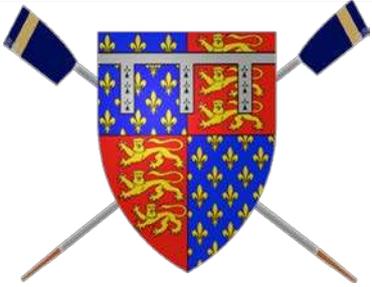


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Navigation and Circulation Rules

Purpose

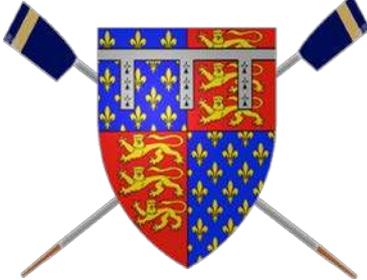
These rules set out how all crews should navigate safely on the river. They apply to every outing from the JOG boathouse, in all boat types, during suitable river conditions. Halton bank refers to the side of the river where the boathouse is situated, and Lancaster bank is the opposite side. Rowing downstream refers to approaching the boathouse from the far (Halton) end of the river, and rowing upstream means heading towards Halton. See separate document for procedures before and after boating - [LINK](#)

Launching and Steering

- Check upstream before pushing off – do not push off until course ahead is clear
- Launching boats must give way to boats heading downstream
- Communicate clearly with other crews to avoid collisions
- After push off, **cross to approximately one third of the way across the river, stop and readjust course to point upstream** – see diagram:

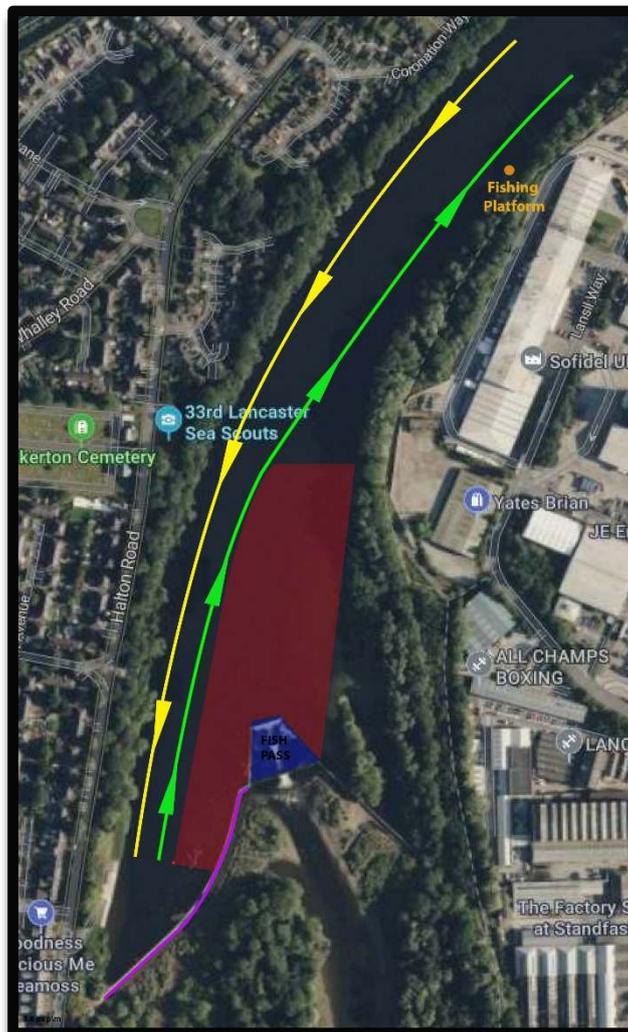


- Launching boats to stay within green shaded areas, except when crossing (light blue) to reach correct position on river – **launching boats must not enter yellow area**
- Boats heading downstream must stay in yellow and light blue shaded areas only
- **Boats heading downstream have priority over launching boats in light blue shaded area above**

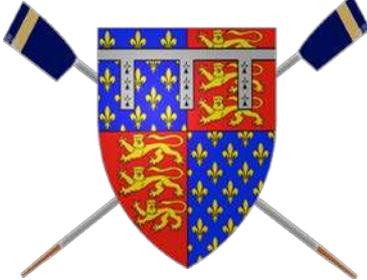
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Rowing Upstream

- Row continuously at light pressure with no stopping or drills until past Sea Scouts steps at end of walkway on Halton bank of river



- Stay parallel to Halton bank leaving room for boats heading downstream – pass portside to portside as in picture above
- Be aware of position of weir wall leading up to weir itself – **do not cross to more than half way across the river towards the weir wall/weir until past Sea Scout steps. DO NOT ENTER RED EXCLUSION ZONE**

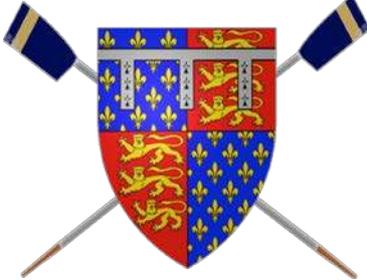
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- If river height is above level of lowest landing stage (i.e. 0.8m), be aware that there will be flow of water sideways towards the weir wall/weir – maintain course with care
- In strong river flow maintain speed past weir to avoid being pushed towards fish pass
- After Sea Scouts steps maintain position closer to Lancaster bank

