

2026 Bicentenary Private Match Regatta

Safety Plan Part 2

Prepared by

Eton Excelsior Regatta Committee

REGATTA CIRCULATION PLAN & RISK ASSESSMENT

Instructions for Competitors, Officials, Visitors and Coaches are all available online at www.etonexcelsiorrowingclub-regatta.org.uk from a minimum of 14 days prior to the Regatta. Provision is made for supplying hard copies as appropriate. Instructions detail such items as circulation patterns for vehicles and boats, location of facilities etc.

All Boat Movements on the Water are covered by Row Safe: A Guide to Good Practice in Rowing as published by British Rowing. The Code applies to all participants, who are responsible for self-policing the code. Further to this coaches, marshalls, umpires and all officials enforce the code.

Failure to comply with any part of that code in relation to equipment or behaviour will lead to the crew or participants not being able to go afloat and/or race.

REGATTA CIRCULATION PLAN | Race Start Pontoons to 1000m Marker



CIRCULATION PATTERN KEY | SAFETY FIRST

- Proceed along Navigation Channel close to the bank, be aware of other craft
- Turn centrally before the point of the Eyot, be aware of other craft
- Marshall Point 1 - Bow to bank, in boat number order, listen to Marshalls
- Marshall Point 2 - Bow to bank, ready to race, listen to Marshalls
- 800m Race Course, stay within race lane, stay within buoy markers
- Row on, past Marina Entrance with caution, stop adjacent to Marina slipway
- Turn when safe, marshall ready to cross back to the rafts when safe to do so

