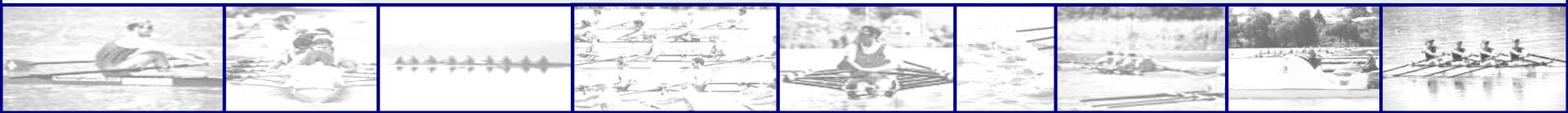


Is your Crew Regatta-Ready?

Checklists for coaches and crews.

Updated 10/2017.



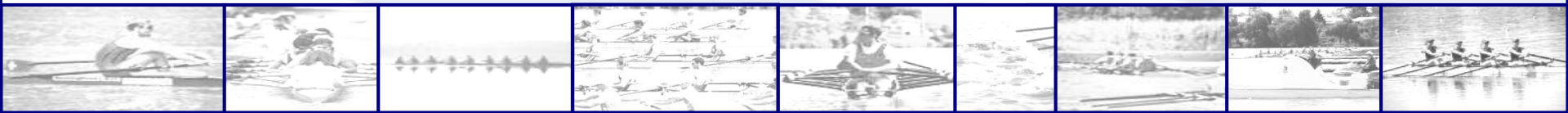
Race Day.

This is why we need umpires

- <https://www.youtube.com/watch?v=mCgVCV8pCbQ>

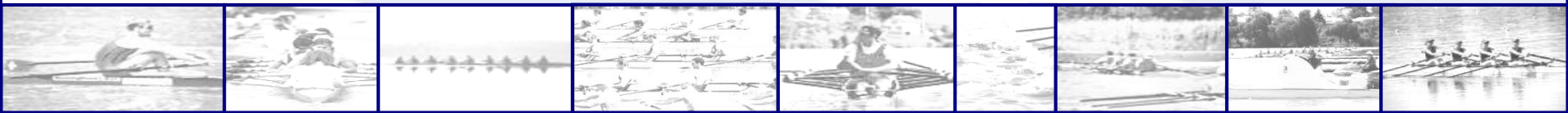
This is why we need you to listen to umpires

- <https://www.youtube.com/watch?v=iypQTeecoGQ>



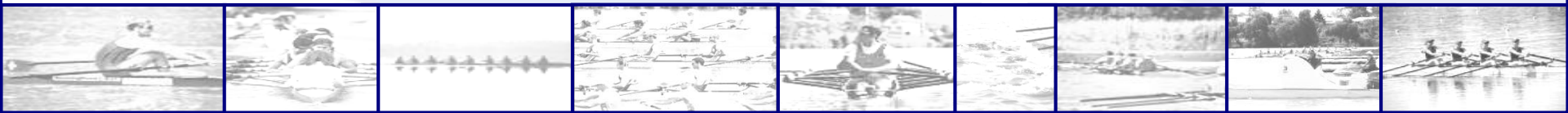
Before the Regatta Day.

- Plan your competition season well in advance. The Club Captain or School Director of Rowing will do this for you in outline, but your task is to attend to the detail.
- When you know the Timetable early in the week, think through the implications for boat sharing if this applies to your crew. Negotiate with the sharing crew's coach.



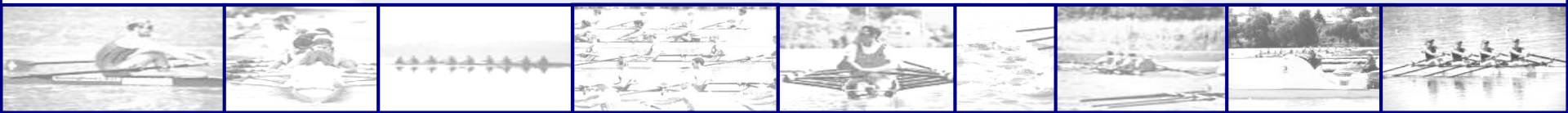
Arrival Times.

