

A Multi-Lane Umpiring Guide

Version 11

Issue: April 2013

Contents

1	Introduction.....	3
1.1	General.....	3
1.2	Terminology.....	3
1.3	Purpose.....	3
1.4	Safety.....	4
1.5	The outcome.....	4
2	Course features.....	5
2.1	Physical layout.....	5
2.2	Boat Movement Circulation Patterns.....	5
3	Function of Race Officials.....	7
3.1	The Race Umpire.....	7
	Responsibility.....	7
	Equipment and Checks.....	7
	Weather Impact.....	7
	Launch Control.....	8
	On the Way to the Start.....	8
	At the Start.....	9
	During the Race.....	10
	At the End of the Race.....	10
	Warning for Steering.....	11
	Things for an Umpire Not to Do.....	12
3.2	Starter.....	12
	Responsibilities.....	12
	Equipment and Checks.....	12
	Start Method.....	12
	Start Technique.....	13
	Start Sequence (if regatta is on time).....	15
	Start Sequence (if regatta is running late).....	16
	Start Sequence (if regatta is running early).....	16
	Weather Conditions.....	16
	Late Crews.....	17
	Crew Readiness.....	17
3.3	Assistant Starter (where provided).....	17
	Responsibility.....	17

Equipment and Checks.....	18
3.4 Judge at the Start.....	18
Responsibility.....	18
Equipment and Checks.....	18
False Starts.....	18
Method.....	19
Timing/Video Equipment.....	20
3.5 Chief Judge/Judges.....	20
Responsibility.....	20
Equipment and Checks.....	20
Notes.....	20
3.6 Control Commission.....	21
Responsibility.....	21
Equipment and Checks.....	21
Method.....	21
4 Incidents and Umpires Response.....	23
4.1 Introduction.....	23
4.2 Guidelines.....	23
5 Case Studies.....	25
Interference.....	25
Foul Case 1.....	26
Foul Case 2.....	27
Unfair Advantage.....	28
Off Course Collision.....	29
Launch Position.....	30
Floating Obstruction.....	31
Intervention.....	32
Appendix 1 Holme Pierrepont.....	33
Appendix 2 Strathclyde Park.....	37
Appendix 3 Docklands.....	39
Appendix 4 Peterborough.....	40
Appendix 5 Dorney Lake.....	42
Appendix 6 Cardiff.....	44
Appendix 7 Tees.....	45

1 Introduction

1.1 General

It should be noted that while the material in the Guide¹ reflects current thinking it is not intended to be a definitive document. In the future there are likely to be changes to existing facilities, the introduction of new facilities and new course operating systems that may lead to the need to make changes in the recommendations given in the Guide. The members of the MLUP will maintain a 'watching brief' on developments so that revisions can be made when necessary. In the meantime the MLUP will welcome any comments from Umpires using the Guide on its contents and areas where possible improvements may be made.

1.2 Terminology

In general the terms used in this guide follow those defined in Article I of the British Rowing Articles of Association. In particular the following should be noted:

The use of the masculine 'shall be deemed to include the feminine and vice-versa, except where the contrary appears.

'Words importing the singular number only shall include the plural number and vice-versa: and references to 'rowing' shall apply also to sculling and coxing; and words importing persons except the word individual shall include clubs, regattas, corporations and other organisations whether incorporated or unincorporated'.

In addition, please note that at present the word 'ensure' is frequently used in some British Rowing documents including the Rules of Racing. This word has been retained in quotations from relevant documents but, as it is often not physically possible for a person to 'ensure' that an action be taken, its use should be taken to imply that every effort should be made to make sure that an action is taken.

1.3 Purpose

The number of situations in multi-lane racing that can arise which require action by an Umpire in the application of the rules is unlimited. In many cases there may be several alternative solutions to the problem experienced. In many situations in multi-lane racing a strong element of judgement may be required in the interpretation and application of the Rules of Racing.

In the interests of all competitors, and for the quality of the sport, it is necessary to apply the Rules of Racing and the relevant sections of RowSafe in a clear and consistent manner. Each race official must also know his area of responsibility.

It is with these factors in mind that this Guide has been produced for use by umpires at any UK multi-lane regatta.

¹ This Guide was developed from material first produced by the East Midlands Region for umpiring on the multi-lane course at The National Water Sports Centre at Holme Pierrepont. This early material was put together by Harry Harvey and his colleagues on the East Midlands Umpire Commission. Subsequently the material was expanded and up-dated by Paddy Ibbotson and then by the Multi-Lane Umpires Commission. In the production of this version of the Guide the earlier drafts have been further revised by the Multi-Lane Umpiring Panel (MLUP).

This Guide is not intended to be a replacement for the Rules of Racing; it is a guide to their application in multi-lane racing and a training tool for aspiring Multi-Lane Umpires.

1.4 Safety

The most important duty for all involved in the sport is to SAFETY at all times. This is covered by the British Rowing Rule of Racing 2-1-1a.

‘It is the primary duty of every Race Official to care for the safety of competitors, officials, other water users and the public at large.’

On a multi-lane course it is critical for all key officials to maintain ‘spatial awareness’ – there is a requirement to be aware of the conditions on the water and any likely effects on:

- Racing competitors;
- Other crews on the water;
- All officials, volunteers, safety personnel; and
- Members of the public.
- Racing competitors;
- Other crews on the water;
- All officials, volunteers, safety personnel; and
- Members of the public.

The umpire’s focus should not be confined to the crews in a race. An umpire should monitor all events and likely events in the section of water around him.

In section 2-1-2 of the Rules of Racing it is stated that ‘There is a general commitment that all Officials should ensure that racing takes place in safe conditions (2-1-1 and 2-5-1 etc). Racing must be postponed or abandoned if the Safety Advisor and/or a Race Umpire decides that conditions are unsafe’.

This applies to all Race Officials at all times. Any concerns about any aspect of safety at a regatta **MUST** be addressed and/or be brought to the attention of the Race Committee and/or the Organising Committee.

1.5 The outcome

The second most important duty of a Race Official after caring for safety is ‘...to ensure that all crews have a fair and equal opportunity of winning’. Rules of Racing 2-1-1b.

In multi-lane racing in the UK umpires must act to restore fair racing conditions and do all that is possible to try to ensure that all crews have fair and equal opportunities to win. For this purpose an umpire must be aware of *the outcome* of the race and the implications of finishing positions.

2 Course features

2.1 Physical layout

All multi-lane courses share certain common features such as:

- Boating area
- Access from boating area to the start
- Start area
- Racing lanes
- Access back to boating area
- Timing system
- Communication channels down the course

Some courses have additional features such as:

- Safety lane
- Warm-up and cool-down areas
- Intermediate pontoon start
- Video/photo equipment for judging at start and finish

Umpires should familiarise themselves with the relevant features of the course on which they are umpiring and how weather conditions may affect the course during racing. There is considerable variation in the standard of facilities provided by multi-lane courses. Outline details of some multi-lane courses are given in the Appendices.

2.2 Boat Movement Circulation Patterns

Boat movement circulation patterns for both practice and racing apply at all venues. These must be clearly communicated and displayed to competitors and understood by Key Race Officials (as defined in the Rules of Racing, rule 2-1-5). All crews must follow the appropriate circulation pattern for the event and umpires should constantly monitor boat movements. Some boat movement diagrams are included in the Appendices. These show the normal circulation patterns for a number of courses. Individual regattas using a particular course may apply minor variations and the event should provide details in its Safety Plan and other documentation (e.g. certain lanes may be left as an empty lane during practice). In addition, the circulation patterns may differ for training and racing periods.

It can be very dangerous for crews to proceed towards the start in the racing lanes and for crews to proceed towards the finish in the lanes that are assigned for crews going to the start. A serious view must always be taken of non-compliance with the boat movement regulations, particularly where it is deliberate.

It is important to note that the boat movement regulations apply to the whole course, especially when an intermediate start is in use. Regattas should make this clear to all crews. Umpires should be alert to dangerous traffic flow in the area behind an intermediate start and in warm up and cool down areas and should be especially vigilant to see that the boat movement regulations are followed.

Each event will have a set of 'guidelines' for the movement of umpires' launches or positioning of umpires (bank umpiring) on the course. Umpires should familiarise themselves with the guidelines regarding launch movements (especially when moving towards the start area). Umpires are responsible for the conduct of their launch and should instruct drivers if the launch is positioned or moving inappropriately (during racing or otherwise).

Similarly, umpires on towers or on the bank should monitor the section of water within their zone watching for crews racing as well as for crews circulating during the event.

Example actions may include:

- Monitoring crews turning into the start area to take their lanes. Are other crews in their lanes warming up? Is there a danger of collision?
- Crews proceeding to the start or waiting at the start may wander on to the course. This is more likely to happen if the regatta is behind schedule. The Umpire must monitor this during the race. Other officials/marshals should intervene if within earshot.
- Checking that crews cooling-down are following the correct circulation pattern. Are they using the correct lanes? Did they turn at the correct points? At some events or in particular circumstances cooling down might not be permitted e.g. if Time Trials are being conducted.
- Checking that crews warming up or cooling down are not interfering with races in progress. It is recommended that crews should stop paddling as a race goes past them. Also crews should not block or cross the finish line as a race finishes as there is the potential to confuse the finish judges or the photo finish equipment and racing crews could be distracted. Umpires can advise crews accordingly if they see this happening.
- Checking in advance any changes to the normal circulation pattern. e.g. for Time Trials or for Course Evacuations.

Some details regarding launch movements at specific courses are given in the Appendices.

3 Function of Race Officials

Each Key Race Official should clearly understand the responsibilities and function of each task he may be required to carry out. Equally important is the degree of consistency shown in operation of rules and regulations by the team of Race Officials. The purpose of this section of the Guide is to show how these objectives can be achieved.

3.1 The Race Umpire

Responsibility

- To have general responsibility for safety at all times. Keep your eyes open wherever you are on the course and maintain 'spatial awareness'. Check for objects that might cause outside interference.
- To see that the race is conducted within the Rules of Racing and their spirit.
- To see that all crews have an equal opportunity. This applies to lane/water/weather conditions as well as to interaction between crews. It is important here to focus on the outcome of the race so that each crew has an equal chance of progression based on the draw system and the conduct of the race. All courses can be unfair in certain wind conditions. In such cases it is the responsibility of the umpire to communicate any concerns to the Chairman of the Race Committee, which shall be responsible for taking any necessary remedial actions.
- When umpiring from a launch: to position it correctly.

Responsibility for a race, once allocated, begins from before the start and continues up to and after the finish and the Umpire makes all the decisions concerning the race (in co-operation with other race officials where necessary).

Equipment and Checks

- If umpiring from a launch: A launch and driver capable of positioning the Umpire and enabling him to operate the megaphone, flags and bell.
- If umpiring from land: A position of suitable height and stability to offer adequate supervision of racing and to communicate with crews on the course.
- Megaphone, red and white flags and bell.
- Programme, continuously updated with the crews in each race and outcome.
- Watch showing Regatta time.
- Racing record sheets, bulldog clips and a suitable pen or pencil.
- Weatherproof gear.
- Binoculars.
- The launch must be equipped with the appropriate safety equipment. Refer to the British Rowing RowSafe guide for the full list.
- The launch should contain a paddle and sufficient fuel.
- Lifejackets or buoyancy aids. All those in launches must wear a lifejacket.
- A radio or means of communication with Regatta Control and other Key Race Officials. Not all regattas will issue radios to Umpires, so it is important to identify how you might communicate with Regatta Control or the Race Committee and Safety in an emergency or for critical matters relating to the race programme.

Weather Impact

- A common effect of the weather that may affect racing is a crosswind with sheltered lanes. A partial crosswind can cause serious variations in the surface conditions on the course. It is an Umpire's responsibility to assess the fairness of the conditions in each lane and to advise the

Starter accordingly. Wherever possible crews should race in lanes that have equal conditions. This may mean avoiding the use of a calm lane.

- Strong crosswinds may cause difficulties for the crews on the start. A cross head-wind is particularly difficult - once attached crews should point their bows up into the wind until the start is under way. A tail cross-wind is generally not as troublesome.
- Strong winds along the course may cause rough water conditions which can be damaging to boats and lead to boats becoming waterlogged or sinking. This may cause the Regatta to be halted by a decision of the Race Committee and Regatta Control (or, in exceptional cases, by the decision of any Key Race Official). It is important that all Key Race Officials see that crews return to shore safely and that the course is checked to ensure no crews are at risk.
- If racing is stopped because of unsafe weather conditions, it is important that further crews are prevented from boating. Whoever stops racing must inform those in the boating area so that Control Commission can prevent further crews going afloat.

A Race Official may need to return a crew or crews to the boathouse for a host of different reasons, for example:

- poor weather conditions (see above)
- damaged equipment
- injury to competitors
- disqualification

In such situations attention should be given to the circulation pattern and the impact of potentially slower crews on the section of water used for racing. If crews are returning to the boathouse under abnormal conditions this should be communicated to Control Commission and Regatta Control.

Launch Control

The majority of multi-lane courses use launches for umpiring. Whilst the detail of how the launches operate may vary from course to course (see Appendices) there are some common guidelines such as:

- All drivers should have an appropriate qualification to drive the launch (e.g. RYA Level 2 certificate).
- The Umpire is in charge of the launch positioning at all times and should direct the driver with regards to position and speed during racing and returning.

On the Way to the Start

On the way to the start the launch should follow the prescribed launch movement pattern bearing in mind the need to minimise wash. Depending on the number of launches in operation, this may involve a “suppléant” (reserve) pattern with launches evenly spread out along the length of the course.

