



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

## **INFORMATION FOR COACHES & COMPETITORS**

This document highlights the key points from the NSR SAFETY PLAN applicable to ATHLETES AND COACHES. The full NSR Safety Plan and Appendices are available on the website.

### **1.1 Responsibilities:**

- a) The Regatta implements the recommendations of the British Rowing Row Safe guide to good practice in rowing, and competitors are reminded of their obligations under Row Safe.
- b) All Competitors must follow posted safety notices and obey instructions from Regatta Officials.
- c) Competitors with significant pre-existing medical issues should advise the Welfare team 24 hours in advance of racing on [nsr.welfareandsafety@gmail.com](mailto:nsr.welfareandsafety@gmail.com). Relevant information will be passed through to the medical and safety teams in advance of racing.
- d) Coxswains must provide and wear a suitable buoyancy aid or lifejacket when afloat.
- e) Competitors are specifically reminded that persons using the lake do so at their own risk and are solely responsible for:
  - i) Their own safety and their ability to meet the minimum standards required by Row Safe i.e. ability to swim, awareness of capsize procedures.
  - ii) Ensuring that their boats are safe and are prepared to the standards required by the British Rowing Row Safe guide and the British Rowing Rules of Racing. Any boat that fails to meet the standard shall be excluded. See British Rowing Rules of Racing rule 7-2-9 for details.
  - iii) The strict observance of the Circulation Pattern (see Section 2) and the minimum standards set by Row Safe.
  - iv) Deciding, together with their coaches, whether or not they are competent to use the lake, including getting attached to the stakeboats, in the prevailing weather conditions.

### **1.2 Equipment:**

It is the responsibility of the competitors to ensure that their boats are safe and are prepared to the standards required by the British Rowing Row Safe guide to good practice in rowing.

- a) Control Commission may inspect the boats prepared by the competitors before each race and shall exclude any boat that fails to meet the standard laid down.
- b) Control Commission shall maintain a record of boats failing inspection. The Regatta Safety Officer shall forward this to the Regional Water Safety Officer within seven days of the Regatta.



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

## 1.3 Incident Reporting:

- a) All safety incidents must be reported to a Regatta Official and the appropriate British Rowing incident report forms completed.

## 1.4 Practice:

- a) Crews wishing to train on the Lake on Thursday or before must book in with, and pay, the National water Sports Centre Boatman at the Boathouse Reception.
- b) No crews may practise on the course on Friday, Saturday and Sunday.
- c) Crews may practice on the River Trent before the Regatta (at own risk and having made their own safety arrangements).
- d) When training on the River Trent during racing hours, crews must make their own safety arrangements and must also report to Regatta Marshals Control Office (number registration cabin) before and after their outing. They must ensure their boat is licensed to be on the River and they must read the circulation pattern for the River Trent on the Nottingham and Union RC website ([https://nurc.co.uk/wp-content/uploads/2018/01/Steering\\_Advice.pdf](https://nurc.co.uk/wp-content/uploads/2018/01/Steering_Advice.pdf))

## 1.5 Circulation Pattern and race starts:

- a) The circulation patterns for Friday's racing and that for the Saturday and Sunday racing are different.
- b) Copies of circulation patterns will be posted on the side of the cabin at Regatta Control.
- c) All side by side races will start at the 2000m start pontoons.
  - i) On Friday the J14 crews will finish at the 1000m mark, halfway down the course.
  - ii) On Friday, J15 crews will finish at the Finish Tower, having raced the full 2000m course.
  - iii) Saturday and Sunday ALL crews will race over 2000m.
- d) All competitors and coaches must familiarise themselves with the Circulation Patterns, for crews including those for proceeding to the start and racing (see Section 2). Crews failing to follow the circulation pattern may receive an official warning or be disqualified.
- e) The racing lanes are numbered 1 to 6 from the finish tower side of the course.

# National Schools' Regatta 2025



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

- f) Crews may warm up in the areas indicated on the Circulation Pattern (see Section 2) and must adhere to the warm up circulation pattern and obey all instructions from umpires and marshals in this area. Crews failing to comply shall be penalised.
- g) For side by side racing all crews must be attached to the start two minutes before race time. Races will be started without reference to absentees.
- h) In side by side racing, crews will generally be permitted two attempts to attach to the stake boats and hold a straight position. Crews which cannot attach in reasonable time risk being excluded from the race.

