



# BRITISH ROWING CHAMPIONSHIPS

## **Competition Safety Plan & Safety Rules**

**British Rowing Masters Championships  
National Water Sports Centre, Holme Pierrepont  
Saturday 13<sup>th</sup> and Sunday 14<sup>th</sup> June 2026**

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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 taking into consideration 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 communicated by Race Control.

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

The Competition Rowing Safety Adviser is Chris Polack.

## 2. Introduction

**2.1** The British Rowing Masters Championships (BRMC) is a national competition for Masters competitors which is run on Saturday 13<sup>th</sup> and Sunday 14<sup>th</sup> June 2026 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** Side-by-side racing for all events will be raced over 1000m.
- 2.5** Events are offered for Masters Competitors from age categories B-K in a variety of boat classes (1x through to 8+). Competence of crews varies between competitors.
- 2.6** This Competition Safety Plan takes into consideration the guidance within RowSafe.
- 2.7** 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.
- 2.8** 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 British Rowing competition [webpage](#) before the competition, with the link sent to all participants and others expected to attend;

- How to get to NWSC
- 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. This will be communicated to Team Managers/coaches as required.
- Copies of all safety & welfare documentation will be available to view at Registration and will also be available online on the British Rowing competition [webpage](#) during the competition period.
- Members of the Competition Organising Committee will be available to discuss any matters.
- Each Safety boat will be provided with an aide memoire detailing what to do in an emergency.
- The First Aid and Safety boat providers will be briefed by the Competition Rowing Safety Adviser.
- 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.

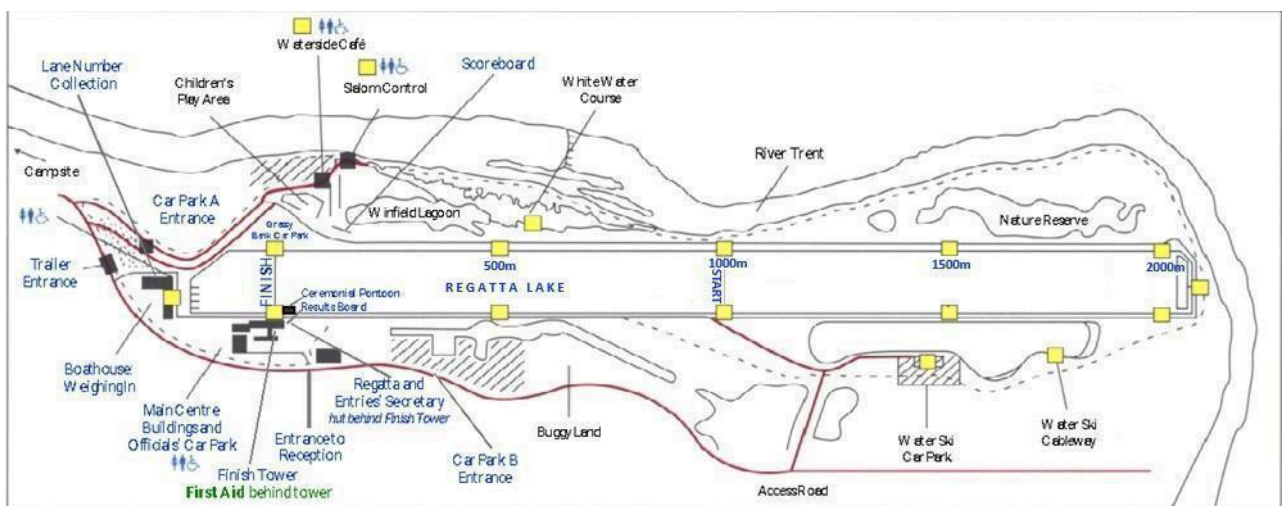
### 3.3 During the event

- 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, marshals, 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

- Feedback and comments on any aspects of the competition will be collected via a post-event survey, or can be communicated directly with one of the Organising Committee members shown above. Organising Committee members will note any points raised to discuss at the wash-up meeting.
- 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. Outline site plan



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

Cycling, scooting, skating, rollerblading etc. is prohibited in the boating area. Cycling and scooting is not allowed in front of the Main Block and associated buildings, and next to the Presentation raft. 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-authorized users are strongly discouraged from using the south side road along the course. Regatta vehicles will use this road and will drive on the right hand side.

Pedestrians that are not involved with the movement of boats should keep vigilant at all times and listen for instructions to move out the way.

## **4.3 Boat storage**

Boats may also be stored on trestles on the grass bank by the trailers. Boats should be tied down or stored in such a way as to prevent damage or danger during windy conditions.

## **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 may 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, unless permission has been granted by the Head of Control Commission.

