



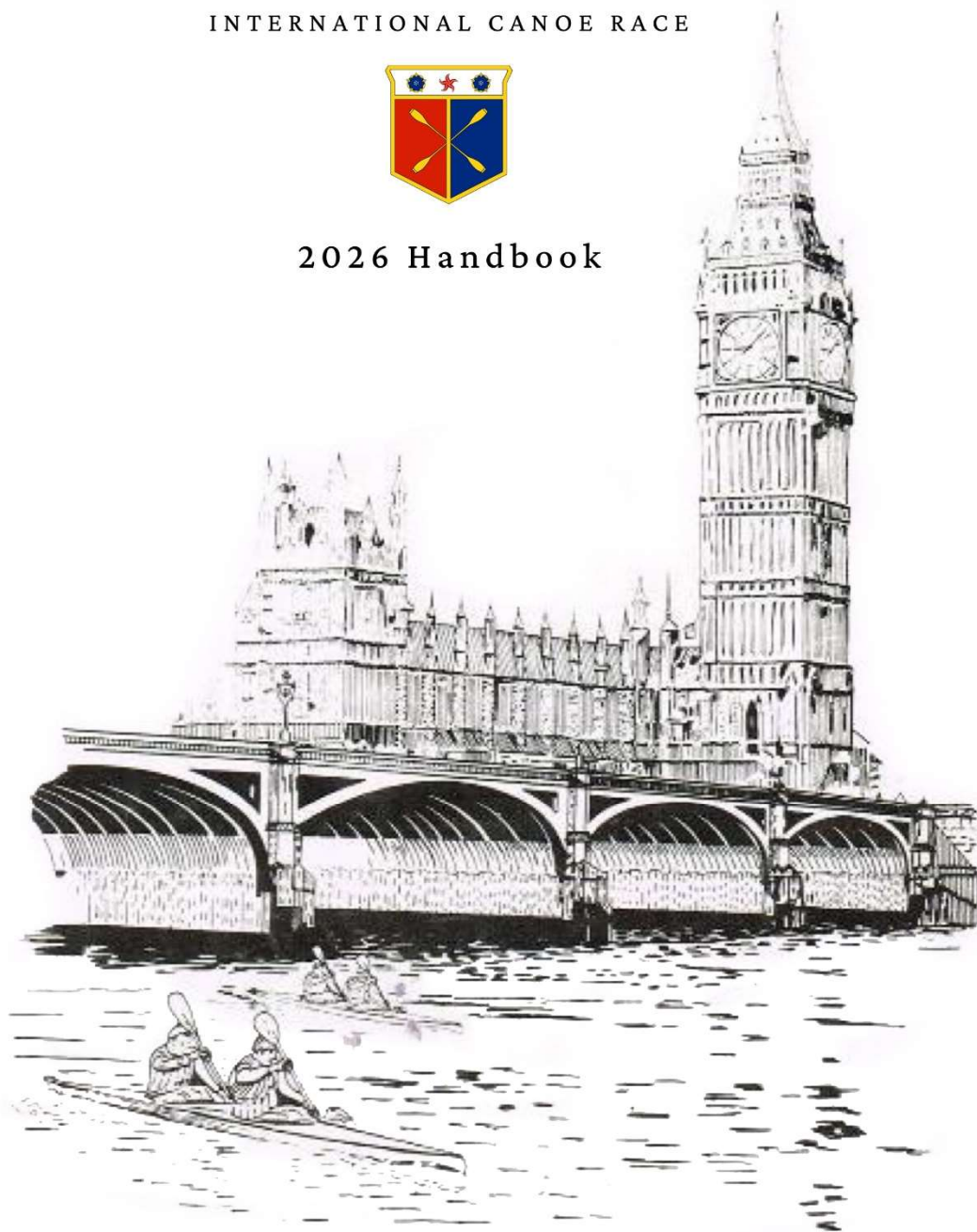
THRUDARK

DEVIZES TO WESTMINSTER

INTERNATIONAL CANOE RACE



2026 Handbook



EMERGENCY RESPONSE PLAN (ERP)

The Devizes to Westminster International Canoe Race Emergency Response Plan is an integral part of the rules and all competitors are deemed to have read it and understood its implications.

WHAT IS AN EMERGENCY

For the purpose of this event an Emergency is defined as any incident:-
Resulting in serious injury or the loss of life of a DW Race participant, supporter, DW volunteer or official requiring the rescue of a DW Race participant, supporter, DW volunteer or official from a hazard on land or water involving a search for a crew member missing and believed to be in danger Or occasion which the DW Duty Officer decides warrants the calling out of the Emergency Services.

WHO TO CONTACT

In the event of any emergency, contact the DW Race Control. The DW Race Control number is **01189 661333**.

When calling, please IMMEDIATELY state that the message is an Emergency, and provide the following information:

1. Your name and status
2. Race number of crew
3. Confirmation of crew name(s)
4. Nature/time/location of the incident
5. Are supporters of the crew present at the scene?
6. Which emergency services have already been informed?

SERIOUS INJURY

In the event of an emergency resulting in serious injury or loss of life contact the Emergency Services immediately. The Emergency Services telephone number is **999**.

**IF YOU ARE IN ANY DOUBT ABOUT THE SEVERITY OF
AN INCIDENT, CALL 999 IMMEDIATELY.**

The Thrudark Devizes to Westminster International Canoe Race 2026

Amendments

CONTENTS

| | |
|--|-----------|
| 1. General Information..... | 5 |
| About..... | 5 |
| Officials..... | 5 |
| Training for the Race..... | 6 |
| Driving into London..... | 6 |
| Prizes | 7 |
| Publicity | 7 |
| 2. Entries | 8 |
| Entering the Race | 8 |
| Eligibility Requirements | 8 |
| Allegiance of Competitors to a Club/Organisation | 9 |
| 3. Breaches of Rules | 11 |
| Reporting Complaints/Protests..... | 11 |
| Protest Meetings | 11 |
| Penalties | 11 |
| 4. Rules for all Classes | 13 |
| General Rules | 13 |
| The Course..... | 14 |
| Craft..... | 14 |
| Equipment..... | 15 |
| Spray Decks | 17 |
| Retirement | 18 |
| Support crews & Supporters- see also 'Instructions for Supporters' | 19 |
| Portages | 19 |
| 5. Paddling on the Tideway | 22 |
| 6. Rules for Senior Doubles Class | 24 |
| Entry Limitations | 24 |
| The Course..... | 24 |
| Substitutions | 24 |
| Registration & Start..... | 24 |
| Cut-Off Times | 25 |

| | |
|--|-----------|
| Teddington Tide Window | 25 |
| Finish | 26 |
| 7. Rules for Junior Doubles Class | 27 |
| Entry Limitations | 27 |
| The Course..... | 27 |
| Substitutions | 27 |
| Registration & Start..... | 27 |
| End-of-Stage Arrangements | 28 |
| Next Day Briefing | 29 |
| Support Crew | 29 |
| 8. Rules for Senior Singles..... | 30 |
| Entry Limitations | 30 |
| The Course..... | 30 |
| Substitutions | 30 |
| Registration & Start..... | 30 |
| End of Stage Arrangements | 31 |
| Next Day Briefing | 32 |
| Support Crew | 32 |
| 9. Rules for Veteran-Junior | 33 |
| Entry Limitations | 33 |
| The Course..... | 33 |
| Substitutions | 33 |
| Registration & Start..... | 33 |
| End of Stage Arrangements | 34 |
| Next Day Briefing | 34 |
| Support Crew | 35 |
| 10. Rules for the Endeavour | 36 |
| Entry Limitations | 36 |
| The Course..... | 36 |
| Substitutions | 36 |
| Registration & Start..... | 36 |
| End of stage arrangements | 37 |
| Next Day Briefing | 38 |
| Support Crew | 38 |

| | |
|---|-----------|
| 11. Rules for Single SUP | 39 |
| Entry Limitations | 39 |
| The Course..... | 39 |
| Substitutions | 39 |
| Registration & Start..... | 39 |
| End of Stage Arrangements | 40 |
| Next Day Briefing | 41 |
| Support Crew | 41 |
| 12. Arrangements for the Race | 42 |
| Devizes Registration | 42 |
| Results | 44 |
| Lost property | 44 |
| Accommodation along the course | 44 |
| Driving into London..... | 44 |
| The Finish at Westminster - Senior Doubles..... | 44 |
| 13. Potential Race Hazards, Risks and Other Issues..... | 46 |
| 14. Instructions for ALL Supporters..... | 48 |
| End of Stage arrangements..... | 49 |
| Driving and Parking | 49 |
| At Portages | 50 |
| Closed Portages..... | 50 |
| Parking/Driving Restrictions apply at the following places: | 50 |
| Restrictions on driving into London | 51 |
| At Westminster - Senior Doubles..... | 52 |
| 15. Compulsory Kit – Aid memoire | 53 |

**THIS DOCUMENT CONTAINS THE RULES OF THE RACE AND MUST BE READ BY AND
ADHERED TO BY ALL PARTICIPANTS AND THEIR SUPPORTERS.**

**Please note that the information in this document may be altered by the Organisation at
any time and it is the responsibility of the Competitors and their Supporters to make
themselves aware of any changes made.**

1. General Information

About

- 1.1. The Thrudark Devizes to Westminster International Canoe Race is run by the Devizes to Westminster Organisation Ltd. The Organisation is referred to variously and interchangeably as 'DW' the 'Organisation,' the 'Organiser,' and the 'Company.' The event is run entirely by volunteers.
- 1.2. The course starts at Devizes Wharf, passing along the Kennet and Avon Canal joining the River Thames at Reading. Immediately after the canal joins the river there is a compulsory portage at Dreadnought Reach. The course continues downstream to Teddington.
Senior Doubles crews will continue down the tidal Thames crossing the FINISH Line 50 metres beyond Westminster Bridge.
Stage Class crews will continue down the tidal Thames to the FINISH Line ~20m above the Barn Elms Boathouse slipway near Hammersmith.
- 1.3. Over the total course distance of 125 miles there are 77 portages. In 2026 the Senior Doubles crews will paddle a distance of 125 miles while the Stage Class crews will paddle 118 miles.
- 1.4. Only the navigation channels of the Kennet and Avon Canal and the River Thames may be used. The backwater cut at Windsor passing under the dual carriageway is not regarded as a navigation channel for the purposes of these rules.
- 1.5. All portages must take place on the tow path except where otherwise shown on the official Route Plan, Portage Diagram or as directed by a Race Official. No other route is permitted.
- 1.6. All relevant bylaws from Canal and River Trust, Environment Agency and Port of London Authority (PLA) must be adhered to. PLA bylaws require craft to keep to the correct side of the river, so do not cut corners or paddle against the left-hand bank on the Tideway. See 5 page 20 "Paddling on the Tideway".

Officials

- 1.7. DW is organised and run by a team of volunteers. These volunteers may have differing titles but they are all considered Race Officials.
- 1.8. The principal roles are:
 - **Director** – the three Directors of DW Organisation Ltd collectively take on the role of Chief Official and are the ultimate decision maker.
 - **Chief Umpire and Stages Chief Umpire** – responsible for running the race according to the rules. They are able to determine any penalties or allowances. NB – all penalties and allowances are confirmed at the Final Protest meeting (see 3.8).
 - **Umpires** – working under the direction of the Chief Umpires and able to recommend penalties or allowances.
 - **Safety Officers** – provide guidance and make recommendations to the Chief Umpires and Chief Official on any issues or changes relating to safety on the race.
 - **Marshals** - are at many locations to ensure the safe and smooth running of the race. Their directions should be followed. Should a crew or support crew fail to follow instructions, they inform and advise the Chief Umpires.
- 1.9. Other roles include: Starters and Timing Team (including Tunnel); Safety Team; Checkpoints; Campsite Team; Devizes Team and Westminster Team.
Any of these can advise the Chief Umpires on potential penalties.

- 1.10. All Officials' instructions must be followed immediately.

Training for the Race

- 1.11. The race is very strenuous and demanding. In bad weather, it can be extremely arduous and dangerous, particularly below Teddington on the Tideway. Only experienced paddlers able to swim and who have trained rigorously for at least six to nine months prior to Easter should attempt the Race.
- 1.12. Paddlers should be aware when planning their training of possible lock/portage works that may be along the course.
Check at: <https://canalrivertrust.org.uk/notices/winter-stoppages> &
<https://www.gov.uk/guidance/river-thames-restrictions-and-closures>
- 1.13. Paddlers should spare no effort in training over long distances and on the types of water that can be experienced during the race. This includes canal, river with significant pleasure boat traffic creating wash, fast flowing water and estuary conditions with potentially large waves from commercial vessels.
- 1.14. Paddlers should practise portaging locks with the weight of kit in the craft that you intend to use for the Race. Paddlers should train in all conditions, within reason, both by day, and for Senior Doubles, by night. Information as to any special dangers on the non-Tidal Thames is available from the Environment Agency. The canal presents hazards of its own and should be incorporated in training schedules.
- 1.15. Buoyancy aids should be worn during all training sessions to familiarise paddlers with their DW race kit. It will also reduce the risk in the event of a capsize or other incident during long training paddles.
- 1.16. Waterways Licences: At least one member of a crew must have a current licence for the canal (Canal & River Trust) and for the River Thames (Environment Agency). Do not use the waterways without the correct licence, as this could affect permission to run the Race in the future and you may be disqualified. Paddle UK or Canoe Wales "On The Water" membership incorporates both Canal and Thames licences. Members of CANI and SCA should separately purchase CRT & EA licences to permit paddling on the course. For overseas (non-UK) residents, DW will provide help with purchasing licences.
- 1.17. DW recommends paddlers carry mobile phones (in a waterproof container) with their supporters' numbers pre-programmed in them on all training sessions.

Driving into London

- 1.18. The course enters the London LEZ and ULEZ. These areas were expanded in 2023. Crews and supporters are advised to check the requirements for their vehicles and, where necessary, pay the relevant charges. In some cases fines can be up to £1000.
- 1.19. The finish at TYM on Day 3 is within the ULEZ.
- 1.20. The finish at Westminster Bridge is within the ULEZ.
- 1.21. The finish at Barn Elms Boathouse is within the ULEZ.
- 1.22. To check whether you will need to pay a fee to drive into London please see
<https://tfl.gov.uk/modes/driving/low-emission-zone/check-if-your-vehicle-is-affected>

Prizes

- 1.23. "Prizes" includes trophies, certificates, medals or combinations of those. The list of trophies available can be found at [Trophies - DW Race](#)
- 1.24. 'Open to all'; The Glickstein, Pfeiffer and Jon White trophies are in this category.
- Open to all in a class; eg the fastest senior doubles crew.
 - Open to all in a class subject to age and/or gender, or nationality and residence.
 - Open to a team; most of these are specific to a class, with the exception of the All-Class Team Trophy....
 - Restricted to entrants in a class who also represent an organisation of a specific type, for example police or scouts.
 - Restricted to a team from an organisation of a specific type.
- 1.25. Where prizes are restricted to organisations of a specific type then only competitors who have declared for a club or organisation which meets the designated criteria are eligible for the prize.
- 1.26. Any competitor who has not declared for an Armed/Reserve forces unit, canoe club or association is eligible for prizes designated "Civilian." For non-team prizes this includes Independents.
- 1.27. On receiving a Trophy it is the responsibility of the recipient to ensure that the item is covered by insurance.
- 1.28. Should the DW run trial events, classes or sub-classes in any given year there will be no prizes for them, but finishers will be awarded a finisher's medal and certificate.

Publicity

- 1.29. The DW Organisation reserves the right to publicise the event by means of radio, television, print media and the Internet, as well as film and photo recordings of the events for its own press releases, PR and advertising purposes. The participant agrees to be filmed, photographed, interviewed and/or reproduced or presented in any other way during his/her participation in the event. In this respect, the participant grants the Organiser, free of charge, the rights of use in the representation of his person and his voice exclusively, as well as in terms of space, time and content, without restriction for the above-mentioned purposes. In particular, the right to edit the film and photo recordings in any way, as well as the transfer of the rights of use to third parties, is also covered by the granting of rights.
- 1.30. Each participant agrees to display any sponsor stickers or other items as directed.

