

Rowing Officials Seminar

Selwyn Jackson

26th February 2018

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



Schools' championships

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 Schools' Championships

Rowing in South Africa

- First formal rowing race in 1861 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 organized sports club
- Buffalo Regatta held each year since 1881
 - 131st regatta in 2018 (excluding war years)
- VLC Sprint Regatta – 111th regatta in 2018
- Henry de Kock first Olympian in Amsterdam 1928
- Ernest Gearing won Gold medal at the age of 79
 - World Master's Championship in Budapest 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 (Drugfree sport)
- **Changes to rules 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**
**Vagina
Mabaso**

**Para
Representative**
Marco Galeone

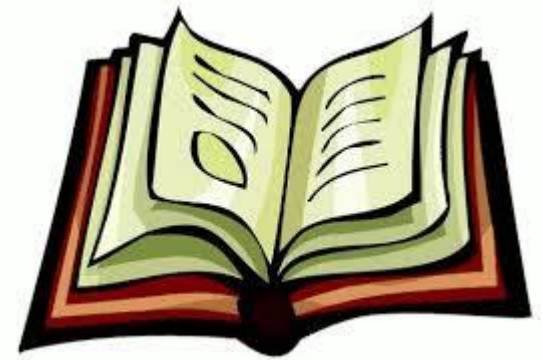
**Provincial
Representatives**
Bernd Julicher
Peter Heidstra

**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
- 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**



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



Code of Conduct 1

As rowing officials we have a duty to provide all participating athletes a quality and fair sporting experience in a friendly, supportive, instructive and safe environment. To achieve this we need to:

- Know the latest version of the RowSA **Rules of Racing**
- Be **punctual, reliable, impartial and unbiased**
- Behave appropriately and show respect and tolerance to all
- Contribute in a constructive manner, respectful of other person's rights and dignity
- Not engage in aggressive behaviour (verbal or physical)
- Take good care of all property assigned to us
- Be sensitive to the needs of all athletes
- Take responsible action to ensure the safety of all

Code of Conduct 2

As a rowing official, we also have the right to be treated with respect, express our personal opinions freely and participate in decision-making. We also need to accept our responsibility to:

- Be objective and supportive to colleagues
- Attend meetings, participate in decision-making and abide by decisions
- **Earn the respect of rowers**, colleagues and supporters through our actions and behaviour
- Instil discipline and implement the Rules of Racing with **consistency and fairness**
- Be sensitive to the rowers needs.
- Practice and instil sportsmanship by being **firm, yet fair and respectful**
- Exercise self-discipline and be accountable for our actions and decisions
- Strive for excellence and be professional

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



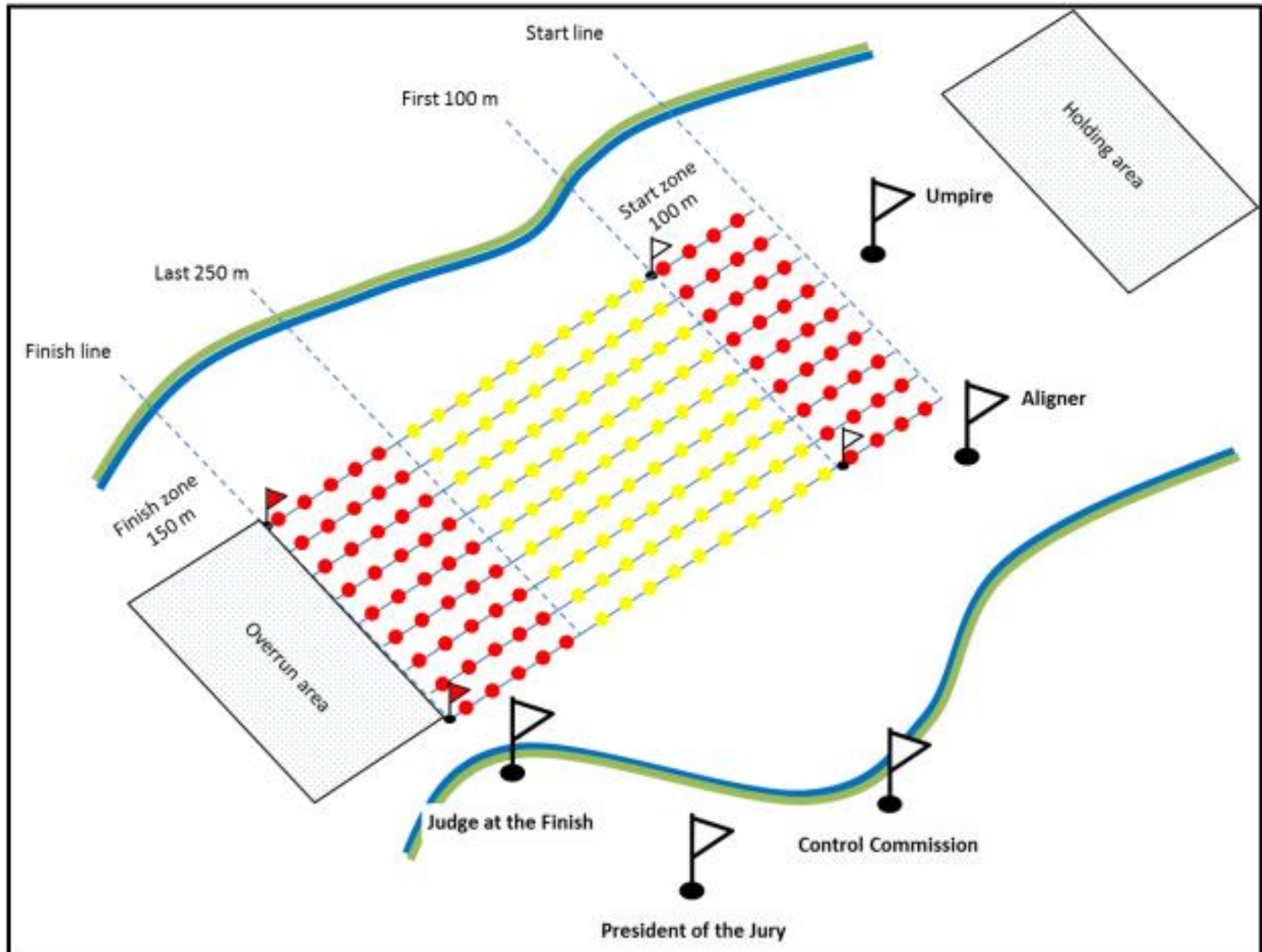
All rowers shall compete fairly, showing respect for their opponents and for the regatta officials. In particular,

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

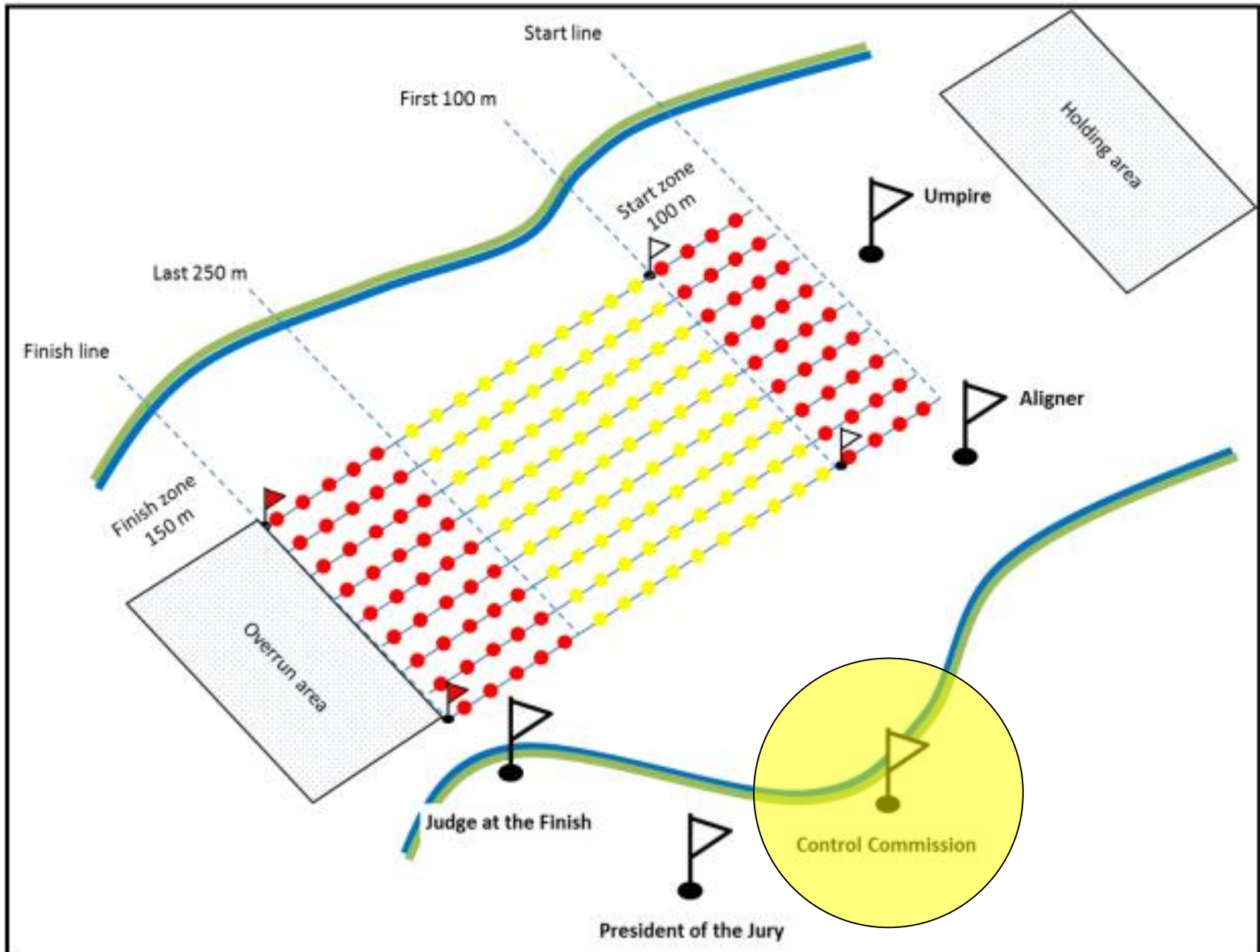
Officials shall

- 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 or no photo, Warning (yellow card)
 - Age category
 - Weigh coxswains and lightweight rowers
 - Record coxes that need ballast
 - 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 ballast – **Juniors 15kg; Seniors 10kg**
 - Ballast – **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 ballast 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

