



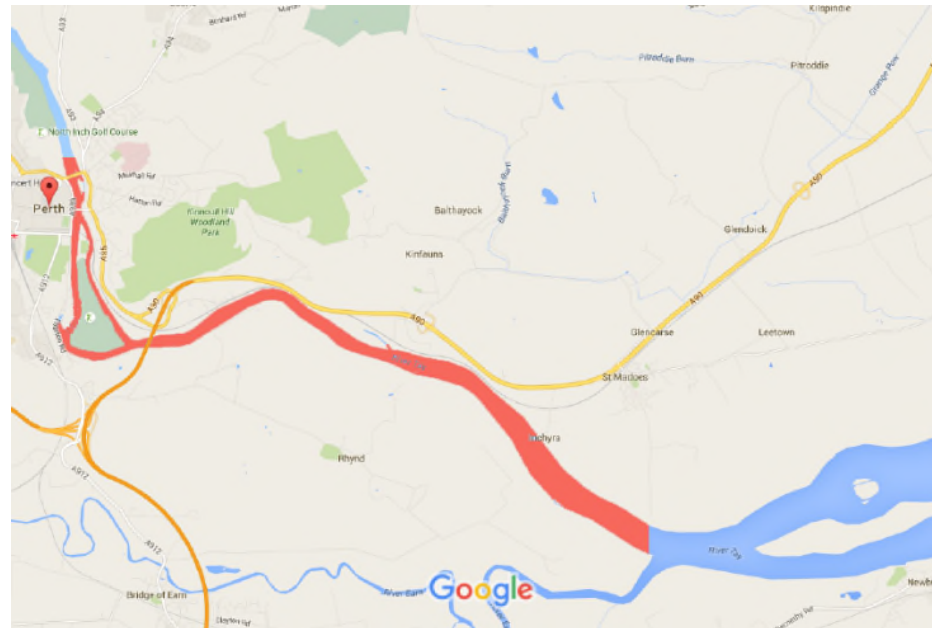
Navigation patterns for rowers on the River Tay.

This document has been created as a resource for both beginner and experienced rowers as a reference for the circulation patterns observed on the rowable section of the river Tay.

It is the responsibility of all water users to be aware of this circulation pattern and to observe it at all times.

Members are also encouraged to familiarize themselves with the British rowing steering and navigation guide (<http://www.britishrowing.org/upload/files/RowSafe/2-2-Steering&Navigation-v1.pdf>).

Whilst preparing for a water session a member of the group should contact the **Perth Harbour (01738 624056)**. They will advise on the potential for large boats in the vicinity. If the harbour master cannot be contacted, it can be assumed that no large vessels are expected.



The rowable part of the Tay.



Getting afloat.

When placing any rowing boat into the river you should always boat with your bow pointing into the stream. Be aware that the stream will try to pull the bows out quickly, in especially strong tides you may have to actively prevent this. If you do begin to get pulled round it may be safer to allow the craft to turn rather than fight it.

When boating keep a good lookout for other river users to ensure that you, and others, remain safe. Be aware of the wash of powered craft, this can rapidly change the depth of water at the shore line.

Commercial river users.