2. Entries

Entering the Race

- 2.1. The **crew** consists of the paddler(s), the lead member of the support crew, known as the Chief Supporter and the support team/crew.
- 2.2. All Entry Forms and Fees, must be received in accordance with the deadlines published on the Entry Form page of the DW Website. Entries must be submitted using the online system.
- 2.3. A condition for acceptance of a competitors' entry is that the competitor will have read, understood and agreed to the terms therein of the Indemnity Declaration.

Where an entry is undertaken by a parent/guardian or Team Leader on behalf of a competitor - be they a Junior who is 15yrs and under 19yrs or a competitor who is 18yrs and over on 1st January of the year of the race- a condition for acceptance of this entry is that the competitor and parent/guardian and Team Leader will have read, understood and agreed to the terms therein of the Indemnity Declaration

- 2.4. No late entries will be accepted.
- 2.5. The Organisation reserves the right to refuse any entry.
- 2.6. The Organisation's [refund policy](#) can be found on the website.
- 2.7. On the Entry Form the Crew will need to give details of their nominated Chief Supporter, for communication during the race, along with the name and contact number of someone supporting the Crew but not actively involved out on the course.
- 2.8. Any changes to information given on the entry form (this does not apply to crew changes- these must go to the Chief Umpire) should be communicated to the Entries Secretary (dwraceentries@gmail.com) as soon as possible. Details are checked at Registration at Devizes.
- 2.9. **Crew Changes** Any requests to make changes to paddlers of a crew must be sent to the Chief Umpire by email (dwraceumpire@gmail.com) by 17:00 on Wednesday before the race. – this MUST include proof of full race eligibility. Any request will then be scrutinised and go forward to the senior management meeting on that Wednesday evening.
Any requests for paddler changes after the above cut off time will be at the discretion of the Directors and must have exceptional circumstances.
(Changes in Junior Doubles Class are permitted up to the crew's registration at Devizes. This is to allow for last minute adjustments due to sickness. Any change must meet the paddler competency requirements.)
- 2.10. It is against the spirit of the race to attempt to subvert or manipulate entry details in any way to compete for trophies.

Eligibility Requirements

- 2.11. **Age categories:** Competitors must follow strict age categories for each class:
 - Junior – 15yrs and less-than-19yrs on the 1st of January of the year of the race.
 - Senior – 18yrs and over on the 1st of January of the year of the race.
 - Veteran – 35yrs and over on the 1st of January of the year of the race
 - Any paddler whose age does not fall within these ranges is ineligible to enter. Any attempt by an ineligible paddler to take part will result in disqualification from that year's race. The DW Organisation reserves the right to ban that paddler from entering the race for a further 3 years, and to decline any entry associated with that paddler's club or team leader

for 1 year.

- 2.12. Each competitor must have appropriate experience of paddling and navigating in the type of water represented in the race. Paddlers should give this serious consideration, particularly to the possible conditions on the Tideway, before applying to enter. Proof of appropriate experience will be asked for and must be listed on the registration form.
- 2.13. Senior and Veteran paddlers competing in the following classes: Senior Doubles, Senior Singles, Veteran-Junior, Endeavour, Single SUP and Relay will be required to confirm one of the following:
- Has completed DW within the last 3 races, OR:
 - Is currently ranked in Marathon Divisions 1 - 5, OR:
 - Is currently ranked in Marathon Divisions 6 - 9 AND have completed a marathon race greater than 20 miles.
- Competitors unable to meet the above criteria (including international paddlers visiting the UK to compete in DW) will be required to provide endorsement by a qualified club coach that they are competent to compete in the race or GPS proof that the crew has paddled continuously in excess of 30 miles on similar water to DW (canal and open moving water), within 8 ½ hours.
- 2.14. Junior paddlers competing in the classes Junior, Veteran-Junior or Endeavour will require the endorsement of a qualified Club Coach/Team Leader that the paddler:
- Is able to paddle 38 miles in 10 hours, OR:
 - Has paddled continuously a minimum of 25 miles or raced on similar water to DW (canal and open moving water) in the last 3 months.
- 2.15. Competitors must be able to swim 100 metres in canoeing dress.
- 2.16. All statements of paddler ability will be reviewed by the DW Organisation. Competitors may be required to provide further proof or validation at the request of the Race Organisation prior to entry being confirmed.

Allegiance of Competitors to a Club/Organisation

- 2.17. A competitor may declare their allegiance to a single club or organisation when entering the race. The individual must be a bona fide member of that club or organisation (see below).
- 2.18. Competitors not declaring an allegiance to any club or organisation will paddle as "Independent."
- 2.19. Declaring an allegiance may make you eligible, or ineligible for specific prizes.
- 2.20. For some individual prizes, it is acceptable for the crew to have a secondary allegiance. For example, the Scout Trophies are open to bona fide scouts within a club.
- 2.21. There is no restriction on crew composition for open prizes such as the Devizes to Westminster Challenge Cup. Such a crew may have any combination of independent, club or military paddlers.

Membership Qualification

- 2.22. "Bona fide membership" of a club or organisation that is not related to an Armed/Reserve forces membership means that the competitor has been a member of the club or organisation from the 1st of September prior to the race through to the end of the race (i.e. Easter Monday). If the entrant has raced in the Hasler series for a recognised canoe club during the current season they are required to declare for that club. If the entrant has not raced in the Hasler series but has represented a club in other competitions, then they should declare for that club. Any questions regarding bona fide membership will be resolved on application to the Directors of

the Organisation.

- 2.23. Competitors entering as Armed/Reserve forces members must be on the roll of or attached to the unit for which they declare or must be Bona fide members of their declared association or club.
- 2.24. Proof of membership may be required.

Team Membership

- 2.25. Membership of a team is restricted to competitors who have all declared for the same club or organisation on their entry forms; independents are not eligible for team competition.

Armed Forces and Reserve Forces

- 2.26. Full time members of the Armed/Reserve Forces wishing to be eligible for designated Armed Forces and Reserve Forces trophies must declare for their unit, Forces canoe club or association. Alternatively, they may choose not to be classified as Armed/Reserve Forces (and therefore become ineligible for any designated Armed Forces/Reserve Forces trophies) by declaring as a bona fide member of some other club or organisation or entering as independent.
- 2.27. It is a general principle that Armed/Reserve Forces team prizes are to encourage inter-unit competition. Specifically, it is expected that the Royal Engineers Team Trophy should be a competition between:
- (Army) Regiment (e.g. Parachute Regiment)
 - (Army) Cap badge (e.g. Royal Engineers)
 - (Army) Division (e.g. Queen's Division, Household Division etc')
 - (Army) Establishment (e.g. Sandhurst)
 - (RAF) Arm (RAFCA)
 - (Royal Navy) Arm (RNPA)
 - (Royal Marines) Arm (RMKA)
- 2.28. Where Armed Forces and Reserve Forces teams compete for open prizes, they should be comparable in their scope to a civilian club. Where there is any doubt guidance will be provided by the Competition Secretary.

3. Breaches of Rules

Reporting Complaints/Protests

- 3.1. Anyone may report a breach of the rules by a crew or their support crew.
- 3.2. To register a complaint/protest you must inform one of the following:
 - Checkpoint
 - Umpire
 - Race Control 01189 661333
- 3.3. Race Control will endeavour to advise, by text, the nominated Chief Supporter of a crew when there has been a complaint/protest against their crew. However, it still remains the responsibility of a crew to establish whether a complaint has been raised against them. This can be done by checking their results on-line (if there is a "P" alongside the crew details a complaint/protest has been made) or telephoning Race Control (01189 661333).
- 3.4. Complaints/protests should be registered at the time of the incident and must be registered;
 - prior to the crew's departure from the course; OR
 - in the Stages Races no later than one hour after the crew has completed the stage.

Protest Meetings

- 3.5. Protest Meetings are held to discuss complaints/protests received. It is the intention of the relevant Protest Committee to deal with complaints/protests at these meetings but it should be noted that in exceptional cases it may take longer to allow further investigation of the circumstances.
- 3.6. At these meetings, any crew with a complaint/protest against them will have the opportunity to be heard, their written statements presented or their statements read that have been sent by email to Dwraceumpire@gmail.com.
- 3.7. The Stages Protest Committee, held daily, is formed of the Stages Chief Umpire, 2 Directors or nominated delegates and an independent.
- 3.8. The Final Protest Committee, will be held on Easter Monday at NOON, and is formed of the Chief Umpire, the Stages Chief Umpire, the 3 Directors or nominated delegates and an independent respected member of the paddling community.
- 3.9. Any incidents that may lead to disqualification or impact upon the next day's racing (starting order, class trophies, etc) will be dealt with by a Stages Protest meeting held as soon as practicable after the close of racing for that day.
- 3.10. All penalties will be reviewed and confirmed at the Final Protest Committee, and time penalties could be amended to disqualification.
- 3.11. There is NO APPEAL against the decisions of the Race Protest Committee.

Penalties

- 3.12. A breach of any one of the rules in this document, could lead to a Time Penalty or Disqualification.
- 3.13. Penalties can be given to a crew resulting from acts of or by the Chief Supporter and wider support crew.
- 3.14. Despite our best efforts to educate support crews and paddlers about the race and to urge them

to behave properly and race within the letter and spirit of the rules, we occasionally have to penalize crews for infractions. Examples of penalties levied in recent years are:

- A three-year ban from entering the DW race was imposed on a crew who completed the course of the DW race during the Easter weekend without entering.
- Disqualification of a crew who removed their buoyancy aids, giving them to their support crew to carry.
- Disqualification of a paddler found using a buoyancy aid that had failed the kit inspection at Devizes. Despite starting with a replacement, the competitor later substituted it with the original, failed item.
- Disqualification of a crew who climbed over a safety barrier at a level crossing to retrieve items thrown to them by their support crew.
- Disqualification of a crew after they completed the race despite being ineligible to do so as both competitors were substantially under the minimum age required for entry.
- A half-hour time penalty was imposed on a crew who ignored Port of London Authority regulations and paddled by the bank on the wrong side of the river on the lower Tideway.
- A half-hour time penalty was imposed on a crew whose supporters attended an out-of-bounds portage.
- A half-hour time penalty was imposed on a crew who urinated on a towpath in full view of the general public.
- A half-hour delayed start was imposed on a singles competitor who was found to have aided a club-mate in another class, contrary to the spirit of the rules.
- A half-hour time penalty was imposed on a team whose supporters opened lock gates for their paddlers and closed them in front of following crews, despite requests to wait before doing so, contrary to the spirit of the rules.
- A half-hour time penalty was imposed on a crew whose supporters ignored a Race Official's instruction not to park on a coned road at a portage.
- A half-hour time penalty was imposed on a crew whose supporters parked on a hatched yellow marked Emergency Access road.
- A ten-minute stop-and-wait penalty was imposed on a crew whose support crew was found carrying their paddles on a portage.

4. Rules for all Classes

General Rules

- 4.1. Above all else, all competitors, support crews, marshals and others associated with the race should consider the safety and wellbeing of all persons involved in the event. If you, a fellow competitor or indeed anyone associated with the race get into difficulty and are in need of assistance use your whistle/shout to attract attention as appropriate and, when safe to do so, contact Race Control or the Emergency Services.
- 4.2. **All Paddlers and Support Crews should make themselves familiar with** the Race Briefing Information on the DW website (<http://www.dwrace.co.uk/>), as well as any updates to course information, and attend briefings with their Support Crew. These will highlight key points for Crews and Support Crews, including any changes on the course that have come into being and parking restrictions along the course.
- 4.3. **Waterways Licences:** At least one crew member **must** have a Current Licence for the K&A canal (Canal & River Trust) and for the River Thames (Environment Agency). Do not use the waterways without the correct licence, as this could affect permission to run the Race in the future. Paddle UK and Canoe Wales 'ON THE WATER' membership includes both K&A and River Thames licences. Members of CANI and SCA should separately purchase CRT & EA licences to permit paddling on the course. For overseas (non-UK) residents, DW will assist with purchasing licences for the race.
- 4.4. **Instruction by Officials:** Crews/Support Crews must follow instructions and not impede any direction given by Officials immediately and without question, whatever this may be. Officials include police, traffic wardens, lock-keepers, marshals, umpires or any other organising staff. Failure or wilful disregard of this is considered a very serious action by the Organisation.
- 4.5. **Good conduct:** Good conduct and appropriate behaviour is expected from ALL persons associated with the race. Do not be disrespectful or place yourself or others in danger, be they associated with or indirectly associated with the race. Failure or wilful disregard of this is considered a very serious action by the Organisation.
- 4.6. **Assaults and/or abusive behaviour** of any kind, including verbal or physical assault, will not be tolerated, this includes any competitor or anyone associated with the race. Failure or wilful disregard of this is considered a very serious action by the Organisation. The Organisers will not hesitate to report incidents of verbal or physical assault to the police.
- 4.7. **Drugs.** The taking of drugs as defined in International Canoe Federation (ICF) Rules is forbidden and all competitors are liable to a drug test. Refusal to submit to such a test shall incur an automatic ban.
- 4.8. **Playing of music and use of headphones:** The use of speakers, including mobile phones, is prohibited. If using headphones, keep one ear clear at all times.
- 4.9. **Rubbish:** DW is "no trace" event. All rubbish must be carried by the paddlers on their person or in the craft and passed to support crews. Paddlers and support crews must not litter at any point. Failure or wilful disregard of this rule will be considered a serious action by the Organisation.
- 4.10. **No dogs:** No dogs are permitted within the portage areas, or at the Stages Races Start/Finish.

The Course

- 4.11. All Competitors must follow the course for their class (Senior Doubles/Relay - 125 miles and 77 portages. Stage Classes - 118 miles and 77 portages) and all navigation rules set by the DW Organisation, Canal and Rivers Trust, Environment Agency and Port of London Authority must be followed at all times.
- 4.12. Competitors and/or Support Crew are not permitted to:
- Shoot weirs.
 - Take pace or wash-hang from any vessel not in the race or another competitor not in the same class of the race
 - Replace or substitute their craft.
 - Remove numbers from craft during the race.
 - Remove any identification material issued by the Organisers.
 - Overtake in the Bruce Tunnel (Savernake Forest).
 - Use trolleys or portage devices unless they have carried them, at all times, from the start.
- 4.13. **Start and Finish windows** must be adhered to by all Crews. These are published on the website and in the Class Specific Rules outlined in this document.
- 4.14. **Set-time Checkpoints:** All crews must arrive at certain checkpoints along the course within set time limits, these differ across the Classes. Note that there are more set time checkpoints for the Senior Doubles Class than for the Stages Races. If a crew does not make these times the race will be over for that crew and their number will be removed from the craft by an official. Failure or wilful disregard of this is considered a very serious action by the Organisation.
- 4.15. **Completing the Race:** Once a Senior Doubles/Relay Event crew has registered at Devizes, they must have completed the course and vacated the Finish site at Westminster 60 minutes after their Finish Time.
The Stage Classes must have completed the course and vacated the Finish site at Barn Elms Boathouse by 17:00 hrs on Easter Monday.