The type of launch being used and the characteristics of the course both influence the launch movement pattern:

- The Holme Pierrepont dory type has a very bad wash at low speeds. The umpire needs to watch the wash and its effect on marshalling crews at all times. So the only option is to use it up on the plane down the centre of the course when returning to the start.
- The catamarans at Strathclyde Park or Dorney can go quickly up the centre of the course but they set up a fairly significant rolling hull wash (as opposed to a bow wave). At Strathclyde Park the width of the lake reduces the impact of hull wash.

- Dorney is much shallower and the banks are closer so using the high speed central method of returning to the start is not ideal in terms of wash creation. This method is only used after, say, a very slow change over or some other break down in the launch circulation pattern
- If the high speed central system is used on any course then the launches should slow down to a trickle BEFORE turning to go off to the side, as this sends the wash to the sides rather than sending a high wave all the way to the start and finish.
- In an ideal world we would use catamarans and have enough (e.g. 6) so they could crawl down lane 0. What is enough for each particular course really depends on race intervals and how strictly the 500m suppleant pattern is adhered to.

A Race Official should observe the following (and undertake any necessary remedies or actions):

- Passing races (and be prepared to take over the race in the event of a failure of the launch already in operation).
- The condition of the fixed features of the course, e.g. the buoys.
- The effect of weather on the course.
- That all crews are obeying the Regatta's circulation pattern.
- That the safety launches are in position and they are ready to assist if called upon.
- Check for any obstruction on the course and see to its removal.

At the Start

- Check that the launch engine is running when the start procedure begins.
- Check that your programme is up-to-date; if you do not have the details for the race check with the other start officials (Starter, Assistant Starter, Start Zone Supervisor, Judge at Start, Aligner, etc.). The names of all the crews in the race, their lanes and the outcome of the race must be known.
- Be alert and be seen to be ready for action when the start sequence begins.
- Check that the Starter can see you and that you are ready. This is usually done by standing up after the 2 minutes is announced."
- During the start sequence, ensure that the launch is away from and slightly forward of the start pontoon. It should not be allowed to block the Starter's or the Judge at the Start's view of the crews and the start line. Such positioning will depend on the layout of the start.
- Check the state of readiness of the Judge at the Start/Aligner and of the crews throughout the start sequence.
- Check that the start is fair bearing in mind that the Judge at the Start/Aligner is in the best position to see a false start.
- Immediately after the start check if the Judge at the Start or the Starter has called a false start.
- If there is a false start reinforce the signals - ring the bell, wave the red flag and order the crews to 'Stop'

During the Race

- After the start check the positions of the crews to see that they are established in their correct lanes. If no immediate action is required have the launch moved to a suitable general observation position near to the centre of the course.
- Assess the strengths and weaknesses of all crews as soon as possible.
- When not engaged in warning crews keep the launch back from the crews to avoid disturbance but without losing contact with the race.
- Be aware of what is happening; anticipate what could happen and what action you would take if an incident develops. Do not fall into a false sense of security during a race even if the outcome appears clear and the crews are well apart. Concentrate on all aspects of the race scanning the whole course at regular intervals.
- Do not keep the launch in a fixed position in one lane; generally keep to one or other side of the lanes and do not 'nag' any crew by remaining in their lane for the whole or major part of the race unnecessarily. On the other hand, do not overdo unnecessarily 'moving about' as crews might interpret this as a sign that you are about to warn them. If the launch stays in the centre of a lane it may assist the crew in that lane with its steering or, conversely, may obscure the crew's view of course steering markers.
- As far as possible, without inhibiting the correct positioning of the launch for race control purpose, avoid washing down trailing crews. If a crew must be passed it should be done as quickly as possible with the least amount of disturbance. If possible a crew that is about to be washed down should be warned that this is to happen.
- Avoid obstructing the view of crews that have fallen behind the leaders. Such crews may still be racing for a place or to avoid last place.
- **At all times remember the race outcome**, e.g. if three crews out of six go through the 'key' to the race can be between the crews in third and fourth place for the last qualifying place. You should position your launch accordingly.

At the End of the Race

- Check that all the crews that are able to do so have finished the race. Take care to wait for 'stragglers' to finish.
- Check crews for any sign that they wish to make a protest; this is usually done by a crew member raising their hand.
- Check that all rowers are sitting up in the boat to aid recovery and watch for signs of distress. Summon assistance from safety boats if necessary.
- If the race is 'in order' and there are no protests raise the white flag and watch for acknowledgement from the Judge. If any crew has "not rowed out", raise the red flag and inform the Judge(s) of your ruling.
- If in doubt raise the red flag. Hear any protests, make a final decision about the outcome of the race and communicate your decision to the Judges and, if practicable, to the crews involved. Note that you may have to determine the crews' finishing order so remember details of warnings and incidents during the race itself and be ready to ask the Judges for the finishing order that they observed if that is necessary for you to make your decision.
- If the race was taken over half way down the course due, say, to launch failure, the red flag should be raised at the finish and the announcement of the result should be delayed. The umpire who covered the second part of the race, who has become the 'Race Umpire', should consult with the umpire who supervised the first part of the race to check that nothing occurred at that time that might affect the official outcome of the race. Following this check the 'Race Umpire' should report any decision to the Judges and the crews or raise the white flag to signify that the

race was in order.

- The Race Umpire is responsible for the race but is able to consult, as appropriate, before making or confirming any decisions.
- Remember: the umpire's decision is final. You may however reverse your own decision in the light of new information.

Warning for Steering

Subject to the following, an Umpire must not steer a crew.

A crew that crosses over the limits of its allotted lane and, by doing so, may gain an advantage or cause a disadvantage or hazard to another crew should be warned. Position the launch behind the offending crew, raise the white flag to vertical, name the crew and lower the flag sideways to the horizontal at arm's length in the direction in which the crew is to move. If there is a satisfactory response, drop the white flag smartly to a position where it is concealed from the crew. Where a crew is slow or reluctant to respond do not hold the flag out indefinitely waiting for action but repeat your warning. Remember the number of warnings given to each crew as this may assist you in determining the need to disqualify a crew.

Where crews approach one another along a line of buoys, move to a position between and behind both crews, raise the flag vertically, hold it there, name both crews and instruct them to "move apart".

In some circumstances for safety reasons crews may be given some steering instructions to avoid a collision with a temporary obstruction on the course or with another crew that is not part of the race. If a collision becomes unavoidable with an obstruction raise the white flag vertically, name the crew and tell it to stop. An umpire can stop a crew for safety reasons and that crew can restart and be placed in the race.

A crew is out of its lane when the blade tips pass over the line of buoys marking its allocated lane.

React quickly when crews are level and begin to converge if there is a possibility of a collision. When there is clear water separating the crews in the direction of racing, minor wanderings off line need not give rise to action but the situation must be watched carefully where a wandering crew is ahead of that in the adjacent lane as the crews may close up later or the trailing crew may be interfered with by the leading crew's wash. Knowledge of the outcome of the race may influence your actions.

Crews that are moving out of their lane but not gaining any advantage and not interfering with the progress of other crews should not be warned except for safety purposes. A crew drifting off course, particularly into a navigation lane, should be watched carefully to ensure it is not at risk nor causes a danger to other crews.

Steering problems are most likely at the beginning and the end of the race. From the start crews may not be pulling evenly on both sides of the boat and they may not be straight when leaving the start pontoon or stakeboat. In the final stages they can be disoriented due to fatigue causing unequal pulling and lack of attention to steering and boat position. Scullers and other coxless boats racing level in adjacent lanes near the finish of the race may move towards each other.

During finals in the area around the finish, watch for crews going to and from presentation rafts or waiting in that area where they risk being blown onto the course. At all times watch for tired crews lingering in the finish area which may be a hazard for crews competing in subsequent races.

Things for an Umpire Not to Do

- Do not call a false start unless it is clear that either the Starter or the Judge at the Start has failed to see a false start or the start sequence itself was not acceptable.
- Do not let a race continue further than necessary where a problem develops in the early stages. If there is significant doubt, err on the side of caution and stop the race.
- Unless the crews' safety is at risk do not stop a race for crews who foul each other and then row on when they were both equally out of their own water unless you believe that one of the crews is at fault and its interference was the root cause. Note that in such circumstances warnings would have been given and that an instruction to move apart is a warning to both crews.

3.2 Starter

Responsibilities

- Confirm the crews to start and allocate the lanes they will occupy.
- Confirm the outcome of the race to the crews.
- Conduct the start and be responsible for its fairness.
- Award Official Warnings where appropriate for lateness or for false starts, and announce official warnings awarded elsewhere for other offences such as circulation pattern violations.

Equipment and Checks

- Flags and a bell (the red flag may have a white cross), an equivalent 'flip-disc' or light system. In the latter cases, flag and bell are still needed to indicate false starts or as back-up in the case of system failure.
- A system of markers or lights for identifying crews that have received Official Warnings.
- Current programme, clipboard with rain protection and pens/pencils.
- Weatherproof clothing.
- Communication with the Judge at the Start, Race Umpire, Regatta Control, Control Commission.
- Direct communication with the crews through a suitable loudspeaker system (including behind the start when relevant).
- Binoculars (highly recommended for checking the presence of crews).
- Watch showing Regatta time.
- Clock that is visible to crews showing Regatta time.

Start Method

The wording must be kept simple, clear and to a minimum bearing in mind that:

- The Judge at the Start and the Aligner will check that the crews are level,
- The crews are responsible for their straightness and readiness to race.

The technique recommended is given below.

Start Technique

It is the responsibility of the crews to be attached on the start two minutes before race time but to avoid misunderstandings it is normal to give crews time checks counting down to start time. If crews are present in good time, allocate lanes to them (where it is safer for them to warm up) and announce a time check to start time. Crews must come near to the start line before turning to cross the racing lanes.

A countdown should begin, in principle, 5 minutes before race time or, if later, as soon as possible after the previous race has passed the 100m point. The initial announcement should include the race number, event, crews and lane numbers, and time to the start. Subsequently, during the count down, only the time remaining to the start needs to be given. Where possible the count down is given each minute but this is not mandatory.

If crews enter from the side of the course, announce the crew with the lane furthest from the gathering point first. If they emerge one at a time from a separate warm up area announce their lanes as individual crews come into sight and earshot.

Once a crew is allocated a lane it should go to its lane and, while paying attention to the other crews entering the course, it is then able to practice in its lane if time allows. If approaching the start from the side of the course crews must cross the course only near the start to reduce the risk of collision.

In a race where fewer than 6 crews appear at the start, the Starter should consider whether the racing lanes offer fair and equal racing. The Chairman of the Race Committee may have already determined the default lanes to use when fewer than 6 crews are to start so should be consulted if possible.

If weather conditions are equal in all lanes, you should normally race the crews in the lane in which they are drawn. You may decide to race crews in adjacent lanes offering the most equal conditions, but if you do this, you should inform Race Control, timing and the Judges.

Even if weather conditions are fair the Starter can still change the allocation of lanes if appropriate, e.g. if there are crews in lanes 1, 4 and 5 the Starter may decide to move the crew from lane 1 into lane 3 to be adjacent to the other racing crews. Similarly at courses like Nottingham if there are crews in lanes 1, 2, 3, 4 & 6 the Starter may move lane 6 into lane 5 so it is closer to the other racing crews and also to reduce the risk of collisions with boats going towards the start in lane 7.

At 3 minutes it may be helpful to tell crews to get attached if they are obviously not doing so. The significant point in the countdown is at '2 minutes' as this is the point when all crews must be attached and are under the Starter's control.

Crews must be attached and ready to race by '2 minutes'. Assistance may be given to young or inexperienced crews in getting attached. There is, however, a limit on the time that can be spent assisting inexperienced crews. Remember the other crews who have attached and consider whether they should be kept waiting, in possibly wet and cold conditions. If necessary (and if possible) ask another member of the start team at ground or water level to help crews get attached rather than giving instructions from the start tower. At some courses (e.g. Peterborough or Tees) the Starter is already at ground level and may be best placed to assist the crews.

It is a crew's responsibility to be at and attached to the start on time, to respond quickly to instructions while being aligned and to keep their boats straight.

A crew's gamesmanship or incompetence should not be allowed to delay the start.

At '2 minutes' or when all crews are attached (which-ever is the later) the Starter should announce any Official Warnings that have been given to any of the crews. The crew(s) concerned should be asked to acknowledge any Official Warning and marker discs or lights should be used as appropriate to indicate an Official Warning. These must be removed once the race has successfully started.

The Starter must then re-announce the race number, the event and clearly state the outcome of the race. To avoid confusion with the 'roll call' the crew names are not given at this stage.

After the aligner indicates the crews are aligned the Starter will conduct a roll call in which he will name each crew in turn, starting from lane 1. This serves to check that the correct crews are present and provides a warning that the start is about to begin.

Even if conditions are good the roll call should not be made until the crews are aligned as there may otherwise be a long delay before the race actually starts. Lane numbers are not used as part of the roll call which should just take the form of – Nottingham, Kingston...etc. Try to keep the roll call as short as possible - use the terms that the race umpire would use to warn on the water. For example, there is no need to say "Rowing Club" after the club name unless it is necessary to avoid ambiguity (e.g. Leicester Rowing Club and Leicester University in the same race). Composite crews can be identified in the form of Molesey Composite, Derby Composite etc.

If time is short or conditions are poor, the roll call can be started during alignment but try to judge when the Aligner is nearly finished so the crews are not kept waiting too long after the roll call for the start of the race.

In exceptional circumstances the Starter may omit the 'roll call' (having told the crews that he is doing so, e.g. "There will be no roll call – get ready") and begin the Start from the word 'Attention'. Rules of Racing 2-4-4i.