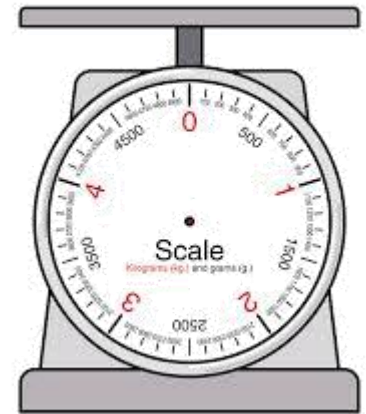
Class	Abbr.	Minimum
Single sculls	1x	14 kg
Pair	2-	27 kg
Double sculls	2x	27 kg
Four	4-	50 kg
Coxed four	4+	51 kg
Quadruple sculls	4x	52 kg
Coxed quadruple sculls	4x+	53 kg
Eight	8+	96 kg
Octuple	8x+	98 kg

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 ballast 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

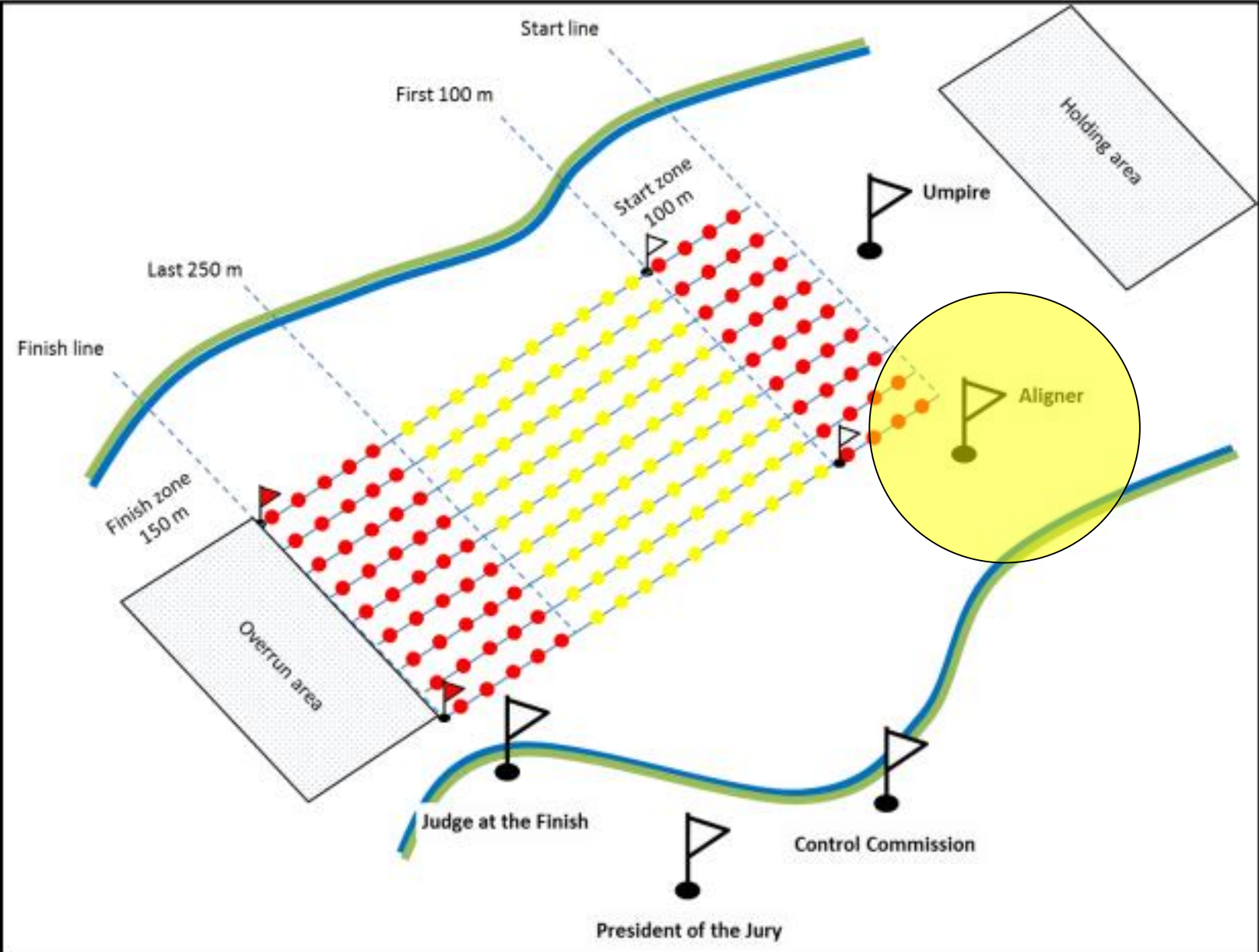
Typical weighing form

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
- Remove obstacles around jetties

Duties of Officials - Aligner

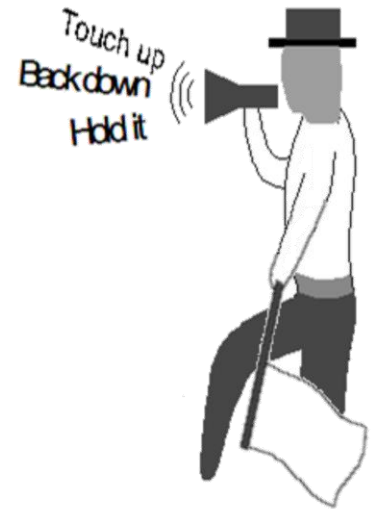


Judge at the start / Aligner

- 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

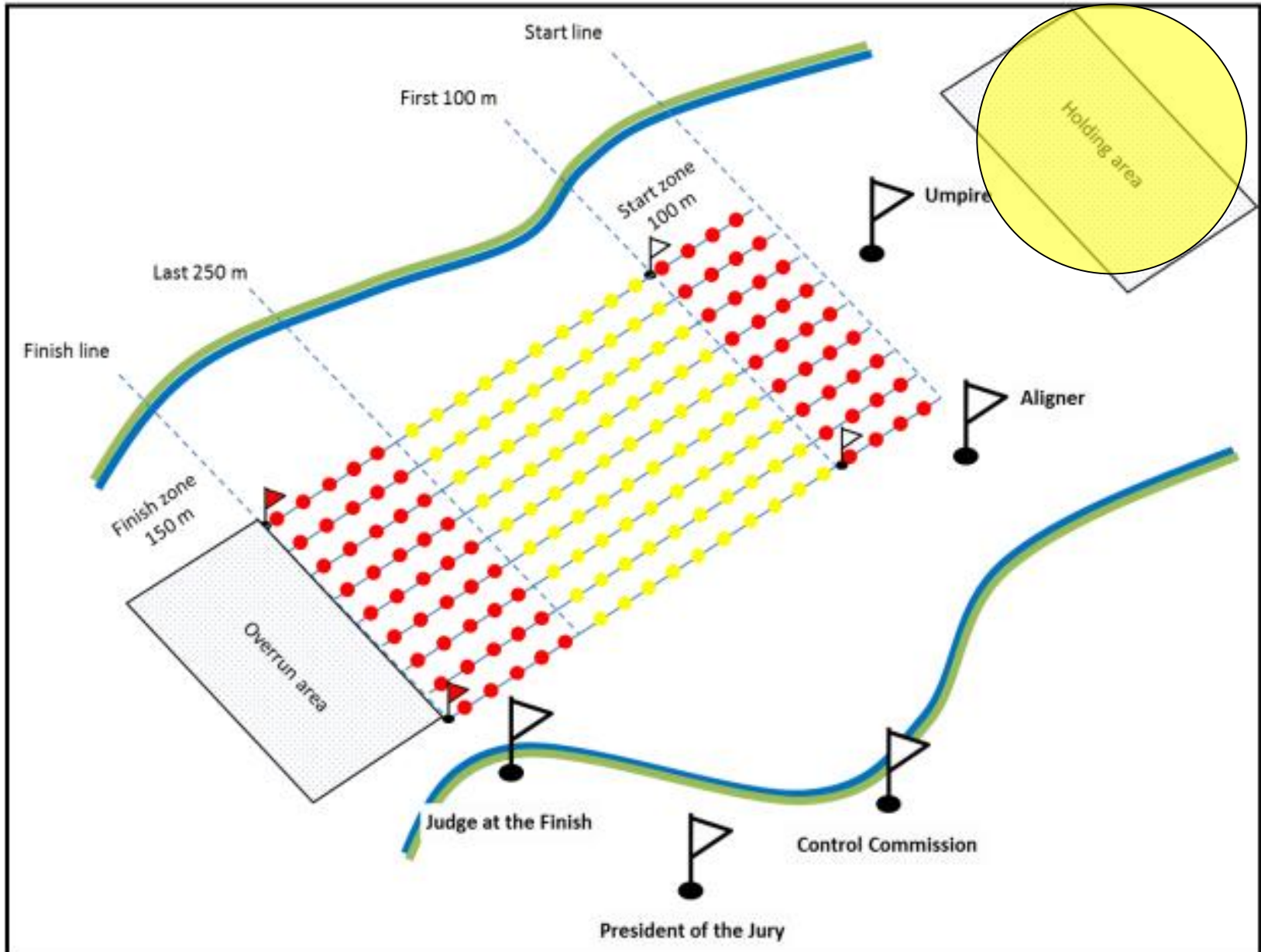
- <lane> touch <distance>
 - To move crews towards finish
- <lane> back <distance>
 - To move crews away from finish
- <lane> hold
 - To make a crew stop
- Hold it all crews and raise white flag
 - To indicate that crews are aligned
 - No need to hold flag out while aligning



