



Thames200Ultra Handbook 2025

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

General Information

About

- 1.1. The Thames200Ultra Race is run by the Thames200Ultra Team. The Organisation is referred to variously and interchangeably as 'T200U' the 'Organisation,' the 'Organiser,' and the 'Company.' The event is run entirely by volunteers.
- 1.2. The course starts at Lechlade Ha'Pennny bridge and follows the River Thames via the navigation for paddle craft & boats, through to Teddington Lock
- 1.3. Over the total course distance of 200km there are 44 portages via locks, and 5 compulsory checkpoints.
- 1.4. Only the navigation channels 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 by Thames200Ultra Team volunteers. No other route is permitted.
- 1.6. All relevant bylaws from Environment Agency must be adhered to
- 1.7. Thames200Ultra 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 Director of the Thames200Ultra will take on the role of Chief Official and are the ultimate decision maker. The Director is responsible for running the race according to the rules. They are able to determine any penalties or allowances.
 - **Safety Officers** – provide guidance and make recommendations to the Director 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 Director.
- 1.9. Other roles include: Starters and Timing Team; Safety Team; Checkpoints; Any of these can advise the Director 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 adverse weather, it can be extremely arduous

and dangerous. Only experienced paddlers able to swim and who have trained sufficiently for the length of continuous paddling they are planning to undertake.

- 1.12. Paddlers should be aware when planning their training of possible lock/portage works that may be along the course.
- 1.13. Paddlers should practice portaging locks with the weight of kit in the boat that you intend to use for the Race. Paddlers should train in all conditions, within reason. Information as to any special dangers on the non-Tidal Thames is available from the Environment Agency.
- 1.14. Buoyancy aids should be worn during training sessions to familiarise paddlers with their Thames200Ultra race kit. It will also reduce the risk in the event of a capsize or other incident during long training paddles.
- 1.15. Waterways Licences: Participants should have a license 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. For overseas (non-UK) residents, Thames200Ultra will provide help with purchasing licences.

Prizes

- 1.16. "Prizes" includes trophies and medals or combinations of those.
- 1.17. 'Open to all'
 - Open to all in a class; the fastest: Individual, SUP, Double and Team
- 1.18. On receiving a Trophy it is the responsibility of the recipient to ensure that the item is covered by insurance.

Publicity

- 1.19. The Thames200Ultra 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.

Entries

Entering the Race

- 1.20. All Entry Forms and Fees, must be received in accordance with the deadlines published on the Thames200Ultra Website. Entries must be submitted using the online system via PaddleUK.
- 1.21. 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 prior to starting the event.
- 1.22. Where an entry is undertaken by someone on behalf of a competitor - be they a Junior who is under 18yrs on the day of the event agreed to the terms therein of the Indemnity Declaration prior to starting the event.
- 1.23. No late entries will be accepted.

- 1.24. The Organisation reserves the right to refuse any entry.
- 1.25. On the Entry Form the Crew will need to give details of their nominated emergency contact.
- 1.26. Any changes to information given on the entry form must be passed on to the Thames200Ultra registration team.

Eligibility Requirements

- 1.27. **Age categories:** Any non-stop participants MUST be 18 years or over on the day of the race. Under18s may enter as part of a Team Rely, however, they MUST be accompanied in a craft with an Over 18 during the hours of darkness.
- 1.28. 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 before applying to enter.
- 1.29. Junior paddlers competing in the Team Rely will require to have experience of training / racing:
 - Over +20km, or
 - Has paddled continuously a minimum of +2 hours
- 1.30. Competitors must be able to swim 100 metres in paddle sport dress.
- 1.31. Competitors may be required to provide further proof or validation at the request of the Race Organisation prior to the start of the event.

Allegiance of Competitors to a Club/Organisation

- 1.32. 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.
- 1.33. Competitors not declaring an allegiance to any club or organisation will paddle as "Independent."

Breaches of Rules

Reporting Complaints/Protests

- 1.34. Anyone may report a breach of the rules by a crew.
- 1.35. To register a complaint/protest you must inform one of the following:
 - Checkpoint
 - Director
 - Race Control
- 1.36. Complaints/protests should be registered at the time of the incident and must be registered prior to the crew's departure from the course.