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

**5.6** Crews using the River Trent for training during the race weekend do so entirely at their own risk and must make their own safety arrangements. They must ensure their boat is licensed to be on the river and they must follow the river circulation pattern.

**5.7** There are six pontoons available for launchings and landings. 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. Only para/adaptive crews may use the Para pontoon. Pontoon Marshals or Umpires will co-ordinate use of the pontoons.

## **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
- buoyancy
- cox's lifejacket and appropriate clothing
- ability of the cox to escape from front-loader boats

For crews entered into adaptive or para events, the following (if present) should be checked by Control Commission:

- fixed seat(s)
- foot stretchers and strapping
- safety of body strapping
- correct fixing of pontoons/stabilisers

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

## **6.2 Race Marshals, Monitors and Umpires (RMMU)**

Race Marshals, Monitors and Umpires (RMMU) will be located all the way down the course to provide visual surveillance for safety and racing infringements. Each RMMU will have specific roles, but the overriding responsibility is safety and fairness. Failure to follow the instructions of an RMMU may result in the offending crew receiving a penalty. RMMUs shall inform the Organising Committee of any incidents or safety concerns.

## **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 they are competent and able to compete safely in the prevailing weather and water conditions.

All clubs must ensure that they have a representative at the competition to accompany their crews, and that this representative's contact details are known to the Organising Committee.

### **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 Jumping in/throwing coxes

Entering the water by jumping in, or throwing people into the water, risks collision with an unseen underwater object or with a boat on the water, or illness from waterborne diseases. Crews are strongly discouraged from jumping into, or throwing others into, the water

## 7.3 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. Adaptive/Para competitors

Para and adaptive crews have exclusive use of the Para pontoon to get on and off the water, but are welcome to use any pontoon.

There is level access throughout the majority of the site, with the pontoons accessible by ramp. It is expected that teams will provide the necessary support for launching and landing, but Pontoon Marshals/Control Commission will also be available to assist if required. Any specific requests for further assistance should be notified to the Entries Secretary via the Team Manager in advance of the competition.

If required, individual arrangements will be made for Para/adaptive athletes. These will be sensitive and will be communicated to officials and safety boat crews on a need to know basis.

## 9. 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.

### 9.1 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.

## 10. Competition Emergency Response Plan

### 10.1 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
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<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.

### **10.2 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.

### **10.3 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). 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](#). In the case of a water-based incident, they may provide assistance until safety boat crews arrive.

Umpiring launches are located along the course. The first and second launches are at the Start, with the remaining launches located along the course providing *suppléant*, slowly moving towards the start as each race passes.

### **10.4 First Aid provision and movements**

First Aid cover will be present for the duration of the competition. First Aiders will be located at the cabin at the base of the Finish Tower, as indicated below. The competition First Aid provision includes an ambulance with paramedic.



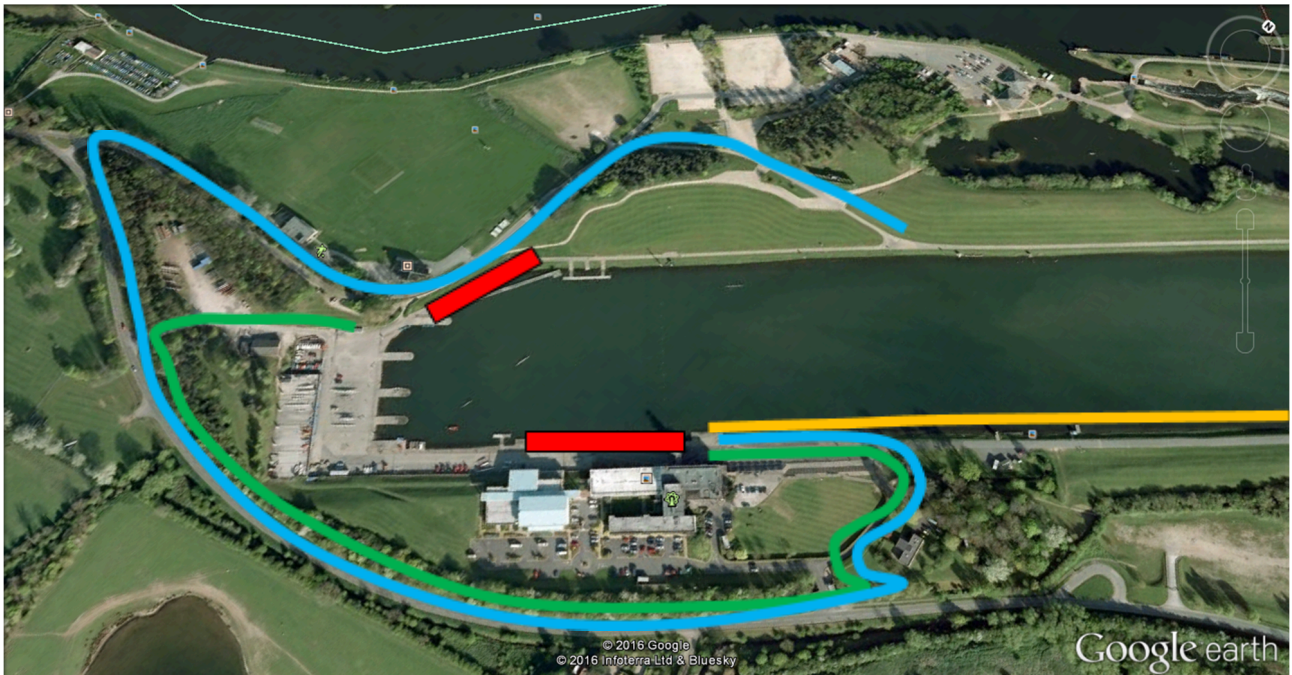
Defibrillators are located at:

