

Rules of Racing Coaches Conference

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12th November 2016

ROWING SOUTH AFRICA



Agenda

ROWING SOUTH AFRICA



Introduction



Control commission



Two minute rule



Aligning



Racing



Finish



General

Rules of Racing

- Changes are adopted at the RowSA AGM
 - Recommendations put forward by SAROC
- Anyone can recommend rule changes

What are the principles of the Rules of Racing?

What are the principles

- Safety



- Fairness



Fairness definition



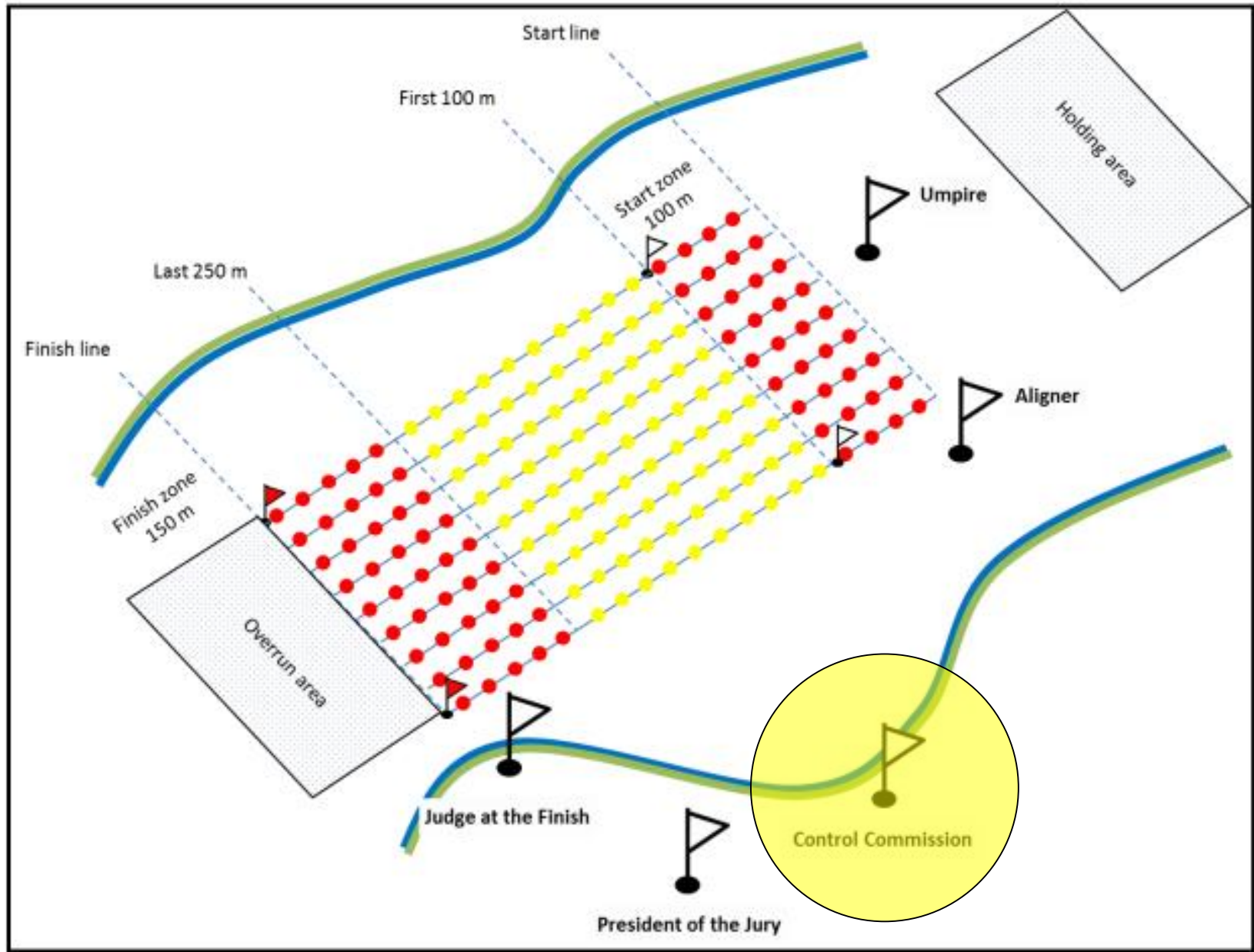
All rowers shall compete fairly, showing respect for their opponents and for the regatta officials. In particular,