Protest Meetings

- 1.37. 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.

- 1.38. 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 Thames200Ultra@gmail.com
- 1.39. Any incidents that may lead to disqualification will be dealt with by a Stages Protest meeting held as soon as practicable after the close of racing.
- 1.40. All penalties will be reviewed and confirmed at the Final Protest Committee, and time penalties could be amended to disqualification.
- 1.41. There is NO APPEAL against the decisions of the Race Protest Committee.

Penalties

- 1.42. A breach of any one of the rules in this document, could lead to a Time Penalty or Disqualification.
- 1.43. Please ask anyone supporting you throughout the event to be respectful of the race rules, and to ensure their actions do not damage the reputation of the race. Actions from supporters may result in penalties to the racing participants.

Rules for all Classes

General Rules

- 1.44. 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.
- 1.45. **All Paddlers and Support Crews should make themselves familiar with** the Race Briefing Information on the Thames200Ultra website, as well as any updates to course information. These will highlight key points for Crews and Supporters, including any changes on the course that have come into being and parking restrictions along the course.
- 1.46. **Good conduct:** Good conduct and appropriate behaviour is expected from ALL persons associated with the race. Please 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 Thames200Ultra Team.
- 1.47. **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 Thames200Ultra Team. The Thames200Ultra Team will not hesitate to report incidents of verbal or physical assault to the police.
- 1.48. **Rubbish:** Thames200Ultra is “no trace” event. All rubbish must be carried by the paddlers on their person or in the boat 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 Thames200Ultra Team.

The Course

- 1.49. All Competitors must follow the course and all navigation rules set by Environment Agency must be followed at all times.
- 1.50. Competitors and/or Support Crew are NOT permitted to:

- Shoot weirs.
 - Remove numbers from boats during the race.
 - Remove any identification material issued by the Thames200Ultra Team.
 - Use trolleys or portage devices unless they have carried them, at all times, from the start.
- 1.51. **Checkpoint & Finish Cut Off Times** must be adhered to by all Crews. These are published on the website.
- 1.52. **Set-time Checkpoints:** All boats must arrive at certain checkpoints along the course within set time limits. If a participant does not make these times the race will be over for that crew and their number will be removed from the Race.

Boats

- 1.53. **All boats must** be fit for purpose and be fitted with appropriate fixed buoyancy whilst on the water as deemed by the Boat Checking Team at the start or Checkpoints prior to getting on the water.
- 1.54. **Repairing of boats** 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.
- 1.55. **Boat Inspections/replacements** All boats will be inspected prior to starting Crews must, on request by a Race Official allow their boat to be inspected at any time. Any time lost will be taken off the finishing time. Pursuit of check point cut off times will not be impacted.
- 1.56. Each entered individual, double 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.
- 1.57. 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 willful disregard of this is considered a very serious action by the Organisation. Checkpoints are located along the course.
- 1.58. **ALL Competitors in all classes shall carry** the following compulsory equipment about their person or secured in the boat / 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
 - For Canoes only – a bailer
 - A loud whistle on a lanyard that allows access to be used at all times (including in the event of a capsize). One per paddler.
 - A mobile phone - Each crew must carry a charged and working mobile phone. This phone is to enable the crew to call Race Control, their Support Crew or the emergency services if necessary. (Contact Race Control on: +44 7717022350)
 - 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.
- White light sticks. One per paddler must be worn from dusk to dawn
- White light on front of boat. One per boat must be visible from dusk to dawn
- Lifesystems Thermal Foil Bag – one per paddler. **In unopened original packaging.**
- Energy Gel / bar / source of nutrition – one per paddler. **Emergency use only** and in addition to any sustenance carried by the paddler.

1.59. Thames200Ultra will provide each paddler with the following items at check-in at Lechlade:

- A GPS tracker will be issued at the point crews get on the water at Lechlade. 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 Teddington Finish. The tracker will be fitted at the start. Support at the Checkpoints will ensure the Tracker is secure following any hand overs for Relay Teams. *Link to 'trackers' will become available on Thames200Ultra website/social media*

1.60. 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.

