SECTION FIVE – THE INSHORE ZONE AT LOW WATER

Permanent Notices to Mariners (2005)
P28 Reduced Upriver Depths

Mariners are reminded that depths in the upper reaches of the tidal Thames are greatly affected over the low water period by the amount of land water flowing over Teddington Weir.

The area particularly affected lies between Kew Railway Bridge and Richmond half-tide lock.

Under low flow conditions water levels in the above area will remain at or less than chart datum between three hours before and one hour after the time of predicted low water at Richmond Lock. Low water levels of 0.5 metres below Chart Datum are to be expected.

During such periods of reduced depths, Masters of vessels navigating upriver of Putney should only do so with caution and should also make every effort to avoid impeding the passage of commercial vessels, which are highly constrained in their ability to manoeuvre in such conditions.

In order to assist passage planning upriver of Putney, London VTS broadcasts the height of tide at Richmond as part of the half-hourly broadcast on VHF Channel 14.

When there has been a period of low rainfall or an increase in the amount of water being extracted upstream of Teddington, the depth of water in the Inshore Zone can be considerably reduced, particularly upstream of Kew Road Bridge.

This warning is reiterated in the PLA tide tables.

Local Notices to Mariners

Notice to Mariners are issued to provide river users with navigational information and advice, including highlighting of new regulations (such as changes to "rowing rules", special events (such as Head races), temporary restrictions to navigation (bridge closures, low water levels) etc.

All Club Captains, Water Safety Advisers, coaches and members with steering responsibilities should sign up on the PLA website to receive automatically Notices to Mariners pertaining to their stretch of the river by email. The address is:
http://www.portoflondon.co.uk/notice2mariners/index.cfm/site/maritime

APPENDIX A – GENERAL DEFINITIONS

The definitions of specific words that are used in the ColRegs, Byelaws etc. can be found in those publications. The following definitions are words that are either specific to rowing or to the geography involved in this code.

Class V Passenger Vessel: vessels carrying more than 12 passengers that are engaged only on voyages in Category A, B or C waters.

Coaching Boats/Launches: Any approved vessel containing a coach accompanying a rowing boat in practice.

Crossing: The passage from one Inshore Zone to the other involving the crossing of a Navigation Channel, inclusive of the changing from one side of the Navigation Channel to another when changing direction to return from where the outing originally started.

Crossing Zone: Areas on the river in which Crossing is recommended.

Escorting Vessel(s): Any vessel, usually a coach, but sometimes an Umpire accompanying one or more rowing crews.

Inshore Zone: The Inshore Zone is the area between the river bank and the edge of the Navigation Channel.

"As close as is practicable": Is being sufficiently close to the shore that no other boat can "undertake" on the inside between the bank and the boat. Such a distance will vary with the state of the tide and may be as little as 1m at high tide close to a wall and as much as 20m at low tide where there are rocks, debris and bays between sand banks and other shoals jutting out into the river.

Navigation Channel: is the area marked on PLA charts.

Restricted Zone(s): Those areas as defined in the code of practice associated with bridges in which special rules apply.

Spinning: The process of alternately backing down and paddling on such as to effect a turn greater than 90 degrees, usually on the spot.

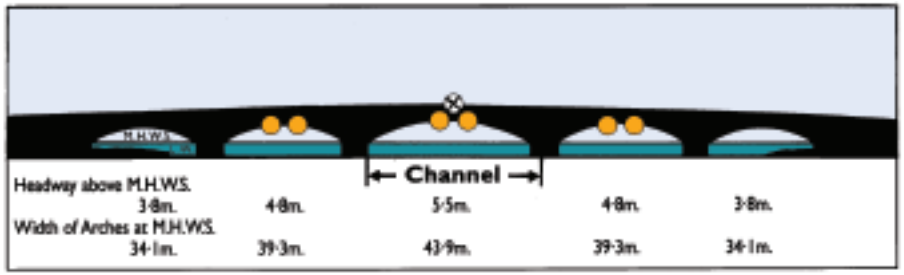
Stopping: Ceasing to row, often with the active process of holding the boat up by placing the blades in the water.

