

Rowing Officials Workshop

Selwyn Jackson

30th October 2017

ROWING SOUTH AFRICA



Agenda

ROWING SOUTH AFRICA



Rowing South Africa; SAROC



Progression of officials



Safety and fairness



Duties of officials



Objection, protests and appeals



Pilot duties and radio protocol



Courses, traffic patterns

Why are we having this workshop

- Trainees
 - Information for exam
- Intermediate and National officials
 - Counts towards the requirements to maintain status according to the Rules
- Coaches
 - Insight in way that officials apply rules
- Briefing for Gauteng Championships

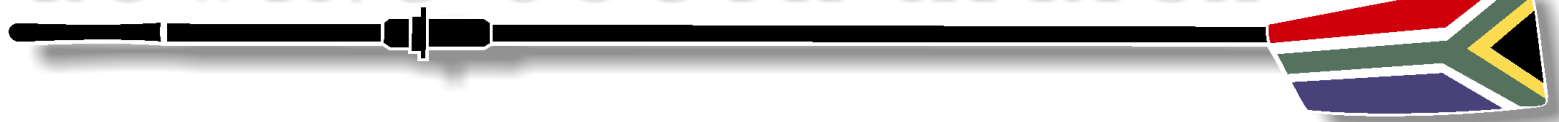
Rowing in South Africa

- First formal rowing race in 1891 in Table Bay
 - Table Bay Regatta on Queen's birthday 24th May
 - South African Rowing Club and Union Rowing Club
- Alfred Rowing Club established in 1864
 - Oldest organised sports club
- Buffalo Regatta held each year since 1881
 - 130th regatta in 2017 (excluding war years)
 - Two silver trophies - as tall and weigh as much as a cox
- Henry de Kock first Olympian rower 1928
- Ernest Gearing won Gold medal at the age of 79
 - World Master's Championship in 1996

Rowing South Africa

- Rowing South Africa (RowSA) governs all aspects of rowing in South Africa
- Represents SA rowing at SASCOC and FISA (International Rowing Federation)
- Interacts with SAIDS (Drug free sport)
- **Changes to rules confirmed at RowSA AGM**

ROWING SOUTH AFRICA



EXCO COMPOSITION

ROWING SOUTH AFRICA



Chairman
Sean Kerr

**Vice
Chairman**
Benji Ekron

**Athletes
Commission
Chairman**
Sizwe Ndlovu

**International
Commission
Chairman**
Paulo Cavalieri

Treasurer
Kyle Hank

**SAROC
Chairman**
Herman van Velze

**Coaches
Commission
Chairman**
Dennis Howard

**Facilities and
Environment
Commission
Chairman**
(Vacant)

**Development
Coordinator**
**Vaginia
Mabaso**

**Para
Representative**
Marco Galeone

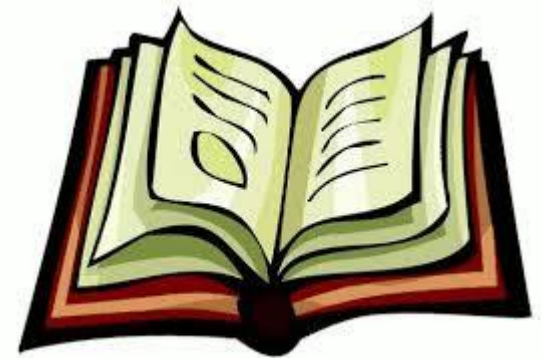
**Provincial
Representatives**
Bernd Julicher
Peter Heidstra

**USSA-R
Representative**
Gordon Dodge

**SASRU
Representative**
**André
Oosthuizen**

SAROC Publications

- **Rules of Racing:** Published document and regularly updated – rowsa.co.za
- **Rowing officials Handbook:** Detailed practical guide dealing with safety and role of officials (needs updating)
- SAROC has reviewed and published a number of safety guidelines for the rowing community. Publications that are featured on the RowSA website are:
 - **SAMSA boat safety requirements**
 - SAROC safety officer guidelines
 - **Regatta disaster management plan**
 - Rowing pilots course
 - **RowSA safety guidelines**



SAROC Code of Conduct

As a Rowing official I have the duty to provide all participating athletes a quality and fair sporting experience in a friendly, supportive, instructive and safe environment

To achieve this I will:

- know latest RowSA Rules of Racing
- be punctual, reliable, impartial and unbiased
- behave appropriately and show respect and tolerance to all.
- contribute in a constructive manner,
- respect other persons rights and dignity
- No aggressive behaviour of any kind (verbal or physical)
- care of all property assigned to me
- sensitive to the needs of all athletes
- take responsible action to ensure the safety of all concerned

Progression of Officials

- Theory training workshop (one session)
- Trainee official participating in regattas
- Write exam - pass mark 75%
- Complete practical exam
- Intermediate official
- National official in specific role (e.g. judge at the finish, control commission, aligner if preferred)
- National Umpire (official)
- FISA Umpire

Officials Primary Responsibilities

- **Safety, safety, safety**
- **Fairness, fairness, fairness**
 - **Equal racing**
 - **Orderly running of the regatta**
 - **Ensure enjoyment for rowers**
 - **Adherence to SAMSA regulations**
 - South African Maritime Safety Authority



Fairness definition



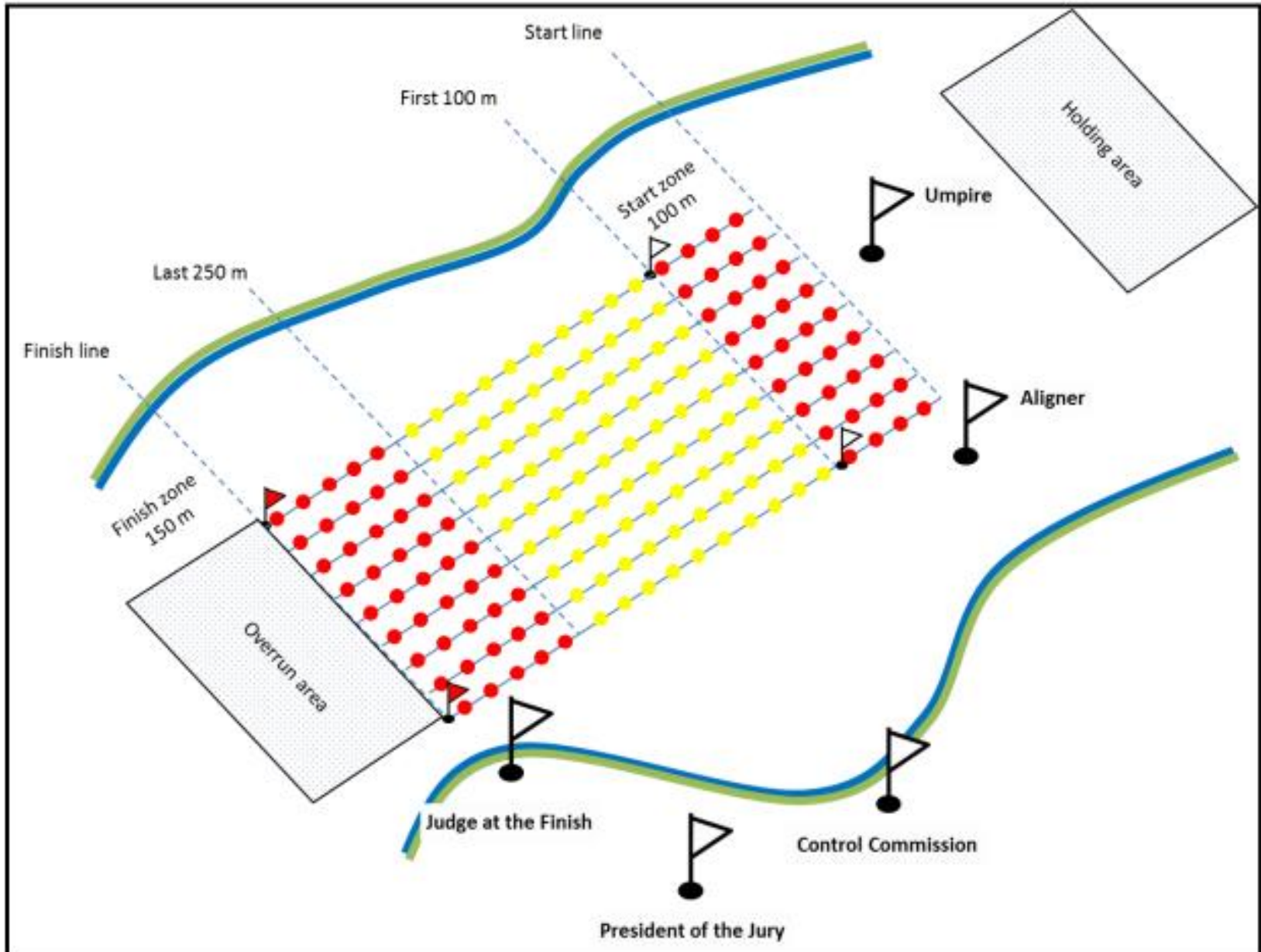
All rowers shall compete fairly, showing respect for their opponents and for the regatta officials. In particular,

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

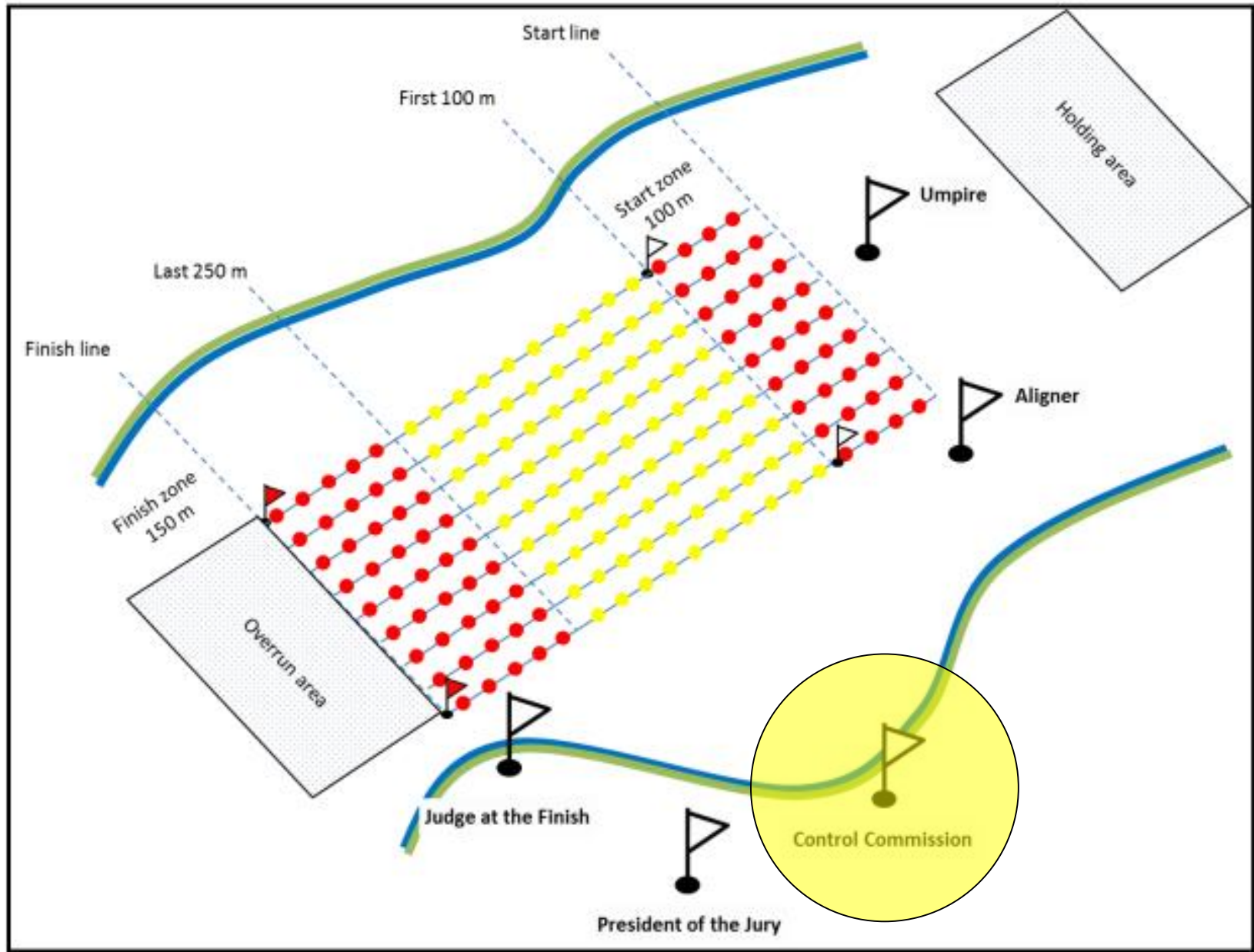
Officials shall

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

Duties of Officials



Control Commission



Control Commission

Athlete checks

- Check eligibility of athletes
 - Confirm identity of selected crews
 - If no ID book, Warning (yellow card)
 - Age category
 - Weigh coxswains and lightweight rowers
 - Record coxes that need deadweight
 - Dress code