1.61. 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. Any race time lost from checks will be awarded back to the competitors.

1.62. Boats must be presented with sufficient buoyancy to float level and support the crew in the event of capsize or being swamped.

Sandwich construction boats are not presumed to have sufficient inherent buoyancy and must carry additional foam or other non-porous buoyant material, this must be fixed securely.

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 boat 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 Race Director 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

- 1.63. Competitors must wear an Integral Foam Buoyancy aid or lifejacket conforming in line with one of the following European standards: EN 393 or EN 395 or ISO12402-5 or ISO12402-6. All buoyancy aids can be paddle craft specific, but MUST be in line with recognised safety standards.

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

- They are NOT in-line with recognised safety standards
- 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.

Lights/Lighting Requirements All must provide

- On the paddler: A white light stick per paddler, to be worn on the shoulder (either)
- On the boat; front and rear facing non-dazzling, white lights.
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.

Retirement

- 1.64. If a Crew feels compelled to retire from the race - the Crew or their Support Crew must, without fail, inform Race Control immediately (+44 7717022350)
- 1.65. 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.

Portages

- 1.66. Out of Bounds Areas/Compulsory Portages as described in these rules or as advised by Officials during the race, must be observed.

The Course

- 1.67. This race is timed continuously from Lechlade (Start) to Teddington (Finish) (200km / 125miles), irrespective of any stops
- 1.68. If a crew cannot paddle the course, they may walk it along the designated towpaths, or other prescribed route carrying their boat, paddles and full kit; No short cut or transport allowed.

- 1.69. Crews may stop anywhere along the course, provided they remain within 100m of the course – the clock will not stop.
- 1.70. 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.

Registration & Start

- 1.71. Registration and start timings:
- 07:00 Parking opens
 - 08:00-09:00 Registrations for Early Start
 - 10:00 START (Paddle Boarder Early Start)
 - 11:00 – 13:00 Registrations
 - 14:00 START
- 1.72. At Registration you will need to confirm all names and contact numbers of the Crew and emergency contact
- 1.73. The crew should arrive 30mins before their intended start time, dressed to paddle, compulsory kit packed, get fitted with a GPS tracker, get on the water ready for the start

Cut-Off Times

- 1.74. In the interests of safety there are “cut-off” times on the course
- 1.75. 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.
- 1.76. The cut-off times are set out in the table below:

Location	Maximum time taken to reach location
Check Point 1 – New Bridge	18:00 Saturday
Check Point 2 - Abingdon	23:30 Saturday
Check Point 3 - Pangbourne	05:00 Sunday
Check Point 4 - Temple	10:30 Sunday
Check Point 5 - Staines	16:00 Sunday
Check Point FINISH	20:00 Sunday