- Having read the regatta timetable, carefully plan your arrival time at the regatta venue.
- Allow plenty of time to rig your boats properly and without rushing, to orientate your coxswain to the course if you have not been there before, and to weigh in your coxswain if necessary.



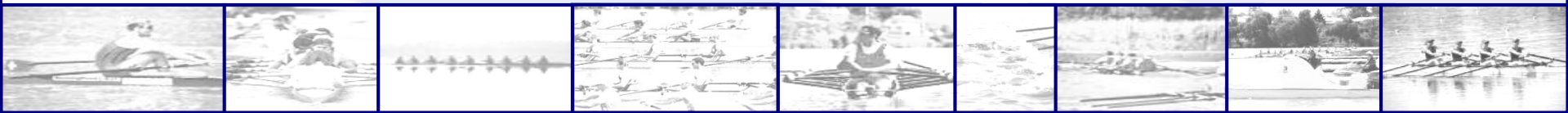
Crew Changes.

- You are allowed to change up to 50% of your rowers from the names originally entered.
- The earlier you advise the Regatta Secretary, the better it is, but changes must be advised 1 hour before you race.
- Failure to advise crew changes may lead to removal from the race.
- Accurate Status records depend on changes being recorded properly.



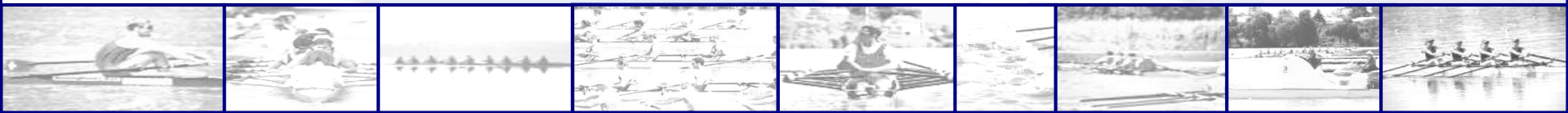
Scratchings.

- Scratchings must be advised to the RV Office and the Regatta Secretary by 2.30pm on the last working day before the regatta to avoid a fine.
- Otherwise, do it as early as possible on regatta day, the late scratching fee is \$100.
- Failure to show up for your race will incur a fine of \$200.
- Always check whether there have been any scratchings that might affect your crew: Opponents, Lanes, re-drawn Heats.



Uniform.

- Uniformity applies to the zootie or tops and shorts, and to headwear.
- If a crew member wears visible undergarments under their racing uniform, then the garment worn by those crew members must be identical in colour. The sleeve or leg length of the garment may vary between crew members.
- It means that if one crew member has a long-sleeve top on **under the zootie** then all crew members wearing a top must have the same colour top. Don't mix colours.
- **Caps** are not compulsory for any or all crew members, but **if worn** they must also be uniform.
- Coxswains may wear extra items of their choice. The outer garment must be the registered colours of the Cub/School.



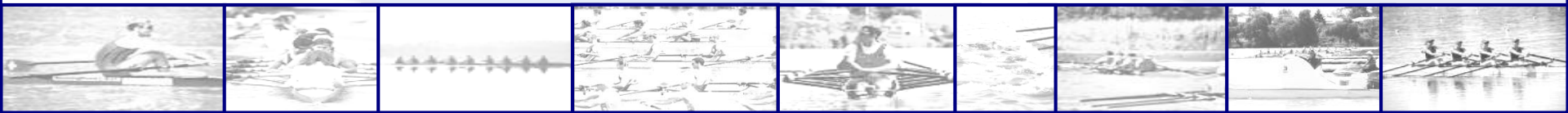
Identifying Crew Numbers.