Final checks prior to commencing the start sequence:

- The race umpire is present and ready (engine running and umpire usually stood up),
- The course is clear,
- No undue wash from other launches,
- The crews are in their final stages of preparation,
- The crews are all attached and aligned,
- All the other officials (and safety boat if appropriate) are ready,

For a start using flags there should be a pause between 'Attention' (the emphasis here is that the red flag is raised slowly after 'Attention') and a variable pause from when the flag is fully raised prior to the 'Go' command.

For a system of flip disc or lights, the red disc or light should be used in a similar way, that is a pause after the word 'Attention' is given with a variable pause before the green disc or light is used.

It has been suggested that the variable 'pause' should be between 2 to 4 seconds. This will depend on conditions but Starters should avoid using a constant pause, otherwise crews will anticipate the start based on their experience with earlier races.

The word 'Attention' should be calm, clear and controlled.

At some regattas if a mechanical red/green flip disc or a lights system is being used it may be necessary to inform crews of how the system operates. Not all crews will be familiar with it. If there is any doubt, ask the crews if they wish to have the system explained or demonstrated.

When the red flag is used it should be raised and held across the line of vision of the crews, using both hands, one on the stick, the other on the top corner of the flag. In the event of the start sequence being broken for, in the opinion of the Starter, a legitimate reason, the Starter will say 'As you were' and the flag should be slowly lowered straight down to avoid any interpretation that the start is being given. Normally after an interruption, and certainly after any long delay, the start sequence should recommence from the roll call, but may start from the word 'Attention'. Do not interrupt the start sequence just because a crew has a hand raised - the start should only be interrupted for a legitimate reason, e.g. a crew may have their boat pointing towards an adjacent lane and it would be unsafe to allow the start to continue or the crews may no longer be aligned. In either case it would be advisable to explain the delay to the crews and to then tell the crews when you are ready to proceed.

Crews are not able to delay the start procedure after the roll call begins.

The down sweep of the flag should start at the same time that the word 'Go' is given.

All words of command and movement of the flag should be full and clear.

Start Sequence (if regatta is on time)

- When crews come into the start zone or at 5 minutes (or as soon as possible if time is short before race time) announce the race number, event, crews and lane positions and time to the start.
- Observe crews entering lanes and practising, for safe actions.
- Announce time to the start at one-minute intervals down to 2 minutes.
- Aim to have the crews attaching at 3 minutes to race time. At this time you cannot instruct them to get attached but you can ask them to do so. It is their responsibility to be attached 2 minutes before the start time.
- Observe the attachment.
- If possible and where necessary assist inexperienced crews.
- Observe the readiness of crews.
- Announce 2 minutes - crews must be attached and ready to race at this stage.
- When all crews are attached, announce any Official Warnings, place markers or switch on marker lights as appropriate and check that the crews concerned have acknowledged the warnings.
- Re-announce the race number, event and announce the outcome.
- Check the Umpire is in position and the safety boats are on the course.
- Check the course for wash or obstructions.
- Check timing is available where relevant.
- Check whether aligned and await alignment if necessary.
- Carry out the roll call.
- Check the state of alignment again.
- Check the readiness of the crews.
- If you are satisfied that all are ready, straight and aligned - say 'Attention' and

- (a) If flags are being used - raise the red flag slowly, pause (variable), say 'Go' and simultaneously drop the flag to the side.

Or

- (b) If flip discs or lights are being used – pause, press the red button, pause (variable) and press the green button.

In both cases, keep watching the crews all the time. If you have an assistant ask him to observe the crews during the start.

- Check that the Judge at the Start's white flag is still showing, i.e. no false start.
- Was the start satisfactory, did all crews have the opportunity to get away cleanly?
- If the start was satisfactory observe the race for the first 100m approximately.
- If the start was not satisfactory reinforce signals for a false start, ring the bell and wave the red flag.
- Stop the crews, call them back and reattach after a false start.
- Disqualify crews that have accumulated two Official Warnings prior to them re-attaching to save time but make sure that the other crews are aware that this has been done.
- Award other Official Warnings where appropriate when all crews are attached. Ask the offending crew(s) to confirm that they understand. Place markers behind the start in line with the crews concerned.
- Restart the race from the roll call.

Start Sequence (if regatta is running late)

- When crews come into the start zone announce the race number, event, crews and lane positions and say "3 minutes".
- Observe crews entering lanes for safe actions.
- If crews are not obviously getting attached, suggest that they do.
- Observe the attachment.
- If possible and where necessary assist inexperienced crews.
- Observe the readiness of crews.
- Announce 2 minutes - crews must be attached and ready to race at this stage.
- Follow remainder of the process as though the regatta is on time.

Start Sequence (if regatta is running early)

- When crews come into the start zone announce the race number, event, crews and lane positions and the time remaining to the race.
- Observe crews entering lanes for safe actions.
- Observe the attachment.
- If possible and where necessary assist inexperienced crews.
- Observe the readiness of crews.
- If all crews are attached and ready to race well before race time the Starter may ask them if they wish to start early or wait until the correct race time.
- If all crews are happy to start early the Starter should announce 2 minutes.
- Then follow the remainder of the process as though the regatta is on time.

Weather Conditions

- Observe the water conditions in all lanes in the start area. Consult with the Umpire and/or the Chairman of the Race Committee on the conditions along the course. The Race Umpire may

decide that some lanes present a particular advantage or disadvantage and may position crews accordingly where possible. If crews are moved across lanes the original order of the draw must be retained. Inform Finish Judges, Regatta Control and the timing team of the change.

- If possible and where necessary assist crews on the start to maintain a steady position by suggesting that they point the bow of their boat into the wind.
- If possible and where necessary assist inexperienced crews to attach in crosswind conditions.
- Where necessary (particularly with juniors) suggest bow side to use stroke side blades or vice versa to minimise the forward pull on the boat during straightening, i.e. “2 paddle on with bow’s blade or 3 paddle on with 2’s blade”. Remember that you cannot instruct crews in this. You may offer assistance but it is the crew’s responsibility to get and keep itself straight.
- If weather conditions are particularly poor, the starter may decide to amend the start procedure, e.g. not conduct a roll call. In such cases the starter must inform the crews of the wording and procedure that will be used.

Late Crews

A regatta should be consistent in its attitude towards dealing with latecomers. Find out what the regime is before taking over on the start. Possible courses of action include:

- If a crew is absent shortly before race time check with Regatta Control and/or Control Commission to establish if there is an acceptable and legitimate reason for lateness. Where Regatta Control has allowed a crew to be late this effectively re-schedules the race. Crews present on the course and at the start should be informed. If no such permission has been given then the Starter may start the race on time in accordance with the rules.
- In the event of minor lateness without reason, award a penalty of an Official Warning. This is a matter of judgement and the circumstances, e.g. fairness to other crews who may have arrived on time and may be cold and wet.
- A crew that is late for no good reason and has rushed to get to the start should be given an Official Warning as it might otherwise cause a false start in order to give itself a further period of rest.

Crew Readiness

It is a crew’s responsibility to be ready to race at the appointed time.

- Prior to starting the roll call, check that all crews in the race look as though they are ready to race, i.e. are in racing uniform, are still attached and appear to be straight (or as close as possible in the event of a cross wind).
- In coxed boats the cox will raise a hand to indicate that the crew is not ready.
- In bow coxed boats the bowman’s hand is usually raised as it can be more easily seen.
- A raised hand must be seen to be associated with some remedial action being taken. If a crew is holding up the start unreasonably in this manner the Starter may announce that he will start without further reference to signals from the crews when he is satisfied that they have had time to get ready.

3.3 Assistant Starter (where provided)

Responsibility

- To keep the Starter’s programme up-to-date from Race Control.
- Contact Control Commission and Regatta Control regarding late and absent crews.
- Check the presence of crews for the next race.

- Assist the Starter in getting crews to the start.
- Assist the Starter, if necessary, by providing updates on the state of the Aligner's flag during the final stages of the start.
- Assist the Starter, if necessary, to check the readiness or otherwise of all lanes during the final stages of the start.
- Assist the Starter, if necessary, to monitor the flag of the Judge at the Start to check for false starts.
- Assist the Starter, if necessary, to observe (approximately) the first 100m of the race.

Equipment and Checks

- A current programme, weatherproof clipboard and pen.
- Weatherproof gear.
- Binoculars (highly recommended for checking the presence of crews).
- Start communication equipment.
- Megaphone.

3.4 Judge at the Start

Responsibility

- For alignment of the bows of the boats on the aligning markers provided. Note: a technician may be used to actually align the crews (an Aligner) but the Judge at the Start is responsible for crews being correctly aligned.
- Declare false starts and nominate the crews at fault.
- On some courses initiation of the timing.
- In some cases pass on information to and from the Race Umpire.
- Check that alignment is achieved in an efficient way so that racing can be kept to time.

Equipment and Checks

- Red and white flags, megaphone and bell. To improve visibility a red cross may be added to the white flag.
- Sighting marks for the start line.
- Programme and pen.
- Communications with the Starter, operators on start pontoons or boats, Regatta Control, Control Commission.
- Binoculars, (recommended but not essential).
- Start pontoons or boats and operators.
- Timing system, electronic or manual (on some courses only).
- Video system (on some courses).

False Starts

A start is false if the bow of a boat passes through the line of the start (the aligning plane) before the start signal is given. The Judge at the Start is in the best position to be able to judge correctly whether a start is false or not. However, when a crew has clearly moved away from the pontoon before the start is complete, the Starter is also well placed to judge what has happened. Only the movement of the bow of the boat through the line of the start constitutes a false start. Other movements of boat, bodies and blades are not false starts.

Only the crew or crews that caused a false start (i.e. not all those which subsequently may have

started) should be penalised by awarding an Official Warning.

It is possible that no crews will be penalised if, in the opinion of the Start officials, there was a faulty start, e.g. failure of start equipment, outside influence etc. In this case the Starter will call the crews back to the start and will explain that there has been a faulty start. The Starter will then restart the race without issuing any Official Warnings.

Method

The method of alignment is described below. This assumes a system similar to that used at many courses. Certain differences at some courses are described in the Appendices.

- Pre-adjust the pontoons for the next race as soon as the preceding race is satisfactorily in progress.
- As soon as one crew is attached, begin making general adjustments.
- At courses with 'fixed' starts installations, adjustments can be made on the individual pontoons. The boat handlers on the pontoons can then do the fine-tuning by moving the boat forward or backwards by hand. (As a guide, while seeking 100% accuracy, in generally still conditions an accuracy of about +/- 2 to 3cm may be acceptable).
- At intermediate starts where stakeboats are attached to the same line, fairly major adjustments may be required in the hands of the stakeboat operators. (As a guide, while seeking 100% accuracy in generally still conditions, a realistic tolerance would be of about +/- 5cm.)
- Use the minimum number of words to instruct the movement of the position of the pontoons or boats, for example "Lane 2 - out half a metre - stop - hold it there".
- Be aware of the practical adjustment on the pontoons i.e. if there is a short boat, the boat holder is already at full extent and is still 50cm short, you are going to have to ask for the pontoon to be moved further out. Try to do this as soon as possible after you realize this as it takes a few moments.
- The stern of each boat should be held on the same side of each pontoon and held far enough away to avoid any contact with the boat or its rudder. Boats should be attached on the up-wind side of a stakeboat or pontoon.
- Watch for boats coming detached by crews paddling to straighten up.
- When aligning allow for lateral drift of boats where crews deliberately head up into wind where there is a strong cross wind. As the boat straightens its bows will move forward.
- At intermediate starts, pulling on blades as crews straighten themselves can cause a temporary forward movement of the whole line of stakeboats, as a result of their connection to a common cross course cable.

When the crews are aligned a white flag should be held well clear of the box and it may be helpful if an announcement is made to the Starter or Assistant Starter to indicate "Crews Aligned".

- Small adjustments to alignment can still be made while the white flag is out. However, if crews go significantly out of alignment, announce this clearly to the Starter and withdraw the white flag. Avoid doing this late in the start sequence wherever possible. The Starter should not be placed in the position of starting the race unaligned.
- If the start was 'good' leave the white flag out for 10–15 seconds (ideally until the crews have reached 100m) and check that the Race Umpire has, or has had the chance, to see it.
- In the event of a false start, **put out the red flag immediately** and ring the bell. If practicable the red flag should be waved but this is not usually possible from within the aligner's hut.

- Take care to identify the offending crew or crews and report to the Starter.
- The Judge at the Start can also assist the Starter by identifying crews which shouldn't be there, are in the wrong kit, have lost or are otherwise without a lane number etc. These matters should have been dealt with by Control Commission.
- The Judge at the Start should aim to achieve the best alignment reasonably practicable in the conditions, noting that it is unfair to the crews if the start is unreasonably delayed while attempting to achieve an unrealistically close alignment.

Timing/Video Equipment

Any computer controlled timing system or video system for aligning should be understood and operated by the Judge at the Start. An update on the operating procedure should be obtained on the day of the event to accommodate any changes to the system.

3.5 Chief Judge/Judges

Responsibility

- Chief Judge – will determine the order in which the boats cross the finishing line and declare the finishing order of the race, in consultation with the other judges, and sign a record of results.
- Chief Judge – will allocate roles to the other judges.
- Chief Judge - to work with the Race Umpire and Race Committee as necessary on situations where a race is not in order and consequent action is required.
- Judges – to assist in the above. It is recommended that there is at least one additional judge, preferably more.

