

United Hospitals Boat Club

United Hospital Bumps
24th & 25th May 2025

Event Safety Plan
V1

*Appendices 2, 6-11 form the documents to be supplied to each coxswain
Appendices 3,4/a/b/c,5-11 form the documents to be supplied to officials*

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Introduction

The UHBC Bumps races are held between between Syon Park Pavilion and Chiswick Bridge. This is a Private Match under British Rowing Rules historically sanctioned by the Region after consultation with the RWS adviser and the National Competition Chairman through the RWSA. Entry is restricted to the six boat clubs of the London medical schools, although there may be invitational crews from other local clubs at the discretion of UHBC.

The event will be held in accordance with the principles set out in *the Tideway Code* (TC) published by the PLA at <https://boatingonthethames.co.uk/the-tideway-code-boating-on-the-thames/>¹. It will also be held in accordance with the principles set out in the TRRC *Codes of Practice for Heads on the Tideway*.

The event marshalling area spans the Syon Crossing, which is the upriver limit of the provisions of the Tideway code (TC) in allowing oared boats to '**work the slacks**' in the Surrey In-Shore zone going upriver against the stream. Above the Syon crossing, the standard 'Col Regs'² apply which at rule 9A states that '**all vessels should navigate to the starboard side of any channel, so as to pass port-to-port**'.

The event will also be held in accordance with any British Rowing Guidelines for managing Covid-19 and any other national or local requirements which may be in force at the time of the event.

Description of the Bumps Races

All racing will be held between the Syon Park Pavilion (the Pink Lodge) and MAA boathouse³, on the ebb tide. The races are held in the period on the ebb tide when it is possible to stand on the shingle below the concrete wall at stakes H - 24 (at least 2.75 hours after high water). There are 2.5 lengths between each stake. Stake 1 is about 200 yds upriver from Brentford Lock on the Surrey side and stake 24 is at the upper end of the concrete wall on Surrey about 250 yds above the Syon crossing. The Syon crossing is located at approximately stake 17⁴. Boats are marshalled on the Surrey side with the bows pointing downriver with the blades held by each crew's shore party at their stake positions. The race start is simultaneous, with up to 22 eights being started together.

Crews must ensure that they proceed along the course in accordance with the TC. During the race the following local rules are advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>

The races will be held between the Syon Pavilion and Chiswick Bridge, with the tide in the navigational channel. The river will remain open at all times during the event. Competitors will break from the rowing code in the following manner:

The rowing crossing point at Syon will be moved to a temporary position off Brentford Lock

As and when it is safe to do so competitors may overtake in the restricted zones

As and when it is safe to do so competitors may follow the racing line

For marshalling and coxes' information please see appendices 2 and 3 and the maps at appendices 6-11.

Marshalling at the start – all oared boats

In order for there to be a safe one-way marshalling system during the start marshalling phase of each race the PLA have permitted a temporary move of the Syon crossing for oared boats to a point off Brentford Lock. Following a successful trial at the 2023 Bumps the event will adopt a system to reduce the time required for the temporary change in navigation for all oared boats to about 10-12 minutes duration for each race, with normal navigation for all oared boats at all other times.

The marshalling period for each race will have two distinct phases.

¹ See also the PLA publication <https://boatingonthethames.co.uk/basic-principles-upper-tideway/>

² The International Regulations for Preventing Collisions at Sea

³ The longest possible length of the course, between stake 25 and MAA, is approximately 3900m, although the head boat will travel over a much shorter course.

⁴ See picture at p82 in the *Tideway Code*

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In the first phase, all oared boats will follow the standard navigation pattern in accordance with TC from opposite Brentford Lock up to and including stake 17 (the Syon Crossing); so that oared boats will proceed upriver in the Surrey inshore zone. Competitors will land (bows pointing upriver) at their stake and the boats will be held into the shingle to allow other boats to pass. For competitors proceeding to stakes 18 and above, they will stay tight on the Surrey side above the upriver extent of the Syon Crossing and land at their stake.

When all competitors have arrived at their stake and it is safe to do so, the first klaxon will be sounded. The bow of each boat will float into the ebb stream with their sterns held by their shore party. No paddling is required during this process. The boats will passively float round so that the boat is pointed downriver and remains held by the shore party in the usual manner throughout the turn. This process of turning on the stake is routine and well-rehearsed.

For the duration of the second phase marshalling for each race (as defined as the time from the first klaxon until the last boat passes Brentford Lock) rule 9a of the Col Regs applies from Brentford Lock rather than the Syon Crossing and the permission to work the slacks in the Surrey In-Shore zone between Brentford Lock and Syon crossing is temporarily suspended. This is advertised directly to all relevant local clubs prior to the event, and the temporary crossing is marked by a board and a marshal.

External clubs are advised that in the gaps between races when there is no marshal present at Brentford (or that the first phase marshalling is in progress) the normal permission to work the slacks between Brentford Lock and Syon Crossing is reinstated.

The object of the race is to be the head crew at the end of the last race. Lesser order crews may win their blades if they bump up each day. A bump is where the boat, blade or person in the chasing crew touches the boat, blade or person of the leading crew; or bows of the chasing boat pass the bows of the leading boat⁵. Coxswains are encouraged to concede when the bump is inevitable but before physical contact actually occurs. Once the bump occurs, both boats drop out of the race by moving out of the racing line towards the Surrey side when it is safe to do so. If the crew is not involved in a bump then it must 'row over' to the finish of the course. The finish of the race is when the stern post of the boat crosses the finish line either at ULBH (for ladies' crews) or at MAA (for men's crews).

Process for cancellation due to inclement weather

The Meteorological office forecast will be reviewed by the Chief Umpire. Officials will report water conditions to the Chief Umpire, who will review the local conditions before boating begins and will cancel the event if deemed necessary. This decision will be communicated to the Captains of all competing Clubs in person and by mobile telephone before the time of the first marshals meeting on each day. It should be noted that competing coxes will be familiar with the stretch of the tideway over which the races are held.

The Chief Umpire will perform a dynamic risk assessment of local conditions on the course during the event, and may postpone or cancel the racing at any time.

Rules applying to the event

The rules applying to the event are set out in the Coxswains' Notes (appendix 2). The event will be held under British Rowing rules of racing in as far as they are applicable.

Medical & first aid

All competing crews are boating from their 'home' boathouse with the exception of ICSM, and so will have the use of their own first aid equipment. The event's primary first aid post will be at the University of London Boathouse. Competing clubs are reminded of the British Rowing requirements regarding their launch safety equipment as set out in 'Row Safe'.

⁵ i.e. a 'technical' bump.

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Medical emergencies should be referred to the senior medical officer, who may delegate to other medical practitioners as appropriate.

If hospital treatment of a competitor is required then the primary and secondary sites for evacuation by ambulance or helicopter are shown in the table. The default location for evacuation is ULBH postcode W4 3TU). In any emergency race control will co-ordinate the evacuation and liaise with the senior medical officer or deputy as appropriate.

If there is an on-water emergency which is likely to overwhelm the event safety response capability then a 999 call to COASTGUARD should be made as soon as possible. This will be likely to activate an RNLI response from Chiswick Pier House.

If there is a report of significant injury race control should co-ordinate the communication with LAS via 999 where at all ensuring that clear details are given of the nature of the emergency and location (including postcode). It is important to call for an ambulance as soon as the problem is identified given the likely response time.

Careful consideration should be given to the process of evacuation of the casualty and in particular the leadership of the responding team. It is important for there to be a clearly identified leader in the case of significant injury especially following the initial recovery from the water to ULBH or the secondary site – there are likely to be a number of medically qualified bystanders in attendance who can assist but the response requires good leadership.

An automated external defibrillator is available following LAS release at ULBH. However the focus in the unlikely event of a cardiac arrest must be on the provision of good quality basic life support.

See maps in **appendix 4** for the main road and air access points. Marshals will have specific responsibilities in co-ordinating emergency ambulance evacuation in their locations.

Those with minor injuries (less than long bone fractures) will be directed towards Charing Cross A&E, although the West Middlesex A&E remains a possibility if necessary.

It is the responsibility of each club captain to ensure that all competitors are competent swimmers, and if not are required to wear appropriate safety/flotation devices.

Facilities for medical aid and evacuation			
First aid	Serious injury	Evacuation – Call safety launch first	
UL Boathouse (Tideway Scullers SC Boathouse for KCL/GKT)	Call ambulance via 999 (co-ordinated through race control at ULBH). Ensure correct postcode is given to the operator. An appropriate What 3 Words reference is given for each location (usually based on the main road access point)	By road	By air (the decision on access will be taken by the emergency services)
		1. <i>Primary</i> - ULBH – 89 Hartington Rd, W4 3TU ///cooks.clever.leaps	<i>Primary:</i> ULBH 89 Hartington Rd, W4 3TU (need to clear tarmac to enable helicopter to land)
		1. Tideway Scullers SC – Dukes Meadows, W4 2SH ///Cherry.pipes.solid	2.Univ. Westminster playing fields, Hartington Rd W4 3UJ (access from river via Quintin) ///season.liver.cool
		2. Kew Gardens Car Park (Ferry Lane, <i>off Kew Green</i> TW9 3AH) ///shuts.worth.hands	3. Syon Park TW8 8JF (consider how to access from river)

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		4. Slipway adjacent to the <i>London Apprentice</i> , 62 Church St, TW7 6BG (south of West Middx Hosp.) ///sank.spill.become	
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Start & Finish

The marshalling map of the start area is included as Appendix 6, and the position of marshals at the race start is included as Appendix 7.

Race marshals/monitors/umpires

There are waterborne marshals and umpires who have defined areas to patrol and land-based marshals, again with defined areas as shown in appendices 7 and 8. Further marshalling details can be found in the officials' notes (appendix 3).

Instructions to officials and competitors

See Competitors' instructions (appendices 2, 6-11), also available on the United Hospitals BC website. A coxswains' meeting will be held prior to the first race. Coxes are reminded that as the river is not closed, the event will be held in accordance with the principles set out in the TC as varied by local rules are advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>. In particular:

The races will be held between the Syon Pavilion and Chiswick Bridge, with the tide in the navigational channel. The river will remain open at all times during the event. Competitors will break from the rowing code in the following manner:

The rowing crossing point at Syon will be moved to a temporary position off Brentford Lock

As and when it is safe to do so competitors may overtake in the restricted zones

As and when it is safe to do so competitors may follow the racing line

See Officials' instructions (appendix 3). A briefing meeting is held before the event, led by the Chief Umpire. Officials are given an information pack that includes (as appropriate) appendices 3, 4a/b/c, 6-11.

The bow ball, heel release mechanisms, rudder lines, fin, general seaworthiness of boats and adequacy of coxes' buoyancy aids may be checked by an official before boating is allowed. Boats must have BR-compliant identification. The boat checking form is at Appendix 7.

Emergency vehicle access

Emergency services can gain access to competitors by road and air at several points as described under *Medical and First Aid*, appendix 4. The addresses of the primary and secondary first aid posts and evacuation points are included in the list of contacts given to each official. The instructions given to officials regarding the action they should take in the event of an incident on water or on land are included as appendices 4a&b.

Accident & Emergency Action plan

See appendices 4 a/b. The response will be co-ordinated by race control.

UHBC Health & Safety Policy

The club health and safety policy is reviewed annually. This is referenced at http://www.uhboatclub.co.uk/united_hospitals_bc_club_risk_assessment_37.html

UHBC Vulnerable Adults Policy

UHBC complies with the British Rowing Safeguarding and Protecting Vulnerable Adults Policy, available at <https://www.britishrowing.org/wp-content/uploads/2015/09/VAPolicyOctober2010.pdf> |

UHBC will designate a welfare adviser for the event.

Appendix 1A: Risk assessment

This assessment is designed to cover foreseeable risks in the conduct of the UH Bumps. This event is usually held in the middle of the Summer term. Boating for this event occurs mainly from University of London boathouse (ULBH), but one club boats from Tideway Scullers School boathouse (TSSBH). Invitational clubs may boat from ULBH or elsewhere. Racing will be on the ebb tide.

The event will be held in accordance with the principles set out in the Tideway Code (TC) published by the PLA at <https://boatingonthames.co.uk/the-tideway-code-boating-on-the-thames/>. It will also be held in accordance with the principles set out in the TRRC code of practice for Tideway head races. The PLA publishes information about the event in the PLA events calendar⁶ and this refers to crews taking the racing line when appropriate and to permit overtaking within the Kew restricted zones (where safe).

Crews will proceed to the marshalling area following the Tideway Code until reaching their marshalling position. The marshalling area is shown at appendix 6, and is between Kew Gardens and Syon Park.

Following a successful trial in 2023, the marshalling period will have two distinct phases. In the first phase, all oared boats will continue to comply with TC at all times. In the second phase, boats will turn simultaneously into the ebb stream but will be held by their shore party throughout. At this point, there is a temporary change in the navigation of all oared boats against the ebb stream between opposite Brentford Lock and the Syon Crossing, with a temporary crossing at Brentford Lock rather than Syon Crossing. Col Regs will apply in the marshalling area throughout this phase.

The race will be held in several divisions, from approximately Syon crossing and finishing at the MAA Boathouse. Distance approximately 3200 yards.

There will be officials placed along the course to maintain a constant line of sight of the course. There will be officials placed on the western end of both restricted zones at Kew to monitor the progress of powered vessels against the stream and assess the need for 'line astern' navigation through the Kew area.

Event history

1991 – Collision involving an VIII from the Royal Free; severe injury to one crew member leading to helicopter evacuation and emergency thoracotomy. This accident occurred due to lack of organisation of boat flow in the marshalling area. Subsequent to this, the current chief umpire has largely been responsible for instituting the current marshalling system, reinforced by the PLA (Notice to Mariners).

1992 – 1996: no serious accidents but no accurate records;

(1997 – date: these races have been supervised by the current chief umpire.)

1997: no accidents;

1998: collision between two Vllls in the marshalling area – failure of cox to keep adequate lookout – no injury;

1999: no accidents;

2000: near miss where VIII from another club ignored clear warnings and proceeded to cross the river against advice at about 30 seconds before the start;

2001: no accidents;

2002: no accidents;

2003: VIII steered into the PLA moorings as a result of bump; superficial injury to thorax in bow oarswoman; initially appeared more sinister and therefore evacuated by LAS from ULBH. Minor injury only. Need to highlight that losing cox must instruct his crew to pull away from bumps promptly particularly where river narrowed by obstruction or natural feature (PLA moorings, Brentford Ait, Oliver's Eyot)

2004: near miss where cox steered boat in front of oncoming motor vessel (slow moving); to highlight need not to cross in front of any motor boat at 2005 coxswains' meeting.

⁶ <http://www.pla.co.uk/Events/Annual-Events-Calendar> - see 'description'

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2005: Incident UH05-1; Coxswain sustained back injury (blunt musculo-skeletal) as a result of failing to acknowledge an inevitable bump; need to acknowledge early and avoid any physical contact to be stressed at 2006 races. Ongoing need to ensure adequacy of bowballs. Incident UH05-02; ladies' crews drifted too far onto the Surrey side when stationary just after the finish. Need to ensure finish marshalling clearly identified to coxes in 2006 races, ensure launch 6 on correct station to ensure adherence to rules.

