



## Junior Sculling Head at Dorney Lake

Friday 22 March 2024

Held under British Rowing Rules of Racing.

### Instructions for Coaches and Competitors

#### Summary

1. The race is two timed 1,800m runs on the main lake each 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 (6, 7 or 8), 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 (1, 2 or 3), and complete the second run back to the Finish on the North side.
2. 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.

#### Opening and Parking

3. Please look at the attached Road Circulation plan. 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, the Island Road is between the Main and Return Lake, and the Droveaway is on the far side of the Return Lake.
4. The site will be open for trailer drop off after the Schools Head on Wednesday 20<sup>th</sup> March from 17:00 to 19:00, and on Thursday 21<sup>st</sup> March from 15:00 to 17:00.  
Turn right at the barrier and drive behind the Start Tower then along the Droveaway to the Olympic Terminal, the tarmac area behind the Finish Tower. Attendants will tell you where to park. After the end of racing these trailers will leave the site along the Island Road.
5. On Friday 22<sup>th</sup> March, the site will be open from approximately 06:45 until 18:45. If arriving earlier then go through the white gates and queue on the left along the drive to the barrier.
6. Trailers arriving on the day will be directed along the Droveaway to the Olympic Terminal (the tarmac area behind the Finish Tower) until that area is full. Then along the Arboretum Road to the Main Car Park near the boathouse until that is also full. Trailers arriving after that will be asked to park nose to tail along the Arboretum Road behind the bund (the embankment between road and lake). Towing vehicles may stay with vehicles. After the end of racing trailers will leave the site along the Island Road.
7. Minibuses will be directed to turn left after the barrier and park on the RH side of the Arboretum Road between the barrier and the Ash Tree. There is no charge for minibus parking. After the end of racing these vehicles will leave the site along the Estate Road.
8. **There is no space for spectator parking.** The Scullery understands that parents and grandparents are keen to support junior competitors but we just do not have enough tarmac for them to park. The grass areas used for parking in the summer at Dorney are out of bounds in March. If The Scullery has evidence that this restriction is being avoided or abused then entries from the club or school in question may be restricted in future years.



9. Car drivers bringing competitors and intending to stay on site will be directed to turn right after the barrier if parking space is available. They will pass behind the start tower to a paypoint near the end of the Island Road. A charge of £10 will be made for car parking – no exceptions other than regatta officials and towing vehicles returning to their trailer. Once through the paypoint, attendants will supervise parking along both sides of the Droveaway avoiding waterlogged ground. Note that it may be a 3 km walk from the parking area to the trailer park. Turn and drive out along the Droveaway when leaving the site.
10. Please contact us on [info@thescullery.org.uk](mailto:info@thescullery.org.uk) if a coach or parent bringing competitors needs a blue badge parking space near the boathouse.
11. If the site is full access at the barrier will be stopped. Car drivers bringing competitors will be directed into the Arboretum Car Park (to the right before the barrier). Competitors can be dropped off there but the car will have to leave the site. A shuttle bus will take competitors to the Ash Tree. They can be picked up from the Ash Tree after racing ends.
12. Car drivers dropping off competitors and intending to leave immediately will be directed to either the drop-off zone at the Ash Tree or the Arboretum Car Park (to the right before the barrier), depending on the time of day. They should leave the site along the Estate Road. Competitors can be picked up from either the Ash Tree or the Arboretum Car Park.
13. Coach drivers will be directed to the drop-off zone at the Ash Tree. They should leave the site along the Estate Road - we regret that there is insufficient space for them to park up on site. 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 – as directed by parking officials - along the main Arboretum Road if it is then clear.
14. Officials will not be allowed to use the Swamp car park - there's a clue in the name. The tarmac parking near the Finish Tower will be needed for those bringing radios and megaphones, refreshments, tea urns and so on. Windscreen passes will be issued to allow free parking on the Arboretum Road, behind the Start Tower or at the return / warm-up lake slipway.

#### **On-land**

15. Rigging must be undertaken only in the specified areas - please be considerate to others. The lawn to the north of the boathouse is strictly out of bounds.
16. There will be no club gazebos or tents this year. No barbeques, tea urns or other cooking devices may be used anywhere.
17. Toilet facilities are provided near the rigging area, on the south side of the boathouse and the spectator area on the north side of the lake. 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.

#### **Coaching and Cycling**

18. 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.



19. 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.
20. All J14 and WJ14 crews are expected to be accompanied by a coach at all times - whilst warming up, being marshalled in the Return Lake, and racing.
21. No megaphones or electronic communication device may be used.

#### **Registration**

22. 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 will NOT be issued before 07.15. 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.
23. No number will be issued unless the entry is paid.
24. Substitutes should be registered via BROE. Ask at the registration desk if you need assistance.

#### **Boating**

25. 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.
26. No crew may go afloat without a British Rowing compliant boat ID or they risk incurring a time penalty.
27. 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.
28. Crews must follow the attached Race Circulation pattern, unless otherwise directed by race officials. The Committee may change the Circulation Pattern or Race Pattern for safety if conditions deteriorate.
29. 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.

#### **Return Lake and to the Start**

30. 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.
31. 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.



32. 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.
33. 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 (6, 7 or 8) 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**

34. No crews should enter lanes 0 and 9 or 4 and 5, unless in an emergency when they need to stop and / or clear the racing lanes.
35. On being called to the start keep a distance of two clear lengths between boats. The Starter will say “Name, Number XX. Go!”. The Timing Point is about 25 metres from the Starter.
36. The start interval will be approximately 15 to 20 seconds for quads (leaving 45 to 60 seconds between boats in each lane). There will be a longer gap for octos.
37. The timing for the first leg is at the 1,900m mark and finishes at the 100m mark – short of the start pontoons.
38. 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.
39. 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.
40. The second leg starts at 100m and finishes at 1900m where the crew must again paddle clear of the finish line.
41. Times for each leg in each division will be added together to assess the crew's overall time for the race.
42. 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.
43. 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.
44. 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 and Prizegiving**

45. Provisional Results will be published on-line - on the website and Twitter - as soon as possible after the end of each division.
46. Names of winning crews will be checked against the list of names entered. Any crew found not to be as entered will be disqualified.
47. Prizes will be presented near the Oarsport Tent, once the results have been confirmed.

### **Food & drink**

48. Refreshments will be available in the Lake View Room above the boathouse, and from catering vans with Dorney concessions. Competitors may not consume their own food in the Lake View Room but may do so outside. There is a drinking water fountain in front of the boathouse.

### **Safety and First Aid**

49. Please read the attached one page Safety Plan; it is provided for *your* benefit.
50. Crews may need to give assistance to any other crew that has capsized until a safety boat has arrived.
51. Inter County Ambulance Service units with qualified paramedics will be located near the Registration Bay. Any person requiring hospital treatment will be taken to Wexham Park Hospital near Slough.

### **Safeguarding and Protecting Children**

52. All responsible adults should read the Scullery Event Safeguarding and Protecting Children Policy.

The Race Committee Chairman (Andy Crawford 07969 889779), Event Safety Advisor (Les Scrine 07795 801707), Event Welfare Officer (Laura Lion 07766 885682) can be contacted at any time during the event.