

EA Rules of Navigation

All boats to pass PORT to PORT (STROKE side to STROKE side) i.e. keep to the right (BOW side) at all times. This is particularly important when there is poor visibility and after dark.

All boats of narrow beam out after dark must carry a white light visible through 360°. White lights visible from back and front is generally accepted. It is also suggested that light coloured clothing be worn at night.

Rules agreed by local Rowing/Sculling Clubs boating on the Walton/Weybridge Reach

Boats from all clubs are to exercise caution at all times and take all necessary measures to avoid collisions.

D'Oyly Carte Island to be one way traffic round it, i.e. all boats pass around the island by going upstream on the Middlesex side and downstream on the Surrey side. E.g. crews coming up the Desborough Channel should go to the right as they leave the Channel and go round the Middlesex side of D'Oyly Carte Island; turning left at the top of the island if returning downstream or across to WLARC and Weybridge RC. Similarly, boats leaving WLARC and Weybridge RC should proceed downstream on the Surrey side of D'Oyly Carte Island.

Clubs have the choice of which way they go round the old river circuit, either up the Desborough Channel and round the point at the top of the Channel into the old river or the reverse route. It is very important that corners are not cut when navigating in either direction and boats must keep to the right at all times.

It is suggested that boats do not lie out of the stream below D'Oyly Carte Island and turn into the stream across towards the Canoe Club before going downstream. It could be dangerous, as boats will be coming downstream on the Surrey side of the island. Safer places to rest are either over against the Middlesex bank opposite D'Oyly Carte Island or just below Shepperton Lock gates. Crews deciding to rest under the lee of D'Oyly Carte Island and then turn into the stream on the Surrey side of the island, should do so with extreme caution.

Boats should not stop in the Desborough Channel, in either direction, if there are other boats coming up behind. All boats should proceed in single file, except when overtaking. Any stopping should only be done on instruction from a coach on the bank.

Boats should not turn round in the river immediately below the bottom of the Desborough Channel to return upstream. Turns should be made, if required, well below the Channel, at the earliest by the Public Slip.

Boats should not turn round either immediately upstream or downstream of any bridge.

When boats are on the Walton Reach (Cowey Sale to Sunbury Weir) they should keep to the right of centre at all times. There is a tendency to go down or up the middle rather than to one side by boats going in either direction.

Boats when passing through Walton Bridge, in either direction, should do so using the arches to the right of the centre pier of the bridge. Remember Walton Bridge has four arches!

Boats should not cut the corner when going downstream at the Sea Cadet Unit 'Black Swan' bend.

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Boats, when returning to either St. George's College BC or Walton RC, will continue past the clubs and turn at least 100 metres below the clubs, turning on to the Middlesex side. They will then proceed upstream and 'easy', before moving across towards the clubs, checking that it is safe to do so. Similarly, boats leaving either St. George's College BC or Walton RC will proceed upstream by crossing immediately to the Middlesex side, taking careful note of any boats coming downstream before doing so.

If boats want to go downstream from St. George's College BC or Walton RC, they should ensure that there are no boats coming downstream, before spin turning at the clubs and proceeding downstream.

Weybridge Rowing Club boats will use the stretch of water from the weir down to the canoe club as a light paddling/warm up piece ONLY.

WLARC, when boating, do so upstream and turn at the mouth of the Wey Navigation to go downstream, approaching the weir stream with caution.

WLARC boats, when returning from outings, will lie up adjacent to the Yacht club on the opposite bank and move across the river to their steps at a 45 degree angle, when it is safe to do so. They will give way to boats coming across the weir stream and heading for the Desborough Channel.

WLARC use the pool of water immediately in front of their clubhouse for the instruction of novice and junior scullers.

Thames Valley Skiff Club boat from their clubhouse between 'The Anglers' and Walton RC. Boats should be cautious when approaching this area because, in conditions of slack stream and/or Easterly winds, skiffs tend to swing out and remain perpendicular to the bank.

Clubs must make their own rules about the use the Sunbury Lock Cut. It is often done to give a longer upstream outing but there may be an EA Rule that says it should not be used for practise outings (?). A previous arrangement made with a Lock Keeper some time ago was that racing boats should only use the Cut before 8.00 a.m.

It is suggested that at least 1½ metres distance is left between blade ends and the bank or moored craft. This will allow canoeists to pass through, whichever direction they are travelling.

These rules were agreed between representatives of all rowing and sculling clubs on the Reach of River Thames in an attempt to prevent accidents

9th January 2002