

2010 NEIRA Regatta Instructions (Revised 5/9/10)

1. The Overall Rules: There will be NO coaches or coxswains' meeting prior to the start of racing. The NEIRA Regatta will be run in accordance with the USRA's Rules of Rowing. Coaches should transmit all of this information to their coxswains, crews, and scullers. *In addition, coaches should make certain that each participant from their organization has completed the necessary Release of Liability Waiver via RegattaCentral. No paper submissions.*

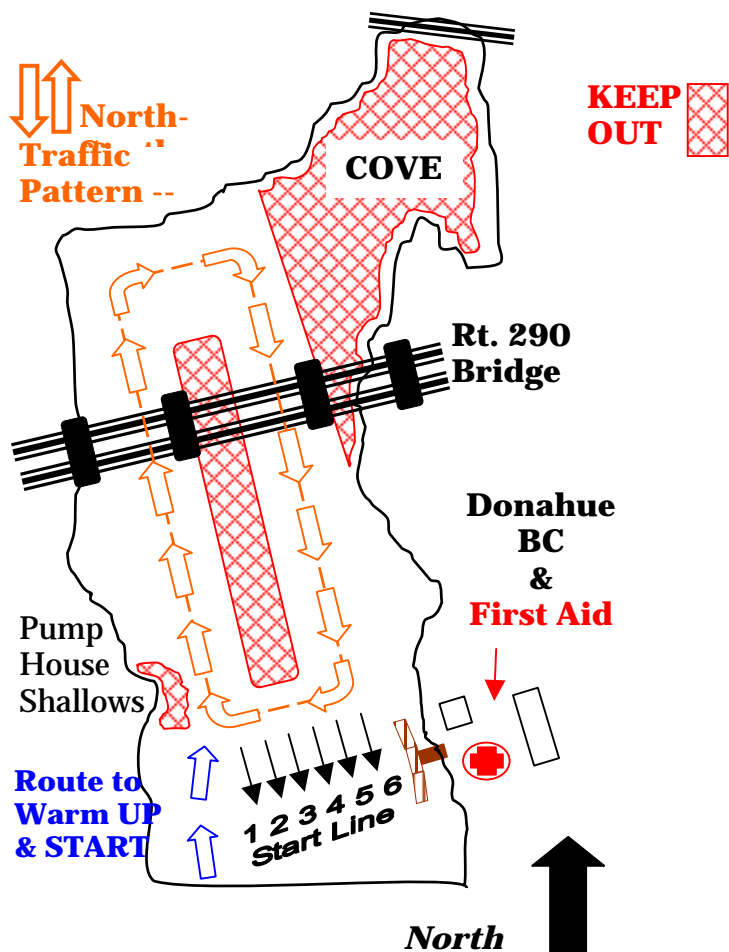
2. Important features for your equipment:

- a. All shells must have a bow ball or its equivalent.
- b. Make certain that heel tie-downs do not allow rowers to raise their heels from the footboard no more than 3 inches. This will allow quick release of their feet in case of emergencies.
- c. Bow openings for coxswains in fours should be at least 70 cm (2.3 feet) long and at least 50 cm (1.65 feet) wide.
- d. We will have a Control Commission official at each launching area who will check the bow balls and the heel tie-downs. Let's make this a 100% year for getting this done before the regatta. Please take care of now.

3. Bow Markers: Each school is responsible for supplying its own bow marker(s). Secure marker properly to the bow so that it will withstand wind and rain. Crews appearing without bow markers may be assessed a warning. Bow markers should be sturdy and not some nominal attempt to satisfy the rules.

4. Warm-ups: Regatta time is on your cell phone's. We will stick to the schedule. Crews must be within hailing distance of the start no later than 4 minutes prior to the published starting time. All schools should note that a crew with one warning for a bow marker, uniform or traffic violation **risks exclusion from its heat**, if that same crew receives a second warning for being late to the start, a false start, or some other infraction, it will be excluded from their race. Also, please note the following points:

- a. Click for the course map located on the website. *Also, note the map located on the next page below.*
- b. Crews scheduled to race in the first heat of the morning, or the first race of the afternoon should warmup within hailing distance of the Start. Keep track of your time. We do not want you to miss your race. Coxswains should have a watch with them set to cell phone time.
- c. As crews approach the 500-meter mark, a Race Marshal may stop boats temporarily to allow oncoming races to pass safely through this narrow point on the course. Once released by the marshal, crews rowing northward should stay off the racecourse.
- d. When rowing northward beyond the starting line, coxswains should keep their boats to the right of the shallow water marked by buoys on the Worcester shore. This is extremely important. *If you go between the shore and the buoy you will risk losing your skeg and/or subject your shell to worse damage.*
- d. Crews should warm up over a large course between the starting dock and the north end of the lake. Please observe a clockwise traffic pattern, keeping the neutral zone in the middle free of boats. Failure to observe the traffic pattern constitutes a safety hazard and may result in a warning. No one is to row into the cove in the northeast corner of the lake. We will have a marshal there who will also direct traffic back down toward the start.