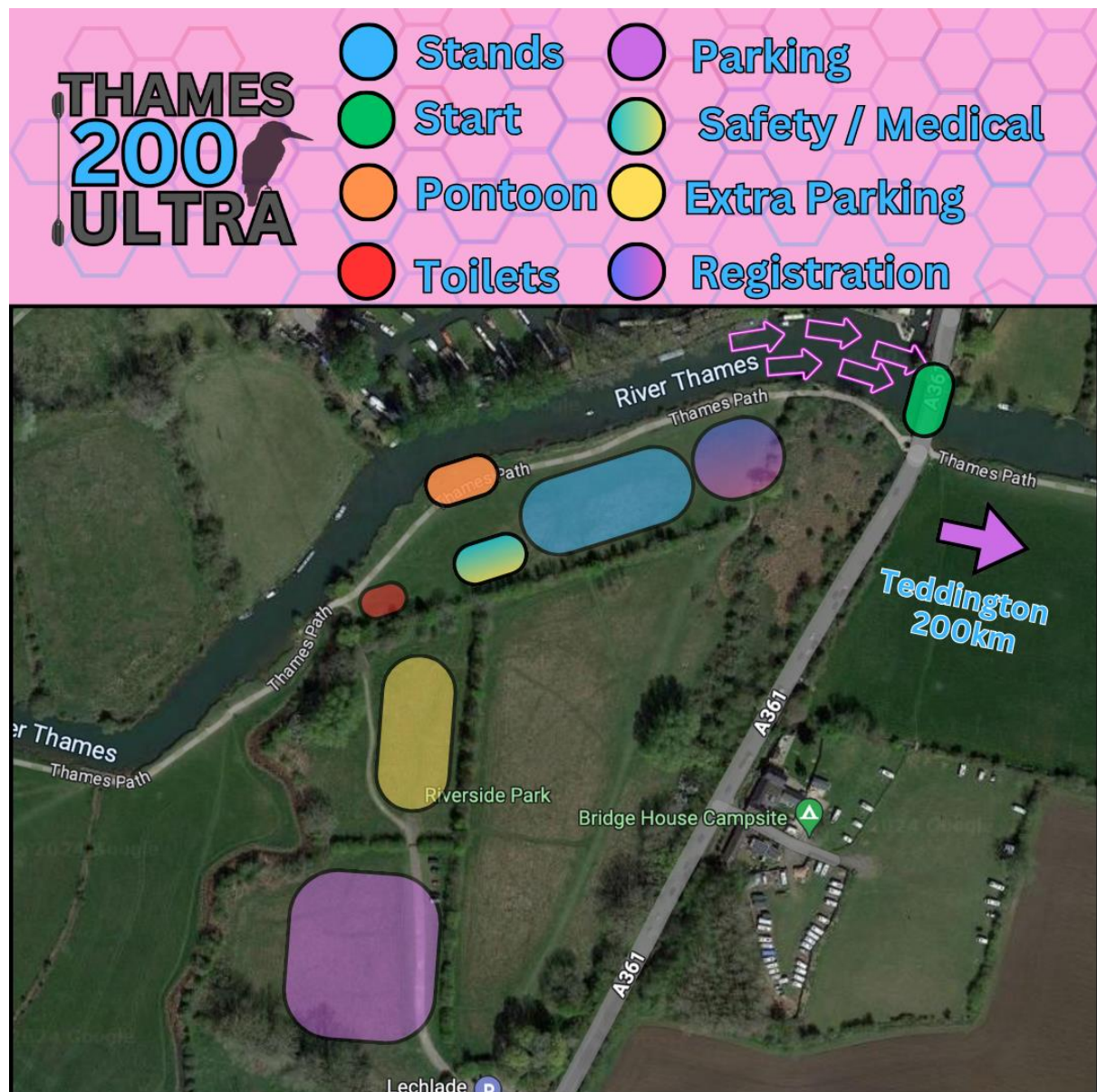
Finish

- 1.77. At Teddington crews must paddle until they have reached Teddington Lock, turn and continue back upstream to the finish line (approx. 800m from the lock)

Arrangements for the Race

Start Line Registration

- 1.78. All paddlers in the Crew report to the Boat Check Area with Boat and Compulsory Equipment to be provided by the Crew.
Race Officials will inspect your Boat and Compulsory Equipment (once checked the boat will be issued with a sticker).
Inspected equipment which has been presented and passed inspection 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.
- 1.79. Collect Race Pack from Registration: this will include the, Boat Number / Body Number.
- 1.80. The Boat / Body number must then be attached securely on the boat so that it can be read from the left-hand bank.
Any crew not displaying their number plate along the course will be deemed to have retired from the Race.
- 1.81. Finally, proceed with your boat to 'Tracker Marshals position', Within the grounds of the Start Line. Your boat number will be scanned, and a tracker attached to the paddler's buoyancy aid. (one tracker per boat)
- 1.82. You may then get onto the water and warm up in anticipation of the start. Follow instructions given by the Start Official.

