



**National Schools Regatta**  
**23rd - 25th May 2025**

**Competition Safety Plan & Safety Rules**

**National Water Sports Centre, Holme Pierrepont**

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# Competition Safety Plan & Safety Rules

The following information defines key rules, procedures and guidelines, which must be fully adhered to by all crews and officials. It is a condition of racing that coaches must go through this Safety Plan with every crew – and especially their coxes – before boating.

## I. Summary

Whilst on site at the National Water Sports Centre (NWSC) and on the water, all competitors are under the authority of the competition and must follow all the instructions given by officials, especially in emergency situations.

The competition is run in compliance with the British Rowing [RowSafe](#) guidance, the NWSC emergency plans and the [British Rowing Rules of Racing](#). The competition will endeavour to provide a safe environment in accordance with the guidance in [RowSafe](#), but competitors, coaches and clubs are specifically reminded that every person attending the event, including those competing or officiating, do so entirely at their own risk and are solely responsible for:

- i. their own safety;
- ii. ensuring that their boats are safe and are prepared to the guidance in [RowSafe](#) and the [British Rowing Rules of Racing](#);
- iii. the strict observance of the circulation pattern and guidance in [RowSafe](#);
- iv. deciding whether or not they are competent and able to compete safely in the prevailing weather and water conditions.

The organising committee reserves the right to exclude any crew from further participation in an event if it does not show sufficient competence in either attaching to the start pontoons or progressing down the course during a race. This rule will be applied in the interests of safety and fairness to other competitors.

The course, circulation pattern and on-water instructions are shown in [Appendix A](#).

During racing, three safety boats will be stationed on the water:

1. Close to the start (“Safety Start”)
2. Close to the 500m mark (“Safety Middle”)
3. Close to the finish (“Safety Finish”)

All first aiders, marshals and safety boats must be in position before crews boat in advance of any racing. Approval to go afloat and for racing to commence will be given by Race Control.

Race Control, located on the top floor of the NWSC building, will coordinate all safety incidents, including rescue and medical response on the water and on land.

## 2. Introduction

**2.1** The National Schools Regatta is a national competition which is run on Friday 23<sup>rd</sup> to Sunday 25<sup>th</sup> May 2025 at the NWSC, Holme Pierrepont, Nottingham.

**2.2** The NWSC has a purpose built, buoyed 2000m lake within Holme Pierrepont Country Park, managed by Holme Pierrepont Leisure Trust in partnership with Nottingham City Council.

**2.3** Known hazards are the pontoon, the proximity of transit and racing lanes, the stake boat cable and an outflow on the line of the stakeboats at the 2000m course start.

**2.4** For J14 events, time trials will be run over 1000m from the 500m gone, to the 1500m gone mark and side-by-side over 1000m from the start to the 1k mark. For J15 - J18 events, time trials will be run over 1900m and side-by-side over 2000m.

**2.5** This Competition Safety Plan follows the guidance within RowSafe.

**2.6** This Competition Safety Plan describes how officials, participants and others should act in order to ensure a safe competition. The Plans and Rules are derived from the barriers and controls within the Competition Risk Assessment.

**2.7** The competition will be run in accordance with the British Rowing Rules of Racing.

## 3. Communications

Competitors, race officials, umpires, launch drivers, safety boat crews, first aiders and other competition personnel shall be made aware of the safety arrangements in place before and during the competition in order to prevent incidents, and to enable incidents to be dealt with efficiently if they do occur. The following actions should be undertaken to ensure effective communication between all parties:

### 3.1 Prior to the competition

The following documentation will be made available on the NSR Website:

- Competitor Instructions
- Circulation Pattern (on and off the water)
- Competition Safety Plan, including Safety Rules and Emergency Response Plan

It is the responsibility of all participating clubs to make sure their crews are made aware of the content of these documents.

