

# Explanation of 500-Metre Tournament Race Progression

## HEATS 1 & 2

**Heat 1:** Lane allocation and order of crews was determined by: 1) seeding previous winning crews, and 2) applying a random number sequence generator to the remaining teams. Those numbers were then broken down again to randomly assign crews to their individual heats. For more information on random number generator sequences, go to <https://www.random.org/sequences/>

### Heat 2:

- Each crew's finishing place in Heat 1 will determine their race number and lane for Heat 2. For information on lane allocation and progression, please see chart for details on how this progression works.
- Points will be awarded for race placement in Heats 1 and 2 as follows: 1<sup>st</sup> place will be awarded 6 points, 2<sup>nd</sup> = 4 points, 3<sup>rd</sup> = 3 points, 4<sup>th</sup> = 2 points and 5<sup>th</sup> and 6<sup>th</sup> = 1 point.
- A tally of crew points from Heats 1 and 2 will be ranked:
  - The Top 6 Women's, Open Men's, and the Top 5 Premier Mixed (all scored by points) will go directly to the Cup final;
  - Premier Mixed crews ranked 6<sup>th</sup> to 25<sup>th</sup> by points scored will go to Repechage;
  - The fastest winner of the Mixed Premier Repechage by time will go to the Mixed Premier Cup final;
  - Men's Open, Women's ranked 7<sup>th</sup> to 11<sup>th</sup> overall and Premier Mixed crews ranked 2<sup>nd</sup> to 6<sup>th</sup> based on results of the Repechage, will go directly to the Plate final;
  - Premier Mixed crews ranked 7<sup>th</sup> to 11<sup>th</sup> based on results of the Repechage will go directly to the Bowl final.
- **If teams are tied for points:**
  - Points in the second heat will be given great weight;
  - If there is still a tie: time from the second race will determine crews' ranking;
  - *If there is still a tie:* time from Heats 1 and 2 (combined) will determine crews' ranking.

## 500-Metre Race Procedure

Extended race rules are available online at [www.lamma500.com](http://www.lamma500.com) and in the programme on race day

### A) THE STARTING SEQUENCE:

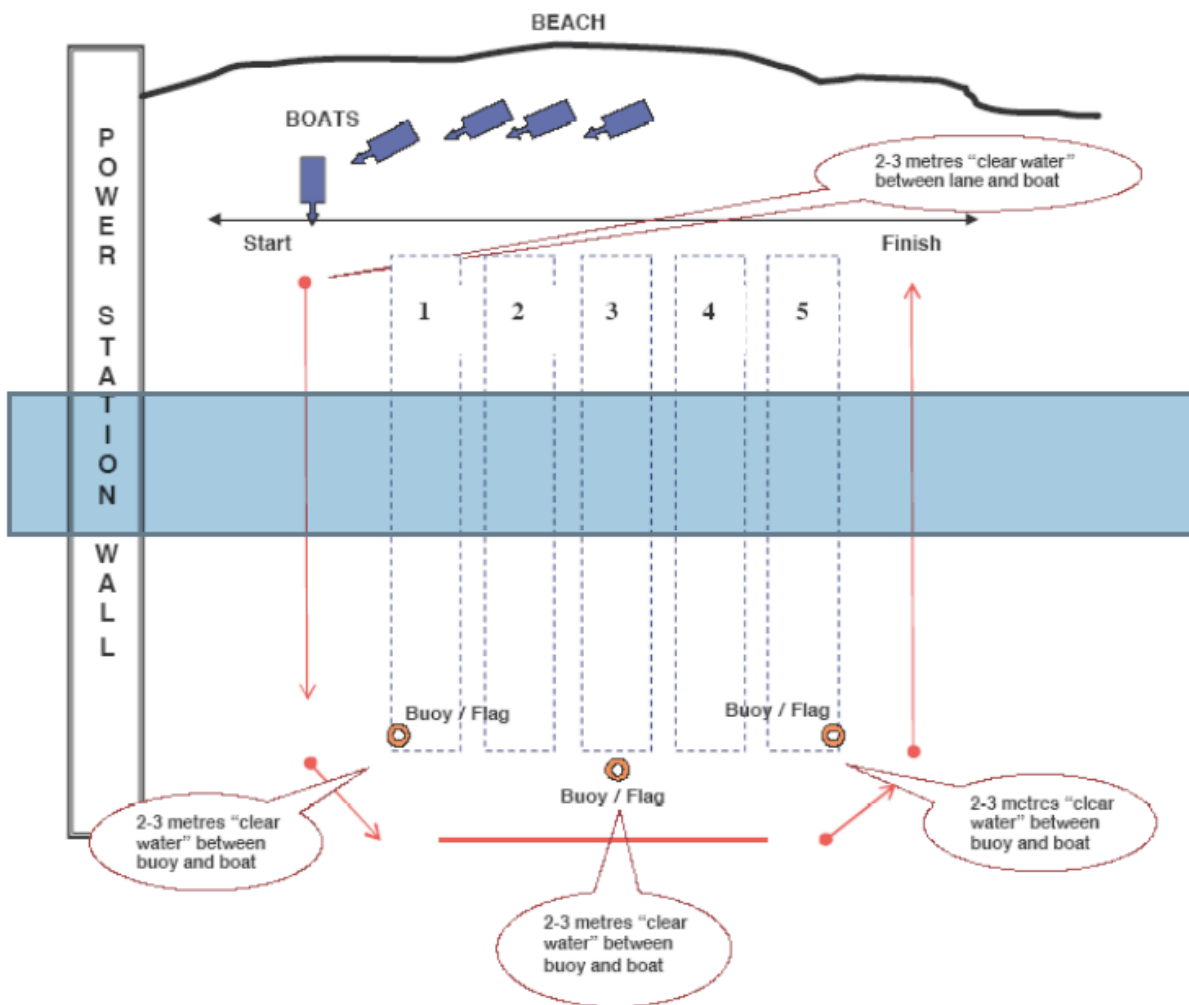
1. A white flag is raised to signal that the race will begin within 2 minutes time. Boats are expected to line up and be ready to go.
2. A red flag will be raised when boats are in alignment. The red flag shows that the start of the race is imminent.
3. The race starter will call "Ready", and then, to start the race, the starter will drop the red flag and sound an air horn. Teams "go" when the red flag drops. (Note: starter will not call "attention" in addition to "ready" call).
4. The starter will blow the air-horn two times if a race start is deemed unfair, and signal for a restart.