- be at the start on time
- follow instructions of the officials at all times, both on and off the water

Officials shall

- ensure Rules of Racing applied fairly
- atmosphere of respect to all competitors

Control Commission



Athlete checks



- Check eligibility of athletes
 - Confirm identity of selected crews
 - Sort in age categories alphabetically in ID book
 - Must have photos
 - If no ID book, Warning (yellow card)
 - Crew changes must be done well in advance
 - After heats only with medical certificate and this may lead to a chain of substitutions
 - Age category
 - Weight of coxswains and lightweight rowers
 - Check coxswains ballast

Dress code

- Tri-suits must be the same
 - Can be given a warning (yellow card)
- Hats – those worn must be the same
 - Do not have to wear a hat
- Same for undershirts and leggings
 - Neutral colour not to compromise racing uniform
- Sunglasses are not controlled



Boat checks

- Safety of boats
 - Bow ball must be firmly attached
 - Glued or screwed
 - If not white may not show up in camera
 - Heel straps (70 mm)
 - Bung covers and water worthiness
- Fairness of boats
 - Random boat weighing
 - No transmitting or receiving equipment
- Bow number (crew's responsibility)



Boat weighing



- Boat weight is crew's responsibility
- Boat must be emptied of any water
- Tools, sponges, bottles, shoes and any clothing must be removed
- Any fittings such as stroke coaches, cox boxes must be removed
- Speakers, cables and magnetic sensor may be left in
- If any ballast was taken, it must be weighed with boat
 - Best if ballast is attached to boat
- Weight to 0.1 kg
 - Additional digits are truncated – 13.99 is taken as 13.9

Boat and athlete holds

- Holds will only be accommodated up to the same gap as in the program
 - If athletes/boats from race 10 are racing in race 16 and race 10 was 5 minutes late, then race 16 will be held a maximum of 5 minutes
- If you think there may be a problem, speak to the umpires at control commission



Launching on time

- Get crews onto water in time
- Don't second guess regatta time
- Races can be caught up quickly
- With larger boats expect jetty congestion

- Crews should check in with aligner
 - Call out club and stroke name



Two minute rule



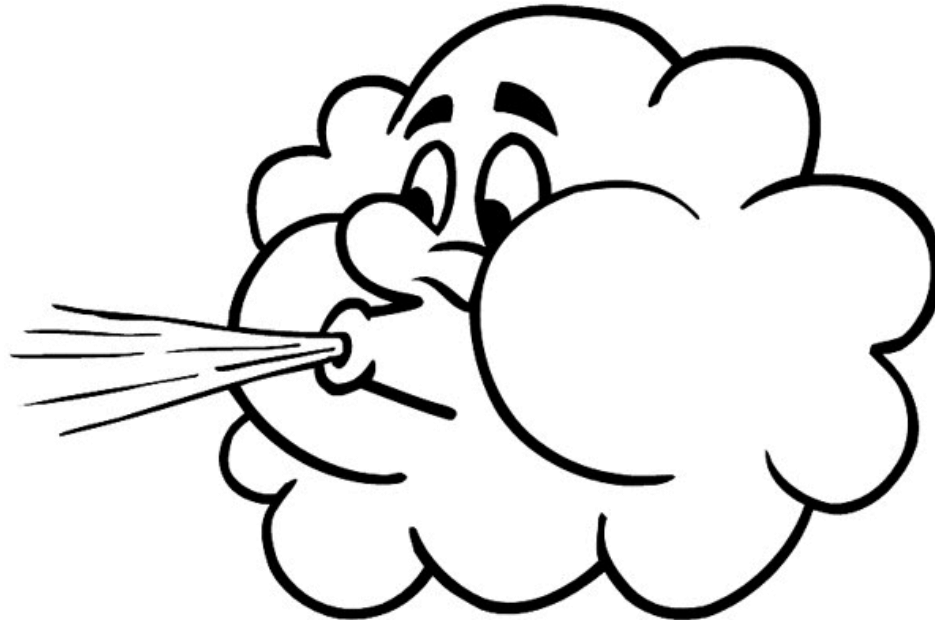
- Crews must be at the start ready to align
 - Aligner should start aligning at 2 minutes
 - Start of race should be at race time
- Arriving at start at 2 minutes is **too late**
- Crews arriving during aligning
 - May be included with Yellow Card if it does not hold up the race

