



LANCASTER ROWING DEVELOPMENT GROUP RIVER LUNE RACING SAFETY PLAN (HEAD RACE)



Lancaster Head of the Lune
2400m downstream on the River Lune
on Sunday NOVEMBER 16th 2025

As advertised in poster: Open / Women / Mixed / – Senior, Junior & Masters: 1x, 2x, 4-, 4+, 4x, 4x+, 8+, 8x+

Run under BR's Rules of Racing, Row Safe a Safeguarding Handbook 3

Race Control is located at John O'Gaunt Rowing Club, LA1 2EA, is point A on Map 3 [Appendix 2]: what3words: puzzle.future.thanks. Race Control has an uninterrupted view of the finish.

Organiser and Race Control contact on the day: 07920 825 277.

Organising Committee

Chair of the Event:	Michael Pugh
Secretary:	Miriam Stewart
Treasurer:	Roger Heise
Entries Secretary [BROE]:	David Yates
Race Committee Chair:	Bob Lewinski
Safety Advisor:	Mark Wilkinson
Welfare Advisor:	Lucy Whittaker
Catering:	JOG RC

1 SAFETY

1.1 Risk Assessments (RA)

This Safety Plan is based on a detailed Risk Assessment. An RA will have been undertaken and reviewed before running the competition to assess the hazards and potential risks of running the Competition. The current RA document is LRDG-Racing-Risk-Assessment-2024.

The Weir and the Aqueduct are potentially major hazards which need specific managing.

Controls, Barriers and Warning buoys will be put in place to address the highlighted on the RA and assign responsibility for ameliorating hazards.

1.2 Authorisation to proceed

Before the Competition can proceed, the state of the river and weather conditions likely to prevail on the day, including Fog, Wind, Squalls, Barometric Pressure, Tide, Debris and Stream conditions will be assessed, in accordance with Row Safe section 4. Water level above 85cm on the EA Skerton Gauge is potentially hazardous, depending on wind and current rainfall conditions.

The Safety Advisor, Chair of Event Committee and Chair of Race Committee will authorize the Competition to proceed as planned or consider alternative arrangements. These conditions should be monitored during the previous few days prior to the Competition. An announcement of any cancellation shall be made 2 clear days before the event.



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1.3 Control

The Chair of Event Committee has overall responsibility for the Competition with the support of the Welfare Officer, Safety Advisor and Race Control. Control of the course is handed to the Race Control during the racing divisions.

A Competition Safety Advisor (CoRSA) and Welfare Officer will be appointed. The CoRSA shall successfully complete BR's online Advance Risk Assessment and safety Basics course before completing or assessing the Competition Risk Assessment.

The Event Welfare Officer (EWO) will complete the Welfare Policy in accordance with BR's Safeguarding Handbook 3 Guidance for Competitions

The Safety Documentation and Welfare Policy will be sent to the Regional Rowing Safety Advisor 4 weeks in advance of the competition.

Clubs will be reminded they are responsible for ensuring competitors are competent to cope with the conditions and are dressed appropriately. In addition to the requirements of Row Safe section 3.6 Competence in the water.

The Organising Committee will review the outcome of the competition and obtain feedback from those participating.

1.4 Competitor Instructions

Competitors' instructions shall be published on the website and to each competing club with the draw information pack, at least 5 days before the date of the event. The information pack shall contain at least The Draw, The Safety Plan and Emergency Response Plan, the Safeguarding Statement, Competitors' Briefing, Course and Circulation Maps and Directions to the event location(s). There shall be Safety Briefing session explaining key elements of the Safety Plan, at John O' Gaunt Rowing Club, prior to each division. The Chair of Event Committee will nominate the LRDG's more experienced coaches to undertake the Briefing. This will address the issue of other river users, course map* (including manoeuvring on the start), circulation patterns and possible dangerous obstacles. At variance with standard BR requirements, all competitors must be able to swim. Competing clubs are responsible for conforming to this requirement.

Clubs will be reminded they are responsible for ensuring competitors are competent to cope with the conditions and are dressed appropriately. Competitors shall be reminded to complete the online Cold Water and Hypothermia module in RowSafe.

Competitors will be requested to wash boats and equipment before travelling to the competition, to avoid the transfer of infectious diseases and aquatic life.

1.5 Course Map*

Shows potential major hazards illustrating the course, will include the start, finish, marshalling areas, circulation patterns, location of the Umpires, First Aid, Race Control, Support Boats, Emergency Access Points and AEDs.