## 1.6 Insurance:

- a) All clubs should ensure that they have sufficient third party insurance cover for attendance at the Regatta.

## 1.7 Safeguarding and Child Protection:

- a) The Regatta has appointed a Child Welfare Officer whose duties include understanding and implementing, where appropriate, the British Rowing Safeguarding and Protecting Children Policy.
- b) The CWO may be contacted in advance via [nsr.welfareandsafety@gmail.com](mailto:nsr.welfareandsafety@gmail.com). On the day contact details are available via Race Control, any Race Official or member of the onsite team.
- c) All Regatta officials and volunteers are apprised of their responsibilities under the Regatta's Child Welfare Policy.
- d) Schools and Clubs are expected to follow their own Child Protection Procedures in line with British Rowing guidance.

## 1.8 Security:

- a) The Regatta Organising Committee can take no responsibility for equipment left overnight.
- b) All equipment must be removed from the site at the end of racing on Sunday night.

## 1.9 Boat Racking and Storage:

- a) It is the responsibility of Coaches and Competitors to ensure that their boats are secured correctly when stored on permanent or temporary racks, trestles, boat trailers or roof racks. Coaches and Competitors are requested to exercise consideration when racking or storing boats, so as to minimise restriction to access or movement by others.
- b) There are no racks in the boating area and all boats must be removed from this area after each race.



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

## 1.10 Vehicle and Trailer Access, Marquees and Drones:

- a) Information on trailers, minibuses, boat racks and cycling is set out in a separate guidance documents at:

[https://www.nationalschoolsregatta.co.uk/\\_files/ugd/82672c\\_edfdb3572a7c47d786864e3578ed5086.pdf](https://www.nationalschoolsregatta.co.uk/_files/ugd/82672c_edfdb3572a7c47d786864e3578ed5086.pdf)

- b) **Note** that weather conditions may dictate that car parking and trailer parking facilities are changed at short notice. All drivers must observe the posted speed limits and ensure that extreme care is taken in pedestrian areas.

- a) Use of drones is **NOT PERMITTED** at any time during the Regatta.

## 1.11 Cox Weights:

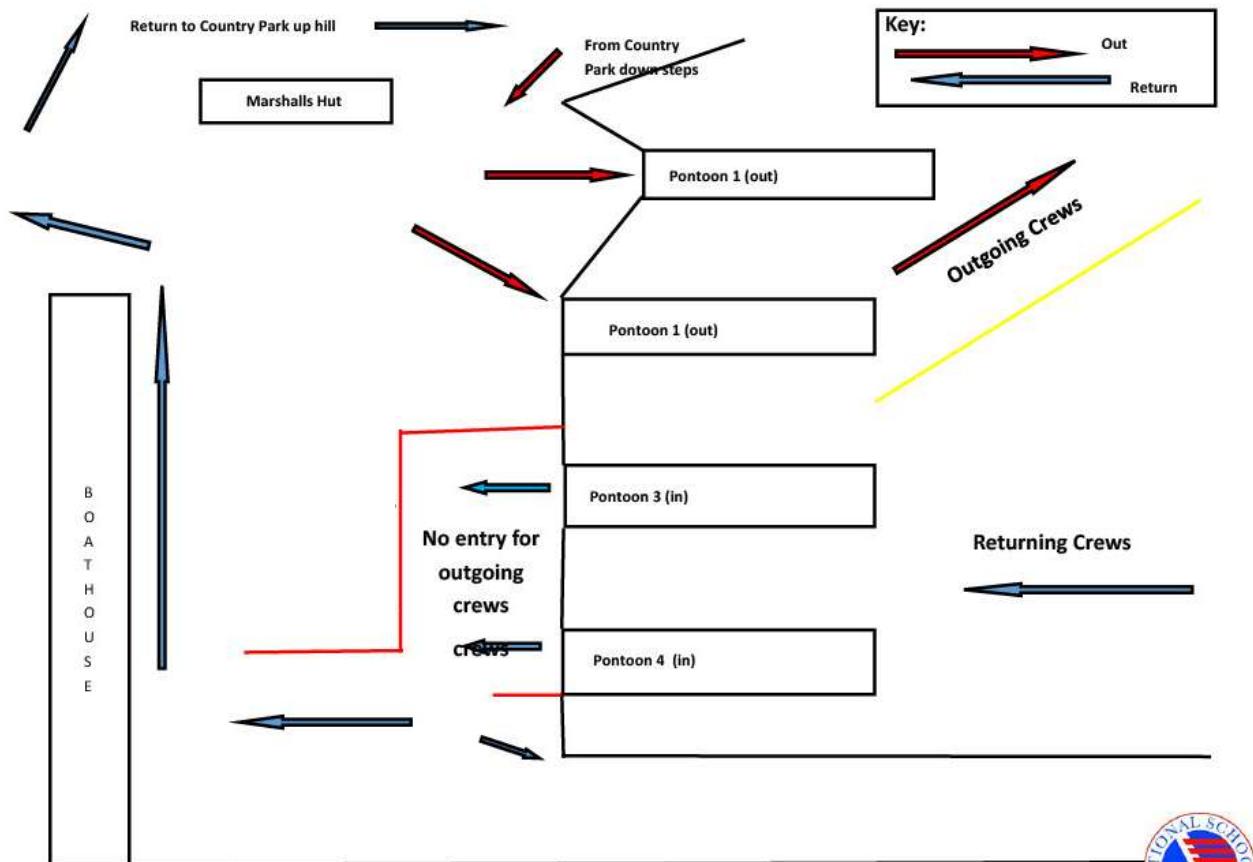
- a) All coxswains shall be weighed each day prior to their first race (including Time Trials) and, if required, may be re-weighed after any race in an event.

