



# OARSport

## Junior Sculling Head at Dorney Lake

Tuesday 13 March 2018

Held under British Rowing Rules of Racing.

### Instructions to Competitors

The race is two timed 1,800m runs on the main lake using 3 race lanes. Crews will warm-up in the return lake, and then line up in race order behind the finish tower under marshal control. When called crews proceed promptly onto the main lake, enter the lane allocated by the marshal and complete their first timed run towards the start. Paddle clear of the line, turn across the lake, follow marshal instructions to a new lane and complete the second run back to the finish on the North side.

#### General Instructions

1. Competitors with their coaches are responsible for deciding whether they are competent to race and properly dressed for the prevailing weather conditions. Every crew must know how to spin, back down and hold position in a strong wind and to respond immediately to instructions. Any crew seen to endanger themselves or others may not be permitted to race.
2. Allocated boating times and the course circulation will limit crew exposure when waiting in the marshalling areas.
3. 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 Droveaway tarmac road surface to which parking 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 or on the Island road near the Finish Tower.**
4. 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.
5. There will be up to 100 trailers but the usual trailer park is to be only a rigging area. Trailers must be unloaded behind the boathouse and towed away promptly to be parked under supervision partly off the Droveaway behind the finish tower. When 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 Droveaway 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 not block roads as vehicles must be able to pass.
6. 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 drop off point and leave the site along the Estate Road or along the main Arboretum Road if it is then clear.
7. For the avoidance of doubt, the main entrance road is the Arboretum Road, 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 Droveaway.
8. Rigging must be undertaken only in the specified areas but please be considerate to others.
9. Due to probable wet ground conditions and lack of rigging spaces, club gazebos or tents can only be accommodated by arrangement on part of the Estate Road beyond the trade stands. No barbecues, tea urns or other cooking devices may be used anywhere.



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10. 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 access to the first floor is only via the front staircase.**
11. No cycling is permitted on the north side of the main lake or around the boathouse, in the interests of spectator safety: **Crews being followed in this way may be penalised.**
12. Coaches on cycles may follow crews on the south (island) side of the main lake, but must follow the circulation pattern: use the lower lakeside road towards the start, the higher central road towards the finish. Be alert to occasional two-way vehicle traffic on the central island road.
13. No megaphones or electronic communication device may be used. All J14 and WJ14 crews are expected to be accompanied by a coach whilst warming up and being marshalled in the return lake.

#### Registration

14. 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. Crew numbers and pins will be issued in the CLUB REGISTRATION ENVELOPE. The "Empacher" bow slot crew number must be securely fixed with a split pin and the other two pinned to bow's racing and warm-up kit, so the crew's number is visible when marshalling and when racing.
15. 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.
16. British Rowing racing licences must be produced at registration for any substitute not registered via BROE.

#### Boating Plan

17. Practice outings before racing will not be permitted and no crew will be allowed to go afloat without a crew number or before safety boats are on the water.
18. No crew may go afloat without a British Rowing compliant boat ID or they risk incurring a time penalty. If they borrow a boat the ID must be given to race control and the bow number changed to avoid mistaken identity.
19. 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.
20. Crews must follow the attached operational Circulation pattern at all times.
21. The Committee may change the Circulation Pattern or Race Pattern for safety if conditions deteriorate.
22. All crews must launch on schedule and proceed through the wide bridge straight into the return lake keeping to the cox's left of the central barrier for their warm up.



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#### Proceeding in the Return Lake and to the Start

23. Crews entering the return lake will 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. All crews will have the opportunity to warm up in the return lake unless they are late.
24. 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.
25. 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.
26. Upon being called through the bridge to the racing lanes all boats must round the bend and 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.

#### Racing Plan

27. 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.
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. It is timed at the 1,900m mark and finishes 100m mark short of the start pontoons.
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 but hold station facing the wind until called.
32. The turn time is not included in the overall race time. 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.
33. The second leg starts at 100m and finishes at 1900m where the crew must again paddle clear of the finish line.
34. Times for each leg in each division will be added together to assess the crews overall time for the race.
35. Once crews have finished racing they should 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.



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36. 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.
37. 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.

#### **The Scullery Event Safeguarding and Protecting Children Policy**

Please read and make all responsible adults aware of the Scullery Event Safeguarding and Protecting Children 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 Committee (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/