Aligner notes

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

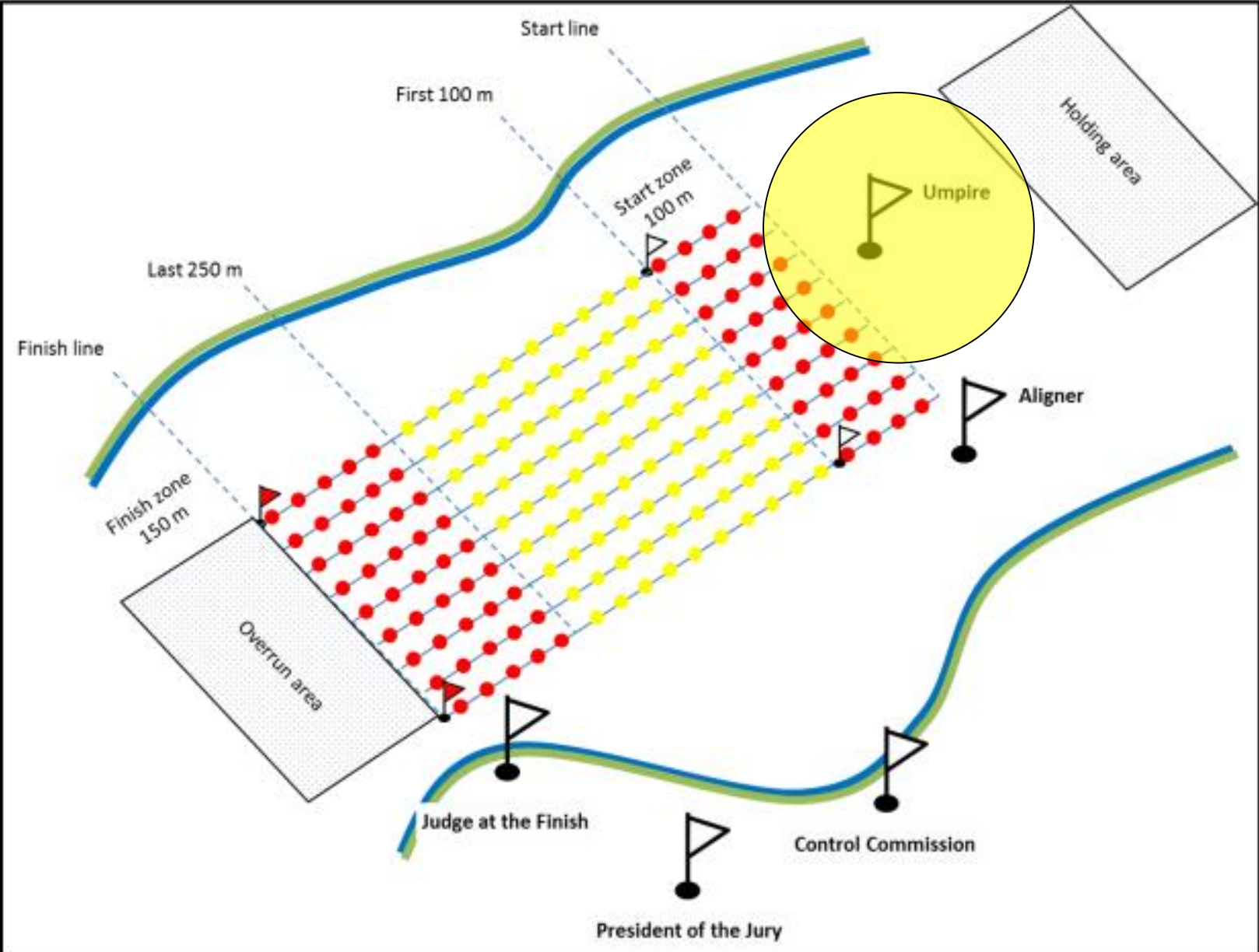
Duties of Officials - Marshall



Marshall

- Check crews and collect into groups
- Rack and stack behind umpire
- Don't let crews drift too far from start
- 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

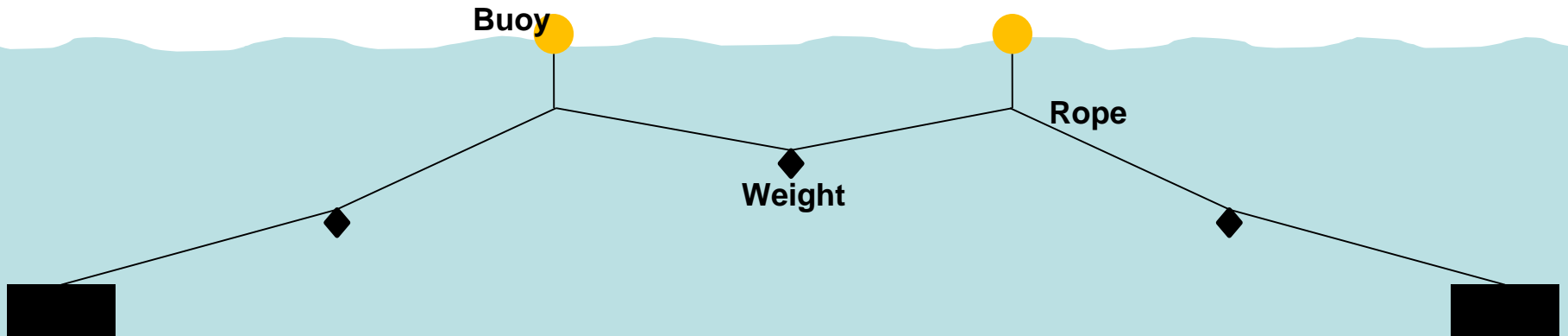


Bad weather

- 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

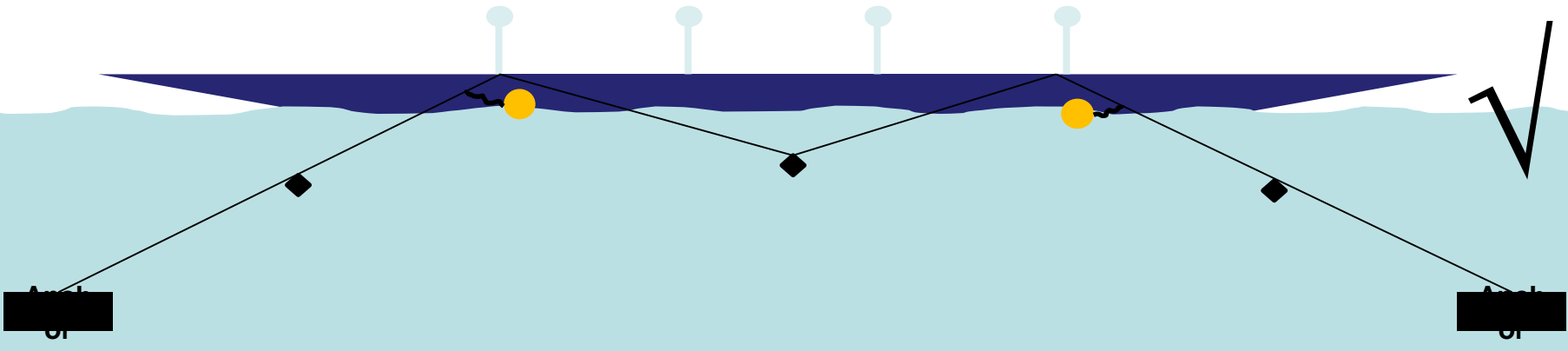
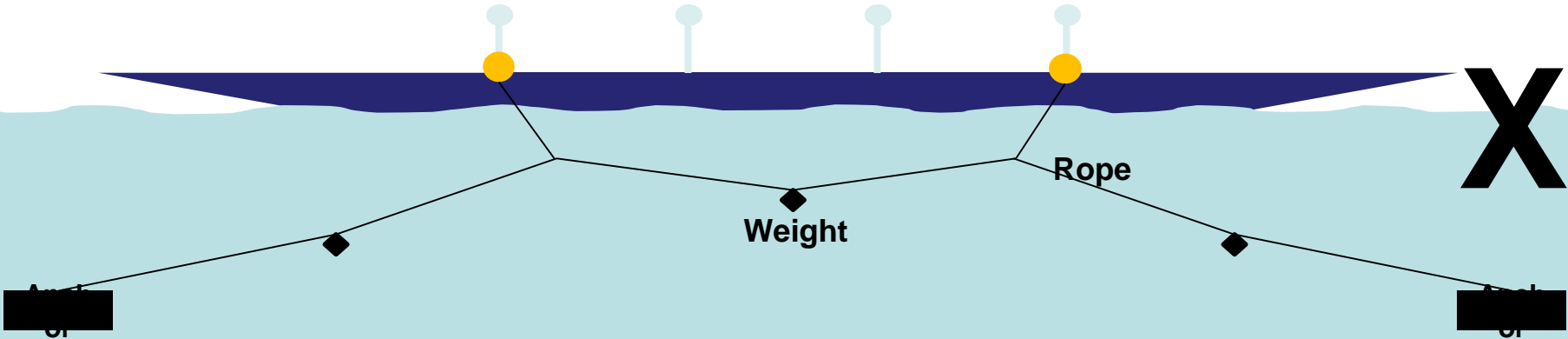
- The rope-held start was invented by the late Alan Francis.
- It allows boats to be aligned accurately and held straight on courses where a stake-boat start is not feasible.