- i) The weigh-in scales will be located adjacent to the Regatta Marshals Control Office.
  - ii) In accordance with British Rowing Rules of Racing (as updated from 1st April 2025), Rule 7-2-7d, states that the minimum weight for Coxswains is 45kg for all J15 and younger crews, and 55kg for all other crews.
  - iii) Coxswains competing in more than one event of a similar age category need to be weighed once only each day to qualify for all such events.
  - iv) Coxswains shall be weighed in the clothing that they expect to wear in the race, inclusive of buoyancy aids. Please ensure the Coxswain is wearing clothing fit for the weather conditions on the course.
  - v) To make up this weight a lighter coxswain shall carry dead-weight. Any dead weight carried may be checked after any race in any event.
  - vi) If there are specific circumstances that prevent a cox from being weighed the coach MUST notify nsr.welfareandsafety@gmail.com in advance of weighing in taking place.

#### 1.14. Boating (and returning after racing):

- a) When boating for all events through the weekend crews may boat from the Country Park pontoons or pontoons 1 and 2 in front of the boathouse as shown on the plan at Plan 1 below.
- b) No crews should return to the Country Park pontoons after racing and all should return to pontoons 3 and 4 as shown on Plan 1 below.

## PLAN 1



National Schools Regatta 2025—Boating Area Circulation



## Time Trials:

c) Crews are expected to boat a maximum of 40 min and a minimum of 30 min before racing having completed their warm up on land. A schedule of boating times will be issued and should be followed.



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

- d) Once on the water, and while in a holding pattern, crews should endeavour to get in number order. Marshals on the bank will assist with this and their instructions must be followed but Coaches are asked to assist with this process and communicate with their crews on the way up to the start.

## **Semi-finals and Finals:**

- e) Crews are expected to boat a maximum of 40 min and a minimum of 30 min before the published racing time. Please follow the circulation pattern.

## **2.CIRCULATION PATTERNS:**

### **2.1 General instructions applying to all crews:**

- a) Numbers can be collected from the Regatta Marshals Control Office before racing. Crews must carry their racing numbers on their training top, racing top and in the Empacher slot on the front of their boats.
- b) Crews should carry their boats from the trailer park following the one way system shown in the circulation patterns at Plan 1 above.
- c) A schedule of “boating times” will be issued. It is imperative that all crews and scullers comply with these boating times. If you miss your boating time, unless you can demonstrate extenuating circumstances, you will not be allowed to boat and will miss your race.

### **2.2 TIME-TRIALS on Friday morning J14s 1,000m (read in conjunction with Plan 2 below)**

- a) Once boated crews will paddle slowly towards the start in lanes 7 only. Warming up by turning into adjacent lanes is NOT allowed.
- b) 250m (from the 2000m Start) all crews will be stopped by the Marshal on the bank and told “Tops off”. Crews should then be ready to race at this point.
- c) A Marshal at this point will direct crews across the lake towards the launch in lane 6 at the 200m mark and encourage them to keep moving. The launch in lane 6 will allocate crews their racing lane (dependent on conditions 1,2 and 3) and direct them towards that lane. Aim to row round in a continuous semi-circle (“hard on stroke side, bow side light / easy / hold”) into lanes 1, 2 or 3, as directed.
- d) Lanes 0, 4, 5, and 6 are safety lanes and are not in use for racing. Lane 0 is to be used only for crews in distress. A launch in lane 3 will sort the crews into lanes and set them off towards the start. Crews should proceed in their allocated lanes toward the start at the 1,500m mark.
- e) Crews will be started at intervals of approximately 20 seconds, with successive crews in different lanes to ensure a gap of at least 1 min between crews in each lane.