- The regatta software assigns each crew in each race an Alpha-Numeric bow number. The letter is the same for the crews in a particular race. The number indicates the lane draw.
- This bow number **must** be carried, so you need a holder bracket fitted at the bow.
- You lodge a \$10 deposit when collecting the number, and it is returned to you after the race. This can be a job for the coxswain. It helps the organisers if you have the correct money.
- Bow numbers can be collected no more than 45 mins prior to your race, as they are recycled for other races.



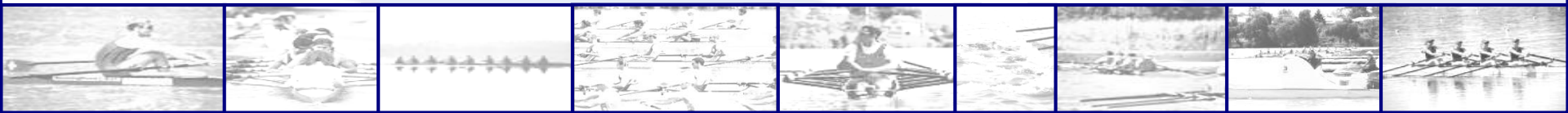
Equipment Checks.

- Check over your boat before launching. This covers rigger bolts, steering cables and the rudder. Breakages can ruin your crew's day at the regatta.
- Consider giving your coxswain a shifter, rigger bolt spanner and screwdriver (plus Ventolin inhaler?)
- A 40mm white, solid rubber bow ball **must** be in place on all boats, for safety reasons. You will not be allowed on the water, or to race, without one.
- Foot stretchers must comply with all safety requirements. Where shoes are fitted, the heels **must** be tied down correctly (when the heel reaches the horizontal position the foot will be released from the shoe) and the release able to be done with one hand.



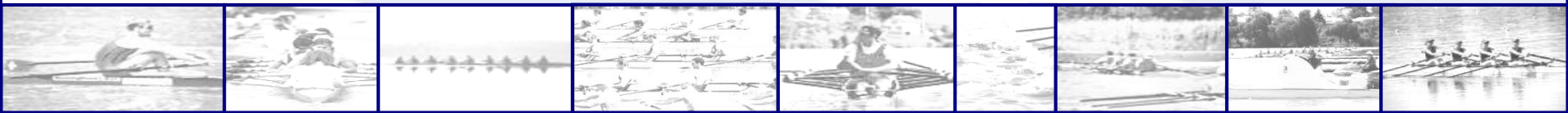
Launching Time.

- Time your launching to allow for congestion at the landing or on the course on the way to the start.
- For a held start you need to be attached to the boat holders **2 minutes** before the start time.
- For floating starts you need to be in the vicinity of the start and accessible to the Start Marshal **5 minutes** before the start time.
- **Always assume the regatta is on time.**



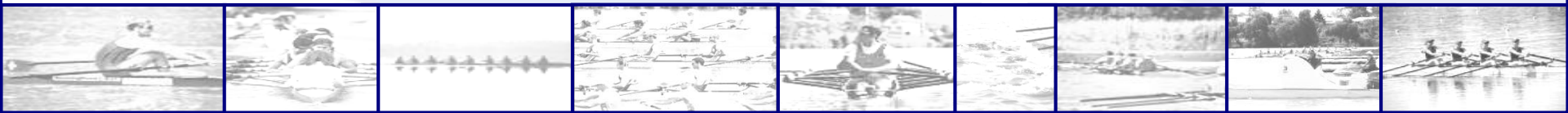
Movement to the Start.

- Know your crew identification as it is listed in the program; Club – Stroke eg: Carey - Smith, Carey-Jones...).
- Know your **RACE NUMBER**.
- Know your **LANE** draw: who is in your lane in the race ahead of you so that you line up behind them, and who are in the lanes either side of you in your race.
- Know the **COLOURS** of the opposition.
- Warm up only in designated areas, if available at the venue. **No practice starts or hard work in the access lanes, marshalling area or vicinity of the start.** Penalties may apply – including removal from your race.



