

UNITED HOSPITALS REGATTA 2026-2027

Competitors' information

	UH Autumn Regatta (inc Allom cup) ¹ Sunday 15.11.26	Winter Regatta Sunday 24.1.27
High water Chiswick Bridge	05:20	03:41
Low water Chiswick Bridge	13:11	12:11
Low water Kew Railway Bridge	13:26	12:26
High water Chiswick Bridge	16:11	16:04
Low water Chiswick Bridge		
Dusk	16:11	16:35
Officials' meeting	08:00	08:00
Times of races		
Ebb stream	09:00 – 12:45	09:00 – 11:45
Flood stream	14:30 – 15:30	13:30 – 16:00

The time of low water is NOT the same as that at which the stream changes from ebb to flood (the stream usually changes AFTER low water and the delay increases with excess land water (fluvial flow). Likewise the time of high water may FOLLOW the change from flood to ebb in situations where there is excess land water).

1. Racing in accordance with British Rowing rules.
2. The Code of Practice for Rowing on the Tideway applies at all times.
3. **Safety paramount:** each club and cox is responsible for ensuring that their boat is safe (including heel restraints, buoyancy compartments and coxes' buoyancy aids).
4. **All coxes MUST** have more than 20 hours coxing experience on the Tideway and be familiar with the Tideway Code.
5. **Coxes should attend the coxes' meeting.**
6. In the case of **emergency** marshals will follow the emergency action plan. **In general, if a rower or cox enters the water it is important that they stay with the boat unless there is obvious danger.** If you are in the water be careful to avoid the launch engine.
7. Find out in advance whether you are racing on the Middlesex/Surrey side.
8. You must adhere to any boating timetable at ULBH or elsewhere. If you fail to boat on time, you may be excluded.

The following instructions apply to races held on the EBB stream

¹ Likely to offer all events this year

9. **Boat in good time:** Please allow 10 minutes to get to the marshalling area from ULBH and 25 minutes to get from Quintin. Please refer to the circulation plans in appendix 6.
10. **Cross directly** from ULBH to the marshalling area on the Surrey side, only when it is safe and clear to do so (**do not cross in front of any boats on the stream**).
11. **If boating from Quintin/TSSC**, crews should cross from the Middlesex side above the regatta finish line to the Surrey inshore zone, only when it is safe and clear to do so (**do not cross in front of any boats on the stream**), and then proceed upriver in the usual manner on the Surrey side.
12. **In the marshalling area**, great care must be taken to ensure that crews stay as far into the Surrey bank as possible, in accordance with the PLA Tideway Code², line astern, with about a length of water between crews, so as not to impede the proper navigation of other oared boats in the area (see appendix 6). Ensure that the crews stop well upriver of the UL buoy if possible and keep paddling up to maintain their position against the stream. Try to pair up with your opposition.
13. **When asked to turn** ensure that the river is clear before you start to manoeuvre and that you end up in the starboard aspect of the stream parallel to the bank. You should turn in the area between the UL buoy and the eastern margin of the Railway Bridge Restricted Zone, so in effect you will go round the UL buoy.
14. **At the finish, if returning to ULBH**, crews must proceed into the Chiswick Bridge restricted zone (appendix 6). **Crews must not turn, stop or cross in the Chiswick Bridge Restricted Zone.** Crews should pass into the restricted zone line astern (so that there should be no overlap between boats in the restricted zone even if there was an overlap at the finish). If returning to ULBH, crews should proceed through Chiswick Bridge and turn promptly to the Surrey inshore zone without obstructing or drifting down to the Ship crossing point at the Ship³. Crews should turn well before reaching the Ship Inn red buoy.
15. **If returning to Quintin or TSSC**, proceed through the Chiswick Bridge Restricted Zone. Crews must check that it is safe to cross the fairway, and then cross promptly to the Middlesex side as directed in the PLA Tideway Code. Crews must not obstruct or drift anywhere near the standard crossing point at the Ship.
16. **Crews must not cross the river to return to UL before a point 100m on the eastern side of ULBH (adjacent to the sewer outfall on the Surrey bank) –see appendix 8.** Great care must be taken when crossing the river at this point to avoid all vessels coming down with the stream, especially any oncoming racing crews.

The following instructions apply to races held on the FLOOD tide

17. **Boat in good time:** Please allow 30 minutes to get to the marshalling area from ULBH. Please refer to the circulation plans in appendix 7.

² <https://www.pla.co.uk/assets/tidewaycodedigital.pdf>

³ An alternative route back to UL; if there is sufficient room and it is safe, is that crews should wind down very briefly having passed the finish line moving out of the fairway as quickly as possible, and, if safe, **promptly** turn to the Surrey (south) bank of the river before the Chiswick Bridge. This route should only be followed if the officials have specifically instructed crews to do so, and may be reasonable for a crew not rowing out the course, or being so far behind the winning crew as not to be in contention (see appendix 8).

18. **If boating from ULBH, proceed directly** to the Surrey inshore zone, only when it is safe and clear to do so.
19. **If proceeding from ULBH**, continue on the Surrey side through Chiswick Bridge and enter the marshalling area promptly (see appendix 7). **Stay below the lower limit of the Ship crossing** and do not obstruct other oared boats in this area. Do not proceed beyond the marshalling area on the Surrey side under any circumstances.
20. **If proceeding from Quintin/TSSC**, stay on the Middlesex side in accordance with the local rules of navigation from Quintin/TSSC until you enter the marshalling area on the Middlesex side (for crews from Quintin/TSSC only). **Stay above the Ship crossing** and do not impede other oared boats in this area.
21. **In the marshalling areas**, great care must be taken to ensure that crews stay as far into the bank as possible, line astern, with about a length of water between crews, so as not to impede the proper navigation of other oared boats in the area (appendix 7).
22. **When asked to turn** ensure that the river is clear before you start to manoeuvre and that you end up in the starboard aspect of the stream parallel to the bank. Boats on the **Middlesex side** should turn in the area just downriver of the Bulls Alley (green) buoy and in effect you will go round the buoy. Boats on the **Surrey side** should turn immediately and not proceed downriver on the Surrey side under any circumstances.
23. **At the finish, if returning to ULBH, coxes need to be aware of the three options for returning to UL.** The strength of the stream and ability of the crew must be taken into account, and if there is any doubt, coxes should proceed on the stream through Kew Railway Bridge in accordance with CPRT, and turn when it is safe to do so (either between or beyond the restricted zones). **Crews must not turn, stop or cross in the Kew Restricted Zones.**
 - a. Turn to the Middlesex side before reaching the pier/wooden posts PROVIDED that there is sufficient room and the stream/wind conditions are suitable;
 - b. Turn to the Surrey side around the UL buoy into the Surrey inshore zone PROVIDED it is safe to cross the fairway and then cross back across the fairway against the stream provided that it is safe to do so;
 - c. Proceed through Kew railway bridge on the stream and then turn to the Surrey inshore zone between the Kew restricted zones PROVIDED it is safe to do so.
24. **At the finish, if returning to Quintin/TSSC or downriver**, crews should turn as per options (b) or (c) as appropriate and safe and keep in the Surrey inshore zone in accordance with the Tideway Code until reaching the crossing point to access Quintin. Cross the river when safe and there are no oncoming boats on the fairway.

JM

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