Aligning

- Instructions are touch, back and hold
 - e.g. Lane 4 back quarter canvas
- Crews that are incapable of maneuvering their boat may be excluded

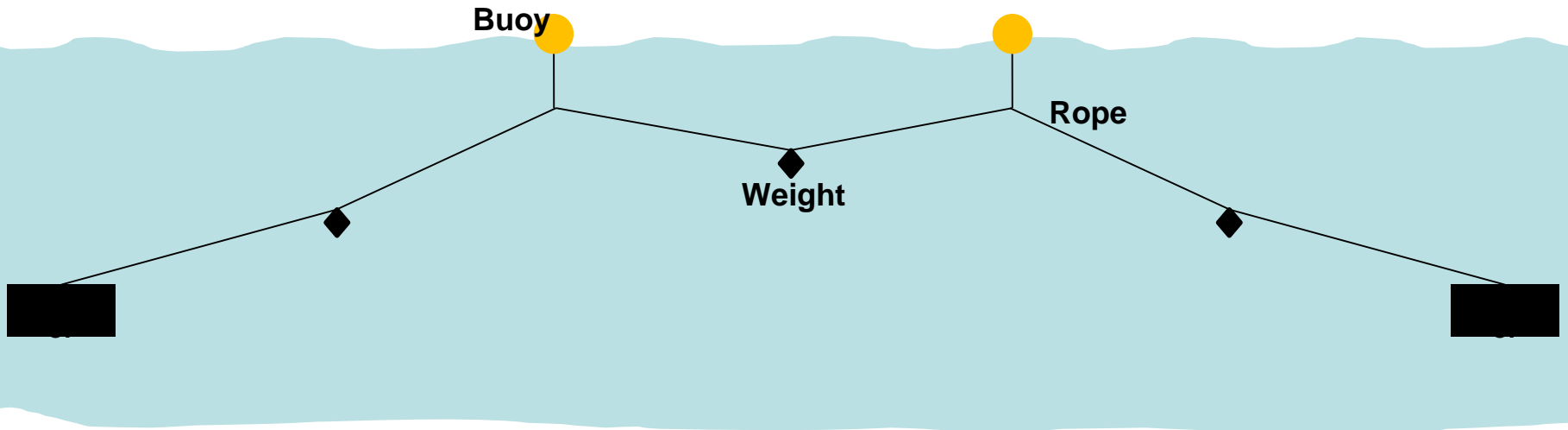
Aligning in bad weather

- Rope held starts
- Rolling start
 - Same start procedure for all races in that event