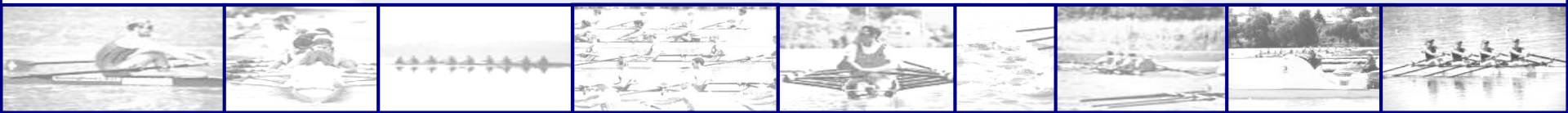
Marshalling.

- Last minute instructions from a coach only delay the start. Coaches need to be silent once your crew has been called up or instructed by the officials.
- Crews must respond directly to the Marshal's instructions, rather than wait for the coxswain to relay it to the crew.
- Crews should acknowledge that they have heard an instruction: by voice or by a hand signal.
- Be prepared for possible late changes in the draw caused by scratchings or non-appearances.



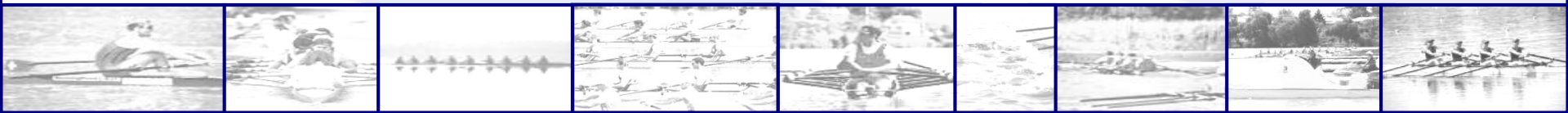
Lining Up at the Start.

- Crews in a given race should keep line abreast as they move up to a floating or toggle start.
- Move up at a sensible speed. In headwind conditions 'tapping lightly' may not be enough: use the slide.
- Position the boat in the middle of its lane in still conditions.
- Don't be too close together laterally to crews in adjacent lanes: clashes of oars are not much fun and false starts delay the regatta.



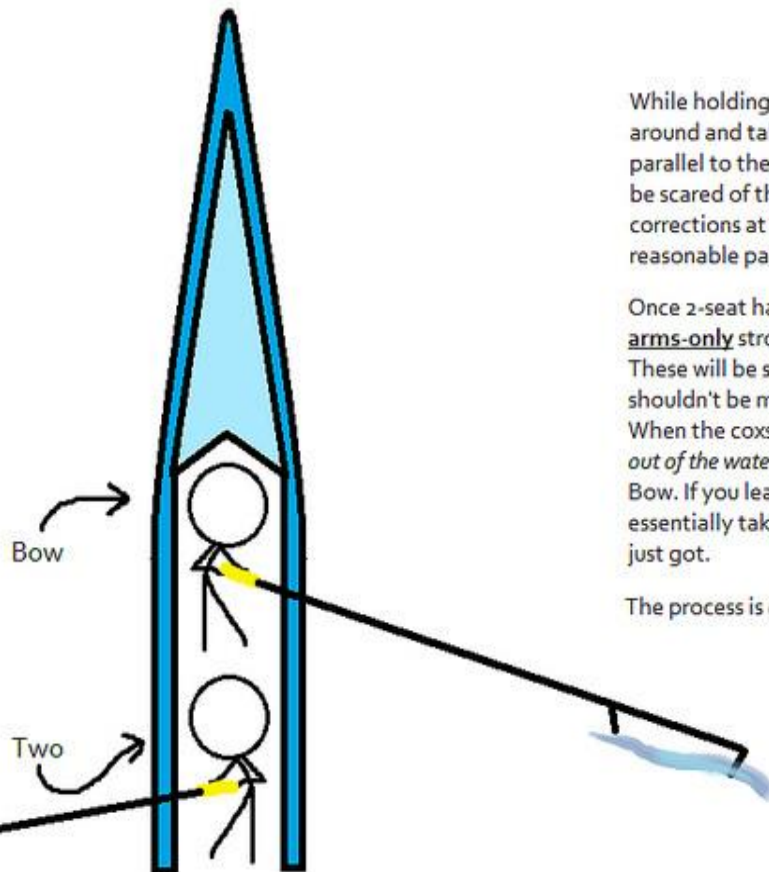
Wind Direction at Start.