These maps shall form part of the crew safety briefing. * See Appendix 2

2 MEDICAL AND FIRST AID

2.1 Health Conditions

Competitors will be requested to inform the Organising Committee of any pre or existing health conditions, in accordance with Row Safe 9.8.

2.2 First Aid

First Aid will be provided by Emergency First Aid qualified personnel at JOG Rowing Club, post code LA1 2EA, what3words location: puzzle.future.thanks.

Minor incidents will be treated; the triage service will indicate further medical care if needed.

A defibrillator will be located at JOG Rowing Club, EAD

First Aid will be provided with a radio.



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2.2 Hospital Treatment

All accidents requiring emergency services will be taken to the Royal Lancaster Infirmary, Ashton Road, Lancaster: 01524 65944 (post code LA1 4RP), approximately 2 miles away.

2.4 Welfare

Issues of welfare will be addressed to the Welfare Officer in accordance with the Competition Policy. The current welfare Plan is Welfare-and-Safeguarding-Plan-Lancaster-Regatta-2025. Safeguarding Policy will be produced and issued to the Regional; Rowing Safety Advisor 4 weeks in advance of the competition and issued to Umpires one week in advance.

3 COMMUNICATIONS

3.1 Radios

The primary communication channel will be Two-way Digital Radio Network and agreed radio channel, and operated in accordance with Row Safe's Radio Protocol. These radios are not compatible with Marine VHF radios. All users will be trained before the competition day. Radios will be allocated to those that need them, and checked before use.

3.2 Mobile Telephones

The event team will also use mobile telephones if needed to contact event team members who are not issued with a radio or in the event of a radio net failure. Race control shall have a list of mobile phone numbers of all event team members.

3.3 Alternative Communication

Megaphones will be used for close communication with the competitors while on the water.

4 SUPPORT BOATS

4.1 Safety Boats

Safety Boats must comply with Row Safe Section 4.7

All drivers will be certified to RYA level 2

Race Umpires with radios will use Support Boats ensuring two people are available for rescue purposes.

Inflatable Boats supplied by JOGRC, LUBC and LRGSCB will be used.

Support Boats drivers will be briefed on the Emergency Procedures, radio use and protocol, areas of responsibility and evacuation points in advance of the competition.

4.2 Umpire and Marshalling Support Boats

All Support Boats will be inspected in the week prior to the Competition by the Safety Advisor, that they are in working order, with adequate fuel and safety equipment.

All users, while in the launch, must wear life jackets and drivers must use kill cords.

4.3 Safety Equipment

The CoRSA will check all the safety equipment.

Support boats will carry Throw Lines, Lifejackets, Megaphones, Radios and Casualty Blankets will be in good working order.

Service dates will be checked on launch engines.

The Regional Rowing Council, will service and check radios and megaphones.

Fire extinguishers, fire alarms and emergency lighting will be checked.

All AEDs will be checked for battery and pad life.

The condition of the landing stages will be checked for damage or slippery surfaces.



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5 OFFICIALS

5.1 Umpires

Umpires will be provided by the North West Umpires Commission. They will control the race and are located at appropriate positions on the Course. Chair of the Event Committee will brief Umpires and include any additional safety or health issues, if and as they arise.

Umpires shall be sent an Information Pack at least 5 days before the event day, containing The Rota, The Draw, the Event Risk Assessment, The Safety Plan, Welfare Statement Competitors' Briefing, Course and Circulation Maps and Directions to the event location(s).

5.2 Marshals

Marshals will provide additional support to the Umpires. The Marshals will be briefed by the Chair of Event Committee and provided with Role Descriptions where appropriate. This should be done in advance of the Competition.

Each marshal will be provided with the necessary equipment and will be identified by wearing a hi-viz tabbard.

5.3 Training Requirements

Marshals shall be sent an Information Pack at least 3 days before the event day, containing The Rota, The Draw, the Event Risk Assessment, The Safety Plan, Welfare Statement, Competitors' Briefing, Course and Circulation Maps and Directions to the event location(s).

Briefings should cover at least the following topics:

- Safety Plan and Risk Assessment
- Fire Evacuation
- Safeguarding Plan
- Radio Protocol
- Capsize drill
- Emergency Procedures – what to do if somebody collapses?
- Extraction points
- CPR and AED use
- Race, marshalling areas
- Launch assistance
- Trailer parking • Boat Inspection.