Rope held starts

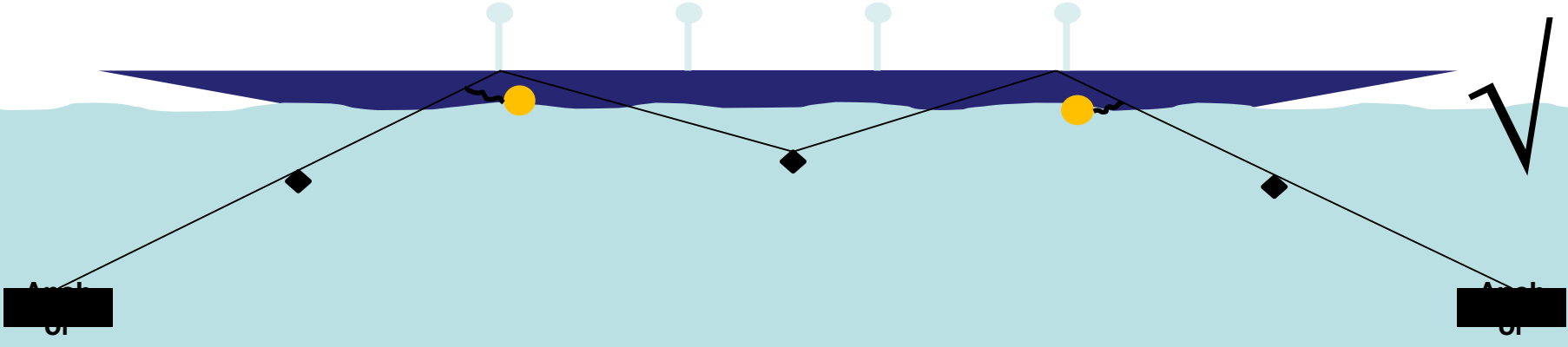
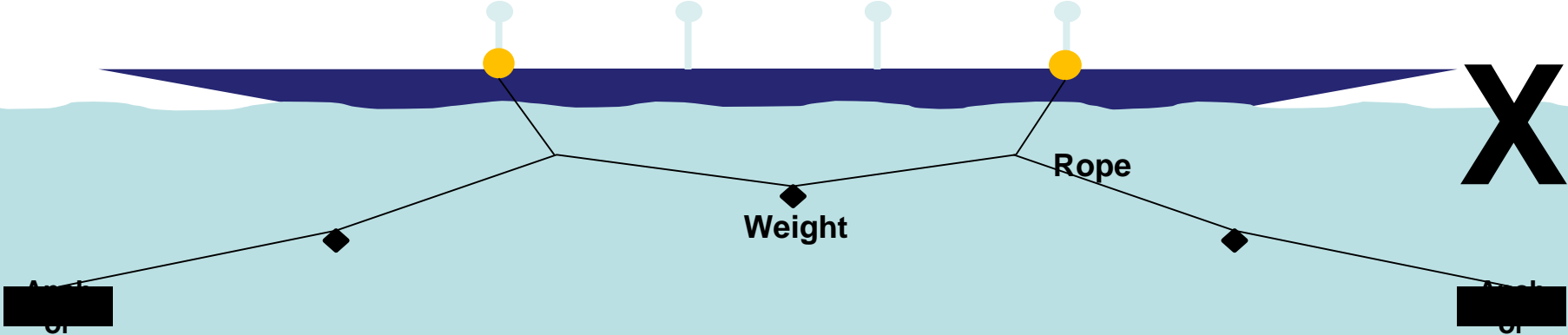
- It allows boats to be aligned accurately and held straight on courses