Craft

- 4.16. **Permitted Canoes, Kayaks and Ocean Racing Surfskis:** are referred to in this document as “craft” and must be paddled by a crew of one or two persons, depending on the class in which they are entered. Propulsion is by single- or double-bladed paddle only. In order to qualify for the Canadian Trophy only open canoes propelled by single bladed paddles are permitted, while rudders are not.
For 2026, DW will trial the admittance of single ocean racing surfskis into the Senior Singles Class. Admissible single surfskis will have to have rudder steering.
No other form of craft are permitted within the scope of these rules, including rafts, inflatable canoes and kayaks, recreational sit-on craft.
- 4.17. **SUP Class Permitted Craft:** A racing styled single SUP in either rigid board or inflatable construction with a fixed fin or fins, and a minimum length of 12 feet 6 inches and maximum length of 14 feet, propelled by a single bladed paddle.
- 4.18. **All craft must** be fit for purpose and be fitted with appropriate fixed buoyancy whilst on the water as deemed by the Chief Umpire at registration, or other race officials along the course - see 4.27. SUPs and surfskis are deemed to be self-buoyant and do not need additional buoyancy added.
- 4.19. **Repairing of craft** may be undertaken to a suitable standard should an incident occur during the course of the race. The repair may be undertaken by participants and/or their supporters. When

completing repairs, the following must be adhered to:

- Senior Doubles – craft must remain within 100m of the course at all times.
- Junior Doubles - craft must remain on the course or campsites at all times.
- Relay, Senior Singles, Single SUP, Junior Veteran and Endeavour - craft may be moved from the course between stages.

- 4.20. **Craft Inspections/replacements** All craft will be inspected at Devizes before the Crew goes to Registration. Crews must, on request by a Race Official allow their craft to be inspected at any time along the course, including after the Finish. During the race Crews may receive replacement paddles, fittings, clothing, spray decks, lights, emergency rations if used, lost or damaged.

Equipment

- 4.21. Each entered individual and team is responsible for being properly equipped to take part in the race and is ultimately responsible for their own safety in accordance with the prevailing weather conditions.
- 4.22. The Equipment listed in this section is a **minimum** requirement. Crews are strongly advised to consider augmenting this to suit the prevailing conditions. Emergency kit, if used, must be replaced as soon as possible, at the latest before or at the next checkpoint. Crews may not continue past them without replacing missing/used kit. Failure or wilful disregard of this is considered a very serious action by the Organisation. Checkpoints are located along the course at Pewsey, Hungerford, Newbury, Aldermaston, Dreadnought Reach, Marsh, Marlow, Bray, Old Windsor, Shepperton and Teddington.
- 4.23. **ALL Competitors in all classes shall provide and carry** the following compulsory equipment about their person or secured in the craft for the entire race: if used it must be replaced by the support crew at the earliest location and at the latest by the next checkpoint.
- Buoyancy aids. One per paddler, to be worn at all times whilst racing. See 4.28
 - Spray decks/ deck coverings. For ALL Kayaks. Not applicable for surfskis. For canoes see 4.29.
 - For Canoes only – a bailer. See 4.30
 - A loud whistle on a lanyard that allows access to be used at all times (including in the event of a capsized). One per paddler.
 - A mobile phone - **Each paddler** must carry a charged and working mobile phone. These phones are to enable the crew to call Race Control, their Support Crew or the emergency services if necessary. The phone **MUST** be carried on the person.
 - Long sleeve thermal top and/or long sleeve wind stopper top, One per paddler, to be carried in a drybag (or similar). **Emergency use only**, and if used, it must be replaced by the support crew at the earliest location and at the latest by the next checkpoint.
 - Head covering, capable of covering ears – this can be a hat or buff. **Emergency use only**. One per paddler.
 - Drinking fluid- 300ml per paddler. **Emergency use only** and in addition to any drinks system used during the race.
 - White light sticks. One per paddler must be worn from dusk to dawn
 - Diffused white light/s for ALL craft –. See 4.31. Stages crews should have lights available in case light conditions are poor for the Monday start.
 - White light for Tideway as per PLA Rules- See 4.31.
 - Lifesystems Thermal Foil Bag – one per paddler. **In unopened original packaging.**

- Energy Gel – one per paddler. **Emergency use only** and in addition to any sustenance carried by the paddler.
- Dayglo yellow headwear. One per paddler. To be worn below Teddington. Senior Doubles crews will not be permitted through the Teddington Rollers checkpoint if they are not wearing correct headwear.
Stages Classes– to be worn for the final stage on Monday. Stage crews do not need this headwear on Sunday when passing beyond Teddington Lock to TYM.
Any type of headwear is permissible – beanie, baseball cap, buff, etc – but it must be dayglo yellow. This headwear must be shown at pre-start equipment check at Devizes but does not need to be carried by the crew. It can be handed to the crew at Teddington/TYM.

4.24. DW will provide each paddler with the following items at check-in at Devizes:

- Craft number sticker - this must be secured to the craft as directed.
- Crew identification - crews must wear the wrist band issued and not remove them until their race is finished.
- Sponsor stickers – crews must affix any sponsor stickers as directed. This may be to craft and/or paddles.
- Support Crew identification – Support Crew must wear armbands, if issued at registration, until their crew completes the race/withdraws.
- A GPS tracker will be issued at the point crews get on the water at Devizes. It must stay attached to the paddler at all times whilst racing. The GPS Tracker must not be tampered with at any time and must be returned at Westminster Finish and Barn Elms Boathouse Finish or to a Race Official as soon as possible following retirement. Race Control will be able to assist in locating the nearest point if necessary. The tracker will be fitted by DW Official. *Link to 'trackers' will become available on DW website/social media /pdf programme of event*

4.25. The compulsory equipment is for use in an emergency, and therefore must be accessible at any time during the race. Crews will need to provide a suitable method for packing and securing the above items appropriately for use.

4.26. Equipment Inspections/replacements All equipment will be inspected at Devizes before the Crew goes to Registration. Note that items may need to be inspected out of packing.
Spot checks on this equipment are carried out during the race. Crews must, on request by a Race Official allow their equipment to be inspected at any time along the course, including after the Finish. During the race Crews may receive replacement equipment if used, lost or damaged.

Craft Buoyancy Requirements

4.27. Craft must be presented with sufficient buoyancy to float level and support the crew in the event of capsize, SUP dismount or being swamped.
Sandwich construction craft are not presumed to have sufficient inherent buoyancy and must carry additional foam or other non-porous buoyant material, this must be fixed securely.
Closed and water-tight built in compartments by the original manufacturer may be accepted at the Chief Umpire's discretion but the craft must have adequate buoyancy at both ends, it is suggested that for kayaks paddlers consider putting some buoyancy in front of their footrest.
Rigid and inflatable SUPs are assumed to be sufficiently self-buoyant.
Ocean racing surfskis are assumed to be sufficiently self-buoyant
For a K2 and High kneeling C2 the expected minimum volume of buoyancy is 20 litres.
For a K1 the expected minimum volume of buoyancy is 12 litres.

For a C1 the expected minimum volume of buoyancy below the gunwales is 20 litres.
This should be distributed in both bow and stern.

For a Sit 'n Switch C2 the expected minimum volume of buoyancy below the gunwales is 80 litres.
The buoyancy must be distributed in the bow, stern and in the centre of the craft.

Buoyancy must be below the gunwales and fixed securely. The aim is to reduce the amount of water entering the craft when paddling through large waves and wash from other craft; the more buoyancy in the craft the higher it floats!

If there are concerns at the pre- start equipment check or at other times along the course, the decision of the Chief Umpire will apply.

As a guide, a block of non-porous buoyancy foam 50 mm x 300 mm x 670 mm is 10 litres.

Airbags come in a variety of sizes.

Buoyancy Aids

- 4.28. Competitors must wear an Integral Foam Buoyancy aid or lifejacket conforming to one of the following European standards: EN 393 or EN 395 or ISO12402-5 or ISO12402-6. The standard must be clearly displayed via a label attached by the manufacturer.

Buoyancy aids or lifejackets are not acceptable under any circumstance if:-

- They only display certification to BA83.
- Require partial or total inflation by mouth or by the use of a compressed air/gas cylinder.
- They appear aged, significantly worn or have been subjected to heavy use, thus degrading their flotation value.
- Have been tampered with or modified in any way.
- Buoyancy aids made outside the EU (and not carrying the relevant EN or ISO standard mark) will not be accepted unless they are:

Individually certified by the manufacturer as meeting EU requirements, or:

Presented by a paddler who can prove that he/she is not resident in the EU. By definition this will exclude anyone competing for a canoe club or organisation from within the EU.

Spray Decks

- 4.29. Kayaks must carry spray decks at all times. One per paddler.

Below Teddington/TYM:

Kayaks: All kayak crews must use spray decks to cover the cockpit/s.

Stages competitors finishing Day 3 at Thames Young Mariners just downstream of Teddington Lock do not need to use a spray deck between the lock and finish. They can choose to do so.

Ocean racing surfskis do not need cockpit covers

Canoes: Canoes must have fixed decks and/or a waterproof spray cover on a minimum of 40% of the overall length of the craft. This must be attached securely and crews should give careful consideration to how the spray cover is to be affixed to their craft.

There does not have to be a continuous length of covering, depending on the model of canoe it may be distributed just at bow and stern and/or include the mid-section. The aim is to reduce the amount of water entering the craft when paddling through large waves or wash.

The spray cover and fixing method must be shown at the pre-start equipment check; the spray cover is only required below Teddington/TYM. Canoes will not be allowed to proceed onto the Tideway without this covering.

Stages competitors finishing Day 3 at Thames Young Mariners just downstream of Teddington Lock do not need to use a spray deck between the lock and finish. They can choose to do so.

Bailers

- 4.30. Canoes must have a suitable means to bail water out of the craft mid-stream. A sponge, baseball cap or other headgear will not be accepted. This is in addition to any self-bailer or pump.

Lights/Lighting Requirements Applies to all Classes for 2026

- 4.31. All Senior Doubles must have:
- A) On the paddler: A white light stick per paddler, activated from dusk to dawn. This must be attached to the buoyancy aid front, left shoulder.
 - B) On the craft: front and rear facing non-dazzling, non-flashing, white lights. To be activated between dusk and dawn
 - C) On the Tideway an extra 'white light' must be carried that can be shown in any direction. This can be a head torch

All Stages Crews must have:

- A) On Day 4, a 'white light' capable of being shown in any direction. This can be a head torch
And, if the start on Day 4 is before sunrise or visibility is poor (e.g. misty or foggy)
- B) On the paddler, white light stick per paddler, activated from dusk to dawn. This must be attached to the buoyancy aid front, left shoulder
- C) On the craft: front and rear facing non-dazzling, non-flashing, white lights

Paddlers will be informed at the briefing at TYM on Day 4 if lights on the craft and light sticks on the paddlers are required.

Please be considerate to other paddlers. If your lighting is deemed unsuitable, including too bright, you will be stopped and not allowed to proceed until it has been rectified.

Crews in all classes should have and be ready to use lights for their craft and light stick on the person at any point in the race. If visibility is poor on the K&A, River Thames or Tideway, crews will be instructed to deploy at the earliest opportunity.

- 4.32. Head torches or LED sticks are not acceptable as the primary light source for any crew. A head torch can be used as the light to be shown in any direction on the Tideway.
- 4.33. Only white lights should be displayed on the craft and the paddler. Any craft displaying non-white or 'novelty' lighting will be stopped by Race Officials and be requested to remove the non-white lights before the crew is allowed to proceed in the race.

Retirement

- 4.34. If a Crew feels compelled to retire from the race - the Crew or their Support Crew must, without fail, inform Race Control immediately (01189 661 333).
- 4.35. The Crew's GPS tracker must be returned to a Race Official before leaving the course – if it is not the resulting costs will be transferred to the Competitor.

Support crews & Supporters- see also 'Instructions for Supporters'

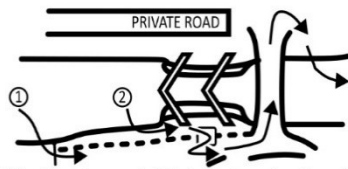
- 4.36. Each Crew must nominate a Chief Supporter, who should be available for communication as required by Race Control throughout the period of the race.
The Chief Supporter must be at the Registration of their Crew.
The Chief Supporter must confirm their own contact number and the name and a second emergency contact number of someone supporting/connected to the Crew but not actively involved out on the course.
- 4.37. It is recommended that all crews have a Support Crew for the duration of the race.
- 4.38. Support Crews must be readily available at all times to assist crews in the event of retirement, race officials will not be available to transport equipment in the event of retirement.
- 4.39. Support crews must be readily available at all times to be contacted by DW Control. If you cannot be contacted immediately you may receive a text asking you to make contact. You should check for messages at regular intervals. Penalties will be imposed on crews whose supporters are found to be un-contactable on the numbers provided.
- 4.40. Support crew identification: ID will be issued for Stage Race Classes for their Support Crew at Registration at Devizes: to be used as instructed.
- 4.41. Competitors are responsible for the behaviour of their Support Crew and anyone who comes to watch or support them. Competitors and Team Leaders must ensure that all supporters have read and understood the General Rules, their Crews' Class Rules for the race along with the rules/guidance in the Supporters section of this handbook.

Portages

- 4.42. Out of Bounds Areas/Compulsory Portages as described in these rules or as advised by Officials during the race, must be observed.
A 250 metre restriction zone must be observed by Support Crew at CLOSED portages.
- 4.43. Official Portage diagrams: The official portage routes are shown below. Only these routes are to be used by Crews unless directed by a Race Official.

KENNET AND AVON CANAL

Dun Mill No.75



(1) Ideally portage on right before gate and go through gate.
(2) Alternatively, get out at lock and go through kissing gate (slower).
You **MUST NOT** climb over the fence.

Newbury No.85

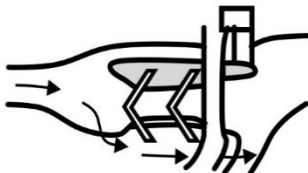


Portage low bridge on right, paddle 150 metres and then portage lock on left. **DO NOT** use the mill stream.

Woolhampton No.94

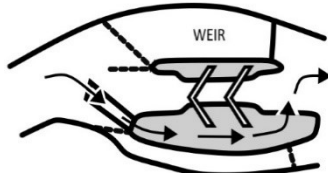


Fobney No.105



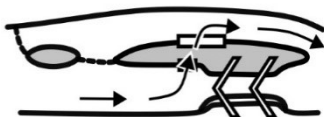
Muddy put in on the right under the road

County No.106



Closed to support parties

Blakes No.107



Closed to support parties

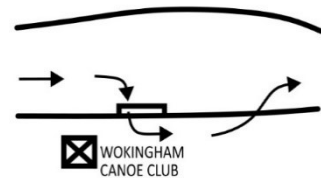
RIVER THAMES

ARTIFICIAL PORTAGE

DREADNOUGHT REACH (WOKINGHAM CC):

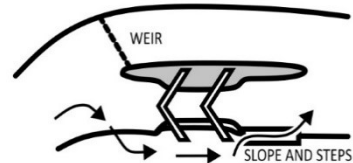
The portage is on the right hand bank outside Wokingham Canoe Club shortly after you paddle on to the Thames. Get out on the right, run along approximately 150 metres and get back in. There is normally a filter lane to the right for crews planning to stop for food or drink so that they do not obstruct other competitors.

All competitors must portage here.



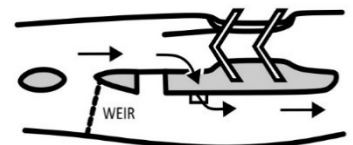
SONNING:

When approaching Sonning Lock stay close to the right hand bank, and then turn right into the lock cut. Go towards the lock gates and the portage is on the right. Take care down the narrow slope to the steps at the get in.



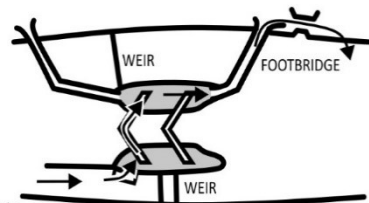
SHIPLAKE:

Stay on the left hand bank, well away from the weir. Move to the right hand bank when you have gone past the last of the runoffs. These are marked by posts. Go to about 20 metres from the lock gates and portage on the right. Cross the lock island through the campsite and put in on the other side of the island. Take care when the river is in flood.



