

CLRA RACE ORIENTATION 2010

ROWERS' RULES & RESPONSIBILITIES

RACE REMINDERS--COACH'S PERSPECTIVE

The REGATTA MANAGEMENT COMMITTEE (RMC) handles the administrative duties concerning regattas, practices, schedules. The RMC does *NOT* make boat line-ups. Boatings are made by the coaches and reviewed by the Club Captain before the line-ups are sent out. If you have questions about any aspect of regattas, from sign-ups to practices to other race-related issues and concerns, please address them to the RMC (Margery Mark, RMC Capt, or Loretta McCarthy). The RMC exists to help Laker racers for any logistical aspects of regattas; do not hesitate to go to them for clarification or help. If you have a *boating* question, problem, issue, or complaint, see the Club Captain, Gary Mount. Please DO NOT accost the coaches!

The TRAILER MANAGEMENT TEAM (TMT) is an arm of the RMC. It is led administratively by Loretta McCarthy, and hands-on by Tom Rowe and Mark Sullivan. The TMT is responsible for the contents of the trailer and for assuring safe and efficient loading of the trailer at home and at the end of the regatta, and for returning the normal trailer inhabitants to their rightful locations. They are also responsible for assuring shotgun riders in the Big Black Truck (BBT). Please contact Loretta, Tom, or Mark if you would like to join the TMT. And if you would like to be a trailer driver, let us know. We need to develop a team of trailer drivers. Drive the big rig!

Rowers' Rules & Responsibilities

3 Basic Concepts of Race Rules: **CLR**

COMMITMENT
TIMETABLE (TIME)
RESPECT

COMMITMENT: to racing, to teammates, to your club, to schedules, to safety.

RACING is why we go to regattas. The commitment is to race to 100% of your abilities, whether you're in one race or three races on the day. Commit to the race, commit to your teammates, commit to doing your best and having fun, and when it's over, being able to say you feel good about what you put out there, whether you claim hardware or not. Enjoy the journey.

CLUB COMMITMENT: Be an active rower in good standing. Make sure your seat fees are up-to-date. Regular attendance at practices is required if you expect to be boated in a race.

Back in the old days, all racers came early in the morning to help with rigging and to be there to help with oars and other equipment and to cheer on their teammates. And everyone stayed until all races were finished, everyone lent a hand, and all tasks were done. It would be nice to see a return of those days of Club Commitment.

RACE DAY COMMITMENT: Assume a full day commitment for all regattas. Some regattas are multi-day (e.g., Masters Nationals), requiring attendance for all days, including travel. Leave enough time to get to the race site.

FINANCIAL COMMITMENT: For distant/multi-day regattas, the financial outlay may be considerable. All fees, including practices, registration, equipment rental, fuel, truck and trailer maintenance, etc, are borne by the rowers, not the club, and divided equitably among all those racing at that regatta. It adds up.

BOAT CAPTAINS: Everyone takes a turn. BC responsibilities include obtaining practice coxswains and keeping track of any substitutes and names of practice coxswains; subs and coxes should be reported to Treasurer George Carcagno (or his designee) at the end of each practice period. BCs should also notify the boat members upon receiving the line-ups and confirm attendance at all practices. Rowers requiring subs should alert their boat captains. The BC should also confirm everyone's attendance at loading, unloading, carpooling, and be in charge of rounding up the rowers before hands-on at the regatta.

WAIVERS: Must be signed for each regatta; almost all are now signed online either through Regatta Central (simple) or Ronin Racing (annoying). But sign once on each site and you're done for this calendar year. Please sign your waivers early for this racing year (ASAP is good!). Note also that full info is required on these sites, and correct date of birth and email address that you use for club correspondence are vital.

If you are a paid-in-full member of **USRowing** (required to race at USRowing national championship regattas), you can go to usrowing.org and sign your waiver; it will sync with Regatta Central so you do not need to sign again on Regatta Central if you've signed your USRowing waiver directly. You will, however, need to sign a Ronin waiver as it does not sync with USRowing. [If you are not a full member of USRowing, we urge you to become one. There are a number of member benefits, but mostly you will be supporting the governing body of your sport. Plus, it is required for certain regattas, as above.]