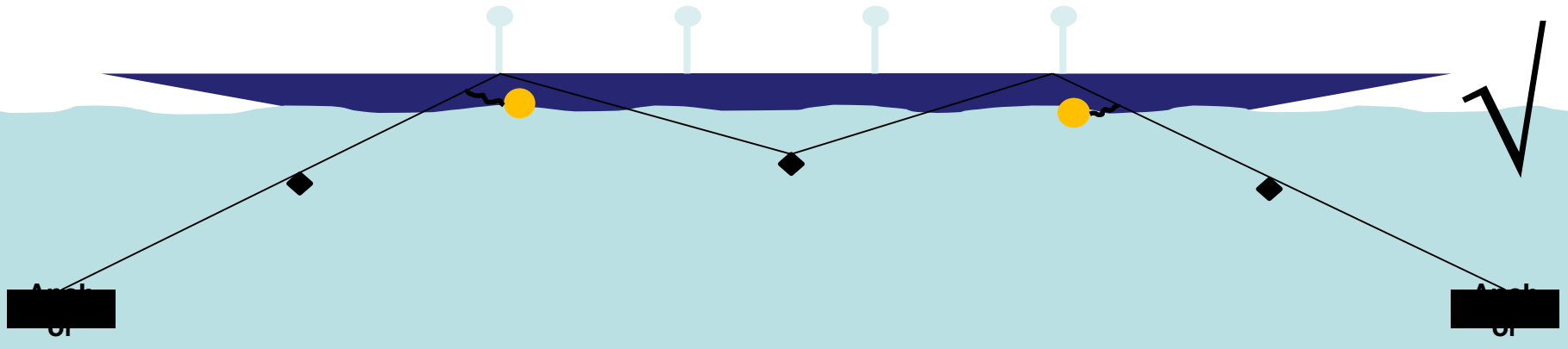
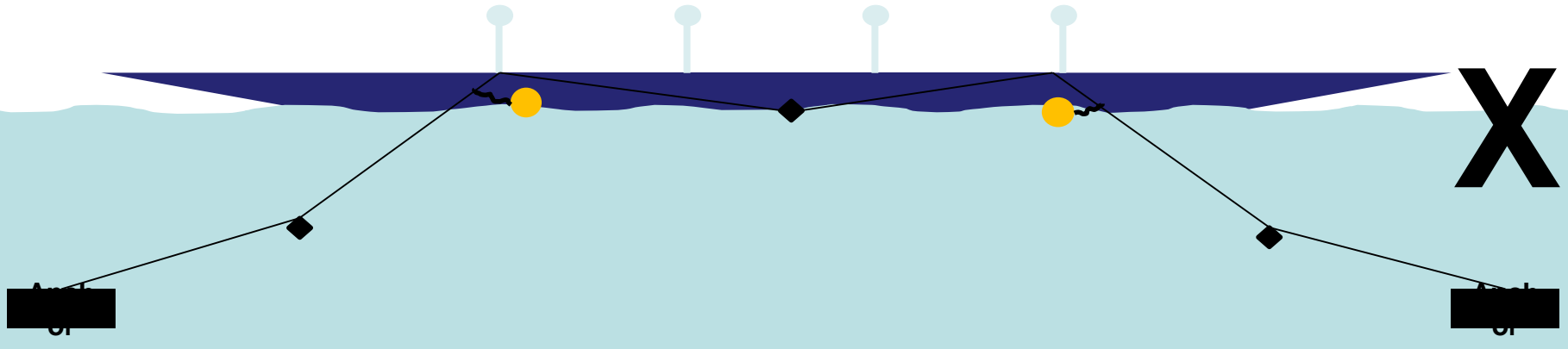
Advantages over floated start

- The rope-held start allows boats to be aligned much more accurately (i.e. within centimetres) thereby ensuring fairer racing.
- The boat can be held straight in a cross-wind thereby reducing the potential for boat clashes after the start.
- The boat can be held in the centre of the lane thereby reducing the potential for boat clashes after the start.
- The start is quieter and calmer as the aligner has more time to align, especially in a cross-wind.

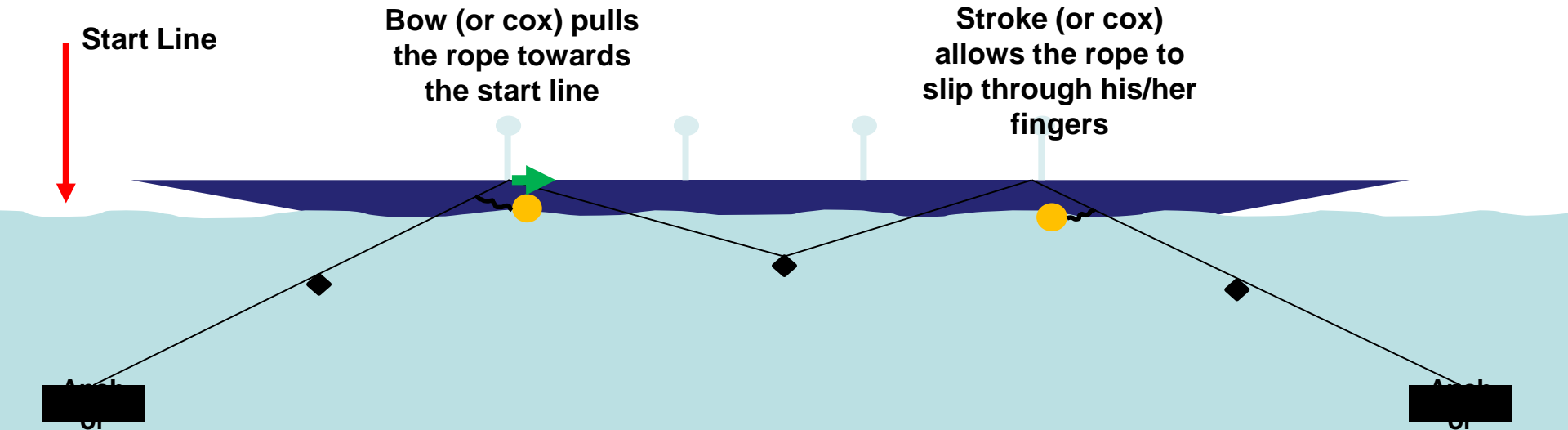
Don't hold the buoys – use them to pick up and hold the rope