# National Schools' Regatta 2025

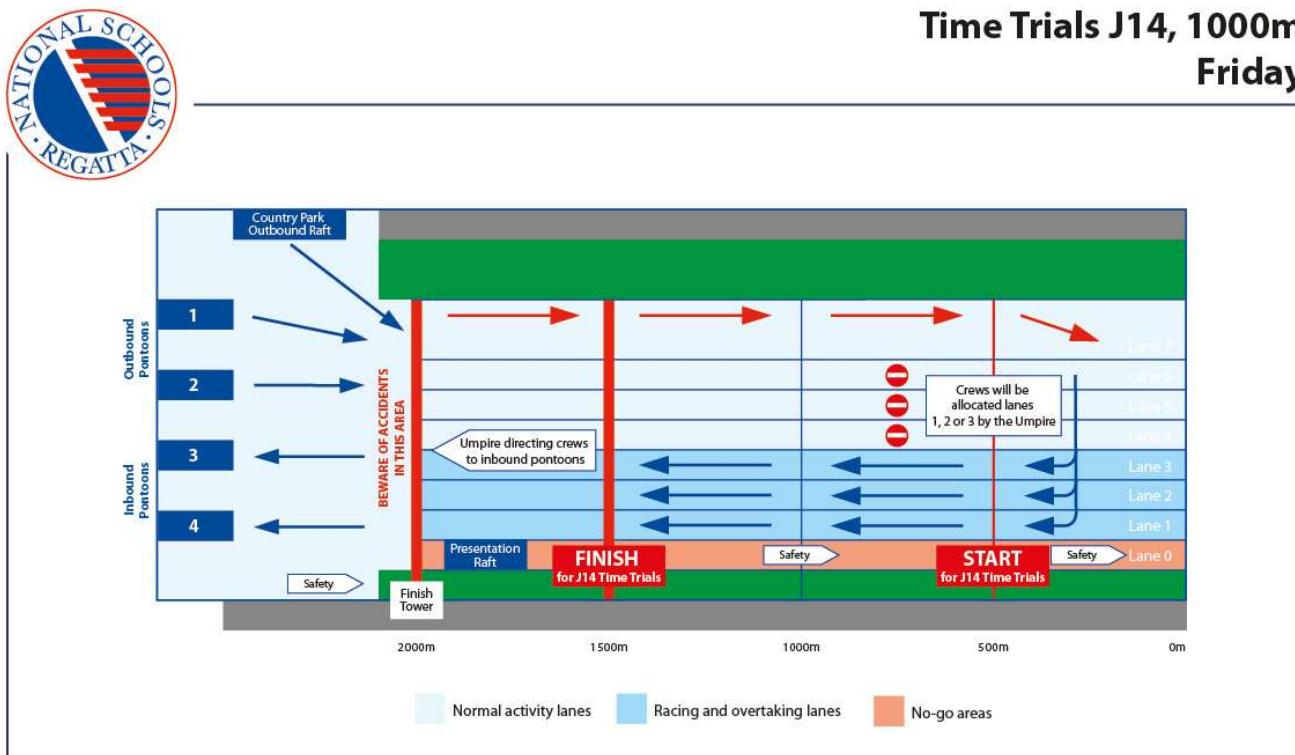


May 23<sup>rd</sup> - 25<sup>th</sup> 2025

- f) The Starter will say "Go" approximately 50m before the timing line and crews will be timed as they cross the start line.
- g) Time trials for the J14 crews will finish at the 500 marker (note, this is 500 m from the finish tower).
- h) It is the responsibility of crews that are being caught to move across to allow faster crews to overtake.
- i) All Crews should be careful in the Finish area, and, under the directions of the Marshals in launches at the finish proceed straight to the rafts 3 and 4 (or 1 and 2 if available) quickly and safely; crews may not cool down on the course after their Time Trial as they may obstruct other crews racing.
- j) No crews should return to the Country Park and all should follow the circulation pattern shown on Plan 1 above.
- k) Cooling down is not permitted on the lake.