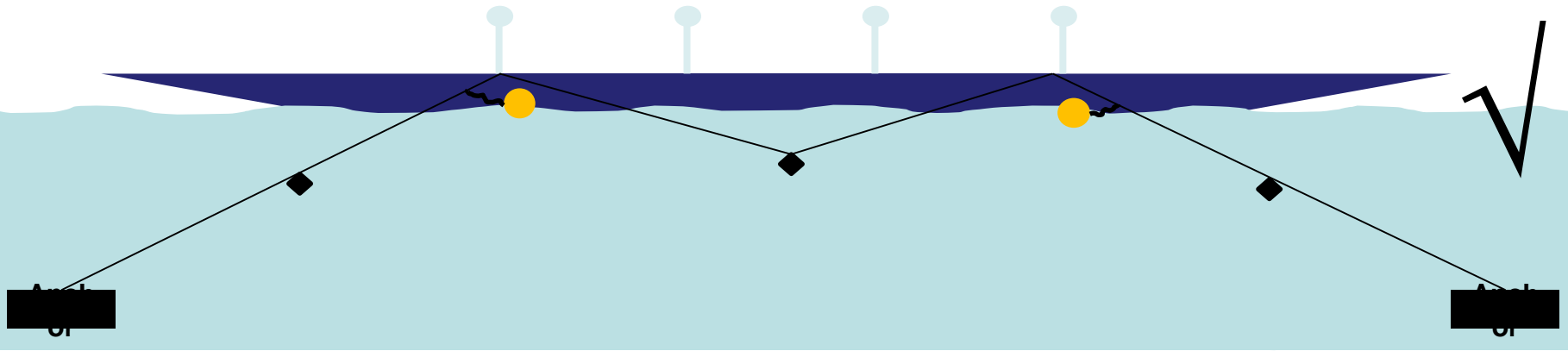
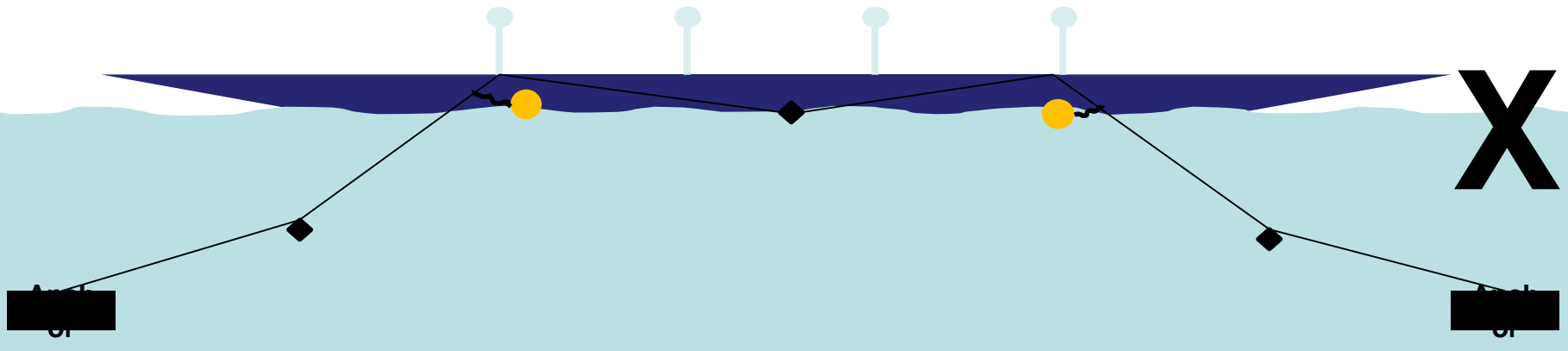
Advantages over floated start

- 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.

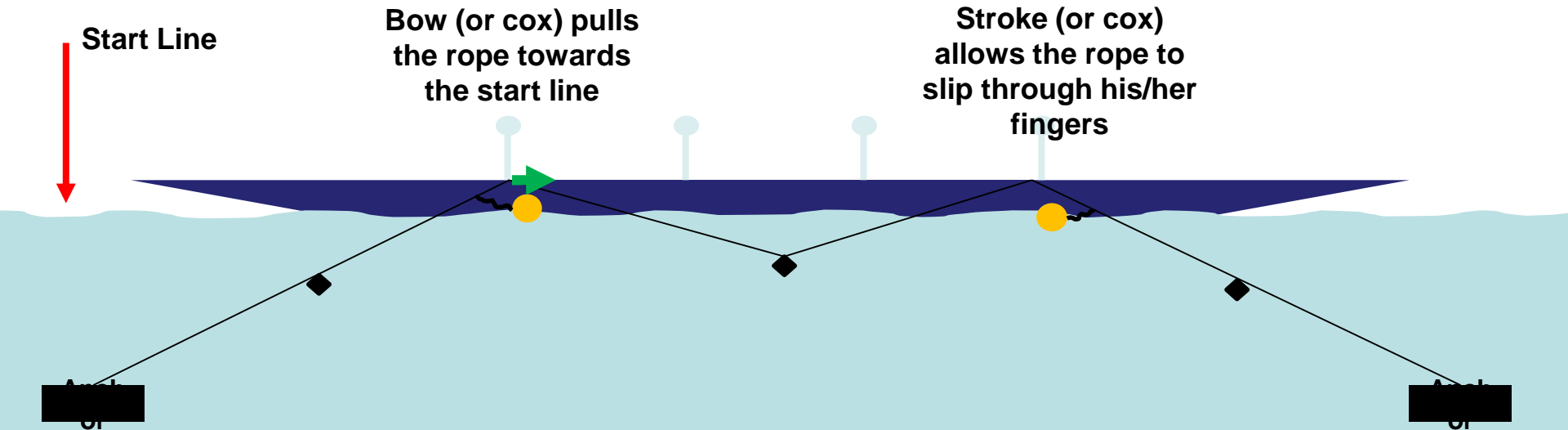
Don't hold the buoys – use them to pick up and hold the rope



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



Touching

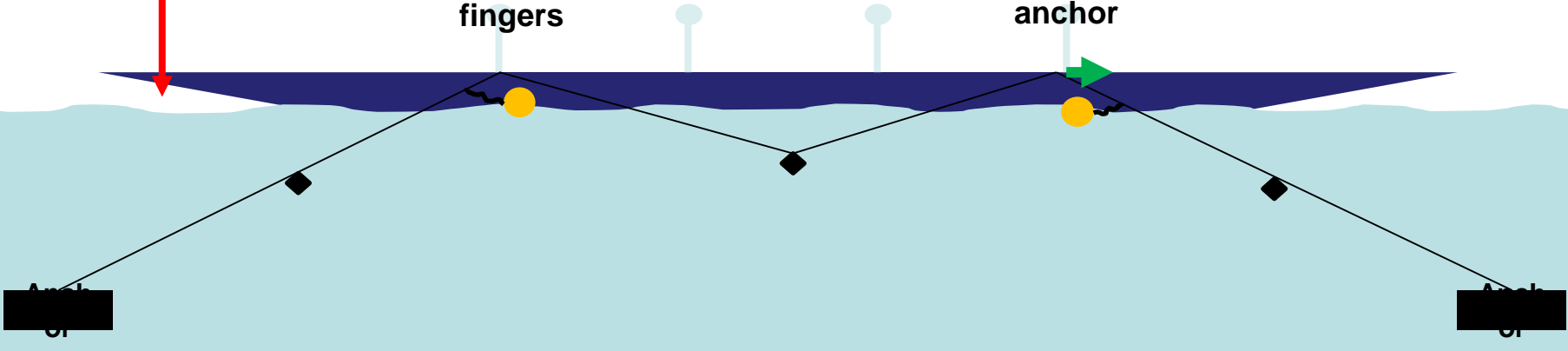


Backing

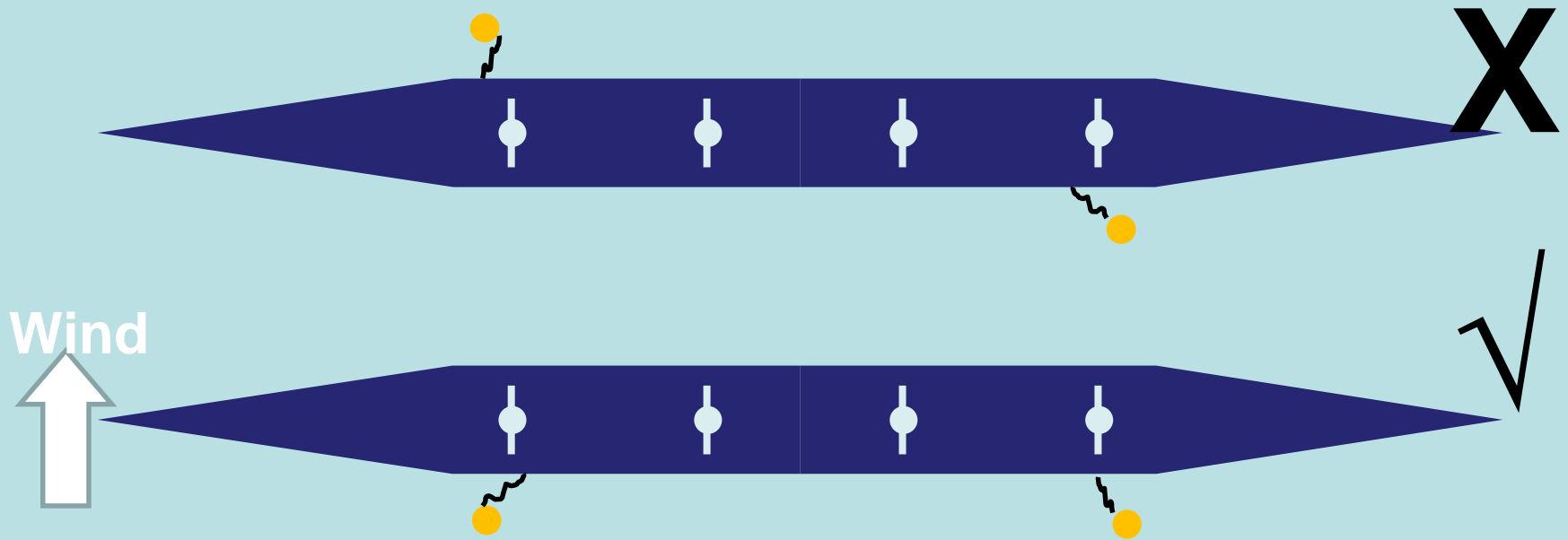
Start Line

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
- Need to ensure that all crews are ready
- **If same event inform next umpire to do rolling start**

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
 - But need to be close enough to protect medallists and those that will qualify for finals/semi-finals
- 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

