

# HoL 2025 Briefing Instructions: Hazards, Safety, Race Routes



## All visiting clubs must:

- Ensure your crews are acquainted with the circulation plan in this document.
- Advise Race Control if any of their rowers or coxes have pre-existing medical conditions that impact their safety or that of others.
- Tell competitors that they must not lie back in the boat at the end of a race, as if they had collapsed (unless they have).
- Ensure your coxes have completed BR's online training Introduction to Coxing/Steering.

## TIMETABLE

- Registration/numbers – from 8.00 to 12:00 John O'Gaunt RC [JOG] Boathouse
  
- Boating from JOG Boathouse at  
08:50 – Division 1      10:50 - Division 2      12:50 – Division 3
  
- Boating from Lancaster University at  
09:10 – Division 1      11:10 - Division 2      13:10 – Division 3
  
- Boating from LRGS at  
09:10 – Division 1      11:10 - Division 2      13:10 – Division 3
  
- **Race Times**  
**09:45 – Division 1      12:00 - Division 2      14:15– Division 3**  
All crews to be afloat by 30 minutes before Race Times or risk penalty

## SAFETY

The race is held under the British Rowing Rules of Racing and British Rowing Guide to Good Practice in Rowing (Row Safe).

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Please follow the instructions of the Race Umpires and Marshals who will act to ensure the safety and welfare of all at the event. Crews not following the instructions from the race officials may be disqualified by the race committee. All competitors, coaches and officials should ensure these instructions are read, understood and communicated to all participants.

## 1. Competing club's responsibility

### 1.1. Cold conditions – Hypothermia

Coaches please advise your crews if they identify signs of hypothermia. Bring this to the attention of the marshals or umpires. Signs include: shivering, slurred speech or mumbling, slow/shallow breathing, weak pulse, clumsiness or lack of coordination, drowsiness or very low energy, confusion or memory loss, loss of consciousness.

**Crews dressed inappropriately for the conditions may be prevented from boating.**

### 1.2. Provide emergency contacts

We are asking clubs to provide the contact details for responsible adults not racing in the same division. Who can be contact by mobile phone if their crew are involved in any incidents e.g. capsize or medical attention needed? This information should be provided via the 'Competition Contact' section in the entry for the crew in the BROE system.

### 1.3. Alternative arrangements

Sometimes the conditions are such that the event cannot safely continue as planned. It may then be appropriate to abandon or suspend the competition or make other alternative arrangements. In the run up to the event the organising team will be monitoring river levels, weather forecasts and warnings. If any adverse conditions are predicted for race day, the impact will be assessed, and any changes will be communicated to the entries' contacts provided in BROE for the competing crews.

2. The course will be 2400m downstream from above M6 Bridge to the Promenade [above Skerton Weir] using the Halton arch of the Aqueduct and the Halton side of the river. Crews are to keep to the righthand side of the river (in direction of travel). From the Aqueduct, the river will be buoyed to mark the racing lane and to mark the marshalling lane (to go to the start or return to upstream clubs). A line of buoys marks the vicinity of the weir; **crews not to cross this line.**

## Hazards

1. Skerton Weir – Keep well away from the buoys marking the Weir. Do not cross this line. Current may pull your boat sidewards towards it.

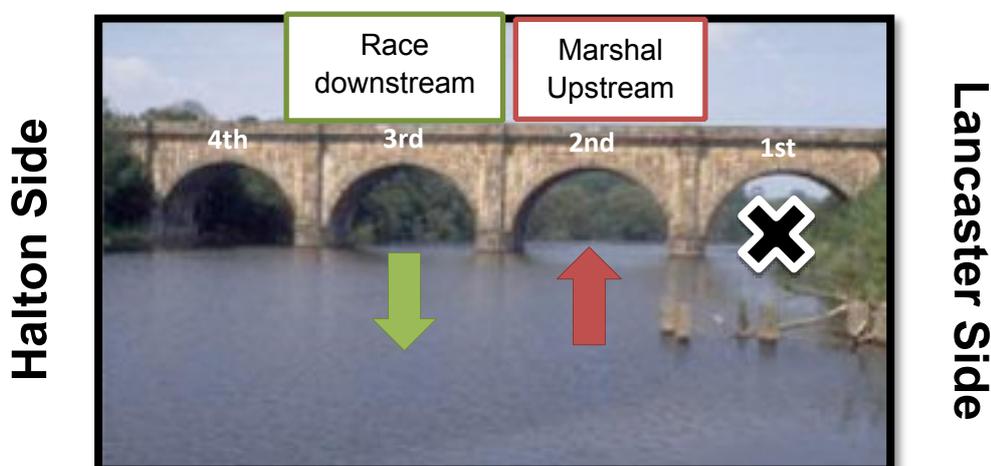
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- a. If you launch from JOG Boathouse, have your boat fully adjusted before you put it on the water. Row off smartly in the marshalling lane with full crew and do not stop until you are at least 200m upstream of the weir.
- b. Finishing boats must pass through the buoys on the finishing line then continue paddling beyond the turn buoy. If you don't, you will be endangering other rowers and you will be disqualified from the event. You may be directed either to the JoG stage or to turn and return in the marshalling lane.
- c. Follow instructions from the land and launch-based marshals.
2. Aqueduct – Keep good lookout for the piers, use only the second arches from right (as viewed in direction of travel).
3. Capsize before, during or after the race - Support boats will be available to assist, but a crew which capsizes must attempt to right their own boat, untangle the oars for towing and begin swimming their boat to the bank.
4. Collision risks:
  - a. During overtaking - slower moving crews must move towards the righthand bank (as viewed in direction of travel) and give way to faster crews.
  - b. Between a crew racing downstream and a crew proceeding upstream to the start or returning to Halton or Denny Beck landing stages after the race.
  - c. In marshalling/starting/finish areas which may be congested. Listen for and obey instructions from Marshals
  - d. Two or more crews arriving at the aqueduct at the same time. Marshals will be positioned in a Support Boat at the aqueduct in the middle of the river to direct traffic if necessary.