Lechlade Site Map

Results

- 1.83. A full list of provisional results will be posted on the Results Page found on the Thames200Ultra.com website

Lost property

- 1.84. Anyone finding any paddlers' or supporters' lost property along the course of the Race should hand it in at the checkpoints. These will be relocated to the finish line. Any items not collected at the finish will be stored by the Thames200Ultra team for a month following the event. The Thames200Ultra team will aim to advertise lost items in an attempt to reunite them with owners

Potential Race Hazards, Risks and Other Issues

- 1.85. All other boat traffic, including rowing boats with limited rearwards visibility, presents a potential hazard. Moored barges and large boats berthed on the Thames, are to be avoided at all times. Allow powered craft to use the centre of the channels as they require more draft. Remember that other boats are generally less maneuverable in comparison to the paddle craft used in the Thames200Ultra Race
- 1.86. Stakes in the water and other submerged obstacles can easily damage boats. Paddlers are advised to take care when putting their boats into the water after portaging.
- 1.87. Do not drink river water. Water will be provided at the start and at each Checkpoint location along the Race
- 1.88. Be aware of angry wildlife along the race route. It is not uncommon for swans to fly at, or near paddle craft. Give a wide berth when paddling past swans and be prepared to portage round when necessary.
- 1.89. Extreme weather 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. Crews should always dress for the conditions, remembering that long-sleeved and long-legged thermals help retain heat even when wet
- 1.90. 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). Checkpoints all have suitable first aid kits
- 1.91. There are many weirs along the course. Paddlers must keep well clear
- 1.92. Paddlers need to keep well clear of bridge stanchions (supports) on the River Thames.
- 1.93. 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, you may have support to provide spare seats, paddles, rudders, torches, torch batteries, light sticks, repair and tool kits and other items. All items can be replaced during the race

Instructions for ALL Supporters

A breach of any of these instructions may result in a penalty being imposed on the crew being supported.

- 1.94. 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 boat in the event of a proven emergency.
- 1.95. The terms "supporter" and "support crew" are used interchangeably in this document.
- 1.96. 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 the Thames200Ultra Race
- 1.97. The behaviour of Support Crews affects public perceptions of the race as much as, or even more than that of competitors.
- 1.98. 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 willful disregard of this is considered a very serious action by the Organisation.

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- 1.99. Supporters must observe and adhere to all restrictions along the course and adjoining areas as may be imposed by the Organisers.
- 1.100. Remember that lack of sleep and the emotion of watching close friends or relatives under extreme physical stress can affect supporters behaviour.
- 1.101. Competitors are responsible for the behaviour of their Support Crew and anyone who turns out to watch or support them.
- 1.102. 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.
- 1.103. Support Crews must follow instructions and not impede any direction given by Officials immediately and without question. Officials include police, traffic wardens, lock-keepers, marshals, umpires or any other organising staff. Failure or willful disregard of this is considered a very serious action by the Organisation.
- 1.104. 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 willful 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.
- 1.105. 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.
- 1.106. The Thames200Ultra 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
- 1.107. 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
- 1.108. Supporters are advised to carry spare white light sticks and torch batteries at all times over night when servicing crews.

Driving and Parking

Please consider the reputation of the Thames200Ultra. Do not behave in a manner that will jeopardise the future running of the event

- Do not race from lock to lock
- 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

Closed Portages

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

- 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)

Parking/Driving Restrictions apply at the following places:

- 1.109. **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 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.
- 1.110. **Sonning:** Do not park on the access road to the lock.
- 1.111. **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.
- 1.112. **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.
- 1.113. **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.
- 1.114. **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.
- 1.115. **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

- 1.116. **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.
- 1.117. **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.
- 1.118. **Molesey Lock** and Rollers: Closed to supporters. Crews can be serviced from the towpath before the Lock.

EMERGENCY RESPONSE PLAN (ERP)

The Thames200Ultra (T200U) 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 T200U Race participant, supporter, T200U volunteer or official requiring the rescue of a T200U Race participant, supporter, T200U 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 T200U Safety Team decides warrants the calling out of the Emergency Services.

WHO TO CONTACT

In the event of any emergency, contact the T200U Race Control. The T200U Race Control number is +44 7717022350

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 boat
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.**