Officials shall complete training requirements specified in Row Safe, in particular the online Cold Water and Hypothermia module, and the Capsize Training for Officials

6 BOATING, RACING AND LANDING

6.1 Competitors' Boat Safety Equipment

Equipment is the responsibility of the athletes and competitors, the following will be inspected when considered necessary; Heel Restraints, Bow Balls, Buoyancy, Life Jackets and signs of potential equipment failure. This will be completed by an Umpire or delegated Marshals and conform to the requirements of Row Safe.

Failures and responsible clubs will be recorded on BR's Control Commission Report:

6.2 Embarkation

All Support and Safety Boats, Marshals and Umpires shall be in place before boating time for each division.

6.3 Hazards

Marshals and Umpires will be located at the appropriate place on the Race Course, Start, Finish and Circulation, Aqueduct and Weir. The Warning Buoys must be in place before the Weir.



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In advance of the race the organising committee will request the removal or marking of any large debris such as trees in the river and floating logs left by high river levels.

6.4 Start and Boat Circulation Pattern

This will be issued with the Competitors' Instructions.

Boats moving to the start and boats racing will be segregated by marker buoys.

Boats will remain pointing upstream until authorised to turn and start by the Start Marshal and Starter. Bank Marshals will monitor and prepare competitors for the Start.

The Start Marshal will in a Support Boat, located at the start while boats are manoeuvring into their starting position.

6.5 Race

The race will be controlled by the Race Control and supported by the NW Regional Umpires.

6.6 Finish and Boat Circulation Pattern

This will be issued with the Competitors' Instructions. Boats approaching the finish will be segregated from other traffic by a line of marker buoys. Any boat crossing the line without authorisation will be stopped and disqualified. Another line of marker buoys will segregate boats returning upstream (or on the way to the start) from the weir. Land marshals and a guard boat shall monitor this area to prevent boats stopping until at least 200m upstream of the weir. The lines of marker buoys will be formed of low-hazard 16cm diameter orange buoys laid at a pitch of approximately 15m.

6.7 Launching and Landing Provisions

Launch sites are:

JOGRC Halton Road, Lancaster LA1 2EA: three fixed stages at 3 heights, useable at river levels of 65cm to 87cm

LRGS MoD Training Camp, Halton Road: two ramps to water (boots advised). Access restricted by MoD security to LRGS crews only.

LUBC Denny Beck Lane (off A683): ramp to river (boots advised). Access by narrow single lane road.

Visiting clubs will be assigned to sites as appropriate for best utilisation.

There is very limited landing and land access under the motorway's bridges; elsewhere on the course there is now NO landing and land access. As a baseline, emergency service access has to be at JOGRC.

7 OTHER RIVER USERS

7.1 Other Users

Other organised river users (Sea Scouts, Canoe Club) and residents will be advised by the Organising Committee. Marshals and Umpires shall deal with casual river users (e.g. paddleboarders, individual canoeists, swimmers) as best possible.

7.2 Threatening behaviour/ Vandalism

If crews are threatened by, or have objects thrown from persons on the bank, they should move to a safe distance and not get involved in any verbal or other exchanges. They should summon a support boat. If the support boat cannot reason with the troublemakers, Race Control will ask for police support.



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8 BOAT TRAILERS

Access will be provided to along Halton Road where the JOGRC boathouse is situated. There will be a second trailer site at LUBC car park to reduce the congestion. Both areas will be marshalled. Directions to the event location(s) will be published with the Draw.

9 MINOR INCIDENTS

9.1 Water based

If possible, identify the location on the Map, Radio for the nearest Support Boats to attend the scene (informing them of the location). If necessary, the Support Boats will perform a rescue and transport the casualty to the Emergency Extraction Points for triage and treatment.

9.2 Land based

Instruct the person to visit the Community First Aid Corps at JOGRC boathouse. Race Control will inform CFAC personnel of the incident and anticipated arrival.

10 MAJOR INCIDENTS

Will be covered by the Emergency Response Plan (See Appendix 1)

11 ALTERNATIVE ARRANGEMENTS PLAN

11.1 Weather and River Conditions

If the weather conditions deteriorate e.g. rise in river level above 85cm, SW wind above 15mph over stream or increased debris, participation shall be limited to coxed boats or seniors only. In the week before the Competition the weather forecast will be reviewed against the items listed under Section 4 of Row Safe and a decision made by the Organising Committee as to whether the Competition should go ahead.