MARSH:

Move towards the right hand bank as you approach the lock. Keep to the right hand side of the posts and on the left hand side attached to the posts is a pontoon which is for the portage. Get out here on the left and cross the first lock gates and carry on portaging over the long wooden footbridge. This is usually a high get in so take care.



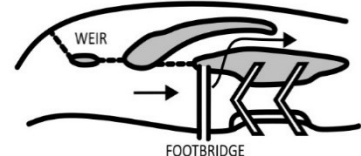
HAMBLEDON:

Portage on the right hand side before the white lock posts. The portage is up a grassy bank, continue portage around right side of lock and put in on the left below the lock. As you leave the lock cut and the groynes be careful of the moving water from the weir especially when the river is in flood. The river will push you towards the right hand bank so navigate with care.



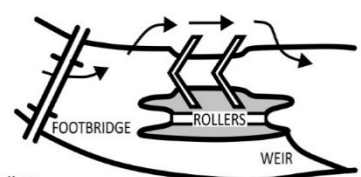
HURLEY:

Pass under the footbridge and portage on the left just beyond it. Cross the island and put in on the left hand side. Take care when the radial gates are up and the river is flowing.



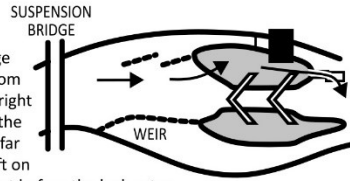
TEMPLE:

After going under the footbridge, move to the left hand bank and go up towards the lock gates and portage on the left. Carry the boat past the lock and walk down some steps to put the boat back in the water. Watch out for the flow from the weir once you move away from the lock. **Do not portage the rollers.**



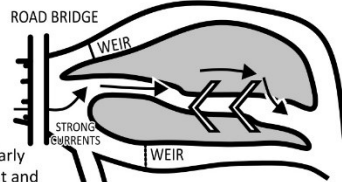
MARLOW:

When passing under the bridge keep well into the left away from the weir. Move slightly to the right to pass the right hand side of the white posts, do not move too far right. The portage is on the left on the piece of land jutting out just before the lock gates. Portage the left hand side of the lock onto a ramp leading to a floating pontoon.



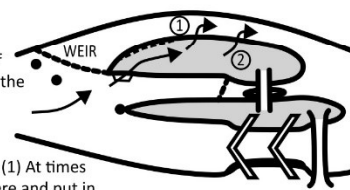
COOKHAM:

When approaching the road bridge choose the SECOND or THIRD arch from the right hand bank, pass through the arch and immediately head LEFT to the lock cut. This lock cut is easily missed in high flows and particularly at night. Paddle along the lock cut and portage on the left hand side close to the lock. It is recommended all Senior Doubles crews familiarise themselves with this portage. Do not paddle towards or portage the weirs under any circumstances.



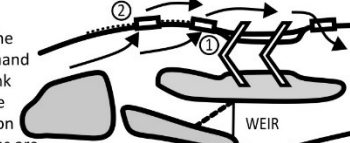
BOULTERS:

When approaching the lock, move to the right hand side of the danger sign and stay near the right hand bank until you are almost clear of the weir, then you need to move left to portage on the left hand side. (1) At times of low flow cross the island here and put in on the left past the railings. (2) At higher flow, continue further along the island and put in further on, further down stream of the weir.



BRAY:

After the right hand bend in the river, move across to the left hand bank. Follow the left hand bank almost to the lock gates where the portage is up some steps on the left hand side (1). The steps are very narrow so the alternative portage (2) is to get out on the left hand bank before the white wooden post which indicates the lock entrance. Put back in after the lock on the right hand side, down the steps.



BOVENEY:

When approaching Boveney stay in the middle of the river, clear of the danger signs, and when approaching the lock move to the right hand side of the white groynes down a narrow channel. Portage on the right and carry the boat past the rollers and put back in on the left. Beware slippery surface. When moving away from the portage be careful of the wooden posts after the lock island.



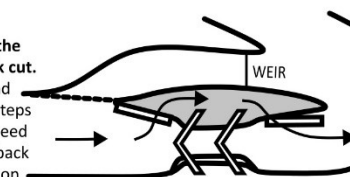
ROMNEY:

When approaching Romney, use the right hand arch of Eton bridge, and stay clear of the weir. This area is exceedingly dangerous when the river is in flood as the river has a standing wave under the bridge and in such circumstances should be portaged on the right before reaching the bridge. Paddle down the length of the lock cut and get out on right before lock gates. Cross lock gate (may be either one, as directed). Put in is down the steps on the slope beyond the lock gates. Additional consideration about excess noise is required as this route takes you past the Lock Keeper's house.



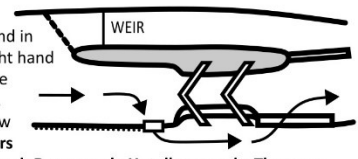
OLD WINDSOR:

Keep away from the weir on the left as you enter this long lock cut. Paddle on towards the lock and portage on the left, up some steps just after a water run-off. Proceed along the lock island and put back in below the lock at the pontoon. No supporters permitted at put-in.



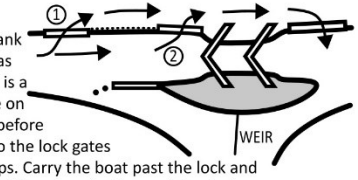
BELL WEIR:

After the sharp right hand bend in the river, stay towards the right hand bank and proceed towards the lock and portage on the right. Put the boat back in just below the lock on the left. **Supporters must not go to Bell Weir through Runnymede Hotel's grounds. These are for hotel guests only and are out of bounds to supporters and their vehicles.**



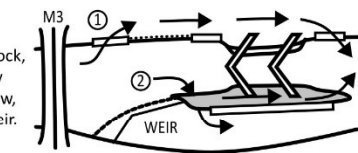
PENTON HOOK:

Keep towards the left hand bank and well away from the weir as you approach this lock. There is a choice of portage: (1) Portage on the left approximately 100m before the lock. (2) Paddle right up to the lock gates and portage left, climbing steps. Carry the boat past the lock and put in on the right at bottom of the steps just beyond the lock.



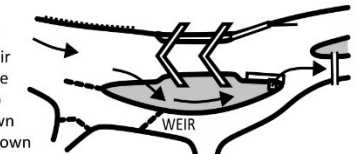
CHERTSEY:

When paddling towards the lock, keep left under the motorway bridge. (1) In times of high flow, remain left, away from the weir. Paddle towards the lock and portage left. Climb out and portage the path, putting back in after the lock. Beware flow under Chertsey bridge after portage. (2) Only in low flow, you may portage right by getting out immediately after the weir. Be very careful not to go too close to the weir. Portage into the weir stream straightaway or go the length of the lock island and get back in after the lock.



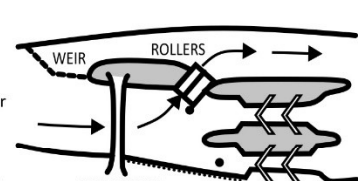
SHEPPERTON:

Keep to the left hand bank as you pass by the top of the weir and then cross over to portage on the right. Ensure you go to the end of the lock island down the second set of steps, not down the first set of narrow steps or the slope prior. This can be a high portage when the river is low. **Follow the river straight ahead, do not deviate left, pass under a small bridge.**



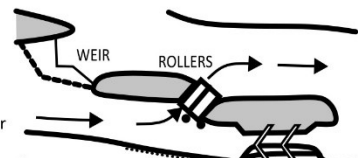
SUNBURY:

When approaching the lock keep to the right hand bank well away from the weir, only moving left once past the weir and portage the rollers. They can be extremely slippery so care should be taken when moving across them. Put back in from the wooden walkway.



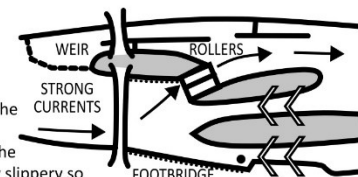
MOLESEY:

When approaching the lock keep to the right hand bank well away from the weir, only moving left once past the weir and then portage the rollers. These rollers can be extremely slippery so care should be taken when moving across them. Put back in from the wooden walkway. As you move away from the rollers be careful and watch out for moored craft.



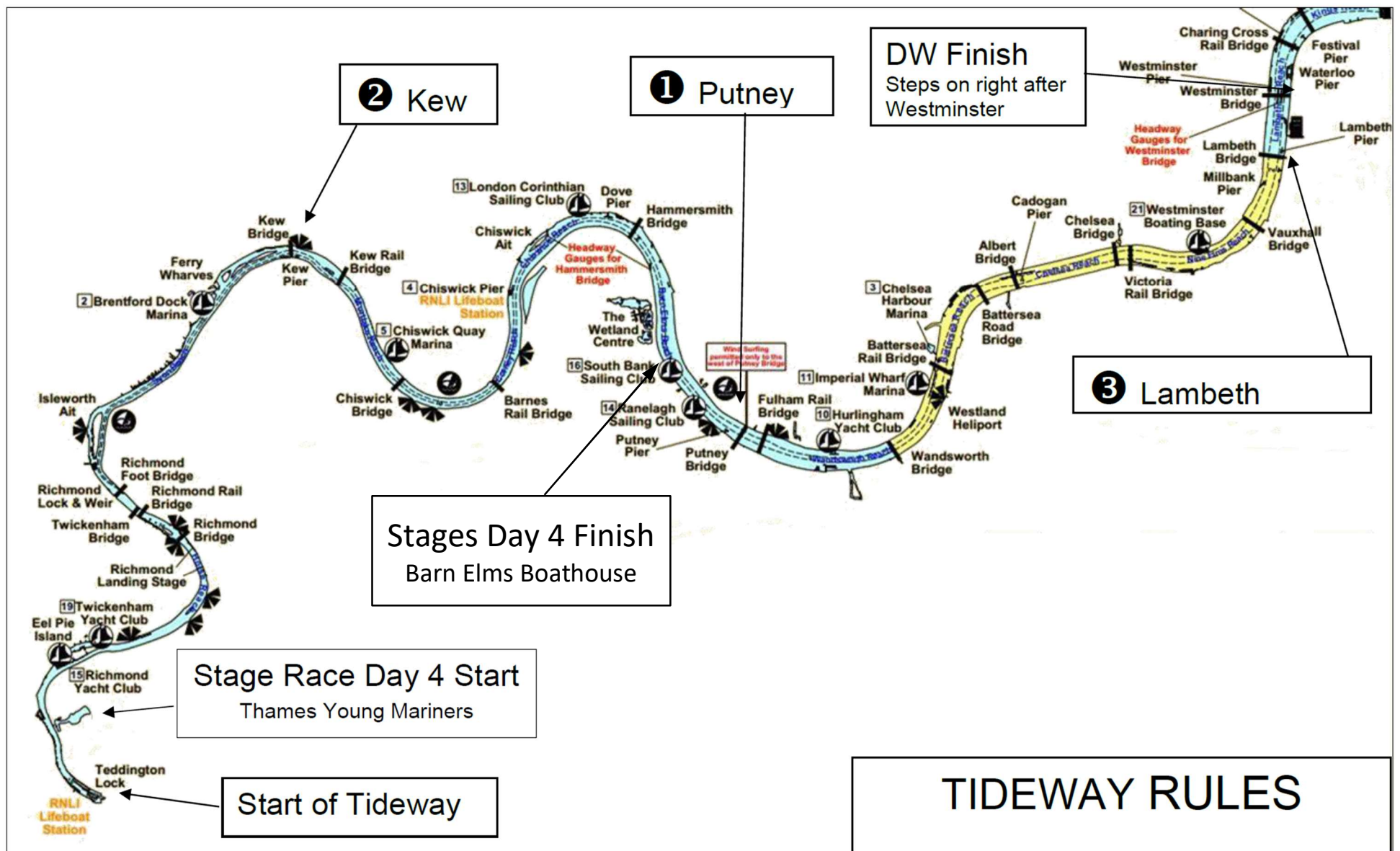
TEDDINGTON:

When approaching the lock keep to the right hand bank well away from the weir, only moving to the left once past the weir and portage the rollers. The rollers are at the end of the island. They can be extremely slippery so care should be taken when moving across them.



5. Paddling on the Tideway

- 5.1. The tidal Thames is a very busy and potentially hazardous stretch of water. The following rules apply and any breach of them may lead to a major time penalty or even disqualification:
- Crews must, at all times, obey the instructions of PLA, Harbourmaster, Police and DW Tideway Safety craft.
 - Keep to the right-hand side of the centreline of the river AT ALL TIMES.
 - If passing through the central arch of a bridge, keep to the right-hand side of that arch.
 - Never use a bridge arch displaying three orange lights or three coloured discs.
 - Keep **at least 10m** away from barges, mooring buoys and jetties.
 - Keep out of the way of rowers.
 - If you get into difficulty, or you see a fellow competitor in difficulty, use your whistle to attract attention.
- 5.2. With reference to the Tideway Rules diagram below crews must note the following:
- Rowers are a particular hazard. On the upper part of the tidal Thames between Putney **1** and Syon (Kew) **2** they are allowed to 'work the slacks' and row on the inside of the bends - what may appear to canoeists to be the 'wrong' side of the river when rowing against the stream.
 - Competitors must paddle sufficiently far away from the right-hand side of the bank to allow a rowing eight to pass safely between themselves and the bank.
- 5.3. Rowers have designated points at which to cross the river in this area and do not have a right of way when they cross. Canoeists should still beware of approaching rowers and assume they cannot be seen. If there is danger of collision, shout "Ahead Rowing Boat" very loudly and change direction.
- 5.4. Detailed instructions for the final approach to Westminster will be issued by the Tideway Safety team shortly before the race. These will be posted on the DW website and emailed to competitors. This is to take into account the position of moored barges and other hazards that may be present and can change at short notice.
- 5.5. The PLA monitor the tideway via cameras mounted on each bridge. They will report navigation infractions, particularly crossing the centreline, to the DW Organisation, and have the power to request that crews who disregard the navigation rules and bylaws are penalised or disqualified.
- 5.6. All crews should report to Race Control, as soon as practicable, any incident involving any non-DW vessel on the Tideway. For example, excessive speed or wash.
- 5.7. More information can be found in the [PLA Tideway Code](#).



6. Rules for Senior Doubles Class

Entry Limitations

- 6.1. This class is open to paddlers who are 18yrs and over on the 1st January of the year of the race.
- 6.2. All Entrants must meet the other Eligibility requirements.
- 6.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of craft. In such circumstances, the indicative maximum number of crews permitted to enter this class would be 200.

The Course

- 6.4. This class is timed continuously from Devizes to Westminster (125miles), irrespective of any stops. Crews must plan their start time to reach Teddington within the permitted tide window.
- 6.5. If a crew cannot paddle the course, they may walk it along the designated towpaths, or other prescribed route carrying their craft, paddles and full kit; but NOT the Tideway section if they miss the tide window at Teddington. No short cut or transport allowed.
- 6.6. Crews may stop anywhere along the course, provided they remain within 100m of the course – the clock will not stop.
- 6.7. If a Crew intends to halt for more than 10-15 minutes, they must notify Race Control of their intention and notify Race Control again when they get back on the water. However, crews need to be aware of the various cut-off times down the course.

Substitutions

- 6.8. No Substitutions may be made to a Crew during the race.