2006: no accidents - incident UH06-1 - marshalling launch overturned doing tight circle in shallow water - no injury and all equipment retrieved safely.

2007: Incident UH07-3 – BL1 staker hit in the back by a backstay of the following RUMS boat. Going into the water further than the waist will be discouraged. UH07-2 – Bow section of boat damaged following an early bump. Emphasis made on aiming for an off-centre target on the boat ahead. Incident UH07-4 – Near miss when crew went across the course of the pleasure cruiser. It has been made clear that this wasn't appropriate and is potentially very dangerous.

2008: Incident UH08-3 – GKT staker hit by blade, minor injury.

2009: No incidents.

2010: Incident between RVC VIII and MV Henley during marshalling. A RVC VIII proceeded upriver in the Surrey inshore zone up to Kew Pier on the Surrey side of MV Henley. The boat stopped, and then the cox believed that the master of MV Henley had indicated by a hand gesture that the RVC VIII should proceed through the gap between MV Henley and the pier. As the RVC VIII pulled into the gap, the stream pushed the RVC VIII against the hull of MV Henley such that the blade tips scraped against MV Henley. The RVC VIII managed to pull away and there was no damage to either boat. British Rowing Incident Report ID 5309. In the coxes briefing in future it will be advised that coxes should not attempt to manoeuvre between class V vessels and Kew Pier under any circumstances, coxes should WAIT and proceed around the class V vessel on the fairway side, and anticipate that this manoeuvre may well pull the oared boat well into the stream. In order to reduce the impact of this pull round, coxes need to start the overtaking manoeuvre well in advance of the pier (i.e. they need to stop well downstream of it). In the marshals meeting it will be made clear that waterborne marshal 6 need to maintain vigilance and give explicit instructions to stop crews well in advance of the pier.

2011: No incidents

2012: No incidents

2013: No incidents

2014: Incident following racing where a rower struck his hand on the side of the boat and had a piercing injury to the palm from one of the bolts on the rigger. Safety launch got rower back to shore for first aid treatment. He made his way to hospital and there was no need for follow-up.

2015: Concerns regarding apparent late concession of bump between first two boats in Ladies' division just after Kew Road Bridge and some minor boat damage. Need for early concession highlighted in instructions – emphasis on 'two canvas' rule – a bump is inevitable if there is overlap of more than a canvas through the stroke cycle and there is less than a canvas width between the two boats.

2016: No incidents

2017: No incidents

2018: No incidents

2019: No incidents (note low flow conditions)

2020: No race (coronavirus pandemic)

2021: No incidents (single day of racing due to impact of coronavirus pandemic).

2022: Near miss with a single sculler proceeding downriver on the Surrey inshore zone side of the Lots Ait Buoy with two competing eights coming upriver in the ISZ. Standard navigation in accordance with the TC applies below the Lots Ait Buoy. The sculler was not in the correct position (TC) for the ebb stream, although the sculler's navigation may have been influenced by the presence of crews on the Middlesex side above Brentford. This highlights the need for adequate officials in the Brentford area once UH crews appear in the vicinity (which was present).

2023: No incidents (note trial of revised marshalling arrangements).

2024: No incidents (revised marshalling arrangements in place)

Key risks and mitigation process

The following table outlines the key risks:

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Key risk (reference)	Measured variable	Risk level	Risk rating	Mitigation	Responsibility
Increased fluvial flow (8)	PLA fluvial flow flag	Black flag	Black	Consider impact of delay in establishing ebb stream and early change to flood	CORC (CU)
		Green flag	Green	Nil	Nil
		Yellow flag	Amber	Consider: 1. exclusion of novice crews 2. change in time of racing if possible to later in ebb or after low water	CORC (CU) (aim for decision > 24 hours prior to race time)
		Red flag	Red	1. Cancel or defer race to another date 2. Consider change in time of marshalling and racing if possible to follow low water; only senior and intermediate crews	CORC (CU) (aim for decision > 24 hours prior to race time)
High wind speeds (9)	Forecasted wind direction and speed	Forecast Mean < 15mph or Gusts < 25mph	Green	Course inspection by CU prior to race	CU
		Forecast Mean 16-20mph or Gusts 25-35mph (especially easterly at Brentford Lock or southerly alongside Isleworth Ait)	Amber	Decision may need to be made on race day following high water and may need to be based on course inspection and review of actual wind speeds Consider: 1. Cancel or defer race to another date 2. Shortening of course to finish at ULBH (if strong SE gusts) 3. Shortening of course to start alongside Brentford Ait (if strong easterly gusts) 4. Combination of the above (see appendix 11)	CORC (CU) (decision may need to be made on race day)
		Forecast Mean > 20mph or Gusts > 35mph	Red	Decision may need to be made on race day following high water and may need to be based on course inspection and review of actual wind direction and speeds (note that forecast may > actual gust speeds) Consider: 1. Cancel or defer race to another date	CORC (CU) (decision may need to be made on race day)

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				2. Other options shown in 'amber' risk rating but only if actual gust speed appears < 35mph and stable direction	
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Table of risks and control measures

Risk Assessment Matrix (Row Safe 2008 v1 section 1.2)

Likelihood of harm	Most likely severity of harm		
	Slight harm	Moderate harm	Extreme harm
Very unlikely	Very low risk 1	Low risk 2	Low risk 3
Unlikely	Low risk 4	Medium risk 5	Medium risk 6
Likely	Medium risk 7	Medium risk 8	High risk 9
Very likely	Medium risk 10	High risk 11	Very high risk 12

Prepared by JM March 2025

	Risk	Issues	Probability of accident	Likely severity	Risk estimation	Control measures
1	Risk of collision with other oared boat, powered vessel or fixed obstruction	<p>Novice and inexperienced coxes. Coxswains fail to attend coxswains' pre-race meeting Lack of adherence to marshalling instructions</p> <p>Risk of meeting powered vessels coming upriver during race (river not closed); especially in Kew restricted zones.</p>	Likely	Slight Harm	Medium 7	<p>i. Annual assessment of all coxes boating from ULBH by ULBH safety advisor (similar process at other boathouses)</p> <p>ii. Emphasis on responsibilities of individual club captains at UH committee meeting and elsewhere to ensure compliance with marshalling instructions and attendance at coxswains' meeting.</p> <p>iii. Coxswains' meeting – emphasise the need to adhere to the TC and the specific variations agreed with the PLA (relating to following the navigation line and navigation through the Kew RZ's if and when it is safe to do so)</p> <p>iv. Emphasise need at briefing for officials' launches to be in designated position throughout marshalling and race.</p> <p>v. Race officials monitor powered vessel activity (in conjunction with downriver 'spotter', specific role for officials 5 and 6 to monitor Kew RZs and provide instruction to competitors during race. Event needs to ensure that</p>

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						there is appropriate tasking for these roles. vi. Sanction on crews for significant contravention of TC via standard BR/PLA reporting process.
2	Radio communication failure	Immersion of handset/ severe rain Handset battery failure Handset failure. Length of course.	Unlikely	Slightly harmful	Low 4	i. Use of recognised supplier for radio system ii. Move to 4G operating system to Improve reliability iii. Mobile phones as back-up; iv. Consider suspension of event in case of total radio system failure
3	Use of inexperienced race officials	Use of relatively junior personnel (student based) Limited availability of licenced umpires	Likely	Slight harm	Medium 7	i. Invitation of other licenced umpires by CU ii. Role allocation by CU (high risk area – Kew RZs) iii. Briefing by chief umpire iv. Overall control by chief umpire waterborne in start area v. Adherence to radio code
4	Launch engine failure	Borrowed launches; Engine failure during event; but other launches in action; Launch failure prior to event, with no available spare	Likely	Slight Harm	Medium 7	i. The event will not commence without sufficient fully functioning launches. ii. If a launch failure occurs during the event, then control will take immediate steps to identify a reserve launch. If one is not available, then the control/CU will review whether suspension of racing is appropriate. It may be possible to transfer several race monitors to the single. iii. Launch drivers need to be aware of the risk of grounding up river towards Syon.
5	Inadequate launch safety equipment	Borrowed equipment (responsibility rests with the individual club captains)	Unlikely	Moderate Harm	Medium 5	i. UHBC will not allow the event to start without fully equipped launches ii. If a reserve launch is brought into action then control to check launch. iii. UHBC identifies responsibility of individual club captains at UHBC committee meetings and elsewhere to provide equipment in line with British Rowing 'Row safe'.
6	Immersion in the Tideway	Risk of immersion, hypothermia and drowning.	Unlikely	Moderate harm	Medium 5	i. All private matches based at ULBH will have appropriate rescue boat provision from recognised provider. ii. The event cannot commence without adequate safety boat cover. iii. Back up via RNLI if needed. iv. All coxes will wear buoyancy aids/lifejackets in line with BR Row safe v. Rowers will need to satisfy individual clubs regarding competence to swim; if not competent then they must wear an appropriate buoyancy aid or lifejacket.

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						vi. If rowers are competent to swim then they will not wear specific buoyancy aids in line with national standards for rowing as set out in BR Row Safe
7	Medical evacuation	Evacuation route via ULBH (primary) Use of LAS ambulance.	Unlikely	Extreme Harm	Medium 6	<ul style="list-style-type: none"> i. A number of officials and competitors will have BLS (or higher) given the nature of this event ii. Emphasis in pre-race briefing on need for effective team leadership for medical emergencies iii. Designated primary evacuation route via ULBH adjacent to race control.
8	Fast ebb stream conditions (high fluvial flow)	Monitor using PLA 'flag' system	Likely	Moderate harm	Medium 8	<ul style="list-style-type: none"> i. CU and organising committee to review ebb flow rates over previous few days, and aim for early notification (>24 hours) to competitors about changes to the planned events. ii. If 'red' flag then event will not proceed iii. If 'yellow' flag then sufficiently experienced crews may boat on the ebb and the CU and organising committee may sanction senior crews to race in this period provided that there is a direct assessment of conditions immediately prior to such racing. It may be possible for the CU and organising committee to sanction intermediate and novice eights to race if there has been a direct assessment of conditions immediately prior to such racing.
9	Poor weather conditions	High wind speeds Heavy rain Limited visibility Fog	Likely	Extreme harm	High risk 9	<ul style="list-style-type: none"> i. CU and organising committee to review weather forecasts over previous few days and aim for early notification (>24 hours) to competitors about adverse weather conditions. ii. If gusts are forecast >35mph in a direction parallel to the river and against the stream then there is a high likelihood of unrowable conditions especially near high water (e.g. at Brentford on the ebb with a north easterly wind). iii. However the Mortlake reach is relatively sheltered from the prevailing southwest wind direction and it may not be possible to accurately predict the impact of high wind speed on the water conditions until the time of the event. iv. If there is doubt then the organising committee will instruct a delay in boating from ULBH and TSSC until there has been a course inspection by the CU. v. The CU and organising committee may determine that it is possible to

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						<p>achieve safe racing conditions by curtailing the course (finishing at ULBC)</p> <p>vi. Heavy rain or other climatic conditions may temporarily reduce visibility and the CU will monitor the situations during the event.</p> <p>vii. If the visibility is reduced such that the railway bridge cannot be seen clearly across the width of the river from the balcony of ULBH then the event should be suspended.</p>
10	Navigation of powered vessels in regatta area	<p>Navigation of other vessels must not be impeded</p> <p>Main issue with navigation upriver especially in Kew area</p> <p>Adequate look-out by coxes, marshals, umpires</p>	Very likely	Moderate harm	High risk 11	<p>i. Event timing late in the ebb tide which tends to reduce potential for conflict with other river users</p> <p>ii. Event advertised on PLA event calendar</p> <p>iii. Effective use of bank marshal (spotter) downriver of race finish to advise of oncoming vessels; to liaise with start.</p> <p>iv. Starter will not start the race if there is significant risk of conflict in the Kew area.</p> <p>v. Experience of race starter/officials in assessing impact of several powered boat movements at the same time</p> <p>vi. Use of experienced race officials who will direct competitors appropriately</p>
11	Watermanship of competitors and other oared boats proceeding to marshalling area	<ul style="list-style-type: none"> • Failure of cox to keep adequate look-out. • Failure to adhere to PLA byelaws & TC • Revised crossing arrangements at Brentford Lock (for all oared boats)⁷ • Depth of water behind PLA moorings at Brentford & position of wooden post. 	Likely	Moderate harm	Medium 8	<p>i. See 1 above;</p> <p>ii. Supervision by officials of TC rules in inshore zone</p> <p>iii. Officials to be on station promptly and monitor crossing points. Launch 4 to control revised Brentford crossing point, launch 7 opposite UL.</p> <p>iv. Pre-race information to coxes, only experienced coxes permitted to race; emphasise care to be taken when proceeding to the marshalling zone to avoid other crews proceeding in the opposite direction on the flood (especially at the crossing points (upstream of ULBH and at revised Brentford crossing).</p> <p>v. Port-hand buoys helps control risk by identifying correct navigation channel.</p> <p>vi. Provision of crossing indication at the revised Brentford crossing point during second phase of marshalling (UHBC tin fish with</p>

⁷ Local rules are advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>

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						<p>sign anchored to riverbed) – emphasis on crews proceeding around the crossing sign on Surrey and then taking the crossing rather than crossing before the sign.</p> <p>vii. PLA mooring supervision by launch 2 (wooden post);</p> <p>viii. Pre-race information to coxes about wooden post;</p> <p>ix. PLA notice to mariners;</p> <p>x. UHBC written/e-mail notification to other local clubs;</p> <p>xi. Warning to those deliberately ignoring instructions that report will be made to PLA/TRRC/own club</p>
12	Supervision of marshalling areas	<ul style="list-style-type: none"> • Failure to adhere to temporary navigation rules set out in PLA calendar • Crews rowing at firm pressure in congested area • Too many boats in marshalling area between crossing and PLA moorings • Navigation behind PLA moorings (note wooden post) 	Likely	Slight harm	Medium 7	<ul style="list-style-type: none"> • 3 launches in marshalling area; • Pre-race instruction to coxes; • Risk of collision reduced by implementation of revised marshalling arrangements (2023/4) with normal navigation until the end of phase 1 and reduced number of competitors above marshalling area. • Launch 2 to check depth for navigation behind PLA moorings if necessary and assess impact of wooden post (sufficient room between post and mooring for an VIII); • No firm pressure / racing starts in marshalling area; • Launch 4 to hold crews below crossing if excess congestion.
13	Turning of competitors onto the stream (traditional marshalling pattern) Unsafe river conditions immediately prior to race	<ul style="list-style-type: none"> • Novice coxes • Failure of cox to keep adequate look-out • Failure of cox to get boat into correct in-shore area as a result of the turn • Failure of marshalling launch to supervise turning • Unobserved obstruction on course 	Likely	Slight harm	Low risk 2 (updated 2024)	<p>i. This risk is significantly reduced by revised marshalling arrangements 2023 onwards, with normal navigation in accordance with TC and effectively no free turning at the start.</p> <p>ii. Adequate supervision by marshalling launches 1 & 2;</p> <p>iii. Pre-race information to coxes;</p> <p>iv. Club captains to ensure proficiency of novice coxes</p> <p>v. Adequacy of experience of race officials;</p> <p>vi. Area under direct supervision of CU during racing periods</p>