### 3.2 At the start of the competition

- A safety briefing for race officials, umpires and marshals will be given at the start of the day, highlighting significant points of the Safety Plan and detailing any differences from the published documentation.
- Copies of all Safety & Welfare documentation will be available to view online on the NSR webpage.
- The First Aid provider will be briefed by the Competition Rowing Safety Adviser.
- Safety launches will be updated daily with any upcoming updates in relation to specific crews in addition to reviewing weather and conditions and possible impacts upon those racing. Coaches please email [welfare@nationalschoolsregatta.co.uk](mailto:welfare@nationalschoolsregatta.co.uk) with any crew member updates in relation to managed health issues.
- Before any crews boat and before racing begins, the Chair of the Race Committee and the Competition Rowing Safety Adviser will assess the water and weather conditions and must agree unanimously that the course can open and that racing may start.

### **3.3 During the event**

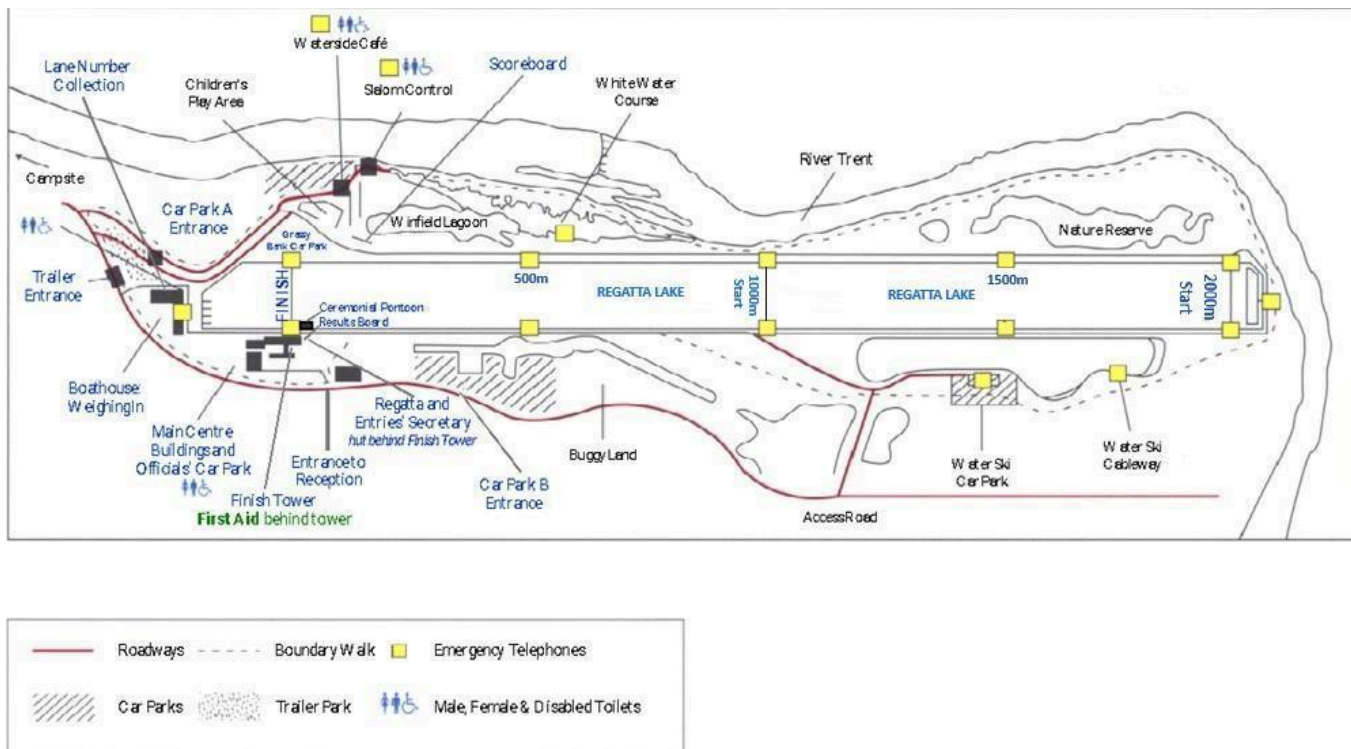
- Announcements will be made using the public address (PA) system if important information needs to be communicated to clubs, crews, coaches and spectators. Information may also be communicated by email, messaging services or social media if applicable.
- Communication between regatta officials will be primarily via radios (provided by the competition) under the control of the Regatta Controller (callsign “Race Control”).
- Radios will be issued to Organising Committee members, officials, marshalls, umpires, safety boat crews and first aiders. Spares will be held at Race Control.
- Race Control will maintain an up to date list of who radios have been issued to, will monitor all communications and will direct the safety/medical response in the event of an incident.
- Instructions on how to use radios, radio discipline and protocol shall be provided to all competition officials in advance of the competition.
- Safety boat crews and First Aid will be on a separate radio channel.
- A separate discrete radio channel may be used for an emergency or other situation, under instruction of Race Control.
- The Competition Rowing Safety Adviser will carry out audits throughout the competition. Any corrective actions will be taken where necessary.