5. **Voiding:** There shall be NO urinating into the lake. This is strictly forbidden and will result in disqualification from the regatta. This may also mean that you and/or your crew will be arrested.

6. **Approaching the Start Assembly Area:** 5 minutes before their scheduled race time, crews will line up in the pre-race assembly area behind the starting tower. Each crew will be lined up in its lane above the race course. On the Starter's direction, crews will then be allowed to row directly into their lanes to lock on. Crews must lock on to their starting dock 2 minutes before the scheduled race time. Failure to do so may result in a Warning or Exclusion. There will be a race every ten minutes. Therefore, crews should be well trained in the following:

a. Approach to Start Platform: Coxswains should approach from the windward side of the platform. *When the stern is almost past the platform, hold water on the platform side of the boat, then back it on the windward side to quickly bring your stern into the waiting hands of the stake boat person.*

a. Backing: If the coxswains practice the approach described above, there should be a minimum of backing. However, crews will still need to practice backing. Crews should back keeping the boat level and without catching crabs. Coxswains and crews should be ready to hold water so as not to back into the starting dock. This is especially important if there is a strong south wind. In this case, crews should be ready to hold water by actually taking a half-stroke. Coxswains should keep their rudders straight while backing. In bow-loaded coxed fours, the coxswains cannot see the stern, therefore the stern pair should work together to back the shell into place. Stroke or three can make the commands.

b. Pointing the Boat: Coxswains may need to point their boats to the right or to the left of the targets on the bridge, depending upon the wind direction and its force. If the wind is strong from either side, it may mean pointing the boat 10-15 degrees away from the target so the bow presses against the wind.

c. Pinching the Boat: If the wind is blowing lightly, this usually means that bow or two will take short strokes (arms only and at full slide, full body angle, and full reach) to keep the boat angled properly. When "pinching," keep the blades square. If the wind is blowing hard, then two may need to take bow's oar, or three will take two's oar. If the wind is blowing very hard, coxswains of eight-oared shells may direct four to take three's oar or five will take four's, in addition to the other person who is already pinching the boat. The rest of the crew should keep the boat set up. Coaches should have trained their crews in the proper techniques. At NO TIME should crews use their legs, or slides, to pinch the boat. If all crews cooperate, then no boat will pull off the dock prematurely. Coxswains should remember that their "point" might be to the right or to the left of the target, depending upon the direction of the wind. Coaches should have their crews practice these techniques in advance of the regatta. It is not the officials' duty to teach them how to do these things. It helps ease your crew's anxiety at the start if they have practiced it **many times** before coming to the regatta.

7. The Starting Command is a Countdown for all races: Once all crews are locked on, there will be a polling of the crews from Lanes 1-6. If a crew is not ready, the coxswain's arm should go up--FULLY EXTENDED--and the crew should be taking corrective action. **In bow-coxed boats, bow should raise his/her hand, not the coxswain.**

Once all hands are down, the Starter will count down as follows: "5 - 4 - 3 - 2 - 1. **Attention!** . . . **Go!**" There will be a distinct pause between "Attention!" and "Go!" There should be NO MOVEMENT in the boat until the Starter says, "Go!"

Coxswains are expected to manage their boats so that as the final starting command is given, all shells will be in the proper position. During the countdown, and before "Attention!," one or two of the rowers may continue to pinch the boat to keep it in position.

8. Once the countdown begins, the Starter will NOT recognize coxswains' hands. Thus, coxswains and crews must do all that is necessary to keep the boat aligned. Once again, DO NOT to use the legs, or the slide, in pinching the boat.

9. Equipment Breakage: All crews and scullers are responsible for a complete check of equipment prior to leaving for the start. In the event of equipment breakage or any major mishap within the first 100 meters (see Article 8 of "Rules of Racing"), the coxswain should raise his/her hand immediately and stop the boat. The Referee will stop the race and determine the severity of the breakage and the appropriate action -- restart, postponement, etc. A crew that falsely claims breakage or any major mishap within the first 100 meters, and as a result stops the race, may be penalized by the assessment of a Warning or Exclusion. If that crew already has a violation for traffic, uniform, or bow marker, the first false start of a race will result in exclusion.

10. Adherence to Referees' Directions: As each race proceeds, each crew or sculler is expected to maintain their proper course in their own lane. If a boat is moving into another lane, the chase boat referees will call to that boat and direct it in the proper direction with a white flag held by the following referee. *The stern pairs of the offending crews should alert their coxswains to take action. In bow-loaded fours, the bow pair should alert the coxswain.* Failure to follow the Referee's instructions may result in a collision and subsequent exclusion from the race.

11. Protests: In the event of a Protest, it must be made on the water at the end of the race and then presented in writing to the Committee of Management or the Regatta Director within one hour of the completion of the race in question.

12. Questions? Call Albin Moser at 401.437.1991 between 7:00-8:00 P.M. or send an e-mail to albinmoser@yahoo.com

Last revised: 5/9/2010