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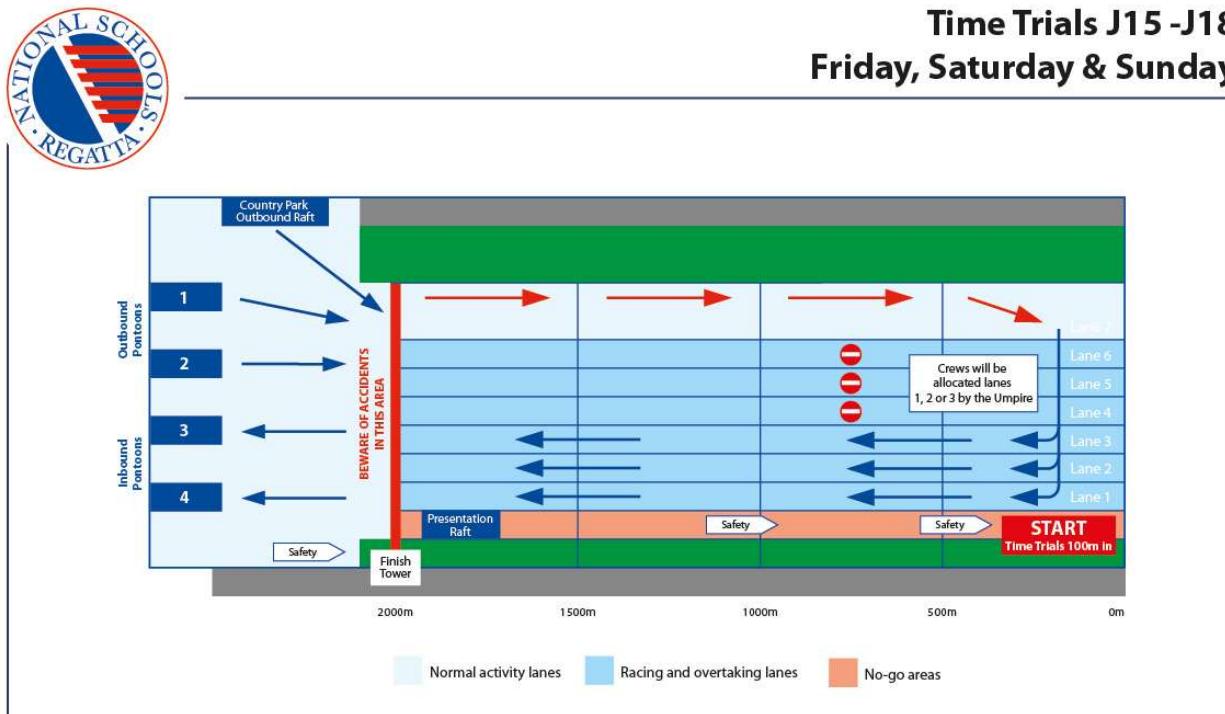
## PLAN 2




### 2.3 TIME-TRIALS on Saturday and Sunday mornings (read in conjunction with Plan 3 below)

- The procedure for the time trial on Saturday and Sunday mornings will be the same as for the J14s on Friday except that from being held at the 250m mark crews should paddle up towards the 2,000 m start where they will be instructed to turn across the lake following the same process as for the J14 crews but at 25 m from the start line.
- Once in their racing lanes all crews will paddle down to their racing start line at 1,900 m.
- The finish for all crews on Saturday and Sunday is at the finish line at the finish tower.
- The procedure after the finish is as for the J14 crews.

## PLAN 3



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### 2.5 Stopping Time Trial and amending Time Trial distance:

- In the event of it being necessary for a Time Trial race to be stopped for any reason the signal to stop will be a loud series of blasts from an air horn. This will be repeated from all umpire and rescue boats on the water. ALL RACING CREWS MUST STOP IMMEDIATELY and follow instructions from umpires and rescue boats.
- In the event that prevailing conditions dictate that the start or finish line for any Time Trial should be altered all crews will be notified before boating.

### 2.6 **MULTI-LANE RACING on Friday over 1000m ( J14s)** (read in conjunction with Plan 4 below)

- Once boated all crews will proceed to the start in lane 7. Once proceeding to the start in lane 7 crews must not turn into adjacent lanes for warm up – all warm up must be done on land or in lane 7.