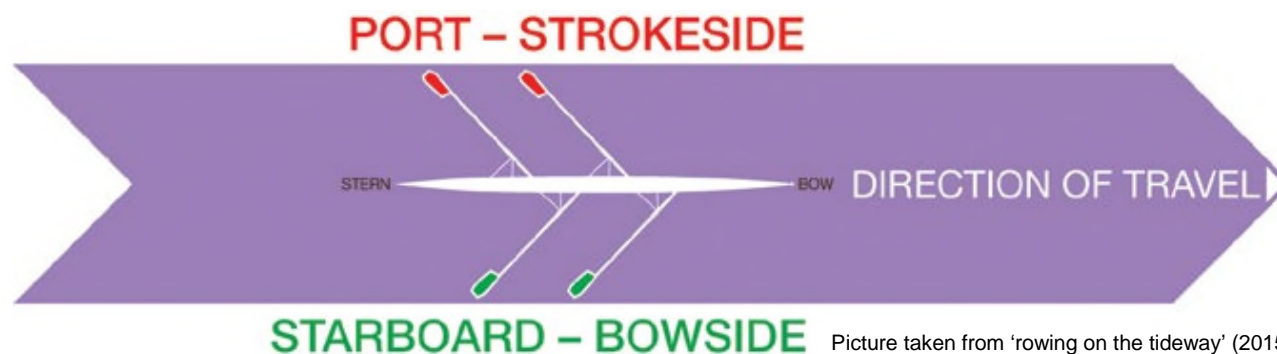
Much of the commercial traffic on the Tay will be destined for the Perth harbour (01738 624056). These craft observe COLREGs These are the 'Convention on the International Regulations for Preventing Collisions at Sea (1972)'. They prescribe the conduct of vessels when underway. For more information; <http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/COLREG.aspx>. In brief; this separates the river into three channels. The central (dark blue) section is the 'fairway' and is the deepest part of the river, used by larger boats (owing to their greater draught). Smaller craft, such as rowing boats must give way to larger boats when in the fairway. These smaller craft may also use the 'inshore zone' (pale blue) again, keeping to starboard. Rule 9a states that all vessels should navigate to the starboard side of **any channel** so as to pass port-to-port.





Port & Starboard.

Whilst not common terminology in rowing, crews should be aware of the meaning of such words. The sides are determined by direction of travel of the craft. Port is denoted by red, starboard by green, this is often reflected in the coloured tape found near the collars of most oars.



Picture taken from 'rowing on the tideway' (2015)

Sound signals.

Commerical vessels are likely to use sound signals rather than they are to shout.

Signal	Meaning
5 short rapid blasts	I am unsure of your intentions/ Look out
1 short blast	I am turning to starboard
2 short blasts	I am turning to port
3 short blasts	I am operating astern propulsion
4 short blasts then 1 short blast	I am turning 180° in the fairway to starboard
4 short blasts then 2 short blasts	I am turning 180° in the fairway to port
1 prolonged blast	I am leaving the pier/ entering the fairway



General Navigation

Much of the navigation of the Tay is determined by 'port-to port passing' and the variable depths of the river (Col Regs 9a).

This document should be used as a guide for steering but readers are reminded that a good look-out should always be kept and due to the changing conditions of a tidal river these guidelines may need to be adapted according to the conditions. This is especially the case at low tide where large amounts of the river become shallow.

Briefly; crews should use the starboard side of the river, staying as close to the bank as is safe and practical. (Bow-side blades closest to the bank).