Vessel(s): means every description of vessel however propelled or moved and includes any thing constructed or used to carry persons or goods by water.

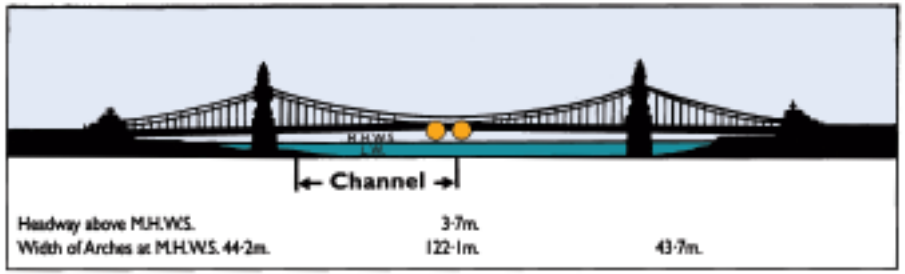
Note this PLA definition is slightly different from the ColReg definition.

PROCEEDING UPSTREAM

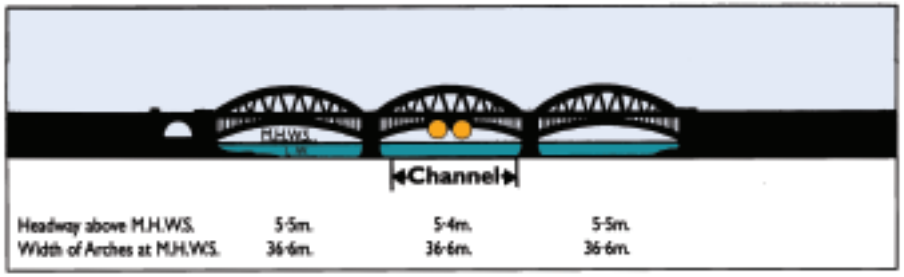
PUTNEY BRIDGE



HAMMERSMITH BRIDGE

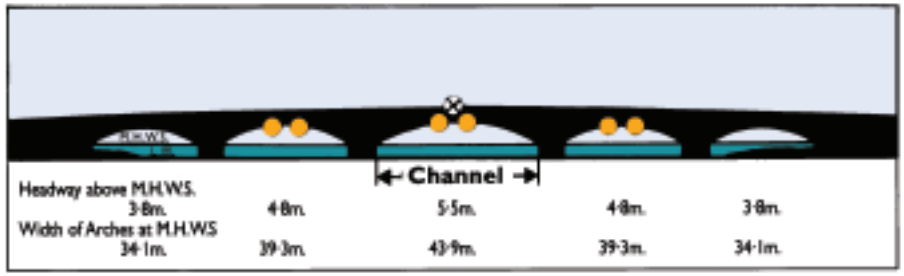


BARNES RAILWAY BRIDGE



PROCEEDING DOWNSTREAM

PUTNEY BRIDGE



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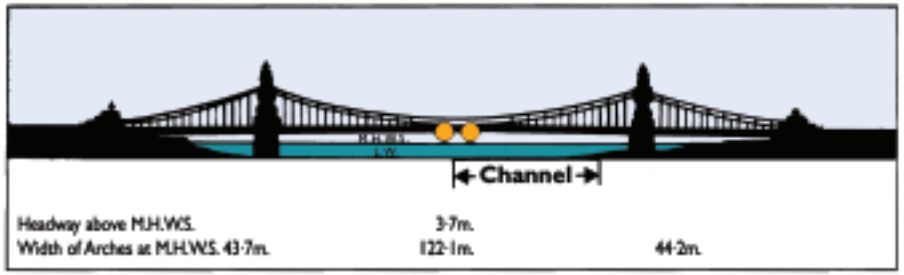
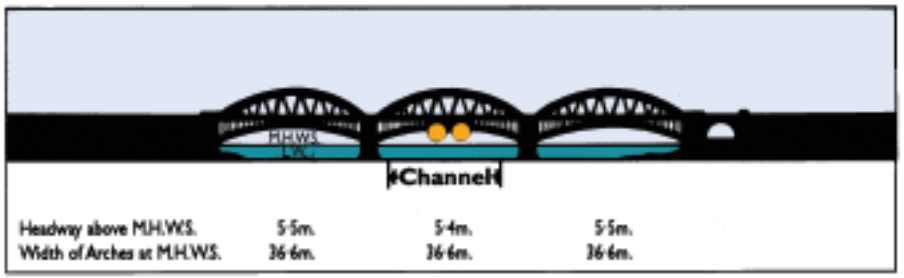
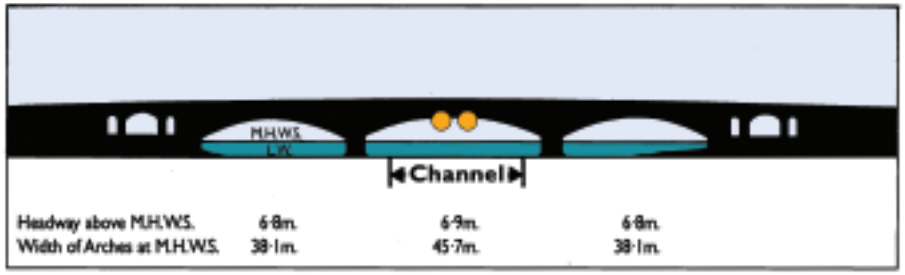


