



Competitors' and Coaches' Instructions (2011)

We hope that all participants have an enjoyable visit to Wallingford Regatta. All coaches and competitors should read these instructions carefully as they will assist you in achieving a low stress day and getting the best value for the time you spend at the regatta.

Key Points

- It is your responsibility to ensure your equipment is in good order. This includes:
 - Bow balls, heel restraints, buoyancy compartments, lifejackets / buoyancy aids
 - Boat ID numbers – “temporary” insulation tape numbers are NOT acceptable
- There is **no cycling** on the spectator (north) side of the lake under any circumstances nor across the hard-standing in front of the boathouse. Cycling **is permitted** on the island but is restricted to two cyclists per crew.
- Crews will not be called to boat; races will be started without waiting for latecomers
- All coaches and competitors must be familiar with the circulation pattern. Note that the warm-up circulation pattern has changed from previous years.
 - Boats must STAY RIGHT in the warm-up lake
 - There is no empty lane between the two sides of the warm-up loop; coxes and steersmen must ensure they don't leave their lane at any time.
 - Boats must only turn at each end of the warm-up loop, and at the halfway point (1,000m). Turning anywhere else represents a significant safety hazard and is likely to attract penalties (including disqualification).
 - Crews should aim to arrive at the 500 m marshal 10minutes before their scheduled race time.

Car Parking and Trailers

Competitors' cars will be parked in the public car-parks alongside the course. Boat-trailers will be parked in the field beyond the normal boat trailer hard standing near the boathouse. Buses will be parked on the normal trailer hard-standing. Your club will have been issued with sufficient passes for you to park free of charge providing you car-share.

Dorney Lake does not permit the parking of any vehicles on the raised ground of Boveney Bund under any circumstances. Please note that if you disregard the car parking marshals in this regard you risk the imposition of penalties against your club and / or crews.

Please note there is no car parking overnight on Saturday, however trailers may be left in the trailer field at your own risk – please refer to map.

Coaches

For many of your crews it is their first regatta of the season and for some the first regatta they have ever attended.

Please make sure:

- Your crews arrive in plenty of time for their event.
- That their equipment is serviceable and safe.
- They must know how to back down and get attached to a start pontoon, and understand and have practised passing blades forward to their crew mates to maintain position on the start. (Crews have tried to get attached to pontoons bows-on in the past, please don't let your crew embarrass you or themselves by their lack of skill or expertise!) Crews should turn in their lanes no further than 50 metres from the start and back down taking account of start marshal's instructions. Wallingford Regatta strongly recommend that crews practice these important boat handling skills BEFORE they arrive at any regatta.

Equipment

Control Commission umpires may inspect your boat before you get afloat for compliance with Row Safe and the Rules of Racing. Boats failing these check will be prevented from boating until repaired. It must be understood that it is the responsibility of every **athlete, cox and coach** to ensure that equipment complies with the requirements of Row Safe and the Rules of Racing.

For example your boat must have correctly fitted:

- a **bow ball**
- the appropriate length **heel restraints**
- secure **rudder lines**
- and if built with enclosed compartments has ALL the **hatchcovers** and drainage bungs in place.

It is not the responsibility of Regatta Volunteers, Officials or Umpires to ensure your equipment is in good order – it is down to you.

Boat IDs – every boat competing at the regatta must have a boat ID number complying with British Rowing's requirements. These are:

- **Club three letter code plus three digit number**
- **6 cm high**
- **Plain sans serif font (e.g. Arial)**
- **Contrasting colour**
- **Both sides on the bow saxboards**

NB only pre-cut or pre-printed numbers are acceptable; DIY numbers made from strips of insulation tape are NOT acceptable, and crews with missing or non-conforming boat ID's will be given Official Warnings (as recommended by the Thames Region Umpires' Commission).

Cycling

Athlete and spectator safety dictates that cycling is only allowed on the island between the two lakes (Finish Tower side). Note that there is a one-way system for cyclists on the island and that a maximum of two cyclists per crew will be permitted to follow each race. (See map).

No cycling is allowed on the public (pedestrian) side of the lake under any circumstances NOR across the hard-standing in front of the boathouse in the launching and landing area.

Please cycle round the **back** of the boathouse to access the island.

Coaches or club members who infringe these rules may incur penalties including their crew(s) being disqualified.

Practice Outings

Practice outings on race day are not permitted. Outings before race day are under the rules of Dorney Lake. Please see the [Dorney Lake website](#) at or call them on 01753 832756.

Registration

There will be no need to register your crew on the day. **Crew numbers are being sent out in advance to the contact address on the entry form.** You MUST bring these numbers on the day, as replacements will not be provided.

