



Greenwich 4s & 8s Head

Sunday 16th February 2025

Instructions for crews

1. Please check your entry and advise us if it is incorrect: e-mail chris.kendall@pbdrcl.co.uk. Any revisions to the starting order will be posted on our website: www.pbdrcl.co.uk and will be displayed at the PBDRC Clubhouse on race day.
2. Race numbers may be collected from PBDRC Clubhouse from 7.45am on Sunday February 16th. Where crews notify us that they will boat from Globe, race numbers can be collected from Globe boathouse. All outstanding fees must be paid before race numbers will be issued. Two race numbers will be issued for each crew, one paper number to be worn by the bow-person to be visible while racing and the other a plastic Empacher number to be mounted in the bow slot.
3. In case of cancellation of the race because of forecast very bad weather conditions or very strong river flow, we will contact all clubs on Saturday February 15th and will post a notice on our website at www.pbdrcl.co.uk. In case of bad conditions on the day we will attempt to contact all crews by phone on the morning of the race.

Parking

4. The club postcode for satnav is E14 3DT. There is free parking available in designated bays in the roads around the clubhouse: Ferry Street, Saunders Ness Road and Manchester Road. We recommend that all boat trailers approach the club down Ferry Street off Manchester Road (if coming from the east, take the first turning on the left after Island Gardens DLR station). Be prepared for other boat trailers to be in Ferry Street already. Approach the club, stop and unload your boat(s) and put them on trestles on the slipway. Trailer driver to reverse a short distance then turn left into Saunders Ness Road and find parking alongside Island Gardens. We will assist with parking directions. Please do not obstruct the slipway with unattended vehicles. When reloading your boat after the race, either carry it down Saunders Ness Road to your trailer or send the trailer round the block: turn left into Glengarnock Avenue, left again into Manchester Road, left again back into Ferry Street.
5. Any clubs intending to boat from Globe RC on the south shore should (a) seek Globe's permission, and (b) advise the Greenwich Head Secretary so that race numbers can be made available at Globe RC. Race entry fees must be paid before this facility will be offered.

Racing

6. Short safety briefings for coxes and steers will be given at the PBDRC clubhouse (north shore) and the Globe clubhouse (south shore) at 8am. Each crew will be given a laminated map with the course to steer to the start and during racing. We would also advise coxes and steers to read the PLA Tideway Code of Practice for lower tideway page 110 onward.
7. The usual checks on the adequacy of heel restraints, the condition of bow-balls and the presence of hatch covers on boats fitted with them will be made by the umpires on boats going afloat from both north and south shores. Boats failing the safety check will not be allowed afloat. Crews are reminded that such checking does not relieve them for their



responsibility to use a boat in safe condition. We would recommend that boats which do not have buoyancy compartments should be fitted with buoyancy bags.

8. The race will be rowed on the ebb tide, from Wapping Pier to the PBDRC Clubhouse, approximately 3 miles. Crews are advised to boat at Greenwich by 8.30am at the latest to allow time to reach the start against the stream, otherwise you will not have time to get to the start and you risk being disqualified before the race begins.
9. There are no landing stages at the PBDRC Clubhouse or at Globe – crews should therefore wear wet-shoes, crocs, wellingtons or other suitable footwear when going afloat. Do not use flip flops.
10. Crews boating and coming ashore should pay close attention to the presence of Thames Clippers and other powered vessels passing. The wash they create causes waves on the shoreline and can be very damaging to boats. Either push your boat out into deeper water to allow it to ride over waves before they break or lift the boat out of the water until the water has settled down. Keep a look out constantly for wash.
11. When going upstream towards the start, proceed in accordance with the Navigation Instructions which are based on the Tideway code. The crossing-point from the north to the south shore is at the former Seacon building (now the tallest block of flats along the north shore, painted dark red) and will be attended by a marshal. Check the river is clear (i.e. no powered vessels coming from either direction) and cross at 45 degrees to the flow.
12. When on Southside you will be down stream of Hilton Pier. If there is sufficient water, then navigate under the pier if not go on the outside of the pier but make sure when doing so not to go out into the fairway. The tide will push you out into the fairway if you do not pay attention at this point.
13. Proceed upriver on the south side staying as close to the south shore as is safe. The next crossing point will be at Surrey Dock entrance Crossing. Again, cross with vigilance and make your way to the marshalling area which is just upriver past the Met River Police Pier and workshops.
14. The race begins at 09.30am. Any crews arriving late will be required to wait until all previously marshalled boats have started and will then be allowed to race. Any crews arriving after the last-numbered boat has passed the start line will not be allowed to race and no time will be taken.
15. To comply with the Collision Regulations, crews must stay in the southern half of the river while racing. Crews being overtaken must move towards the south shore.
16. The river will not be closed to other traffic. Powered vessels may be met proceeding upstream during the race (i.e. against the direction of the race). Crews must move towards the south shore to pass them, and crews **MUST NOT** impede the progress of powered craft. Be aware that the Thames Clippers cross the river from Greenwich Pier (south side) to Masthouse Pier (north side), then cross back to Greenland Pier (south side) then back to the north side to Canary Wharf Pier before they proceed upriver.
17. The finish line is a notional line across the river forming a continuation of the sheet- piled wall next to the PBDRC slipway.
18. Crews should keep moving at the finish so as not to impede other crews, then should turn as soon as reasonably practical (first checking no oncoming vessels either way) towards



the north shore and should return to the PBDRRC slipway close into the north shore. Crews going ashore at Globe RC should stay on the south side, spin, and return to the shore pointing upstream.

Safety Arrangements

19. We will have safety boats in attendance. They will be in radio communication with each other and with observers stationed at the finish. They are equipped with radios and mobile phones and in emergency will summon help via London VTS: 020 3260 7711.
20. In the event of an accident, you should summon help from the nearest safety launch. A rescue boat will be called, and if necessary, will take an injured person to PBDRRC Clubhouse or the nearest road access point.
21. The race has been given permission for Seniors to Cox a junior crew.