River Levels will be monitored on <https://check-for-flooding.service.gov.uk/station/9127?direction=u>

Met Office forecast will be monitored here

<https://www.metoffice.gov.uk/weather/forecast/gcw52qce5#?date=2025-01-11> and at other sites up the Lune Valley.

The Organising Committee will register for the Met Office Weather Warnings

<https://www.metoffice.gov.uk/about-us/guide-to-emails>

11.2 Incident, Capsize, Collision

If a serious incident occurs which impedes the course or may be exacerbated by continued racing, Race Control shall direct the start to stop further boats from racing. If necessary Race Control shall direct Umpires and Marshals to stop racing boats and manoeuvre them around the incident or to safety.

11.3 Increased Stream and Large Entry

As long as it is safe to move upstream, increase the gap between subdivisions. This will ensure the finish area is not congested with too many crews arriving at the same time.

11.4 Tide

Move the times of the divisions, race coxed boats only.

Tides will be monitored on <https://www.tidetimes.org.uk/lancaster-tide-times>.

High Tide: high tides above 10.20m (Heysham Datum) can crest Skerton weir. On the day of the event, there is a high tide of 7.4 m at 08:26 and 7.9m 20:50 this is below the weir crest. There is no consequential hazard (2025).



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11.5 Debris

Debris in water may be washed down by high river levels. If large debris is deposited by a flood and obstructs the course (whole trees are possible) the Regatta will be abandoned. The Regatta Committee will review the condition of the course 2 days and 1 day before the regatta. An advisory message will be posted on the Regatta website. During the regatta any small debris will be removed by support boats.

11.6 Electrical Storm

The BR 30:30 rule will apply. In the event of a lightning strike and or thunder judged by race control to be within 10km (ie 30 second sound delay) the event will be suspended. Support boats will direct all boats to leave the water immediately at the nearer boating point (upstream of the MoD Camp go to LUBC boating site, downstream of the MoD Camp go to JoG Boathouse). Participants will shelter in the LUBC or JoG Boathouses. Racing will resume when there has been 30 minutes without observed lightning activity. If the storm is prolonged and insufficient time will be left to complete the event, the event will be abandoned. Thunder and lightning will be monitored using <https://www.lightningmaps.org>.

11.7 Loss of Radio Network

Use mobile phone network. Race Control at its discretion may abandon the event.

11.8 Loss of Support Boat

An unallocated launch shall be provided as a spare / workboat / ferry. In the event of a launch failure, use the spare launch or reshuffle launch allocation, arrange to recover the stranded launch following racing.

11.9 Reporting

Incidents shall be reported by the Competition Safety Advisor to British Rowing using the Incident Reporting System. In Addition, the outcome of the Umpire Commission Report will be reported via the Incident Reporting System

Following the competition a review will be undertaken by the Organising Committee to recommendations for event improvement.

Following the event the results will be uploaded to BROE within 5 days.

Appendix 1 Emergency Response Plan

In the event of a Serious Incident, requiring Emergency Services, the following procedure will be followed:

1. If an incident is life threatening any station (called Request Holder) will radio Race Control calling MAYDAY MAYDAY, providing details of the incident. (Where / What is wrong / Type of assistance needed / Number of people involved.)
2. Race control will confirm the Location on the Course Map, Radio for the nearest safety boat(s) to carry out a rescue (informing them of the location) if the incident is on the water.
3. If the casualty is mobile, Race Control will call 999 and request the emergency services to meet the casualty at the specified Emergency Access Point (See Below) and identify type and nature of the incident involved, the number of people involved and how the patient will be moved to the access point.
4. Unless radio users are directly involved in managing the incident, radio silence should be maintained (ie Silence Mayday), until safe for Race Control to call the ALL CLEAR (ie Silence Feenee).
5. If necessary, call for the competition to stop, preventing further congestion or collision.