### **3.4 Post event**

- A wash-up meeting will be held after the competition to review the running of the competition, and any lessons learning that can be used to improve the safe and fair running of the competition in the future.

## 4. Competition site

### 4.1 Outline site plan



### 4.2 Cycling, Scooting, Skating, Rollerblading & Pedestrians

Cycling, scooting, skating, rollerblading etc. is prohibited in all regatta enclosures and the boating area. These areas will be monitored by marshals and umpires. Wilful breaches will be reported to the Chair of the Organising Committee for further action.

Pedestrians, cyclists and non-authorised users are prohibited from moving along the road on the south side of the course from half an hour before racing starts until half an hour after racing finishes.

Regatta Vehicles will use this road and will drive on the right hand side.

PLEASE NOTE Static Cameras will also be placed along this road for live streaming purposes.

- **COACHES FOLLOWING CREWS ONLY ARE PERMITTED TO USE THE DESIGNATED CYCLEWAY ON THE NORTH SIDE OF THE COURSE.**
- **A MAXIMUM OF 2 COACHES PER CREW IS PERMITTED**
- **COACHES ARE REQUIRED TO COLLECT AND WEAR WRISTBANDS FROM RACE CONTROL TO IDENTIFY THEMSELVES.**
- **THOSE COACHES AND CLUBS NOT ADHERING THIS REQUEST MAY FIND THEMSELVES PENALISED**
- **THE REGATTA STRONGLY RECOMMENDS THAT THOSE ON BICYCLES WEAR HELMETS IN CASE OF ACCIDENTS AND TO PREVENT SERIOUS INJURY**

## 5. The course and circulation pattern

**5.1** The Course and Circulation Pattern is shown in [Appendix A](#), and will also be displayed at Registration. It is the responsibility of all attending clubs to make their crews aware of the course and the circulation pattern. Any changes will be briefed as required.

**5.2** Umpires shall issue an official warning or disqualify any crews failing to follow the Circulation Pattern or failing to obey Officials' instructions.

**5.3** The course will be opened in good time for the first race. No crews shall boat until the course is opened and the 'no entry' signs have been removed from the pontoons.

**5.4** Crews shall not boat more than 40 minutes prior to their race time both for Time Trials and side by side racing, unless notified otherwise.

**5.5** There is no formally arranged practice session on the Thursday evening before the regatta, though individual crews may make their own arrangements with the NWSC. There are no training sessions before or after racing.

**5.6** Crews using the River Trent for training during the competition period will be required to complete a disclaimer (available from Race Control) and will do so entirely at their own risk. They must ensure their boat is licensed to be on the river and they must follow the river circulation pattern.

**5.7** There are five pontoons available for launchings and landings (all as marked on the circulation pattern in Appendix A). Launching will be from the two pontoons furthest from the National Watersports Centre building and the Country Park pontoon with bowballs pointing towards the start. Landing will be at the two pontoons nearest to the National Watersports Centre building. Pontoon Marshals or Umpires will co-ordinate use of the pontoons.