Registration & Start

- 6.9. On arriving at Devizes crews must have their craft and equipment checked before going to Registration. This applies to crews whether they are checking in on Easter Friday afternoon or Easter Saturday morning.
- 6.10. At Registration you will need to confirm all names and contact numbers of the Crew and Support Crew.
- 6.11. Standard Registration and start timings on Easter Saturday:
 - 05:00 parking opens.
 - 05:30 – 07:00 Prechecked Senior Doubles start window
 - 06:00 – 14:00 Registration and check in opens for boats starting after 07:00
 - 07:00 – 15:00 Regular Senior Doubles start window
 - 15:00 Starts after this time only by appointment with the Chief Umpire.
- 6.12. The Organisers will not modify start windows to enable a crew to 'fit' DW into a multi-event endurance challenge.
- 6.13. All Crews should start their race between the hours of 05:30-18:00 on Easter Saturday. Crews should start before 15:00 unless they are fast enough to arrive within the tide window at Teddington on the Sunday morning with a start time after 12:00 on Saturday... see 6.14.
- 6.14. Start times outside 05:30 -15:00 on Easter Saturday are by agreement with the Chief Umpire only. Any Crew wishing to start between 15:00 – 18:00 must, without fail, request permission from the Chief Umpire (dwraceumpire@gmail.com) to do so by 17:00 on the Wednesday preceding the race. This is to ensure that a race official is present for your start; starting without a race official present will result in disqualification. Your start time will not be shared with other crews. You must receive written (email) confirmation from the Chief Umpire that your requested start time has been accepted.

- 6.15. Crews wishing to start between 5:30 – 07:00 on Easter Saturday MUST register and check in on Good Friday between 16:00 and 17:30. Crews must let the Chief Umpire know (dwraceumpire@gmail.com) by 17:00 on the Wednesday preceding the race if they want to start in this window. Crews must have an acknowledgement from the Chief Umpire confirming their admittance to this start window.
- 6.16. Any crews starting between 07:00 – 08:00 on Easter Saturday may request an Easter Friday check in (16:00 to 17:30). The crew must request this from the Chief Umpire (dwraceumpire@gmail.com) by 17:00 on the Wednesday preceding the race if they want to take this option. Crews must have an acknowledgement from the Chief Umpire confirming their admittance to this start window. Note that there may be a limited number of slots available and they will be issued on a first come first served basis.
- 6.17. Any crew with an expected race completion time of between 31 and 35 hours may apply to start before 05.30 on Easter Saturday, BUT ONLY by agreement with the Chief Umpire.
In 2026 the Early Block Start Window will be 00:00 (midnight Easter Friday) – 00:30 hrs.
 Any Crew wishing to start before 05:30 in the Early Block Start Window (00:00 – 00:30 hrs) must, without fail, request permission from the Chief Umpire (dwraceumpire@gmail.com) to do so by 17:00 on the Wednesday preceding the race. You must receive written (email) confirmation from the Chief Umpire that your requested start time has been accepted.
 For crews starting in the Early Block Start Window registration and check in is mandatory on Good Friday between 16.00 – 17.30.
- 6.18. Crews registered to start in the Block Start Window (00:00 to 00:30) will be issued with a single car park permit. Only this vehicle will be admitted.
 The crew should arrive 15mins before their intended start time, dressed to paddle, compulsory kit packed, get fitted with a GPS tracker, get on the water and go. There should no extra preparation undertaken within the compound on Saturday morning. If a crew is on the water and misses the 00:30 hrs start window cut off, the crew will be timed as having started at 0:30hrs.
- 6.19. Any crew that has checked in on Easter Friday may be subject to a kit check prior to them getting on the water on Easter Saturday. If any emergency kit is found to be missing then the crew will have to replace any items before they are allowed to start.

Cut-Off Times

- 6.20. In the interests of safety there are “cut-off” times on the course
- 6.21. Any crew who fails to reach a location within the cut off time will be retired from the race and must leave the water, having informed Control or the Checkpoint Officials that they have done so.
- 6.22. The cut-off times are set out in the table below:

| Location | Maximum time taken to reach location |
|-----------------------------|---|
| Newbury Wharf | 10 hours |
| Dreadnought Reach | 16 hours |
| Old Windsor | 25 hours |
| Tideway | Cut Off (Easter Sunday BST) (PROVISIONAL) |
| Mortlake | 09:18 |
| Putney Embankment | 10:03 |
| St Mary’s Church, Battersea | 10:25 |

Teddington Tide Window

- 6.23. Crews may only pass through Teddington during a period starting 30 mins before high water and ending 2

hours after high water at Teddington on Easter Sunday morning.

- 6.24. In 2026 the tide window is open between 05:00 and 07:30 BST on Sunday 5th April 2026.
- 6.25. If a green light is showing on the portage, you may proceed. If a red light is showing the portage is closed.
- 6.26. If you arrive before the tide window is open you will have to wait. If you arrive after the tide window has closed, you will be retired from the race and you will not be allowed to proceed. There will be no exceptions to this rule.
- 6.27. In 2026 High Tide is 05.30 BST
High Tide at Teddington is about one hour after High Tide at London Bridge.
- Richmond Draw Lock is raised 2 hours before and lowered 2 hours after high tide at Teddington. (i.e. clear passage is only during these four hours.) If closed, portage left (boat rollers), this portage is muddy and slippery.
- 6.28. Support crews of paddlers who pass through Teddington lock close to the back end of the tide window (e.g. after 07:15) are **STRONGLY ADVISED** to head to the cut off locations along the tideway rather than go straight to Westminster. If the paddlers do not make the tideway cut off times they will be exited from the water at the relevant location, retired from the race and will almost certainly need support crew care at that point.

Finish

- 6.29. At Westminster crews must paddle until they have passed under Westminster Bridge to the Finish line some 70 metres past Westminster Bridge – they will hear a finish signal: an air horn, bell or whistle - and continue to County Hall Steps, where they must then follow instructions of Race Officials.

7. Rules for Junior Doubles Class

Entry Limitations

- 7.1. This class is open to paddlers who are 15yrs and less-than-19yrs on 1st January of the year of the race.
- 7.2. All entrants must meet the other Eligibility requirements.
- 7.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of craft. In such circumstances, the indicative maximum number of crews permitted to enter this class would be 90.

The Course

- 7.4. The Course will be paddled over four days, as set out below:

| | | |
|-------------------------|----------------------------|----------|
| Day 1 (Good Friday) | Devizes to Newbury | 34 miles |
| Day 2 (Easter Saturday) | Newbury to Marlow | 36 miles |
| Day 3 (Easter Sunday) | Marlow to Ham | 38 miles |
| Day 4 (Easter Monday) | Ham to Barn Elms Boathouse | 10 miles |

Substitutions

- 7.5. By agreement with the Stages Chief Umpire, any Junior Doubles paddlers from crews that have retired at the end of days 1 or 2 or 3 may form a new crew and complete the race together. Providing a paddler completes the total distance a certificate and medal will be awarded to that individual.

Registration & Start

- 7.6. **School Crews only.** Equipment Check and Registration and briefing are on Thursday afternoon/evening by arrangement with the Schools-Liaison Marshal (dwschool-liaison@hotmail.co.uk)
- 7.7. Other Junior Doubles crews are able to register on **Good Friday** (one hour before intended start time). Registration opens from 06:00.
- 7.8. On arriving at Devizes crews must have their craft and equipment checked before going to Registration and check in.
- 7.9. At Registration you will need to confirm all names and telephone numbers of the Crew, Support Crew and parent/guardian of under 18s.
- 7.10. 08:00 – 0930: Start window for Junior Doubles.
- 7.11. 13:00: Finish window opens at Northcroft.

7.12. For all Crews Start times over the weekend are as follows:

| Start Location | Elapsed Time | Start Times |
|----------------------------|--|---|
| Devizes | n/a | 08:00 – 09:30 |
| Newbury (Northcroft) | 8 – 9 hours 30mins 7 – 8 hours 6 – 7 hours Fastest 15 crews @ 2 minute intervals, slowest first | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 (Unless crew included in the 'fastest in class' crews) 08:32 – 09:00 |
| Marlow (Marlow Rugby Club) | 16 – 19 hours 14 – 16 hours 12 – 14 hours Fastest 15 crews @ 2 minute intervals slowest first | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 (Unless crew included in the 'fastest in class' crews) 08:32 – 09:00 |
| Ham (TYM) | Batch starts, just after high tide, fastest first, exact times to be advised on Sunday afternoon. | 06:00 onwards |

- 7.13. Junior Doubles Crews must time their start on Day One to finish in Newbury no earlier than 13:00. Any crew arriving before then will be deemed to have arrived at 13:00.
- 7.14. Crews finishing more than 10 hours after their start time on each day will not be permitted to start again on the following day and will be deemed to have retired.
- 7.15. Competitors are responsible for making sure that they have carefully checked their published start times, as in the table above, for the following day. The Organisers will bear no responsibility for any failure by the paddlers to turn up on time. Start windows will not be extended for latecomers.
- 7.16. Start times for the fastest crews will be given to School Team Leaders and sent out electronically.

End-of-Stage Arrangements

7.17. Finish 'lines' for each stage are as follows:

| | | |
|----------|---------------------|--|
| Friday | Newbury | On the right-hand side of the canal at Northcroft Leisure Centre |
| Saturday | Marlow | On the left-hand side of the river 500m below Longridge |
| Sunday | Ham | On the right-hand side of the river at Thames Young Mariners |
| Monday | Barn Elms Boathouse | On the right-hand side ~20m above Barn Elms Boathouse slipway |

- 7.18. Crews must continue to paddle until they hear the finish signal; an air-horn, bell or whistle.
- 7.19. Note that on the final day: At Barn Elms Boathouse slipway, crews must continue to paddle until they hear a finish signal: an air horn, bell or whistle and then exit as directed at the slipway, following instructions of Race Officials.

Campsites

- 7.20. Paddlers must camp at the designated camp sites, as directed by the Campsite Team.
- 7.21. Paddlers may not leave the campsites until the following morning when they get back on the water to continue their race.

Rules for Junior Doubles Class

- 7.22. Crews must erect their own tents, assemble beds and prepare all their food without any outside assistance. They must pack-up, clean their quarters and place all refuse in the sacks provided and will not be allowed to proceed until approval is given by a member of Campsite Team. No person(s) other than designated Race Officials and Junior competitors are allowed access to the campsites.

Next Day Briefing

- 7.23. A briefing for the next day's stage will be held at the end of each day on the campsite, at approximately 4pm. This briefing will cover the next stage safety and any other relevant information.
- 7.24. The briefing will be posted on the DW website and it will be the paddlers responsibility to read this prior to starting the following day.

Support Crew

- 7.25. Severe congestion and over-crowding at portages means paddlers in the Junior Doubles are now limited to 2 support vehicles and 4 support crew, who will be issued with armbands which must be worn at all times when servicing the crew along the course.
- 7.26. At any portage, only one supporter per paddler is allowed to provide direct support at or close to the water. All others must keep well clear and not obstruct other crews.
- 7.27. Each Crew will be issued Car Stickers to be affixed to the windscreen for the duration of the race.
- 7.28. Only supporters wearing armband identification may be present at the Start /End of Stage Campsite area.
- 7.29. **In addition** – an extra car sticker and armbands are available for School/Club Team Leader/Coach at the discretion of Race Officials at Registration. These must be collected in person by the Leader/Coach.

8. Rules for Senior Singles

For 2026 DW will run a trial of allowing single ocean racing surfskis to race in the Senior Singles class. This will not be run as a separate class or sub-class and surfskis will be classified as kayaks for the purposes of any awards or trophies.

Entry Limitations

- 8.1. This class is open to paddlers who are 18yrs and over on 1st January of the year of the race.
- 8.2. All entrants must meet the other Eligibility requirements.
- 8.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of crews. In such circumstances, the indicative maximum number of paddlers permitted to enter this class would be 70.

The Course

- 8.4. The Course will be paddled over four days as set out below:

| | | |
|-------------------------|------------------------------------|----------|
| Day 1 (Good Friday) | Devizes to Newbury | 34 miles |
| Day 2 (Easter Saturday) | Newbury to Marlow | 36 miles |
| Day 3 (Easter Sunday) | Marlow to Ham | 38 miles |
| Day 4 (Easter Monday) | Ham to Barn Elms Boathouse slipway | 10 miles |

Substitutions

- 8.5. No Substitutions may be made to a Crew during the race.

Registration & Start

- 8.6. Good Friday: 06:00 Registration opens.
- 8.7. Crews must report on Day One for Equipment Check and Registration one hour before their intended start time from Devizes.
- 8.8. On arriving at Devizes crews must have their craft and equipment checked before going to Registration.
- 8.9. At Registration you will need to confirm names and telephone numbers of the Crew and Support crew.
- 8.10. 09:30 – 10.30: Start window for Senior Singles.
- 8.11. 13:00: Finish window opens at Northcroft.

8.12. Start times over the weekend are as follows:

| Location | Elapsed Time | Start Window |
|----------------------------|---|---|
| Devizes | Slow crews must start earlier by arrangement with the Official Starter at info@dwrace.co.uk by 17:00pm on the Wednesday before the race. | 09:30 – 10:30 |
| Newbury (Northcroft) | 8 – 9 hours 30mins 7 – 8 hours 6 – 7 hours Fastest 15 singles @ 2 minute intervals, slowest first | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 (Unless crew included in the 'fastest in class' crews) 09:32 – 10:00 |
| Marlow (Marlow Rugby Club) | 16 – 19 hours 14 – 16 hours 12 – 14 hours Fastest 15 singles @ 2min intervals slowest first | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 (Unless crew included in the 'fastest in class' crews) 09:32 – 10:00 |
| Ham (TYM) | Mass Start, at high tide | 06:00 |

- 8.13. Crews finishing more than 10 hours after their start time on each day will not be permitted to start again on the following day and will be deemed to have retired.
- 8.14. Crews must time their start on Day One to finish in Newbury no earlier than 13:00. Any crew arriving before then will be deemed to have arrived at 13:00.
- 8.15. Competitors are responsible for making sure that they have carefully checked their published start times, as in the table above, for the following day. The Organisers will bear no responsibility for any failure by the paddlers to turn up on time. Start windows will not be extended for latecomers.
- 8.16. Start times for the fastest crews will be sent out electronically.

End of Stage Arrangements

8.17. Finish 'lines' for each stage are as follows

| Location | Notes |
|---------------------|--|
| Newbury | On the right-hand side of the canal at Northcroft Leisure Centre |
| Marlow | On the left-hand side of the river 500m below Longridge |
| Ham | On the right-hand side of the river at Thames Young Mariners |
| Barn Elms Boathouse | On the right-hand side ~20m above Barn Elms Boathouse slipway |

- 8.18. Crews must continue to paddle until they hear the finish signal; an air-horn, bell or whistle
- 8.19. Note that on the final day; At Barn Elms Boathouse slipway, crews must continue to paddle until they hear a finish signal: an air horn, bell or whistle and then exit as directed at the slipway, following instructions of Race Officials.
- 8.20. Paddlers may leave the course or camp on site between each day's racing. Those using the sites will rise in time to pack up, clean their quarters and put refuse in the bin.

Rules for Senior Singles

Next Day Briefing

- 8.21. A briefing for the next day's stage will be held at the end of each day on the campsite, at approximately 4pm. This briefing will cover the next stage safety and any other relevant information. Please attend if possible.
- 8.22. This briefing will be posted on the DW website and it will be the paddlers responsibility to read this prior to starting the following day.

Support Crew

- 8.23. Severe congestion and over-crowding at portages means paddlers in the Senior Singles are now limited to 1 support vehicles and 2 support crew, who will be issued with armbands which must be worn at all times when servicing the crew along the course.
- 8.24. At any portage, only one supporter per paddler is allowed to provide direct support at or close to the water. All others must keep well clear and not obstruct other crews.
- 8.25. Each Crew will be issued a Car Sticker to be affixed to the windscreen of the support vehicle for the duration of the race.

9. Rules for Veteran-Junior

Entry Limitations

- 9.1. This class is open to paddlers 35yrs and over who paddles with a paddler who is 15yrs and less-than -19yrs on 1st January of the year of the race
- 9.2. All entrants must meet the other Eligibility requirements.
- 9.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of crews. In such circumstances, the indicative maximum number of crews permitted to enter this class would be 20.