Waiver Signing Instructions:

Regatta Central: Go to <https://www.regattacentral.com/athletes/> and enter the CLRA Roster Code **NU-192885**; follow the instructions.

Ronin: If you have a Ronin login, go to roninracing.com, sign in, and then click on “Waivers and Forms.” It will take you to signyourwaiver.com with your information already entered (or you can go there directly and input the info from scratch). Click on Open and Masters rowers and follow all directions. When you get to the affiliation page, bring down the box and click on Carnegie Lake Rowing Association, and then, under “coach or contact person” make sure you put in Margery Mark so that your name appears on the roster for registration purposes.

UNIFORMS: All rowers must wear CLRA racing uniforms to race. We compete in black racing gear (unisuits, tanks, T-shirt, or long-sleeve tops) with orange Laker logos. If you need racing apparel, contact Camille Tropp (or go direct to *JL*) well in advance of your first regatta.

LOADING & UNLOADING are part of racing. Attendance is expected. Loading usually (but not always) occurs after practice on the last Friday morning before the regatta. Loading the trailer consists of safely removing all the small boats and other trailer contents (sculls, boxes, etc), and de-rigging the travel boats and safely and efficiently getting them on the trailer and stowing all riggers, oars, and other items going to the regatta. Unloading occurs at a designated time after the regatta (usually that evening, occasionally at some time later in the weekend if the regatta is very far and return is very late). Unloading is the opposite process: boats are re-rigged and put away where they came from, and sculling boats and oars return to our trailer and are secured. Coxboxes need to be replaced and plugged in. Also remember that these processes need to be done at the regatta site as well—boats are taken down and rigged, and de-rigged and secured on the trailer when they are done for the day. Many hands make light work.

SAFETY: At home or away, on land or in the water, around the trailer—safety is our paramount concern at all times, and everyone’s responsibility. On the water, listen to the refs and the cox and follow instructions. No talking except in case of emergency. Off the water, follow instructions of race officials and the dockmaster.

TIME: Time/schedule commitments are critical for the smooth running of all activities leading up to and during regattas.

SIGN-UPS are online, using Easy Signup (we are exploring a possible new system—you will be notified if it changes). On Easy Signup, you will be instructed to sign up for a specific date and time which is the last hour you may sign up for the regatta; the Easy Signup “type” will say REGATTA instead of REGULAR. Look carefully! Enter whether you want to row port/starboard/1x/2x/cox. In the event that you want to list more than 3 choices

(or if you have an order of preference), send an email to Margery Mark with that info.

This year, signups will be shortened to ONE WEEK only and end earlier than in the past. When the sign-up time is past, signups are closed. Please check your schedules well in advance and sign up early.

Note also that your ROWING AGE is your age as of Dec 31 of this calendar year; so even if you were born in November, your rowing age is how old you will be in November. Late-year babies get confused, but all age handicaps are calculated on rowing age, and disqualifications can occur for incorrect age reporting.

PRACTICE SCHEDULE dates and times are firm. The schedule usually has to accommodate a lot of rowers and boats, and we do the best we can to be fair to everyone. The coach makes priority boats, and these boats may sometimes have one or two more practices than other boats. As a rule, we generally do not make practices for mixed boats unless there is time in the schedule. When you commit to a regatta, you should be available for all practices (see below for sub information).

Note that the practice schedule is sent out with the boating line-ups after they have been made by the coach and approved by the Club Captain. You will get an email with an Excel spreadsheet attachment with (usually) 3 pages (tabs on the bottom): boatings (including equipment) on page 1, race schedule or order of racing if available on page 2, and practice calendar on page 3. Check it carefully to find when you are required to be at practice. Note also that if you are assigned to a practice on a particular day, **DO NOT SIGN UP ON EASY SIGNUP** to row that day in a regular practice.

Above all, **BEING ON TIME** to practice, for loading and unloading, and especially for the regatta is imperative. Be at the regatta site *AT LEAST 2* hours before your first race time. Factor in travel, parking, walking time. And please consider arriving early even if you have a late race so you can help your teammates.

RESPECT for a broad range of people and things informs all we do. Respect for your teammates, your opponents, your coxswains, race organizers, regatta officials (don't ever talk back!), dockmasters, etc. Respect for equipment, whether ours or borrowed/rented, while rowing, rigging, de-rigging, etc. Proper care of boats and oars is expected at *all* times. Respect for time schedules.