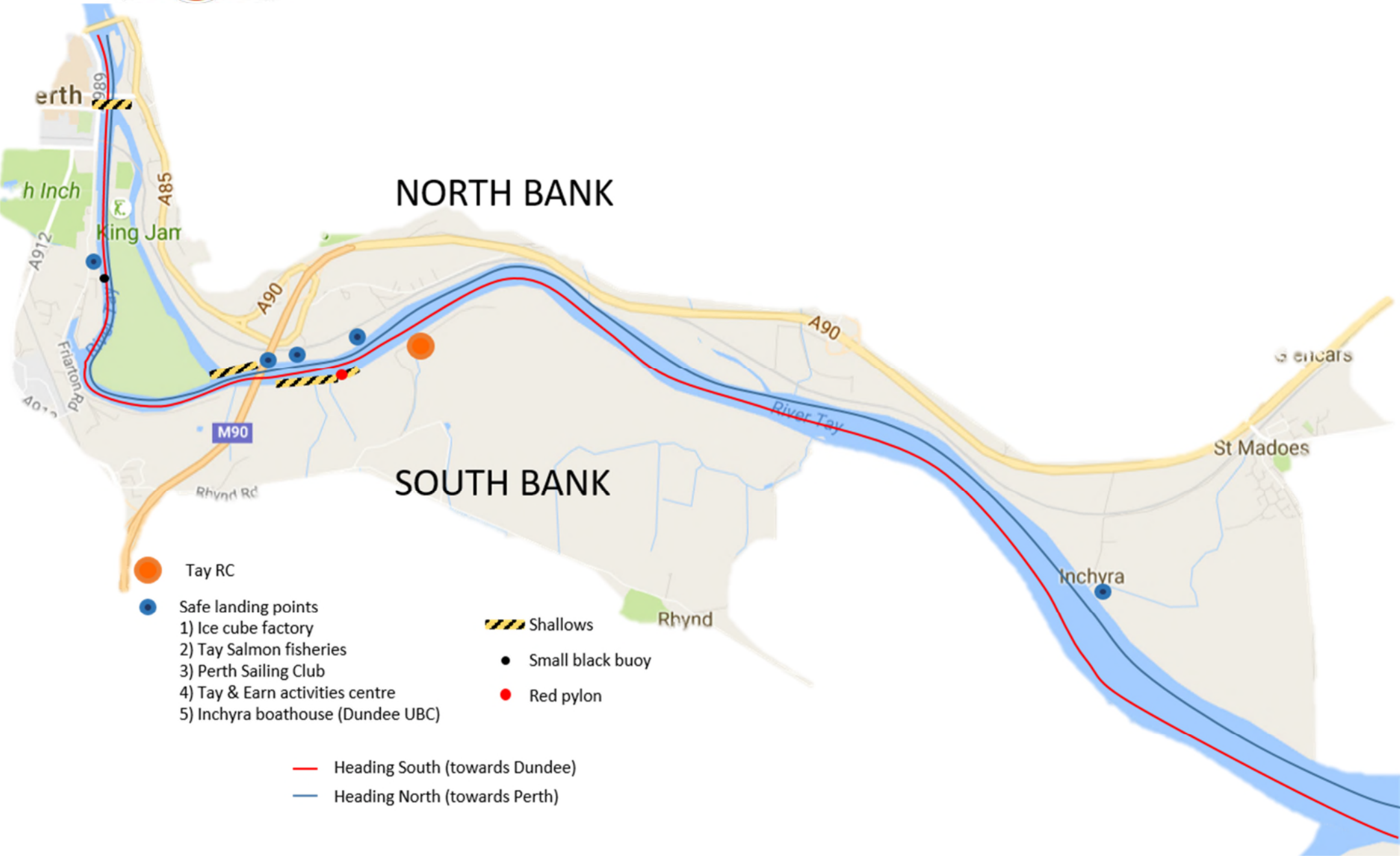
Overtaking

It is the responsibility of the overtaking crew to navigate around the slower vessel. Overtaking should only take place when it is safe and sensible to do so. The crew being overtaken should maintain course and speed so as not to obstruct the overtaking crew. The stroke of the overtaken crew should shout 'Ahead!' to signal their presence to the overtaking crew.

The overtaking crew should move towards the centre of the river to perform the overtake. Care should be taken in bow-loaded coxed boats to ensure that the overtaking crew doesn't return to their bank too soon.

Areas of Note.

- The bridges in Perth city centre are only navigable on the very top of the tide, if at all. Club boats should not be taken beyond this point without permission from the committee.
- There are shallows on the south point of Moncreiffe island which continue to under the Friarton bridge (north bank), these reveal at mid/ low tide. Crews traveling towards Perth should move towards the fairway (remaining on the starboard side) to avoid.
- There is a large area of rocks on the south bank upstream of the club, this will obstruct water users at all tides when traveling south. The red pylon denotes this area.
- At low tide the region alongside the Tay & Earn activities centre can become shallow across the whole river bed. Water users traveling both north and south should move towards the fairway (keeping to starboard). Crews should take care navigating through this potential bottleneck, no overtaking is allowed here during low tide.



- Tay RC
- Safe landing points
 - 1) Ice cube factory
 - 2) Tay Salmon fisheries
 - 3) Perth Sailing Club
 - 4) Tay & Earn activities centre
 - 5) Inchyra boathouse (Dundee UBC)

- Shallows
- Small black buoy
- Red pylon

— Heading South (towards Dundee)

— Heading North (towards Perth)