Equipment and Checks

- A white flag to acknowledge the Umpire's end of race signal.
- Communication with the timing team to inform them of the order the crews finished.
- Communication is also important with any commentary team (which may be separate from the timing team) so that "results" are not announced until the Race Umpire has 'cleared' the race and the judges are satisfied with the final finish order (and times).
- Communication with start for any last minute changes.
- Programme with update sheets.
- Binoculars.
- Megaphone.
- Sighting line on the finishing line.
- Timing systems, electronic or manual (on some courses only).
- Check the judges are able to see clearly all the lanes across the course along the sight line. For this it is normal that the judges are 'elevated' above the water line with a clear view of all the bowballs as they cross the line.
- Full record of all race results.
- A 'button' pressed by a judge as each crew crosses the line to initiate a light and/or hooter for crew information. This may also be linked to the timing mechanism.
- Photo Finish equipment or video recorder (optional – this may not be available at all courses).

Notes

- The Judge(s) at the Finish should be alert at all times to activity within the finish area. Crews that are tired after racing, competitors in physical distress or circulating against the prescribed pattern are a safety hazard. Subject to safety considerations, judges must remember that their

prime function is to determine the order of finish of each race.

- Maintain a written log of all results as racing progresses. Include the original order the crews crossed the line and the final result if there is a difference. Note the umpire's name for each race in case of subsequent discussion or protest.
- Do not release any result until the Race Umpire has raised the white flag. Remember to acknowledge clearly with your white flag.
- If the Race Umpire raises the red flag, do not announce any order of finishing until you have had instructions from the umpire.
- Make sure the result is not given until absolutely certain that it is correct.
- Photo finish/video equipment may be in use and may be operated by separate technicians. This should be used if there is any doubt about the order in which the crews have crossed the line (for any position). Before racing starts, check the liaison with the photo finish team and that the equipment is working. Request a print out to check and ensure familiarisation with its layout. It is advisable to ask for a print of the first race and at intervals throughout the day. If the photo finish is used, times may need to be adjusted to match the photo finish results.
- Check the photo finish equipment covers all racing lanes. Note that crews straying out of the outer lanes into safety lanes may be out of the line of vision of the photo finish equipment.
- Be aware that crews may have "changed lane" and do not cross the finishing line in their allocated lane. Check bow numbers - it is always helpful to have some knowledge of crew colours.

3.6 Control Commission

Responsibility

- To apply the recommendations and instructions given in RowSafe with regards to equipment and crew safety.
- To apply the rules pertaining to crews, classification of competitors, crew composition and equipment at the point of boating.
- To ensure that weighing of competitors (where appropriate) has been done.
- To supervise crew boating areas and be aware of which crews have boated for each event.
- To check that all boats/competitors have got numbers.

Equipment and Checks

- Programme, weatherproof clipboard and pen.
- Communication with the Start and Regatta Control.
- Weatherproof clothing.
- Weighing equipment - checked for accuracy.
- Weight certificates for coxswains and lightweight oarsmen.
- Calculator for lightweight crew averages.
- Crew entry forms and points books.
- Facilities to allow dead weights to be prepared. Note that it is a coxswain's responsibility to have/provide dead weight but this is a service that is provided at some regattas.

Method

- When checking crews as they go on the water, this should be done on the landing stage irrespective of weather conditions. Take up a position to allow efficient movement for crews boating and disembarking. Boats should be inspected, where practicable, before they are placed on the water. This reduces the requirement for the umpire to bend down and inspect each section and allows the crew to concentrate on boating without interference.
- Crews should be checked for weight certificates (where appropriate) and that they are wearing

the correct racing strip. Boats should be checked for equipment (bow ball, heel restraints, boat identity and if the coxswain has easy access into and out of his compartment in a 'front-loader'). If a compartment is fitted with a method of closing that compartment, then the fitment should be in place and intact. Bow balls should be tested to check that they are secured so as to prevent deflection on impact.

- Problems should be sorted out by Control Commission to avoid causing delays at the Start. Any concessions made by Control Commission such as allowing a crew to boat in the wrong kit must be communicated to the Starter (and Judge at the Start, etc.) to prevent confusion and delays at the start.
- Lightweight competitors weigh-in 'each day not less than one hour and not more than two hours before the scheduled time of the first race that day of the event in which the competitor is entered' (British Rowing Rules of Racing 3-3-1e).
- Lightweights must be weighed in their racing strip.
- All members of a lightweight crew must report for weighing at the same time and it is recommended that they are weighed in order - Bow, 2, 3 etc.
- Coxswains should be weighed in clothing that is appropriate for the weather conditions; this includes a life-jacket or buoyancy aid. Note that cox-boxes and similar equipment cannot be 'carried' by the coxswain when they weigh in; these items are deemed to be part of the boat.
- Make regular checks of crews coming off the water for the coxes' dead weights, life-jackets or buoyancy aids.
- Keep track of who has boated at all times. The Starter relies on Control Commission for information and advice about late and missing crews.
- The regatta may wish Control Commission to check crews and points cards as the crews boat. If this is the case the regatta should specify what checking is required and provide the necessary information to allow these tasks to be done. All competitors are required to have their Racing Licence with them at a regatta. You may be required to verify crew identities against entry forms and check for crew status.
- If dope testing is being carried out, Control Commission may be required to identify a competitor selected by the testing team, to notify him that he has been selected for testing, and to escort him until handed over to the testing team.

4 Incidents and Umpires Response

4.1 Introduction

This section includes a number of examples of the problems that can be met in multi-lane rowing. These examples are based on a 6-lane course but the same basic principles apply just as easily to 4 or 8-lane courses. Generally an Umpire must make a decision quickly and correctly but there may be some circumstances where a quick decision is not possible and additional information is required from others so that a correct decision can be made.

It is not possible or desirable to attempt to catalogue every possible problem that can arise in multi-lane racing. The objective of these notes is to help Umpires obtain a clear idea of what may be the best course of action in specific situations. From the basic understanding developed in these circumstances it is hoped that Umpires will be able to use this information when tackling a wider range of cases.

As significant new problems are experienced and solved, Umpires are requested to keep the Multi-Lane Umpiring Panel fully informed. These situations can be added to this Guide if and as appropriate.

4.2 Guidelines

In the event of an incident involving disqualification, the crew at fault is easily dealt with but an Umpire must make sure that no other crew/crews has/have been disadvantaged. It should be recognised that there may be an alternative to a re-row in some cases. Unless in a final a re-row can be a significant disadvantage to a crew or crews as a result of fatigue associated with what will be an additional race.

If possible consideration should be given to placing crews in an appropriate finishing order particularly when the incident occurs towards the end of a race.

If the incident occurred early in the race the imposition of a re-row is much less severe and the race should be stopped before the majority of the race has been completed to enable it to be re-rowed.

At all times a clear appreciation of the outcome of the race should be at the forefront of the Umpire's mind and the consequences of a re-row and its effect on the crews involved should be borne in mind.

The following are guidelines which can be followed.

- | | |
|--------------|--|
| A Final - | Any crew in contention when disadvantaged will need a re-row. This is not a problem since all crews would be uniformly affected. |
| Semi-final - | As for the Final but now a re-row potentially becomes a disadvantage unless there is clearly enough recovery time between the re-row and the final. If a finishing order can be determined in a race that is stopped just before the finish just after the incident this is the 'best option'. |

- Heat/Repechage - As for Semi-final. If time permits adequate recovery time before the next round then a re-row may be possible. If only one crew was disadvantaged and if there is room for an additional crew (see below) in the next round or if appropriate in a repechage (this is only appropriate if the disadvantaged crew would have ended up in the repechage had it not been disadvantaged) it may be possible to allow the crew to move forward in this way.
- Doubling Up - Check with the crew that they are not doubling up in other events.
- Re-rows - Re-rows should involve the minimum number of crews necessary to restore the chances of the disadvantaged crew(s).

For safety reasons and for fair racing the number of crews taking part in any race should never exceed the number of lanes that are fully equipped and are to the necessary standards with regard to overall depth etc. On a 6-lane course the use of a safety or access lane as an extra/emergency racing lane is not permitted.

5 Case Studies

Interference

EVENT: ANY 2000m

OUTCOME: 2 to final

SITUATION

- i) 3 interfering 4
- ii) 3 repeatedly warned, with no response
- iii) With 3 out, 4 in contention for 2nd qualifying place
- iv) If 3 stopped would also stop 4

COURSES OF ACTION

- A**
- i) Return 3 to lane – stop only them and disqualify
 - ii) Assess finishing position in consultation with finish judge and place 4 over 2 if appropriate (or re-row 2 and 4)
- B**
- i) Move 4 from behind 3
 - ii) Stop and disqualify 3
 - iii) Await outcome
 - iv) As in A(ii) above
- C**
- i) Allow race to complete, disqualify 3 and determine qualifying finish order (or re-row affected crews)

NOTES

Continued interference will affect 4's chance to qualify and to race under fair and equal conditions. This must be considered in the final result.

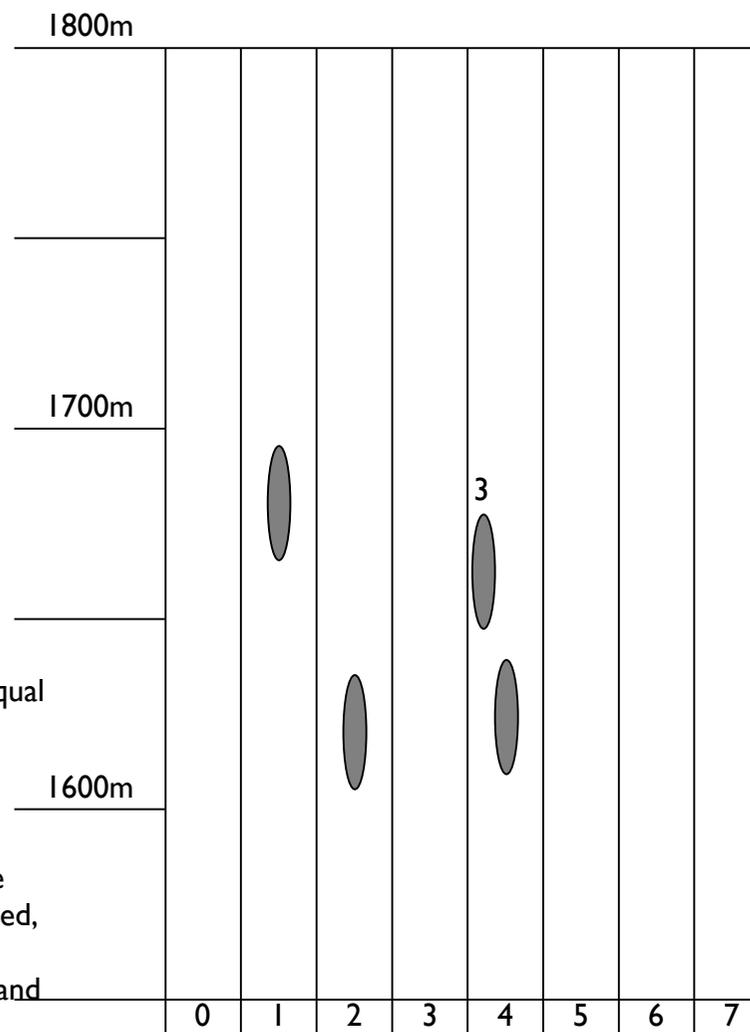
Race close to finish line; umpire could disqualify 3 and re-row, but disadvantage to crews compared with other heats.

Course A preferred if it can be implemented.

On consultation with the judges, if the distance between 2 and 4 does not allow the result to be determined, and there is doubt as to whether 2 or 4 would have qualified, then a re-row is the fair option.

[Course C –does the event venue accommodate a 7 boat final? If yes, place both 2 and 4 in final]

The umpire's decision will be determined by his judgement of the impact of the interference on the result of the race.



Foul Case 1

EVENT: ANY 2000m

RACE: Final

OUTCOME: Gold/Silver/Bronze

SITUATION

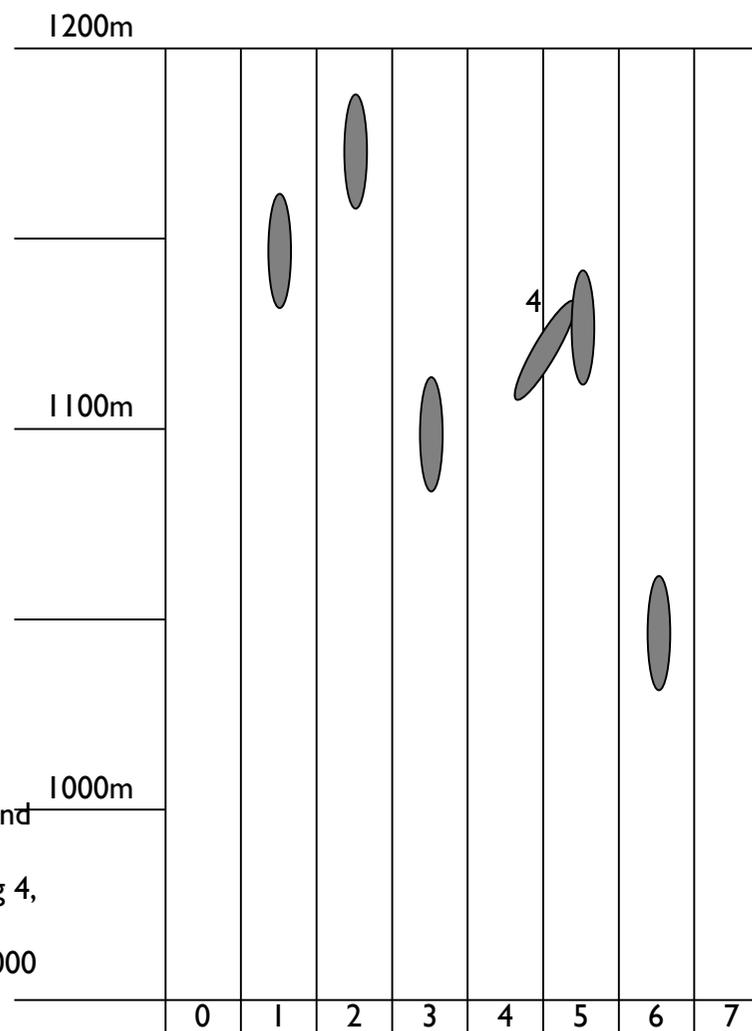
- i) 2 and 1 Gold and Silver
- ii) 4 or 5 Bronze
- iii) 4 fouls 5 through rudder failure
- iv) 5 stopped/seriously slowed - overtaken by 3

COURSES OF ACTION

- A**
- i) Stop the race
 - ii) Disqualify 4
 - iii) Re-row all remaining crews
- B**
- i) Allow race to finish
 - ii) Disqualify 4
 - iii) Re-row 3 and 5 for bronze

NOTES

Course A is preferred.
 If this were a heat, neither solution is satisfactory. The action required would depend on the number of crews progressing to the next round and if 5 would have been in contention for one of these places. 5's chances must be restored, after disqualifying 4, preferably without a re-row.
 This is a sensitive area, since crews may argue that they have a fast finish/second 1,000 and cannot be discarded too early.