## Race marshals' instructions to crews must be obeyed

### Circulation Pattern - View of Canal Aqueduct (looking upstream)



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Crews boating from JOG will proceed to the start upstream on Lancaster side using 2nd arch of the Aqueduct. Going upstream to the start, keep away from the weir and inside the buoys on the Lancaster side, away from the path of racing crews. Do not use the partial arch on the Lancaster side. Note the obstruction hazard of jetty piers and part-submerged trees on the Lancaster side below the aqueduct.

Crews boating from Halton camp (Lancaster Royal Grammar School) and Denny Beck Bridge (Lancaster University) should proceed downstream on Halton side before turning to Lancaster side under direction of Above Aqueduct Marshal (in Support Boat).

Crews may warm up going upstream from the aqueduct to the motorway bridge. Go upstream on the Lancaster (weir) side and return downstream on the racing course unless told not to do so by marshals. Look out for other crews

## Race Procedure

### Preparing to start racing

- All crews will marshal in starting order (lowest numbers upstream) on Lancaster side facing upstream below the M6 bridge. While waiting, keep outer clothes layers on in cold weather, keep you boat manoeuvrable away from, but close to, the Lancaster bank. Do not hold onto trees. Let lower numbered boat move in ahead of you.
- **5** minutes before race time: Start marshal will sound 1 blast on horn, prepare to race, stow clothing.  
**2** minutes before race time: Start marshal will sound 2 blasts, be ready to move off.
- Under direction from Holding Marshal (in launch) they will proceed upstream above the M6 bridge. Keep close to crew in front and move up as the race starts.
- Under direction from Start Marshal (in Support Boat) they will turn and proceed downstream on the Halton side to the Start line.
- Crews will be given the order to “Start racing” before reaching the timing line. The starter may also tell you to easy and temporarily hold to keep race spacings.

### During the race

- Crews must keep to their own side of the river – downstream on the Halton side.
- Slower moving crews must give way to faster crews.
- Use 2<sup>nd</sup> arch from right as viewed in direction of travel.
- Avoid collisions if two or more crews arrive at the aqueduct at the same time.
- Keep clear of the Halton bank – trees overhang the water.

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## At the Finish

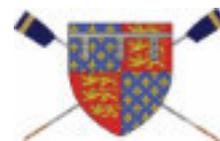
- Finishing boats must pass through the buoys on the finishing line to leave space for boats going upstream to keep away from the weir. If you don't, you will be endangering yourself and other rowers and you will be disqualified from the event.
- After passing the Finish line marked by large orange buoys, keep moving until told to stop by marshals.
- Crews returning to JOG boathouse will be instructed to proceed to the landing stages. If there is congestion, they may be told to turn round and go upstream towards the aqueduct to turn again and return. All crews must get out of their boats and remove them as soon as possible to free landing stages for others
- Crews returning upstream, or waiting due to stage congestion, when told to do so, must turn round the large buoy and be ready to row on full-crew past the weir. After turning, crews must row full-crew to at least 200m upstream of the weir before pausing. The marshal at the aqueduct may stop and hold your crew if there is congestion.
- Crews returning to Lancaster Royal Grammar School BC (Halton Army camp), will and turn above the Watch Tower to Halton side to return to the slipway.
- Crews returning to Lancaster University (Denny Beck) will turn to proceed upstream on the Lancaster side to return to their landing stages.