The Course

- 9.4. The course will be paddled over four days, as set out below:

| | | |
|-------------------------|------------------------------------|----------|
| Day 1 (Good Friday) | Devizes to Newbury | 34 miles |
| Day 2 (Easter Saturday) | Newbury to Marlow | 36 miles |
| Day 3 (Easter Sunday) | Marlow to Ham | 38 miles |
| Day 4 (Easter Monday) | Ham to Barn Elms Boathouse slipway | 10 miles |

Substitutions

- 9.5. No substitutions may be made to a crew during the race.

Registration & Start

- 9.6. Good Friday: 06:00 Registration opens.
- 9.7. Crews must report on Day One for Equipment Check and Registration one hour before their intended start time from Devizes.
- 9.8. On arriving at Devizes crews must have their craft and equipment checked before going to Registration.
- 9.9. At Registration you will need to confirm names and telephone numbers of the Crew and Support Crew.
- 9.10. 09:30 – 10.30: Start window for Veteran-Junior
- 9.11. 13:00: Finish window opens at Northcroft.

9.12. Start times over the Race Weekend are as follows:

| | | |
|----------------------------------|--|---------------|
| Devizes | 09:30 – 10:30 Slow crews (expected to take between 7-9.5 hrs) must start earlier by arrangement with the Official Starter at info@dwrace.co.uk by 17:00 on the Wednesday before Easter. | |
| Newbury (Northcroft) | Elapsed time of 8 – 9 hours 30mins | 06:45 – 07:15 |
| | Elapsed time of 7 – 8 hours | 07:15 – 07:45 |
| | Elapsed time of 6 – 7 hours | 07:45 – 08:30 |
| | Fastest Veteran-Junior crews (if less than 6 hours elapsed time) Timed departures at 2 minute intervals, slowest crew first. | 09:15 – 09:30 |
| Marlow (Marlow Rugby Club) | Elapsed time of 16 – 19 hours | 06:45 – 07:15 |
| | Elapsed time of 14 – 16 hours | 07:15 – 07:45 |
| | Elapsed time of 12 – 14 hours | 07:45 – 08:30 |
| | Fastest Veteran-Junior crews (if less than 12 hours elapsed time) Timed departures at 2 minute intervals, slowest crew first. | 09:15 - 09:30 |
| Ham (TYM) | Batch Starts, just after high tide, fastest first, exact times to be advised on Sunday afternoon | 06:00 onwards |

- 9.13. Crews must time their start on Day One to finish in Newbury not earlier than 13:00. Any crew arriving before will be deemed to have finished at 13:00.
- 9.14. Crews finishing more than 10 hours after their start time on each day will not be permitted to start again on the following day and will be deemed to have retired.
- 9.15. Competitors are responsible for making sure that they have carefully checked their start times, as in the table above, for the following day. The organisers will bear no responsibility for any failure by the paddlers to turn up on time. Start windows will not be extended for latecomers.
- 9.16. Start times for the fastest crews will be sent electronically.

End of Stage Arrangements

9.17. Finish 'lines' for each stage are as follows:

| | | |
|----------|------------------------|--|
| Friday | Newbury | On the right-hand side of the canal at Northcroft Leisure Centre |
| Saturday | Marlow | On the left-hand side of the river 500m below Longridge |
| Sunday | Ham | On the right-hand side of the river at Thames Young Mariners |
| Monday | Barn Elms Boathouse | On the right-hand side ~20m above Barn Elms Boathouse slipway |

- 9.18. Crews continue to paddle until they hear the finish signal; an air-horn, bell or whistle.
- 9.19. Note that on the final day; At Barn Elms Boathouse slipway, crews must continue to paddle until they hear a finish signal: an air horn, bell or whistle and then exit as directed at the slipway, following instructions of Race Officials.
- 9.20. Paddlers may leave the course or camp on site between each day's racing. Those using the sites will rise in time to pack up, clean their quarters and put refuse in the bins.

Next Day Briefing

- 9.21. A briefing for the next day's stage will be held at the end of each day on the campsite, at approximately 4pm. This briefing will cover the next stage safety and any other relevant information. Please attend if possible.

Rules for Veteran-Junior

- 9.22. This briefing will be sent to you electronically and it will be the paddlers responsibility to read this prior to starting the following day.

Support Crew

- 9.23. Severe congestion and over-crowding at portages means paddlers in the Veteran-Junior class are now limited to 2 support vehicles and 4 support crew, who will be issued with armbands which must be worn at all times when servicing the crew along the course.
- 9.24. At any portage, only one supporter per paddler is allowed to provide direct support at or close to the water. All others must keep well clear and not obstruct other crews
- 9.25. Each Crew will be issued Car Stickers to be affixed to the windscreen of the support vehicles for the duration of the race.

10. Rules for the Endeavour

Entry Limitations

- 10.1. This class is open to all paddlers 18 years and over on 1st of January in the year of the race. It is also open to crews of one paddler aged 18 years and over (as above), and a second paddler aged 15 years and less-than-19 years on 1st of January in the year of the race.
- 10.2. Paddlers must meet the other Eligibility Requirements.
- 10.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of crews. In such circumstances, the indicative maximum number of crews permitted to enter this class would be 30.

The Course

- 10.4. The Course will be paddled over four days, as set out below:

| | | |
|-------------------------|------------------------------------|----------|
| Day 1 (Good Friday) | Devizes to Newbury | 34 miles |
| Day 2 (Easter Saturday) | Newbury to Marlow | 36 miles |
| Day 3 (Easter Sunday) | Marlow to Ham | 38 miles |
| Day 4 (Easter Monday) | Ham to Barn Elms Boathouse slipway | 10 miles |

- 10.5. The Endeavour Doubles class is a non-competitive challenge with the aim of completing the course of the Devizes to Westminster International Canoe Race. Whilst elapsed times will be recorded for safety purposes, participants will receive no official Finishing Times. No 'place' prizes are awarded in this category but paddlers will receive a Certificate of Completion of the course.
Crews are eligible for the Pfeiffer Cup - for the crew which raises the most sponsorship, the Sir Louis and Lady Gluckstein Trophy - for the crew or individual displaying exceptional courage and fortitude and the Adaptive Paddler Trophy – for the disabled paddler(s) showing determination and resolve over adversity.

Substitutions

- 10.6. No Substitutions may be made to a Crew during the race.

Registration & Start

- 10.7. Good Friday: 06:00 Registration opens.
- 10.8. Crews must report on Day One for Equipment Check and Registration one hour before their intended start time from Devizes.
- 10.9. On arriving at Devizes crews must have their craft and equipment checked before going to Registration.
- 10.10. At Registration you will need to confirm names and telephone numbers of the Crew and Support Crew.
- 10.11. 07:00 – 08:00 Start window for Endeavour.
- 10.12. 13:00: Finish window opens at Northcroft.

10.13. Start times over the weekend are as follows:

| | | |
|----------------------------------|--|---|
| Devizes | Very fast Endeavour crews (likely to take under 6 hours to Newbury) must contact the Official Starter by the Wednesday before the race for permission to vary their start time to ensure they do not arrive at Newbury earlier than 13:00. Contact to be via email at info@dwrace.co.uk | 07:00 – 08:00 |
| Newbury (Northcroft) | Elapsed time of 8 – 9 hours 30 mins Elapsed time of 7 – 8 hours Elapsed time of 6 – 7 hours Very fast Endeavour crews (under 6 hours) must agree their start time with the Official Starter before 17:00 on Easter Friday to ensure they do not arrive at Marlow before 13:00. | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 |
| Marlow (Marlow Rugby Club) | Elapsed time of 16 – 19 hours Elapsed time of 14 – 16 hours Elapsed time of 12 – 14 hours Very fast Endeavour crews (under 12 hours to Marlow) must agree their start time with the Official Starter before 17:00 on Easter Saturday to ensure they do not arrive at Ham before 13:00 | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 |
| Ham (TYM) | Batch Starts, just after high tide, fastest first, exact times to be advised on Sunday afternoon. | 06:00 onwards |

- 10.14. Crews must time their start on Day One to finish in Newbury not earlier than 13:00. Any crew arriving before will be deemed to have finished at 13:00.
- 10.15. Crews finishing more than 10 hours after their start time on each day will not be permitted to start again on the following day and will be deemed to have retired.
- 10.16. Competitors are responsible for making sure that they have carefully checked their published start times, as in the table above, for the following day. The organisers will bear no responsibility for any failure to turn up on time. Start windows will not be extended for latecomers.

End of stage arrangements

10.17. Finish 'Lines' for each stage are as follows:

| | | |
|----------|------------------------|--|
| Friday | Newbury | On the right-hand side of the canal at Northcroft Leisure Centre |
| Saturday | Marlow | On the left-hand side of the river 500m below Longridge |
| Sunday | Ham | On the right-hand side of the river at Thames Young Mariners |
| Monday | Barn Elms Boathouse | On the right-hand side ~20m above Barn Elms Boathouse slipway |

- 10.18. Crews must continue to paddle until they hear the finish signal; an air-horn, bell or whistle.
- 10.19. Note that on the final day; At Barn Elms Boathouse slipway, crews must continue to paddle until they hear a finish signal: an air horn, bell or whistle and then exit as directed at the slipway, following instructions of Race Officials
- 10.20. Paddlers in the Endeavour Class may leave the course between each day's racing or camp on site. Those using the sites will rise in time to pack up, clean their quarters and place all refuse in the bins.

Next Day Briefing

- 10.21. A briefing for the next day's stage will be held at the end of each day on the campsite, at approximately 4pm. This briefing will cover the next stage safety and any other relevant information. Please attend if possible.
- 10.22. This briefing will be posted on the DW website and it will be the paddlers responsibility to read this prior to starting the following day.

Support Crew

- 10.23. Severe congestion and over-crowding at portages means paddlers in the Endeavour class are now limited to 2 support vehicles and 4 support crew, who will be issued with armbands which must be worn at all times when servicing the crew along the course.
- 10.24. At any portage, only one supporter per paddler is allowed to provide direct support at or close to the water. All others must keep well clear and not obstruct other crews
- 10.25. Each Crew will be issued Car Stickers to be affixed to the windscreen of the support vehicles for the duration of the race.

11. Rules for Single SUP

Entry Limitations

- 11.1. This class is open to paddlers who are 18yrs and over on 1st January of the year of the race.
- 11.2. All entrants must meet the other Eligibility requirements.
- 11.3. Based on ongoing risk assessments, DW reserve the right to restrict entrants in this class to a maximum number of crews. In such circumstances, the indicative maximum number of paddlers permitted to enter this class would be 50.
- 11.4. Only racing style single SUPs in either rigid board or inflatable construction with a fixed fin or fins, and a minimum length of 12 feet 6 inches and maximum length of 14 feet, propelled by a single bladed paddle are allowed. If the SUP paddler chooses to use a leash it must be a quick release waist belt.

The Course

- 11.5. The Course will be paddled over four days as set out below:

| | | |
|-------------------------|------------------------------------|----------|
| Day 1 (Good Friday) | Devizes to Newbury | 34 miles |
| Day 2 (Easter Saturday) | Newbury to Marlow | 36 miles |
| Day 3 (Easter Sunday) | Marlow to Ham | 38 miles |
| Day 4 (Easter Monday) | Ham to Barn Elms Boathouse slipway | 10 miles |

Substitutions

- 11.6. No Substitutions may be made to a Crew during the race.

Registration & Start

- 11.7. Good Friday: 06:00 Registration opens.
- 11.8. Crews must report on Day One for Equipment Check and Registration one hour before their intended start time from Devizes.
- 11.9. On arriving at Devizes crews must have their craft and equipment checked before going to Registration.
- 11.10. At Registration you will need to confirm names and telephone numbers of the Crew and Support crew.
- 11.11. 07:00 – 08:00: Start window for SUP.
- 11.12. 13:00: Finish window opens at Northcroft.

11.13. Start times over the weekend are as follows:

| Location | Elapsed Time | Start Window |
|----------------------------------|--|--|
| Devizes | Very fast SUP crews (likely to take under 6 hours to Newbury) must contact the Official Starter by the Wednesday before the race for permission to vary their start time to ensure they do not arrive at Newbury earlier than 13:00. Contact to be via email at info@dwrace.co.uk | 07:00 – 08:00 |
| Newbury (Northcroft) | 8 – 9 hours 30mins 7 – 8 hours 6 – 7 hours under 6 hours | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 09:00 |
| Marlow (Marlow Rugby Club) | 16 – 19 hours 14 – 16 hours 12 – 14 hours Under 12 hours | 06:45 – 07:15 07:15 – 07:45 07:45 – 08:30 09:00 |
| Ham (TYM) | Batch Starts, just after high tide, fastest first, exact times to be advised on Sunday afternoon. | 06:00 onwards |

- 11.14. Crews finishing more than 10 hours after their start time on each day will not be permitted to start again on the following day and will be deemed to have retired.
- 11.15. Crews must time their start on Day One to finish in Newbury no earlier than 13:00. Any crew arriving before then will be deemed to have arrived at 13:00.
- 11.16. Competitors are responsible for making sure that they have carefully checked their published start times, as in the table above, for the following day. The Organisers will bear no responsibility for any failure by the paddlers to turn up on time. Start windows will not be extended for latecomers.
- 11.17. Start times for the fastest crews will be sent out electronically.

End of Stage Arrangements

11.18. Finish 'lines' for each stage are as follows

| Location | Notes |
|------------------------|--|
| Newbury | On the right-hand side of the canal at Northcroft Leisure Centre |
| Marlow | On the left-hand side of the river 500m below Longridge |
| Ham | On the right-hand side of the river at Thames Young Mariners |
| Barn Elms Boathouse | On the right-hand side ~20m above Barn Elms Boathouse slipway |

- 11.19. Crews must continue to paddle until they hear the finish signal; an air-horn, bell or whistle
- 11.20. Note that on the final day; At Barn Elms Boathouse slipway, crews must continue to paddle until they hear a finish signal: an air horn, bell or whistle and then exit as directed at the slipway, following instructions of Race Officials.
- 11.21. Paddlers may leave the course or camp on site between each day's racing. Those using the sites will rise in time to pack up, clean their quarters and put refuse in the bin.

Next Day Briefing

- 11.22. A briefing for the next day's stage will be held at the end of each day on the campsite, at approximately 4pm. This briefing will cover the next stage safety and any other relevant information. Please attend if possible.
- 11.23. This briefing will be posted on the DW website and it will be the paddlers responsibility to read this prior to starting the following day.

Support Crew

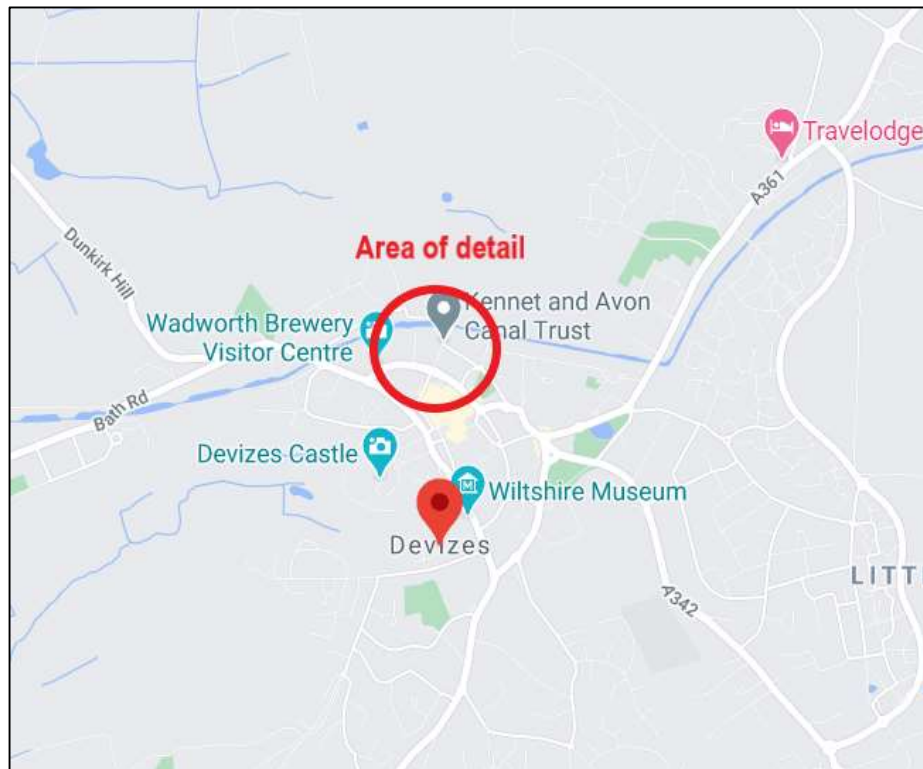
- 11.24. Severe congestion and over-crowding at portages means paddlers in the SUP class are limited to 1 support vehicle and 2 support crew, who will be issued with armbands which must be worn at all times when servicing the crew along the course.
- 11.25. At any portage, only one supporter per paddler is allowed to provide direct support at or close to the water. All others must keep well clear and not obstruct other crews.
- 11.26. Each Crew will be issued a Car Sticker to be affixed to the windscreen of the support vehicle for the duration of the race.