- In the ambulance as part of competition First Aid provision
- NWSC Reception [///steep.bring.arch](http://steep.bring.arch)
- At the 1,000 metre intermediate start, in the aligners hut

If the on-site ambulance is required to attend an incident, Race Control will advise which of the following routes is to be used. If First Aid are contacted about the incident first, they shall inform Race Control that they will be responding to an incident, and Race Control will advise the route to be used. The routes are shown below:

- The green route allows access to the main landing stages without passing through crowded area in front of the boathouse.
- The blue route allows access to the north side of the course and the Country Park landing stage area.
- The orange route allows access to the south side of the course.

The ambulance shall not pass through the red areas unless the incident makes it necessary. If the red areas are required to be used, a path shall be cleared to allow the ambulance to move through the area at walking pace.



### 10.5 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.

### 10.6 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 boat. The nearest waterborne umpire may deploy a throw line if necessary. Any incident on the water requiring the attendance of a safety or medical asset should automatically result in a pause in further races being started until Race Control deems that is no longer 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.

### 10.7 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.

There are telephones on the internal network at:

- Start Tower at 2,000m
- Main Reception in the Water Sports Centre
- Waterman's Office

Emergency numbers (from mobile):

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

There are throw lines at 250 metres intervals on both sides of the lake, 'phone 999 to get a code to open the box and access the throw line.

Nearest A&E unit:

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

Medical Practice:

- Radcliffe-on-Trent Health Centre 0115 933 2948 or 0115 933 3737
- Musters Medical Practice – 0115 981 4124

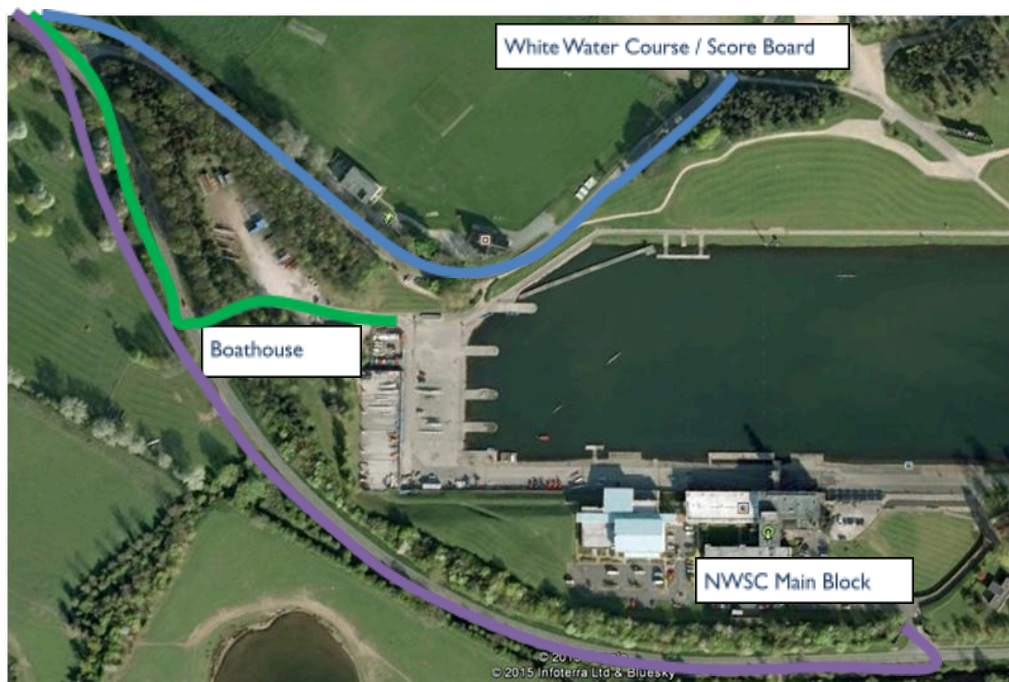
**NWSC Address:**

The National Water Sports Centre  
Adbolton Lane  
Holme Pierrepont  
Nottingham  
NG12 2LU  
Tel: 0115 982 1212