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		<ul style="list-style-type: none"> • Motor vessel against stream on course (especially at Kew RZ) • Non-compliant external crew 				
14	Landing at the start (traditional marshalling pattern)	<ul style="list-style-type: none"> • Landing with the stream • Coxes miss their stake and fail to land properly 	Very likely	Slight harm	Low risk 2 (updated 2024)	<ul style="list-style-type: none"> • This risk is significantly reduced by revised marshalling arrangements 2023 onwards, with normal navigation in accordance with TC and effectively no landing with the stream at the start. • pre-race information to coxes • Encourage coxes to practice passive turning at the stake • Launches 1 & 2 to supervise turning
15	Problem in start sequence	<ul style="list-style-type: none"> • Class V or other motor vessel coming upriver on course • Class V vessel moving off Kew Pier unexpectedly • Delay whilst waiting for powered vessels coming upriver • Non-compliant external crew 	Unlikely	Moderate harm	Medium 5	<ul style="list-style-type: none"> • Chief umpire in charge of start sequence; • wait or abort start up to last few seconds if necessary if powered vessel/pleasure cruiser or non-compliant external crew moving upriver on course; • Chief umpire to visually check whole of marshalling area and radio check prior to starting sequence;
16	Injury to stakers	<ul style="list-style-type: none"> • From blades of own boat or next boat • Inattention just after start • May go too deep into water 	Unlikely	Moderate harm	Medium 5	<ul style="list-style-type: none"> • Stakers to go no further in than waist height; emphasis at coxes and marshals meetings. Note no incidents since 2011. • Stakers must stand back and keep a good lookout.
17	Race start and course	<ul style="list-style-type: none"> • Coxes' attention drawn away from proper watermanship • Failure to keep adequate look-out • Failure to adhere promptly to TC • Conflict with motor vessels • Difficulty in communication between 	Likely	Moderate harm	Medium 8	<ul style="list-style-type: none"> • Pre-race information to coxes; • Ensure all coxes have key minimum competencies as assessed by club captains; specific requirement on all club captains to disclose problems with competency at previous UHBC committee meeting • CU will delay race start to avoid possible conflict in Kew RZs with oncoming powered vessels • Launch 4 to monitor activity at Team Keane boating area and advise crews as needed

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		<p>marshals and coxes</p> <ul style="list-style-type: none"> • Potential impact of Brentford RC boating area on Middlesex side adjacent to Brentford Lock - possibility of conflict with Brentford crews crossing without an adequate lookout. 				<ul style="list-style-type: none"> • Launch 8 to provide initial escort powered vessels upriver • Launches equipped with adequate megaphone and flags.
18	Navigation in Kew Restricted Zone	<ul style="list-style-type: none"> • Variation of standard rules set out in TC by local rules are advertised by the PLA at http://www.pla.co.uk/Events/Annual-Events-Calendar • – failure of coxes to adhere to changed rules • Potential narrowing of channel in RZ's by oncoming powered vessels 	Likely	Slight harm	Medium 7	<ul style="list-style-type: none"> • Overtaking in Kew RZs only when safe (coxes' meeting) • Umpires 5 & 6 (led by U5) have power to enforce 'line astern' racing if conditions not safe (e.g. oncoming powered vessel) • Launch 8 to provide initial escort of powered vessel upriver
19	Bumping	<ul style="list-style-type: none"> • Physical contact possible • Possibility of personal injury - Inadequate bowball and/or foot restraints • Despondency in losing crew; failure to keep an adequate lookout; • Difficulty where channel narrowed (PLA moorings, 	Likely	Slight harm (based on UHBC experience; although possibility of equipment damage)	Medium 7	<ul style="list-style-type: none"> • Encourage early acknowledgement of bump to avoid physical contact of any sort – 'two canvas' rule (coxes' meeting); • Officials to inspect bowballs and adequacy of foot restraints of boats rowing in event (British Rowing rules of racing) • Officials to target narrow channel areas (especially PLA moorings - launches 2 & 3); • Specific wording in PLA event calendar to permit overtaking in Kew RZs • Other rules of RZs not varied – to emphasise at coxes' and officials meetings

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		<p>Brentford Ait, Oliver's Eyot)</p> <ul style="list-style-type: none"> • Effect of PLA Restricted Zones at Kew (TC) • Failure of crews to disengage promptly and likelihood of obstruction of fairway (especially in Kew RZs) 				<ul style="list-style-type: none"> • Possible need for umpires 5 & 6 to order 'line astern'; revised bumping rules in this case in the Kew RZs (no overtaking, no technical bumps etc) – coxes' meeting; • Losing (leading) cox must always move first to disentangle the bump – especially in the Kew RZs; • Crews must only stop in two designated areas on Surrey side of fairway (before and after Kew RZs), without obstructing either the fairway or the Surrey inshore zone (emphasis at coxes' meeting) – umpires 4, 5,6 & 7
20	Race finish and turning	<ul style="list-style-type: none"> • Failure to keep an adequate lookout • Failure to comply with TC • Potential obstruction of Surrey inshore zone • Failure to comply with requirements of Chiswick Bridge RZ (TC) 	Likely	Slight harm	Medium 7	<ul style="list-style-type: none"> • Launches 7 & 8 to ensure boats able to turn safely away from bridges and RZs; • Procedure for turning in pre-race information to coxes (coxes' meeting); including discussion about Chiswick Bridge RZ (general issue, relevant to crews returning to TSS.
21	Watermanship of returning crews	<ul style="list-style-type: none"> • Failure to adhere to CPRT, especially in Surrey in-shore zone (general point); • Failure to give way to vessels on fairway when crossing back to ULBH 	Unlikely	Slight harm	Low 4	<ul style="list-style-type: none"> • Navigation back to ULBH in coxes' meeting, umpire 7 to supervise crossing of crews back to ULBH (assisted by other launches as available) at water outfall.

Appendix 2 - Coxswains' Notes

Saturday 24.5.25	Sunday 25.5.25	
12:48	13:47	HW Chiswick Bridge
12:54	13:53	HW Kew Road Bridge
13:13	14:10	HW Richmond
14:45	15:45	Officials' meeting
15:15	16:15	Start boating division 1
16:15	17:15	Start division 1
16:45	17:45	All boats returned from division 1
16:50	17:50	Start boating division 2
17:45	18:45	Start division 2
18:15	19:15	All boats returned from division 2
18:35	19:35	Start boating division 3
19:30	20:30	Start division 3
20:00	21:00	All boats returned from division 3
20:57	21:54	LW Richmond
20:58	21:00	Dusk
21:15	22:23	LW Kew Bridge
20:53	22:01	LW Chiswick Bridge

Saturday divisions at 16:15, 17:45, 19:30

Sunday divisions at 17:15, 18:45, 20:30

* Coxes' meeting will be held in advance, date and time TBC

Racing in accordance with British Rowing rules (where practicable)

1. **Safety paramount;** Each club and cox are responsible to ensuring the overall buoyancy of their boats. All boats must be checked by the cox before boating. Coxes' buoyancy aids must be in accordance with British Rowing rules.
2. **All coxes MUST** have more than 30 hours coxing experience on the Tideway in order to cox a boat of novice status.
3. First aid: available at ULBC, your club should have a kit.
4. Captains must ensure that all coxes are aware of the UH marshalling and navigation system. All coxes must be fully conversant with the principles set out in *the Tideway Code* published by the PLA at <https://boatingonthethames.co.uk/the-tideway-code-boating-on-the-thames/>⁸. *The navigation of boats is ultimately the joint responsibility of the individual club captain (s) and coxes- not that of UHBC.*
5. All coxes must have attended the UHBC coxes meeting prior to the event or provide an adequate reason for exemption from this requirement. **All coxes must be able to demonstrate their understanding of the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>**

The races will be held between the Syon Pavilion and Chiswick Bridge, with the tide in the navigational channel. The river will remain open at all times during the event. Competitors will break from the rowing code in the following manner:

The rowing crossing point at Syon will be moved to a temporary position off Brentford Lock

As and when it is safe to do so competitors may overtake in the restricted zones

As and when it is safe to do so competitors may follow the racing line

⁸ See also the PLA publication <https://boatingonthethames.co.uk/basic-principles-upper-tideway/>

Going to the start

6. **Boat in good time** as shown in table (60 minutes for slower ladies' crews).
7. **Crews must keep close to the Surrey side against the stream up to Brentford Lock** in the usual manner. At Brentford Lock (white and red UH flags) **all UH crews will stay in the Surrey in-shore zone and proceed up to their stake.**
8. **Landing at the start** – all crews will land **bows pointing upriver** with the bows under their number and keep their bows in to the shore. Please allow other crews to proceed around stationary crews. Please note external crews will continue to use the Surrey in-shore zone during this period.
9. **Shore parties** – the membership of shore parties will be restricted to authorised people, only these should access the shingle at the start. All others must stay on the towpath.

The start

10. **Start sequence – PLEASE NOTE 2025**; First - 1 - 0 minute klaxons with white flag displayed by marshalling launches 20 seconds prior to blasts. Start of countdown sequence dictated by pleasure cruiser activity as judged by the chief umpire.
11. **Once the first klaxon is sounded, the upriver navigation will change so that any external crews will cross at Brentford Lock and proceed on the Middlesex side.**
12. Following the first klaxon all boats will start to **turn at their stake.** The shore party must hold the stern of the bow and then push the bows out into the stream. The staker holding the stern should keep the stern close to the bank and gently walk the stern upriver so that at the end of the turn the stern is under the number.
13. Once the starter sees that all the boats have completed the turn, the one-minute warning will be sounded, followed by the start klaxon. Please note that the time interval between first klaxon and the one-minute warning will not be precise, whereas the interval between the one-minute warning and the start klaxon will be one minute.
14. If start sequence needs to be aborted (right up to the last few seconds) then the start controller will notify boats from Head downwards. The restart will probably be from the (two-minute countdown) one minute warning (or as notified by the chief umpire).
15. **The cox *must* keep hold of the string until the start has been sounded.** If you have a bow - rigged boat you must notify UH in advance so that you have an adequate length of string. The knot tying the string to the stake must be directly under the centre of the painted number.
16. **No rolling starts allowed.** Oarsmen from both sides of the boat must not paddle on together (in whatever combination) prior to the start.
17. **Stakers.** Coxes are asked to ensure that all stakers do not enter the water deeper than waist height, and ensure that stakers are aware of the potential for injury if they fail to keep an adequate look-out. ***Stakers MUST step back immediately after the start klaxon. For boats 1 to 4 in each division, please ensure that the stake holder is swapped with another club.***

The race

18. **In the race you must adhere to the normal rules of navigation and avoid potential conflict.** You **MUST** conform to the Code of Practice for Rowing on the Tideway. You may proceed on the 'racing line' in the stream **BUT** only if it is safe to do so. All coxes must keep a sharp lookout for oncoming vessels. You must pass on the correct (drive on the right) side of motor vessels as normal. You **must not** pass through the Surrey side arch of Kew Road Bridge or the Surrey side span of the Railway Bridge with the stream on pain of disqualification.
19. **Overtaking will be allowed in the restricted zones at Kew Road and Kew Rail bridges under the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>.** However there will be launch based officials in the area, who may require for safety reasons that all crews follow each other (proceed 'line astern'), and prohibit overtaking in these areas. **Failure to comply with the officials' instructions, particularly by attempting to overtake in the Kew Bridge restricted zones when this has been expressly prohibited by the officials, will be dealt with severely. The offending cox can expect that the boat will be disqualified and that the issue will be reported to the PLA and TRRC.**
20. If the launch-based officials at Kew require crews to proceed 'line astern' in one or both restricted zones then they will give the following instructions to crews at the beginning of the relevant restricted zone: **'Caution ahead - No overtaking allowed - Proceed line astern'. If this call is made there will be a change to the definition of a bump in the Kew restricted zones - see below.**

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21. You **MUST** pass through the starboard aspect of the **centre span** of Kew Road Bridge and the starboard aspect of the main span of the Railway Bridge (marked by the orange lights) – see appendix 10. Any crew not doing so will be disqualified.
22. **The finish** is when the whole boat has passed the finish line (at UL concrete wall [UH flag] for ladies and nearside of MAA [UH flag] for men).
23. **The Chiswick Bridge Restricted Zone is in force throughout this event.** Crews must comply with the Code of Practice when entering the Chiswick Bridge Restricted Zone. There must be no stopping or turning this zone.
24. **After the ladies' finish;** turn promptly, but keep a good lookout for powered vessels. When you turn to come into your boathouse ensure that you turn into the Middlesex bank, and do not obstruct either the navigation lane or others crews coming against the stream on the Surrey side.
25. **After the men's finish:** If you have been bumped out you may turn to land at UL. Turn into the Middlesex bank. Do not obstruct the Surrey side. Keep well clear of other river users. If rowing on to the finish you must pass through the Chiswick Bridge Restricted Zone in accordance with the Code of Practice but turn promptly so as not to cause conflict with external oared boats crossing against the stream at the Ship. Crews returning to ULBH must turn to Surrey in accordance with the map provided. Take care when proceeding back to ULBH to ensure that you stay in the Surrey in-shore zone in accordance with the Code of Practice until you reach the water outfall 100yards east of UL, marked by an official's launch. Ensure that the river is safe before crossing back to the Middlesex side. Keep the navigation lanes clear at all times.

Bumps

26. A **bump** is where the boat or blade of the chasing crew makes contact with the boat, blade or person of the crew ahead (provided that that crew has not already been involved in a bump). **It is essential that coxes of crews being bumped concede, or acknowledge, the bump as early as possible by raising their hand clearly to avoid the possibility of injury.** Once the crew has been involved in a bump, the crew drops out of the race. A bump is inevitable if the 'two canvas' rule is met - if there is overlap of more than a canvas through the stroke cycle and there is less than a canvas width between the two boats. Person-person contact is not allowed in 2022. Any bump resulting in contact between a member of one crew and a member of another crew will result in the bump being disallowed.
27. **It is essential that the leading crew⁹ in the bump pulls away from the bump as soon as possible** in order to avoid the crews becoming entangled and thus causing obstruction to crews behind. This is particularly important in the restricted zones at Kew.
28. **If crews wish to stop following a bump then they may do so** just on the Middlesex side of the line set by the Port Hand Buoys **in two positions only:** (1) between Brentford Ait and the Port Hand Buoy 30m upstream of the eastern end of the Lower Brentford Ait (near Kew Road Bridge) and (2) between the University of London Boathouse and MAABC; to allow the crews still in the race to pass on the centre side of the navigation channel (in accordance with the Code of Practice); before proceeding back to their boathouse. **Bumped-out crews must not go too close to the Surrey side** and obstruct the proper navigation of other oared boats proceeding against the stream in accordance with the Code of Practice. **Bumped-out crews must not stop in the Kew Restricted zones, but must proceed to the UL buoy before stopping.**
29. An **overbump** occurs in the situation where a crew makes a legal bump (or technical bump) on the boat three places ahead of them. This can only occur if the two intervening crews have already bumped out. It is not possible for a boat to legally bump a crew two places ahead¹⁰. A double overbump occurs where a crew makes a legal bump (or technical bump) on the boat five places ahead, provided that the four intervening crews have already bumped out.¹¹
30. A **technical bump** occurs where the bows of the boat pass the bows of the boat ahead, provided that that crew has not already been involved in a bump.
31. **Special rules for bumping in the Kew restricted zones if the officials call 'line astern':**
If an official instructs crews to proceed 'line astern' through either or both of the Kew Bridge Restricted Zones, a bump will be awarded if the bows of the chasing boat pass the stern post of the leading boat, irrespective of whether or not physical contact has been made between the two boats. Once the bump has occurred, the chasing crew must hold back to allow the leading crew to proceed (without delay) through the restricted zone. Crews who deliberately overtake when line astern has been ordered will be disqualified (three position drop)

⁹ i.e. the crew that has been bumped.

