

TwRC Safety Notice

NIGHT ROWING

With the Draw Off complete and (hopefully) the river returning to a useable state, there will be increased evening outings, in the dark. So here is a reminder of the precautions you need to take for a night outing:-

1. You must always consider the safety of your own crew , and that of other river users. Consider whether the river conditions are compatible with the competence of your crew. We are experiencing very strong stream conditions at the moment due to the large volume of land water coming down from above Teddington. If there is any doubt, **DO NOT BOAT.**
2. If you agree it is safe to boat, ensure that the crew name, boat name and boating time and date are written up on the board in the centre bay. This is often the only indication we have that a boat has gone out. Equally importantly, erase this entry when you have returned safely. *(This is why it is important to list the boat name – if an entry is still up a long time after the boat went out we can check if it is actually back and the crew has forgotten to remove the entry – which is often the case).*
3. All boats must carry, fitted to the boat, a non-flashing WHITE light that can be seen through 360 degrees (all round). If this presents a problem then fit two lights (one at each end) to give the 360 degree cover. **NO RED LIGHTS. NO FLASHING LIGHTS.**
4. It is also advisable for all the crew to wear light coloured kit and for the bow and stroke to wear Hi-Viz vests. **Anything that can be done to highlight the presence of your boat on the water will contribute to your safety.**
5. All boats must leave a “hard shoulder” between themselves and the nearest bank, of approximately a boat & blades width, where it is safe to do so without encroaching the wrong side of the river. This “safe” area is there to be used by crews stationary for any length of time or in difficulty.
6. If stationary for any length of time it is imperative that the crew keeps a lookout for other boats approaching. **Do not assume a boat coming towards you has seen you.** Feel free to shout warnings to them – and keep these polite.
7. All unaccompanied coxless boats must NOT paddle at pressure around the bends above and below Eel Pie Island, and the bend below Glover’s Island. These are all blind bends.
8. For accompanied and coxed boats the coach/cox can spot whether it is safe to proceed at pressure around these bends and must be prepared to stop in a hurry if an obstruction arises.

If all crews adhere to these reasonable precautions I am confident we will not have any incidents that break people and equipment, something we can all do without.

If you have any queries or wish to add to this, please feel free to contact me.

Paul Davis
Water Safety Advisor

paul@lh-plc.co.uk