The rope is held taught against the anchors with the slack in the middle



Touching

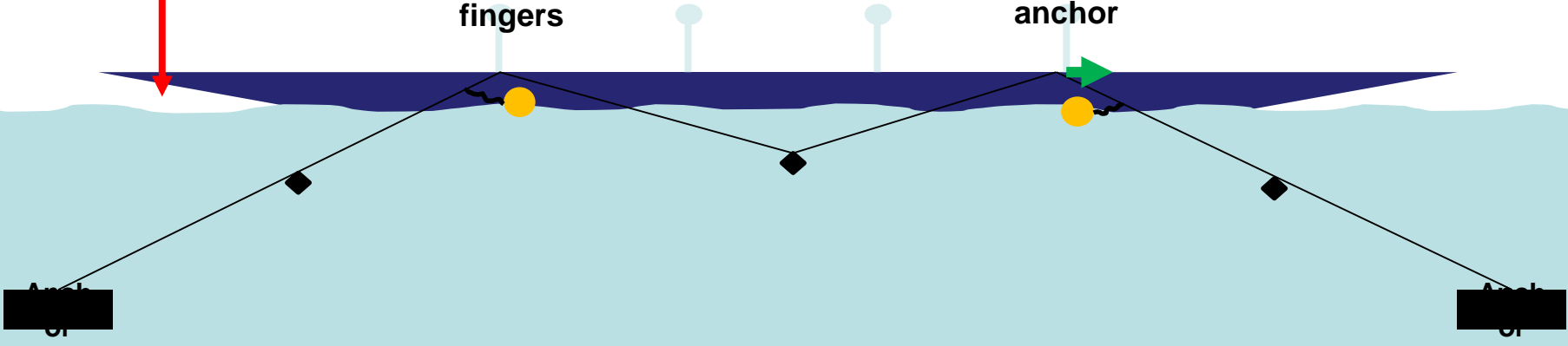


Backing

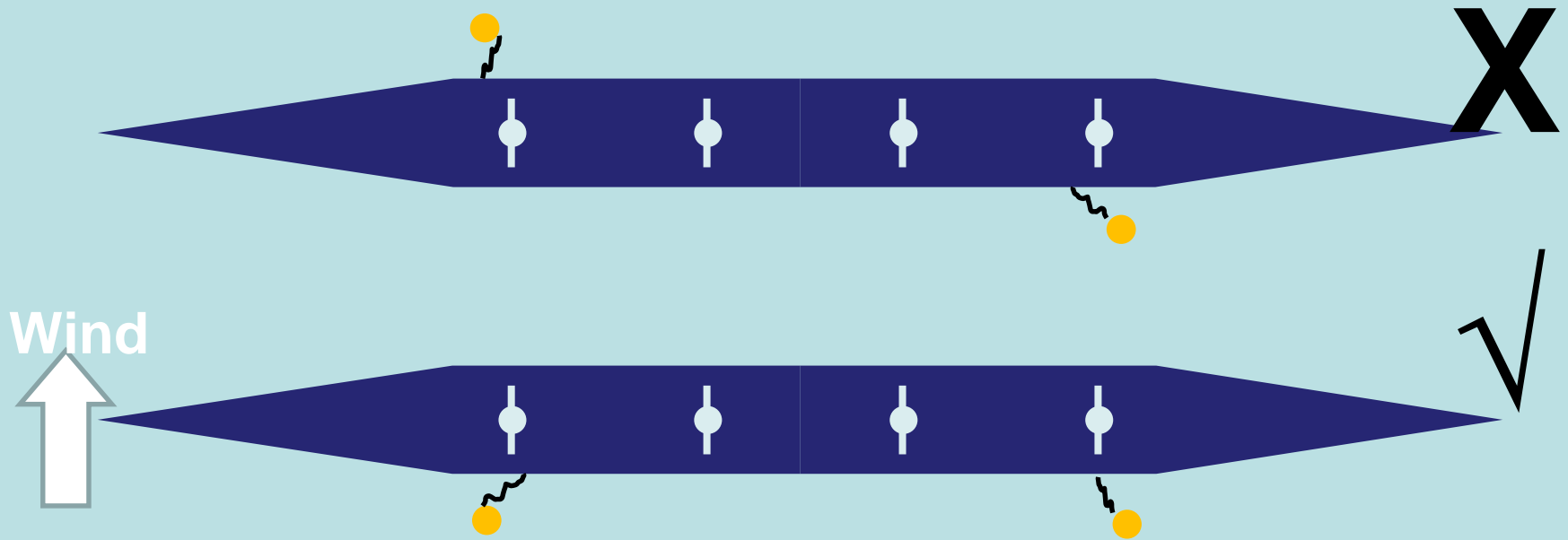
Start Line

Bow (or cox) allows
the rope to slip
through his/her
fingers

Stroke (or cox)
pulls the rope
towards the
anchor



Ensure both buoys are on the same side of the boat to avoid snagging the rope on the rudder



Pick up the ropes downwind, so that the wind blows the boat off the rope to avoid snagging

Additional information for rope held starts

- Drop the ropes when the aligner calls “hold it all crews”
- If the boat gets caught in the rope after the start the race will be stopped and restarted (once)
- You may need to touch/back appropriately to get the boat straight once attached to the rope
- Stop the boat before picking up the buoys – please don’t use them as brake because you could drag the anchor

Rolling Start

Procedure

- Umpire calls crews to start
- Umpire's Red Flag waist high to the side
- Aligner calls crews to catch up/slow down
- When crews close to start line, Aligner without stopping the crews – Raises the white flag
- Aligner Command: "Prepare to Race"
- Umpire Command: "Attention Go" with no pause