¹⁰ Or any even multiple of 2 above.

¹¹ Higher multiples of overbump are possible, although unlikely, on crews 7,9,11 etc ahead.

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and the matter may be reported to the TRRC via the standard incident reporting system. In this situation the concept of a technical bump (bows past bows) does not exist. Crews behind must be prepared to stop if needs be in the interests of safety.

32. **Report Bumps ASAP to UH control (ULBH).** In the event of dispute the affected coxes and captains (only) will be required to discuss the matter with the race committee.

Appendix 3 - Officials' Notes

Saturday 24.5.25	Sunday 25.5.25	
12:48	13:47	HW Chiswick Bridge
12:54	13:53	HW Kew Road Bridge
13:13	14:10	HW Richmond
14:45	15:45	Officials' meeting
15:15	16:15	Start boating division 1
16:15	17:15	Start division 1
16:45	17:45	All boats returned from division 1
16:50	17:50	Start boating division 2
17:45	18:45	Start division 2
18:15	19:15	All boats returned from division 2
18:35	19:35	Start boating division 3
19:30	20:30	Start division 3
20:00	21:00	All boats returned from division 3
20:57	21:54	LW Richmond
20:58	21:00	Dusk
21:15	22:23	LW Kew Bridge
20:53	22:01	LW Chiswick Bridge

Launch	Designation	Radio callsign	Range during marshalling phase	Position at race start	Radio channels
Safety	Safety launch	SAFETY	Hog Hole Buoy-Olivers Eyot	Adjacent Kew Pier (Middlesex)	1
1	Marshal		Stake 13 – Stake 24	Stake 18 (with view upriver to Pink Lodge)	1,2
2	Marshal		Stake 6 – Stake 13 (Monitor behind PLA moorings)	Eastern end of PLA moorings	1,2
3	Chief Umpire JM	START	Brentford crossing – Stake 5 <i>*responsible for placing crossing warning sign at Brentford lock</i>	Head (and follow)	1,2
4	Observer		Kew Bridge RZ – Brentford crossing	Brentford crossing	1,2
5	Observer (Kew RZ lead)		Kew Road Bridge Restricted Zone	Western end of RZ Kew Road Bridge	1
6	Observer		Kew Rail Bridge Restricted Zone	Western end of RZ Kew Rail Br	1
7	Observer		UL Buoy - White crane	100 yards east of ULBH on Surrey side	1
8	Marshal		ULBH - Chiswick Bridge	Finish line (Surrey side)	1
Bank marshals					
	ULBH Control	CONTROL	ULBH		1
BM1	Timekeeper	TIMEKEEPER	On/near launch 3		2
BM2	Bank marshal		Start on shingle		2
BM3	Bank marshal		Start on shingle		2

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BM4	Finish		ULBH; assist control as required	UH flag at ULBH (Ladies' finish) or MAABC (men's finish)	1
BM5	Spotter	SPOTTER	On Surrey aspect of Barnes Bridge (lookout) looking downriver to Hammersmith		1

General instructions

1. **Officials' meetings will be held** in advance of the event.
2. **The event will follow any current national and BR Covid guidelines.**
3. **Please ensure all launches are put out by the start of boating** including petrol, deadman's handles and safety equipment). The list of required launch safety equipment is in the British Rowing Row Safe document.
4. **Launches 4,5,6,7 and Safety** must be on the water before crews boat.
5. **All officials must be familiar with the Tideway Code published by the PLA at <https://boatingonthethames.co.uk/the-tideway-code-boating-on-the-thames/>¹² and the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar> (revised Brentford crossing & navigation through the Kew restricted zones in this event) during the races (only):**
The races will be held between the Syon Pavilion and Chiswick Bridge, with the tide in the navigational channel. The river will remain open at all times during the event. Competitors will break from the rowing code in the following manner:
The rowing crossing point at Syon will be moved to a temporary position off Brentford Lock
As and when it is safe to do so competitors may overtake in the restricted zones
As and when it is safe to do so competitors may follow the racing line
6. All officials must have read the event safety plan, with particular reference to the instructions to coxswains (appendix 2), and the navigation plans (appendices 6-11). All marshals must understand the **abandonment protocol** and the three different conditions related to this – **(a) stopping the start sequence, (b) enforcing line astern racing through the Kew RZs or (c) full abandonment of the race once in progress** (see appendix 12).
7. **First aid kit** available from individual Clubs at ULBH/TSSC.
8. There will be a **safety launch** as shown above with no other designated duties. See below for further details.
9. In the event of an accident your **first duty is to the safety** of competitors and yourself – see appendices 4/a/b. Call the **safety** launch by radio if appropriate (see section 32). **Any emergencies (medical/regatta)** to be reported to race **control** and JM at the **start** (launch 3) ASAP by radio. See appendices 4, 4A and 4B. Safety first – do not put yourself into danger but if close to the scene please offer assistance. Do not neglect the other aspects of your duty. If the **safety** launch is in attendance then please return to your designated duty unless otherwise requested. All safety responders will wear PPE as set out in the BR Covid guidelines.
10. It is the personal responsibility of each club to ensure each club boat conforms to BR RoR requirements. Bow-balls, heel release mechanism, BR – compliant IDs, rudder lines and fin, and the integrity of the buoyancy chambers of **ALL** boats must be checked by each club; some random checks may be done by UHBC (in accordance with current covid guidelines) and crews may be disqualified if boats do not comply (refer CU).
11. All launches are responsible for policing adherence to the PLA rules of navigation in whichever location they are in (PLA Code of Practice as modified by local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>
12. All launches will follow the last oared boat down the course; please avoid excessive wash.
13. **Radio communication:** The primary radio communication channel will be channel 1 and the marshalling communication channel (including start timekeeping) will be channel 2. **All officials are asked to switch to channel 1 if speaking to the chief umpire about safety issues once the start sequence is underway (in order not to block the timekeeper's announcements on channel 2).** Launches 1, 2, 3 & 5 will have simultaneous access to channels 1 & 2 for monitoring purposes.
14. **Radio protocol:** please keep your messages clear and short. Remember that no-one else can transmit if you hold your transmit button down. In general please refer to the person you are trying to contact by position rather than name, particularly for:

¹² See also the PLA publication <https://boatingonthethames.co.uk/basic-principles-upper-tideway/>

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Control (Race control, ULBH, bank marshal 1)

Start (Chief Umpire, launch 1)

Spotter

Safety (launch)

Please keep all radio traffic formal. The correct manner of starting a call is:

'Race control, race control, this is xxxx, over' (best way of attracting attention)

'This is race control, go ahead'

'Message, over, (where response expected)

'Response, out' (to end conversation)

15. **The Chief Umpire (JM) will remove all gaps in the start order if possible.** If a crew cannot land then the gap stands and the crew behind need to be reminded by the bank marshal that it will get a technical bump (provided it can get past the stake in front!) and then needs to get out of the way of following crews. The crew behind the crew about to get the technical bump needs to be reminded by the bank marshal that it needs to go for the overbump.
16. **Marshalling arrangements.** Please note that we will continue to use the 'revised' marshalling arrangements. **Crews will stay on the Surrey side** proceeding up river to their stake and land with the bow pointing upriver, keeping the boat into the side to allow other crews to pass. External crews will continue on the Surrey side during this phase of marshalling until the first klaxon.
17. **Once all crews are in position, the first klaxon will be sounded. Any external crews proceeding upriver will cross at the temporary crossing at Brentford. All UH crews will turn with their stern held close to the bank and the staker will gently walk the stern upriver as the boat spins round to point downriver.**
18. **The navigational changes (suspension of the Surrey inshore zone above Brentford Lock and the temporary movement of the Syon Crossing to a point just below Brentford Lock) will occur when the first klaxon is sounded. U4 is responsible for ensuring that the changes are implemented at Brentford.**
19. **Once all crews have turned, the one minute warning will be sounded, followed by the start klaxon one minute later. The time interval between the first klaxon and the one minute will be variable, the interval between the one minute warning and the start klaxon will be one minute.**
20. **The start sequence is under the control of the Chief Umpire (JM).** When JM ready the timekeeper will start the sequence. PLEASE NOTE THE TIME SEQUENCE THIS YEAR. The Timekeeper will announce the following time points:
1min,50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE;
Variable pause until all boats have turned;
1 min, 50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE
50,40,30,25,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1,FIRE
21. **Launches 1,2 and 3 to display white flags 20 seconds before each klaxon.**
22. **Klaxons will be sounded by L1,2 & 3 & BM 3 & 4.**
23. If necessary the Chief Umpire (JM) will stop the start at any point by saying '**abandon the start, abandon the start, abandon the start**'. The restart will probably be from the 2 minute time point (i.e. effectively the crews will hear two further klaxons).
24. **All UH boats must follow the standard rules of navigation during the race as modified by local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar> (navigation through the restricted zones at Kew).** Considerable attention must be paid to ensuring that the requirements of the PLA Code of Practice are observed – crews must stay on the starboard aspect of the navigation channel close to the Port Hand Buoys and only move to the central aspect of the channel in order to execute a bump. Crews should not go to the Middlesex side at any point during the race.
25. Launches need to follow the race gently downstream, avoiding excess wash. Assist in untangling bumped-out crews ASAP. In the case of entanglement following a bump ensure that the leading cox pulls out first – however dispirited the crew.
26. **Bumps:** Crews which bump out during the race are asked to move over carefully to rest on the Surrey side of the navigation channel in two areas *ONLY* in accordance with the PLA Code of Practice:
between Brentford Lock (the revised crossing) and the Port Hand Buoy 30m upstream of the eastern end of the Lower Brentford Ait (near Kew Road Bridge) and
between the UL Buoy and the Chiswick Bridge Restricted Zone; to allow the crews still in the race to pass on the centre side of the navigation channel (in accordance with TC) before proceeding back to their boathouse.

These crews must be careful to move sufficiently far enough to the Surrey side to allow the race to proceed BUT NOT too far over to the Surrey side to obstruct the proper navigation of other oared boats proceeding against the stream in accordance with the PLA Code of Practice. Crews which bump in the restricted zones at

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Kew Bridge (irrespective of whether overtaking is allowed or is line astern) MUST proceed through the restricted zones without delay before stopping in accordance with the PLA Code of Practice after the UL Buoy on the Surrey side of the fairway.

22 Special rules for bumping in the Kew restricted zones if the officials call 'line astern':

If an official instructs crews to proceed line astern through either or both of the Kew Bridge Restricted Zones, a bump will be awarded if the bows of the chasing boat pass the stern post of the leading boat, irrespective of whether or not physical contact has been made between the two boats. Once the bump has occurred, the chasing crew must hold back to allow the leading crew to proceed (without delay) through the restricted zone. Crews who deliberately overtake when line astern has been ordered will be disqualified (three position drop) and the matter may be reported to the TRRC via the standard incident reporting system. In this situation the concept of a technical bump (bows past bows) does not exist. Crews behind must be prepared to stop if needs be in the interests of safety.

23 Finish marshalling: (overseen by launches 7 & 8). See maps provided. It is essential that crews turn promptly to the side of the river, well clear of the navigation lane. They may then proceed back to their boathouse. Do not allow crews to drift downstream obstructing clear navigation of other river users or racing crews. Crews returning from the men's finish to ULBH must proceed down the Surrey in-shore zone until reaching launch 7, when they may cross the fairway if the river is clear.

Definition of bumps

1. A **bump** is where the boat, blade or person of the chasing crew makes contact with the boat, blade or person of the crew ahead (provided that that crew has not already been involved in a bump). It is essential that coxes of crews being bumped concede, or acknowledge, the bump as early as possible by raising their hand clearly. Once the crew has been involved in a bump, the crew drops out of the race for the race¹³. In 2005 there was an incident involving injury to a coxswain of one of the competing boats. The incident arose as the coxswain did not concede that a bump was inevitable early enough and the coxswain was injured by contact with the chasing boat. Should coxswains not concede at the appropriate time they run the risk of having their crew disqualified for the duration of the racing by any of the race officials. The importance of conceding in a timely manner is to be stressed at the coxing meeting to be held before the event. It is also important that the leading crew¹⁴ in the bump pulls away from the bump as soon as possible in order to avoid the crews becoming entangled and thus causing obstruction to crews behind. This is particularly important in the restricted zones at Kew.
2. **Overbump**. An overbump occurs in the situation where a crew makes a legal bump (or technical bump) on the boat three places ahead of them. This can only occur if the two intervening crews have already bumped out. It is not possible for a boat to legally bump a crew two places ahead¹⁵. A double overbump occurs where a crew makes a legal bump (or technical bump) on the boat five places ahead, provided that the four intervening crews have already bumped out.¹⁶
3. **Technical bump**. A technical bump occurs where the bows of the boat pass the bows of the boat ahead, provided that that crew has not already been involved in a bump.

Specific marshalling & umpiring duties

SAFETY Launch:

Stationed at a suitable point on the Middlesex side in the vicinity of Kew Road Bridge and maintain good radio contact with both control and the start.

Will respond to any report about an accident or capsize on the course by making way towards the reported accident site as quickly and safely as possible.

¹³ Unless involved as a sandwich boat.

¹⁴ i.e. the crew that has been bumped.

¹⁵ Or any even multiple of 2 above.

¹⁶ Higher multiples of overbump are possible, although unlikely, on crews 7,9,11 etc ahead.

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Will act as the primary rescue vessel in any case of capsize or inadvertent ejection of a competitor out of a boat, and will assume this role from any other launch in attendance once the safety launch has arrived.

Will ensure that the senior medical officer has been informed about any significant accident or incident ASAP. The safety launch will need to inform control and start (JM in launch 3) if the action and emergency action plan (appendices 4a, 4b & 4c) needs to be put into action.

The safety launch will determine the most appropriate route of evacuation of casualties and inform control accordingly. It will be the primary responsibility of control to call an ambulance, although others may take on this responsibility if necessary¹⁷.

