

Junior Sculling Regatta

Monday 4 May 2026

Held under British Rowing Rules of Racing
and in accordance with
British Rowing "RowSafe" guidance [2025 edition].



Safety Documentation

1. Overview
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Everyone on site should read the Safety Rules. Coaches and Officials should also read the Emergency Response and Alternative Arrangements Plans.

Collated by:

Les Scrine, Safety Adviser
28 March 2026

1. Overview

The Junior Sculling Regatta is a competition for junior scullers at Dorney Lake. Approximately 1,250 J14 to J18 competitors from 100 schools and clubs take part each year. Qualifying time trials run from 08:00 to approximately 12:30. Crews who qualify successfully then race 2000m in lanes from approximately 13:30 until 18:30.

There is no risk from passing vessels at Dorney and no risk of strong stream conditions. The site is professionally managed and the staff give advice on safety matters. Bad weather is often uncomfortable but seldom dangerous for an outdoor competition in the Thames Valley in early summer. Single and double sculling boats are, however, relatively exposed to windy conditions and rough water. Racing is limited to seven lanes, which the umpires and officials are comfortable can be safely managed on the water. The Race Committee will modify the racing arrangements if appropriate.

Boat movements on the water are covered by British Rowing's RowSafe guidance. RowSafe applies to all participants, who are responsible for following the recommendations set out therein. Competition marshals, umpires and officials will enforce or encourage safe behaviour in accordance with the British Rowing Code of Conduct.

The main risk off the water is a traffic incident. All drivers are reminded, in instructions and by signage, to comply with the traffic circulation plan and speed limit.

2. Safety Rules

These rules summarise how everyone is expected to behave to keep themselves and others safe. Competitors, crews, coaches, members or supporters of a club or school who wilfully disobey safety instructions shall be subject to disciplinary measures as indicated in BR Rules of Racing section 8-6.

1. Competitors and coaches must follow the instructions of Umpires and Marshals.
2. Coaches are responsible for deciding whether crews are competent to race. Every crew must know how to spin, back down and hold position in a strong wind. Crews and coxes must be able to respond quickly to marshals' instructions.
3. Competitors must ensure that their boats comply with the requirements set out in "RowSafe" and in particular the requirements concerning heel restraints, bow safety balls, watertight hatches and / or bungs, and boat ID codes.
4. Coxes must wear an appropriate buoyancy aid or life jacket when afloat, and know how to use it.
5. Competitors, coaches and officials should comply with national guidance on managing the risk of Covid transmission and British Rowing guidance on athletes' return to training after illness.
6. An ambulance with a paramedic and first aiders will be stationed by the Boathouse. Anyone injured on the water will usually be taken to the landing stages by a safety boat and transferred to the ambulance. The paramedic may make other arrangements in an emergency.
7. Notify the nearest official in an emergency. Radios will be provided to all umpires and marshals. Paramedic and safety boat crews monitor the radio traffic.
8. In bad weather the Race Committee may decide that it is unsafe to proceed. If boats are on the water when the event is stopped then crews will be directed to disembark as quickly as possible using all landing stages.
9. The Dorney Operations Manager will sound the lake siren for a major threat such as an armed person attack. Competitors should "Run - Hide - Tell". (Move rapidly to the safest nearby location, keep out of sight, and use your mobile phone on silent mode to stay in touch.) Everyone on site should follow the instructions of Dorney staff until the All Clear is announced.
10. Car drivers must follow the traffic circulation plan and comply with the speed limit.

3. Emergency Response Plan

This Emergency Response Plan defines the actions to be taken if a serious incident occurs. The content and ordering follow Chapter 4.3 of the RowSafe guidance. RowSafe 2024 notes that this plan should be implemented in a timely manner.

- 3.1. The first observer of any incident should raise the alarm by radio, telephone or through audible/visual means and proceed to take any immediate life-saving measures within their level of competence, do not put yourself at risk thus potentially compounding a problem.

Do not assume that others are dealing with an incident just because there are a lot of people about. Do not overcrowd the site, but do check that the occurrence is being managed. If you have a radio, listen out and make sure that Race Control is dealing with it.