BARNES RAILWAY BRIDGE

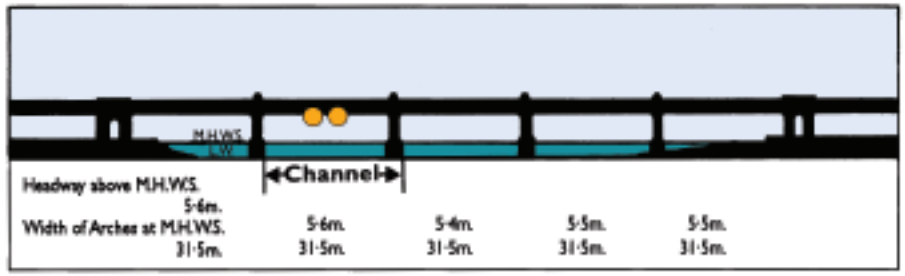


PROCEEDING UPSTREAM

CHISWICK BRIDGE



KEW RAILWAY BRIDGE



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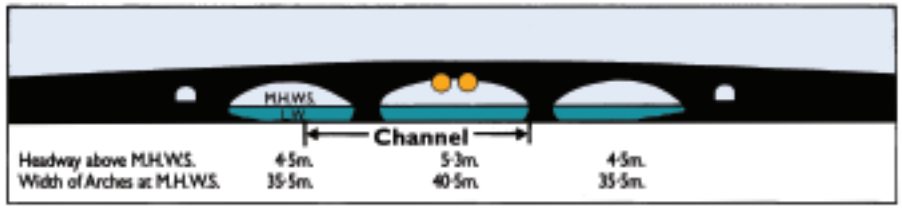

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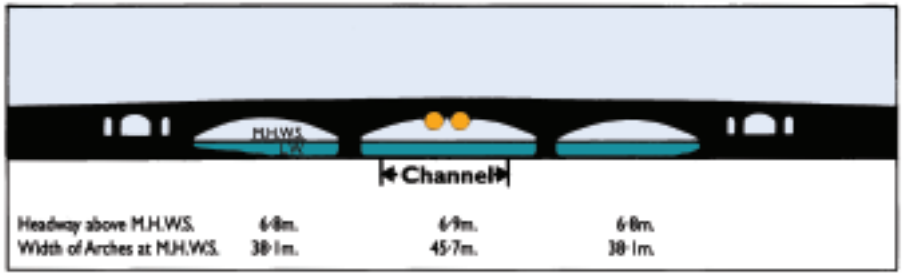