Events

- Junior events
 - JMU19, JMU16, JWU15 and JMU14
 - JWU19, JWU16, JWU15 and JWU14
- Senior events
 - A, B and C
 - Lightweights
 - D novices - rowed for less than a year
- Para events
- Masters events (27 years and older)
 - Categories A to K depending on age

Lightweight rowers

- Maximum weight for lightweight rowers

Weight	Men	Women
Average weight	70kg	57kg
Maximum weight of any rower or single sculler	72.5kg	59kg

- Weigh in 1 to 2 hours before first race each day
- All crew members must weigh in together
- Crew is excluded if they do not make weight in time

Coxswains

- JU19 and Senior coxes must be weighed:
 - Minimum weight: **Men 55kg; Women 50kg**
 - Max deadweight – **Juniors 15kg; Seniors 10kg**
 - Deadweight – **Steel shot, lead shot or sand – no liquids**
 - Weigh in – **1 to 2 hours before first race each day**
 - Breach of weight – **Exclusion**
- Cox is a member of crew (dress code etc.)
- Cox of a junior school shall be a scholar
- Schools crews may be coxed by a scholar of same age category or two categories younger
- First part of season U14 may be coxed by an older more experienced cox

Control commission

Boat checks

- Check safety of boats
 - **Bow ball must be firmly attached**
 - Heel straps (70 mm)
 - Bung covers and water worthiness
 - No transmitting or receiving equipment
- Bow number – check size and colour
 - White/yellow with black numbers minimum 150mm high
- Be positive
 - *If you do this you can row* not *you can't row because ...*



Control Commission

Incoming jetty

- Check that cox's deadweight is present when crews returns
- A random draw of boats to be weighed done by PoJ
 - Selected boats are weighed after racing
- Doping control – managed by SAIDS
 - advise the rower of their selection
 - assist the rower to contact either the coach or person identified by the rower to accompany him/her to the doping control station
 - introduce the rower to the SAIDS responsible person

Boat classes summary

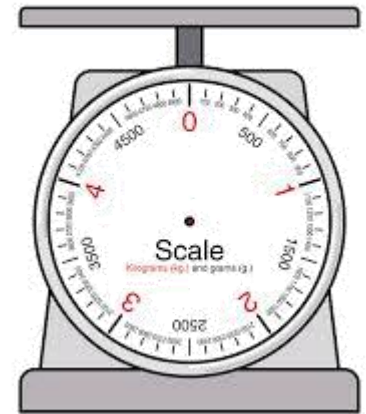
Class	Abbr.	Max
Single sculls	1x	14 kg
Pair	2-	27 kg
Double sculls	2x	27 kg
Four	4-	50 kg
Coxed four	4+	51 kg
Quadruple sculls	4x	52 kg
Coxed quadruple sculls	4x+	53 kg
Eight	8+	96 kg
Octuple	8x+	98 kg

Boat weighing



- Boat weight is crew's responsibility
- Scale must be available for test weighing
- Control commission notify crews that boat must be weighed
 - Must wait until boat is lifted out of water so that crew cannot wet shoes to make up weight
- Escort them to weighing station

Boat weighing 2



- 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 deadweight was taken, it must be weighed with boat
- Weight to 0.1 kg
 - Additional digits are truncated – 13.99 is taken as 13.9

Boat weighing 3



- Weigh boat – if over minimum weight OK
- If underweight crew representative and official to sign *first boat weight*
- Remove boat and weight test weights
 - 20kg for smaller boats, 40kg otherwise
- Crew representative and official sign *test weight*
- Weigh the boat again, and crew representative and official sign *second boat weight*
- Notify PoJ that boat is underweight
- Crew will be relegated to last place

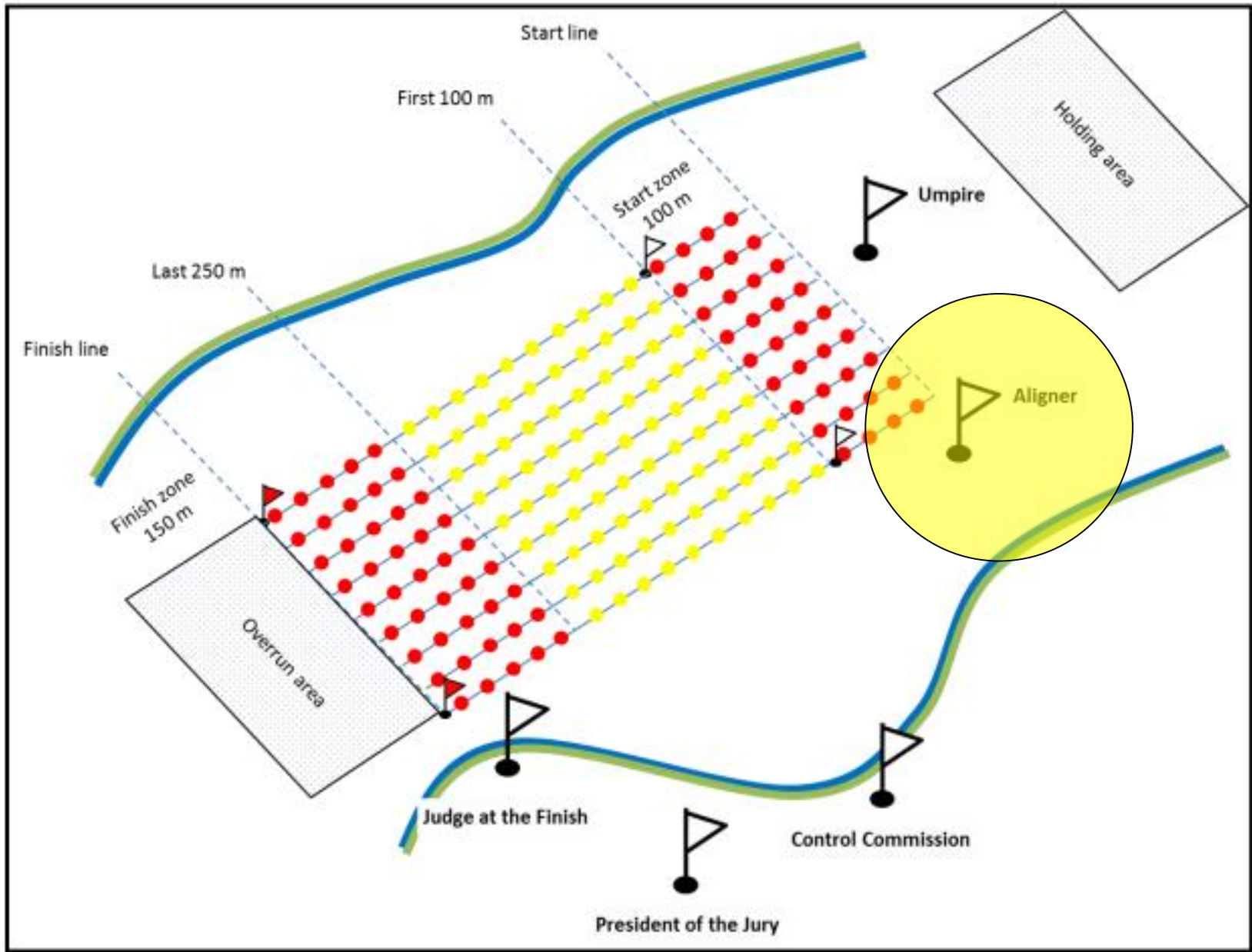
Typical weighing form

Boat Weighing Form			
Date and Time	<i>25 January 2015 10h30</i>		
Club or School	<i>St Thomas</i>		
Race number	<i>12</i>		
Lane number	<i>3</i>		
Event	<i>JM19 8+</i>		
Stroke name	<i>Jones</i>		
Boat name	<i>Dorney</i>		
Minimum weight kg	<i>96</i>		
	Actual Kg	Crew Rep	Official
First boat weight	<i>95.2</i>	<i>Signed</i>	<i>Signed</i>
Test weight	<i>40.0</i>	<i>Signed</i>	<i>Signed</i>
Second boat weight	<i>95.2</i>	<i>Signed</i>	<i>Signed</i>

Control commission Administration

- Administer crew changes and withdrawals
 - Confirm that changes are within rules
 - Disseminate changes to other officials
- Record time boat is checked out
- Liaison with other officials as to whereabouts of crews

Duties of Officials - Aligner



Judge at the start / Aligner

- Primary role is to ensure boats are aligned for fair racing
- Only official that can call a **False Start**
- Keep regatta on time
- Backup time keeper; pinger
- Note scratchings and late entries
- Check crews that arrive at start
- Monitor safety – traffic violations

Aligning procedure

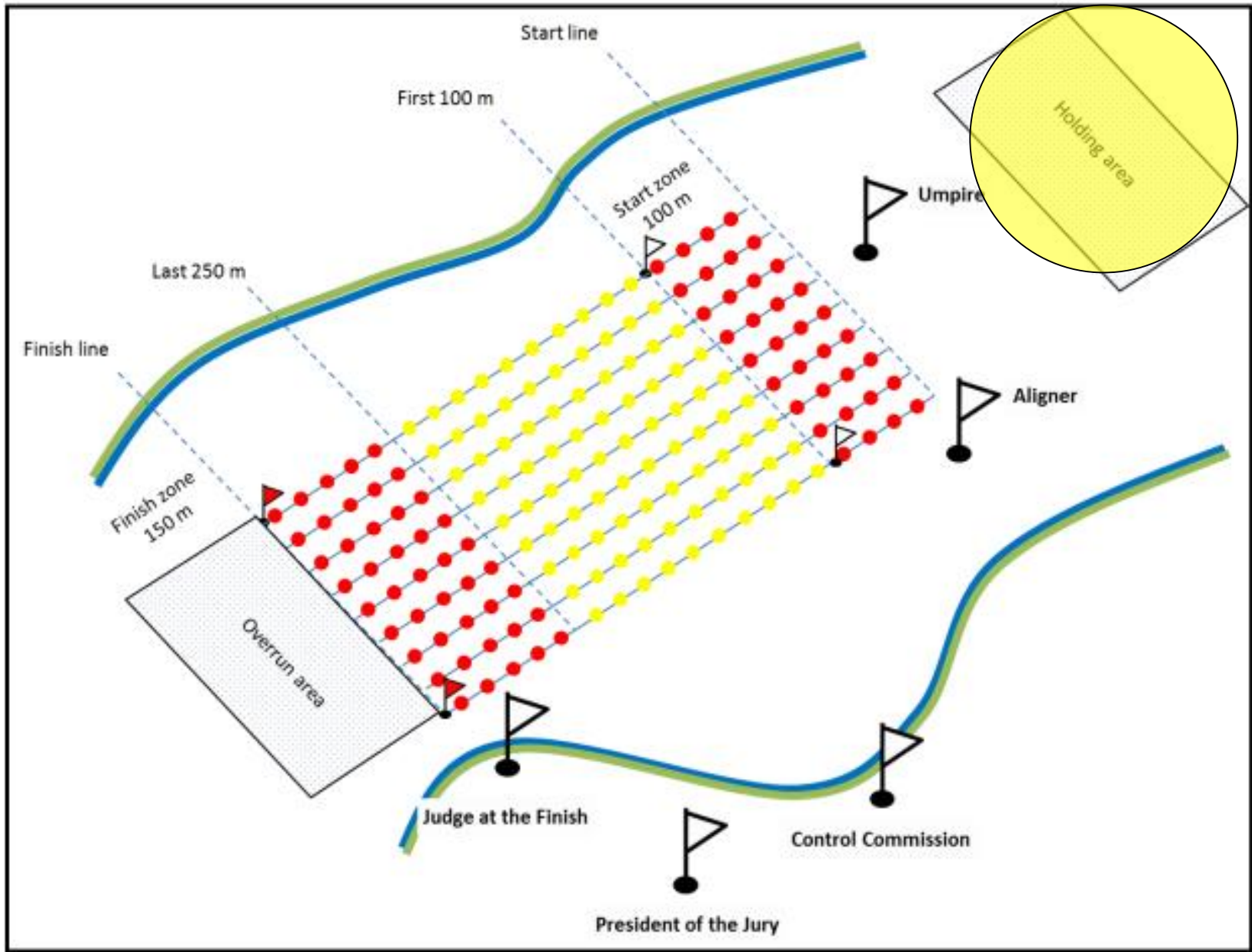
- <lane> touch <distance>
 - To move crews towards finish
- <lane> back <distance>
 - To move crews away from finish
- <lane> hold
 - To make a crew stop
- Hold it all crews and raise white flag
 - To indicate that crews are aligned
 - Do not hold flag out while aligning
- Remember it's easier to touch than back



