercial (passenger) vessels are much more likely to use sound signals than they are to shout. Equally, emergency vessels such as the lifeboat and police will use their siren rather than shout.