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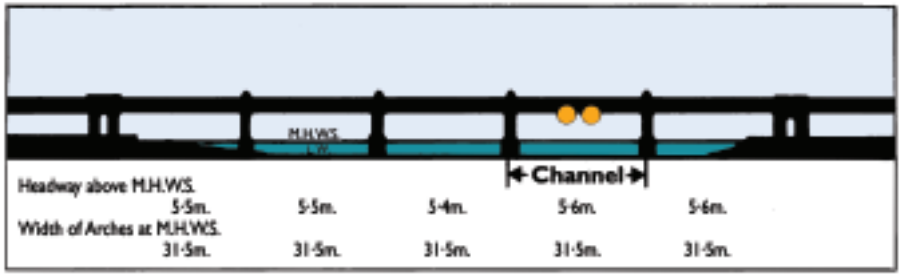

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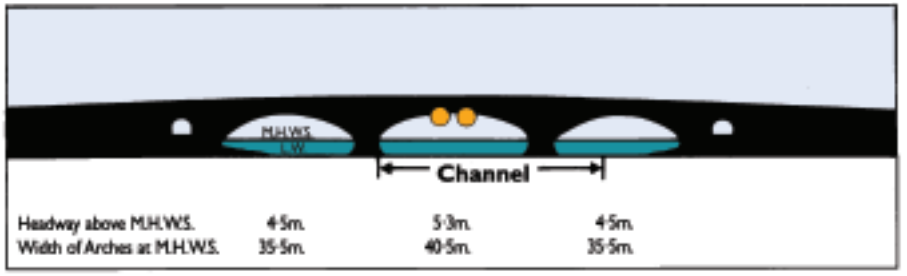
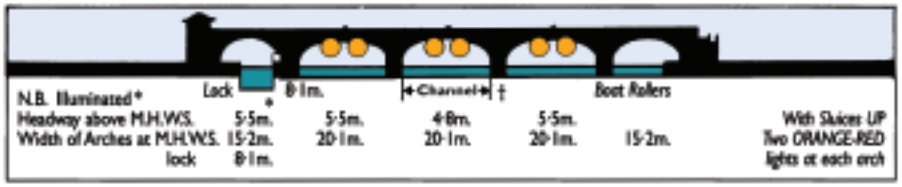


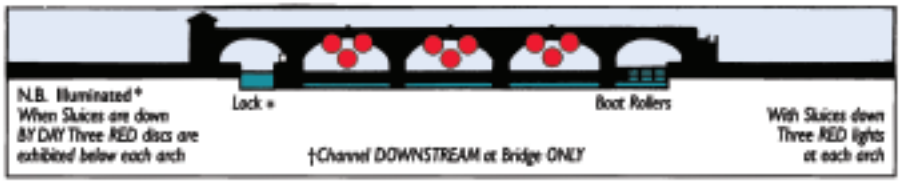
PROCEEDING UPSTREAM

RICHMOND FOOTBRIDGE, LOCK & WEIR

Sluice Gates Open



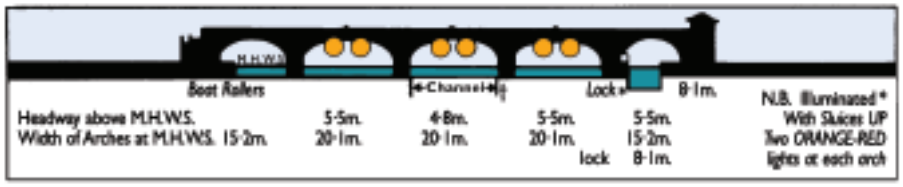
Sluice Gates Closed



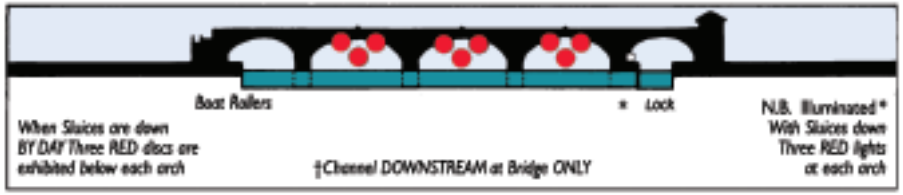
PROCEEDING DOWNSTREAM

RICHMOND FOOTBRIDGE, LOCK & WEIR

Sluice Gates Open



Sluice Gates Closed



APPENDIX C - PHYSICAL HAZARDS OF THE TIDEWAY

As well as other vessels the tideway also contains numerous physical hazards of which rowers must be aware, such as:

- bridges & piers;
- mooring buoys;
- floating debris (tree trunks, packing crates, wheelie bins etc.);
- shoals;
- sunken debris.