**5.8** No racing starts or high-speed bursts may take place in lane 7. They may be carried out once the crew has turned into their lane, provided it is clear and safe to do so.

## 6. Safety checks and monitors

### 6.1 Control Commission

Control Commission may check any boat going afloat. It is the responsibility of the clubs, coaches and crews to ensure their equipment is safe and is prepared in accordance with the guidance in [RowSafe](#) and the [British Rowing Rules of Racing](#). The equipment should also be suitable for the crew and conditions in which it is to be used before going afloat.

Where a check is undertaken by Control Commission, the following may be checked by way of a request to a member of the crew:

- bow balls
- condition and general maintenance of the boat, including the integrity of any buoyancy compartments
- foot release/heel restraints
- cox's wrist band to indicate weigh in complete in conjunction with additional weights if required
- cox's lifejacket and appropriate clothing

Boats/crews that fail the Control Commission check will not be allowed to boat until all issues are resolved.

## 6.2 Race Marshals and Umpires

Race Marshals, Monitors and Umpires will be located along the course to provide visual surveillance for safety and racing infringements. Failure to follow the instructions of a Race Marshall or Umpire may result in the offending crew receiving a penalty. Race Marshalls and Umpires will inform the Organising Committee of any incidents or safety concerns.

Marshalling Instructions are provided in **Appendix B**

## 7. Safe behaviour

The competition will endeavour to provide a safe environment in accordance with the guidance in [RowSafe](#), but competitors, coaches and clubs are specifically reminded that every person attending the event, including those competing or officiating, do so entirely at their own risk and are solely responsible for:

- their own safety;
- ensuring that their boats are safe and are prepared to the guidance in [RowSafe](#) and the [British Rowing Rules of Racing](#);
- the strict observance of the circulation pattern and guidance in [RowSafe](#);
- deciding whether or not crews are competent and able to compete safely in the prevailing weather and water conditions.

### 7.1 Dressing appropriately

Competitors and officials are advised to dress appropriately for the prevailing weather conditions. The weather can be changeable - keep warm and dry, as well as being mindful of the dangers of sunburn, heat stroke and exhaustion. Personnel are advised to cover up, apply sun block and increase water intake where appropriate.

### 7.2 At the end of the race

Competitors must not lie back in the boat at the end of a race unless they require urgent medical attention.

## 8. Alteration, Suspension and Abandonment of competition

Sometimes the conditions at a competition are such that it cannot safely continue as planned. It may then be appropriate to abandon or suspend the competition or make other alternative arrangements.

The competition's Alternative Arrangement Plan outlines the criteria that will cause the competition to be abandoned, suspended, or altered, how any decision will be taken, who will take that decision and how any decision will be communicated to participants and officials.

### 8.1 Lightning

In the event of a nearby lightning storm, the [RoSPA 30/30 rule](#) shall be followed:

- Seek shelter if the flash to bang period is 30 seconds in length or less;
- Stay inside this shelter until 30 minutes have passed since the last clap of thunder.

Crews will be required to clear the course as quickly as possible, which may include some crews being given permission to race. All crews should follow the instructions of marshals and umpires. Crews may use all pontoons in order to clear the water swiftly.

All others in attendance at the event, including volunteers and officials, should seek shelter in a building or vehicle. The PA will be used to communicate these arrangements with competitors and spectators. Competition officials will be informed by Race Control by radio.



Where the risk is deemed to be sufficiently high to prevent those on the water from returning to the disembarkation point safely, crews will be instructed by Umpires and officials to disembark on the nearest bank. Race Control will arrange transportation to appropriate shelter as required.