Foul

Case 2

EVENT: J4- 2000m

RACE: Final

OUTCOME: Gold/Silver/Bronze

SITUATION

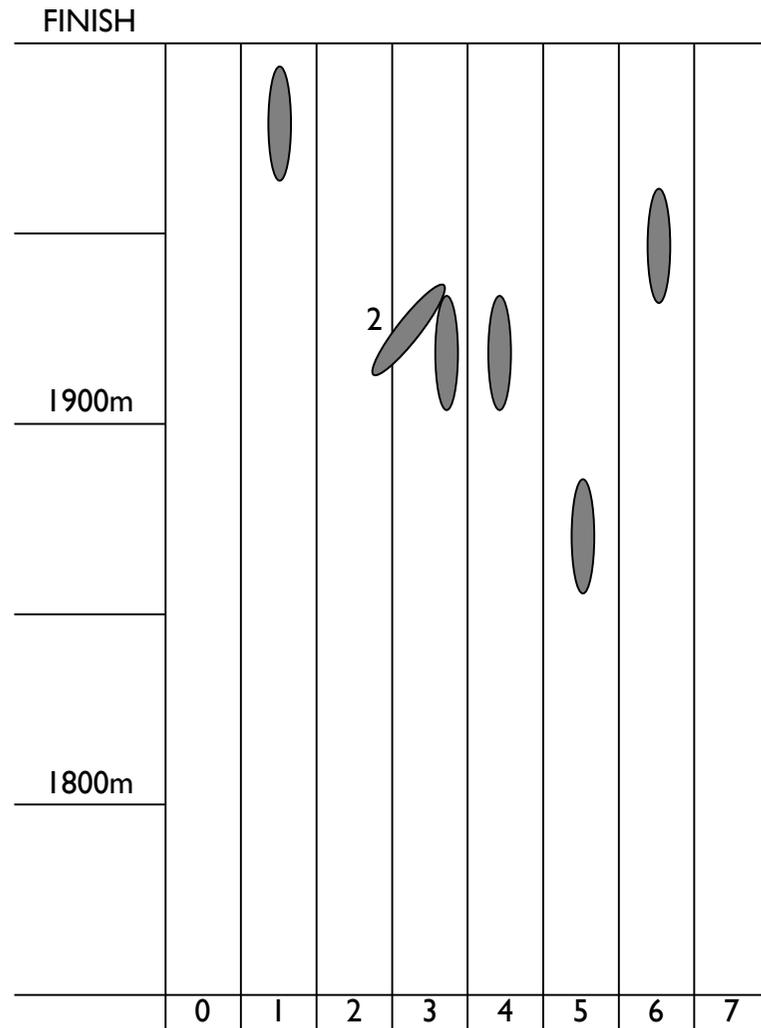
- i) Lane 1 crossing line for gold
- ii) Lane 6, 1 length behind for silver
- iii) Lanes 2-3-4 1 length behind LEVEL for bronze
- iv) 2 fouls 3, 3 seriously impeded

COURSES OF ACTION

- A
 - i) Allow race to finish
 - ii) Disqualify 2
 - iii) Re-row 3 and 4 for bronze

NOTES

The outcome for Gold and Silver has not been affected by the foul. Since it is a final, the fair determination is to re-row the crews in contention for Bronze that have not been responsible for the foul.



Unfair Advantage

EVENT: Any 2000m

RACE: Semi-Final

OUTCOME: 3 to Final

SITUATION

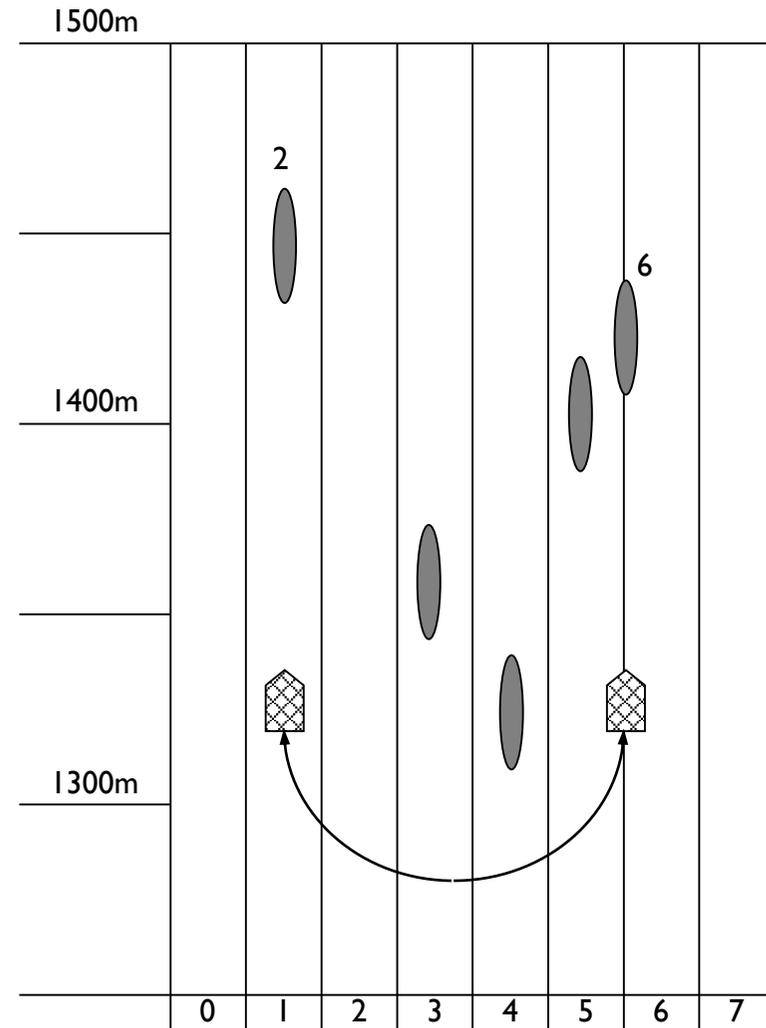
- i) Sidewind - lane 1 calm
- ii) Crews were moved by the Starter to lanes 2 - 6 to equalise conditions
- iii) 2 refuses to return to correct lane after repeated warnings
- iv) 5 and 6 possible foul/interference

COURSES OF ACTION

- A
- i) Priority to 5/6 hazard
 - ii) Stop and disqualify 2 when convenient
- B
- i) Priority to 5/6 hazard
 - ii) Allow the race to finish, continuing warnings to 2
 - iii) Assess nature of advantage and finish distances between crews
 - iv) If appropriate, disqualify 2 after the finish

NOTES

Course A preferred since the remaining crews are aware of the true position
Monitor the impact of wind on racing throughout the race to assess impact



Off Course Collision

EVENT: Elite 4- 2000m

RACE: Any 2000m

OUTCOME: Gold/Silver/Bronze

SITUATION

- i) 4 and 5 possible foul or interference
- ii) 1 in lane 0 - previously warned, no response
- iii) 1 is a possible medallist if returns to lane 0
- iv) No advantage to 1 in lane 0
- v) If 1 continues could collide with presentation raft

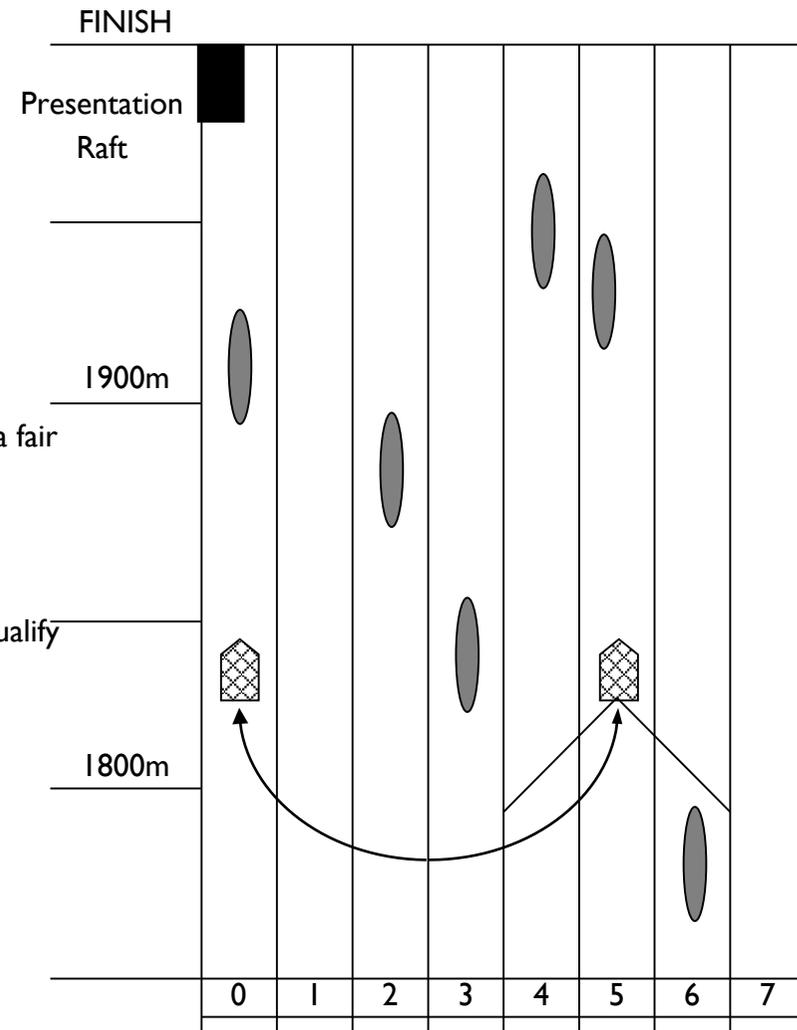
COURSES OF ACTION

- A
- i) First priority to protect safety of 1, then separating 4 and 5
 - ii) If a collision is certain stop 1
 - iii) 6 may have to suffer launch wash for safety reasons or to ensure a fair racing chance for 4 and 5

NOTES

Safety is first priority

Once 1 has been stopped and is safe, it may continue to race and be placed or qualify in the normal way



Launch Position

EVENT: S31x 2000m

RACE: Final

OUTCOME: Gold/Silver/Bronze

SITUATION

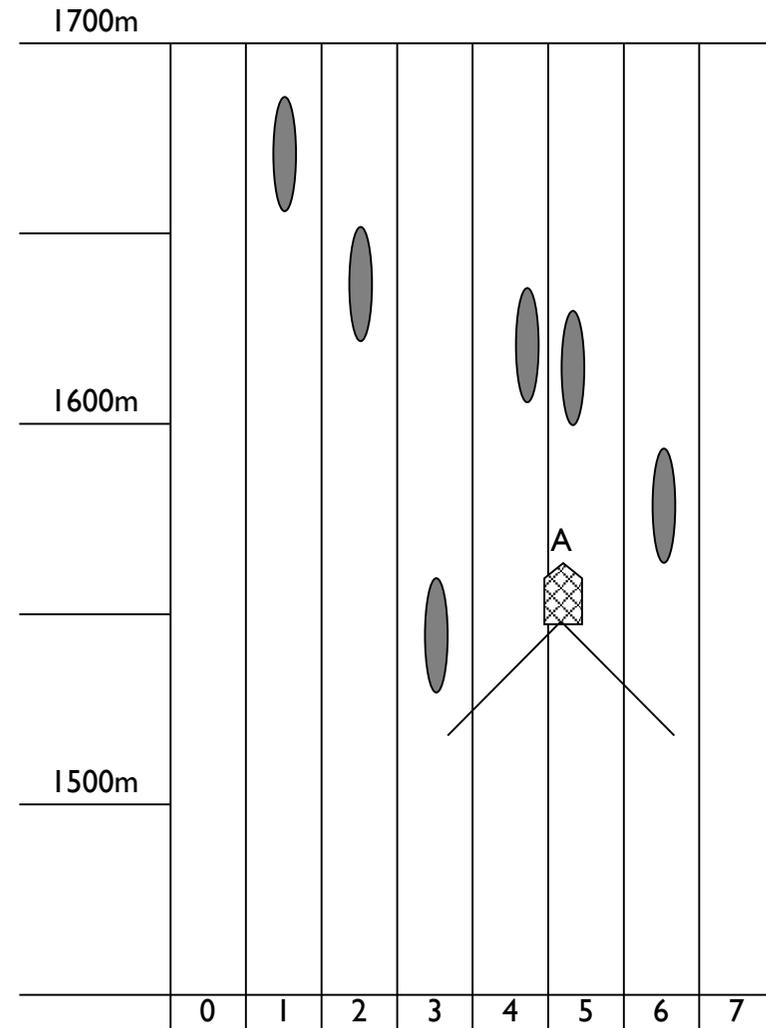
- i) 1, 2, 4 and 5 in contention
- ii) 1 and 2 steering well, separated by clear water
- iii) 4 and 5 could come together in the closing stages of the race