The first radio-equipped regatta official to arrive at the scene is to take initial control of the incident and continue until relieved. As soon as immediate life-saving measures are in hand, make sure Race Control has been notified. The initial incident report should briefly include:

- Where.
- What has happened.
- The number of casualties.
- The severity of injuries.
- Any support required.

Race Control will take over as soon as an incident is reported. All other stations on the radio network are to minimise their traffic. Absolute priority is to be given to Race Control and those responding directly to the incident. Once Race Control advises radio silence then all stations are to strictly observe this.

In an emergency ring 999 and also alert the paramedic using the radio. Multiple 999 calls for the same incident are better than none.

Competitors injured on the water should usually be taken by rescue launch directly to the landing stages and transferred to the Ambulance adjacent to the boathouse. If necessary then the paramedic will instead bring the ambulance to the casualty on the bank or the slipway at the start end of the warm up lake. Competitors suffering illness or injury on land (beyond the usual blisters and other minor problems that parents and coaches can deal with) should be taken directly to the Ambulance.

The paramedic will arrange transfer to Wexham Park Hospital if appropriate. Such transfers may be carried out by NHS South Central Ambulance Service or, more likely, by a responsible adult taking the casualty to A&E in a private car.

- 3.2 Ambulances use the site postcode, SL4 6FJ, for route finding. The driver will assume that the incident occurred at the main boathouse unless told otherwise at the barrier at the top of the drive from the main gate. The casualty may be elsewhere on site, e.g. the paramedic may have moved him/her to the car park near the main gate. The Regatta Chairman, Safety Adviser and Dorney Duty Manager are in phone contact with the manager of the staff at the barrier.

The air ambulance (helicopter) uses what-three-words for route finding. The pilot will land on the Island Road near the Finish Tower (///bolt.cafe.frame) unless told otherwise. Alternatives are ///haven.duke.studio for the lawn by the boathouse reception or ///miles.added.hobby for the return lake slipway.

- 3.3 Refer to the Site Map. This shows the emergency access point at the main gate off Court Lane and the layout of roads around the lake.

- 3.4 Contact numbers for use in an incident are as follows:

Safety Adviser,	Les Scrine	07795 801707
Welfare Adviser,	Laura Lion	07766 885682
Chair of Race Cttee,	Di Graham	07920 401093

The Safety Adviser will provide a hard copy list of these and other useful phone numbers to the registration desk in the boathouse.

The crew contact details entered on the BROE2 system will be used to contact the adult responsible for any junior reportedly involved in an incident. Individual contact details for juniors will not be shared with the committee.

- 3.5 The First Aid Point is adjacent to the boathouse reception. The paramedic and two first aiders are based in an ambulance parked there. They have keys for access to additional facilities in the boathouse.

There are AEDs (defibrillators) on the wall of the boathouse by reception and in the finish tower, ambulance and two safety boats.

- 3.6 Safety boats taking injured athletes to the First Aid Point will use the landing ramp to the NE of the landing stages unless Race Control or the paramedic requests an alternative. The paramedic (who is in the radio network) will meet them there.

- 3.7 There are four safety boats. These will be positioned so that they can respond to incidents either during the race or in the passage to the start. Revised positions will be adopted if alternative circulation systems are put in place.

- 3.8 The majority of the marshalling will be done from the bank. Umpiring will be from launches. Refer to the Umpire Rota for marshalling and umpiring locations.

The first radio-equipped regatta official to arrive at the scene of an incident is to take initial control of the incident. Race Control will take charge once the incident is reported. See Section 3.1 above for further details.

- 3.9 Instructions for action to be taken in a fire are posted prominently throughout the boathouse and finish tower.

- 3.10 The competition offers Adaptive divisions but seldom has entries. If there are any entries then the races will be run in the lunch interval. The Safety Adviser will liaise with relevant officials before the event to confirm the arrangements for safety boat and first aid cover.

4. Alternative Arrangements Plan

This Alternative Arrangements Plan outlines the contingency arrangements for bad weather. The content and ordering follow Chapter 4.6 of the RowSafe guidance.