Aligner notes

- Crews must be aligned properly
 - Especially for senior and A events
- Take spare rope to tie aligner boat in position
- Tie equipment to boat to prevent it from falling overboard
- Don't leave boat unmanned
 - Crews may row into boat

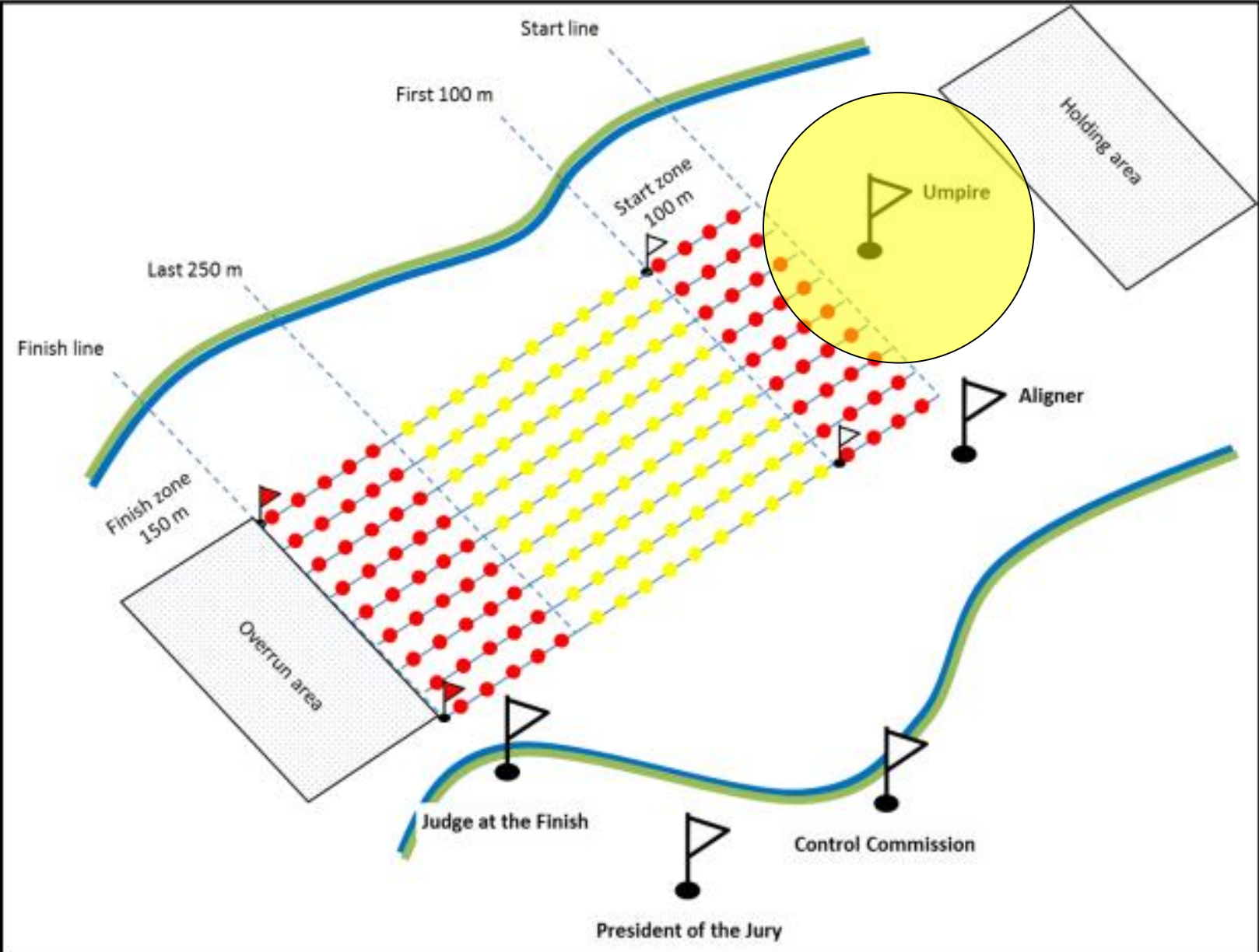
Duties of Officials - Marshall



Marshall

- Check crews and collect into groups
- Rack and stack behind umpire
- Don't let crews drift too far from start
 - Especially at the 1000m
- Check that crews adhere to traffic pattern
 - Crews must not race through holding areas
- Good marshalling can keep regatta on time

Duties of Officials - Umpire



Starter / Umpire

- Check course is clear before starting race
- Get changes to schedule from Aligner
- Two minute rule:
 - At two minutes before race crews should be ready to race
 - Race should be started at race time
 - Warnings (yellow cards) for crews arriving after 2 minutes
- If crews are missing, do not start race ahead of time
- **Make sure your pilot calls in the race**
 - **Wait for pilot to complete calling in before starting race**
- Check dress code

Dress code

- Tri-suits must be the same
 - Careful when uniform is changed
 - Poorer schools cannot afford uniforms
 - Can give 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

Starter / umpire - basics

- Call the roll
 - Ensure that all the correct crews are in the race
- Call crews to the start
- Hand over to the Aligner
- Hold red flag horizontally
- Wait for aligner's **“Hold it all crews”**
- Call attention and raise the red flag
- Check white flag is still there
- After **1 to 5 seconds** call “Go” and drop the flag to side
- Check that aligner does not call a false start

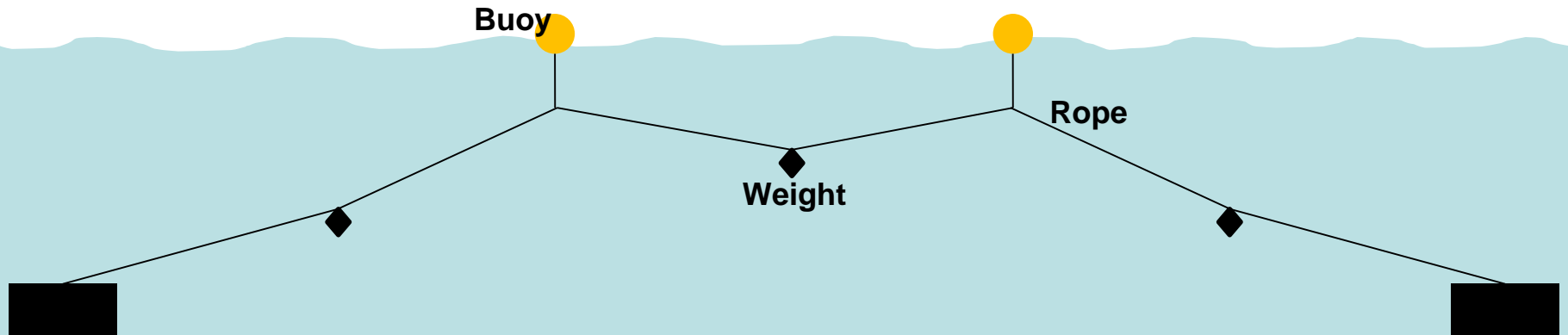


Bad weather

- Rope held starts
 - If available
 - Cannot censure a crew for not using them
- Rolling start
 - Umpires decision
 - Same start procedure for all races in that event
 - Inform crews and explain what happens

Rope held starts

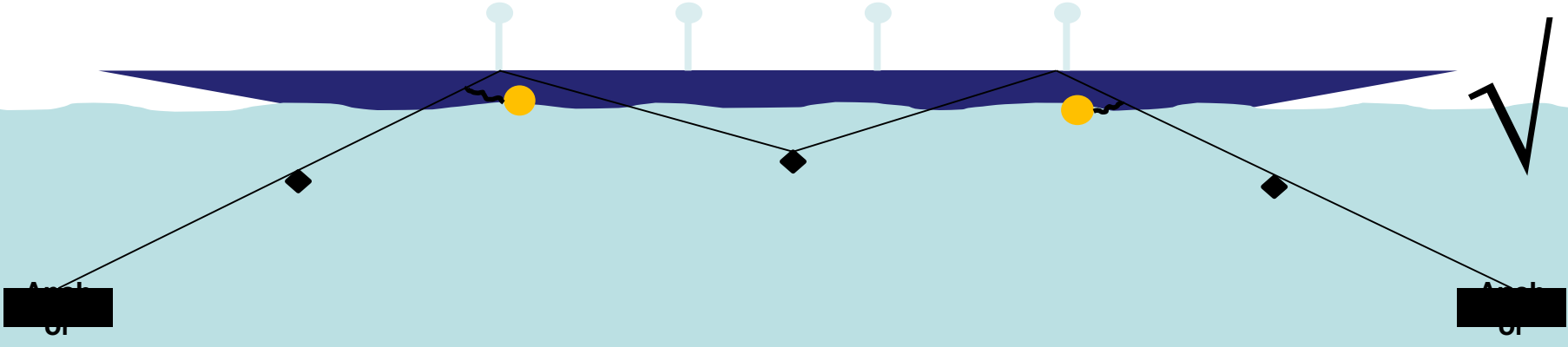
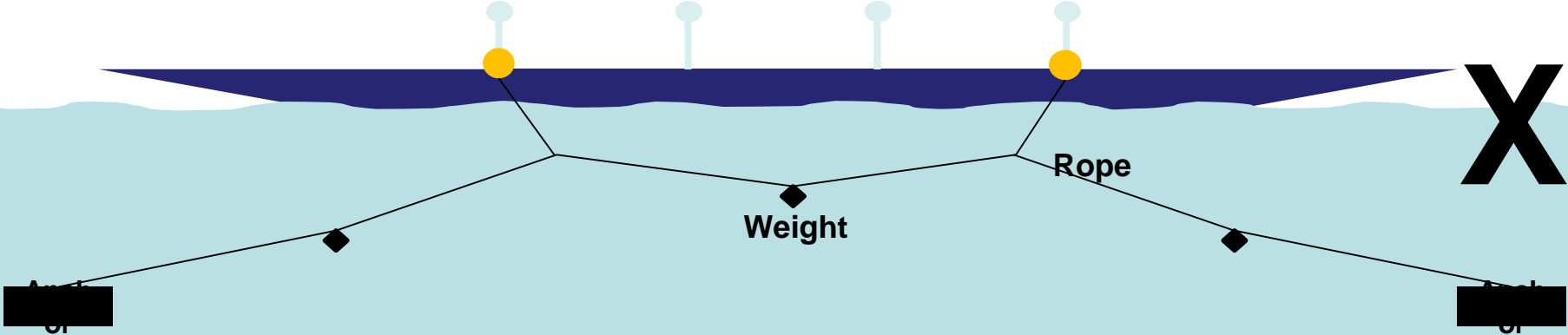
- The rope-held start was invented by the late Alan Francis.
- It allows boats to be aligned accurately and held straight on courses where a stake-boat start is not feasible.