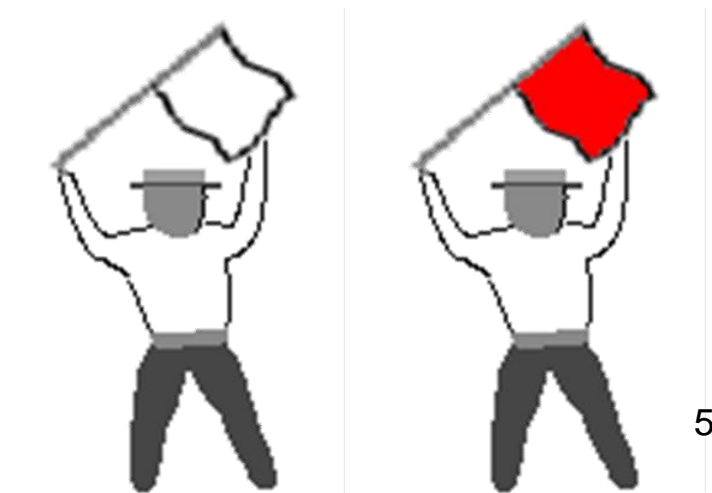
- If a fair race is not possible
 - Stop the race by waving red flag
 - Sound the siren/bell
 - Call out **Stop Rowing**
 - Cannot restart race halfway down course except for two-boat river races
 - Either restart immediately or check with PoJ for a new start time

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



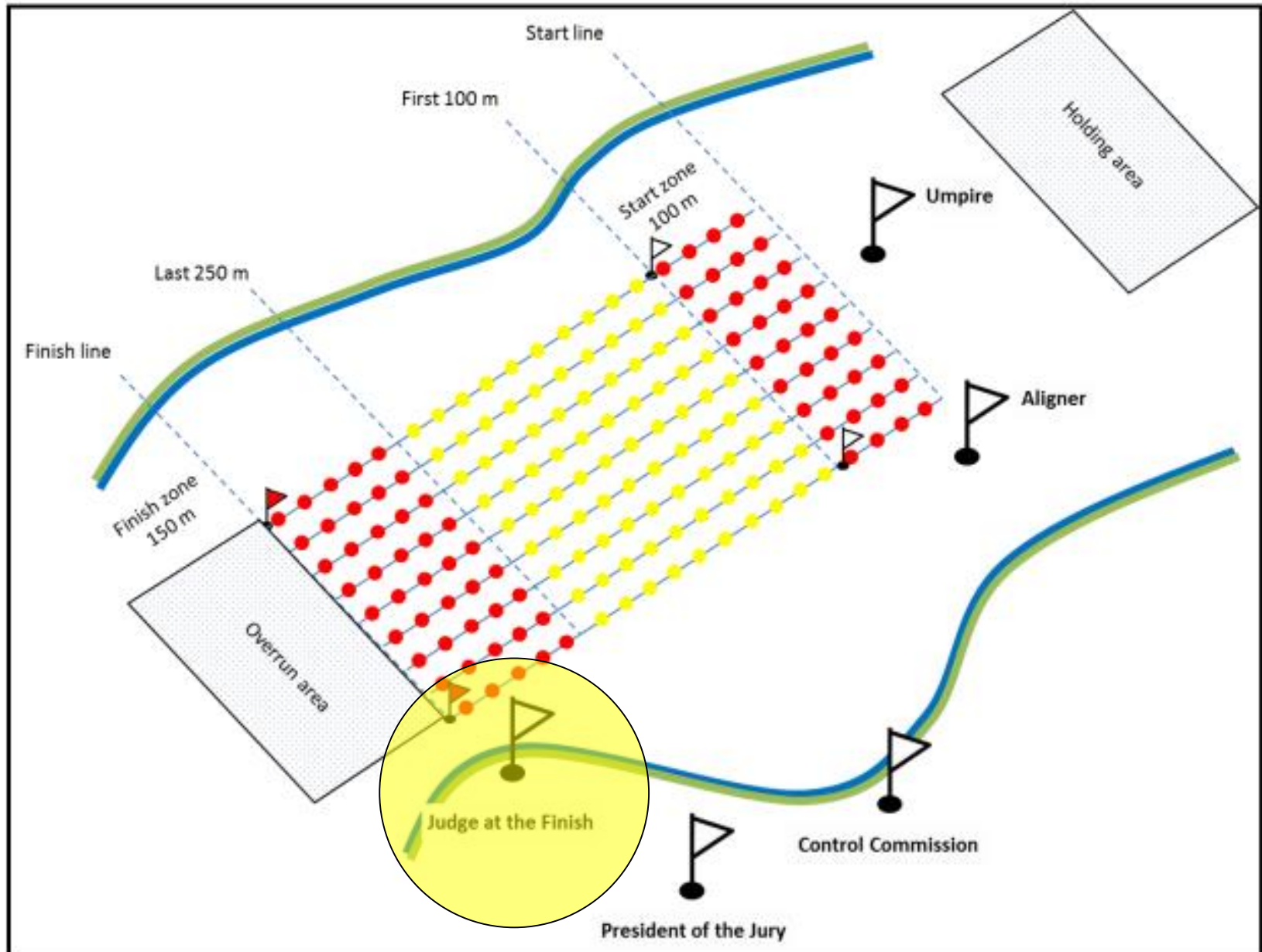
Umpire's pilot

- 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



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/Umpire 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**

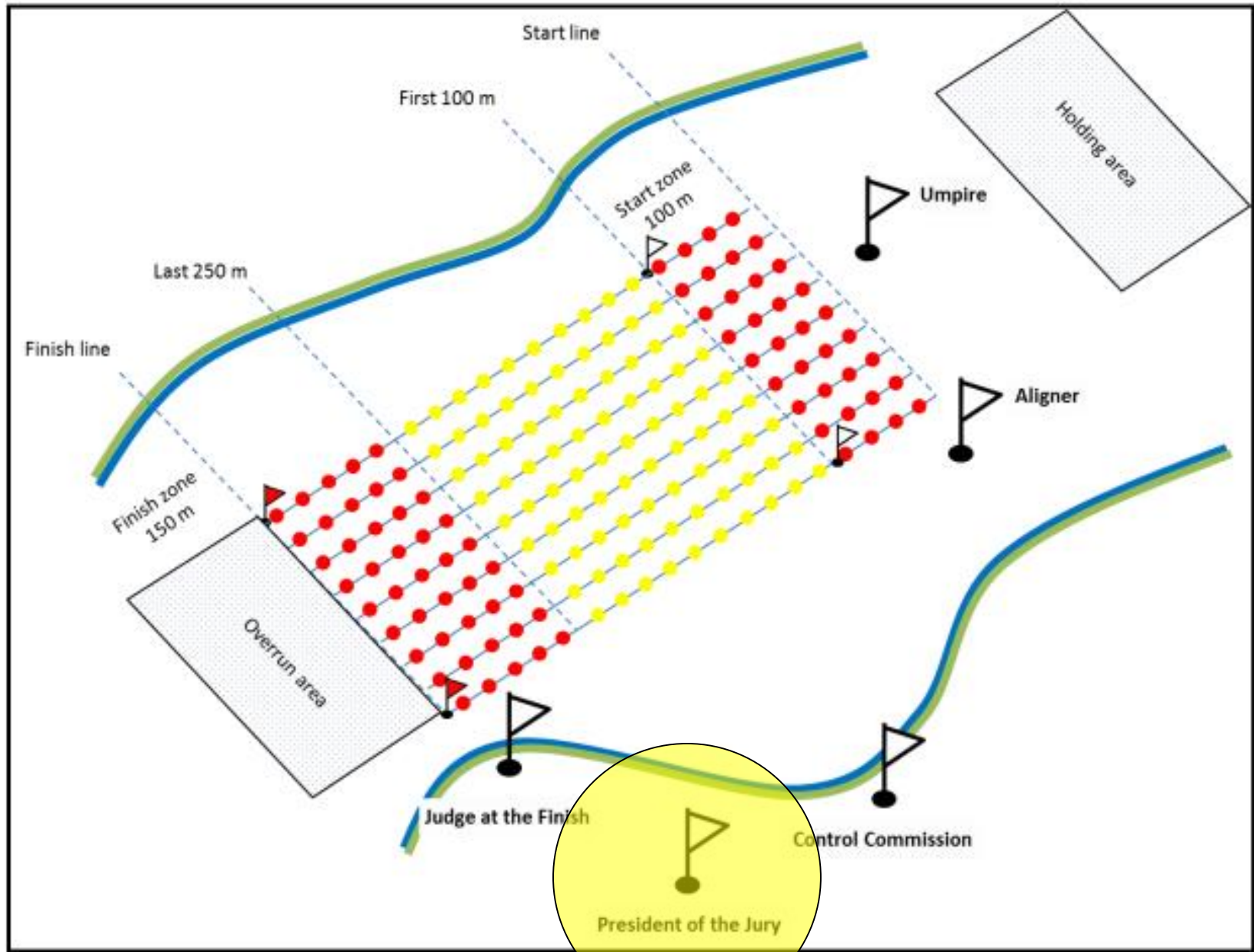


Abbreviations

- **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

- 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
- Prepare regatta report

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



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 may 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



- Reprimand
 - May be issued by Jury
- Warning (yellow card)
 - Will still apply if race is re-rowed
 - Violation of traffic rules, late at start, dress code
- 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

Objection at end of race



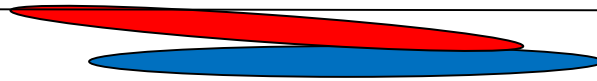
- Has the crew been disadvantaged?
 - No → regular race
- Has the disadvantage affected the ranking of the obstructed crew?
 - No → confirm the result
- Exclude the offending crew - Does this exclusion restore chances of obstructed crew?
 - Yes → confirm the result
- Re-row those crews whose ranking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



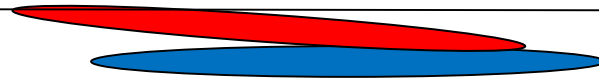
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as it is

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



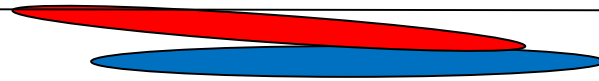
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe?