COURSES OF ACTION

- A
- i) Place launch in position A
 - ii) Covers possible trouble with 4 and 5
 - iii) In touch without washing 3

NOTES

Important to keep up with the leading positions to enable swift action if required



Floating Obstruction

EVENT: Any 2000m

RACE: Semi-Final

OUTCOME: 3 to final

SITUATION

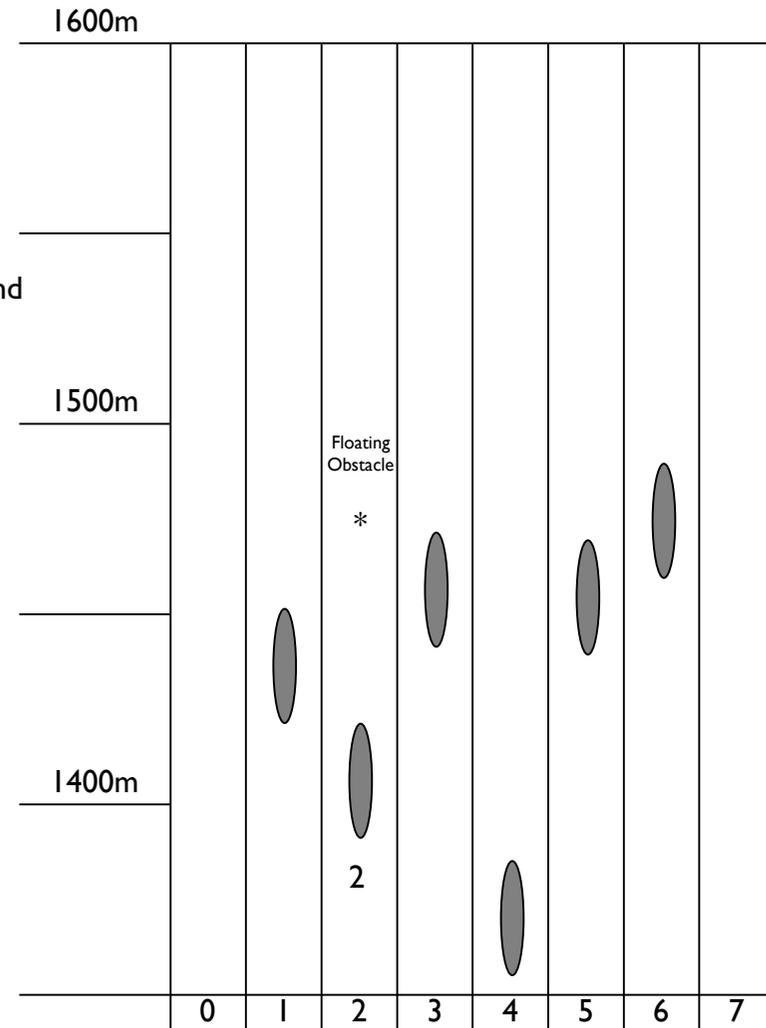
- i) 1, 2, 3, 5 and 6 in contention
- ii) Floating obstacle in lane 2

COURSES OF ACTION

- A**
- i) Steer 2 round the obstacle
 - ii) Continue the race; assess effect of course deviation on final result and adjust order or order a re-row if appropriate
- B**
- i) In the event that 2 hits the obstacle and is impeded, or is stopped for safety reasons:-
 - ii) Stop the race.
 - iii) Re-row all crews.

NOTES

Course A preferred. 2's chances must be restored, preferably without a re-row.



Intervention

EVENT: Any 2000m

RACE: Any

OUTCOME: Any

SITUATION

- i) 4 at edge of lane
- ii) In A - 4 level with 5

OR

- iii) In B - 4 ahead of 5

OR

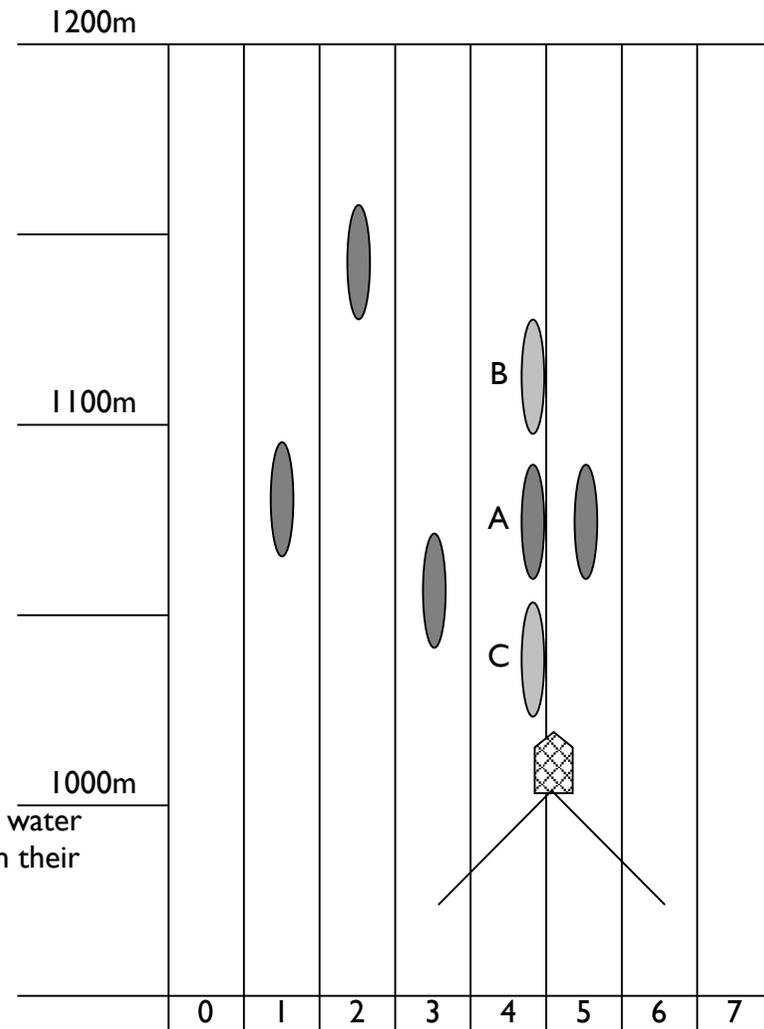
- iv) In C - 4 behind 5

COURSES OF ACTION

- A In this case warn 4 away from possible danger – restore to lane
- B In this case warn and be prepared to move in if the position deteriorates further
- C Leave 4 alone - no disadvantage to the other crews

NOTES

A crew moves out of its lane once its blades cross over into another lane. Neutral water in multi-lane racing could be deemed to be where two crews side by side are within their respective lanes but with blades close to the lane boundaries. An umpire may then name both crews to order them to move apart.



Appendix 1 Holme Pierrepont

A 1.1 General Course Features

The course is marked with yellow buoys throughout which are spaced to allow rowing in 6 lanes 12m wide. Exceptions are red buoys marking the last 100m of the course and the first 100m from each start position. At 100m from each start position there is a row of blue buoys and a white flag at each side of the course.

Lane numbers are suspended over the course at the finishing line indicating Lanes 1-6. Lane 0 on the regatta side is normally reserved for safety boats. Lane 7 is used by crews going to the start.

The course markers countdown from 2000m at the Start to 0m at the Finish. This is opposite to many other courses and can cause confusion. Care needs to be taken when using distances to identify your whereabouts or where an incident has occurred. e.g. does 'at 250m' mean 250m from the Start or 250m from the Finish? The 250m marker is towards the Finish so if the incident is at the Start end of the course it's better to say 'by the 1750m marker' or '250m from the Start' etc.

The start tower at 2000m is fixed and gives reasonable protection although the windows (when closed) present blind spots where the frames block line of sight. The start tower for intermediate starts at 500m, 1000m or 1500m is "floating" and gives no weather protection. The start tower at 2000m has full communications equipment and a traffic light start facility. The "tower" at the intermediate start has limited communications equipment and a flag start is used.

There are 'steering guides' behind each lane at the 2000m start. Official Warnings are indicated by hanging a red disk on the steering guide behind each lane as appropriate.

The pontoons at 2000m are individually adjustable. The stakeboats at intermediate starts are connected to one transverse wire that is adjusted on each side of the course. Fine adjustment for individual boat position is made by hand by the stakeboat personnel.

The timing huts at the intermediate start points have facilities for aligning and starting a race. Aligning is done between a vertical wire in the box and a line on a marker on the far side of the course. The boxes at 1000 and 2000m have toilets.

Limited protection may be given by the bank to some lanes in some crosswind conditions, and there can be a build up of waves at the start or finish end of the course where the wind is blowing strongly along the course.

The banks are constructed to absorb boat wash waves and prevent their reflection.

A 1.2 Circulation pattern

The diagrams below illustrate the normal circulation pattern for the course as prescribed at the British Rowing Championships. Note that individual regattas may apply minor variations. For example, Lane 6 may be left as a dead lane during practice.

It can be extremely dangerous if crews move towards the start in lanes other than Lane 7, and for crews to move towards the finish in Lane 7. A serious view must always be taken of non-compliance with the rules, particularly when deliberate.

It is important to note that the circulation pattern rules apply to the whole course even where an intermediate start is in use. Regattas should make this clear to all crews. Umpires should be alert to dangerous boat movements the area behind an intermediate start.

Motorboats should be static or moving slowly when in Lane 0 to minimise wash. High-speed movement towards the start must only be made in lane 3 or 4 and should go no closer than 250m towards an oncoming race before stopping, and moving slowly to the side of the course.

Crews waiting for a race must hold in Lane 7 for starts at 2000m. For the intermediate starts at 1500, 1000 and 500m, they should pass through and hold behind the start tower in their appropriate lane.

Boats should move to and from the staging in the pattern illustrated to avoid congestion and danger of collision. Particular care should be taken with the stages on the Country Park side and with those just below the finish on the same side of the course as the finish tower. Some regattas may forbid or restrict the use of these stages.

A 1.3 Additional Information

Weather

- The most common adverse effect is a crosswind sheltering Lanes 1 or 6. A partial crosswind can cause serious variations in wave conditions at the 2000m start, and/or at other points on the course. It is the Umpire's responsibility to assess the fairness of the conditions in each lane and to advise the starter accordingly. Wherever possible crews should be raced in lanes which have equal conditions. This frequently results in the avoidance of the use of a calm lane. If crews are moved across to equalise conditions the order of lanes from the original draw must be retained.

On the Way to the Start

- On the way to the start the launch should move up the centre of the course at high speed to minimise wash, subject to any “suppléant” pattern (see below).
- Unless otherwise instructed by the Race Committee, the launch should then proceed slowly to Lane 0, firstly at 1500, then at 1000, then at 500 in a “suppléant” pattern checking that wash dissipates before races pass. Umpires waiting at these points should be ready to take over a race in the event of a failure of the launch already in operation or other incident requiring assistance.

On the Start

- While waiting for the race, the Umpire's launch should be in Lane 0 (near the Aligner's hut) at the 2000m start and at the side of the floating tower at an intermediate start.
- At an intermediate start position, while the start is proceeding, move the launch away and slightly forward. It should not be too close to the start line to inhibit the Umpire's view of all crews.
- A programme check can be made with the Aligner at the 2000m start or the Assistant Starter at an intermediate start.

Judge at the Start

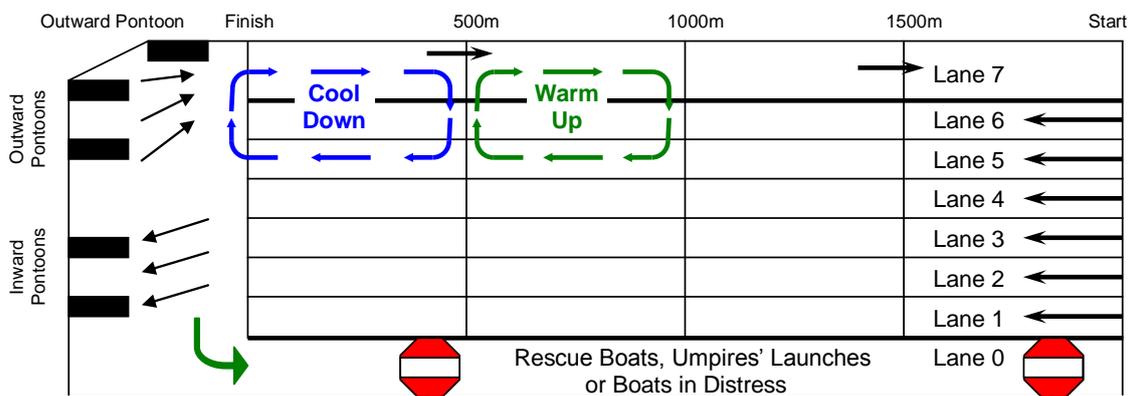
- Provide primary contact with Regatta Control for programme changes. A printer is provided that may be used to provide programme updates, and if multiple copies are used a copy can be given to the Umpire.
- Video at 2000m – set the camera (which records the traffic light start system) running for the start. Use it to confirm perceived false starts.