Launch 1 (marshal):

Launch 1 is responsible for taking the stakes from ULBH to the steps near the head position, and returning the stakes at the end of the day.

Monitor the fairway for any vessels coming up from Richmond/Pink Lodge; notify launch 2 and Start (JM in launch 3) of any external vessels (whether powered or oared). This is particularly important in the start sequence; the launch will need to take a judgement as to whether the external vessel will reach the lowest crew before the start klaxon. If so, inform Start ASAP that the race may need to be suspended. Use channel 1 to communicate with Start. It may be possible for some vessels to hold their station for a minute or so.

Escort any vessels coming up from Richmond through the marshalling area and hand over this duty to launch 2 as appropriate.

Ensure all UH crews land with bows pointed upriver under their number.

Remind crews that they should be ready to start the turn at the first klaxon.

Following the first klaxon, ensure all crews are starting take the turn and encourage shore parties to keep hold of the stern and walk the stern gently upriver.

Monitor any external crews paddling up on the Middlesex side especially behind the PLA moorings, keeping them well over to that side. Encourage crews to proceed to a position 10 stakes above their position before turning.

Monitor for any external crews coming downriver and ensure that the fairway is clear (no vessels coming from the pink lodge).

Assist crews 12-20+ to land.

Start sequence - show a white flag 20 seconds before each klaxon. Fire a klaxon at each of the three timepoints.

If the sequence is stopped by the start, inform all crews in sector that the restart will be from the 2 minute time point (unless otherwise advised by the start).

Monitor crews approaching the PLA moorings during the initial phase of the race, ensure that bumped out crews do not obstruct the fairway.

Follow the very last crew (i.e. probably one that has been involved in a bump). (launch 3 will follow the last active crew and will probably be well ahead).

Launch 2 (marshal):

Monitor the fairway for any vessels coming up from Richmond in conjunction with launch 1.

Escort any vessels coming up from Richmond through the marshalling area, taking over this duty from launch 1 and hand over this duty to launch 3 as appropriate.

Monitor the space behind the PLA moorings and the impact of the PLA notice (wooden pile) on the availability of the navigation channel.

Keep any external crews paddling up on the Middlesex side well over to that side, behind the PLA moorings.

Assist crews 5-12 to land. Remind crews to keep bows in as landing.

Ensure all UH crews land with bows pointed upriver under their number.

Remind crews that they should be ready to start the turn at the first klaxon.

Following the first klaxon, ensure all crews are starting take the turn and encourage shore parties to keep hold of the stern and walk the stern gently upriver.

Start sequence - show a white flag 20 seconds before each klaxon. Fire a klaxon at each of the three timepoints.

If the sequence is stopped by JM, inform all crews in sector that the restart will be from the 2 minute time point (unless otherwise advised by JM).

Stay near to the PLA moorings, monitor navigation of boats around the PLA moorings during the race (launch 3 will follow crews up the course) – this includes boats in the race and external crews proceeding against the stream behind the moorings.

¹⁷ Control will be in a better place to receive calls from the LAS and provide updates as the launch-based officials may not be able to hear or deal with incoming mobile calls.

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Start (Launch 3) (JM) responsibilities:

Chief umpire (JM)

Senior medical officer.

Overall control of conduct of event

Overall control of marshalling in start area

Responsible for placement of the revised crossing board and flags at Brentford.

Ensure that crews cross at the revised crossing and keep to Middlesex behind the PLA moorings, passing between the mooring and the wooden post.

Communication with Control, BM5 (spotter) and PLA at Richmond Lock as needed prior to commencement of start sequence.

Direct liaison with the timekeeper throughout the start sequence.

Start sequence - flags white-white-red & klaxons. Restart usually from the 2 minute time point.

Monitor of the PLA moorings during the initial phase of the race; bumped out crews etc.

Umpire 4 (race observer):

Responsible for ensuring adherence to the PLA navigation rules by UH boats paddling to the start along the Surrey inshore zone.

Monitor Brentford RC boating area on Middlesex side just downriver of Brentford Lock, especially for boats crossing the fairway at this point. Liaise with crews and coaches as appropriate.

Ensure all oared boats continue upriver in the Surrey inshore zone during the initial phase of marshalling. Please advise external crews if needed that the UH crews will be landing.

When start sequence imminent liaise with U3 to implement change in navigation – suspend Surrey inshore zone above Brentford, implement revised crossing at Brentford.

Warn all external crews coming upriver *'Temporary alteration to navigation ahead, cross to Middlesex at Brentford Lock'*; ask all external crews to cross at UH flag at Brentford Lock and proceed on Middlesex side of PLA moorings. If likely non-compliance advise start (JM in launch 3). Advise crews to take care behind the PLA mooring and to pass between the mooring and the wooden post.

Notification of any external oared boats and powered vessels travelling upriver to U3.

Monitor the race and follow gently down as appropriate.

Advise umpire 5 of any situations likely to cause difficulty during the race as crews arrive at the Kew RZs.

Umpire 5 (race observer):

Will be positioned at the western end of the RZ at Kew Road Bridge (see appendix 12)

Lead marshal for Kew RZ (umpires 5 & 6). Has continuous access to radio channel 1 (start/launch 3 & control).

All UH boats must be kept close to Surrey in the usual fashion against the stream between UL and Brentford Lock in accordance with the PLA Code of Practice; all officials need to maintain rules of navigation.

Once start sequence is imminent warn all external crews coming upriver at Kew Br *'alteration to navigation ahead, cross to Middlesex at Brentford Lock'*; If likely non-compliance advise start.

Pass on information to umpire 4 and start about oncoming rowing boats and powered vessels proceeding upriver. This is particularly important during the start sequence. Inform start immediately if there appears to be a situation which requires the stopping of the start sequence.

Supervision of Kew Road Bridge restricted zone, both before and during the race.

Monitor the arrival of crews during the race and determine whether there are likely to be any crews attempting to bump through the Kew Road Bridge RZ. Good contact with umpire 4 will facilitate the early detection of any problems as crews come up to umpire 5. If it appears that there is a possibility of more than two crews attempting to overtake in the area, the marshal must advise the rear-most crew(s) to slow down and ensure that they do not cause a situation where more than two crews are attempting to 'overtake' at any one time. Important information about likely problems should be passed on to umpire 6 by radio. **IF IN DOUBT** tell crews to proceed line astern through the RZ.

Umpire 5 must judge whether it is safe to permit racing under the local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>. If there is doubt for whatever reason, then racing 'line astern' must be ordered. This is particularly relevant if there is a powered vessel approaching Kew proceeding upriver. The standard instruction to crews in this situation will be **'Caution ahead - No overtaking allowed - Proceed line astern'**. Note that all boats on the fairway count in this assessment - whether or not they belong to crews competing in the race.

The launch must warn all crews approaching during the race if there is a possibility of meeting a powered vessel proceeding against the stream in either the Kew Road or Rail Bridge RZs.

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Crews must be told to proceed line astern if there is any doubt about the available width of the fairway through the restricted zone (the affected area may be a part or all of the restricted zone area).

Coxes who appear to disregard the instructions to proceed line astern for safety reasons should be made aware that their actions will be reported to the TRRC and the boat may be disqualified if it appears that safety has been compromised by the coxes' actions.

Umpire 6 (race observer):

Control commission.

Will be positioned at the western end of the Kew Railway Bridge restricted zone (see appendix 13). **All UH boats proceeding upriver must be kept close to Surrey in the usual fashion against the stream between UL and Brentford Lock in accordance with the PLA Code of Practice.**

Warn all external crews once start sequence underway that the race is about to start. These crews are unlikely to have got as far as Brentford before the race start so should be advised to keep into the Surrey ISZ. If likely non-compliance advise U3.

Pass on information to umpire 5 about oncoming rowing boats and powered vessels proceeding upriver.

Supervision of Kew Rail Bridge restricted zone, both before and during the race.

Umpire 6 must judge whether it is safe to permit racing under local rules advertised by the PLA at <http://www.pla.co.uk/Events/Annual-Events-Calendar>. If there is doubt for whatever reason, then racing 'line astern' must be ordered. This is particularly relevant if there is a powered vessel approaching Kew proceeding upriver. The standard instruction to crews in this situation will be '**Caution ahead - No overtaking allowed - Proceed line astern**'. Note that all boats on the fairway count in this assessment - whether or not they belong to crews competing in the race.

The launch must warn all crews approaching during the race if there is a possibility of meeting a powered vessel proceeding against the stream in the Kew Rail Bridge RZ. This information should be provided to launch 6 by the downriver marshals.

Crews must be told to proceed line astern if there is any doubt about the available width of the fairway through the restricted zone (the affected area may be a part or all of the restricted zone area). This is particularly important at Oliver's Ait which is the narrowest part of the whole course.

Coxes who appear to disregard the instructions to proceed line astern for safety reasons should be made aware that their actions will be reported to the TRRC and the boat may be disqualified if it appears that safety has been compromised by the coxes' actions.

Umpire 7 (race observer):

Will be positioned opposite UL in a position to be able to monitor traffic in the Surrey in-shore zone and the navigation of boats crossing the fairway proceeding to ULBH following the men's race (see appendix 14)

Warn all external crews once start sequence underway that the race is about to start. These crews are unlikely to have got as far as Brentford before the race start so should be advised to keep into the Surrey ISZ. If likely non-compliance advise U3.

Pass on information to umpire 6 about oncoming rowing boats and powered vessels proceeding upriver. Request that external oared boats do not attempt to turn in front of the oncoming race (particularly with reference to the area between the Kew Bridge RZs).

If a powered vessel is coming upriver into the race (if the race has already been started), please take over from launch 8 and precede the powered boat into the Kew restricted zones, ensuring that the racing crews pass to the starboard side of the powered vessel. Liaise with U6 and U5 as appropriate.

Ensure that bumped out crews race turn promptly and proceed smoothly to the Middlesex bank to land at ULBH. Ensure that they do not obstruct the Surrey in-shore zone.

Ensure that crews returning to ULBH cross only in the designated crossing area, and not before (see appendix 14). These crews must give way when crossing the fairway from the Surrey in-shore zone to the Middlesex side, particularly if other boats are still in the race.

Launch 8 (marshal):

Pass on information to umpires 5,6 and 7 about oncoming rowing boats and powered vessels proceeding upriver. Ensure that U3 is aware of the arrival of any powered vessels proceeding in an upriver direction. This is particularly important in the start sequence.

Monitor the finish.

Ensure that crews pass into the Chiswick Bridge RZ line astern, and take action to slow down relevant crews in order to avoid any boat overlap as crews enter the RZ. Ensure that crews turn promptly and safely, and ensure

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that there is no conflict with external crews, particularly those crossing at the Ship Inn Crossing. Please ensure crews returning to ULBH turn promptly after the Chiswick Bridge RZ.

Please monitor boats returning to ULBH from the men's finish to ensure that they stay in the Surrey in-shore zone. Launch 8 needs to come upriver as an escort with any powered vessels coming upriver at Chiswick Bridge, ensuring that oared boats adhere to the starboard hand rule in TC.

Inform U3 and control of any sighting of powered vessels. This is particularly important during the start sequence. If the race start sequence is allowed to continue (decision by start) then launch 8 will precede (at a safe distance) the powered vessels (and if possible inform them of the oncoming race, requesting that they maintain a course as far to the starboard aspect of the fairway as possible) towards the oncoming race, ensuring that all oared boats take the correct starboard aspect of the fairway and maintain a course away from the powered vessels. The launch should liaise with umpires 5 and 6 whether racing 'line astern' should be ordered through either or both of the Kew RZs. Once the powered vessels have been escorted to UL and handed on to launch 7, launch 8 can then return towards Chiswick Bridge.

CONTROL

Act as co-ordinator of the finish group of marshals.

Maintain close direct contact by radio or mobile telephone with the Chief Umpire (JM) in launch 3, particularly if powered vessels are coming upriver at Chiswick Bridge. Use channel 1 for direct communication with umpires 5 and 3.

Overall supervision of the boating of crews (assisted by BM 4) at ULBH

Liaison with contact at TSSC to ensure timely boating of GKT/KCL crews.

Co-ordinator of the accident and emergency action plan (see appendix 4a) - designated to make primary contact with the LAS if an ambulance is required.

Ensure appropriate deployment of launches & marshals in the finish area

Ensure that radio system is used appropriately and unnecessary radio traffic is avoided by all marshals

Timekeeper (BM1) (will be in start area)

Perform radio check of all marshals prior to start sequence on both channels 1 and 2.

Once confirmed by start, announce the start sequence times as shown at section 16 above. It is very important to keep to the exact pattern shown.

Stop the sequence immediately (whatever point has been reached) if told by the Chief Umpire (JM) '**abandon the start-abandon the start-abandon the start**'

Liaise with JM about restarting the sequence, usually from the 2 minute time point.

Bank Marshal 2 (and 3 if required depending on length of division)

Will monitor the start area as shown.

Please ensure that all crews have stakes in good time, and avoid unnecessary radio traffic shortly before the start sequence begins.

Monitor start timekeeping on channel 2; switch to channel 1 to communicate with Start about safety issues.

Sound klaxons at 5 minutes, 1 minute and start.

Observe the race in the initial phases.

Ensure that the stakes are brought back to the head position at the end of the start.

Bank marshal 4

Will generally assist control at UL

Control commission (in conjunction with Umpire 6): Will be responsible for checking boats prior to boating at UL and documenting the check on the list shown at appendix 7. Note that this is not a mandatory check but it is strongly advised that as many boats as possible are checked prior to racing. Any issues should be discussed with a licenced umpire but boats which are not of an acceptable standard must **not** be allowed to boat. Check:

Adequacy of bow-balls

Adequacy of heel restraints

Adequacy of buoyancy compartments (lids screwed in place, not covered by tape etc)

Adequacy of coxes' lifejackets/buoyancy aids

Finish monitor: Monitor the finish (adjacent to the relevant flag on the Middlesex side). Liaise with launches 7 and 8 if any problems.

Bank marshal 5 (Spotter)

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Will be placed on the Surrey side aspect of Barnes Bridge with a clear view of the river towards Chiswick Eyot.