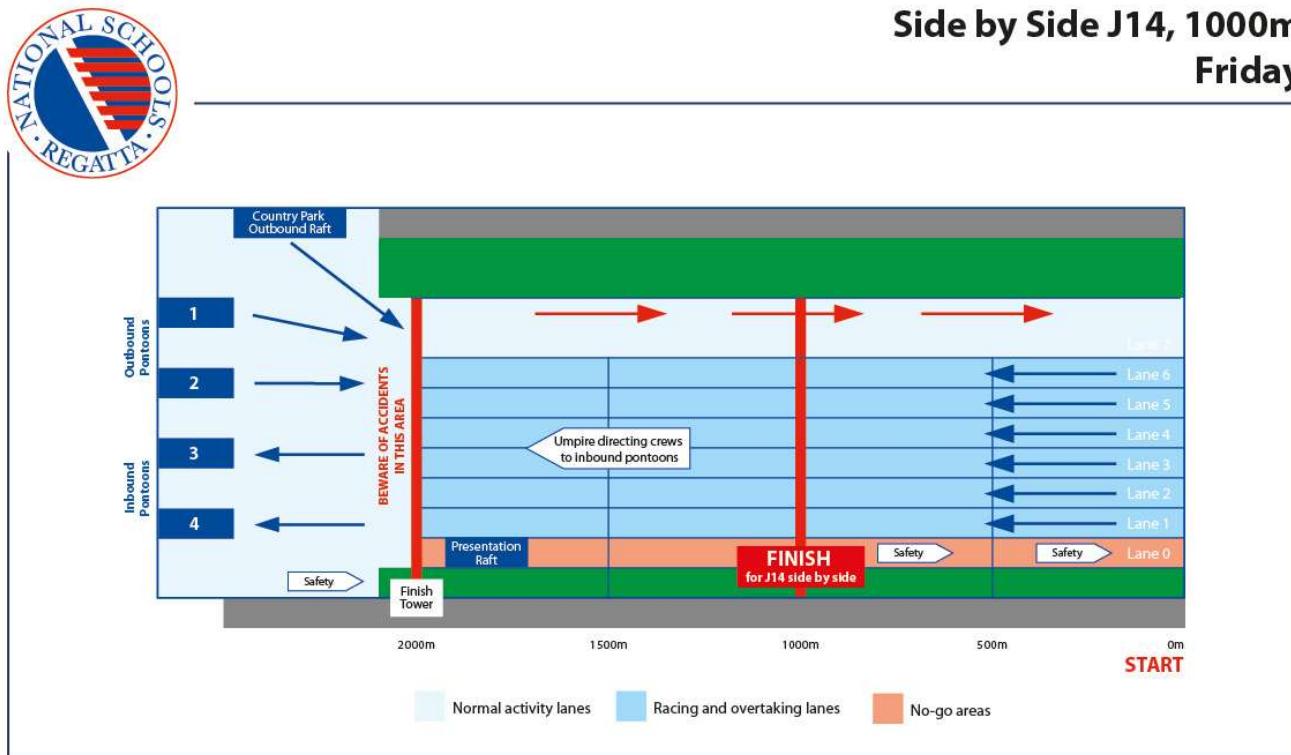


May 23<sup>rd</sup> - 25<sup>th</sup> 2025

- b) Each crew is responsible for being in the start area, within 500m from the 2,000 m start and ready to race 10 minutes before the scheduled time of their race (or such other time as advised by race control)
- c) Crews will assemble, with all the other crews in their race, under the direction of a Marshals on the bank, 500 and 200m from the 2,000 m start at which point they will be directed by the Start Marshal to **wait in Lane Number Order (1, 2, 3, 4, 5, 6)**.
- d) As soon as the start pontoons are clear from the previous race, and when the Starter calls the race crews will be directed to cross the lake into their lanes and back down onto the start pontoon. Please stay close (25 – 30m max) to the start pontoons before you turn. Do not turn 100m from the start and then back down.
- e) If a crew is not attached to the start pontoon two minutes before the published race time (or such other time as advised by race control) it may not be allowed to race.
- f) **PLEASE note that J14 crews will finish at the 1000m point, halfway down the lake.**
- g) Upon finishing their race, as indicated by the finish signal, crews should wind down but continue paddling, under the directions of the launch Marshal, to the incoming pontoon.
- h) **Cooling down** is NOT PERMITTED at any point on the lake.
- i) All crews must use the incoming pontoons in front of the boathouse when coming ashore. The Country Park pontoons must not be used for incoming crews.
- j) When off the water crews must follow the circulation pattern shown in Plan 1 above when returning to the trailer park in the country park area.

