

Scottish Rowing Regattas – Strathclyde Country Park

Alternative Arrangements Plan 2026

This plan details the criteria under which regattas at Strathclyde Country Park will be abandoned, suspended or altered, how and by whom related decisions will be taken, consequential actions to be taken, and the subsequent formats that the competition may take. This plan should be read in conjunction with the Safety Brief, Circulation Patterns and Risk Assessment.

Note that competitors/coaches, by means of a dynamic risk assessment, also have a responsibility to consider the ability of themselves/their crews to deal with adverse weather conditions.

1. Criteria for Abandonment, Suspension or Alteration

Parameter	Abandonment	Suspension	Alteration
Tail Wind / Head Wind	Base wind speed >18mph (F5), moderate waves and many white caps with no improvement forecast.	Base wind speed >18mph (F5), moderate waves and many white caps but with improvement forecast.	Base wind speed >12mph (F4), small waves and some white caps.
Wind from other directions	Base wind speed >18mph (F5), moderate waves and many white caps with no improvement forecast.	Base wind speed >18mph (F5), moderate waves and many white caps but with improvement forecast.	Base wind speed >12mph (F4), small waves and some white caps, or a crosswind generating unfair conditions across the racing lanes.
Lightning	Audible thunder within 30s of visible lightning with no improvement forecast.	Audible thunder within 30s of visible lightning but with improvement forecast.	N/A.
Reduced Visibility	Visibility of less than 500m with no improvement forecast.	Temporary reduction in visibility to 500m or less, e.g. due to heavy rain.	Reduction in visibility to less than 1000m but more than 500m.
Major Medical Incident	Major incident involving death or potential life-altering injuries.	Major incident requiring external assistance from emergency services.	N/A.
Major safety incident eg fire or security threat	Any event resulting in advice from the emergency services to clear the area for an unspecified period of time or to otherwise abandon the event.	Any event resulting in advice from the emergency services to temporarily clear the area or suspend the event for a short enough period of time which would allow the event to be concluded during the hours of daylight.	N/A.

Note: **All** criteria stated in each box above must be met for abandonment, suspension or alteration to be triggered.

2. Decision Making Process and Communication

Once any participant or official becomes aware of any circumstance which may require the abandonment, suspension or alteration of the event, this must promptly be notified to Race Control. This can be done by:

- visiting the Finish Tower in person
- reporting the circumstance to the Regatta phone (07429 883017)
- via an official with a handheld radio.

Race Control will immediately notify the Event Manager, Competition Safety Adviser (if on site/on duty), Race Manager and Senior Umpire in person, by radio or by phone.

In the event of a situation clearly meeting the criteria for abandonment or suspension as set out above, notably a major medical incident (afloat), lightning or any abandonment or suspension triggered by an external agency, Race Control shall immediately stop racing by broadcast over the radio. Race Control shall then invoke the follow-up actions as set out below.

In all other situations, after consideration by at least two of the following - Competition Safety Adviser, Event Manager, Race Manager and Senior Umpire - a course of action will be agreed upon. If available (either by telephone or in person), the Competition Safety Adviser shall have the deciding vote. If the Competition Safety Adviser is unavailable, the Senior Umpire shall have the deciding vote.

Note: Should North Lanarkshire Council (NLC) decide that racing must be suspended then this shall be implemented immediately.

Once made, decisions will be communicated based on the following cascade:

- **Race Control** – Competition Safety Adviser/Event Manager shall advise Race Control of the decision made and actions to be taken. This should take place in person but may also occur over the radio or by phone.
- **Officials** – Race Control shall communicate the decision and actions to the officials, including medics and safety boats, over the radios.
- **Competitors & Spectators** – Race Control shall instruct the commentary team to announce the decision and actions over the public address system. Race Control may also choose to communicate via any social media channels being used, e.g. WhatsApp.

3. Actions in the Event of Abandonment or Suspension

Exact actions will depend on the circumstances, but outline considerations will be based on the following:

- **Medical incident (afloat)** – In the event of a major medical incident that has resulted in abandonment or suspension of racing, the course is to be cleared as soon as practicable to enable responders to gain unimpeded access to the casualty location and the extraction point (normally the pontoons at the Watersports Centre). If racing has only been suspended, a restart shall only be considered once the Event Manager, Race Manager and Senior Umpire are satisfied that adequate safety and medical cover is available to support racing. Note: adequate safety cover includes the availability of NLC rescue boats and not umpire launches.
- **Tail wind** – Crews who are already close to the start may be permitted to race since this is the fastest way to clear crews from the further reaches of the loch. Races may be started early in order to clear the loch more quickly, and crews shall follow all instructions from officials. Crews who have not yet reached the 1000m mark, or those who have more than 20 minutes before their scheduled race time, should not expect to race and will be advised by officials and safety boats to turn into a specific lane and return to the finish.

- **Head wind** – Crews on the water are not likely to be permitted to race, as this would be directly into the wind. Crews will be asked to spin and return to the finish area, possibly being accompanied by safety boats depending on conditions. If asked to wait for a safety escort, it is imperative that crews follow such instructions.
- **Other winds** – In the case of a significant crosswind requiring abandonment, crews will be instructed by officials to return to the finish area in the most sheltered lane.
- **Lightning** – ROSPA advice is to get to the shore and off beaches as quickly as possible as water will transmit strikes from further away with studies showing that proximity to water is a common factor in lightning strikes. Crews already on the water shall follow the instructions of officials and get off the water and seek shelter as soon as possible. Officials and volunteers stationed on floating platforms will also require to be evacuated by the safety boats. No further crews will be allowed to boat and the pontoons must be cleared immediately. Any returning crews may use all four pontoons in order to clear the area swiftly. Oars should be carried horizontally to the ground and not up in the air. Competitors and spectators on the bank will be advised to take shelter in their vehicles or in the Scottish Rowing Centre and to stay away from all marquees, metal poles and trees, staying in shelter until 30 minutes after the last clap of thunder or flash of lightning.
- **Other situations** – All parties will be advised of actions required based on the specifics of the situation. External advice from emergency services to be followed at all times.

4. Restart Criteria

In the event of a suspension, the Competition Safety Adviser, Senior Umpire, Event Manager and Race Manager will monitor the situation to determine whether the conditions triggering the suspension may cease to apply, and it may be safe to restart the event.

After consideration of the situation, a restart may be recommended by any of the Competition Safety Adviser, Senior Umpire, Event Manager and Race Manager. The decision making process set out in Section 2 above shall be followed.

Prior to restarting racing, the Senior Umpire, Event Manager and Race Manager shall cooperate to establish a revised timetable of racing, which shall be communicated to competitors by Race Control.

No crews shall boat until Race Control confirms that all marshals and safety boats are in position.

5. Alterations to Competition

Parameter	Reducing boat types	Restricting participant types	Changing course length types
Base wind speed >12mph (F4), small waves and some white caps	Depending on conditions, smaller boats may be excluded.	Athletes who are not able to make good headway against the wind, e.g. Junior and Novice, may be excluded depending on conditions.	Course may be shortened by any amount depending on rowable conditions.
Crosswind generating unfair conditions across lanes			In the event of crosswinds giving rise to inconsistent conditions across lanes, the lanes in use may be changed or the format changed to time trials.
Reduced visibility of 500-1000m	Coxless boats may be excluded depending on conditions.	Junior and Novice participants may be excluded depending on conditions.	Course may be shortened by any amount depending on visibility at each end of course.