- 4.1 The Chair of Race Committee will appoint a Race Committee shortly before the competition. She will abandon, suspend or alter the competition if the Race Committee decides that it cannot safely continue as originally planned.

Racing is likely to continue as planned while:-

- wind speed is at most 18 mph,
- visibility is at least 100m, and
- there are no thunderstorms in the area.

Racing is likely to be abandoned, suspended or altered if any or all of these objective criteria are actually breached or are likely to be breached according to forecasts.

Wind speed 13-18 mph is observable as Force 4 on the Beaufort Scale, i.e. a moderate breeze. Wind speed 19-24 mph is Force 5, a fresh breeze with white horses appearing on inland lakes and small trees beginning to sway.

Air temperature, sunshine and rainfall are relatively unimportant for this event: competitors are not exposed to the weather for a prolonged period before racing. Tide and fluvial flow are not relevant.

The 30/30 rule will be applied if thunder and lightning develop. If closer than 6 miles (lightning /thunder gap < 30 sec) then racing will be suspended and crews taken off the water. Racing may restart after 30 minutes of no lightning/thunder.

4.2 Before the competition

The Race Committee and Safety Adviser will monitor the weather forecast and Met Office warnings in the days leading up to the competition. If the Race Committee decides that conditions are likely to prevent safe running of the competition as originally planned then it will cancel the whole competition or some events.

Before the start of racing

The Race Committee and Safety Adviser will confirm that water/wind conditions are manageable and that safety boats and ambulance cover are in place. The Race Committee will decide whether to go ahead as planned or make alternative arrangements before crews boat for the first time trial.

During racing

The Race Committee will monitor conditions throughout the day. It may decide to suspend racing at any time if it judges that conditions have become unsafe.

- 4.3. The Race Committee will make all decisions on the day if practicable. The Chair of Race Committee may make an immediate decision if she decides that time is of the essence.

4.4 Before the competition

The Chair of Race Committee will email the organising committee about cancellation or alteration and explain the rationale. The organising committee will in turn notify ECS, volunteers and contractors, The Secretary will post an update on the website. The Entries Secretary will email BROE2 contacts.

On the day

The Chair of Race Committee will tell all officials with radios about cancellation or alteration and explain the rationale. Race Control will tell the Registration Desk and Commentators, then announce the decision over the Dorney PA System.

- 4.5 If boats are on the water when the competition is stopped then all rafts will be cleared for crews to disembark. Boats in the return lake or on the course will be directed to proceed to the finish as quickly as safely possible.

The Race Committee may cancel races, adopt fast start procedures or otherwise amend arrangements if it judges that the timetable is slipping too far to catch up while stakeboat crews, safety boats and ambulance are present.

- 4.6 The competition will resume if/when the Race Committee is satisfied that water and weather conditions are manageable and confirmed that safety boats and first aid cover are in place.