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## PLAN 4



## Side by Side J14, 1000m Friday

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### 2.7 MULTI-LANE RACING side by side on Saturday and Sunday over 2,000m (to be read in conjunction with Plan 5 below)

- k) Once boated all crews will proceed to the start in lane 7. Crews may warm up in lanes 4 and 5 as shown in Plan 5 below but must clear these lanes if a race is approaching within 500m.
- l) Each crew is responsible for being in the start area, within 500m from the 2,000 m start and ready to race 10 minutes before the scheduled time of their race (or such other time as advised by race control)
- m) Crews will assemble, with all the other crews in their race, under the direction of a Marshals on the bank, 500 and 200m from the 2,000 m start at which point they will be directed by the Start Marshal to wait in Lane Number Order (1, 2, 3, 4, 5, 6).

# National Schools' Regatta 2025



May 23<sup>rd</sup> - 25<sup>th</sup> 2025

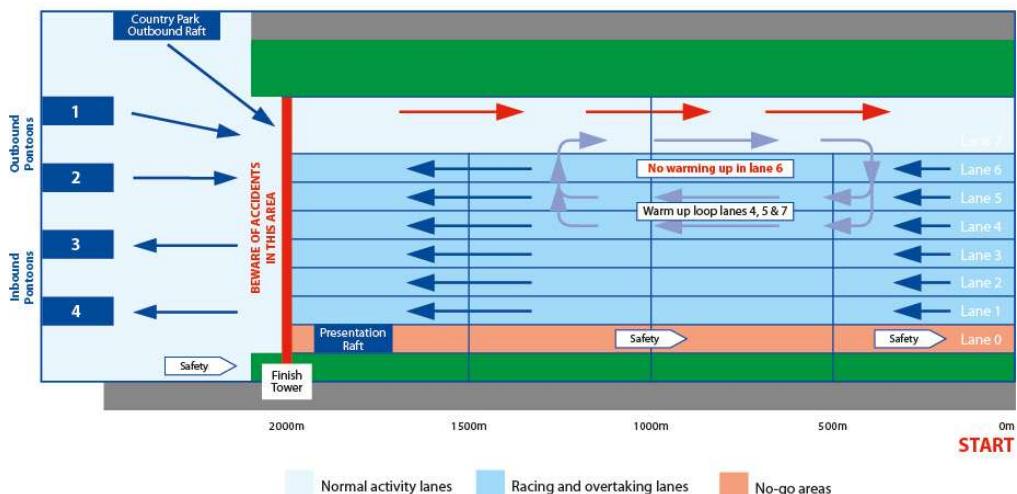
- n) As soon as the start pontoons are clear from the previous race, and when the Starter calls the race crews will be directed to cross the lake into their lanes and back down onto the start pontoon. Please stay close (25 – 30m max) to the start pontoons before you turn. Do not turn 100m from the start and then back down.
- o) If a crew is not attached to the start pontoon two minutes before the published race time (or such other time as advised by race control) it may not be allowed to race.
- p) **PLEASE note that all crews racing on Saturday and Sunday will finish at the finish line at the Finish Tower (2,000 m).**
- q) Upon finishing their race, as indicated by the finish signal, crews should wind down but continue paddling, under the directions of the launch Marshal, to the incoming pontoon.
- r) **Cooling down** is NOT PERMITTED at any point on the lake.
- s) All crews must use the incoming pontoons in front of the boathouse when coming ashore. The Country Park pontoons must not be used for incoming crews.
- t) When off the water crews must follow the circulation pattern shown in Plan 4 above when returning to the trailer park in the country park area.