## **9. Competition Emergency Response Plan**

### **9.1 Communicating an incident**

For any incident where assistance is required, those reporting the incident should use the PLANS mnemonic to communicate details to Race Control:

<b>P</b>	Problem
<b>L</b>	Location
<b>A</b>	Assistance Required
<b>N</b>	Number of Casualties
<b>S</b>	Severity

Safety boat crews and first aid provision will be on a separate radio channel to that used by competition officials. Race Control will contact the appropriate safety resources on that channel and therefore officials may not hear these communications.

### **9.2 Controlling authority**

If a safety or medical incident occurs, the nearest competition official should immediately report the details to Race Control using the PLANS mnemonic, and with further details as requested. Once Race Control has been informed of the incident, they are the controlling authority and will make all other necessary decisions, including dispatching safety and medical assistance.

### **9.3 On-water safety provision**

Three RIB Safety Boats are provided by a third party, contracted by the Organising Committee. The boats will be crewed by two persons who are qualified to at least RYA2 level (or equivalent). Two of the boats carry AED's. They will be positioned at the start, middle and end of the course. The Safety Boats will carry first aid kits as specified in RowSafe and will be contactable by radio, using callsigns "Safety Start", "Safety Middle" and "Safety Finish". Safety boats are to be used for the provision of safety support to rowers and water users only, and shall not be used for any other purpose.

If a Safety Boat is required to attend an incident, any official or umpire shall contact Race Control. Race Control will dispatch the most appropriate safety boat on the dedicated safety radio channel.

Any crew in trouble is to stay with its boat and follow the instructions given to them by officials, umpires and safety boat crews.

Umpire launches will be driven by a person who is qualified to at least RYA2 (or equivalent). Umpires launches will be provided with the equipment detailed in [RowSafe](#) and the [British Rowing Rules of Racing](#), and will also carry spare buoyancy aids. In the case of a water-based incident, they may provide assistance until safety boat crews arrive.

Umpiring launches are located at both the start and along the course. along the course.

## 9.4 First Aid provision and movements

First Aid cover will be present for the duration of the competition. An ambulance will be located alongside the cabin at the base of the Finish Tower, with a fast response car located on the opposing bank in the vicinity of the scoreboard area. There will be two paramedics in each vehicle.



Defibrillators are located at:

- In the ambulance as part of competition First Aid provision
- NWSC Reception ///steep.bring.arch

## 9.5 Crew in distress/unable to race

In the event of equipment failure or other incident that prevents a crew from racing or completing a race, but where the crew is able return to the boating area, the nearest umpire or marshal will inform Race Control and all other race officials that the crew is returning along the course in Lane 0, but is not racing while it does so.

In the event of equipment failure or other incident that renders the boat un-rowable, the crew will be instructed by the nearest umpire or marshal to disembark onto the north or south bank as appropriate. The umpire/marshal will contact Race Control, and assistance will be organised to transport the boat back to the boating area. All officials in the vicinity shall warn approaching crews of the incident, instructing them to stop if necessary to maintain safety.

## 9.6 Capsized crew

In the event of a capsize, the nearest umpire/marshal will radio Race Control and all other stations to stop racing and pass the details of the incident using the PLANS mnemonic ([Communicating an incident](#)). Race Control will direct the appropriate safety boat to the capsize location.

The nearest umpire/marshal shall instruct the competitors to hold onto the boat and await the arrival of the safety launch. The nearest waterborne umpire may deploy a throw line if necessary.

Following the arrival of the safety boat, the waterborne umpire and launch driver should assist the safety boat crew as requested. Any competitors that have been in the water shall be taken to the landing stage adjacent to the Finish Tower. The boat and blades may be recovered to the nearest point on the south bank and await the arrival of club members to recover the equipment if necessary.

In the event of a capsize when crews are marshalling or rowing to the start, Race Control may inform Control Commission and/or embarkation marshals to suspend boating if necessary.

Race Control will advise all officials when racing can restart.

## **9.7 Emergency telephones and contacts**

Any Emergency Services called shall be asked to enter the site by the one of the access points identified below ([Emergency Access Points](#)), and a designated person will meet and direct them appropriately.