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6. Race Control will confirm to the request holder that the appropriate Emergency Service has been requested and if possible provide an approximate arrival time and any additional instructions.
7. In the event of a competitor having a seizure or becoming incapacitated and stops breathing: those in attendance should contact the CFAC by radio for immediate advice or contact Emergency Services directly by dialling 999. The casualty should be moved to the riverbank immediately and given deep chest compressions (CPR) until an AED arrives. If possible, Race Control should be kept informed of the situation. The response time can be critical.
8. If it is safe to move the casualty: the safety launch shall transport the casualty to the allocated Emergency Access Point. If necessary, the casualty should be kept warm and care should be provided until the ambulance arrives. This could involve transporting the First Aid Team to this location.
9. If the Request Holder is unable to contact Race Control and relaying messages is not working or has difficulty confirming the request, they should dial 999 themselves if this is practical. Ask for the appropriate Emergency Service. Speak clearly and listen to and respond to the operator's requests carefully.
10. In the event of a land-based seizure or someone becoming incapacitated and stops breathing. Those in attendance should contact the CFAC by radio for immediate advice or contact Emergency Services directly by dialling 999 and the instructions followed. If necessary, the casualty should be moved to a safe location, given deep chest compressions (CPR). The First Aid Team should be requested to attend with their AED. If possible, Race Control should be kept informed of the situation.
11. In the event of a crew being grounded on the weir when there is no flow, the crew will be directed to remain in the boat, and a safety boat will attend, pass a towline and pull the boat clear.
12. In the event of person(s) going over the weir when there is flow over the weir crest, emergency services will be called. If the person(s) is not incapacitated, they are to be instructed to hold each other and move down the river, along the weir, and take refuge on the shingle bank below the weir.
13. In the event of a fire, evacuate the area immediately and wait at the assembly point. The JOGRC assembly point is on Halton Road, at the ramp to the hardstanding. The LUBC assembly point is on the trailer park south of the boathouse. If the fire incident involves a Boat on the water, follow the procedures from item one above.
14. When calling 999, Tell them that: 'Lancaster John O'Gaunt Rowing Club requires an Ambulance/Fire Service attendance at an Emergency Access Point on the River Lune:' and give details of the appropriate access point as below. You will also be asked to provide details of the nature of the incident and any special needs.
15. All accidents requiring emergency services will be taken to the Lancaster Royal Infirmary (01524 65944), A&E department, Ashton Road, Lancaster LA1 4RP, approximately 2 miles away.
16. Emergency Access Points:

John O'Gaunt Rowing Club,
Halton Road, Lancaster LA1 2EA
Coordinates: 54.0621N 2.7954W

Lancaster University RC Boathouse
Denny Beck Lane, off A683
Coordinates: 54.0752N 2.7606W

Use the nearer.

in extremis
Halton Training Camp on Halton Road.
Gatehouse telephone 01524 66161
Coordinates: 54.0723N 2.7783W



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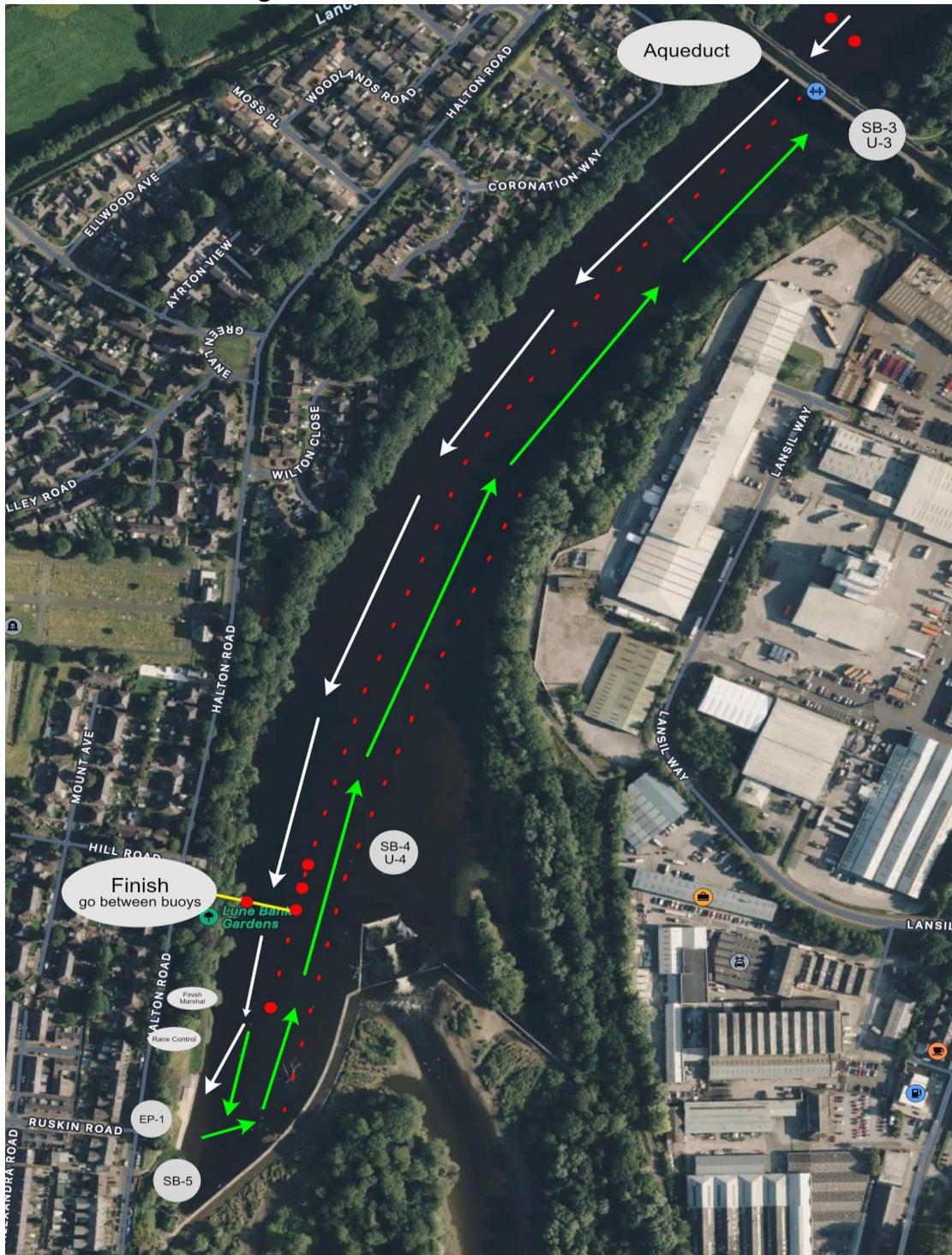