## River navigation maps

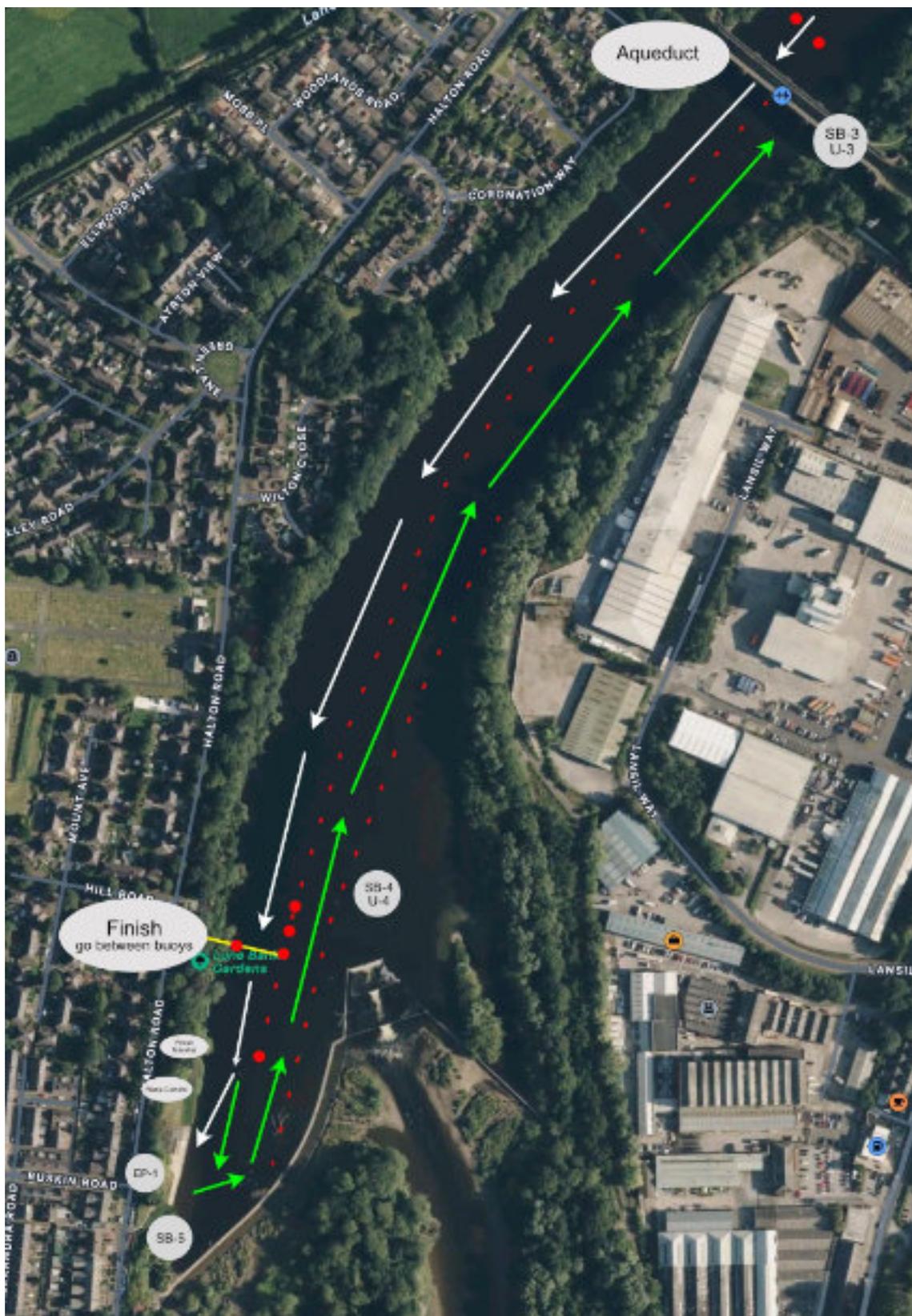
### Index to symbols

- Red dashed lines – marker buoys – do not cross these lines
- Red circles – large steering mark buoys – pass these only as drawn
- White lines – race line
- Green lines – line to start or return to upstream stages
- Yellow lines – Start and Finish
- SB-number – launch position
- U-number – umpire position
- EP-number – Evacuation Points (in emergency)

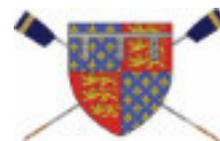
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Map – from John o'Gaunt (& Finish) to Aqueduct



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Map – from Aqueduct to Motorway Bridges



Map – from Motorway Bridges to Start