Jeppe



KES

St B



St A



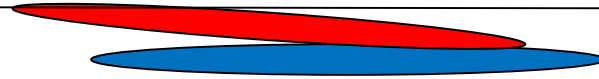
- What is done if results in finals are:
 - St B, KES, St A, Jeppe – leave as is
 - KES, St B, St A, Jeppe – exclude KES
 - St A, St B, KES, Jeppe?

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?

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 – exc 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

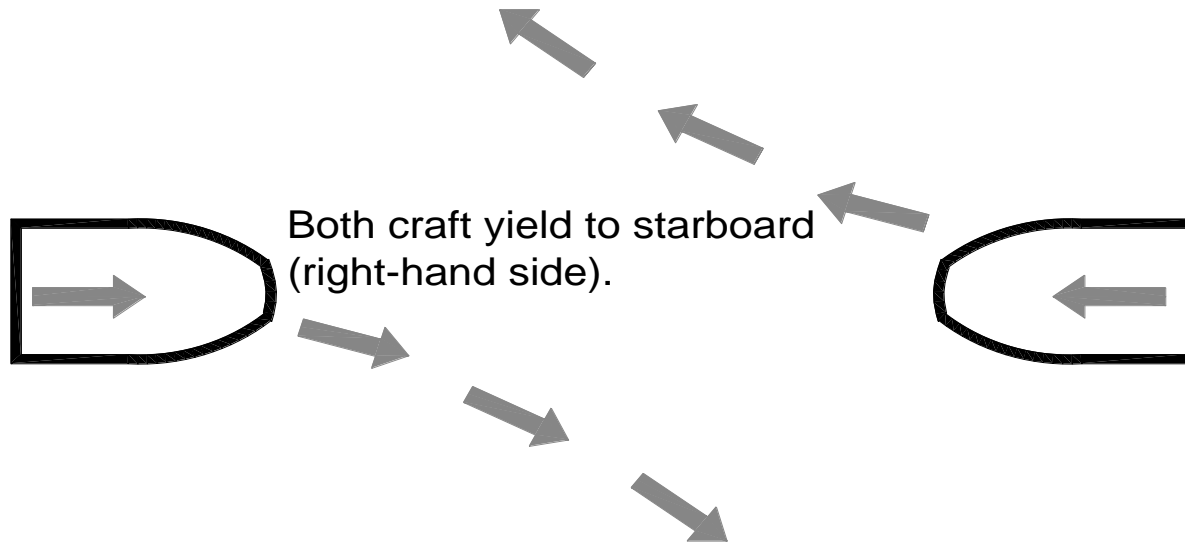


- What is done if results in finals are:
 - St B, KES, St A, Jeppe – exc St B

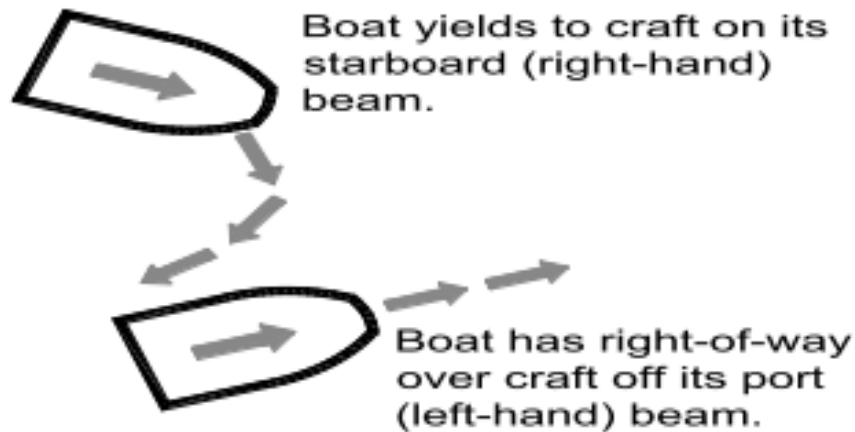
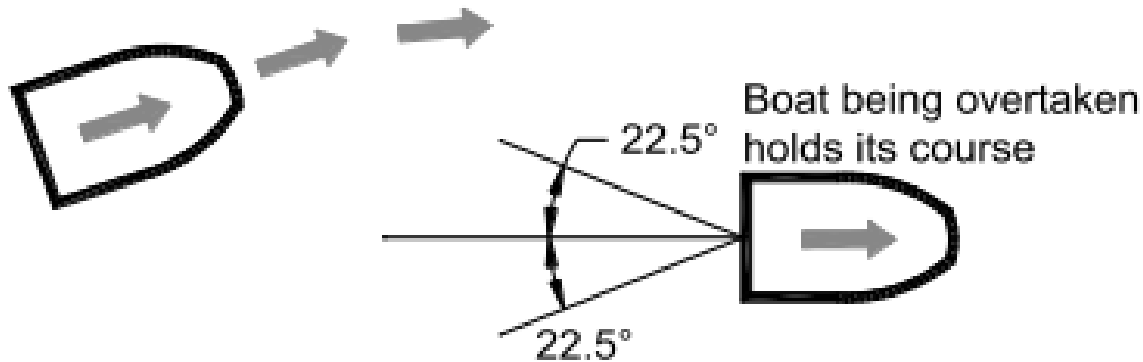
Officials boats