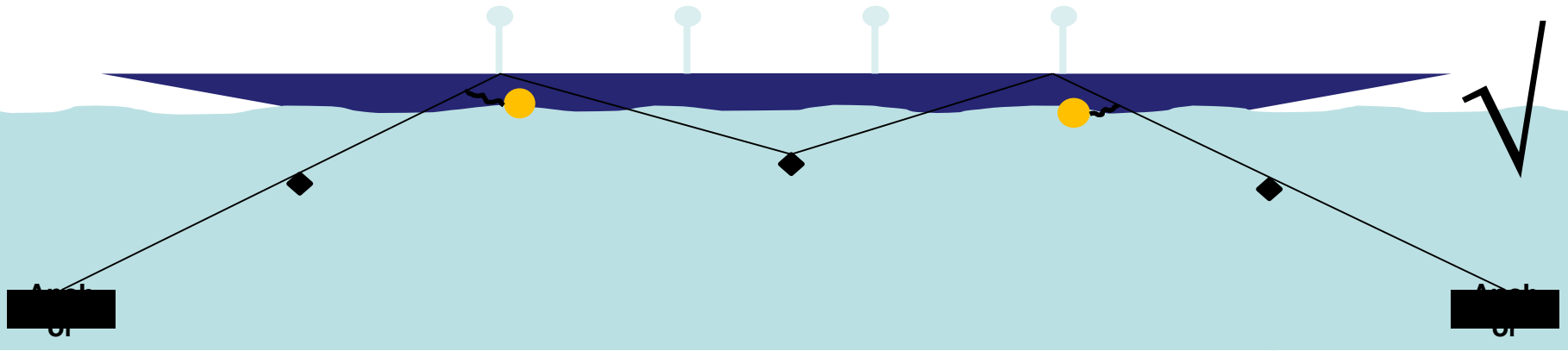
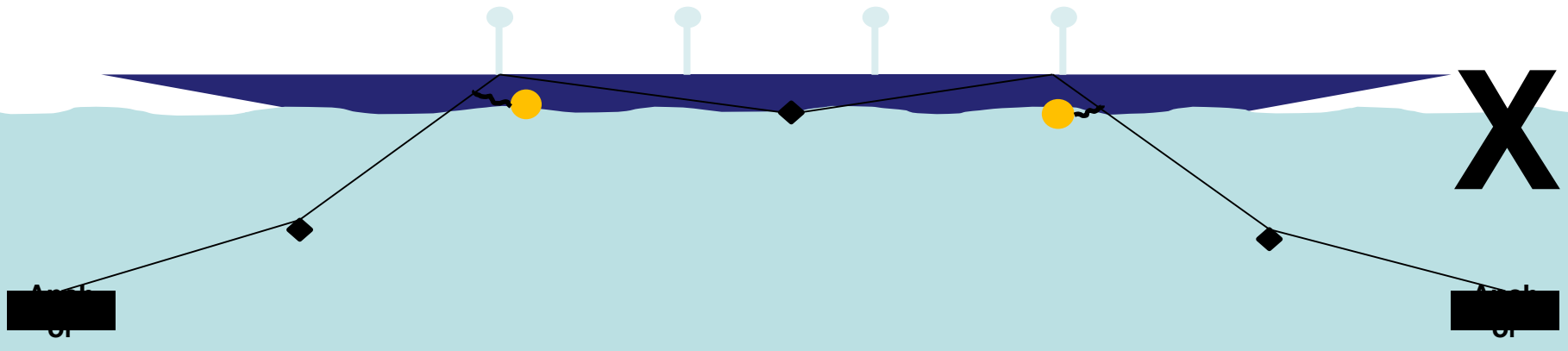
Advantages over floated start

- 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.

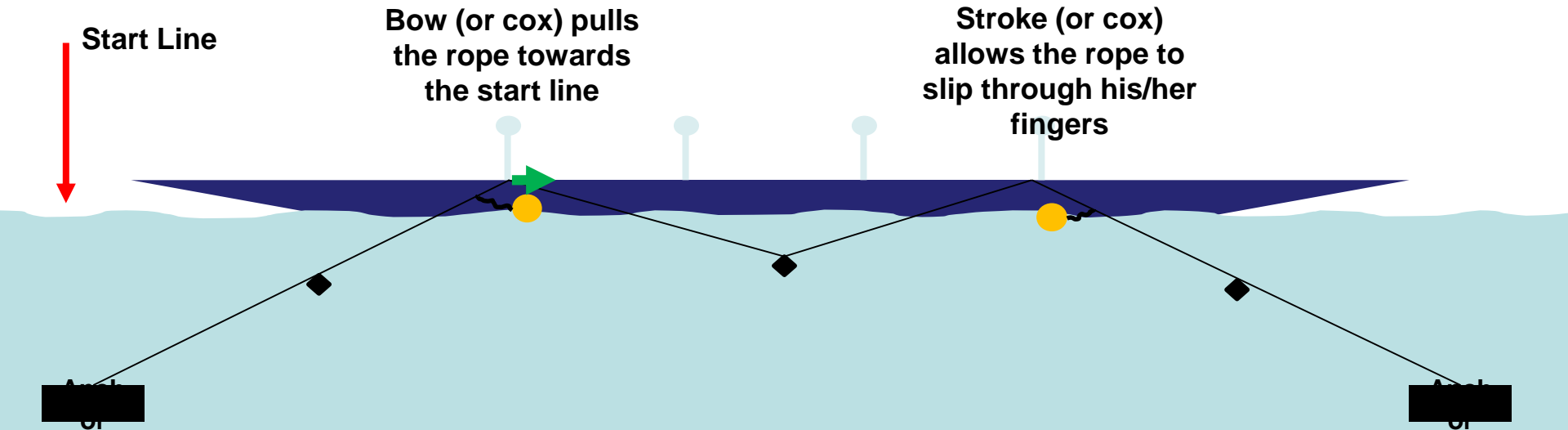
Don't hold the buoys – use them to pick up and hold the rope



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



Touching

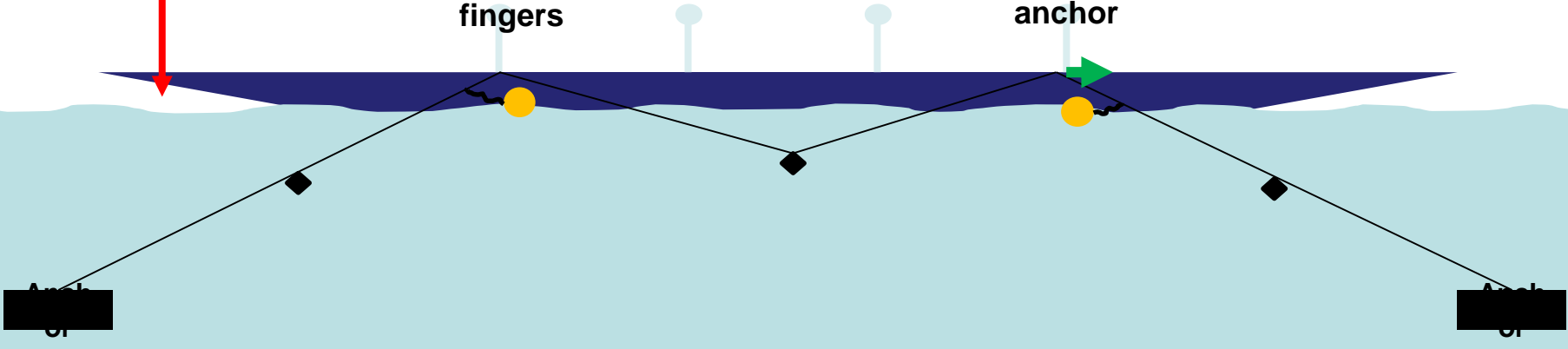


Backing

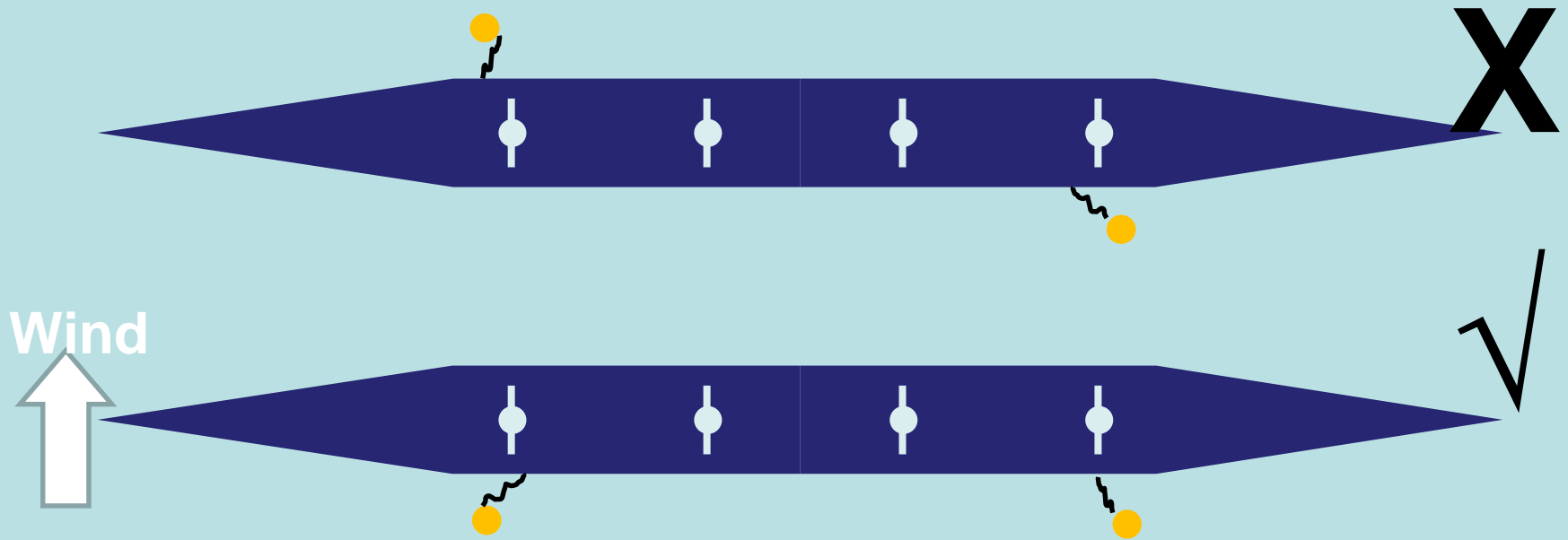
Start Line

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
- 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



Umpire

- Responsible for conduct of race
- After Command “Go” – ensure that white flag is used unless race is to be stopped
- Immediately follow crews in the middle of the course
- Instruct pilot on boat positioning
- Keep all crews clear from wake – especially Tinney
 - Even laggards if possible
- Don't show flag when not used

Start Zone (100m)

- Breakage is no longer accepted in start zone

Umpire

- Crews are allowed to leave their lanes
 - as long as this does not interfere with other boats
- Don't steer crews unless
 - Affecting another crew who is in its own water
 - Obstruction
 - If crew is told to stop rowing, can tell them to continue - <crew> continue rowing
- Call crew – **show direction** it is to move
 - Can use Keep Apart
- Remember safety of crews and boats

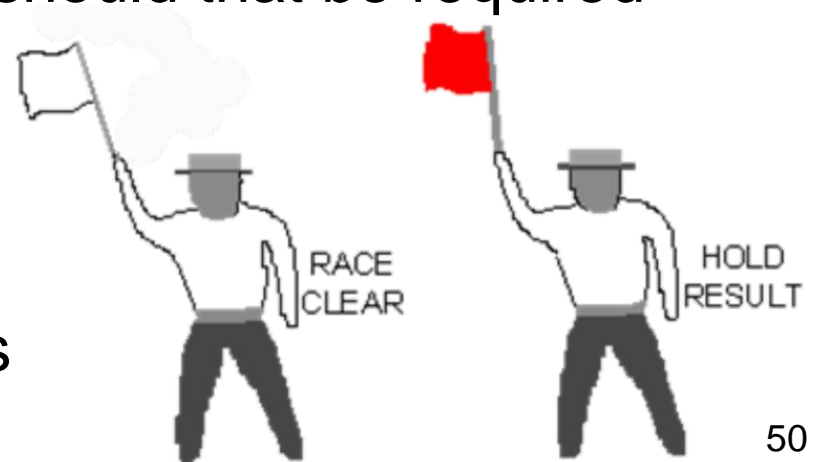
Umpire – stopping a race

- If a fair race is not possible
 - Stop the race by waving red flag
 - Sound the siren/bell
 - Call out **Stop Rowing**
 - Cannot restart race halfway down course except for two-boat river races
 - Either restart immediately or check with PoJ for a new start time

