

All rowers will be asked to sign a SignUpGenius page acknowledging that they have read and understood the following information. It will be required of all Lakers who are planning to race. It MUST be signed (once) before signing up for any regatta.

**CLRA RACE ORIENTATION 2017
ROWERS' RULES & RESPONSIBILITIES
RACE REMINDERS--COACH'S PERSPECTIVE**

THE RACE TEAM (TRT) handles the administrative duties concerning regattas, practices, schedules. TRT 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 Race Captain, Margery Mark, or assistant Sandra Fischer. TRT exists to help Laker racers with 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, Joni Dabbs. Please DO NOT accost the coaches!

The TRAILER MANAGEMENT TEAM (TMT) is an arm of TRT. It is led by Loretta McCarthy, with assistant Ed Wengryn. 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 driving the trailer to regattas and for assuring shotgun riders in The Truck. Please contact Loretta, or Ed if you would like to join the TMT. And if you would like to be a trailer driver, let us know. We are developing a team of trailer drivers (currently all women!). 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.

SET BOATING COMMITMENT: In response to popular demand, the coaches may try to link several regattas with set or consistent boatings; there will also be an opportunity to sign up with a pool of racers to be boated together (more or less) in order to increase practice time in more consistent lineups. This system depends on the commitment of those who requested it, and will succeed only with consistent commitment. Be ready to practice, and race, regularly.

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, although we will continue the innovation of using SignUpGenius to sign up as a race practice cox electronically (or for boat captains to sign someone up); notifying the boat members upon receiving the line-ups and confirming attendance at all practices--rowers requiring subs should alert their boat captains; confirming everyone's attendance at loading, unloading, carpooling, and be in charge of rounding up the rowers before hands-on at the regatta. **BCs will also assure that their boat is responsible for de-rigging/rigging the hull they will race** (and yes, there will be overlap).

TRAILER TRANSFER TEAM: One race boat will be assigned as the TTT; it will generally be the boat or boats that are NOT assigned for race practice on the morning of loading. On the day of loading, the TTT is responsible for arriving between 6:15-6:30 and transferring all items (boats, oars, riggers, etc) from the CLRA trailer to the adjoining trailer. All small boats **must** be secured to the new trailer for safety! Every member of the assigned TTT must be present. If you are unable to be there, you must find a substitute. This responsibility is to be treated

with the same commitment as a race practice. The TTT will be indicated on the race practice calendar.

WAIVERS: Must be signed for each regatta; virtually all are now signed online either through Regatta Central (simple) or Ronin Racing (annoying, which we may be able to avoid if all waivers are done via USRowing). 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. Also, If you use a different name than your official one (e.g., you go by your middle name but you register with your first name), please let us know so you sync with our roster.

All waivers now go through **USRowing** (usrowing.org). **Being a paid-in-full (CHAMPIONSHIP) member of USRowing** is required to race at USRowing national championship regattas but not many other regattas; or you can be a BASIC member with no USRowing benefits. All waivers will sync with Regatta Central. If you are not a CHAMPIONSHIP member of US Rowing (that is, you are a BASIC member), there will be a modest (\$5.75) administrative fee for signing your waiver for the year. Remember, no waiver, no racing.

[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. For more information about benefits of USRowing membership, talk to Laker/USRowing employee, Genevieve Carillo.]

Waiver Signing Instructions:

1. Go to <https://membership.usrowing.org>
2. Choose **Individual**, and then **Join** (if you are new) or **Members** (if you've done this before).
3. Enter your USRowing Member ID and password; if you don't remember either, it can be emailed to you.
4. Fill in all info required (address, email, etc). Make sure your Member Organization is listed; choose Carnegie Lake Rowing Association and type in our club code: **CQWUM**
5. Continue to follow directions and sign your waiver!

UNIFORMS: All rowers must wear CLRA racing uniforms to race. We compete in white/orange/black racing gear (unisuits, tanks, T-shirt, or long-sleeve tops) with orange CL logo. If you need racing apparel, contact Denise Dwyer well in advance of your first regatta.

LOADING & UNLOADING are a critical 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), by the TTT, 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.

No boats leave the apron area until they are approved and passed by Joni Dabbs (or, in her absence, asst Sandra Fischer). In addition to de-rigging, all moveable parts must be battened down, all heel ties checked, all wing nuts on the foot stretchers tightened. Riggers should be grouped together and each boat should be color-coded with tape so they are easily identifiable. Boats will be loaded sequentially as directed by the TRT or TMT captain, and secured to the trailer by designated strappers (“The Strapping Lads”). If you are unsure of what to do or looking to help (either at home or at the regatta site), ASK! All help is welcome and doing it efficiently and safely is far better than having to re-do it all over if errors are made because rowers were too shy to ask for guidance.

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 Sign Up Genius. If you are new to Sign Up Genius, you will initially have to register (free and very easy). You will receive an email directing you to the website, and there will be a blurb with information about the regatta. Enter whether you want to row port/starboard/1x/2x/cox. You may choose as many as you like. For sweep rowing, you have options of one side or the other, a preference for one but willing to row the other side, or either side. Sometimes there are additional parameters to include (e.g., lightweight). This system also allows you to include comments (sculling partner, for instance).

A specific timeline will be posted on our webpage for all regattas. Generally speaking, signups are one week long and will come down up to 2 weeks before practices begin. Boatings and practice calendar will be posted on or before the Wednesday before practices. When the sign-up time is past, signups are **closed**.

Please check your schedules well in advance and sign up early. Per general request of all club members, we will be very firm about this in order to get everything out in a timely manner. If you are unable to signup in this designated

time period, you can contact Margery (mhmark@aya.yale.edu) and be on a waiting list as a spare if needed.

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. Rowing age will be requested on all signups.

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). We will be firm about this. If you will be gone for most of the practice period, DO NOT SIGN UP. Attendance at practices is important for racing success. You may email Margery with a request to be a spare.

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. Boatings and practices are color-coded to make it easier to note your assignments. 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.** If racing is tight and boats need to be rigged/derigged quickly, you may be asked to come earlier than you intended; please be responsive to these requests to make the regatta run smoothly for everyone.

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 TRT captain *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 he or she has 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 Race Team Captain 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" (see TIME: SIGNUPS). If you have signed up but must dropout before the boatings are made (but after signups are closed), let the TRT captain 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 (legitimate reasons still apply, however).

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—new uniforms are made by Boathouse Sports)
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 Race Captain for the time of unloading after the regatta.
18. Volunteer to ride shotgun with the trailer in the Big Truck (confirm with Loretta), 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). Not sure? ASK!!
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. Be coachable!
 - 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