



## INTRODUCTION

Welcome to Wallingford Regatta 2024. We anticipate a busy race schedule, and we hope the weather will be kind to us. The Organising Committee has worked hard to ensure we have plans to deal with most eventualities, but you have a crucial role to play in contributing to this. We ask all coaches and competitors to read, understand and act on these simple instructions to ensure that your crews can have a safe, enjoyable and successful regatta.

## SAFETY NOTICES/EMERGENCIES/FIRST AID

First aid/ambulance posts will be located in front of the boathouse near the Crew Control area and at the start end of the lake. Safety boats will be on the water to provide support and to transport injured athletes to the first aid posts.

In the event of an emergency or for safety notices or for major changes in racing, Regatta Control will use the Twitter account [#REGATTARESULTS](#) to notify coaches and competitors. Notices will also be relayed over the PA system (only in spectator area at finish) or paper copy changes on notice boards next to the registration area. Alternatively, you may also contact a Regatta Official at Crew Control located in the main Dorney Lake boathouse.

## INFORMATION FOR COACHES

For many crews this is likely to be their first regatta of the season and for some it may be the first regatta they have ever attended (although we would urge coaches to think hard before entering crews who have had no prior regatta experience; there are no novice events). Also due to river conditions this year there has been very limited on water time for a lot of clubs.

Please ensure that:

- Your crews collect their bow number and go afloat in plenty of time for their race
- Their equipment is safe and complies with RowSafe Section 7.1 Boats and Blades, and they have fully checked it before heading to the outgoing raft
- The crew and cox/steersman are experienced in attaching quickly to stakeboats even under cross-wind conditions
- They are wearing appropriate clothes for the weather conditions
- Every competitor, except coxswains, must wear the racing strip of the club he/she represents. Crews must wear a uniform racing strip.
- The race number must be securely attached (pinned at all four corners) to the crew member sitting in bow and be clearly visible to regatta officials during warm up AND racing.

## CAR PARKING AND TRAILER PARKING

Trailer parking access is available on Saturday afternoon from 15.00 to 17:00, and again from 06:30 on Sunday. Please park trailers in the back field (Boveney field) and not on the tarmac area at the entrance to this field. Marshals will be on hand to advise you.

Unless otherwise notified, car parking for competitors and spectators shall be on the grass banks to the north of the course between 500m and 1000m from the start. Only trailers shall be allowed past the ash tree at the 1500m mark. Each club contact will be issued with an online code to enable competitors to download a set number of car park passes, which are



bar-coded and can only be scanned once on the day. There is no car parking permitted along the approach road to the lake or next to spectator/club gazebos. Crews from clubs that choose to ignore these parking restrictions will not be permitted to collect their bow numbers which may mean they miss their race.

Car parking charges for extra cars will be £10 if purchased in advance online or £20 on the day. Both cash and card payments will be accepted.

Parking at the start of the course is for regatta officials only.

Coach parking is available offsite in Windsor. Local parking charges apply.

These instructions may possibly change due to ground conditions on the day; please follow marshals' instructions on the day, even if they are not as expected.

A map of the Dorney Lake site is available on the Regatta [website](#).

### CREW CONTROL / REGISTRATION

Crew numbers will be ready for collection at the Crew Control desk (first bay of the boathouse). A representative of each club should collect **ALL** the numbers for their club at the same time. Crew numbers will only be released when all crew details and any outstanding payments have been dealt with.

Any crew changes or scratched crews on the day must be made at Crew Control, or via text to 07769 299259 with crew number and TLA (three letter abbreviation) as soon as possible. Random crew checks may be conducted during the regatta. Crews found to have raced with ineligible members or undeclared substitutes **WILL BE** disqualified, and if this affects winning crews they will be required to return their trophies and pay for a replacement set for the new event winners.

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

Approximately 50 minutes (or 8 races) before your race, a representative should report to Crew Control to collect a bow number for your boat. Please bring your crew number which has a barcode on the back for scanning. You may not boat without your bow 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

Coxes must report to be weighed at Crew Control and must bring a lifejacket or buoyancy aid conforming with RowSafe requirements, which they will wear on the water. N.B. coxes of "bow loader" boats must only wear MANUALLY INFLATABLE LIFEJACKETS (Rules of Racing 7-2-7a and RowSafe section 7.3). A certificate will be issued showing if any deadweight is required.

Coxes plus deadweight must weigh at least 55 kg for Senior Open, J18, J17 and J16 events, 50 kg for Senior Women, WJ18, WJ17 and WJ16 events and 45 kg for all J15 and younger events (Rule 7-2-7d).



Deadweight must be carried safely and not attached to the cox. Deadweight may be reweighed after competing. Most coxes have a pretty good idea of whether they will need deadweight; we recommend coxes bring weights with them. Please do not “borrow” stones from the banks of the lake.

### RACING LICENCES

All competitors (including coxes) shall carry their British Rowing Racing Licence with them. Any competitor who cannot produce this document when requested by a Regatta Official may be disqualified. Random checks may be made throughout the day.

Winning crews will be required to bring their licences to Crew Control 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 licences in person for their prizes to be awarded.

### EQUIPMENT

Control Commission Umpires may inspect your boat before you get afloat for compliance with RowSafe. Boats failing these checks will be prevented from boating until repaired. It must be understood that it is the responsibility of **THE CREW** to ensure their boat meets the required standard. Races will **NOT** be delayed for equipment failure.