- 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



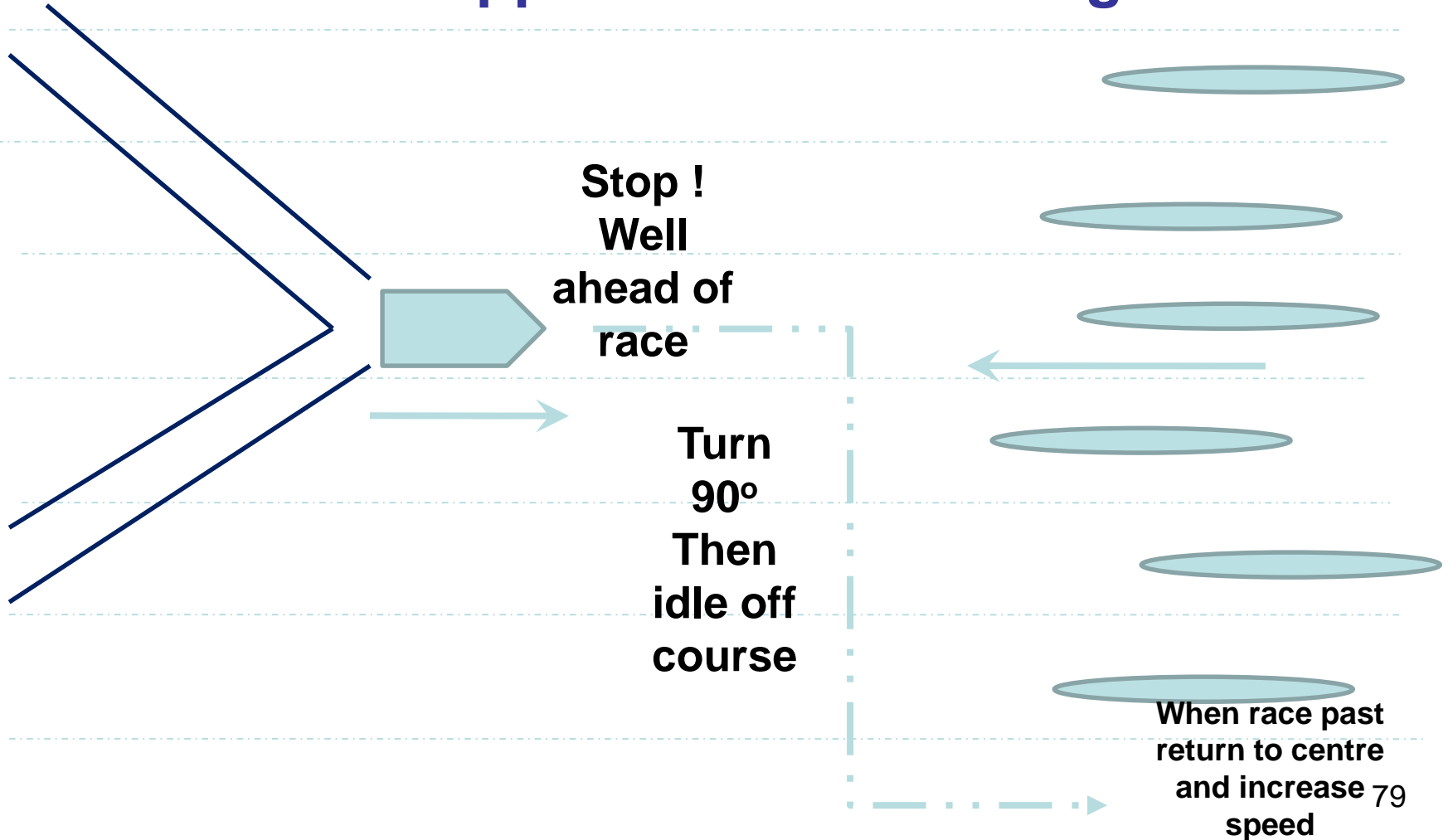
Boat Pilot



Basic Boat Piloting Skills

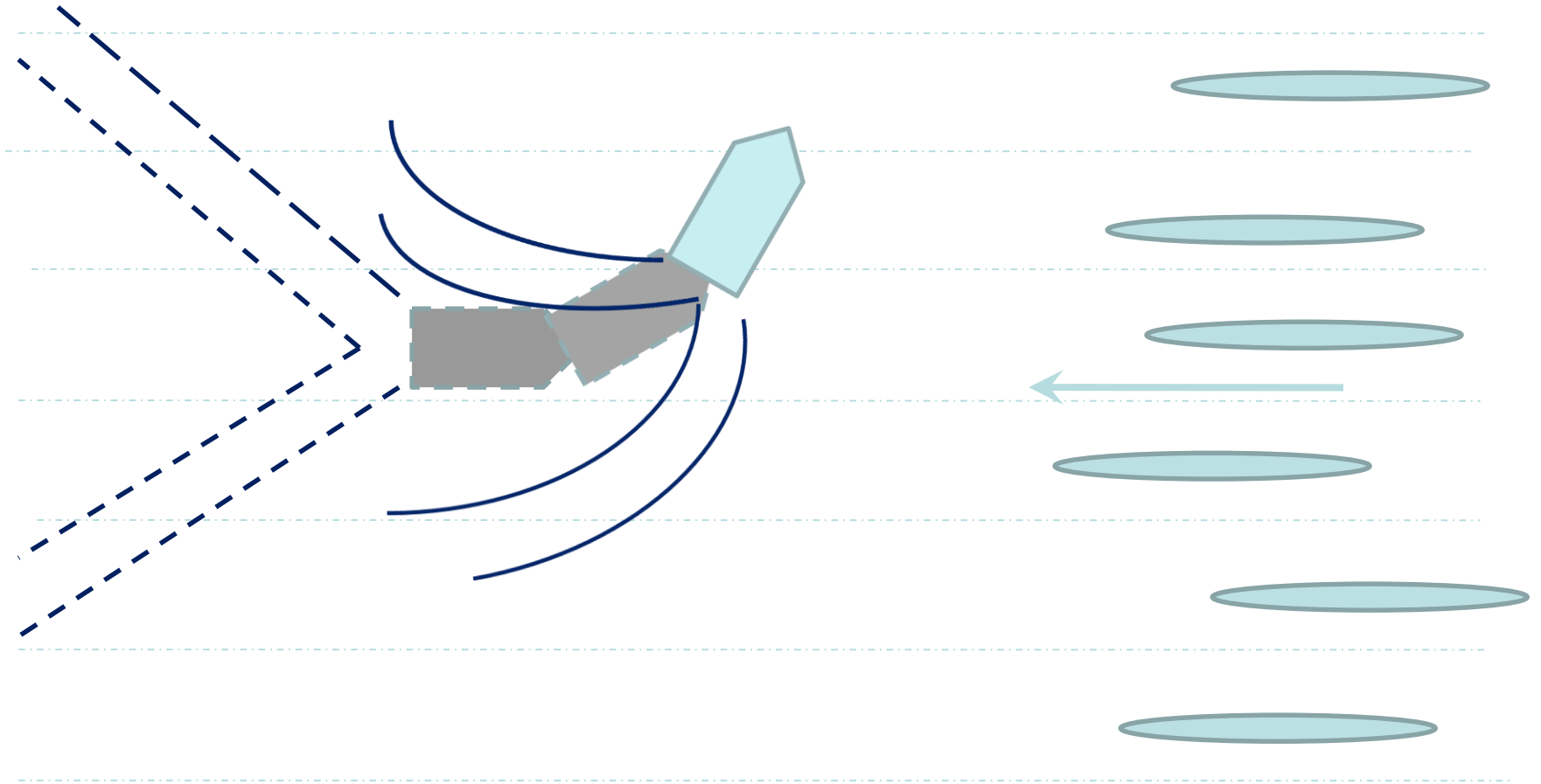
On the Water in General and in a
Regatta

“How to approach an oncoming race”



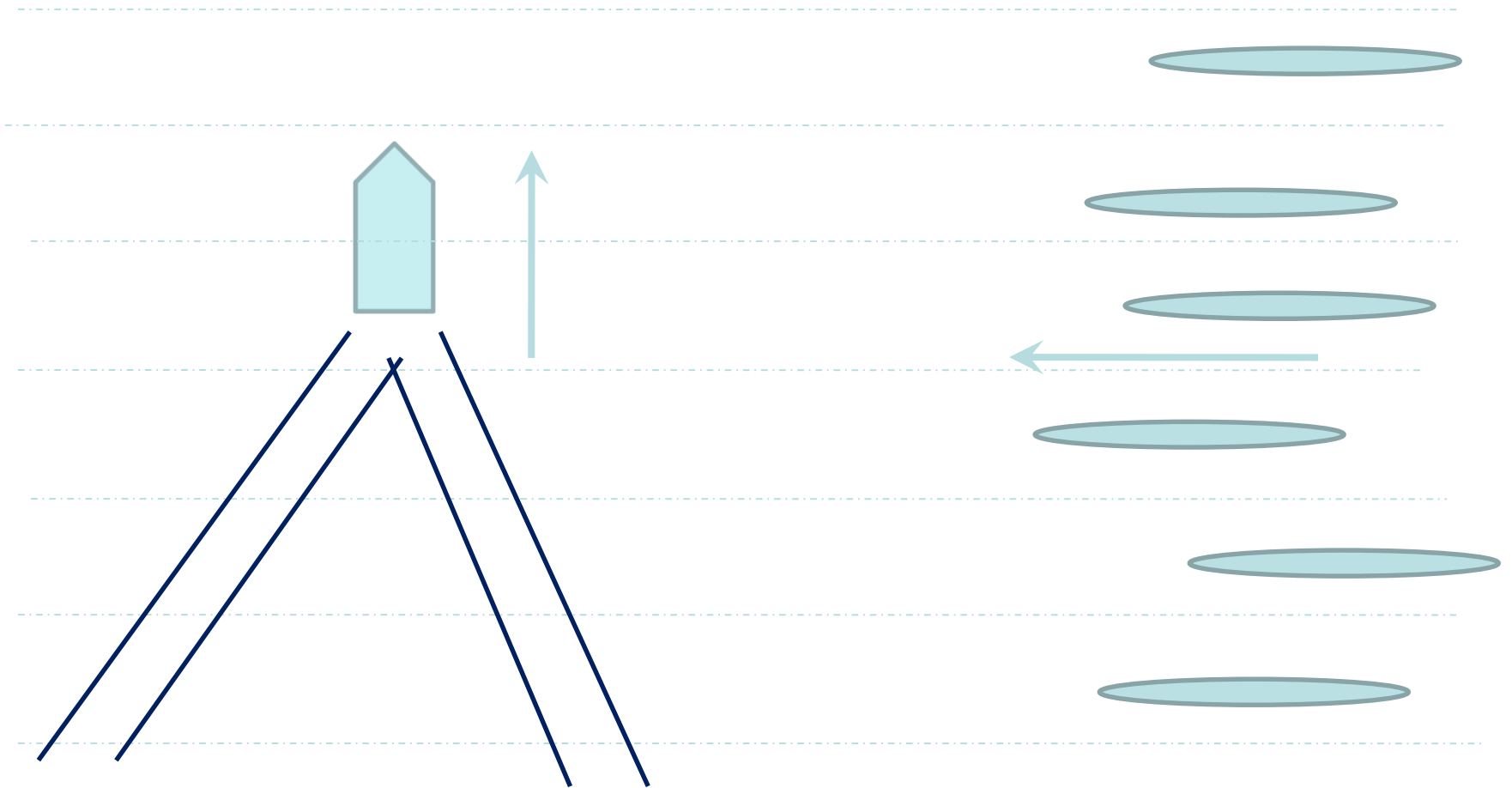
Basic Boat Piloting Skills

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



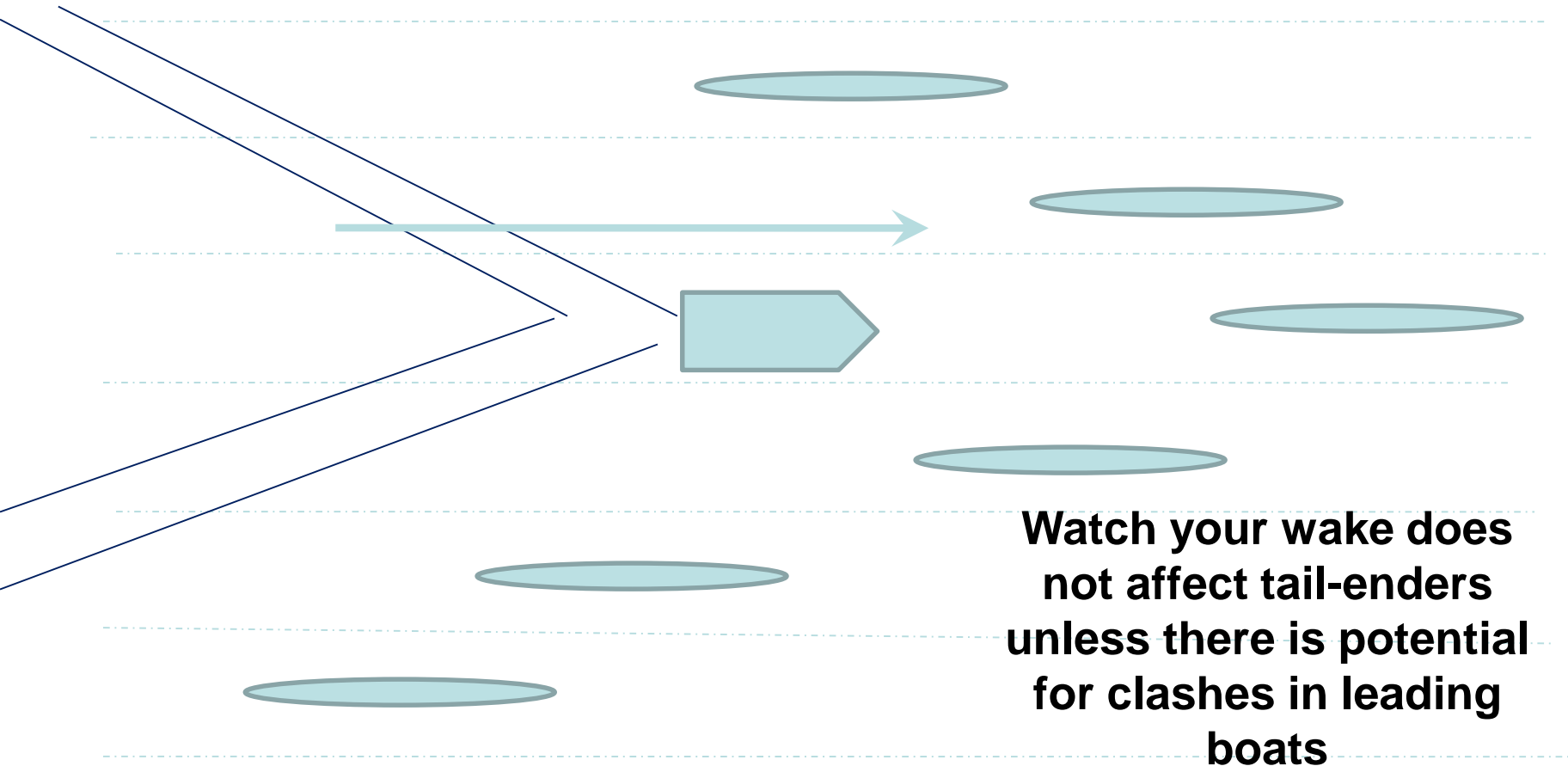
Basic Boat Piloting Skills

“DO NOT cross course at speed”