5. Site Maps

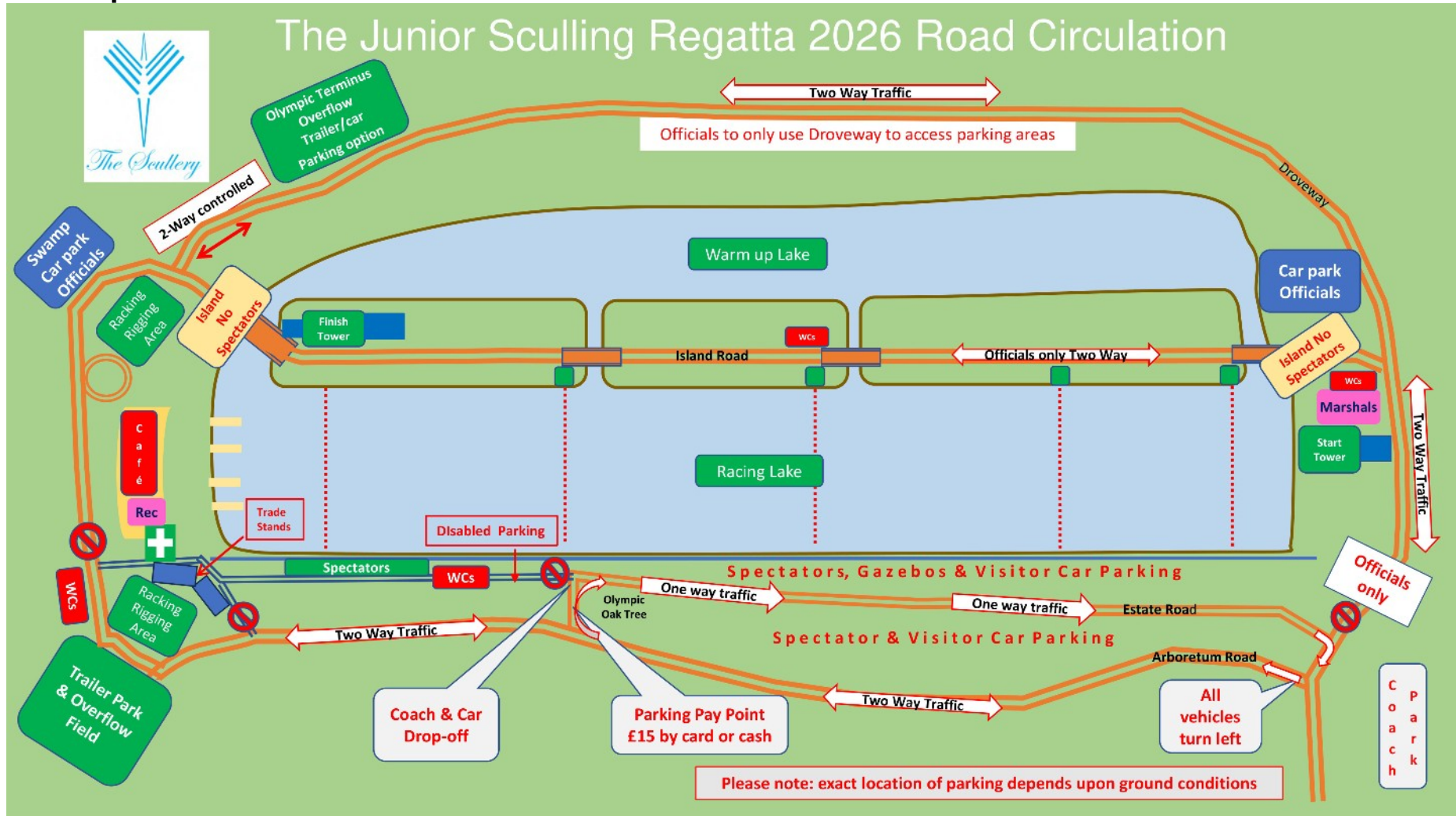


Figure 1



The Junior Sculling Regatta 2026 – Time Trial Circulation

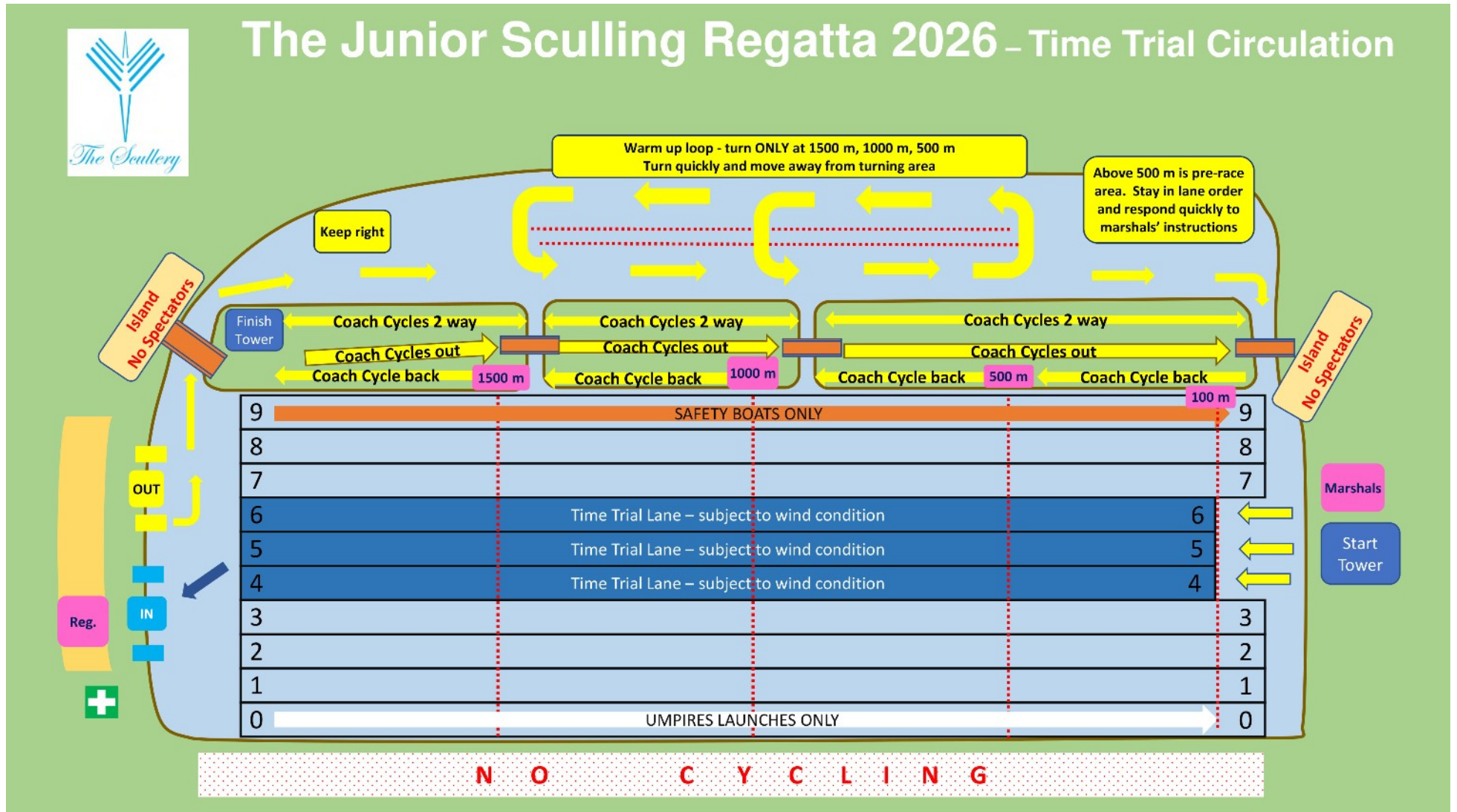


Figure 2



The Junior Sculling Regatta 2026 - Multi Lane Circulation

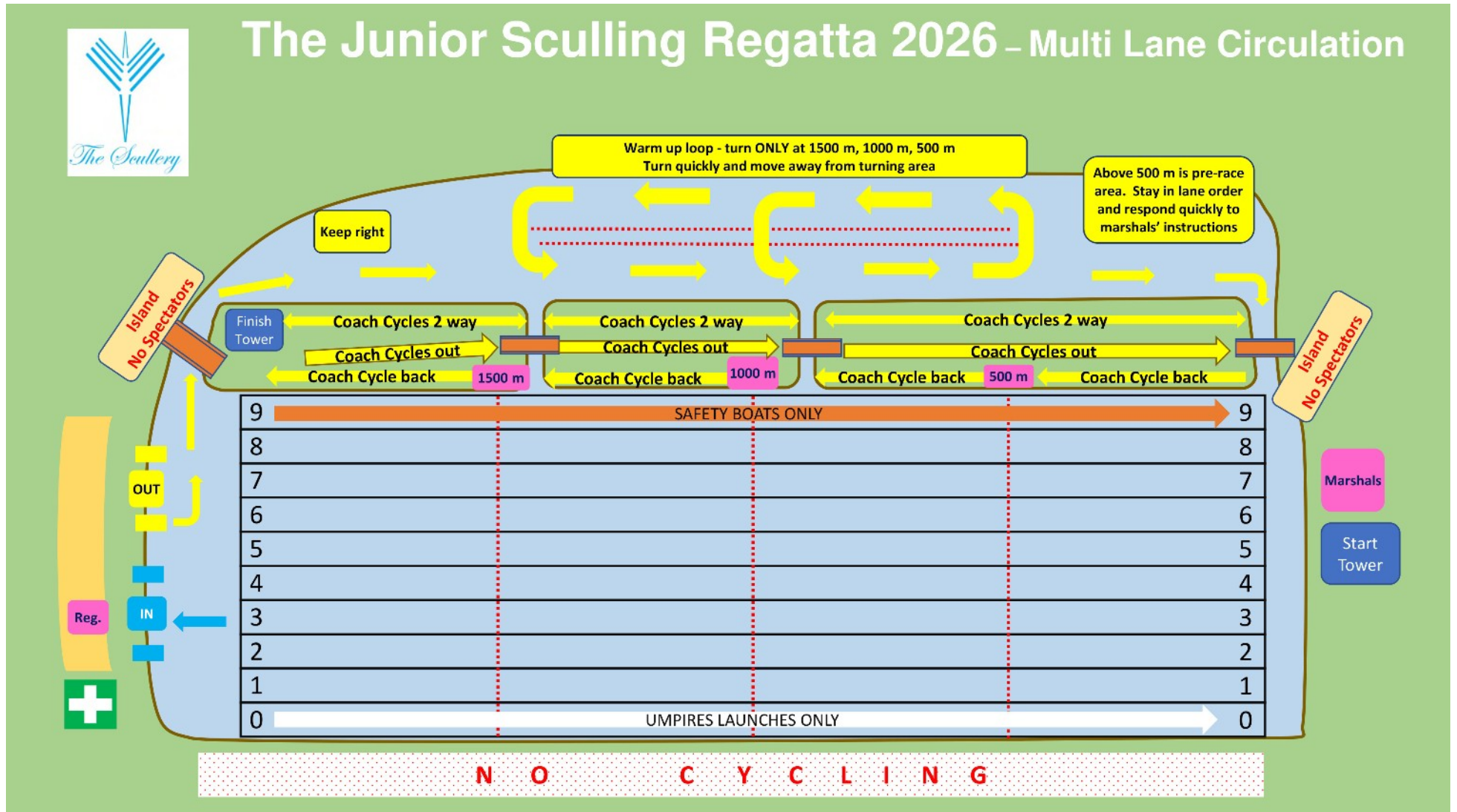


Figure 3

6. Risk Assessment

Refer to the Overview on page 2 for a description of the competition and other background information.

The tables below summarise the risks on the water, the risks run on land, and the serious incidents that have occurred in the past. The Junior Sculling Regatta has run at Dorney almost every year since 2016. Information on all incidents and near misses on and off the water are discussed by the Committee after each event with a view to learning lessons for the future and thus making the regatta safer.

Table 1

	Severity	Probability	Action
RISKS ON LAND - FIRE			
Fire in boathouse or finish tower	Harmful	Highly Unlikely	Marked Fire Exits & extinguishers
Fire not in boathouse or finish tower	Harmful	Highly Unlikely	Barbecues etc not allowed by ECS and smoking is discouraged by The Scullery.
More than five people on upper floors are unable to self-evacuate due to wheelchair use or other severe mobility issues.	Harmful	Highly Unlikely	Safety Adviser to ensure awareness among relevant officials and coaches of adaptive crews, if any.