Emergency telephones are situated at:

- Start Tower at 2000m
- 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
- All manned huts.

Emergency numbers:

- Emergency Services - 999
- NHS, non-emergency - 111
- Police, non emergency - 101

Nearest A&E unit:

Queens Medical Centre, Derby Rd, Nottingham NG7 2UH -  
0115 924 9924 (approximately 17 minutes away)

NWSC Address:

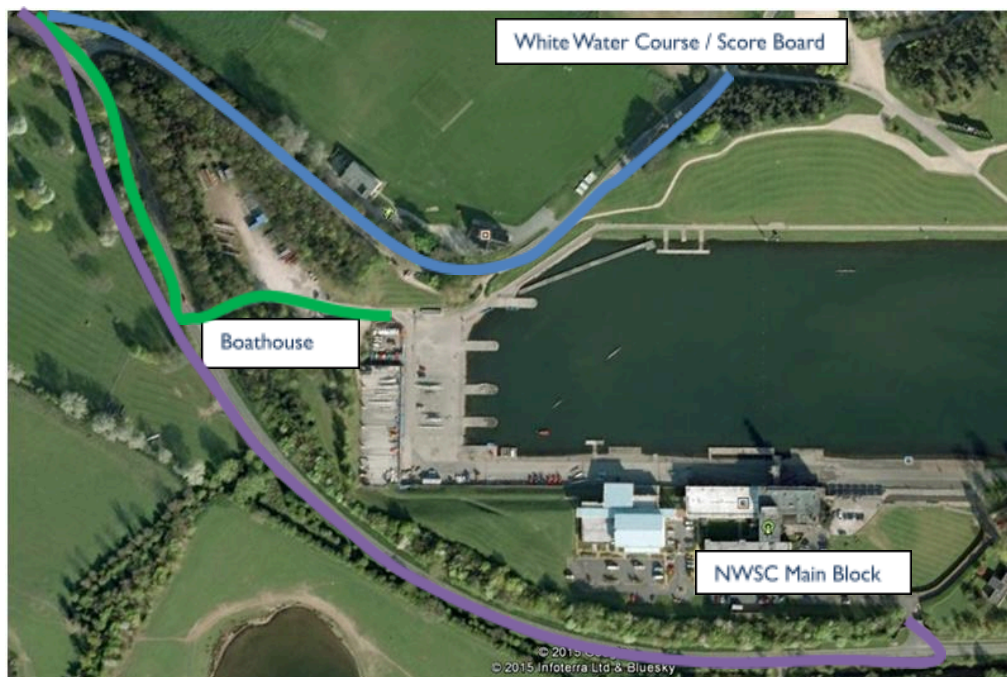
The National Water Sports Centre  
Adbolton Lane  
Holme Pierrepont  
Nottingham  
NG12 2LU

NWSC Reception: 0115 982 1212

## 9.8 Emergency access points

There are three access points:

- White Water Course/Score Board
- Boathouse
- NWSC (National Water Sports Centre) Main Block



Access Points	Latitude	Longitude	OS Reference
White Water Course / Score Board	52°56'27.55"N	01°05'44.11"W	SK 60876 38559
Boathouse	52°56'24.05"N	01°05'47.62"W	SK 60812 38450
NWSC Main Block	52°56'28.95"N	001°05'22.84" W	SK 61273 38607

## 9.9 Evacuation of NWSC and/or competition site

The NWSC has its own Emergency Action Plan which will be followed in the case of evacuation of the NWSC Main Block and/or the site.