Start Zone (100m)

- Breakage is no longer accepted in start zone

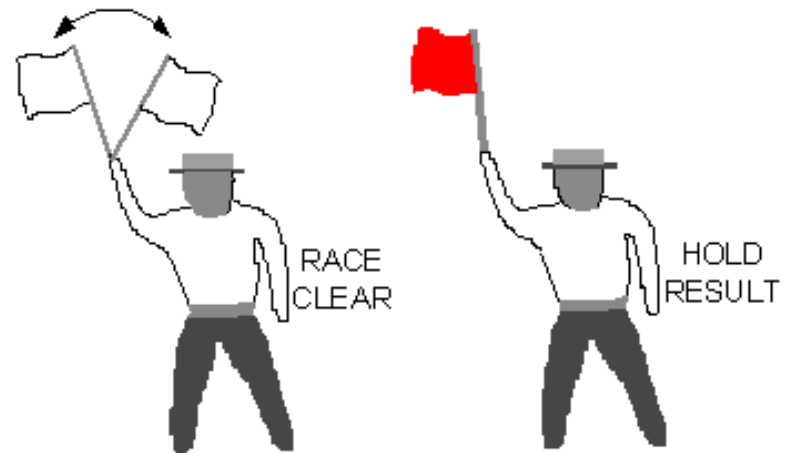
Racing

- Crews not in their water lose umpire's protection
 - If crew goes out of their water and interferes with a crew in it's water umpire will call crew to move over
- Coxed boats – cox should acknowledge umpire's command



Finish

- Crews must row till they cross the finish line
- Hooter when crossing line
- Umpire will check if objection
- If none, raises white flag to clear race
- Otherwise will raise red flag to hold results



Objection at end of race

- Raised hand to indicate to umpire
- Hand should be kept up until noticed
- The umpire will make a decision on the water and communicate with PoJ



Boat Race 2012: Oxford Cox objects when blade is broken

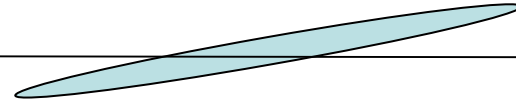
Objection at end of race

- Has the crew been disadvantaged?
 - No → regular race
- Has the disadvantage affected the ranking of the obstructed crew?
 - No → confirm the result
- Exclude the offending crew - Does this exclusion restore chances of obstructed crew?
 - Yes → confirm the result with offending crew excluded
- Re-row those crews whose ranking has been affected