- For **cross winds** come to the line on the upwind side of your lane, and on the upwind side of a toggle, if in use.
- For **head** or **tail** winds keep the boat pointing into the wind. This also applies if sitting on the start waiting for a held start: you may have to keep the bow around into the wind while waiting for other crews to back onto the start.



Wind Direction at Start.

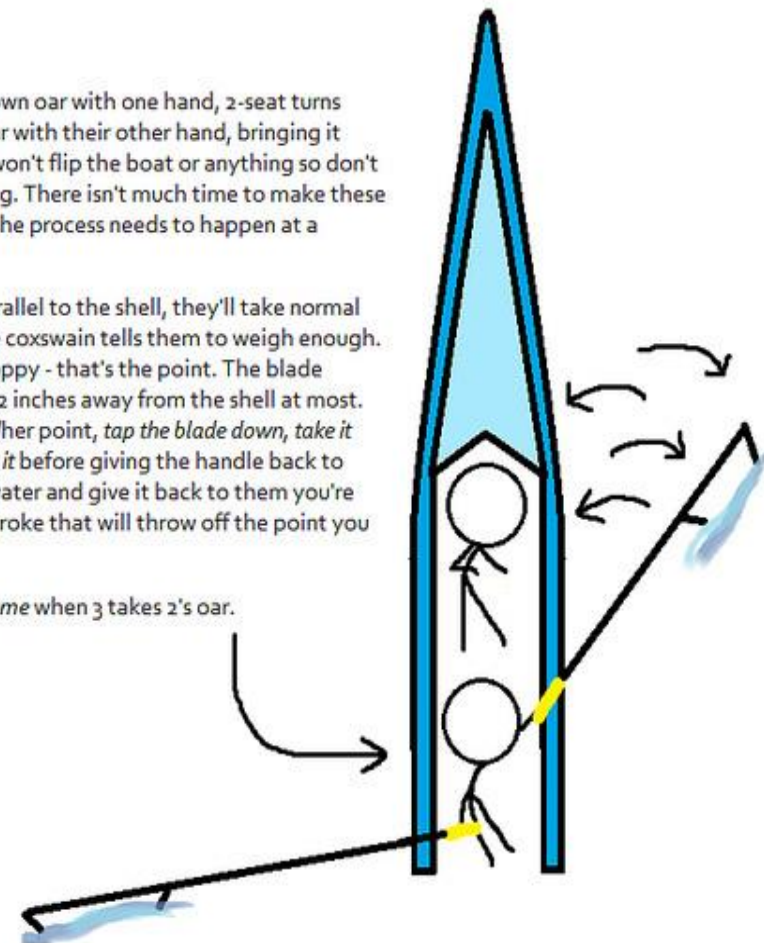
- Practice having Bow pass their oar handle to 2-seat to 'touch it', as this may be needed. Perform this task while at front chocks, with no seat movement.



While holding on to their own oar with one hand, 2-seat turns around and take's Bow's oar with their other hand, bringing it parallel to the shell. (This won't flip the boat or anything so don't be scared of that happening. There isn't much time to make these corrections at the start so the process needs to happen at a reasonable pace.)

Once 2-seat has the oar parallel to the shell, they'll take normal **arms-only** strokes until the coxswain tells them to weigh enough. These will be short and choppy - that's the point. The blade shouldn't be more than 8-12 inches away from the shell at most. When the coxswain has his/her point, *tap the blade down, take it out of the water, and feather it* before giving the handle back to Bow. If you leave it in the water and give it back to them you're essentially taking a huge stroke that will throw off the point you just got.