12. Arrangements for the Race

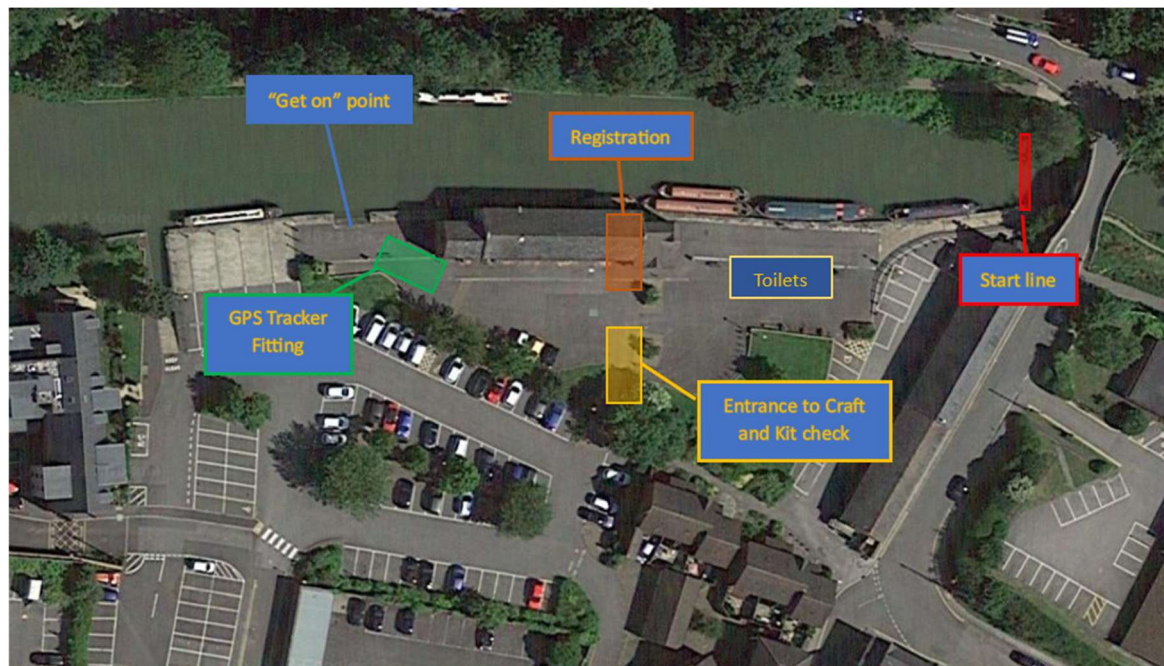
Devizes Registration

- 12.1. Crews must arrive at Devizes at least one hour before their intended Start Time for Craft Check and Registration, unless they have arranged a specific time with the Chief Umpire (usually the day before their intended Start). ALSO see Regulations for specific classes page
- 12.2. Arrival at Devizes- You will be met by a member of The Devizes Site Crew, who will issue a ticket for your car. Please note that the car park space near the wharf in Devizes is limited and therefore cars will only be permitted to park for a maximum of 2 hours. This is more than enough time to arrive, unload and prepare your craft, complete check in formalities and depart.
If you arrive too early – you may incur penalties for your crew.
- 12.3. All paddlers in the Crew report to the Craft Check Area with Craft and Compulsory Equipment to be provided by the Crew.
Race Officials will inspect your Craft and Compulsory Equipment (once checked the craft will be issued with a sticker). Craft that are checked the day before can be taken away for overnight storage elsewhere. Inspected equipment which has been presented and passed inspection in Devizes must be used throughout the Race. Any competitor found not wearing or replacing the inspected equipment with an inferior or non-compliant version is likely to be disqualified. Following these inspections you will be given a Craft and Equipment Check form to take to the registration desk.
- 12.4. After craft and equipment check - Crew and Chief Supporter go to Registration – Entry details/contact numbers will be checked: for the Crew, Chief Supporter, supporter not actively involved out on the course for ALL; this will include parent/ guardian contact details for all Under 18 paddlers.
In the case of an Unsupported paddler/s – (note that this is not recommended) entrant details will also be checked. Note that in this case a telephone number must be provided for the phone that the paddler will carry with them at all times for the duration of the race; the entrant is then responsible for checking this phone at regular intervals.
- 12.5. Collect Race Pack from Registration: this will include the Paddler/s identity wristband, craft number sticker, any DW provided Compulsory Kit or sponsor stickers, and any Support Crew ID issued to the crew for the race. The Paddler ID wristband will then be attached by a Race Official and must not be removed during the race. It will be used for verification purposes when awarding Finishers' Medals at the Finish.
- 12.6. The craft number sticker must then be attached securely on the craft so that it can be read from the right-hand bank.
Any crew not displaying their number plate along the course will be deemed to have retired from the Race. Should a craft pass the finishing line in such a manner that its number plate cannot be read by the timekeeper, it will be the responsibility of the crew's support party to inform the timekeeper of the number. This is of particular relevance for Canadian canoes as stickers attached to their hulls cannot easily be read from the Finish Line at Westminster Bridge.
- 12.7. Any Support Crew ID must be passed to your Support Crew. (vehicle stickers and armbands)
- 12.8. Finally, proceed with your craft to 'Tracker Marshals position', to the left of the wharf theatre building. Your craft number will be scanned, and a tracker attached to the paddler's buoyancy aid. (one tracker per crew).
- 12.9. You may then get onto the water and proceed to the Start Line to follow instructions given by the Start Official.

Map of Devizes



Devizes Site Map



Results

- 12.10. A full list of provisional results will be posted on the Internet on Easter Monday and a finalised set sent to each crew shortly after the Race. The date of the Presentation of Trophies will also be notified at this time.

Lost property

- 12.11. Anyone finding any paddlers' or supporters' lost property along the course of the Race should hand it in at the Wokingham Waterside Centre or to an official at Westminster or the Stage Classes finish at Barn Elms. Enquiries regarding lost property should be made to Race Control.

Accommodation along the course

- 12.12. Postcodes are given to help you when searching on accommodation websites. It is advisable to book your accommodation well in advance.
- 12.13. **At Devizes:** (SN10 1EB) Accommodation is available free of charge to all Stages entrants and supporters in the Scout Headquarters on Thursday night. Entrants and supporters in the Senior Doubles race will have the use of only the Scout Headquarters on Good Friday night. Sleeping bags will be necessary. Under no circumstances may craft be taken into the buildings. Crews must rise in time to clean up and put all refuse in the bin provided. *Devizes Bed & Breakfast Syndicate 01380 620660.*
- 12.14. **At Newbury:** (RG14 5JQ) Camping is available at the Northcroft Leisure Centre for all competitors in the Stages Event - in the case of Junior Doubles this is compulsory. Newbury Tourist Information: - 01635 30267. <https://visitnewbury.org.uk/accommodation/>
- 12.15. **At Marlow:** (SL7 1QU) Camping is available at Marlow Rugby Club for all competitors in the Stages Event - in the case of Junior Doubles this is compulsory. No pets on site. *Marlow Information Centre: - 01628 483597* www.visitbuckinghamshire.org
- 12.16. **At Ham** (Thames Young Mariners): (TW10 7RX) Camping is available at Thames Young Mariners for all competitors in the Stages Event - in the case of Junior Doubles this is compulsory. www.visitrichmond.co.uk/accommodation/

Driving into London

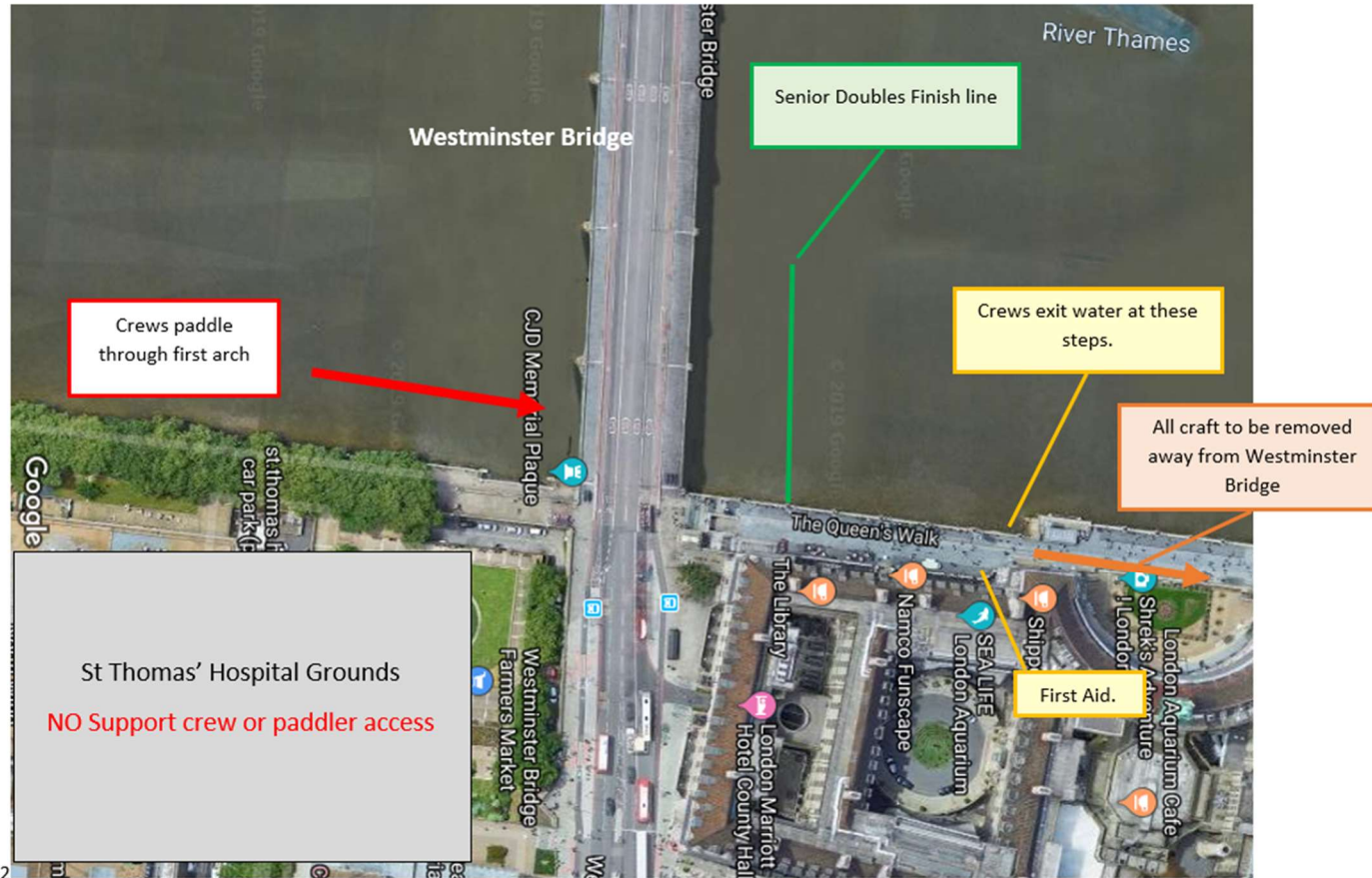
- 12.17. The course enters the London Congestion Charge Area, LEZ and ULEZ. **These areas were expanded in 2023.** Crews and supporters are advised to check the requirements for their vehicles and, where necessary, pay all the relevant charges.
- 12.18. The stage finish at TYM on Day 3 is in a payment zone
- 12.19. The stages finish at Barn Elms Boathouse on day 4 is in a payment zone.
- 12.20. The finish at Westminster Bridge is within the Congestion Charge Area and ULEZ.
- 12.21. To check whether you will need to pay a fee to drive into London please see <https://tfl.gov.uk/modes/driving/low-emission-zone/check-if-your-vehicle-is-affected>

The Finish at Westminster - Senior Doubles

- 12.22. The race finishes just downstream of Westminster Bridge where paddlers and their craft are brought ashore at a flight of stairs in front of County Hall by the Steps Crew. Please note that these stairs and the walkway in front of County Hall are private property and we are only granted access on condition that we do not cause an obstruction to members of the public. Keep well back from the area at the top of the stairs and respect the instructions of marshals.
- 12.23. The South Bank at Westminster has been designated a no-alcohol area by the police so any celebratory champagne or other drinks should be opened and drunk elsewhere.

- 12.24. To keep the steps access area clear, crews and/or supporters are asked to take craft directly to their own vehicles. Any craft left on the walkway in front of County Hall or environs may have a time penalty applied. In addition, craft must not be left in Jubilee Gardens.

DW Finish Area Layout – Westminster Bridge, St Thomas's and County Hall



13. Potential Race Hazards, Risks and Other Issues

- 13.1. All other boat traffic, including rowing boats with limited rearwards visibility, presents a potential hazard. Class V passenger vessels on the Tideway, moored barges and large boats berthed on the Thames, are to be avoided at all times. **Never approach or attempt to moor up to tethered boats on the Tideway as you may be swept under them.** Allow powered craft to use the centre of the canal as they require more draft. Remember that other boats are generally less manoeuvrable than canoes.
- 13.2. The final section of the race on the Tideway- is a commercial waterway with large vessels. These vessels often generate significant wash. In addition, the banks are mostly solid and waves reflect. This can create messy, choppy conditions. All crews should select their craft and train to paddle in these conditions, noting these conditions are experienced in the final stages of the race when crews are likely to be tired.
- 13.3. Competitors are required to make themselves familiar with the navigation marks and signs for the Tideway. See 5, page 20 'Paddling on the Tideway'. Information including diagrams of the rowing lanes between Kew and Putney and bridge symbols can be found on the Port of London Authority website. www.pla.co.uk and www.boatingonthethames.co.uk
- 13.4. Paddlers need to beware of road traffic when portaging across roads. Support crews should watch for fast-moving traffic. DW staff may be present at some road crossings but have no authority to stop traffic. Always give way to traffic.
- 13.5. Stakes in the water and other submerged obstacles can easily damage craft. Paddlers are advised to take care when putting their craft into the water after portaging.
- 13.6. Low bridges can cause serious head injury. If in doubt, you must portage or pull yourself carefully through using the bank for support. Water levels will affect the clearance and a bridge passed successfully in training may be a very different proposition during the race, especially at night. Paddlers are advised to take particular caution at the following bridges: Br 85. Church Swingbridge; Br 48. Bulls Swingbridge; Br 35. Cranwells Swingbridge; Br 33. Oxlease Swingbridge; Br 27. Padworth Swingbridge; Br 21. Sulhamstead Swingbridge; Br 19. Theale Swingbridge.
- 13.7. Do not drink canal or river water.
- 13.8. Easter typically coincides with the mating season of swans and male birds can become aggressive towards boats as they approach their nesting area. It is not uncommon for male swans to fly at, or even land on boats to protect a nesting female. Give a wide berth when paddling past nesting swans and be prepared to portage round when necessary.
- 13.9. Extreme weather at Easter can cause anything from sunburn and heatstroke to exposure and hypothermia. Paddlers need to be aware of any changing conditions and the risks of wearing inadequate or inappropriate clothing, especially at night when temperatures can drop significantly. Crews should always dress for the conditions, remembering that long-sleeved and long-legged thermals help retain heat even when wet. Support crews are advised to carry lots of spare clothing for their crews.
- 13.10. During the Race competitors are likely to experience dehydration, severe fatigue, cuts, bruises, chafing from clothing and severe blistering (particularly on the hands and fingers). Support crews should carry suitable first aid kits with appropriate medicines and pain relief agents.
- 13.11. There are many weirs along the course. Paddlers must keep well clear especially during times of high river flow.
- 13.12. The course passes through the Bruce Tunnel after 18 miles. Although straight, the 400m long tunnel is dark in the middle and can disorientate paddlers. In the event of a capsize in the tunnel, there is a ledge on the right-hand side and chains, to assist re-entry, run along the wall of the tunnel. Overtaking is forbidden in the tunnel.
- 13.13. Paddlers need to keep well clear of bridge stanchions (supports) on the lower canal and the River Thames, particularly during times of high flow. All Tideway bridges carry a white isophase light above the centre

arch. If this light is in use it indicates a large or towing vessel is about to pass under the bridge. Arches of bridges on the Tideway which carry an upside-down triangle (lit red at night), are closed to all traffic.