Warning: security procedures may delay entry to the site.



Appendix 2 - MAPS

1. Finish & Boating Area



Legends on next page



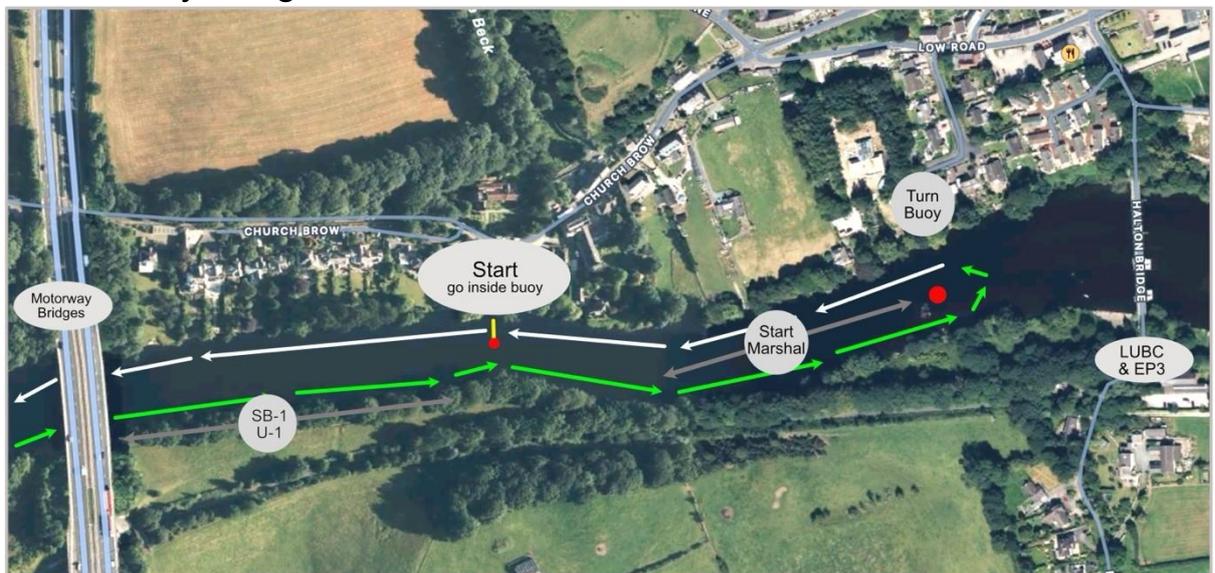
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2. Mid-Race Area and Aqueduct



3. Motorway Bridges to Start



- Red dashed lines – lane marker buoys – do not cross these lines
- Red circles – large steering marker 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)