



## Junior Sculling Head at Dorney Lake

Friday 24 March 2017

Promoted under British Rowing's Rules of Racing

### Instructions to Competitors

The changes to racing made in 2014 proved to be successful and everybody will race two timed runs. All boats will warm up before their race in the warm-up lake, line up in race order behind the finish tower and then proceed as directed to the main lake where the first leg will start at the 1,900m point and finish at 100m, turn as in previous years and then race the 2<sup>nd</sup> leg from 100m to 1,900m.

#### General Instructions

1. Competitors are responsible for deciding, together with their coaches, whether or not they are competent to use the Rowing Lake and properly dressed for the prevailing weather conditions. The orderly boating time process and course circulation are designed to limit crew exposure when waiting in the marshalling area of the return lake before the start.
2. Please park only where directed even if it is not where you would like to be. Adherence to the road circulation on the attached course plan is essential. Cars staying on site will be directed to turn right through the gate, pass behind the start and park on both sides of the Drove way tarmac road surface to which the attendants direct them. A charge of £7 will be made for car parking – no exceptions other than minibuses and tow trucks. If just dropping off competitors at the ash tree, do as the attendants direct and drive out along the one-way system. **There must be absolutely no parking on grass areas.**
3. Please do not use the Boveney public car park next to the trailer field as it is not a Dorney Lake facility – anyone found doing so risks getting their crew penalised or their vehicle impounded by the authorities.
4. There could be as many as 100 trailers but the usual trailer park is to be only a rigging area. Trailers will be unloaded upon arrival behind the boathouse and towed away promptly to be parked closely under supervision partly off the Drove way behind the finish tower. When that is full, the remainder will park on the Arboretum Road beyond the ash tree. Those will leave the Boathouse road, drive out along the Island Road through the bridges and then turn back into the Arboretum Road for parking as directed. No wheels must be parked on the grass. Towing vehicles may stay with trailers on the Drove way and Arboretum Road. There will be no trailers at the Burial Mound or the Start end of the return lake. Please be courteous to the attendants and do as requested. Do not block roads as vehicles must be able to pass.
5. Coaches (but not minibuses) should leave the site until required via the Estate Road one way system and not attempt to turn on the grass. After the end of racing they may collect passengers at the ash tree dropping off point and leave the site along the Estate Road or along the main Arboretum Road if it is then clear.
6. For the avoidance of doubt, the usual main entrance road is the Arboretum Road and the centre road passing the ash tree on the lake side is the Estate Road and the one on the far side of the lake is the Drove way.
7. Rigging must be undertaken only in the specified areas but please be considerate to others.
8. Due to the anticipated wet ground conditions and lack of rigging spaces, club gazebos or tents can only be accommodated by arrangement on part of the Estate Road this year beyond the trade stands. No barbecues, tea urns or other cooking devices may be used anywhere.
9. Toilet facilities are provided near the boathouse and the spectator area. Competitors may change and shower in the boathouse and use those toilets. **Please note that the front staircase is to be used only as the entrance to and the rear stairs as the exit from the first floor.**



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- Owing to the high number of spectators expected, no cycling is allowed on the North side of the Lake or in front of the boathouse. Coaches on bicycles are allowed to follow their crews only on the South (Finish Tower) side of the course, and must follow the one-way circulation pattern; lower lakeside road going towards the start, high road going towards the Finish. Take care that there will be the occasional vehicle on the high Island Road going in the opposite direction.
- Coaches may accompany and support their crews during the race, but no megaphones or electronic communication device may be used. All J14 crews are expected to be accompanied to the turning point by a coach.

#### Registration

- There will be a registration desk in the first bay next to the Dorney Lake Reception office. All crews must register at least one hour before the Start of their Division. Numbers and pins will be issued in the CLUB REGISTRATION ENVELOPE. The "Empacher" bow slot number must be securely fixed with a split pin and the others pinned to bow's racing and splash tops. No number will be issued unless the entry is paid. There will be a charge of £5 for each bow number not returned or reusable.
- British Rowing cards must be produced at registration for any substitute not registered via BROE.

#### Racing Plan

- All crews will launch on schedule and turn straight into the return lake keeping to the cox's left of the central barrier for their warm up and then turn to line up in race order where directed behind the finish tower under the control of marshals. When called they will proceed through the bridge and turn into the lane to which they are directed to begin the first leg at the 1,900m mark and finish 100m short of the start pontoons. The second leg starts at 100m and finishes at 1900m and crews must keep paddling to clear the finish line. At the end of the first leg, crews should turn quickly into the lane to which they are directed but hold until called. The turn time is not included in the overall race time but any crew seen, in the opinion of the race umpires stationed at the turning point, to be deliberately delaying the turning process or jumping the call to start risk a time penalty.
- NB** – all crews will have the opportunity to warm up on the water in the return lake unless they are late. Coaches must ensure that boats are fully adjusted and crews have removed their extra tops before they leave the return lake to race. Any crew causing undue delay, in the reasonable opinion of the umpires, by not being ready when called to race risks time penalty or exclusion from the race.
- Times for each leg in each division will be added together to assess the crews overall time for the race.
- Once crews have finished racing they should clear the finish line and paddle straight back to the landing pontoon to which they are directed. Please ensure that your cox or steersman is awake to the danger of collision from behind.
- Details of boating, marshalling and racing are described below.