All boats must have:

- A bow ball – not perished, and firmly attached
- Independent heel restraints on each shoe which prevent it from rising above the horizontal. The heel restraint should be in working order and the foot release must be self-acting and not require the intervention of the athlete or a rescuer.
- If built with enclosed compartments, all hatch covers and bungs must be in place
- A six-digit boat I.D. – torn strips of insulation tape are **NOT** acceptable. (Rules of Racing 7-2-9f)

To ensure that you are not delayed at Control Commission, please make sure that **YOU** have properly prepared and checked your boat **BEFORE** taking it from the boat park to the boating area.

### PRACTICE OUTINGS

Practice outings during the regatta are not permitted. Crews wishing to practise on the lake before race day must make their own arrangements with Dorney Lake (tel: 01753 832756).

Crews competing at the regatta may not boat on the River Thames, as neither the regatta organisers nor Dorney Lake will take any responsibility for accidents or incidents off the lake, and no safety cover is provided on the river.

### GETTING TO THE START



A [course map](#) is available on the Regatta website.

Crews will go afloat from the left-hand two rafts as you look at them from the boathouse (i.e. 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).

If you have sufficient time, you may warm up by travelling around the warm-up loop in an anti-clockwise direction (towards the start on the island side, towards the finish on the nature reserve side). Crews may only turn at each end of the warm-up loop (500 and 1500 m) or in the middle of it (1000 m) Turning elsewhere is not permitted as it creates a risk of collision. Stay out of the empty lane in the middle of the warm-up lake.

You must complete your warm-up and be under control of the marshals at 500m 10 minutes before your race; do NOT expect to be called – you need to know when your race is. Crews should line up in lane order and be prepared to move promptly through the bridge when instructed. Listen to the marshals and be prepared to remove warm-up kit swiftly when given notice that your race is about to be called onto the start.

Once under the bridge you should proceed across the lake to your lane and turn within your lane, **WITHIN 50 METRES OF THE START**, taking account of the wind direction if it is windy. You should then back down promptly onto the stake-boats.

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, practise and understand this simple but useful advice before the event. The document is available on the Regatta [website](#).

The Regatta runs to a tight race timetable and therefore races will not be held for late-comers. Crews are expected to be able to attach to the start and get straight promptly, even under difficult weather conditions. If a crew requires more than two attempts to get attached to the start rafts and get straight or is in any way delaying the race unnecessarily then that crew is likely to be disqualified. Attaching to the start is an essential skill for multi-lane racing and it is expected that crews will have been properly coached in this regard. The Starter's decision on a crew's competence to attach or race is final. Any disqualified crews will paddle to the finish in Lane 1, moving into Lane 0 AND STOPPING if the race approaching should catch up with them.

## RACING

During racing, crews (boats and blades) must stay wholly within their assigned 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, they will ring a bell, wave a **RED** flag and instruct all crews to stop. All 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 2000m, cross into lane 9 (DO NOT ROW UP THE COURSE) and return towards the start. You must not go past the 1500m marker before turning and crossing back to lanes 1 - 4 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.

If a race approaches as you are cooling down, it is good race etiquette for you to **STOP** and wait for the race to pass. Even in perfect water conditions, the wash from a boat cooling down will spread across the racing lanes and could have an effect on racing crews.

Please remove all blades, kit and water bottles from the rafts as swiftly as possible. NB Every year we throw away countless half empty sports drinks bottles. Please take these home with you.

### WITHDRAWALS FROM FINALS

Crews withdrawing from a morning event after racing their heat must provide an adequate medical reason to do so; this may be required to be validated by the Regatta Medical Officer. In the event of a crew withdrawal, the Race Committee has the right to disqualify all athletes from racing in the afternoon division if it is felt that the spirit of the sport is not being followed.

### RESCHEDULING RACES

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 where we have been advised of doubling up.

In the event of scratched crews creating unbalanced heats, the Organising Committee reserves the right to re-draw the affected race(s). Where possible, re-draws will be announced before crews collect bow numbers, but there may be occasions where a re-draw has to be done after some or all crews have gone afloat.

### CYCLING

#### **Please follow one-way system on island**

Coaches and supporters wishing to follow races by bike, may do so only on the island (Finish Tower side of the course), and must follow the sign-posted one-way system (Start to Finish – follow road next to the main lake, Finish to Start take upper road on the island or alongside the warm-up lake if coaching a crew). NB official vehicles use the upper road in both directions.



Coaches and supporters following races on bikes are reminded that it is unsafe to attempt to film races whilst cycling one-handed.

At the start bridge, please keep on the cycle path side of the bridge (nearer the main lake) and leave the roadway clear for official vehicles.

No pedestrians are allowed on the island. Those choosing to ignore this instruction do so entirely at their own risk.

**No cycling permitted through spectator areas or in front of the main boathouse**

Cycling in and around the main spectator side of the course, or across the front (lake side) of the boathouse is not permitted. Cyclists must either push (not scoot) their bikes in these areas, or cycle (with due care and obeying any one-way systems) on the main roads through the car park and round the back of the boathouse. The instructions of the Car Park Marshals or other Regatta Officials must be obeyed at all times.

Cyclists disregarding these rules may be asked to leave the regatta site, and their crews or clubs may be penalised in accordance with Rule 8-4 Unsportsmanlike Behaviour.

**PRIZE-GIVING**

- The trophy tent is located on the grass by the boat racks and main boathouse.
- Prize-giving will take place from 2pm in the Trophy Tent.

**LITTER**

We are obliged to leave Dorney Lake in a tidy condition. Litter bins are located along the banks of the course, in car parks, by the boating area and in the trailer park area.

Collecting litter after the regatta takes the regatta volunteers many hours at the end of a very long day. Please help us by using the litter bins provided or taking your litter home with you.

*Thank you and we hope you enjoy a good day's racing!*