Method of Alignment

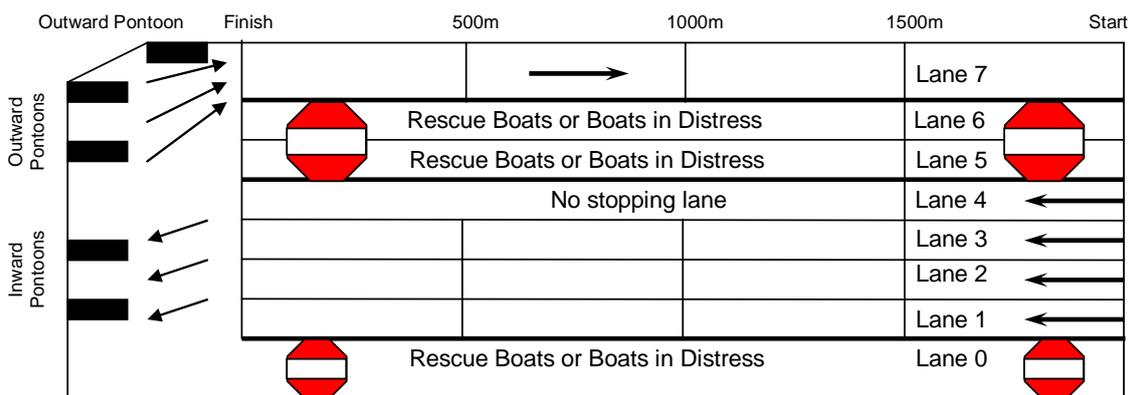
- At the 2000m start adjustments can be made on the individual pontoons. Fine tuning can be done by hand by the operators on the pontoons.
- At the intermediate starts all stakeboats are attached to the same line. Fairly major adjustments may be required in the hands of the stakeboat personnel.

A 1.4 Holme Pierrepont Course Chart

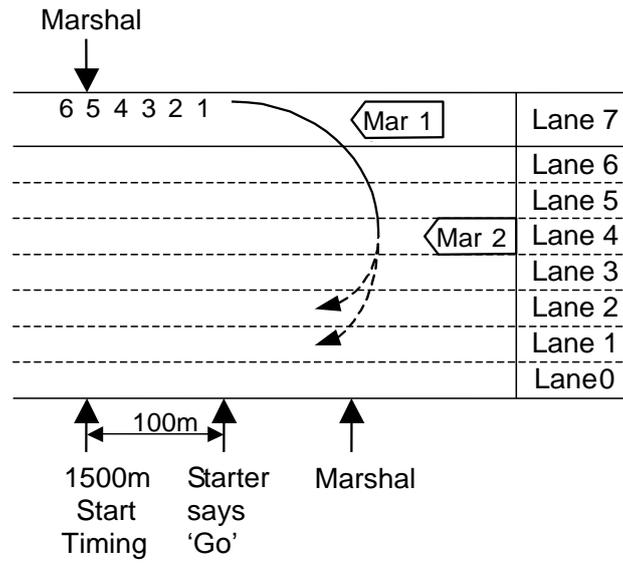
Normal Racing with Warming Up and Cooling Down and Prize Giving



Event Practice Sessions



Typical Start Circulation Pattern for Time Trials



Appendix 2 Strathclyde Park

A 2.1 General Course Features

The start tower at 0m is fixed and gives reasonable protection. The start tower for intermediate starts at 500m, 1000m or 1500m is "floating" and gives very little weather protection. The start tower at 0m has full communications equipment; those at the intermediate starts have limited communications equipment.

The pontoons at 0m are individually adjustable with no limits on accuracy. The stakeboats at intermediate starts are connected to one transverse wire which is adjusted on each side of the course. Fine adjustment for individual boat position is made by hand by the stakeboat boys.

The timing huts at the intermediate start points have facilities for aligning and starting a race. Aligning is done between a vertical wire in the box and a line on a marker on the far side of the course.

False start indication for lanes 1-6 at the 0m Start is by orange flashing light on top of lane marker, operated by the starter. For Spare lanes A and B false start indication is done using a traffic cone which is placed in position by the pontoon crew. All 8 lanes have traffic lights as do the intermediate starts.

A 2.2 Circulation pattern

See below. The current pattern covers both training and racing.

A 2.3 Additional Information

Weather

- A crosswind will usually affect all lanes equally except in the 0m start area where a partial crosswind can cause serious variations in wave conditions.

On the Start

- While waiting for the race, the launch should be beside the Aligner's Hut or in Lane B at the 0m start and at the side of the floating tower at an intermediate start.
- At an intermediate start position, while the start is proceeding, the launch should be moved away and slightly forward of the start without blocking the view of the Judge at the Start and Umpire.
- Programmes can be checked with the Aligner at the 0m start or the Assistant Starter at an intermediate start.
- At the 0m start, the Starter initiates the timing system when he presses the Green start button.

Judge at the Start

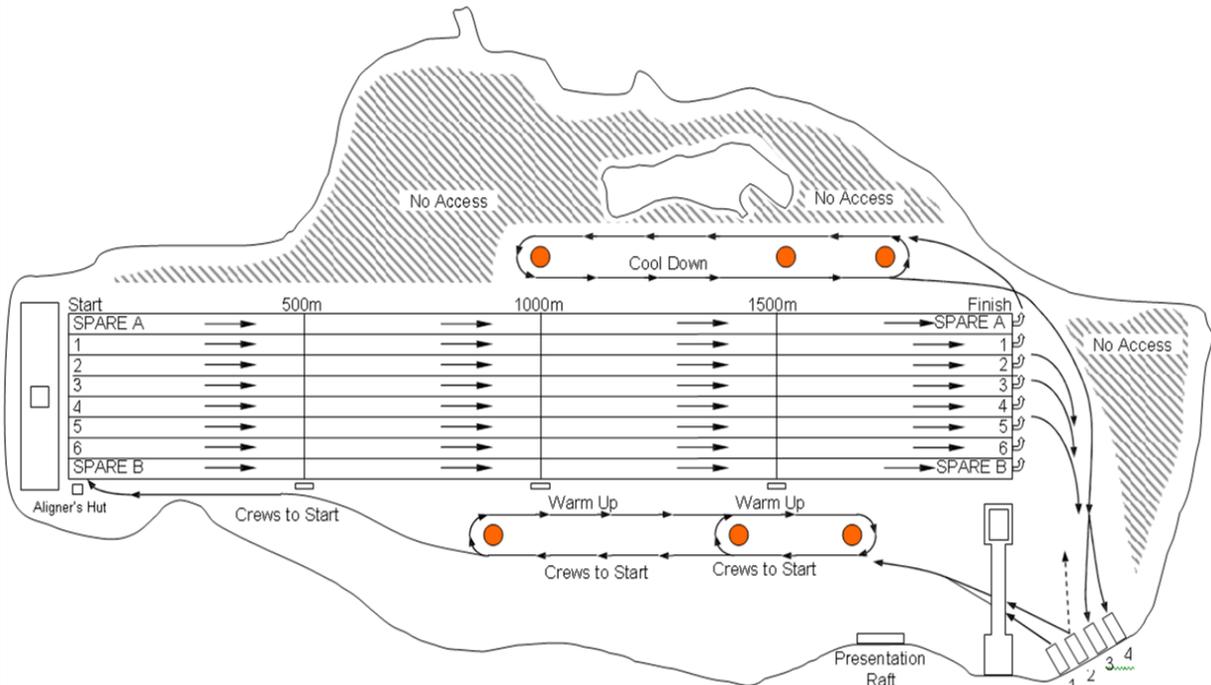
- The Aligner's hut is linked to the bank by a pontoon.
- At intermediate starts, the Judge at the Start initiates timing.

Method of Alignment

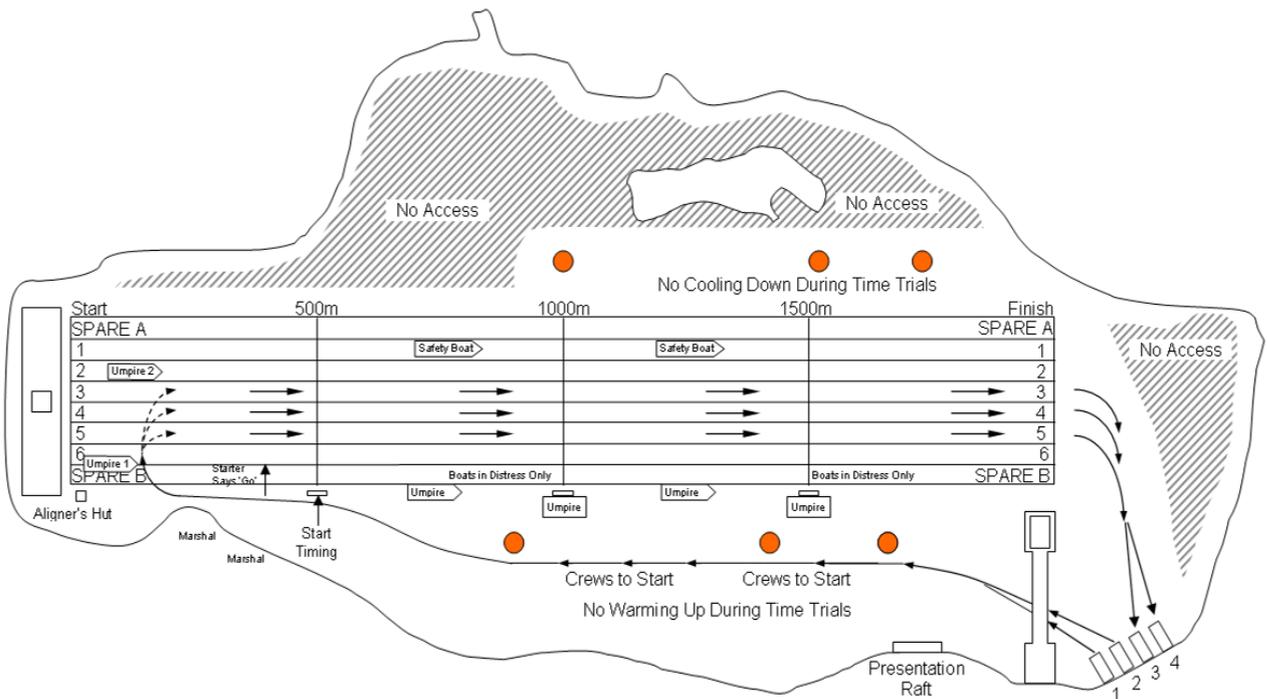
- At the 0m start adjustments can be made on the individual pontoons. Fine tuning can be done in the hands of operators on the pontoons.
- At the intermediate starts all stakeboats are attached to the same line. This only allows for minor adjustments in the hands of the operators in the stakeboats.

A 2.4 Strathclyde Park Course Chart:

Typical circulation pattern. This is the one used by the British Rowing Championships:-



Typical circulation pattern for time-trials. Again this is the one used by the British Rowing Championships:-



Appendix 3 Docklands

A 3.1 Course Features

The course is set in the Royal Albert dock close to City Airport. Poplar Regatta is run from the London Regatta Centre at the finish (west end of the dock). It includes boathouse and training facilities with committee rooms and a commercial restaurant. Catering for the regatta is in a marquee adjoining the centre. The course can be subject to cross head winds from the airport side which can create difficult conditions in the start area where surface water movements are reflected off the concrete walls back across the course.

Up to 2011 races were started from the Woolwich Manor Way (A117) bridge – from a ‘gazebo’ fixed on the pavement. For 2013 and beyond it is anticipated that a pontoon with tower will be placed directly behind the start. The start uses a traffic light system. The Aligner stands on the dockside (north side) and aligns to a large start line on the airport dockside. There is a radio link to the stakeboats. It is bank umpired, umpire 1 on the second floor of the University of East London building, 2 & 3 from towers and 4 from the centre balcony. The finish (& timing) is in a portacabin with a camera for close finishes. There is capacity for seven lane racing in exceptional circumstances; attention needs to be paid to the fairness of the lanes on the airport (south) side where shelter can be provided from the dock wall in prevailing wind conditions.

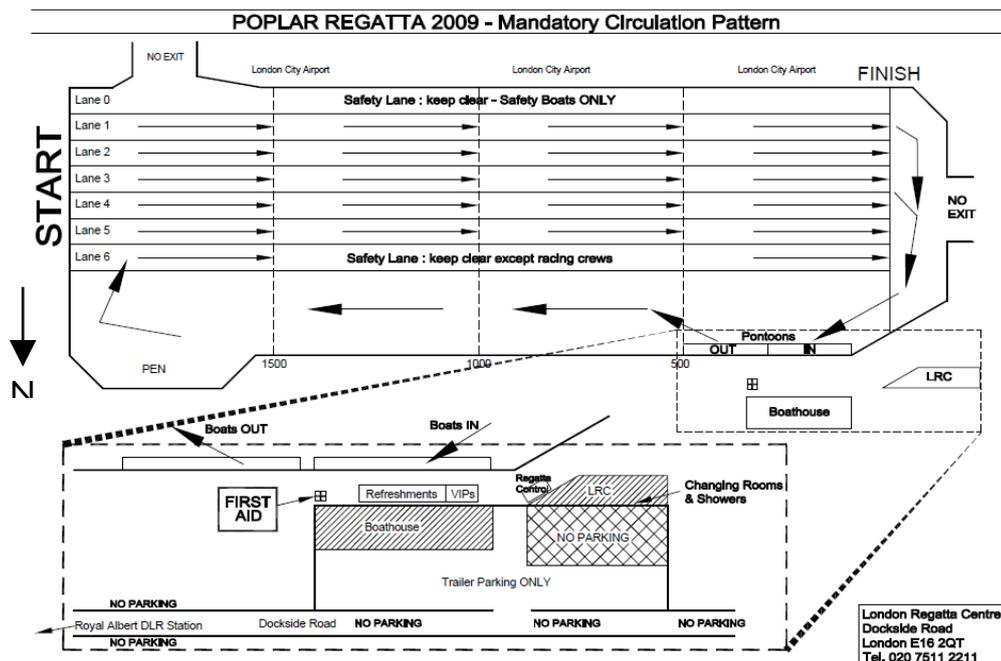
A 3.2 Circulation pattern

See below. Note that crews are held in the area marked ‘Pen’ prior to the start.