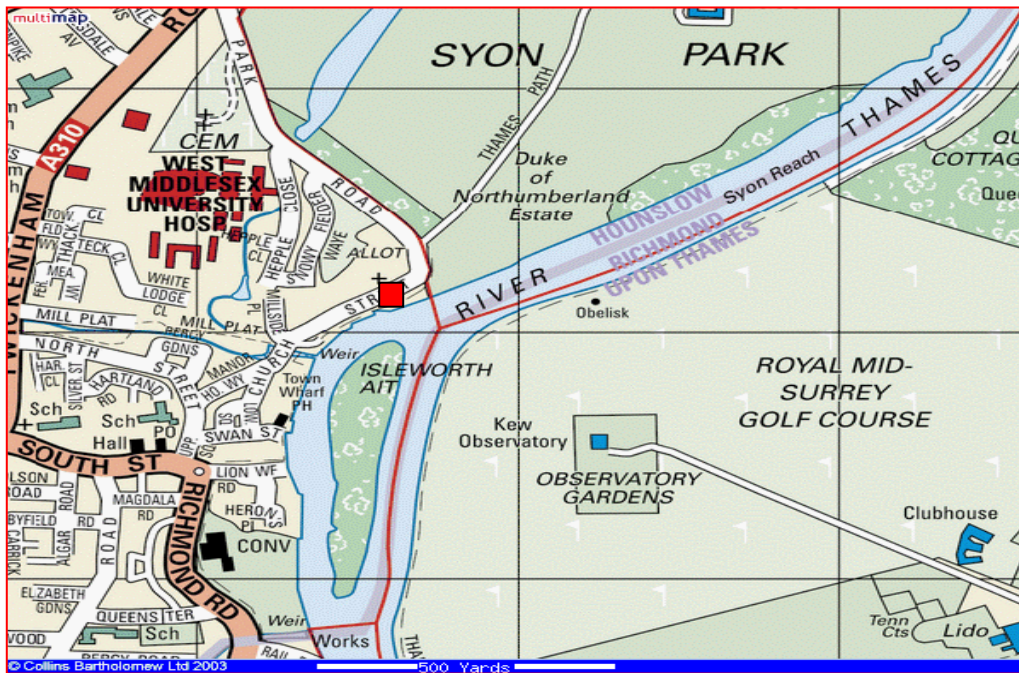
Must be in position 20 minutes before the expected race start time.

Ensure effective radio communication with launches 7,8 and control to warn of any power vessels or significant oared boat activity proceeding upriver towards the race finish.

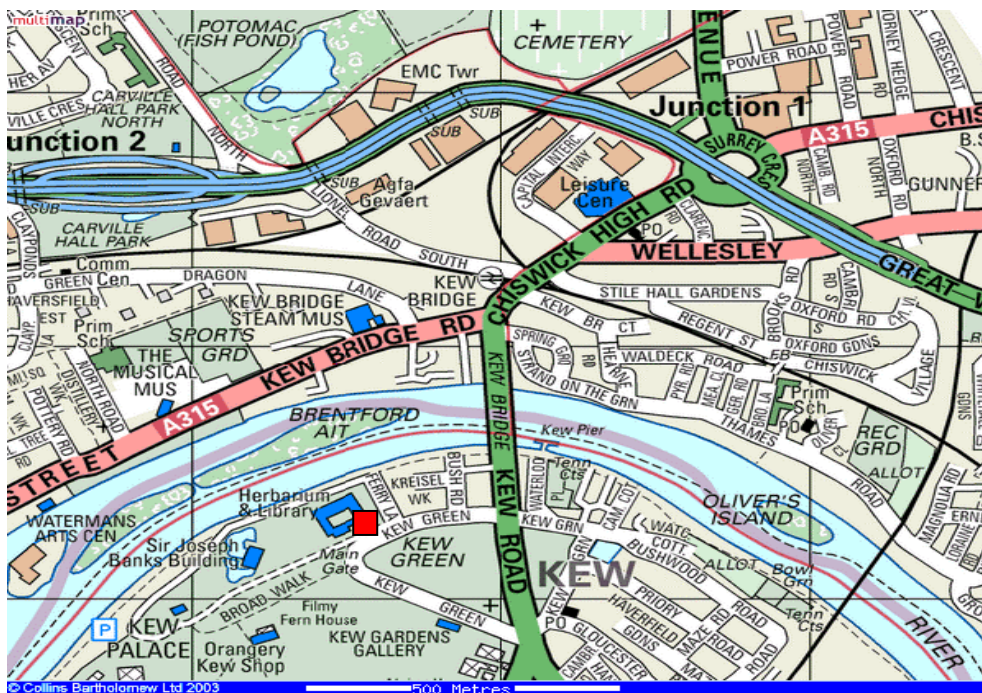
Specific direct contact with Chief Umpire (JM) to advise of class V (pleasure cruiser) or similar sized powered vessels coming towards the race course. The Chief Umpire will contact spotter (this may be via control) before starting the start sequence.

Appendix 4 – Maps of emergency access

(maps copyright Collins Bartholomew 2003)

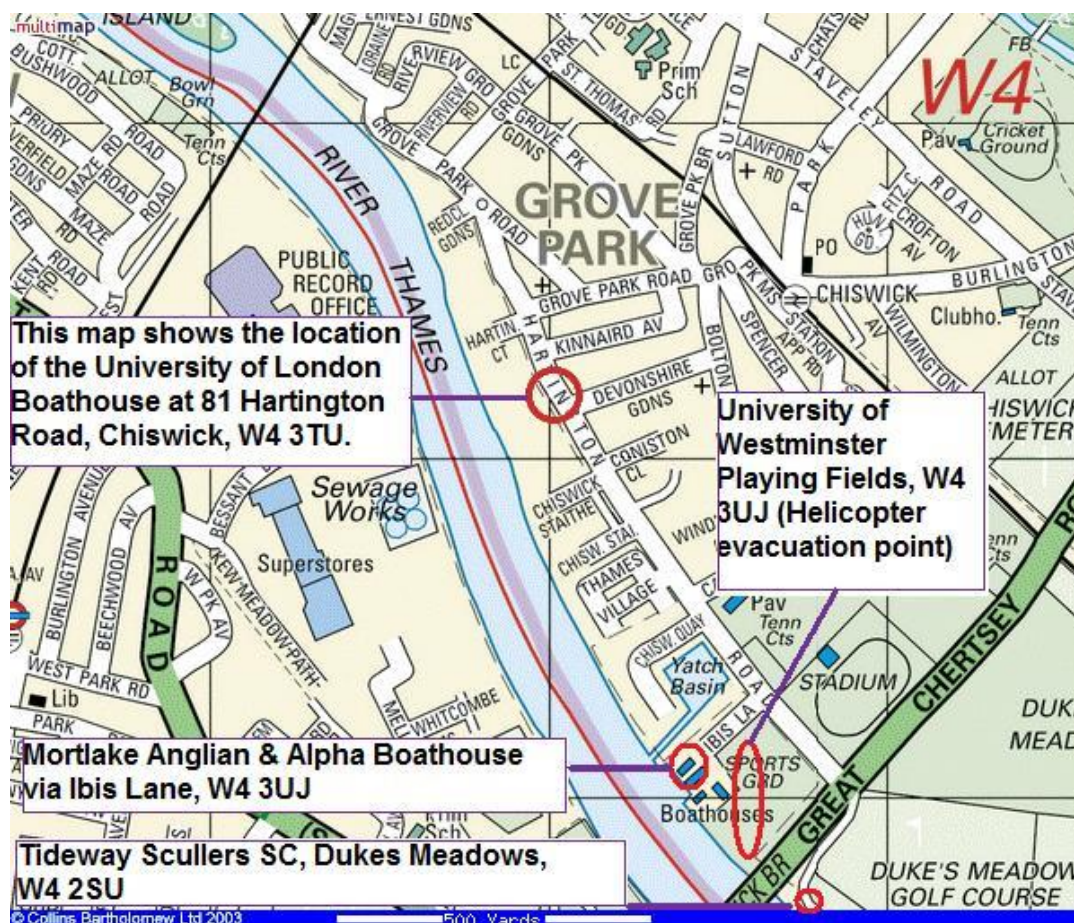


This map shows the location of road access to the Brentford area, via Church Street and Park Road (close to the West Middlesex Hospital). The London Apprentice (shown by red square) is a useful landmark for ambulance evacuation: 62 Church St, TW7 6BG, What 3 words: ///sank.spill.become. Also note open space at Syon Park (TW8 8JF) for possible helicopter evacuation.



This map shows the location of road access (shown by red square) to the south river bank near Brentford Ait via Ferry Lane (off Kew Green, TW9 3AH), which proceeds to the car park near the (Bumps) head position (marked 'Kew Palace' on the map). What 3 words: ///shuts.worth.hands (upriver end of car park)

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Facilities for medical aid and evacuation

First aid	Serious injury	Evacuation – Call safety launch first	
UL Boathouse (Tideway Scullers SC Boathouse for KCL/GKT)	Call ambulance via 999 (co-ordinated through race control at ULBH). Ensure correct postcode is given to the operator. An appropriate What 3 Words reference is given for each location (usually based on the main road access point)	By road	By air (the decision on access will be taken by the emergency services)
		1. Primary - ULBH – 89 Hartington Rd, W4 3TU ///cooks.clever.leaps	Primary: ULBH 89 Hartington Rd, W4 3TU (need to clear tarmac to enable helicopter to land)
		3. Tideway Scullers SC – Dukes Meadows, W4 2SH ///Cherry.pipes.solid	2.Univ. Westminster playing fields, Hartington Rd W4 3UJ (access from river via Quintin) ///season.liver.cool
		4. Kew Gardens Car Park (Ferry Lane, off Kew Green TW9 3AH) ///shuts.worth.hands	3. Syon Park TW8 8JF (consider how to access from river)
		4. Slipway adjacent to the London Apprentice, 62 Church St, TW7 6BG (south of West Middx Hosp.) ///sank.spill.become	

Appendix 4a: Action In Event Of Incident On Water – Race Control

- In the event of an incident your first priority is for the safety of competitors and yourself.
- Keep all radio contact to a minimum.
- Remember that launch-based officials may have difficulty keeping in constant communication with race control (this includes JM at the **start**)
- Race **control** is in charge of dealing with the incident.
 1. ENSURE THAT THE SAFETY LAUNCH IS IN ATTENDANCE (AS APPROPRIATE)
 2. IF APPROPRIATE, CALL 999 AND ASK FOR AMBULANCE (STATE LOCATION, NUMBER OF CASUALTIES AND NATURE OF PROBLEM E.G. “*ONE ROWER, SEVERE LEG INJURY FOLLOWING COLLISION*”). ADDRESS IS UNIVERSITY OF LONDON BOATHOUSE, 81 HARTINGTON RD, W4 3TU. WHAT 3 WORDS: *///cooks.clever.leaps*.
 3. IF AN AMBULANCE HAS BEEN CALLED TO ULBH: PLACE A GUIDE ON HARTINGTON ROAD TO SIGNAL LOCATION OF ULBH TO THE AMBULANCE DRIVER (THEY WILL NOT BE FAMILIAR WITH THE LOCATION) - check clear access route to front and back of ULBH.
 4. IF THERE IS A MAJOR INCIDENT ON THE WATER INVOLVING MULTIPLE CASUALTIES, OR ISSUES WHICH APPEAR TO BE BEYOND THE EVENT’S ABILITY TO DEAL WITH THEM, CALL 999 AND ASK FOR COASTGUARD, AND GIVE DETAILS OF YOUR LOCATION, THE NATURE OF THE INCIDENT AND NUMBER AND TYPE OF CASUALTIES. THIS MAY TRIGGER THE DESPATCH OF THE RNLI LIFEBOAT.
 5. THE PRIMARY EVACUATION CENTRE IS ULBH. CONSIDER SETTING UP A SECONDARY EVACUATION CENTRE (E.G. AT THE START, ADJACENT TO THE LONDON APPRENTICE), IN CONJUNCTION WITH DISCUSSION WITH THE CHIEF UMPIRE/DEPUTY.
 6. PREVENT ANY FURTHER ROWING CREWS FROM BOATING
 7. CO-ORDINATE RECEPTION OF CASUALTIES
 - **COUNT** CASUALTIES AS THEY RETURN TO ULBH. MAINTAIN A LOG OF MULTIPLE CASUALTIES RETURNED TO ULBH.
 - ENSURE RIVER-BANK CLEARED OF BOATS TO ALLOW ROOM FOR RETURNING LAUNCHES
 - PREPARE FOR CASUALTIES (I.E. EXPECT A DEGREE OF HYPOTHERMIA; PREPARE WARM DRINKS IN ULBH LOUNGE.)
 8. IF A SECONDARY EVACUATION CENTRE HAS BEEN DESIGNATED SEND ADDITIONAL HELPERS TO THE SECONDARY CENTRE AS SOON AS POSSIBLE.
 - DESIGNATE AN INDIVIDUAL (AS APPROPRIATE) TO ACT AS THE UH/UL OFFICER IN CHARGE OF THE SECONDARY EVACUATION CENTRE. THAT INDIVIDUAL WILL ACT AS CO-ORDINATOR AT THE SECONDARY CENTRE.

Appendix 4b – Action In The Event Of Incident On Water – launch officials

- Ensure you have all safety equipment as set out in the British Rowing Row Safe before boating **and** that you know how to use it.
- In the event of an incident your first priority is for the safety of competitors and yourself.
- It is essential to ensure good communication with Race Control.
 1. IMMEDIATELY NOTIFY **RACE CONTROL** BY RADIO - INCLUDE YOUR IDENTITY, LOCATION, NATURE OF INCIDENT AND NUMBER OF CASUALTIES (EG *“SAFETY, SAFETY, THIS IS LAUNCH 5, CAPSIZED VIII 100YDS DOWNSTREAM OF KEW BRIDGE, NINE PEOPLE IN THE WATER”*).
 2. LISTEN FOR A RESPONSE FROM CONTROL AND THE SAFETY BOAT CREW.
 3. IF RADIO CONTACT IS NOT POSSIBLE, USE ANY AVAILABLE MOBILE TELEPHONE TO CONTACT RACE CONTROL. IF IT IS NOT POSSIBLE TO ESTABLISH CONTACT WITH RACE CONTROL, IF THE SITUATION IS URGENT, CALL 999 AND ASK FOR AMBULANCE (IF LAND BASED AT ULBH), OR COASTGUARD (IF WATER BASED).
 4. IF THERE IS A MAJOR INCIDENT ON THE WATER INVOLVING MULTIPLE CASUALTIES, OR ISSUES WHICH APPEAR TO BE BEYOND THE EVENT’S ABILITY
 - 5.
 6. TO DEAL WITH THEM, ASK **RACE CONTROL** TO CALL 999 AND ASK FOR COASTGUARD, AND GIVE DETAILS OF YOUR LOCATION, THE NATURE OF THE INCIDENT AND NUMBER AND TYPE OF CASUALTIES. THIS MAY TRIGGER THE DESPATCH OF THE RNLI LIFEBOAT.
 7. IF NECESSARY, REQUEST ASSISTANCE FROM MEDICAL OFFICER(S) AND ASK RACE **CONTROL** TO CALL LONDON AMBULANCE SERVICE (STATE NUMBER OF CASUALTIES AND NATURE OF PROBLEM E.G. *“ONE ROWER, SEVERE LEG INJURY FOLLOWING COLLISION”*)
 8. AT ALL TIMES KEEP RADIO TRAFFIC TO THE MINIMUM REQUIRED (REMEMBER WHEN YOU ARE TRANSMITTING NO-ONE ELSE CAN!)
 9. IF YOU ARE NOT REQUIRED TO HELP DEAL WITH THE EMERGENCY REMAIN IN YOUR ALLOCATED STATION AND MONITOR OTHER CREWS.
 10. IF IT IS SAFE TO DO SO (DO NOT PUT YOURSELF IN DANGER): RECOVER PERSONS FROM WATER
 - IF THE SAFETY BOAT IS IN ATTENDANCE LET THEM DEAL WITH THE RESCUE
 - REMEMBER TO KEEP A GOOD LOOKOUT AND PROCEED WITH CAUTION WHEN CLOSE TO PERSONS IN THE WATER
 - CUT YOUR ENGINE WHEN RECOVERING PERSONS FROM WATER
 - TAKE NOTE OF THE STABILITY OF YOUR OWN CRAFT AS OTHERS CLIMB ABOARD (CONSIDER TOWING TO NEAREST RIVER BANK)
 - BEWARE OF OVERLOADING YOUR OWN CRAFT
 11. DO NOT ATTEMPT TO TRANSFER AN UNCONSCIOUS PERSON FROM ONE BOAT TO ANOTHER ON THE WATER. CONSIDER ASKING THE REMAINING CREW TO ROW THE BOAT TO SHORE.
 12. USE THERMAL BLANKETS AND SPARE BUOYANCY AIDS
 13. TAKE CASUALTIES TO ULBH (UNLESS IT IS AGREED TO USE A SECONDARY EVACUATION AREA – DISCUSS WITH RACE CONTROL)