Umpire at finish

Wait about 10 to 15 seconds to determine if objection is raised

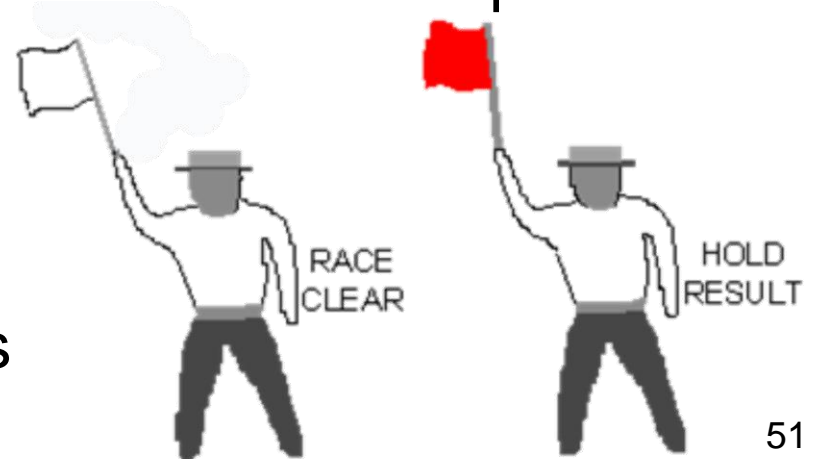
- Give crews a chance to object especially if there was an incident
- Ascertain the reason for the objection
- Listen to what is objected to – do not assume anything
- Uphold or overrule
- Advise crew of decision
- Consult with relevant officials should that be required
- Advise PoJ of the decision
- Lookout for medical conditions



Umpire at finish

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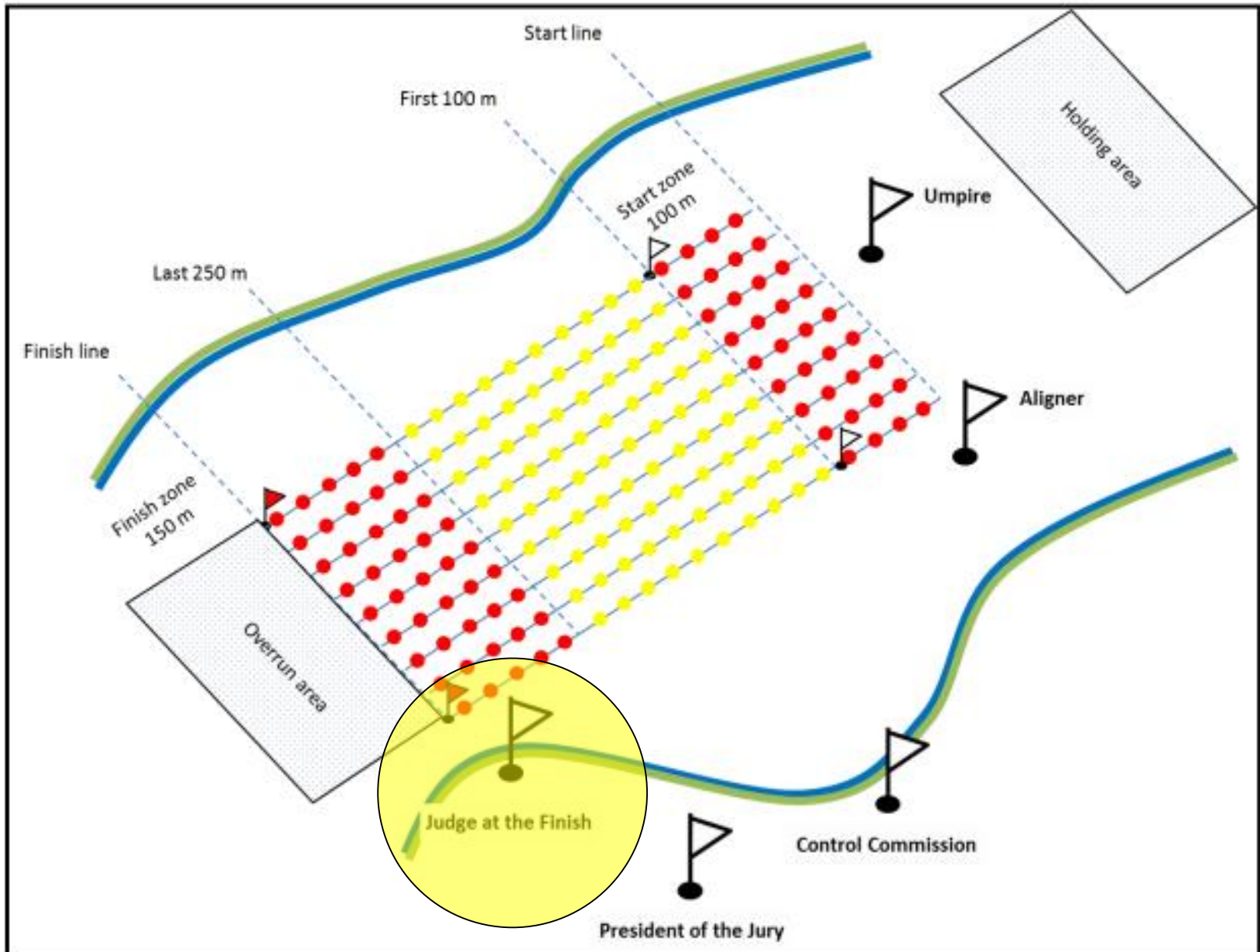
Umpire's pilot

- Umpire's second pair of eyes and hands
- Look out for obstacles and traffic violations
- Keep an eye on the crews during the progression of the race and inform Umpire of concerns
- Observe all "hand signal requests" from Umpire
- Listen to the radio should umpire be called

Umpire's pilot radio procedures

- In control of Radio at the Start and during the race
- Announce race: Race number, event and umpire name and number, change over to channel 3
- Announce again on channel 3
- If aligning is taking a lot of time:
 - Announce “Stand down” when aligning has cause for delay
 - Announce “Flag Up” when start is eminent again
- Hold radio open to transmit start to Finish Tower

Duties of officials - Finish



Judge at the Finish

- Primary role to record finishing order of crews
 - “Hoot” when crew crosses line
 - Note and record lane number
 - Acknowledge Umpire’s clearing of race (2 Hoots or White flag)
 - Hold results if Umpire does not clear race
 - Sign results sheet



Judge at the Finish

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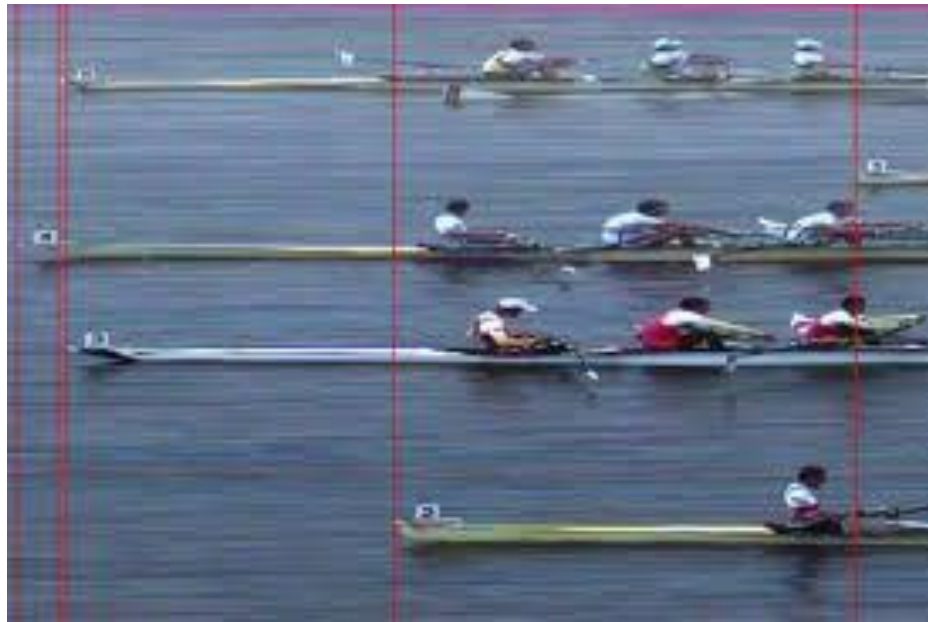


Finish tower

- Start timing officials
 - Record number of boats
 - Record start time and umpire name or number
- Finish timing officials
 - Use watch from same start timing official
- Scribe
 - Record all details for race (DNS etc)
 - Record times from both watches

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)



Finish Tower Stresses

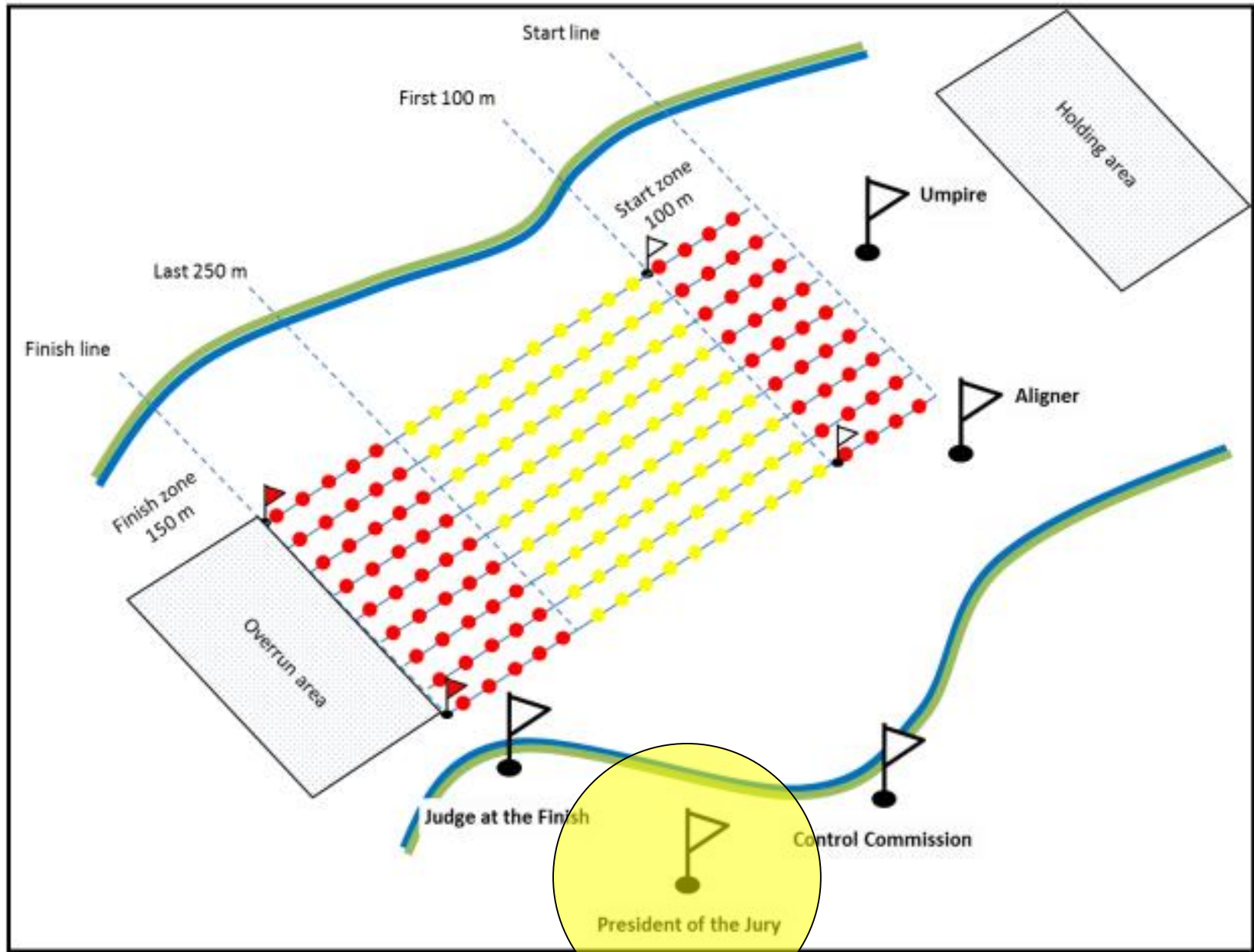
- **Missing the Start time**
 - Check with Aligner for Back-up time
 - Get count down
 - If no time on race and progression event notify Umpire to stop race if possible
- **Heads Races and lane numbers**