Committing to a regatta presumes availability for all practices. Sometimes, however, life intervenes (we are masters rowers, after all), and you need to obtain a SUB. In that case, it is the rower's responsibility to get a suitable sub (one who rows your side and who would be roughly approximate to your size and skill level); notify your boat captain of your absence and who your sub is.

DROPOUTS, however, are seriously frowned upon. If you must drop out of the race after the boats are made, notify the RMC *immediately*. All situations are handled on a case-by-case basis. Generally, dropping out after boats are made should only occur in case of emergency.

Race Dropout Payment Policy

There are two legitimate reasons for a rower withdrawing from a regatta for which they have signed up: (1) personal illness/injury that prohibits their participation and (2) true family emergency (e.g., serious illness, death, etc.). In these events:

a) The rower who withdraws *from the regatta for which they've been boated* pays all practice seat fees.

b) The sub *who is assigned by the coach* and the rower who withdraws *from the regatta* split the regatta cost.

Note: Rowers who *are boated and then* withdraw from *any* regatta commitment for other reasons will bear the full cost of *both* practice seat fees and regatta fees.

Problems and questions should be brought to the Regatta Management Committee ASAP.

If a rower finds out he/she is available for a regatta after the signups are closed, you may be placed on a "waiting list." If you have signed up but must dropout before the boatings are made (but after signups are closed), let the RMC know right away, and the wait-listed rower may be replaced as a regular racer, with no fees to be incurred by the early dropout.

Race Reminders

1. Sign-up during the posted dates online.
2. Final instructions for each regatta will be e-mailed in the last couple of days before the regatta, including directions and other key information. PLEASE READ THE E-MAILS IN FULL! All your questions may be answered in those emails; they contain all the information you need.
3. Wear sunscreen; bring a hat.
4. Eat a sensible breakfast and bring digestible food to the regatta.
5. Hydrate well. Bring plenty of water/sports drinks.
6. All rowers are expected to be at the regatta site NO LATER THAN 2 HOURS before the start of their first race.
7. Factor in travel, parking, and walking time to race site arrival.
8. Carpool—parking is usually quite limited at regattas.
9. Race site meeting place is almost always the CLRA trailer.

10. Bring your race uniform. All racing in crew boats must be performed in a club uniform (unisuit, tank, T, etc—black racing top with Laker logos)
11. Bring extra layers (for cooler days) and change of clothes (especially for hot &/or wet days).
12. Bring extra toilet paper for the port-o-potties and hand-cleaning gel.
13. You may want to bring camp chairs, blankets, coolers, etc for a picnic or repose area between races—or for the accompanying fans (who are welcome).
14. Be polite to our hosts, the volunteers and officials at the regatta.
15. Be considerate of others who are trying to launch or dock.
16. Follow instructions of the dockmaster at all times.
17. Check with Regatta Captain or Club Captain for the time of unloading after the regatta.
18. Volunteer to ride shotgun with the trailer in the Big Black Truck (confirm with someone on the TMT), or to be the “chase car,” following the trailer for safety reasons.
19. Meet with your cox pre-race to discuss strategy and calls and hands-on time.
20. Be aware of obstructions and the path to and from the dock.
21. The cox is in charge. Follow all instructions to the letter.
22. Check all equipment (foot stretchers, riggers, spacers, oars, etc) before launching. Make sure your riggers are on correctly and your oars aren't backwards (seriously).
23. Once you approach the line, complete focus is required. No talking.
24. Row hard; have fun!

Coach's Perspective

1. Abide by all safety rules.
2. Take proper care of equipment.
3. Race boat assignments are given much consideration. Boatings are made up using a variety of factors:
 - A. COACH EVALUATION: Technique, output, moving a boat. We see it on the water.
 - B. PERFORMANCE: Work hard at every practice and demonstrate your efforts
 - C. ATTENDANCE: Regular practice attendance is necessary (the coach must know you to boat you!)
 - D. LOGISTICS: Boatings depend on available events as well as other rowers
 - E. ERG SCORES: Not a major factor, but another piece of information