The following areas pose particular hazards and dangers to rowers.

Putney Bridge to Hammersmith Bridge

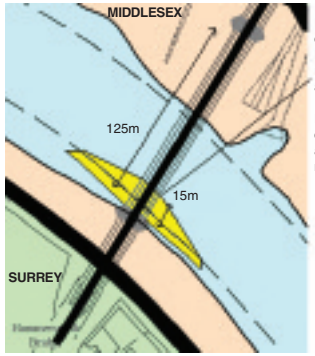
Crossing Point
100m upstream of Putney Bridge.
Hazards

- Steep walls on Middlesex side increase wash and make rescue very difficult.
- Putney Pier.
- Moored boats on Surrey side along the embankment ending with the Black Buoy.
- From Fulham Football Ground to just above Hammersmith Bridge at low water there are extensive flats.

Hammersmith Bridge to Chiswick Pier

Hazards

- Hammersmith Bridge.
  The Middlesex arch is impassable at most states of tide. Surrey arch impassable around low water. As a result a special channel has been designated for rowers proceeding against the tide on the Surrey side of the centre arch.



From the Surrey side of the centre arch a 15m wide Inshore Lane for the use of rowing boats navigating against the stream.

Rowers may only use this channel when the Surrey arch is impassable and must do so with caution.

- Surrey bank shelves gradually so at low water boats have to steer wide.
- Dove Pier and boats moored below it.
- Chiswick Pier and boats moored below it.

Chiswick Pier to The Stag Brewery

Crossing Point - Chiswick Steps Crossing – 100m upstream of Chiswick Pier.
Hazards

- Spurs of land and shoals at Small Profits at low water.
- Surrey arch of Barnes Bridge is difficult at low water.
- Storm water outfalls on Surrey above the "White Hart" and just above Barnes Bridge that can cause severe turbulence.

The Stag Brewery to Kew Rail Bridge

Crossing Point - Chiswick Bridge Crossing – opposite the "Ship" pub.
Hazards

- Chiswick Bridge.
- Entrance to Chiswick Quay Marina.
- Disused piles on Middlesex side just downstream of Kew Rail Bridge.

Kew Rail Bridge to Isleworth Ferry Gate

Hazards

- Kew Rail Bridge. Surrey arch impassable at low water.

- Current coming off downstream end of Oliver's Eyot pushing craft from Middlesex over towards Surrey.
- Narrow channel past Oliver's Eyot.
- Current pushing craft onto Kew Midstream Mooring.
- Approach to Kew Road Bridge is a blind corner.
- Kew Road Bridge. Surrey arch very difficult at low water.
- Pontoons with moored barges either side of Kew Road Bridge, on the Surrey bank.
- Class Vs using pontoons either side of Kew Road Bridge.
- River narrowing past Kew Road Bridge.
- Vessels coming out of Brentford Dock and Grand Union Canal.
- Shoal at entrance to Brentford Dock can cause grounding at Low water.
- PLA Driftwood moorings.

Isleworth Ferry Gate to Richmond Lock

Crossing Point - Syon Crossing – Syon Reach, opposite the Isleworth Ferry Gate.

Hazards

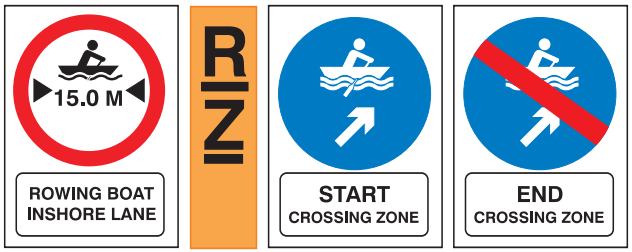
- Lack of Inshore Zone at low water.
- Turbulence from sewage outfalls on Isleworth Eyot.
- Current off the upstream end of Isleworth Eyot.
- Vertical banks on Middlesex side.

APPENDIX D - NEW SIGNS FOR THE TIDEWAY

Hazard Warnings

Prohibition Signs

Signs giving Direction



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