- 13.14. Due to the nature and duration of the Race, damage to equipment is likely. All crews are advised to thoroughly check all equipment before starting, and have the support crew carry spare seats, paddles, rudders, torches, torch batteries, light sticks, repair and tool kits and other items. All items can be replaced during the race apart from craft, which may only be repaired.
- 13.15. For Senior Doubles, during hours of darkness, marshals at portages may use coloured lights to indicate the following:
Green – come to me, safe route.
Red – Danger, blocked route, keep away.

Support crews MUST NOT use red lights at any time near the route as this will confuse paddlers.

14. Instructions for ALL Supporters

A breach of any of these instructions and/or The General Rules and specific Class Rules may result in a penalty being imposed on the crew being supported.

- 14.1. Common sense is to be the underlying principle of the supporting arrangements. The Organisers will not penalise anyone who provides sustenance, replaces essential kit or effects repairs to a competitor's craft in the event of a proven emergency. However, substantial penalties will apply to any crew, team or organisation deemed to be in breach of any of the rules or the spirit of the race.
- 14.2. The terms "supporter" and "support crew" are used interchangeably in this document.
- 14.3. Supporters perform a vital role in providing food, drink and spare kit to their paddlers and monitoring their well-being. They are an essential and valued part of DW.
- 14.4. Support Crew Identification ONLY for Stages Classes. Issued at Devizes with Race Packs. Double Crews are issued with 2 support vehicle stickers and 4 support crew armbands. Single Crews are issued with 1 vehicle stickers and two armbands.
- 14.5. Vehicle stickers must be visible in the windscreen of the support vehicle. Armbands must be worn at portages, camp sites and at the finishes at Westminster and Barn Elms Boathouse. Only one vehicle and 1 arm-banded supporter per paddler may ever be present at the same time at any one portage. Extra supporters are not permitted in the portage area even if they do not arrive by car.
- 14.6. Teams of more than 3 crews in the Stages Races are permitted one additional vehicle for the Team Leader. The Team Leader must collect a vehicle sticker and an arm band in person at Devizes. The Team Leader must wear the armband as above.
- 14.7. The behaviour of Support Crews affects public perceptions of the race as much as, or even more than that of competitors.
- 14.8. Good conduct and appropriate, responsible behaviour is expected from ALL persons associated with the race. Be considerate at all times and do not be disrespectful or place yourself or others in danger, be they associated with or indirectly associated with the race. Failure or wilful disregard of this is considered a very serious action by the Organisation.
- 14.9. Supporters must observe and adhere to all restrictions along the course and adjoining areas as may be imposed by the Organisers.
- 14.10. Supporters are advised to attend any briefings – both for their crew and themselves – anywhere along the course. These will cover updates on the course and safety notes as well as what is expected from the support crew.
- 14.11. Remember that lack of sleep and the emotion of watching close friends or relatives under extreme physical stress can affect supporters' behaviour.
- 14.12. Competitors are responsible for the behaviour of their Support Crew and anyone who turns out to watch or support them.
- 14.13. Spectators/other supporters should be urged to avoid portages and go to alternative viewing places, such as bridges, canal or river side roads and other open ground near the course.
- 14.14. Competitors and Team Leaders must ensure that all supporters have read and understood the General Rules and their Crews' Class Rules for the race along with these instructions.
- 14.15. The nominated Chief Supporter of a crew is responsible for communications during the race. The Chief Supporter is the first point of contact from Race Control. The Chief Supporter will check and confirm all names and telephone numbers of the Support Crew and 'Home Contact' (someone not out on the course) as required on the entry form at their Crews Registration at Devizes.
- 14.16. If Race Control cannot contact the Chief Supporter/ Support Crew immediately, a text message will be sent

asking them to contact Race Control; therefore mobile phones must be checked for messages at regular intervals. Penalties will be imposed on a crew whose supporters are not contactable.

- 14.17. Support Crews must follow instructions and not impede any direction given by Officials immediately and without question, whatever this may be. Officials include police, traffic wardens, lock-keepers, marshals, umpires or any other organising staff. Failure or wilful disregard of this is considered a very serious action by the Organisation.
- 14.18. Assaults and/or abusive behaviour of any kind, including verbal or physical assault, will not be tolerated, this includes any competitor or anyone associated with the race. Failure or wilful disregard of this is considered a very serious action by the Organisation. The Organisers will not hesitate to report incidents of verbal or physical assault to the police.
- 14.19. The taking of drugs as defined in International Canoe Federation (ICF) Rules is forbidden and all competitors are liable to a drug test. Refusal to submit to such a test shall incur an automatic ban.
- 14.20. Be aware of the noise that you make and keep noise to a minimum, particularly during the hours of darkness. This includes slamming car doors and driving away from supporting points aggressively. Do not play 'motivational music' at any time.
- 14.21. The DW is a NO TRACE event; meaning do not leave any litter anywhere along the course. Take all litter home with you.
Do not use local bins as the race will have a massive negative impact on local communities.
If you see litter dropped by a crew or support crew please assist the race by picking it up and if possible, politely reminding the offender/s of their responsibility to clear up their own litter.
- 14.22. Lights after Dark. It is not helpful to crews having bright lights shining around portage areas. Do not point bright lights at paddlers when they are approaching or portaging, as this will damage their night vision for several minutes.
Flashing or novelty lighting is not allowed.
Support crews MUST NOT use red lights at any time near the route as this will confuse paddlers. See 14.15 above.
- 14.23. Supporters are advised to carry spare white light sticks and torch batteries at all times over night when servicing crews.
- 14.24. Dogs are not allowed within the portage areas or at the Stages start/finish areas.

**A breach of any of these Instructions and/or The General Rules and specific Class Rules
may result in a penalty being imposed on the crew being supported.**

End of Stage arrangements

- 14.25. There may be Sticker-Only car parking areas at the 'end of stage' stops at Newbury, Marlow and Ham.
- 14.26. At stage stops only supporters with armbands may approach the campsite and then only to hand over camping equipment. No supporters are allowed in or around the campsite.
- 14.27. Outside assistance to Junior Crews in campsite areas is not permitted.

Driving and Parking

- 14.28. Do not race from lock to lock as you will arrive too early and only add to congestion at the next service point... the average speed of most kayaks on the canal is less than 6mph.
- Do not park on verges.
 - Do not park on private property.
 - Observe local parking restrictions.

- Do not obstruct emergency access, driveways, railway crossings or junctions.
- Adhere to specific race access and parking rules.

At Portages

- 14.29. Keep support vehicles and Support Crew to the minimum.
Refer to specific restrictions for the Stages Classes.
Only vehicles displaying a valid sticker may go to a portage; i.e. parked in the nearest permitted car parking area to the portage or any road adjacent to the portage where it is legal to park. Designated 'sticker only' car parking may be signposted or otherwise notified to the Support Crew.
One arm-banded supporter per paddler is permitted in the 'racing line' to service the crew.
- 14.30. Follow all instructions from officials at portages. Where access is restricted it may be necessary on safety grounds to restrict the servicing of the crew to just one person.

Closed Portages

No supporters at any of the following locks. There are no exceptions to this rule:

- Little Bedwyn
- County
- Blakes
- Shiplake
- Boveney
- Sunbury Lock and Rollers (Crews may be serviced in the lock cut.)
- Molesey Lock and Rollers (Crews may be serviced in the lock cut.)
- Teddington Lock and Rollers (Crews may be serviced in the lock cut above the rollers on both banks)

Supporters are also advised not to go to Cookham lock. DW has no control over the access to the lock and therefore cannot give any guarantee that access will be available.

Parking/Driving Restrictions apply at the following places:

- 14.31. **Crofton Flight:** Observe all parking notices and cones and follow Marshals instructions.
- 14.32. **Sheffield (Theale) Lock:** Do not park vans or minibuses on the road outside of the car park (the car park is height restricted). The bridge is only open to vehicles of less than 3 tons m.g.w and maximum width of 2m (6ft 6 ins),
- 14.33. **Cunning Man Pub, Burghfield:** Do not park in the pub car park.
- 14.34. **Dreadnought Reach:** The car park gates will be closed to supporters and access only granted to Race Officials. The eastbound Thames Valley Park Drive is a designated clearway between 07:30 – 10:30 and 16:30-17:30 Monday to Friday, so can therefore be used for parking to gain access to the Dreadnought portage on weekends. Please Park considerately without blocking other vehicles or access points and take notice of any cones that are in place. Note that the westbound carriage way is double yellow lined and parking is not permitted at any time. Be advised that this area can get particularly busy for both the Senior Doubles and Stage races and crews are advised to only have one support vehicle stopping here.
- 14.35. **Sonning:** Do not park on the access road to the lock.
- 14.36. **Marlow Bridge restrictions:** The bridge at Marlow is only open to vehicles of less than 3 tons m.g.w and maximum width of 2m (6ft 6 ins). Fines are issued if your vehicle exceeds this restriction. This will affect some larger SUV's, 4WD, minibuses and motor homes. Plan your route by approaching Marlow from the north of the river if your vehicle is affected.

- 14.37. **Boulter's Island, Maidenhead:** Do not park on the main road or on/in/at the approach to the island. Use the public car park. Following residents' complaints, the DW Race is now required by the local council to pay for traffic wardens there; illegally parked vehicles will be ticketed.
- 14.38. **Bray Lock:** There is NO vehicular access on to Amerden Lane, Support cars must be parked respectfully on Old Marsh Lane and then proceed on foot/bike to the lock.
- 14.39. **Romney Lock:** All support crew vehicles must use the public car park behind Windsor Railway station on Romney Lock Road and then proceed across the railway bridge on foot. Support cars are not allowed to access the lock via Riverside Walk.
- 14.40. **Old Windsor Lock:** Ham Lane is a private road and parking is by kind permission of the residents. Please respect their privacy and access rights to their properties. For safety reasons there is **no access or parking for minibuses or trailers** as a clear passage for Emergency Services and Thames Water vehicles needs to be maintained at all times. All supporters' vehicles **must** park in the designated areas. Supporters must drive up to the bridge and turn around before parking with their vehicles facing away from the river. Cones and signs will be in position, as well as marshals to direct supporters.

Supporter Parking at Old Windsor Lock



- 14.41. **Bell Lock:** Do not go through the Runnymede Hotel grounds to access the portage; these grounds are for hotel guests only and are out of bounds to supporters and their vehicles.
- 14.42. **Sunbury Lock:** No car access past the roundabout on Waterside Drive. All support crew must park no further than Walton Leisure Centre car park. Crews can be serviced from the towpath at least 100m upstream from the Weir Hotel.
- 14.43. **Molesey Lock and Rollers:** Closed to supporters. Crews can be serviced from the towpath before the Lock.

Restrictions on driving into London

- 14.44. The course enters the London Congestion Charge Area, LEZ and ULEZ. **These areas were expanded in 2023.** Crews and supporters are advised to check the requirements for their vehicles and, where necessary, pay all the relevant charges.

- 14.45. The finish at TYM on Day 3 now falls in a payment zone.
- 14.46. The stages finish at Barn Elms Boathouse on day 4 is in a payment zone.
- 14.47. The finish at Westminster Bridge is within the Congestion Charge Area and ULEZ.
- 14.48. To check whether you will need to pay a fee to drive into London please see <https://tfl.gov.uk/modes/driving/low-emission-zone/check-if-your-vehicle-is-affected>

At Westminster - Senior Doubles

- 14.49. Support crews are **NOT** permitted to use the pay car park of St Thomas' Hospital.
- 14.50. There are other car parks within walking distance which can be researched on the internet for availability and cost.
- 14.51. Please remember that the South Bank at Westminster has been designated a no-alcohol area by the police so any celebratory champagne or other drinks should be opened and drunk elsewhere.
- 14.52. Please minimise the support crew numbers around the top of the steps. This area becomes very congested, and we are required to maintain a public thoroughfare at all times. Do not congregate in this area.
- 14.53. Move away with your crews' craft, as soon as possible.
- 14.54. All general supporters should stay upstream of Westminster Bridge or downstream of the London Eye.
- 14.55. Supporters may not interfere with the timekeepers at any point. Each breach of the restrictions on supporters will receive time penalty. Repeated breaches will result in disqualification. In the event that a specific crew cannot be identified, the penalty will be applied to the team or organisation concerned.
- 14.56. Under no circumstances can supporters use banners on Westminster Bridge. (This is a rule imposed by London Transport and Westminster City Council.)

**A breach of any of these Instructions and/or The General Rules and specific Class Rules
may result in a penalty being imposed on the crew being supported.**

15. Compulsory Kit: Aide-memoire

All items listed to be shown at Pre-start Craft and Equipment Check, prior to crew Registration

The compulsory kit is for an emergency use and must be carried, and be accessible, at any time (unless otherwise stated). Any items lost, or used, must be replaced by the support crew at the earliest location and at the latest by the next checkpoint.

| Item | Notes | Check |
|---|---|--------------------------|
| Craft and adequate Buoyancy | for Canoes see 4.27 | |
| Buoyancy aid | One per paddler | |
| Spray decks/waterproof deck covering | For ALL Kayaks: One per paddler for Canoes see 4.29 | |
| Bailer – Canoes only | See 4.30 | |
| A loud whistle | On a lanyard that allows access at all times. One per paddler | |
| A mobile phone – to be carried on the person | One per paddler | |
| Long sleeve thermal top and/or long sleeve wind stopper top | One per paddler | |
| Head covering capable of covering ears | One per paddler Hat or buff | |
| Drinking fluid | 300ml per paddler | |
| White light sticks | One per paddler | |
| Lights for Craft | Applies to ALL crews. see 4.31 | |
| Extra white light for Tideway (can be a head torch) | Applies to ALL crews. see 4.31 | |
| Lifesystems Thermal Bag | One per paddler | |
| Energy Gel | One per paddler | |
| Dayglo Yellow Headwear | Applies to ALL crews. see 4.23 Does not need to be carried but must be worn by Senior Doubles past Teddington lock and by Stages on Day 4 | |
| SUP ONLY Quick Release Waist Belt/Leash | This is NOT mandatory, but if the paddler is using a leash, it must be attached to a quick release waist belt. | |
| GPS tracker | One per crew <i>Included as a reminder to get the tracker fitted immediately BEFORE starting.</i> | Attached by Tracker Team |