Abbreviations

- **DNF** – Did Not Finish
- **DNS** – Did Not Start
- **DSQ** – Disqualified
- **EXC** – Excluded
- **BUW** – Boat Under Weight
- **DNA** – Data Not Available



Duties of Officials - PoJ



President of the Jury

- Must be a National Umpire
- Primary Responsibility to coordinate smooth running of the regatta
 - Allocate revised start times
 - Authorise “Holding” of Races
 - Monitor On Land and Water Rescue/Medical
 - Monitor weather conditions – lightning detector
 - Convene Jury meetings in case of a Protest
 - Participate in Fairness Committee
- Stipulates course of action for dead heats
- Prepare regatta report within two weeks

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



Objection at end of race



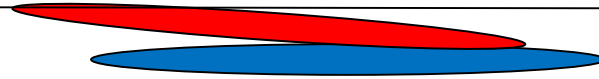
- Has the crew been disadvantaged?
 - No → regular race
- Has the disadvantage affected the ranking of the obstructed crew?
 - No → confirm the result
- Exclude the offending crew - Does this exclusion restore chances of obstructed crew?
 - Yes → confirm the result
- Re-row those crews whose ranking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

Jeppe



KES

St B



St A



- What is done if results in finals are:
 - St B, KES, St A, Jeppe and there is no objection?

Jeppe



KES

St B



St A



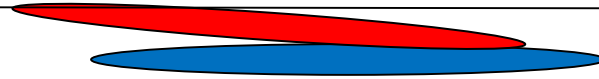
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as it is

Jeppe



KES

St B



St A



- What is done if results in finals are:
 - St B, KES, St A, Jeppe and St B objects?

Jeppe



KES

St B



St A



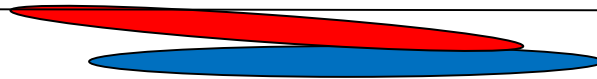
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe and St B objects?

Jeppe



KES

St B



St A



- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe – exclude KES
 - St A, St B, KES, Jeppe and St B objects?

Jeppe



KES

St B



St A



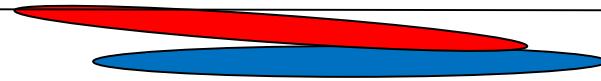
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe – exclude KES
 - St A, St B, KES, Jeppe – exc KES, rerow St A, St B
 - St A, Jeppe, St B, KES and St B objects?

Jeppe



KES

St B



St A



- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe – exclude KES
 - St A, St B, KES, Jeppe – exc KES, rerow St A, St B
 - St A, Jeppe, St B, KES – exclude KES, rerow all

Jeppe



KES



St B

St A



- What is done if results in finals are:
 - St B, KES, St A, Jeppe and there is no objection?

Jeppe



KES



St B

St A

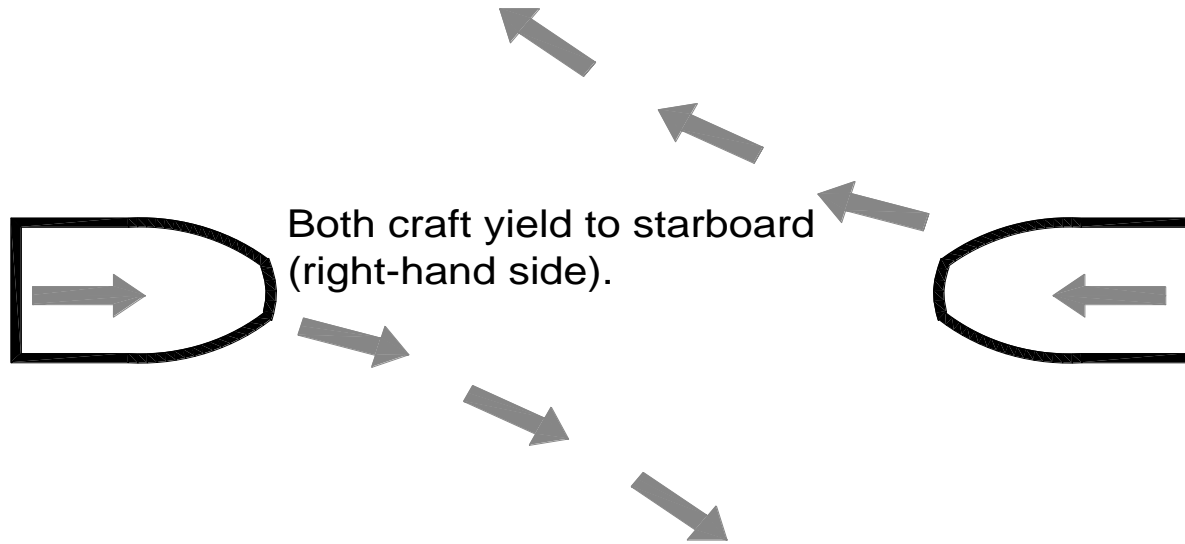


- What is done if results in finals are:
 - St B, KES, St A, Jeppe – exclude St B

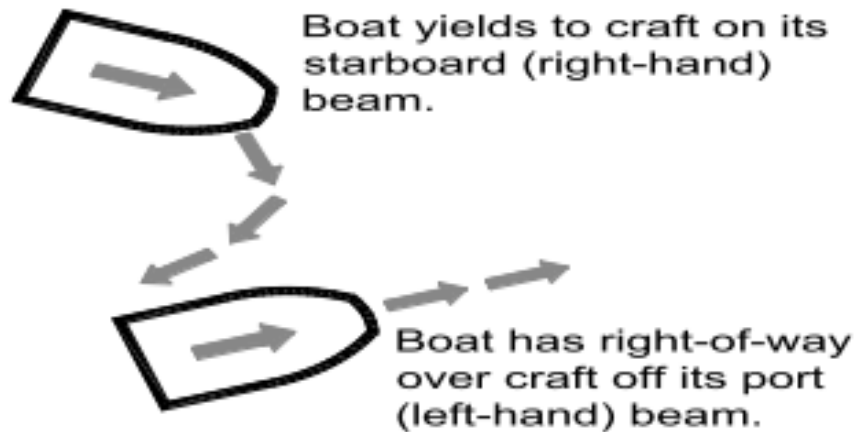
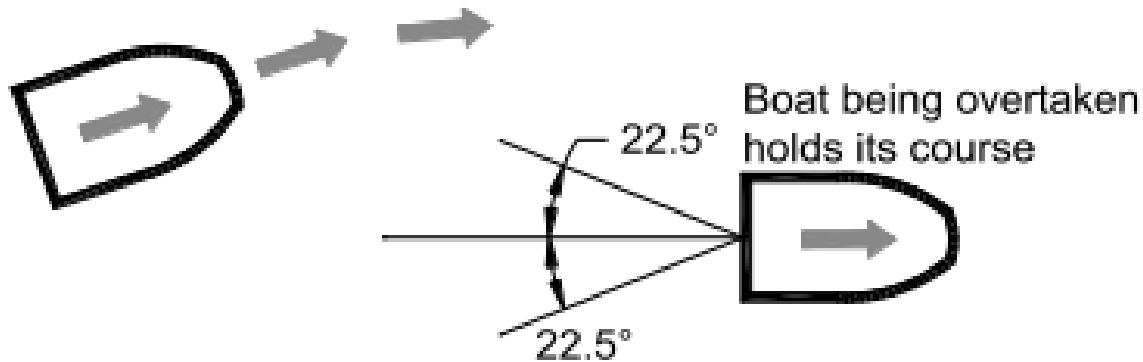
Motor boats

- Ensure that all safety equipment is on board
 - Life jacket for each crew member
 - Torpedo to throw to a rower in water
 - Paddle
 - Rope for towing
 - Bailer
 - Tool kit
 - First aid kit
 - Dead man cut out on engine
- Enough fuel – oil for two stroke engines