Any crew changes or scratchings on the day should be made at Crew Control in the first bay of the boathouse as soon as possible.

Clubs who have had any entry turned down, may **with the permission of the Chairman of the Race Committee** substitute these oarspersons into racing boats beyond the normal 50% change restriction. This rule only applies to changes requested before race day.

Crews who scratch after entries close will not receive a refund of entry fees under any circumstances.

45 minutes before your race a representative should report to Crew Control to collect a lane number for your boat. You may not boat without your lane number. Your boat must have a number slot on the bow. If you are doubling up and races are close together please inform crew control when you register for your first race.

Coxes and Racing Licenses

Coxes must report to be weighed at Crew Control and must bring a lifejacket or buoyancy aid conforming to Row Safe, which they will wear on the water. NB coxes of "bow loader" boats must only wear MANUALLY INFLATABLE LIFEJACKETS. Coxes of these boats must know what type of lifejacket they are wearing,

A certificate will be issued showing if any deadweight is required. Coxes plus deadweight must weigh at least 55 kg for Open, J18 and J16 events, 50 kg for Women, WJ18 and WJ16 events and 45 kg for all J15 and J14 events. Deadweight must be carried safely and **NOT** attached to the cox. Deadweight may be reweighed after competing.

British Rowing Racing Licenses (points cards) must be brought to the event by all competitors (including coxes). Random checks will be made throughout the day. Winning crews will be required to bring their cards to the registration immediately after their final. Failure to do so will result in prizes being withheld and possible disqualification. The whole winning crew will be required to produce their licenses in person for their prizes to be awarded.

Rescheduling Races

Note that no races will be rescheduled – All declared doubling up and boat sharing has been allowed for in the timetable. At least 30 minutes has been allowed between races for all doubling up that we have been advised of. (We will refund entry fees of any crew where doubling up was advised to us that then causes a race clash).

Getting to the start

A circulation pattern has been established and is published along with these documents.

Crews will go afloat from the left-hand two pontoons as you look at them from the boathouse (ie those closest to the finish tower).

All crews must proceed with extreme caution under the bridge and into the warm-up lake. Keep to the RIGHT (as viewed by the cox). **[NOTE - THIS IS THE SAME as NORMAL RIVER NATIGATION, but is a change from the previous circulation patterns at Dorney Lake].**

IF YOU HAVE SUFFICIENT TIME, you may warm up by traveling around the loop, the limits of which are marked on the bank with orange circular signs. Take great care when turning to keep well clear of other crews – particularly if it is windy.

You must complete your warm-up and be under control of the marshals at 500 m, 10 minutes before your race. Crews should line up with Lane 1 at the front and be prepared to move promptly through the bridge when instructed. Listen to the marshals and be prepared to remove tracksuit trousers etc when given notice that your race is about to be called onto the start.

Note that we have to get 6 or 7 crews through the bridge every 5 minutes all day so you must follow the marshal's instructions promptly. Crews for Lane 1 and 2 should be adjacent to the bridge with the other crews in the race, close behind.

Once under the bridge you should proceed across the lake to your lane and turn within your lane WITHIN 50 METRES OF THE START. You should then back down promptly onto the stake-boats. There will be marshals on the start pontoon to help you – please act PROMPTLY to their instructions – do NOT drift aimlessly.

Wallingford Regatta has published guidance to help crews get attached promptly at the start. As the biggest single cause of delays in the race programme is due to crews taking too long to get attached, it is very strongly recommended that all coaches, coxes and steersmen take the time to read and understand this simple but useful advice. The document is available on the regatta website..

Racing

During racing, crews must stay wholly within their lanes. All races will be launch umpired. To warn a crew the Race Umpire will hold up a WHITE flag, name the crew and will instruct the crew in which direction to move by pointing the flag in that direction. NB in bow-coxed fours, the crew member at bow MUST relay these instructions to the cox, who cannot see the flag signals. If the Race Umpire needs to stop the race, he will ring a bell, wave a RED flag and instruct all crews to stop. Crews must stop immediately and wait for further instructions. Crews ignoring any instructions from any Regatta Official may be penalised, and for serious offences risk disqualification.

Cool-down and return to the Boathouse

After your race return to the incoming rafts (the two rafts furthest away from the Finish Tower). If you need a more extended cool-down, turn after the finish at 2000 m, cross back to lane 9 and return towards the start. However you must not go past the 1750 m marker before turning and crossing back to lanes 1-4 again. Again the turning point is marked on the bank with an orange circular sign. A marshal will also be located at this point to ensure that you do not interfere with any races on the course.