#### Boating

- Practice outings before racing will not be permitted.
- No crew will be allowed to boat until their number is called and must launch in the order called from the pontoon to which they are directed by the marshal.
- No crew will be allowed to go afloat without a boat number or before safety boats are on the water.



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22. Any crew attempting to go afloat or race without a British Rowing compliant boat ID risk incurring a time penalty. If they borrow a boat the ID must be given to race control to avoid mistaken identity and the bow number changed to the correct one.
23. Crews must follow the attached operational Circulation pattern at all times.
24. The Committee may change the Circulation Pattern or Race Pattern for safety if conditions deteriorate.

#### Proceeding to the Return Lake and Start

25. Crews leaving pontoons should immediately turn towards the return lake, pass through the wide bridge on the stroke or port side south bank side of the barrier, warm up towards the far end, turn and paddle back towards the Finish Tower on the North side of the return lake. At the Finish Tower, line up in number order facing the bridge and await instructions to proceed to the main lake.
26. Crews **MUST NOT** scull at full pressure anywhere in the marshalling or pontoon areas. Failure to observe this will lead to penalties. **Waiting crews to hold station facing the wind until called** and not drift into each other or the bank. The organisers accept no liability for damage.
27. Upon being called through the bridge to the racing lanes all boats must round the sand spin turn – **preferably by holding the inside sculls reversed and paddling only on the outer side.** Crews **MUST NOT** enter Lane 9 which is reserved as a safety lane for distressed crews. They must be in their allocated race lane ready to race by the 2000m line. It will be a running start and they must be ready to start immediately when instructed to paddle towards the start.
28. On being called to the start keep a distance of two clear lengths between boats. The Starter will say “Number...XX. Go!”. The Timing Point is about 25 metres from the Starter.
29. The start interval will be approximately 15 to 20 seconds (leaving 45 to 60 seconds between boats in each lane).
30. No crews should enter lanes 0 and 9 or 4 and 5 at any time unless in an emergency when they need to stop and / or clear the racing lanes.
31. At the end of the first leg each crew must move off the finish line without stopping, spin turn after the end buoy or marshal's launch, move across the lake without stopping, spin turn again moving into lanes 1, 2 or 3 as directed by the marshal ready for the instruction to start paddling again past the timing point.
32. At the end of the second leg no crew may stop but must move straight off the finish towards the pontoons as directed.
33. Crews being overtaken should move out of their designated lane, if it is safe to do so, and back in when clear. With the stagger in each lane it is unlikely that adjacent lanes will be occupied in line abreast but, if it should happen, safety is to be given priority and the overtaking crew may need to wait until there is room to pass. Umpires will be stationed along the course to instruct crews as necessary if required.



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34. All crews **MUST** obey any instructions from the umpires, who will be positioned at each 500m point down the course; failure to do so may result in a time penalty or disqualification.

RESULTS WILL BE AVAILABLE AS SOON AS POSSIBLE AFTER THE END OF EACH DIVISION AND DISPLAYED ON BOARDS AT THE OARSPORT TENT WHERE THERE WILL ALSO BE A PRESENTATION OF PRIZES AFTER PUBLICATION OF RESULTS. (If the winners wish to leave earlier please inform Race Control and they will be told if there is a problem likely to hold up publication of results.)

Refreshments will be available in the Lake View Room above the boathouse, and from the catering van near the reception office. Competitors may not consume their own food in the Lake View Room but may do so outside or in the marquee provided in the boat rigging area if weather conditions permit.

#### **Water Safety**

1. Please read the enclosed Safety Plan; it is provided for **your** benefit.
2. Five safety boats will be afloat during the periods when crews are afloat.
3. Crews **MUST** give assistance to any other crew that has capsized until a safety boat has arrived.

#### **First Aid**

Inter County Ambulance Service units with qualified first aid members will be located near race reception.

An Inter County Ambulance Service vehicle will also be available and parked near to the Boathouse apron. Any person requiring hospital treatment will be taken to Wexham Park Hospital near Slough.

#### **Welfare and Safeguarding**

Please read and make all responsible adults aware of the BR Welfare and Child Safeguarding Policy.

#### **Emergency Telephones**

These are located along the course side and spectators may call for assistance if they observe an accident.

**Emergency Number:** In the event of an emergency and calling from a mobile please call 07969 889 779

The Event Safety Advisor and Chairman of Race Ctte (Andy Crawford 07969 889 779) can be contacted at any time during the event on the number shown. The Event Welfare Officer (Laura Lion) either via Andy Crawford or via any Race Official/