Table 2

	Severity	Probability	Action
RISKS ON LAND - OTHER THAN FIRE			
Fatal illness	Very Harmful	Highly Unlikely	Paramedic and team present with ambulance. Location of defibrillators recorded in safety documentation.
Armed Person Attack or similar	Very Harmful	Highly Unlikely	Lake siren triggers site lockdown in accordance with the Dorney Emergency Response Plan. The Plan is based on NaCTSO and CPNI 'Run, Hide, Tell' Guidance.
Vehicle collisions with Pedestrians / Cyclists	Harmful	Unlikely	Traffic circulation is designed to minimise vehicle movements near pedestrians, subject to Dorney site constraints. Traffic and car parking are professionally managed.
Dangers from Electrical equipment, computers, generators, cabling (on ground and overhead.)	Harmful	Unlikely	There is a minimal amount of this type of equipment outside the Start Tower, Timing huts and Finish Tower. The Dorney Operations Manager liaises directly with contractors on safety and environmental precautions.
Thunder & lightning.	Harmful	Unlikely	Competitors and spectators are warned not to stand under trees by nearest official. They should shelter in vehicles or buildings. (See below for risk on water.)
Use of drones and cameras	Harmful	Highly Unlikely	Approved operator familiar with British Rowing guidelines and Dorney rules for Finish Tower rooftop. Safety Adviser reviews operator's risk assessment. Manage competitor opt outs per welfare policy.
Miscellaneous remote risks	Harmful	Highly Unlikely	Key volunteers and contractors are reminded about miscellaneous remote risks covered by disclaimers in ECS T&Cs and supplementary forms.
Collisions between pedestrians and crews manoeuvring on land.	Slightly Harmful	Likely	Provide Raft and Apron Marshals. The boat rigging and racking areas are clearly defined and supervised and separated from vehicle and trailer parking areas.
Bicycle collisions with Pedestrians / Cyclists	Slightly Harmful	Likely	No cycling allowed on apron or NE side of Lake.
Slips and trips, minor injuries during rigging etc.	Slightly Harmful	Likely	Coaches have basic first aid training. Paramedic and team present with ambulance.

Table 3

	Severity	Probability	Action
RISKS ON WATER			
Thunder and lightning.	Very Harmful	Unlikely	If closer than 6 miles (lightning /thunder gap < 30 sec.). Racing suspended. Crews off water. Resumed after 30mins of no lightning / thunder. (30/30 rule)
Risk of drowning as consequence of collision, swamping, capsize, or fall from raft.	Very Harmful	Unlikely	Safety boats in attendance. Sculling boats include quick release shoes and other safety features that protect competent swimmers in rowing kit in these situations per RowSafe 7.1. Coxswains (and others with heightened risk) are required to wear a life jacket per RowSafe 7.3.
Fog or heavy mist reducing visibility below 250m	Harmful	Unlikely	Race Committee will delay or abandon racing if it judges conditions to be unsafe.
Risk of swamping in rough water [white horses].	Harmful	Unlikely	Race Committee will delay or abandon racing if it judges conditions to be unsafe. If afloat, crews will be told to return to rafts by safest lane, with safety boats in attendance.
Equipment failure whilst on water.	Harmful	Unlikely	Crews are responsible for their own equipment but Control Commission may examine boats before launching. Use Lane 0 for return of crew with equipment or illness problems.
Long wait in marshalling area prior to start, giving risk of sunstroke or hypothermia.	Harmful	Unlikely	Raft Marshals to advise crews thought to have inadequate protection for the prevailing conditions.
Risk of injuries due to collisions between crews racing, preparing or cooling down.	Harmful	Unlikely	No pre-race training permitted and no crew allowed to boat until a safety boat is on water. Warming up will be away from racing crews in the Return Lake. No cool down.
Crew member falling ill/ sustaining injury whilst still in boat.	Harmful	Unlikely	Coaches train competitors not to lie down unless in need of medical attention. Umpire to call for safety boat, which then conveys casualty to rafts for medical attention. Lane 0 reserved for a distressed crew still able to move unaided.

Table 4

DATE	INCIDENT SUMMARY	LESSONS LEARNT
2019	Two juniors were diagnosed with Weil's Disease in the week after the JSR, one being in critical care in hospital. Their School believed initially that this was due to a bad drinking water supply at Dorney. This was eventually shown to be mistaken and both boys made a full recovery.	<ol style="list-style-type: none">1. Hygiene is always important around open water and coaches should drum in good habits.2. False information can spread quickly on social media.

7. Safety Plan

This Safety Plan describes how officials, participants and others should act in order to ensure a safe competition. The content and ordering follow Chapter 4.2 of the RowSafe guidance.