The process is *exactly the same* when 3 takes 2's oar.



Start Types.

HELD START

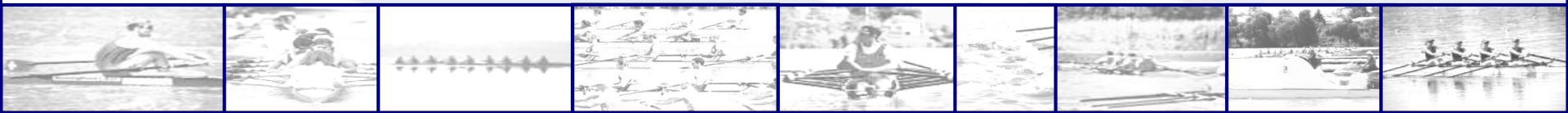
- Allow enough time to position the boat (practice in training). Position the boat close to the pontoon (not 300m down the course) before turning and backing in.

TOGGLE & FLOATING STARTS

- A slower approach is needed so that crew members, including the coxswain, don't get pulled out of the boat.
- Once on the toggle keep the boat straight by a combination of touching on one side and backing on the other so that the boat doesn't move forward or backward.
- Use little, short, 'choppy' touches, not big 'heaves' unless otherwise directed.

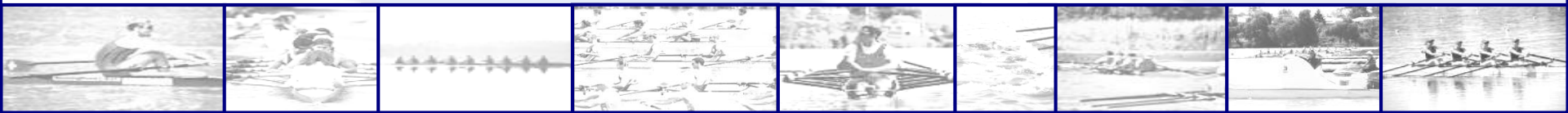
The attached video demonstrates these skills

<https://vimeo.com/40754422>



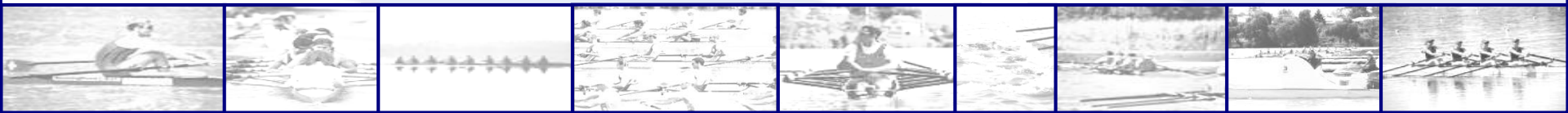
Starter.

- The crew must respond directly to the Starter's instructions, rather than wait for the coxswain to repeat them.
- Once under the control of the Starter the crew is responsible for being both straight and ready to start.
- The Starter will take no notice of any crew that indicates it is not straight or that it is not ready.
- Practice straightening the boat by backing with Stroke or 3-seat rather than touching using Bow or 2-seat. This is particularly useful when in the Starters hands.



Objections & Protests.

- A crew claiming that its race was not in order or was improperly judged may make an objection to the Umpire immediately after the finish of the race and before leaving the finish area by raising an arm.
- A crew whose objection has been rejected or crews affected by the acceptance of the objection may lodge a protest **in writing** to the President of the Jury not later than **one hour** after the Umpire has communicated their decision. It shall be accompanied by a **deposit of \$100.00** which amount shall be refunded if the protest or appeal is allowed



Leaving the Water.

- Follow local traffic rules as you return to the landing.
- Give way to crews going out to race.
- Move your boat and oars promptly away from the landing area to avoid congestion.
- Save the race post-mortems, photo opportunities and celebrations until you have cleared the landing area.
- Return your bow number immediately after your race.