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## PLAN 5



### Side by Side Racing J15 - J18 Friday, Saturday & Sunday

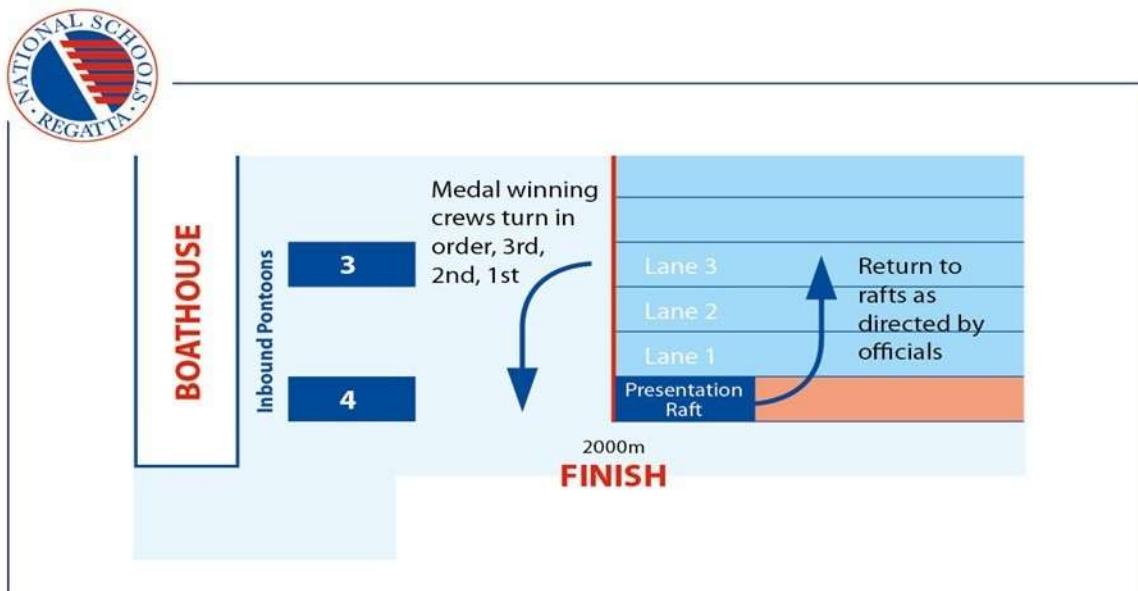


#### 2.8 Medal Presentations (to be read in conjunction with Plan 6 below)

- a) The presentation pontoon is located in Lane 0 adjacent to the Finish Tower.
- b) Medals will be presented to the first three crews in each final, provided that at least one further crew has entered the event.
- c) Medal winning crews must turn, immediately following their race and on instruction from a marshal on the pontoon adjacent to the Finish Tower, into lane 0 and proceed in reverse order (3rd -2nd -1st) to the presentation raft taking great care to avoid other boats and launches. Crews will have to wait until there is space on the medal pontoon before progressing to collect their medals.
- d) Following the presentation crews must stay in lane 0 facing the Start until it is safe to turn onto the course and return to the boathouses via lane 3, *OR AS DIRECTED BY AN OFFICIAL*
- Instructions from umpires marshalling crews must be followed immediately.

## PLAN 6

### Medal Presentations 2025



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#### 2.9 In Case of Emergency - Rescue Boats and First Aid

- Up to five rescue boats will be present on the lake to give assistance where necessary.
- In the event of an incident or other event reducing the number of available rescue boats but not requiring the suspension of racing, the remaining rescue boats shall be redeployed to provide maximum effectiveness.
- Paramedic facilities INCLUDING AN AMBULANCE AND RAPID RESPONSE VEHICLE will be available IN THE BOATING AREA AND AT THE FOOT OF THE FINISH TOWER.

#### 2.10 Emergency Telephones

Emergency Telephones are situated at:

Start Tower

At the 1500m marker on each side of the course  
At 1000m on each side of the course  
Main Reception in the Water Sports Centre

# National Schools' Regatta 2025

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May 23<sup>rd</sup> - 25<sup>th</sup> 2025

Waterman's Office  
All manned huts have telephones.

Emergency numbers:

Emergency Services 999  
Police, West Bridgford 0115 940 0999  
Medical Practice, Radcliffe-on-Trent 0115 933 2948  
Medical Practice, 214 Musters Road 0115 981 4124  
Hospital, Queens Medical Centre 0115 924 9924  
NHS 111 (for non-urgent help and advice)  
National Water Sports Centre Reception 0115 982 1212

NWSC Address:

The National Water Sports  
Centre Adbolton Lane  
Holme  
Pierrepont  
Nottingham  
NG12 2LU  
0115 982 1212  
E mail: info.nwsc@serco.com

## 2.11 Risk Assessment and Safety Plans

- a) The Regatta Risk Assessment and Safety Plans are published on the Regatta website. All coaches and competitors should familiarise themselves with these.

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