Boat pilot



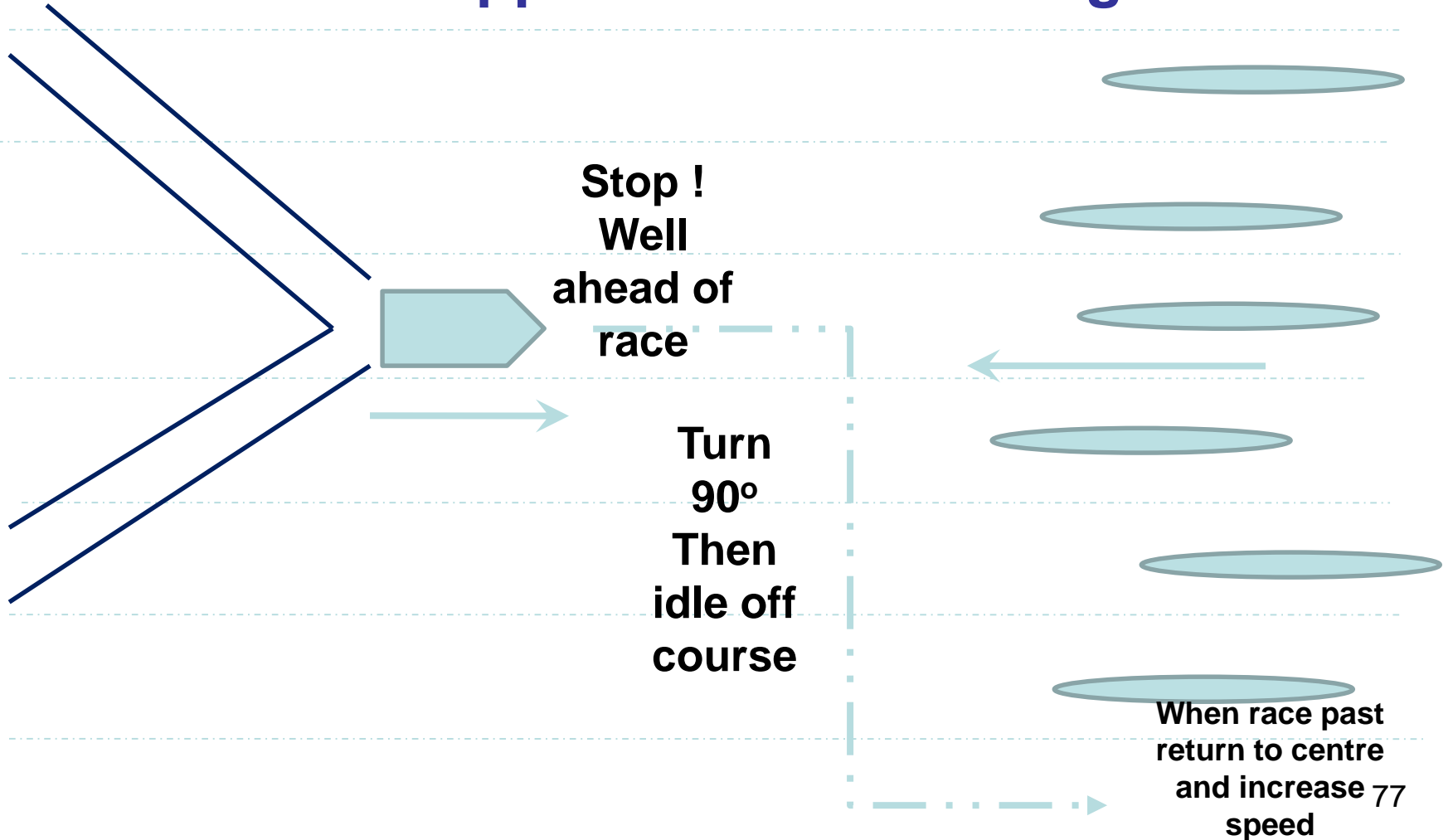
Boat Pilot



Basic Boat Piloting Skills

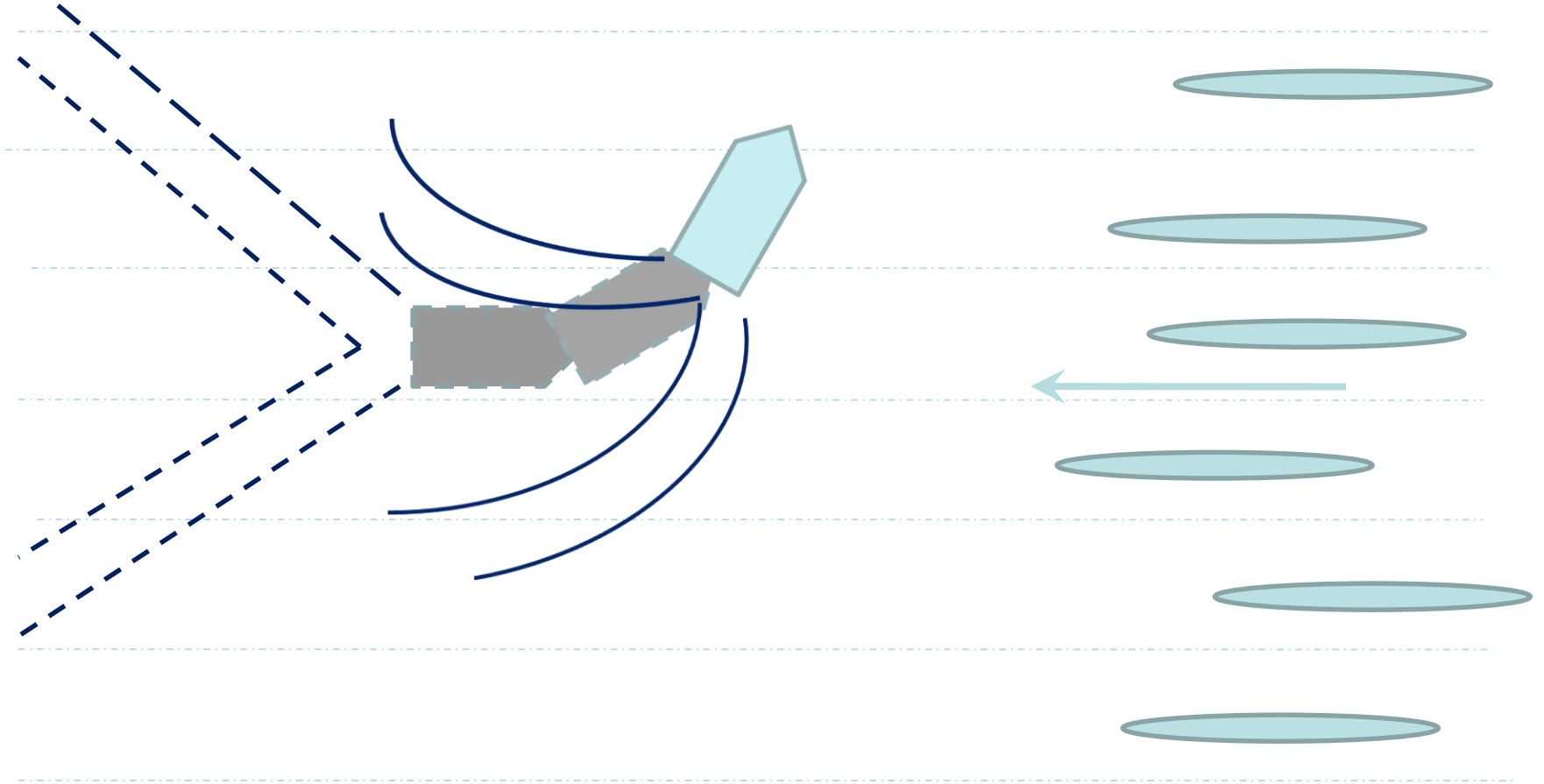
On the Water in General and in a
Regatta

“How to approach an oncoming race”



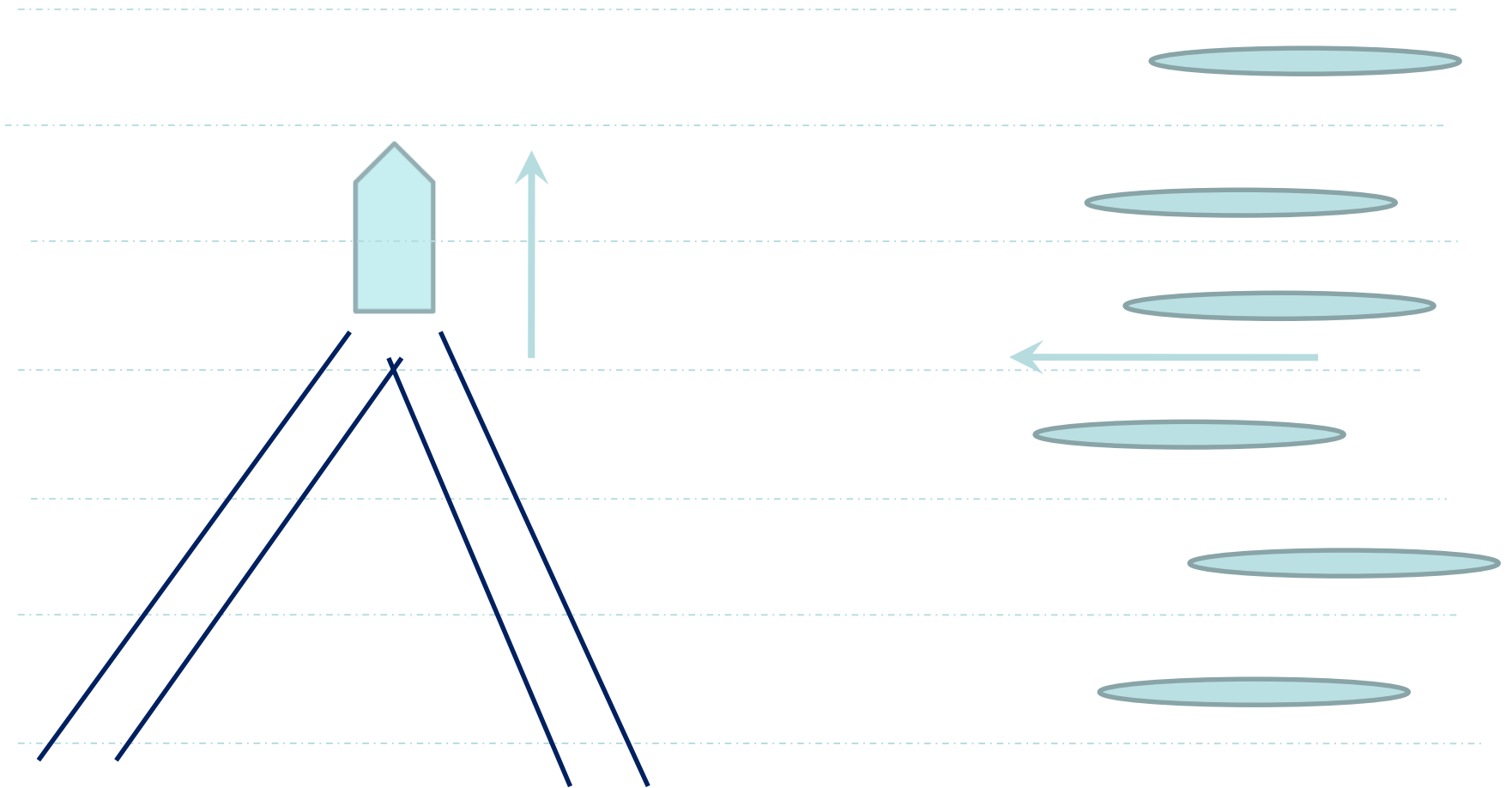
Basic Boat Piloting Skills

“DO NOT turn boat whilst under power on the course”



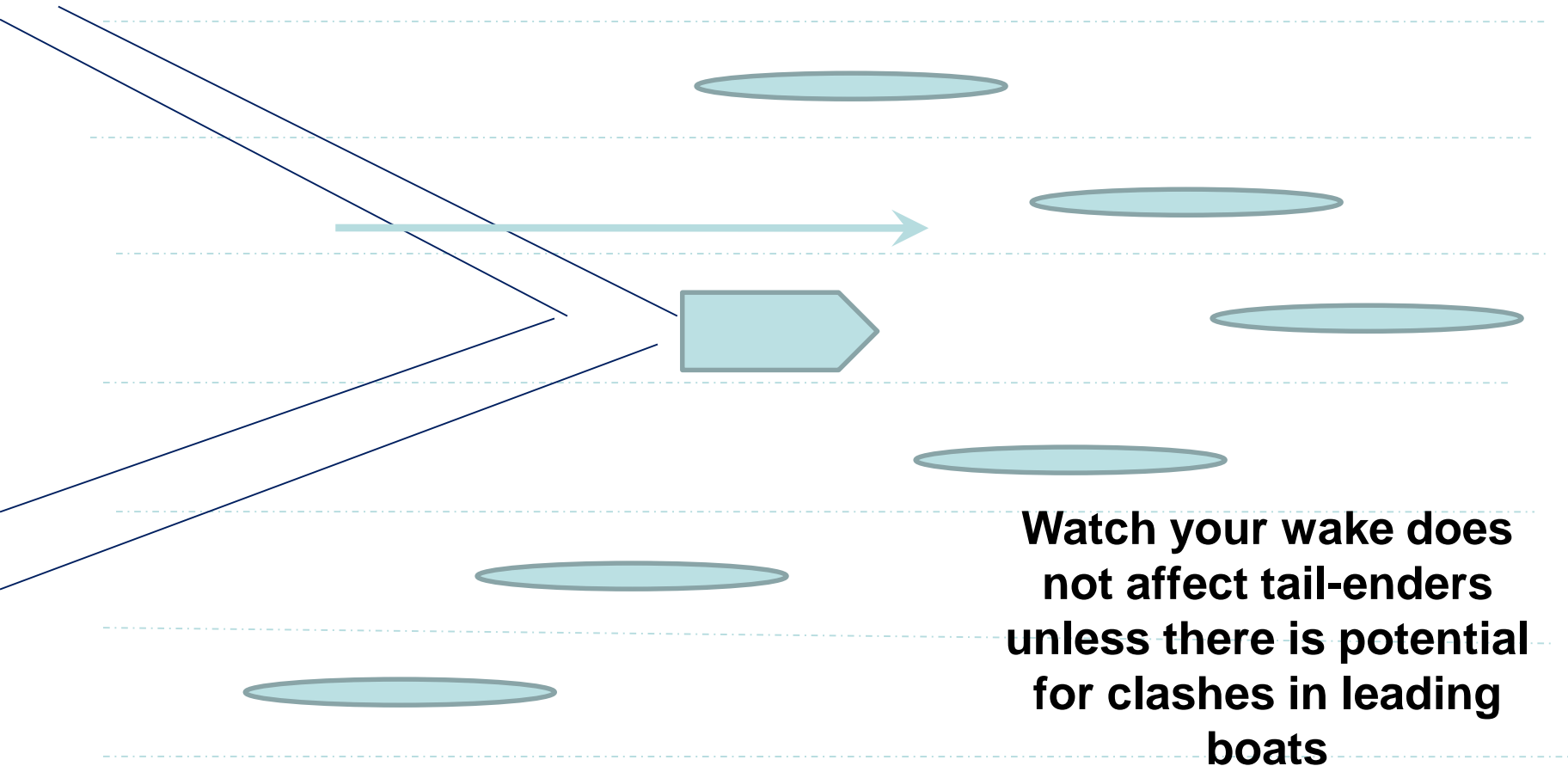
Basic Boat Piloting Skills

“DO NOT cross course at speed”