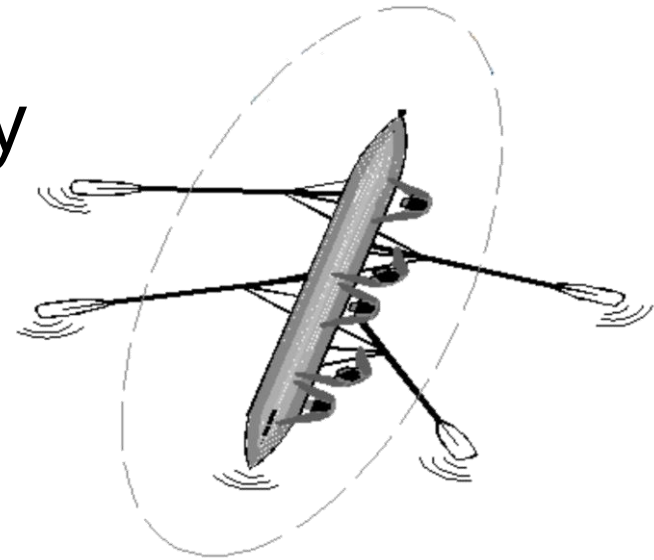
Basic Boat Piloting Skills

“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

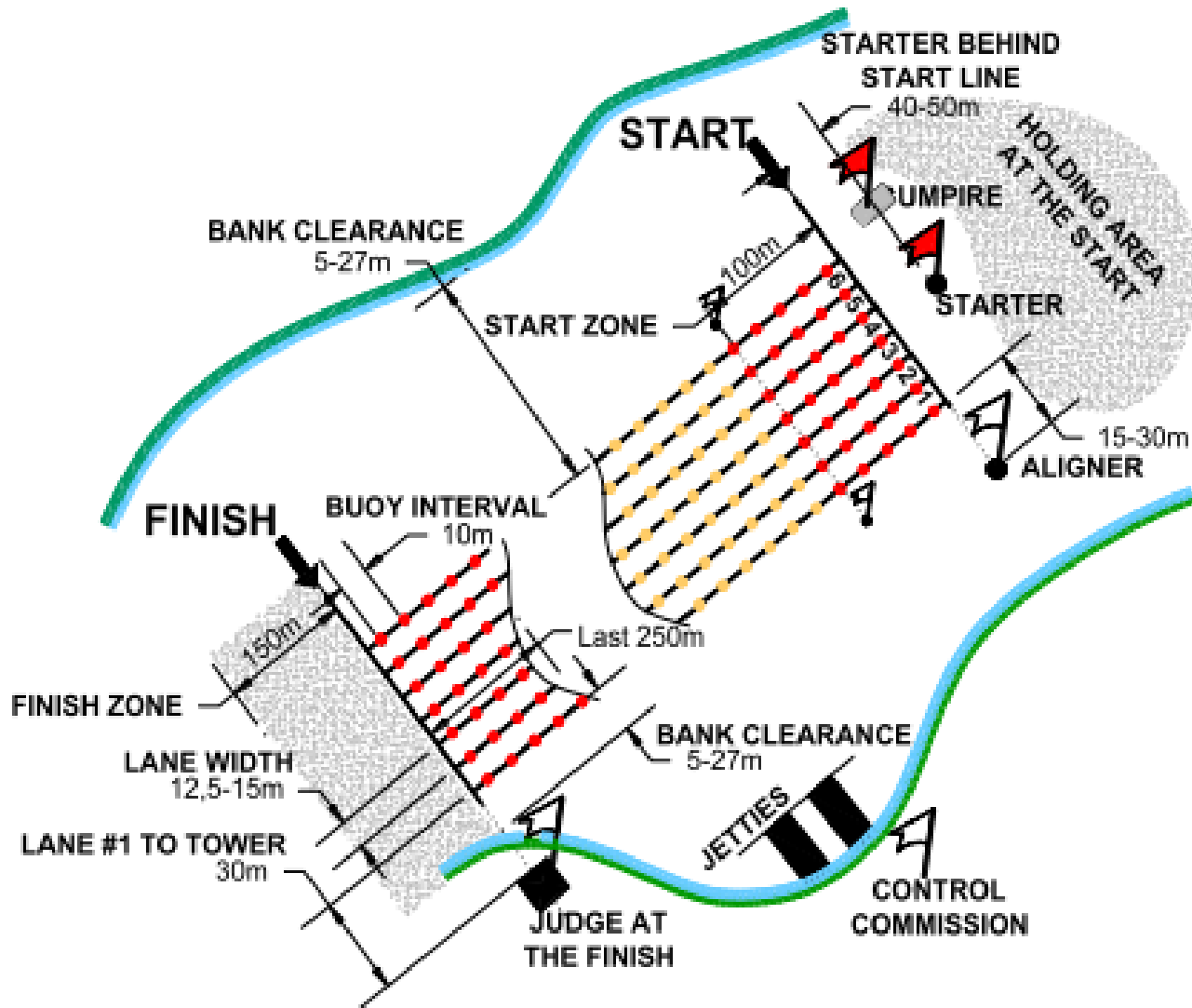
■ Don'ts

- 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**



SOUTH AFRICAN SCHOOLS
rowing championships

2-4 MARCH 2018

Schools' champs

- Holds - check for incompatible events
- 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
- Single sculls – mostly head races
- Progression rules - mostly on time
 - Important to get time for each heat
- Boys and Girls – not Junior men and women

Incompatible events

- Boys
 - Eights & Doubles $8+ 2x$
 - Octuples & Doubles $8x 2x$
 - Fours & Quads $4- 4+ 4x$
 - Pairs & Single Sculls $1x 2-$
- Girls
 - Eights & Doubles $8+ 2x$
 - Octuples & Doubles $8x 2x$
 - Fours & Doubles $4+ 2x$
 - Pairs & Single Sculls $1x 2-$

Other notes

- No changes to schedule except for medical substitutions (up to 50%)
- For Open and U16, if a rower withdraws from an event, even with a medical certificate he/she will forfeit all seats in the regatta
- ID files must be present for random ID checks

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
- Alternately in lanes 2 and 3
 - Easiest with evens in lane 2, odds in lane 3
- As crews cross line Aligner calls <crew #> Go and drops the red flag
- Times are taken at finish and time for each crew is calculated

Heads Races timing

- Important record lap # with bow number
 - Sheets are labelled, add your name, watch #
 - e.g. S1A, F1A for Start 1000 A and Finish 1000 A
 - 3 watches at each end for 1000m and
 - 3 watches at each end for 2000m
 - Use lap time – top left button
 - Watches are uploaded electronically
 - If you miss a time, or press by mistake, note this on your list

Sample timing sheet

Head Race 1000m					
Time Keeper:		Stop Watch:			
Sequence	Bow Number	Sequence	Bow Number	Sequence	Bow Number
1		36		71	
2		37		72	
3		38		73	
4		39		74	
5		40		75	
6		41		76	
7		42		77	
8		43		78	
9		44		79	
10		45		80	
11		46		81	
12		47		82	

Heads races duties

- Marshalls get crews in order
 - Need to keep moving crews up to Starter
- Umpire 2 starts crews at 50m before start
 - 20 second intervals
- Aligner calls: <number> Go, drops red flag
- Assistant, Umpire 1 and pilot 1 take start times
- Umpires 3, 4 and 5 spread along course
 - Crews being overtaken must move to lanes 1 and 4
- Finish – 3 officials take finish times

Notes

- If there is no time on heat, must be restarted
 - Great if pilots can also take start time
- Points are awarded for all places in finals
- Coaches must wear their ID cards when at control commission
- All officials must wear their ID cards

Marshalling

- 2000m marshall should assist 1000m marshall when there are many heats at 1000m
- Keep crews close to start line

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



Partners for
CLEAN WATER world rowing

FISA



Kafu
River
Centre

25
2017



world
rowing



DEO
FLORIDA DEPARTMENT OF
ECONOMIC OPPORTUNITY

Florida
blue



VISIT
Sarasota
COUNTY

worldrowing.com



Have fun!

**Thank you for
attending**

ROWING SOUTH AFRICA



2: Progression 9-16 entries

- **Fastest** 1st in heats to A4
- Next 1st in heats to A5
- **Fastest** 2nd in heats to A3
- Next 2nd in heats to A6
- **Fastest** 3rd in heats to A2 (SASRU 9 to 11)
- Next fastest 3rd in heats to A7 (SASRU 9 to 11)
- **Fastest** 4th in heats to A1
- Next **fastest** in heats to A8 (SASRU 12 to 16)

3: Progression 17-24 entries

- **Fastest** 1st in heats to A4
- 2nd **fastest** 1st in heats to A5
- 3rd fastest 1st in heats to A3
- **Fastest** 2nd in heats to A6
- 2nd **fastest** 2nd in heats to A2
- 3rd fastest 2nd in heats to A7
- **Fastest** 3rd in heats to A1
- Next **fastest** in heats to A8

4: Progression 25-32 entries

- **Fastest** 1st in heats to A4
- 2nd **fastest** 1st in heats to A5
- 3rd **fastest** 1st in heats to A3
- 4th fastest 1st in heats to A6
- Next **fastest** in heats to A2
- Next **fastest** in heats to A7
- Next **fastest** in heats to A1
- Next **fastest** in heats to A8

5: Progression 33-40 entries

- **Fastest** 1st in heats to A4
- 2nd **fastest** 1st in heats to A5
- 3rd **fastest** 1st in heats to A3
- 4th **fastest** 1st in heats to A6
- 5th fastest 1st in heats to A2
- Next **fastest** in heats to A7
- Next **fastest** in heats to A1
- Next **fastest** in heats to A8