- 7.1 Refer to Figure 1 above for vehicle and trailer access routes, parking areas and boat rigging areas.
- 7.2 All drivers are reminded, in instructions and by signage, to comply with the road circulation plan and speed limit. Traffic will be managed by Portcullis, the preferred contractor of Eton College Services. The road circulation plan is designed by Wallingford Regatta.
- 7.3 Refer to Figures 2 and 3 above for hazards, navigation rules and circulation patterns. Emergency access points are described in Section 3.2 above.

The Safety Adviser will notify Thames Valley Police of the "upcoming static event in a public place" shortly before the competition.

- 7.4 Refer to Figures 2 and 3 above for the circulation pattern during racing.
- 7.5 Practice outings are not permitted on, or in the neighbourhood of, the course. Warming up is on land and in the return lake. Cooling down is not permitted on the water.
- 7.6 Crews racing in the afternoon are permitted practice starts and full pressure rowing if (and only if) safe to do so.
- 7.7 Refer to the Race Timetable for boating and race times.
- 7.8 There are four safety boats. These will be positioned so that they can respond to incidents either during the race or in the passage to the start. Revised positions will be adopted if alternative circulation systems are put in place.

Safety boats are provided and crewed by Cloud9 Pursuits Ltd, a contractor familiar with Dorney. The boats are type Rigiflex 300 or similar.

- 7.9 Marshalling will be done from the bank. Umpiring will be from launches. Refer to the Umpire Rota for marshalling and umpiring locations.

The timekeepers for the Time Trials will be positioned in the 100m hut and a mobile tower near the Finish Tower on the Island side of the lake. Timekeepers for the MultiLane races will be positioned in the 500m, 1000m, 1500m huts and the Finish Tower.

An ambulance with a paramedic and two first aiders will be supplied by MET Medical Ltd, a contractor familiar with Dorney. They will be stationed by the Boathouse with the ambulance remaining on site throughout racing. The paramedic crew monitors radio traffic.

The Drone Operator (Meadows Farm Studios) will operate the drone (which weighs less than 1 kg) from the Finish Tower. Take-off and Landing points are away from competitors and coaches. The pilots generally avoid overflying of competitors and coaches.

- 7.10 Umpires, marshals and safety boat crews will be briefed shortly before the competition. Timekeepers will be briefed separately.

Volunteers, officials and contractors must wear a life jacket or buoyancy aid when in a launch or supervising stakeboat teams on the start pontoons. They are encouraged to do so if based on the landing stages.

Race Control will manage the response to any incidents on the water. Refer to the Emergency Response Plan in section 3 for details.

- 7.11 Umpiring launches will have safety kits including throw lines.

The boathouse and finish tower are equipped with fire extinguishers.

The Ambulance and Safety Boats carry relevant safety equipment. AEDs (Defibrillators) are located in the boathouse (external wall by Reception), finish tower, ambulances and two of the safety boats.

- 7.12 Radios will be provided to all umpires, safety boats, paramedic and marshals in key locations. Other officials will communicate by mobile phone.

The boathouse frontage and lakeside area is equipped with a PA System for use in emergencies.

- 7.13 Trailers will be parked in the main car park and the overflow field behind it. Henley Contractors staff will supervise the trailer parking. Crews are expected to rig and de-rig their boats near their club or school trailer. They will carry boats and blades to the apron in front of the boathouse for launching.

- 7.14 All crews will launch and land from the pontoons in front of the boathouse, as directed by marshals.

- 7.15 The competition offers Adaptive divisions but seldom has entries. If there are any entries then the races will be run in the lunch interval. The Safety Adviser will liaise with relevant officials before the event to confirm the arrangements for safety boat and first aid cover.

- 7.16 Any incidents or concerns should be reported to the Chair of Race Committee or Safety Adviser during or immediately after the competition.

The Safety Adviser will collate relevant information about any incidents shortly after the competition. He will log details on the report incidents to the TRRC Regional Safety Adviser as appropriate, and log details on the British Rowing Incident Reporting system. He will alert the TRRC Regional Safety Adviser as soon as possible if an incident occurs that is likely to attract attention on social media. He will consider whether any incident is reportable to the Charity Commission.

The Chair of Race Committee will submit any control commission failure reports to BR Online Incident Reporting after the competition.