Rowing Downstream

- Stay closer to Halton bank
- Keep a good lookout as crews may be rowing upstream at race pace
- When planning to return upstream, turn with care no more than about 200m downstream of aqueduct, above level of fishing platform on Lancaster bank.
- When returning to boathouse, downstream of Sea Scouts steps keep a careful lookout for approaching crews, especially near boathouse where great care is required - boats heading downstream should move slowly and keep in towards Halton bank to leave room for boats heading upstream to stay well clear of weir
- After rowing downstream, to bring boat into landing stage, stop at the downstream end of landing stage, turn bows towards landing stage and approach from downstream end (unless strong wind against stream makes approach from upstream safer)



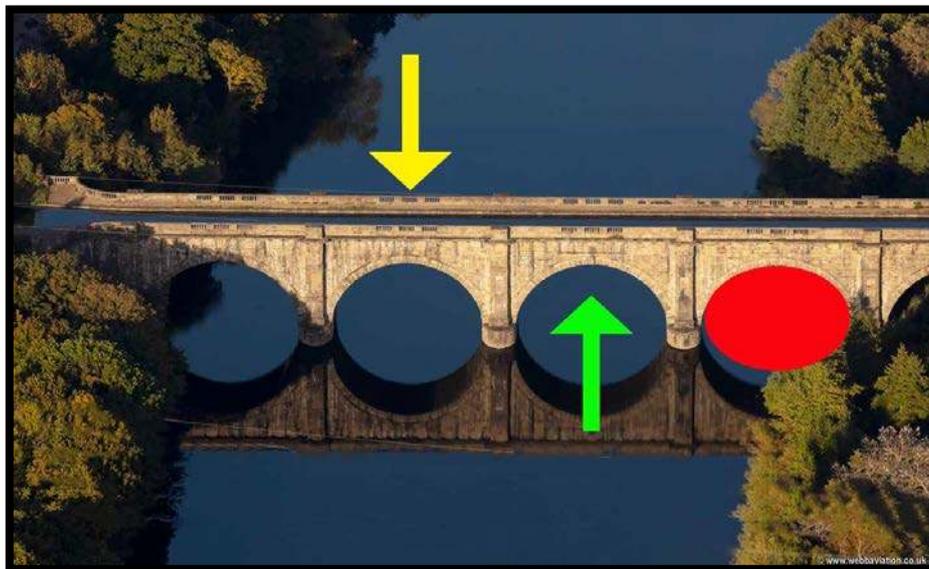
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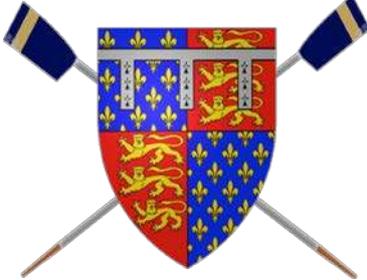
General Steering

- Steerer to maintain careful lookout – watch out for other river users, floating objects and static hazards – hazards may change significantly after period of heavy rain
- Steerer to order immediate stop if any concerns about course or collision, unless unsafe to do so
- Other crew members may call alert if obstruction noted or if steering unsafe (e.g. crossing to wrong side of river). Unsafe steering must be reported as an incident to British Rowing
- Shout warning to approaching crews that might be unaware of your presence

Aqueduct

- Heading upstream - use third arch from Halton bank
- Heading downstream use second arch
- The first arch may be used by slower boats heading downstream to let faster crews overtake – take care with steering through this arch
- **Fourth arch is out of bounds**
- Expect wind funnel effect. Maintain speed and shorten the slide if necessary

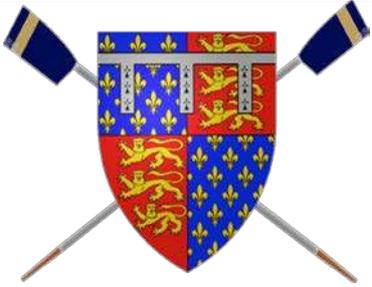


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Motorway Bridges and Halton End

- Look out for tree debris in water beside Lancaster bank when heading upstream towards motorway bridges
- Stay on Lancaster bank side when going upstream through bridges – steering can be difficult here as there is a small bay under first bridge, followed by a tight bend
- Do not stop or sit stationary near bridges
- Expect funnel effect in strong wind or fast stream - keep control and stay balanced
- Take extra care when steering through the Halton S-bend, especially when travelling upstream. As shown in the image below, it is easy to drift toward the centre of the river if you don't stay tight around the corner. Keep to the correct side and maintain a good lookout for other crews at all times.
- Watch for rocky protrusions further upstream
- Never go past the University boating stage. The safest turning point is near house with wall in a metal cage, which avoids shallow water further upstream



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Turning

- Never turn in front of approaching crews or just upstream of the aqueduct - eights leave at least 200m here
- Turn bows towards opposing bank unless unsafe or going into landing stage
- Turn 90 degrees, then row across the river to opposite side and then complete turn
- When taking boat onto landing stage, turn bow towards landing stage
- Be aware that when water levels are low, underwater obstructions are present off concrete landing stage

Stopping and Overtaking

- Warn crews behind before stopping. Do not stop suddenly just in front of another crew
- Stop near bank - Lancaster bank when heading upstream and Halton bank when heading downstream
- Boats being overtaken must move closer to the bank
- Overtaking crews keep towards centre, staying clear of slower boat and **keeping careful watch out for boats approaching in opposite direction** – do not cross centre of river

Collision Avoidance

- Everyone is responsible for avoiding collisions
- Shout clear warnings such as “Ahead Quad” when necessary

If you are unsure about any part of this guidance, please speak to a coach or the club captain before boating. Always speak up if something does not seem right.