

# **City of Lancaster Regatta 2026**

## **Competitor Instructions: Hazards, Safety, Race Routes**

### **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.
- At variance with standard BR requirements, all competitors must be able to swim. Competing Clubs are responsible for conforming to this requirement
- Long hair, including plaits must be in a "bun" or otherwise secured above collar length, Hooded garments are not to be worn on the water.
- The organizing Committee is to be informed if competitors have any pre-existing medical conditions that could place the competitors themselves and/or others at risk.
- Ensure that athletes are competent to complete the course safely and do not put themselves and/or others at risk.

**All clubs are to comply with Regional and/or Local Racing Rules as well as Row Safe and BR Rules of Racing. All boats must meet BR standards, including buoyancy aids. The races will be conducted under BR Rules of Racing**

### **TIMETABLE**

Race times and boating times will be published in the week before the Regatta. Crews must ensure that they boat in good time.

### **SAFETY**

The course will be 700m downstream from the Aqueduct to the Promenade [above Skerton Weir] 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.**

There will be a **First Aid post** – at John O'Gaunt RC This will be staffed by qualified First Aiders with AED and a dedicated launch and driver to reach any part of the river.

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### Hazards

1. Skerton Weir – Keep well away from the buoys marking the Weir. Do not cross this line. Current may pull your boat sideways towards it.
  - a. If you launch from JO'G 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 JO'G 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, going upstream use only the second arch 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 with their boat to the bank.
4. Collision risks:
  - a. In marshalling/starting/finish areas which may be congested. Listen for and obey instructions from Marshals
  - b. 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.

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### **Support Boats**

The **Start Marshal** boat will carry an Umpire who will supervise assembly for racing pairs of boats.

The **Below Aqueduct Marshal** will also carry an Umpire and will make sure that crews in both directions observe the limits of the marshalling lane.

**Weir Protection Marshal** is to warn racing crews if in their judgement they are moving too near the Weir. Beware shallow water.

**Stage/Finish Marshal** ensure that competitors keep moving after the finish line past the marker buoys either to come in to the landing stages at JO'G or turn round the Turning Buoy to towards to Halton side to land or return up stream.

Keep to the left [stroke side] of the red buoys marking the weir.

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 of the Aqueduct. 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, to the start.

Going up to the Start crews must remain between the red buoys marking the weir and the yellow buoys of the marshalling lane until they get to the end of the buoys above the Aqueduct.

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.

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### **Race Procedure**

#### **Preparing to start racing**

- Turn round the Turning Buoy above the aqueduct to return to the Start on the Halton side. Obey any instructions from the Start Marshal.

#### **During the race**

- Crews must keep to their own side of the course.
- Keep clear of the Halton bank – trees overhang the water.
- Crews must not cross the yellow buoys.

#### **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 JO'G 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 other.
- 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.

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### Map – from John O’Gaunt (FINISH) to Aqueduct (START)

Red lines – marker buoys –do not cross

SB –number - launch position

EP – evacuation point

White lines – race line

Green lines – lines to start and return to upstream stages

Red circles – larger steering mark buoys

U-number – umpire position

No-arrow green lines –Start and Finish