A 3.3 Additional Information

Poplar Regatta no longer uses the ‘Ghent’ (pen) draw method. The draw & lanes are published prior to the event. In 2011 different categories were held in the morning and afternoon, allowing crews to enter 2 events.

A 3.4 Docklands Course Chart



Appendix 4 Peterborough

A 4.1 Course Features

The course is marked with white buoys throughout which are spaced to allow rowing in 4 lanes.

Lanes are numbers 1 to 4 from left to right when at the start. Lane 5 on the side away from the boathouse is used for crews going to the start.

Starts at 1000m are conducted from a position on the end of the course where there is limited protection from the weather. Starts at intermediate positions are conducted from Lane 1 side of the course. Again there is limited protection from the weather.

The stakeboats at 1000m are fixed. The stakeboat operators can make limited adjustments. Alignment for different boat lengths is done using a set of sighting marks that are preset at the average length for different boat types. The stakeboats at intermediate starts are fixed to the bottom of the course. Fine adjustment for individual boat position is made by hand by the stakeboat boys moving the stern of the boat forward or backward.

Limited protection may be given by the bank to some lanes in crosswind conditions, and there can be a build up of waves at the start or finish end of the course where the wind is blowing strongly along the course.

The banks are constructed to absorb boat wash waves and prevent their reflection.

A 4.2 Circulation pattern

The diagram on the following page illustrates the normal circulation pattern for the course.

It can be dangerous if crews proceed towards the start in lanes other than Lane 5, and for crews to proceed towards the finish in Lane 5. A serious view must always be taken of non-compliance with the rules, particularly where it is deliberate.

Crews should proceed towards the start in lane 5 and must hold in lane 5 for starts at the 1000m start. For any intermediate starts crews should pass beyond the start and should marshal behind the start line in their appropriate lane.

A 4.3 Additional Information

Weather

- A common adverse effect is a crosswind sheltering Lane 1. A partial crosswind can cause also serious variations in wave conditions at the 1000m start.

On the Way to the Start

- On the way to the start the Umpires launch should proceed in lane 1 as far as possible and then move at right angles to the course into lane 5 to avoid oncoming races.

Appendix 5 Dorney Lake

A 5.1 Course Features:

These are still being developed and updated and will differ from regatta to regatta.

It needs to be remembered that although an Olympic and World Championship course, the course in use at domestic regattas does not have some of the standard features which are installed at courses such as Holme Pierrepont and Strathclyde Park. Facilities such as start traffic lights, boats and freeze frame photo for aligning, photofinish, and timing system, are installed for FISA events but taken out again afterwards, so at a domestic regatta it is likely that the start will be by flags, photofinish (if used) will be by video, and timing systems will be arranged separately for each regatta.

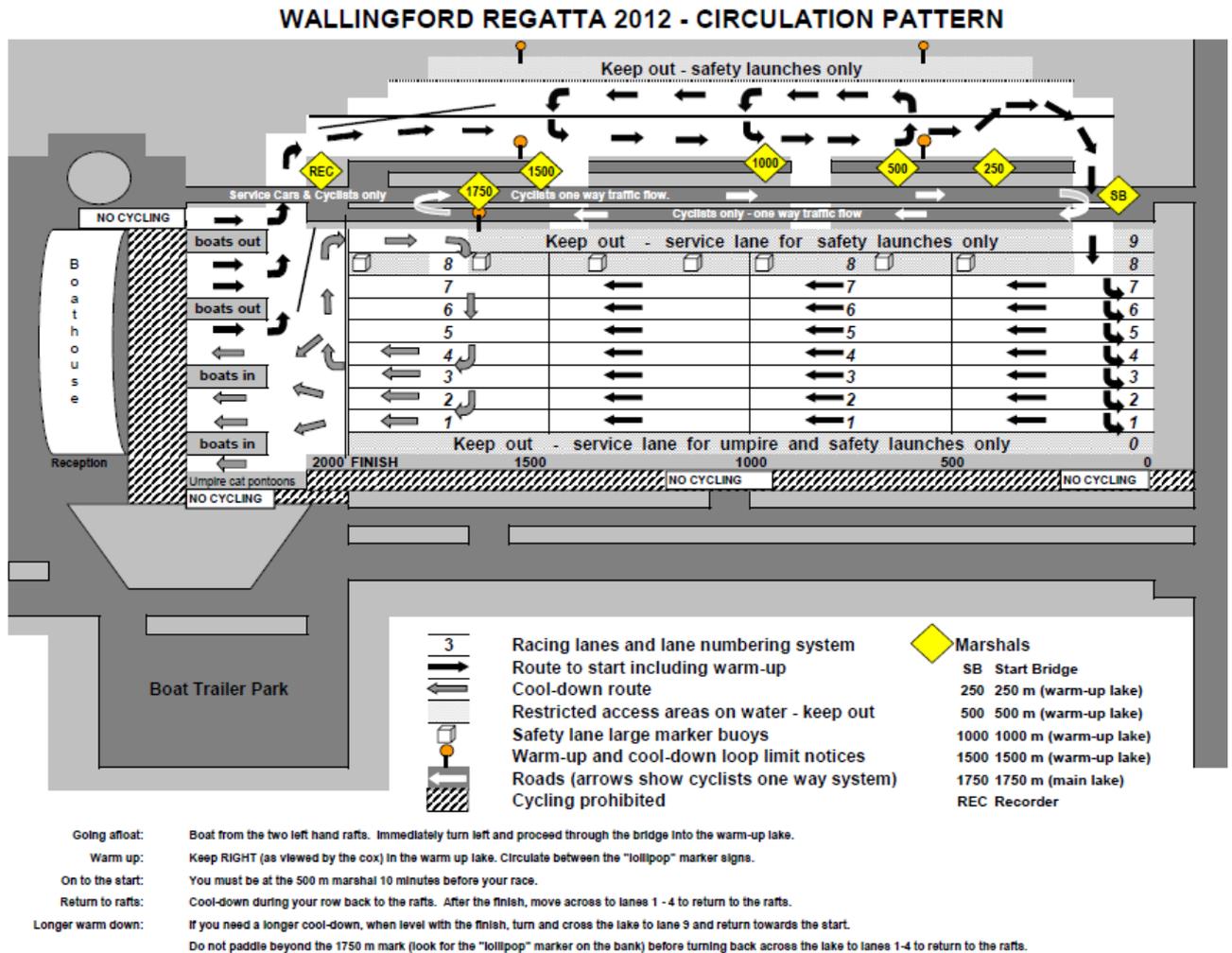
The 2000m start pontoons are fully adjustable, and at the 2000m start the umpire's launch will normally wait at the end of the pontoon on the lane zero side, opposite the aligner's hut. The return lake allows crews to warm up clear of the main lake, but it does mean that crews waiting for the start will usually be out of sight of the starter so it relies on marshals at the start to get crews together and push them through the bridge onto the start.

Where an intermediate start is used, such as 750m for the Ball Cup, the starter and stakeboat personnel are all on one long pontoon, without adjustment for different boat classes. The umpire's launch will normally wait at the end of the pontoon on the lane 8 side, as the lane zero end is used for access to the pontoon from the bank.

Umpires' launches at Dorney will normally return towards the start slowly up lane zero, as they are not of the Holme Pierrepont type which can get up on the plane if they return quickly up the middle of the course.

A 5.2 Circulation Pattern and Dorney Lake Course Chart

This can vary slightly from regatta to regatta. The following is from the 2012 Wallingford Regatta.



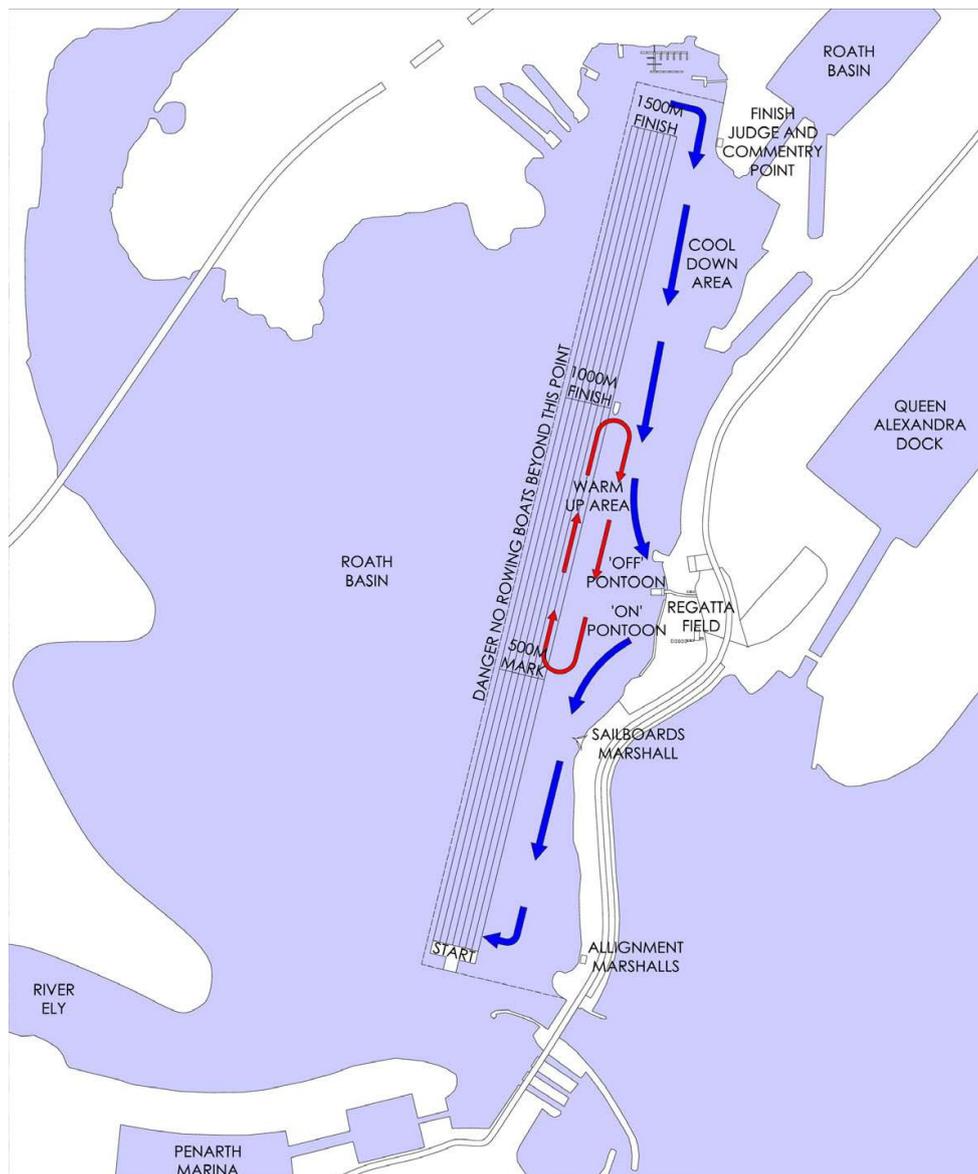
Appendix 6 Cardiff

A 6.1 Course Features:

These are still being developed and updated and will differ from regatta to regatta.

The course is in Cardiff Bay. The bay is now separated from the open sea by the Cardiff Bay Barrage, but as with any large expanse of water it can be prone to difficult conditions if the weather is particularly windy. The rowing course runs along the eastern side of the bay, with the western side being used by sailing boats and a waterbus service. The start is close to the barrage, with the starter on a floating platform. The finish is near the dockside close to the Millennium Centre and the National Assembly building. The dockside and moored boats are close to the 1500m finish line, so crews need to stop quickly at the finish. There are large buoys at the finish line, and these can be a hazard if crews move out of the racing lanes. The boating area and control building are roughly half way along the course, on the eastern shore of the bay, in the docks area to which vehicular access may be restricted.

A 6.2 Circulation Pattern and Course Chart



Appendix 7 Tees

A 7.1 Course Features:

An 800m, 4 lane course on the Tees Barrage.

Crews boat from the River Tees Watersports Centre which is just before the Finish line. Crews proceeding to the start have to cross the course approximately 200m from the finish line and then continue to the start on the South side of the course.

The start is from stakeboats which allow some adjustment to align the crews. The Start is done from the bank in line with the four crews and the Starter may also have to act as Aligner, Judge at the Start and Starter.

A PA system is provided at the start.

The first half of the race is umpired from a launch, control being handed over to an umpire on the bridge just after half-way. The launch umpire may follow the race all the way to the finish line if necessary depending on the race and the position of the crews.

A further umpire is positioned on the bank just before the finish to cover the final section of the course.

The course can be susceptible to cross and headwinds and, if necessary, the stakeboats can be removed and a free start used.

A 7.2 Circulation Pattern and Course Chart