## 10. Incident reporting

Any incident or accident must be reported to Race Control and/or the Competition Rowing Safety Adviser. The Competition Rowing Safety Adviser will record any incidents and submit them online to British Rowing. (<https://incidentreporting.britishrowing.org/>)

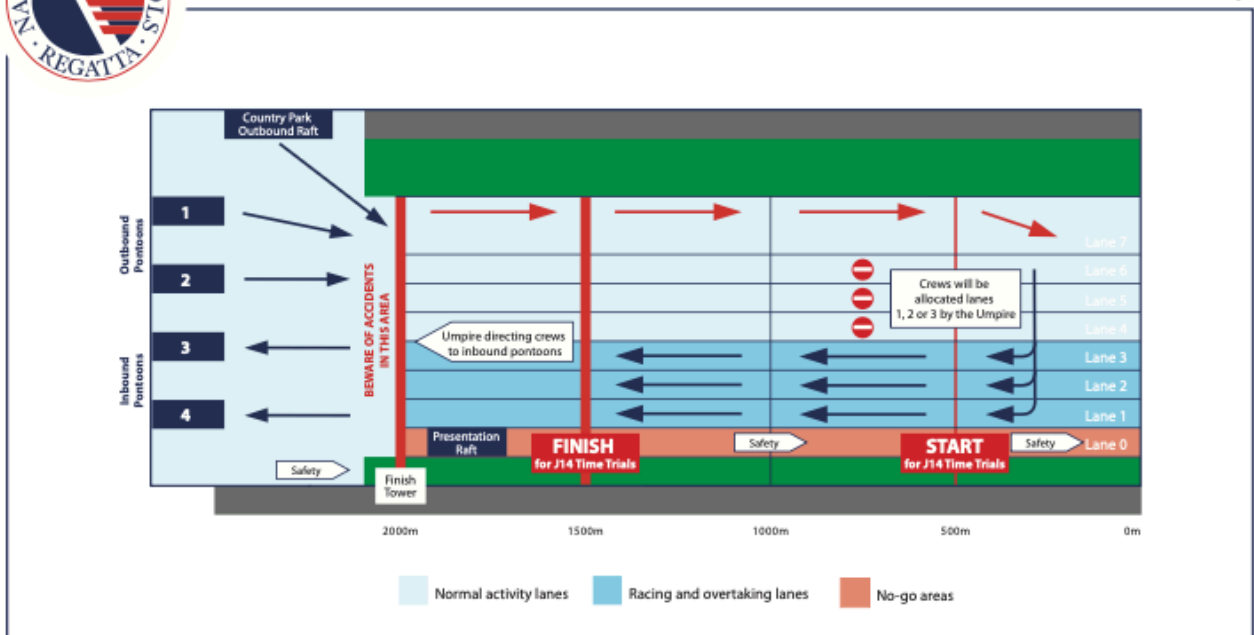
## Appendix A – Circulation Patterns

# THERE IS NO PRACTICE BEFORE RACING

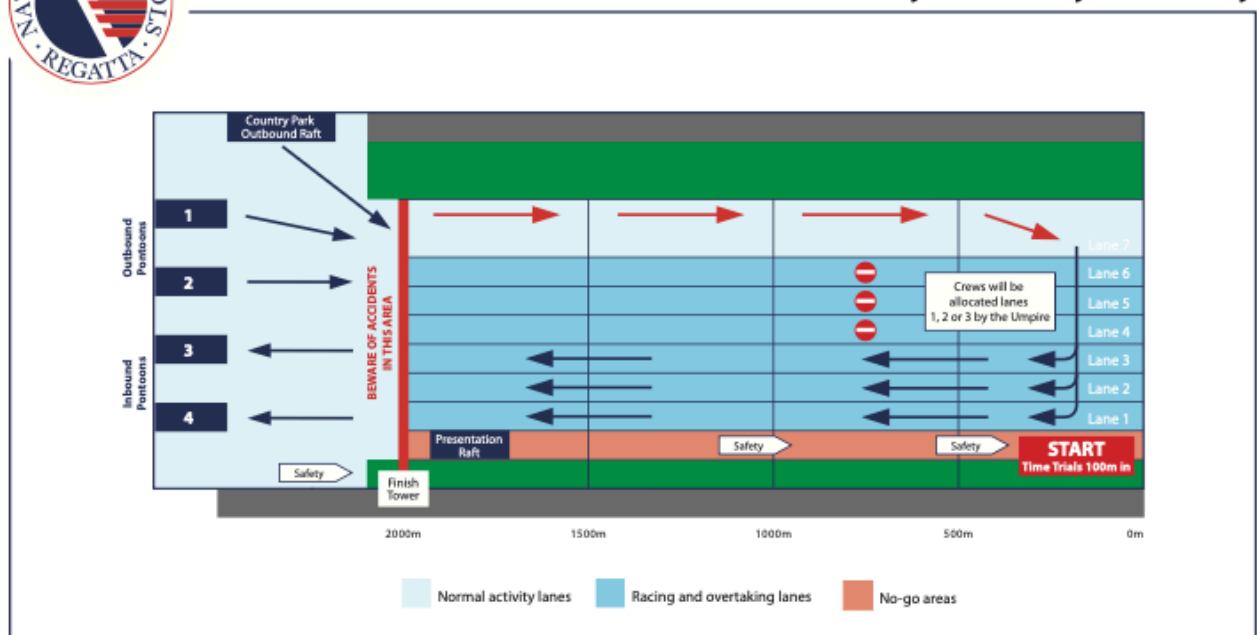
*Crews shall not go afloat no earlier than 40 minutes before their race.*