- + Water Safety Medics
- On - Water Marshalls
- Start & Finish Lines

FINISH LINE

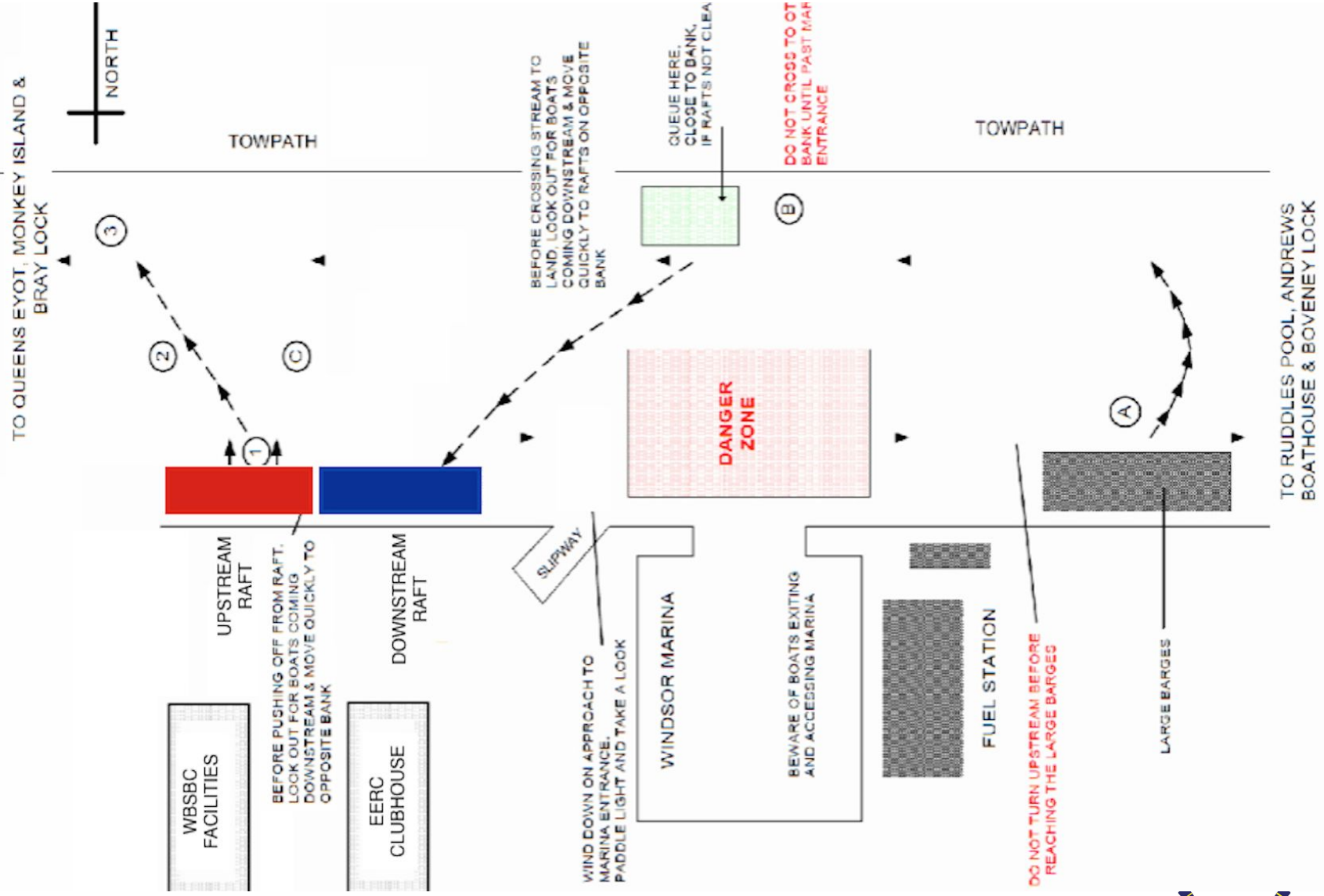
Eton Excelsior Rowing Club

Windsor Marina Pilates



REGATTA CIRCULATION PLAN | Exit and Return to Rafts

ETON EXCELSIOR ROWING CLUB
TRAFFIC CIRCULATION PATTERN
MAP 1 - LANDING/EXIT



REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
VEHICLE, TRAILER & CYCLE MOVEMENT & USE				
Fall Hazard Whilst Unloading & Loading Boats	Injury to rowers and or damage to boats	Low	All boats unloaded and loaded under supervision of coaches. Reliance of competency of Rowers and Coaches. British Rowing provides guidelines on trailers and towing	Low/Moderate
Collision Hazard due to trailers, Boats & Cars	Injury to rowers and or damage to boats, trailers, cars	Low/Moderate	Car Park Marshals to ensure trailers, trucks & cars are parked to allow adequate space to manoeuvre between vehicles. No speeding, speed limit signage in place. Trucks and trailers arrive before 7:30am, unload in allocated space for each Club. Trucks and trailers moved to dedicated space by 8:00am until the end of the day. No spectator or competitor cars are allowed in the crew/boat rigging zone	Low
Collision Hazard due to Cars and Cycles	Injury to rowers, spectators and damage to boats and cycles	Low/Moderate	Car Park Marshals to ensure all Cars are parked on the road and side road outside of the Club. Coaches to be parked along the roadside further along from the road in the 'dead end'. Trucks & trailers to be parked in Windsor Marina in dedicated space. Cyclists are to dismount and walk their bike through the Club's carpark. Coaches are not recommended to follow crews on their bikes along the towpath on the opposite (Berks) bank as it is shared with the public and is uneven.	Low

REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
BOAT MOVEMENT TO LAUNCH RAFTS AND ONTO WATER				
Fall/Trip Hazard Whilst Carrying Boats to Launch Rafts	Injury to rowers, spectators and or damage to boats	Low	Once boats have been rigged under the supervision of coaches, with safety checks of bow balls, foot straps, hatch covers & race numbers, crews are to carry their boats to the launch rafts on the WBSBC side through a non spectator space. There is a reliance of competency of Rowers and Coaches. Blades are to have been carried on shoulders with spoons forward and placed to the side of the rafts. A Crew Coach must be on hand to assist crews with Blades. British Rowing provides guidelines on lifting & carrying boats.	Low/Moderate
Collision Hazard when placing boats on the water adjacent to the rafts	Injury to rowers and or damage to boats, marshals or other athletes	Low	Prior to placing the boats on the water from the launch rafts, BR Umpires will complete a second safety check of bow balls, foot straps, shoes, hatch covers & Race numbers on boats and crews. Pontoon Marshals shall provide instruction to all crews about to boat and call them forward when safe to do so, keeping in mind more than one boat may be launching at a time. Place the boat on the water with bow ball facing upstream. Await further instruction from Marshals before pushing off.	Low
Leaving from Launch Rafts to join the Race Circulation Pattern	Injury to rowers and damage to boats, Umpire Launches	Low/Moderate	Pontoon Marshals to ensure no racing crews, Umpires launches on the downstream Course are closer than 200m to the Launch Rafts before calling for the Crew(s) to push off & join the circulation pattern, rowing diagonally across the river. No other crews boats, watercraft or Regatta launches are to be on the Bucks side of the Course, the river should be clear. Training of Pontoon Marshals to be completed no later than 3 weeks prior to the event.	Low/Moderate

REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
BOAT CIRCULATION PATTERN & MARSHALLING ZONES Distributed In Advance Prior to Race Day				
Collision Hazard with Boats, Marshalls, other Watercraft trees and waterfowl	Injury to rowers, damage to boats, injury to water birds	Low	Once boats have joined the Regatta Circulation pattern on the Bucks side of the river, they are to continue in single file heading upstream, with NO overtaking, No racing starts, NO race pace pieces. This is the Regatta NAVIGATION CHANNEL. Navigation buoys are clearly visible. Other watercraft will be making their way downstream and upstream, stay tight to the river bank, avoiding any overhanging trees, waterfowl or reed beds. On-water Marshals shall provide assistance and will give instructions as each crew makes their way to the turning point 100m downstream of Queens Eyot.	Low/Moderate
Turning Point: Collision Hazard with Boats, Marshalls, other Watercraft, trees & waterfowl	Injury to rowers & damage to boats.	Low	<i>NOTE: The Channels either side of Queen's Eyot feed & distribute from Bray Marina. Safety measures put in place with buoys, signage & Marshals</i> The On-water marshal will provide instruction on when to stop, move to the centre of the river and turn safely to join Marshalling Zone 1 on the Berks side of the river. A large navigation buoy shall provide instruction to on-coming watercraft. Under NO circumstances is any crew to make their way up either channel around Queens Eyot. Move forward in this Zone, adjacent to Bray Studios, keeping your Bow pointing toward the bank. Await further instruction before moving to Marshalling Zone 2.	Low/Moderate
Marshalling Zones: Collision Hazard with other Boats, Umpire Launches, over hanging trees and piers.	Injury to rowers and damage to boats, Umpire Launches, delay to race starts.	Low	Once marshalled in Zone 1 with the Bow to the bank, ensure you have paired up with your opposition in your boat class. Listen to marshals instructions to progress slowly downstream as required. Avoid entanglement with any low hanging trees. Keep outer clothing layers on. Once called to Marshal Zone 2, make your crew ready to race. Avoid Umpires launch and short pier at the start of this Zone. Slowly progress to the free start & listen.	Low

REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
RACE START				
Long Wait in Marshalling Zones Prior to Race Start	Dehydration, sunburn, hypothermia	Low. Will vary according to weather conditions in late June	Ensure all crews are adequate prepared for the amount of time they will spend on the water during their race Wave. Raft Marshals to check crews have the correct protection to match the weather conditions of the day. Especially for Coxswains. RowSafe provides additional information and details for Coaches and athletes. Club/event safety office to advise any adverse conditions prior to the event. Start Umpires to revise start order should this be necessary to avoid adverse weather exposure for a particular crew(s).	Low
DURING A RACE				
Incidents involving other crews	Injury to rowers & damage to boats.	Low	All Racing is carried out in accordance with British Rowing Rules of Racing and in compliance with RowSafe. All races are followed by a launch with qualified umpires and launch drivers. On-water Marshals shall also provide safety cover to avoid any other watercraft overhanging trees. No warm-ups on the Course. No practice Starts or Pieces on the Course.	Low/Moderate
Incidents involving obstacles, overhanging trees, Course line	Injury to rowers and damage to boats, delay to race starts	Low	The Race Course and Circulation pattern is distributed prior to the Event and available online. All coaches, crews and coxswains are to familiarise themselves with this prior to the event. Follow all instructions given by Race Umpires and on-water Marshals.	Low

REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
Capsize	Hypothermia, damage to boat, drowning	Very Low. Will vary according to weather conditions in late June	<p>Umpires and Marshals along the Course can provide assistance should a capsize occur. The risk is very low, but not impossible in a Quad, and Eight or an Explorer Touring boat.</p> <p>No athlete should take to the water without having successfully completed a Capsize safety drill with their Club Safety Lead. Rowsafe provides additional information and details for Coaches and athletes.</p>	Low
Strenuous athletic activity injuries, Cardiac Arrest	Injury to rowers, including muscle strain, muscle tear, over exertion exhaustion	Low	<p>All athletes should have been rowing and or exercising on a regular basis prior to agreeing to compete at the event. All athletes should complete a full warm-up prior to launching in a boat to race, with guidance provided by Club coaches & RowSafe. If necessary, the Club Safety Officer may require Alumni participants to complete a PAR-Q.</p> <p>Water Safety Medics and First Aid assistants are present on the water and by the boat house ready to assist in any medical emergency. The venue's DeFib to be clearly marked, recently serviced & ready for use.</p>	Low
RACE FINISH				
Boating Raft Collision, collision with other boats and other Watercraft	Injury to rowers and damage to boat	Low	<p>The Race Course and Circulation pattern is distributed prior to the Event and available online. All coaches, crews and coxswains are to familiarise themselves with this prior to the event. Follow all instructions given by Race Umpires and on-water Marshals. Raft Marshals shall provide additional Safety guidance should it be required as boats cross the finish line.</p> <p>Boats are to slow down once they have crossed the finish line, but NOT STOP until they pass the entrance of the Marina coming to a complete stop adjacent to the first Barge. Listen to the on-water Safety Marshal. Do not turn or cross the river until advised to do so. Buoys and signage advise other watercraft of the Course Navigation along the Bucks bank.</p>	Low/Moderate

REGATTA RISK ASSESSMENT

HAZARD	POTENTIAL OUTCOME	LIKELIHOOD	MEASURES TO REDUCE RISK	OVERALL RISK
RETURN TO RAFTS POST RACE				
Collision with other boats, Umpires Launches, other watercraft	Injury to rowers and damage to boats	Low	Marshals will advise when it is safe to turn and then make your way from the Berks side across the to the Bucks bank following a diagonal line. You will be joining the navigation channel and should listen to all instructions. Boats emerging from the Marina will sound their Horn, please listen, look, assess and then move across. Sit tight alongside the reed bank, ready to make your way to the embarkation rafts outside EERC. These are clearly highlighted in the Competitors Instructions document and should be familiar to all crews. Listen, look, assess and ensure no Racing Crews are within 200m of the Race Finish Line before progressing diagonally across the river. Raft Marshals will be on hand to assist with directions and landing.	Low
INCLEMENT WEATHER				
Squalls, heavy rain, sleet, snow, strong winds etc	Severe injury, death, damage to boats and structures	Low	Race Committee to assess weather and race conditions, then determine a suitable delay to the racing schedule. It may be determined further racing to be cancelled, or particular classes of boats at particular risk are cancelled.	Low
Lightning and Thunderstorms	Severe injury, death, damage to boats and structures	Low	Race Committee to apply 30sec/30min rule. When gap between lighting and thunder is 30secs or less, outbound rafts will be closed, races in progress to finish, follow the circulation pattern then return to rafts. Boats to be removed, placed on trestles. All spectators to move into the boathouse/clubroom. All clear will be given when time between lightning and thunder exceeds 30 seconds for 30 minutes. All blades to be left spoon down on the ground and are not to be held.	Low