**10.8 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

### 10.9 Fire

Fire extinguishers, fire doors, emergency lighting and marked fire exits are present within the buildings on the competition site. In the event of a fire, follow fire escape instructions in the building and instructions given by NWSC staff.

### 10.10 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.

The Regatta controller (Race control) will be the contact point with the NWSC for any incident.

## 11. Failure of safety arrangements

If one or more elements of safety and/or medical provision is not present, the alternatives below shall apply.

Occurrence	Outcome
Loss of a safety boat	This will be covered by a replacement launch
Loss of multiple launches	This will be covered by Umpire Launches and a change to the race programme
Loss of Race Marshals', Monitors' and Umpires'(RMMU) support	This will be covered by extended shifts or other suitably qualified officials and or persons
Loss of the Competition Rowing Safety Adviser	Replacement with another member of the Organising Committee.
Loss of medical cover	This will be covered by the provision of a qualified club First Aider. A list of suitably qualified individuals will be available from Race Control. In the event of a serious issue, the emergency services shall be telephoned.
Loss of radio communications	This will be covered by requesting all officials to use mobile phones. Confidential lists of mobile numbers will be issued as a matter of urgency if radio communications are lost. There will also be a backup simplex radio channel that would be expected to function in the event of the loss of the repeater on the duplex radio channel.

## 12. 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.

Any competitor, official, coach or spectator is able and encouraged to log any incidents using the British Rowing Incident Report System (<https://incidentreporting.britishrowing.org/>).

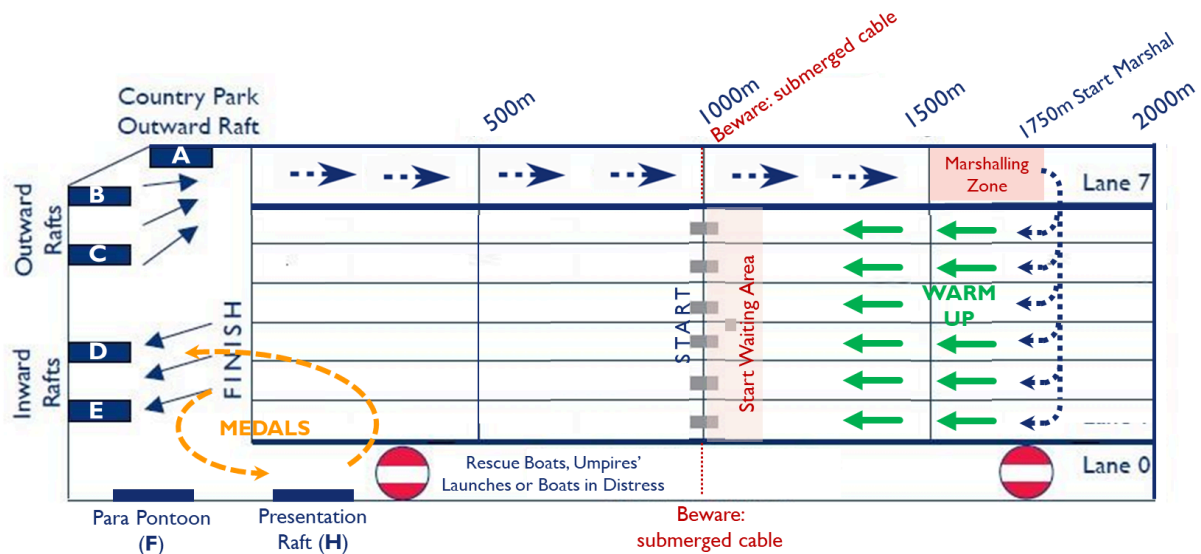
## Appendix A – Circulation Pattern

# THERE IS NO PRACTICE BEFORE RACING

*Crews shall not go afloat earlier than 40 minutes before their race.*

Note that the course markers countdown from the start to the finish.

This pattern will apply until the last race has finished and crews have cleared the course. Failure to comply with these rules will lead to the removal of the crew or team from the competition.



### Points of Danger

1. The pontoons on the side of the course past the Finish Tower and in front of the new boathouses 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.