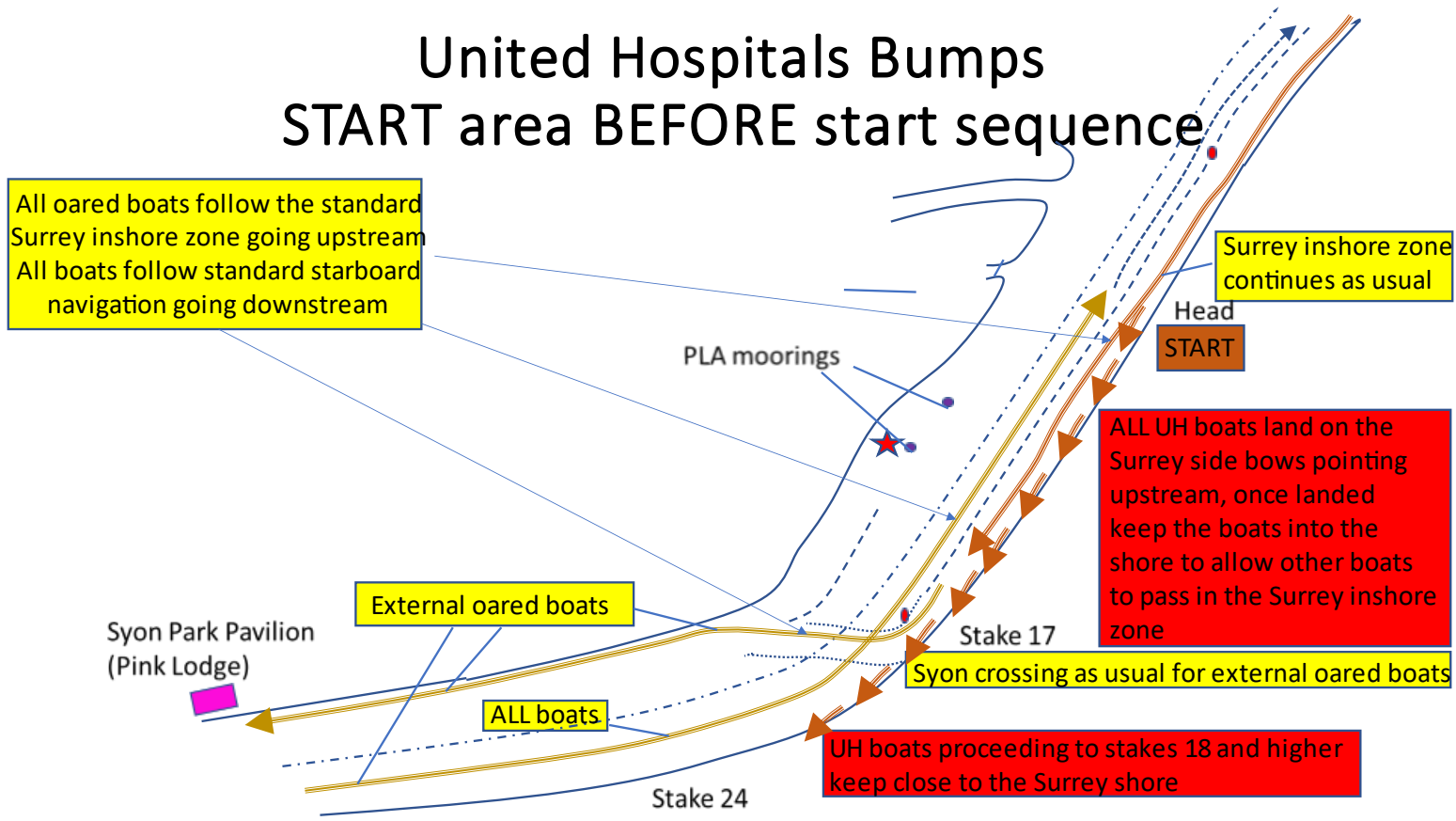
Appendix 5 – Control Commission

Club initials	Crew number	Boat name & ID (BR 6 digit code)	All heel restraints intact	Bow ball	Intact buoyancy compartments	Rudder lines & Fin	Coxes' buoyancy aid (tight fit)	Senior cox?
Official's Name (print):								

- BOAT ID PRESENT:** ALL BOATS MUST HAVE A LEGIBLE 6 DIGIT IDENTIFICATION CODE
 - HEEL RESTRAINTS:** Heel must not be able to come above the point of attachment of the shoe at the toe.
 - BOW BALL:** Check present and does not deflect to either side.
 - BOUYANCY COMPARTMENTS:** Please check not obviously compromised and hatches properly closed (not cross-threaded).
 - RUDDER LINES & FIN:** Check that these are intact and in reasonable working order.
 - COXES BUOYANCY AIDS:** these must be adequate and tightly fitted so that only the fingers of one hand can be passed between the straps and the coxes' clothing.
 - SENIOR COX:** Coxes must have more than 30 outing's experience.
- ANY PROBLEMS ASK A LICENCED UMPIRE BEFORE BOAT GOES ON THE WATER**

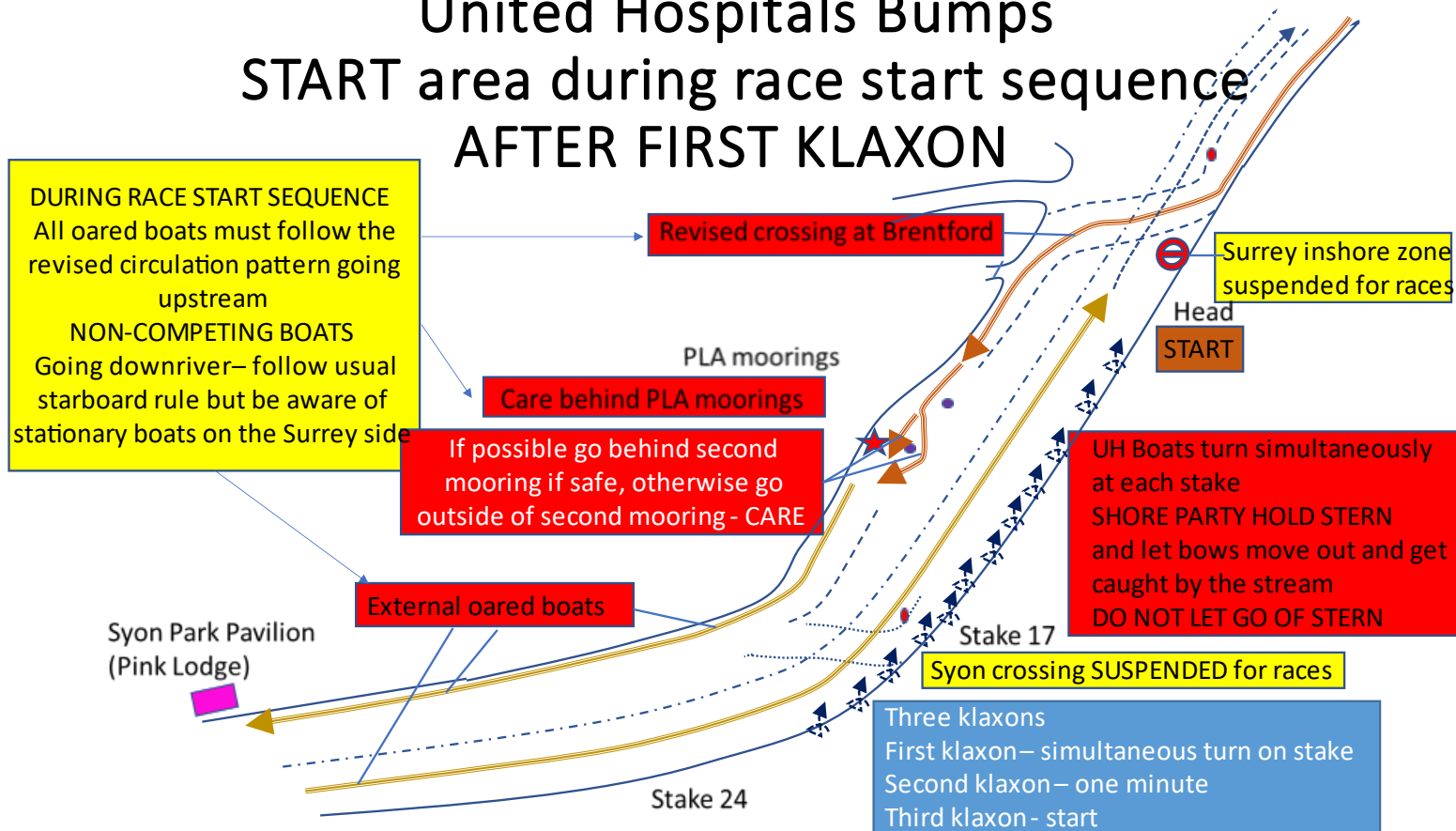
Appendix 6A – Start area before first klaxon – normal navigation

United Hospitals Bumps START area BEFORE start sequence



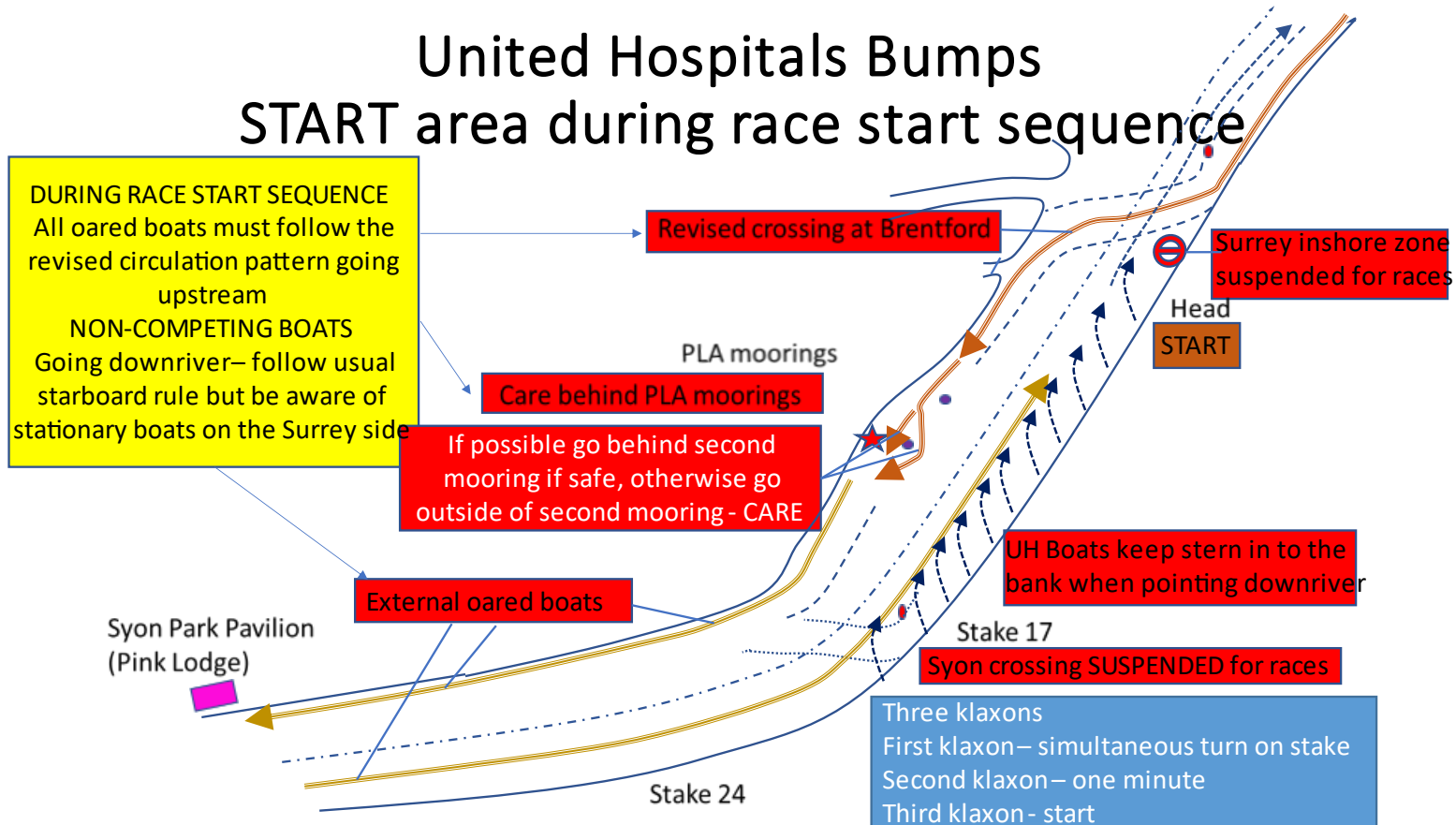
Appendix 6B - Start area after first klaxon – navigation changed