### Time Trials J14, 1000m Friday



### Time Trials J15 -J18 Friday, Saturday & Sunday







## **Points of Danger**

1. The pontoons on the side of the course past the Finish Tower should not be used by any crews.
2. Crews shall not do racing starts or bursts at high speed when close to other crews or when a race is going past.
3. Static crews in Lane 7 must be aware of the potential danger of being blown into the racing Lane 6 if there is a cross wind. Crews stopping in Lane 7 are advised to stay close to the bank.
4. Crews must take particular care of the stake boat mooring cable in Lane 7 beside the intermediate start.
5. Crews must take particular care when crossing the course to get to their allocated lane.
6. Crews must take particular care in the finish area to avoid collisions with other crews that have just finished and have been cooling down.

## **Appendix B – Marshalling Instructions**

Note that lakeside markers count down from the Start (2000m) to the Finish (0m)

### **Boating**

Crews go afloat to race using the outward pontoons in the main boating area. The other pontoons on the southern shore of the course towards the finish tower are not for the general use of competitors.

### **Time Trials**

Crews will proceed to the start in lane 7 where they will be directed to lane 1,2, or 3 by an umpire. Lanes 4, 5 and 6 are out of bounds. The J14 time trial will be timed from the 1500m mark i.e. 500 gone down to the 500m mark i.e. 1500 metres gone. The J15 - 18 time trial will start 100m from the start and run down to the Finish Tower.

### **Racing:**

1000m racing (J14) Crews will proceed to the start in lane 7 under the direction of marshalls on the bank. Once it is judged safe to do so, crews will be directed into their lane where they will back down to attach to the start pontoon.

2000m racing (J15-18) – Crews will proceed to the start in lane 7. They may warm up in a clockwise direction in lanes 4 & 5 between the 1500m and 750m markers, by turning into lanes 4 or 5 at the 1500m marker and then warming up in the racing direction only, turning back into lane 7 at the 750m marker. Crews will be under the instructions of marshalls both on the bank and on the water. When the Starter calls the race, crews will paddle across the course in order to their assigned racing lane and back down to attach.

### **Cooling down**

Cooling down on the water is not permitted. Crews are requested to cool down on land after disembarking.

### **Disembarking**

Crews shall only use the inward rafts when coming ashore after racing. The other pontoons on the southern shore of the course towards the finish tower are not for the general use of competitors. Take care in the finish area to avoid collisions as crews merge from racing and from medal ceremonies.

### **Prize Winners**

If a crew is to be awarded a medal, crews must make their way directly to the Presentation Pontoon and when complete, proceed to the disembarkation pontoons.