FRA



GBR



CAN

SUI

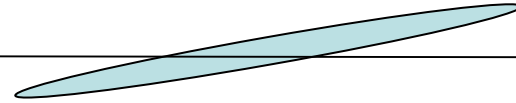


- What is done if results in finals are:
 - GBR CAN SUI FRA

FRA



GBR



CAN

SUI

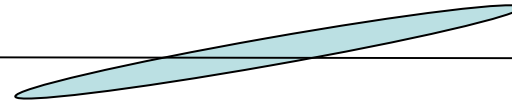


- What is done if results in finals are:
 - GBR CAN SUI FRA – leave it as it is
 - CAN GBR SUI FRA

FRA



GBR



CAN

SUI

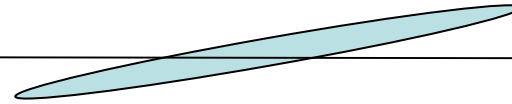


- What is done if results in finals are:
 - GBR CAN SUI FRA – leave it as it is
 - CAN GBR SUI FRA – exclude CAN
 - **SUI GBR CAN FRA**

FRA



GBR



CAN

SUI

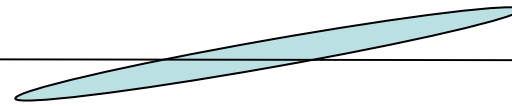


- What is done if results in finals are:
 - GBR CAN SUI FRA – leave it as it is
 - CAN GBR SUI FRA – exclude CAN
 - SUI GBR CAN FRA – exc CAN, rerow SUI GBR
 - SUI FRA GBR CAN

FRA



GBR



CAN

SUI



- What is done if results in finals are:
 - GBR CAN SUI FRA – leave it as it is
 - CAN GBR SUI FRA – exclude CAN
 - SUI GBR CAN FRA – exc CAN, re-row SUI GBR
 - SUI FRA GBR CAN – exclude CAN, re-row others

Protest



- A written protest may be submitted if:
 - An objection has been rejected
 - A crew is affected by the umpires decision
 - Disputing published results
- Must be done within one hour of completion of race, the decision or the publishing of results
- President of the Jury will convene the jury to hear protest

Appeal

- A written appeal must be made directly after the jury's decision has been made
- The Controlling Authority of the regatta will hear the appeal
- The decisions made will be final



Penalties



- Warning (yellow card)
 - Will still apply if race is re-rowed
 - Violation of traffic rules, late at start, dress code, no ID
- Exclusion (red card) - removed from event
 - Late at start, two yellow cards, clashes during race
 - Cox not weighed in or ballast not present
- Disqualification - removal of crew from all events
 - Flagrant or intentional violation of rules
 - False declaration of name, classification or club membership
- Relegation to last place
 - Underweight boat

Dead heats

- Two boats cross line at exactly the same time
 - Progression – PoJ decides course of action
 - Finals – placed at that position (next position skipped)



Rio2016 M1x FA - 0.005 seconds NZL Drysdale=Gold CRO Martin=Silver



WCH2016 BLW2x SA/B 2

Dead heat for 1st and 2nd NED 2/NZL 4



WCH2016 BLM4 - Heat 1 (1-3->SA/B, 4..->R)

0.002 sec – AUT 1 → SA/B; FRA 2 → R



Identification

Bib: 3
Lane: 3

OK Cancel

6:19.749

Same time

Group

3

Begin Add
Up Del
Down
End

Re...	La	Bib	Name	Net	Time	Delta_time 1	Delta_time 2
1.	3	3	Germany	GER	6:11.131		
2.	5	5	Italy	ITA	6:14.383	3.252	3.252
3.	1	1	Austria	AUT	6:19.749	8.618	5.366
4.	2	2	France	FRA	6:19.751	8.620	0.002
5.	4	4	Ukraine	UKR	6:32.603	21.472	12.852

General

- Blades and shoes in front of jetties
- Empty water bottles
- Notify CC if crew will not row
- Medical conditions
- Sculling tests





Questions?