United Hospitals Bumps START area during race start sequence AFTER FIRST KLAXON



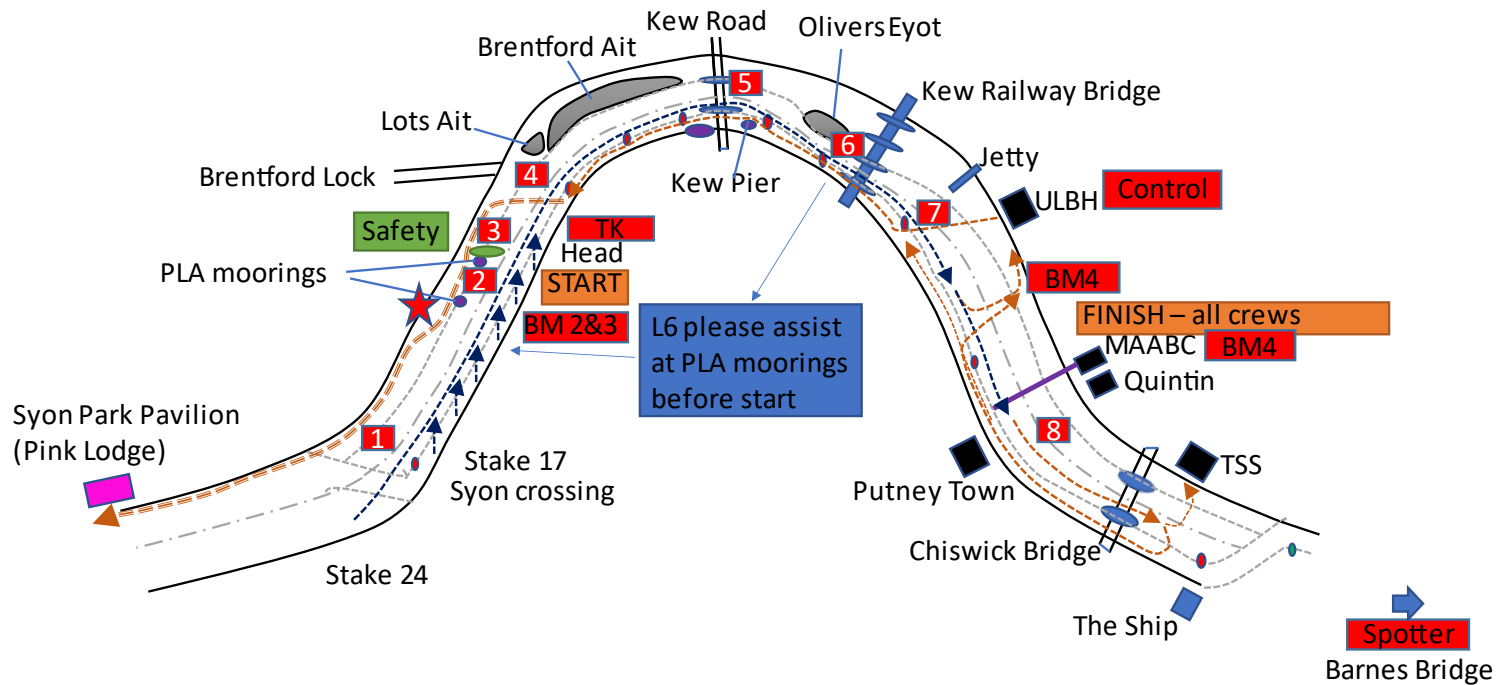
Appendix 6C – Start area during final start sequence

United Hospitals Bumps START area during race start sequence

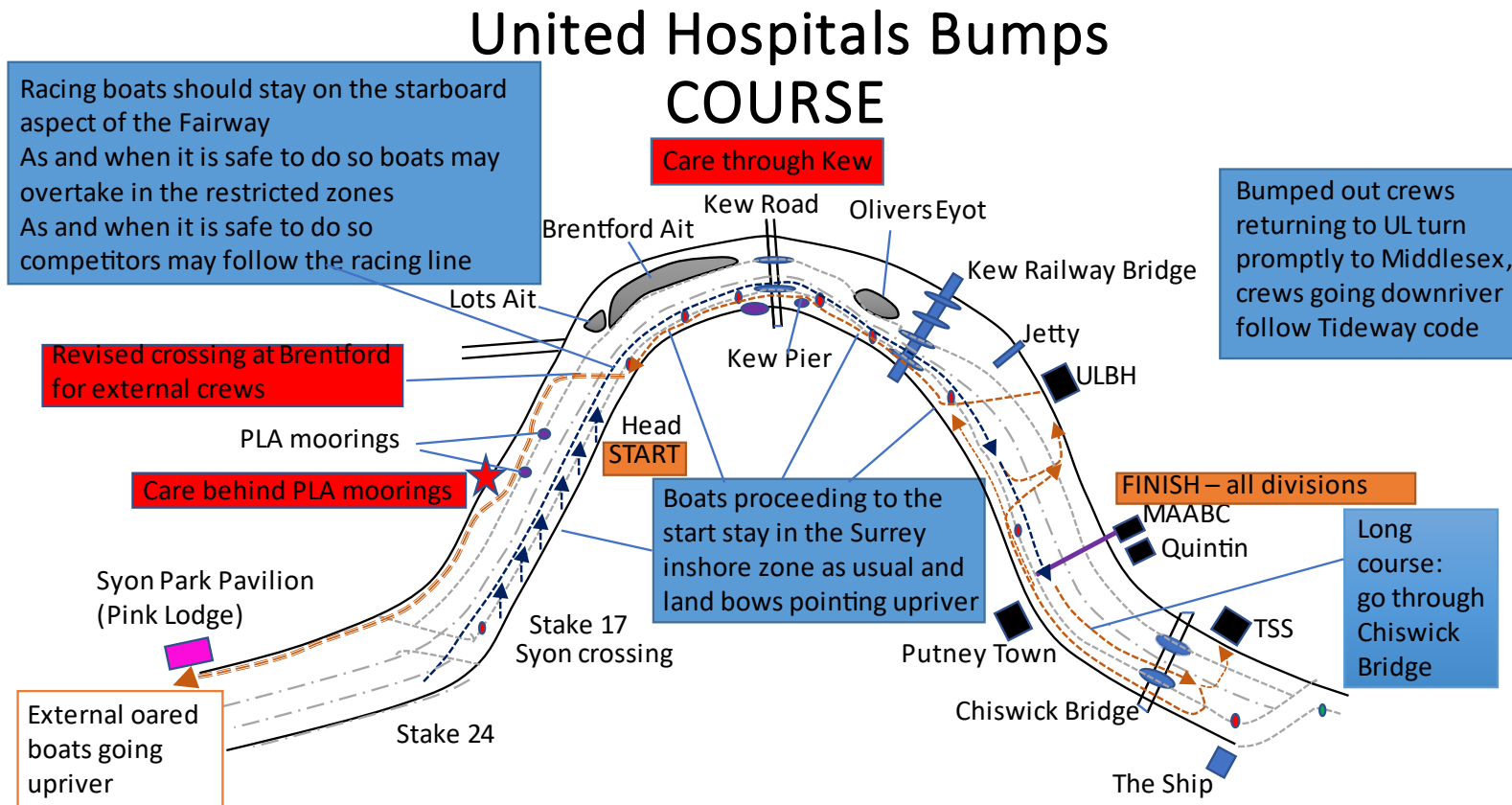


Appendix 7 – Officials positions at one minute klaxon

United Hospitals Bumps Officials positions at one minute

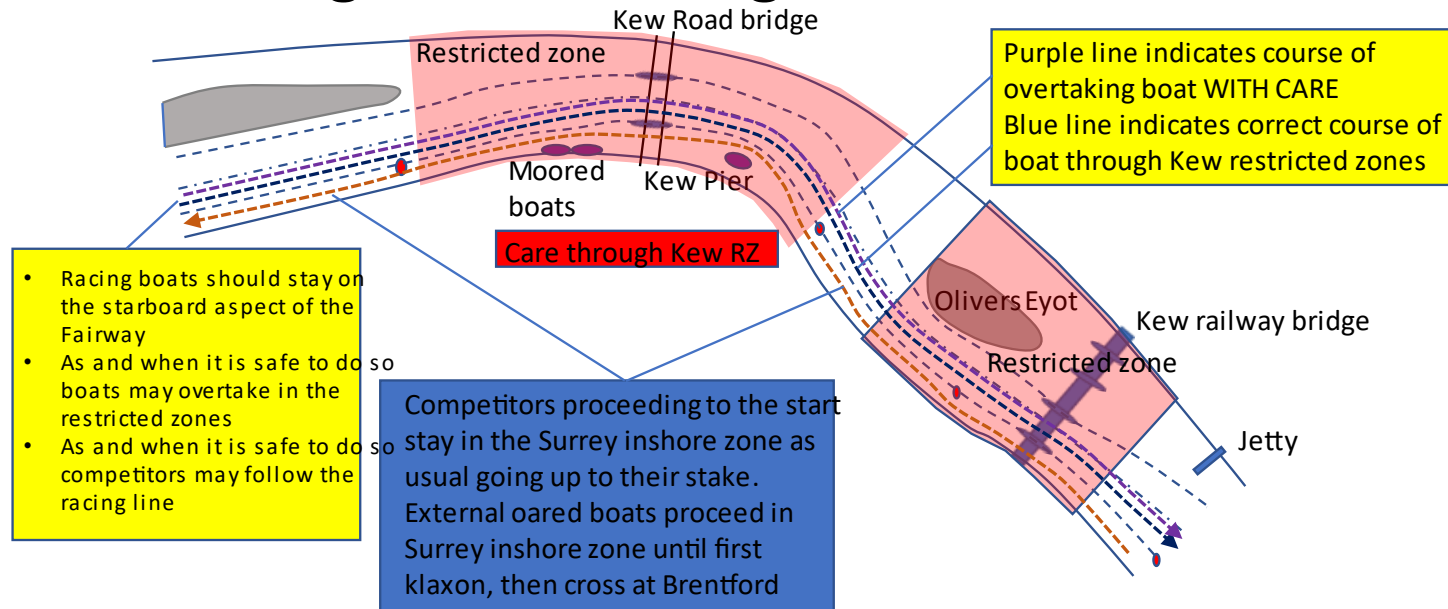


Appendix 8 – Map of course



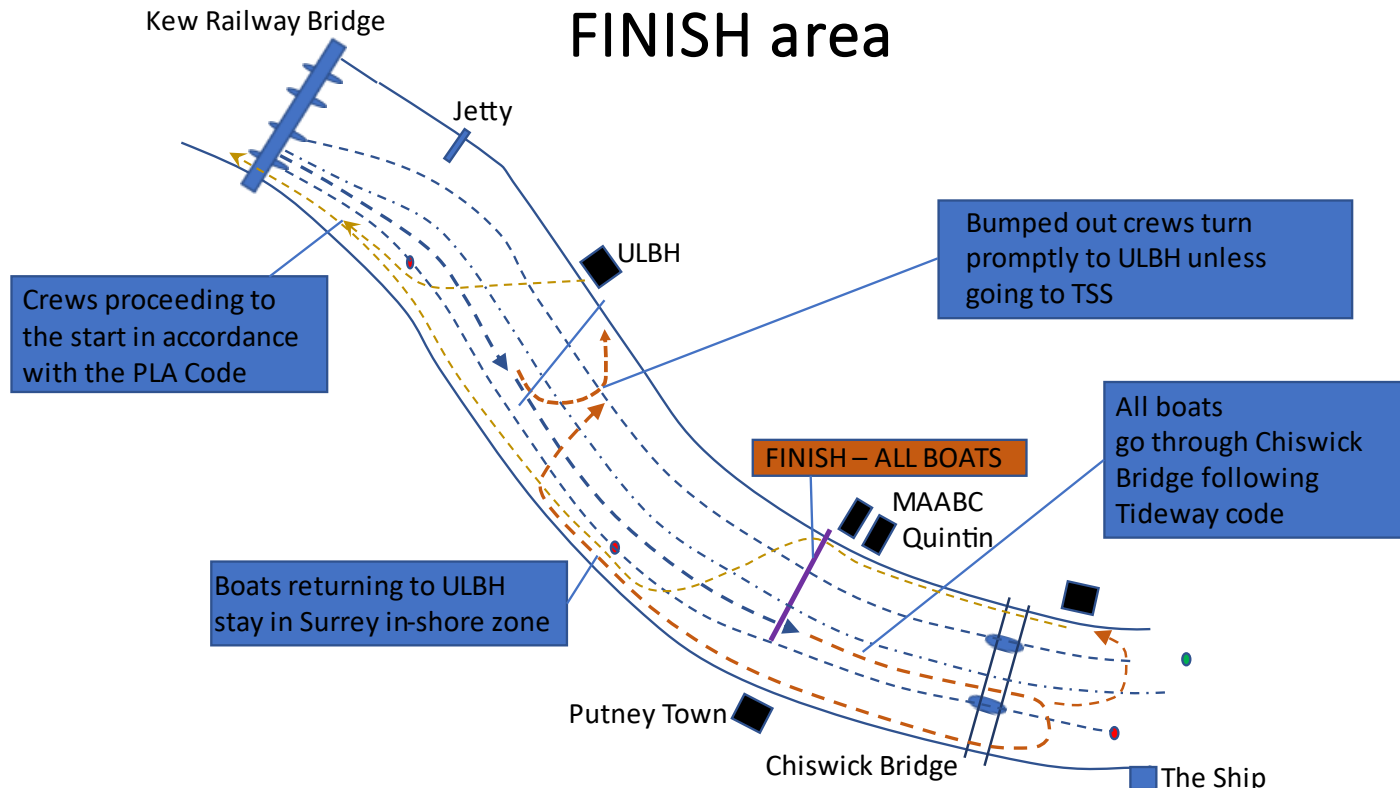
Appendix 9 - Kew Restricted Zones

United Hospitals Bumps Navigation through Kew Restricted Zones



Appendix 10 – Finish area

United Hospitals Bumps FINISH area



Appendix 11: Race Abandonment Protocol

Note: the procedure for stopping the start sequence is shown in appendix 3 and will be led by the Chief Umpire saying 'abandon the start-abandon the start-abandon the start'.

This protocol is for abandoning the race once it has started for exceptional safety reasons.

It is unlikely that the race will be abandoned unless there are exceptional circumstances. It is more likely that 'line astern' navigation will be ordered through the Kew RZ (see appendices 2 and 3); however all coxes and officials must be familiar with the protocol for abandonment of the race in accordance with the TRRC code of practice for Tideway Head races.

Decision Making:

1. The decision to abandon the race once in progress will be taken by the Chief Umpire (Launch 3), based on information from any official.
2. The lead official for the Kew RZ (L5) and control (BM1) may take action to abandon the race, if for any reason radio and telephone contact is lost with the chief umpire.
3. The chief umpire will announce the decision to abandon the race by saying 'race abandoned - race abandoned - race abandoned'
4. All officials must ensure the safety of all river users, but ensure that any action is taken only following instruction from the chief umpire unless there is imminent danger to crews.
5. Strict radio silence must be observed except for urgent communication with the chief umpire, or in an emergency.

Procedure for returning crews once the race is abandoned:

Racing Crews:

1. Officials will wave a red flag and stop all crews by saying '**danger ahead – stop-stop-stop**' using all measures available.
2. Crews must stop, drift and proceed slowly line astern only if officials consider it is safe for them to proceed past any incident or through rough water. Crews will keep line astern and listen for instructions from officials.
3. If it is not safe to proceed down officials must turn crews against the stream into the Surrey in-shore zone.

Procedure through Kew Restricted Zones:

1. If the lead official (L5) require crews to proceed 'line astern' in one or both restricted zones then L5/6 will **raise** a red flag and state to all crews: '**Caution ahead - No overtaking allowed - Proceed line astern**'. **Crews must be able to stop if there is obstruction ahead.**
2. If it is unsafe to proceed through either bridge then launch based officials (L5/6) will **wave** a red flag and stop all crews: '**Danger ahead – stop – stop-stop**'; **and if necessary get crews to turn into the Surrey in-shore zone if safe.**

Aftercare: There may be wet, cold and miserable crews, ensure crews are re-united with their support teams and dry clothing.