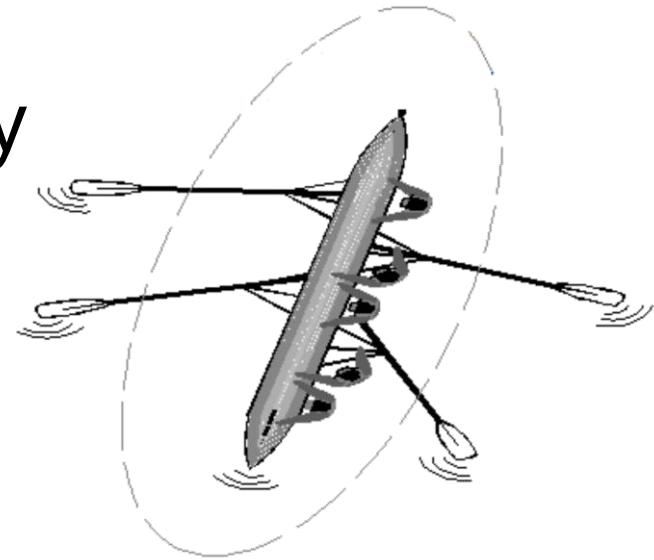
Basic Boat Piloting Skills

“Position when following a Race”



Capsized rowing boat

- Abandon your race
- Count the heads! Ensure all rowers are OK
- Notify rescue
- Attend to rescue if necessary
- Approach carefully
- Disengage propeller
- Dive in if necessary
- Use umpire's boat to stabilise rowing boat while crew gets in



Radio Protocol

Guidelines of Use:

1. Use only when necessary
2. Identify who you are calling then identify yourself. Eg: President of the Jury – Umpire ABC reply is – President Go.
3. Listen before you speak - Wait until previous call has ended before you call your station
4. Keep it short and simple – speak slowly and precisely avoid getting excited - you become unintelligible
5. Stay off the air during emergencies

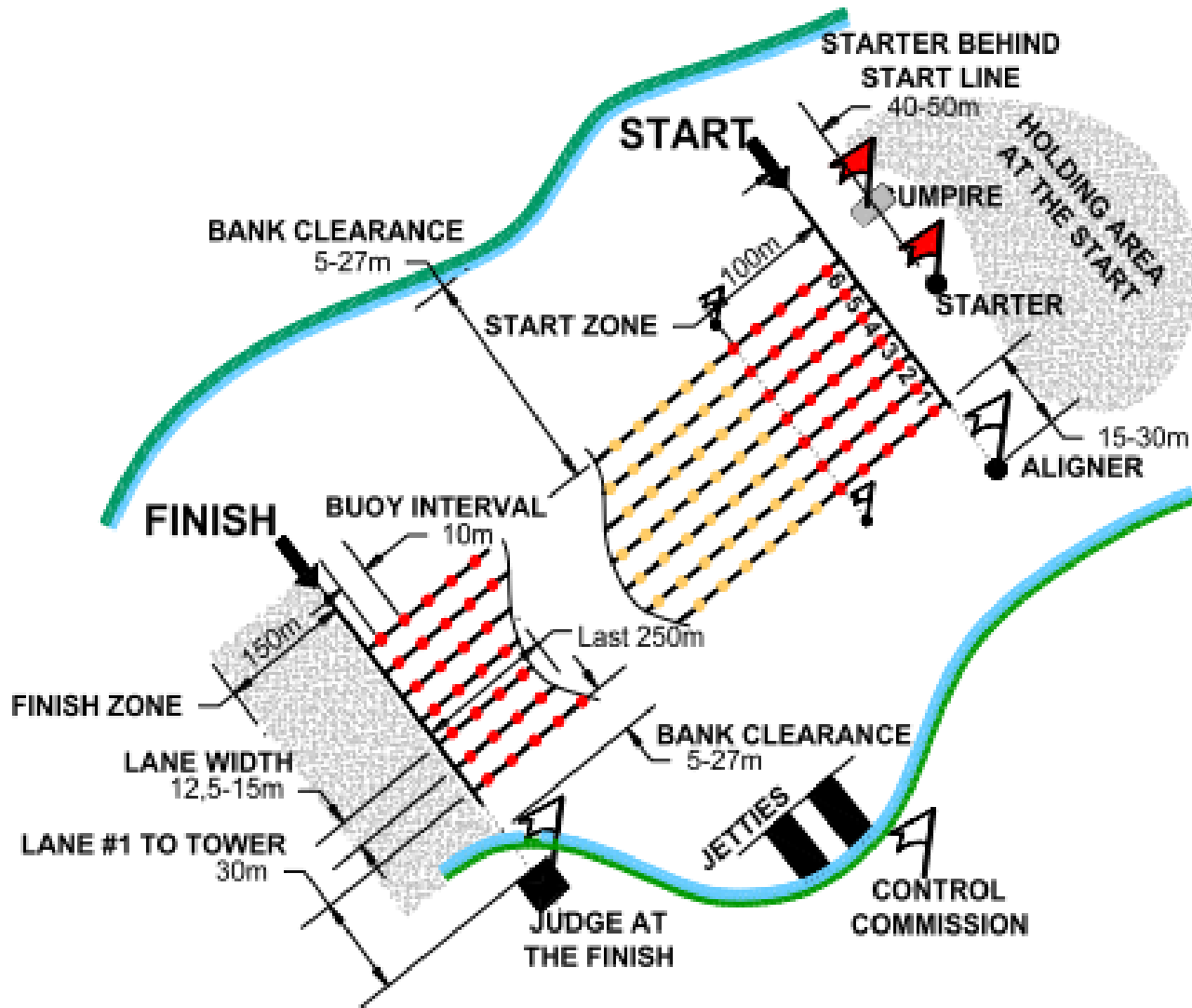
■ Don'ts

- Critique officials over the radio
- Don't engage in unnecessary chatter

ROWING SOUTH AFRICA



Course



Traffic Rules

Training and racing traffic rules

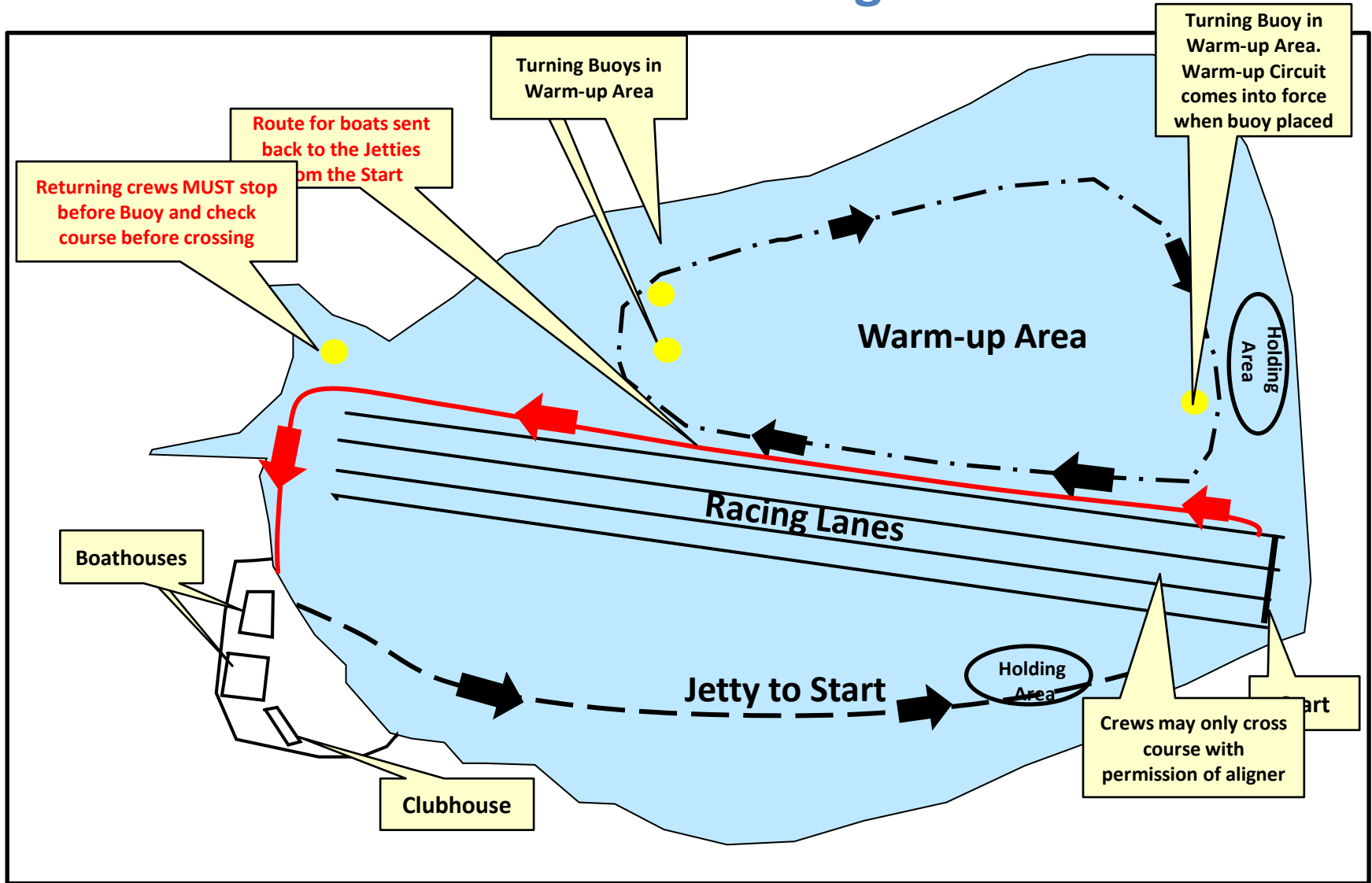
Organising Committee must publish with their Regatta Notice

Display clearly at the venue

Traffic rules for racing must cover crews

- **moving to the start**
- **returning from the finish**
- **crossing of the course,**
- **warm up and cool down areas**
- **return path for boats missing races and sent being sent back to the jetties**

Wemmer Pan Racing Rules



General items

- Dress code – no jeans
- Arrive on time (at least 60 min before first race)
 - 90 min for aligners and umpires/pilots to get boats on water
- Report to PoJ
- Check with PoJ before leaving
- Don't forget to bring:
 - Clip board, pen, hat, sun screen, binoculars
 - Rules of Racing, Officials Handbook
- Remember to keep calm
 - Treat all competitors and officials with respect
 - No shouting at the start

Gauteng champs

- No late entries allowed
- JWU14 8x may be coxed by an open cox
- 2x and 8+/8x+ are incompatible
- Single sculls - heads races
- Crew or boat clashes will not be accommodated – check with PoJ
- If races are late, maximum wait time is same gap as in the program

2 minute rule

- Try to get each race off in time
- Two minute rule **WILL** be enforced
 - Crews arriving in 2 minutes and not holding up race – Yellow Card
 - Later – Red Card
- Do not wait for crews just because they have launched
- If races are late, only wait for gap in program to start race

Heads races



- Time trials
- All stop watches are synchronised beforehand
- Crews are set off at 20 second intervals
- As crews cross line Aligner calls <crew #> Go
- Start times are recorded on 2 sets of watches
- Finish times recorded on 2 sets of watches
- Important to record bow number and time
 - Put your name at top of sheet
- Races times are calculated

Heads races positions

- Aligner call crew number ... Go
 - drops read flag
- Assistant, Umpire and pilot 1 timekeepers
- Umpire 2 starts crews at 50m before start
- Marshalls get crews in order
- Umpires 3, 4 and 5 spread along course
- Finish – 2 sets of watches

Remember

- Try to keep to the schedule
- When asked, the regatta is running on time
 - Unless the PoJ sets new start times
- Have FUN!!!

Don't forget ...

**Please help with equipment
before and after regattas**

Many hands make light work



Always approach the slipway slowly and with caution and preferably in Reverse!

2017

2017
world rowing
championships
Sarasota-Bradenton
Florida, USA

Sarasota-Bradenton
Florida, USA

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FLORIDA DEPARTMENT OF
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COUNTY

worldrowing.com



Have fun!

**Thank you for
attending**

ROWING SOUTH AFRICA