### Special Notes:

- a. Teams will be warned to stay back (not exceed) the start line. Teams will be given two warnings only to stay back from the start line. If they continue to exceed the start line, they will not be warned a third time, but will be disqualified from the race.
- b. Teams that are deemed to have "jumped" the start will have ONE warning. In the event that they "jump the start" a second time, a disqualification will be applied to that team, regardless of whether the second "jump" occurs in the same heat, or in any subsequent race. To reiterate: once a team has been issued its first warning for "jumping", any second offence of this nature, at any point in the day, will result in disqualification for that race.
- c. Paddles can be held in or out of the water, at the crew's choice.

## 1,000-METRE RACE RULES & PROCEDURE

The 1,000m race is optional for all teams with a prize CUP AWARDED to First, Second and Third place in the men's, women's and mixed categories.



Boats will be lined up in order of 1-10. Crews will be directed to their race boats by the marshals, and boat handlers will hold the boats at the beach until the starter calls them forward. Crews will paddle around the exterior of the racecourse (counter-clockwise) for a distance of 1,000 metres.

1. Boats will start the race two- to three (2-3) metres to the right-hand side of Lane 1 and proceed along the side of Lane 1 to the marker at the top of the lane;
2. Boats will turn left at the marker at the top of Lane 1 and paddle outside the central marker buoy, toward the buoy marker at the end of Lane 5;
3. Boats will then make their second, and final, left-hand turn to race towards the beach.

**It is up to the Team Captain to be advised of this starting procedure.** If there are any questions, they should be put to the Chief Official, Mike Tanner, at least one hour in advance of the race start.

### A) GENERAL INFORMATION:

- **The Racing Course:** The Racing Course is circulatory, with two straight sections and two turns in one circuit of the Course.
- **Racing shall take place in an anti-clockwise direction.** Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane.
- **A Crews position in a Line of Racing:** Crews must steer a straight course down the Line of Racing during the whole of the race, except when overtaking.

- **Distance from turning buoys on over-take:** The Steerer/Helm, when not overtaking another boat, is responsible for maintaining a distance of two- to three (2-3) metres from the buoys on the boat's left (port) side, to allow crews who may be overtaking on the port side to have as much clear water as possible.
- **Clear Water rules.** Crews taking other Lines of Racing to overtake must observe a 'clear water' rule between boats. If a crew does not keep at least 1-metre of clear water between boats, and in so doing, causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a Time Penalty of 5-10 seconds may be awarded by the Chief Official. When a crew that is being overtaken alters its course and makes difficulties for the overtaking boat, the Chief Official may award the same Time Penalties.

## **B) STARTING PROCEDURES AND FORMATS:**

Boats shall be started at intervals, that is, a 'staggered' start. **The starter shall announce "READY" once.** Boats shall be lined up to hit their mark in their turn. The starter will count down the seconds over a megaphone to allow boats to draw up to the line and shall call "GO" once the interval time countdown is up.

### **B1. INTERVAL COUNTING PROCEDURE:**

- All boats will line up as per the marshals instructions, one following another;
- Boats shall not paddle to the start line before the marshals instruct them to do so. Should teams leave too early (risking getting in the way of other boats), a time penalty may be applied at the discretion of Chief Official, Mike Tanner;
- Boat 1 will progress to the start line. If the interval is 10 seconds (or 15 if weather is rough), the starter will count down from 10 (or 20 seconds), culminating with "GO" when he reaches "1". That is, the starter will say "GO" instead of counting the last number ("1");
- Boat 2 should proceed to the start line, as the counter will automatically continue, with 10 seconds between each boat. The starter will call "boat number 2, start for the line", and count down from 5 (or 20 if conditions are rough) seconds immediately following the previous boat's launch/start. Again, the starter will announce "GO" instead of counting down the last number ("1");
- This process will be repeated for all the remaining race boats.

***Note:** The time interval between each crew starting shall be determined by the prevailing water and weather conditions.*

**B2. STARTING POSITION:** The first crew should be positioned on the 'right of the line' looking up the course and 2-3-metres to the right of the lane marker. On the Start command, the first crew shall begin.

**B3. LATE AT THE START:** Failure to be at the Start Line on time will **not** prevent the Starter from starting the next crew in the line. Timing will commence from the allocated interval time the boat was *supposed* to start.

**B4. JUMPING THE START:** If a crew is over their start line, they will be given a penalty of not less than 5 seconds and not more than 30 seconds at the discretion of the Chief Official. These penalties will be added to the crew's final time.

***Note:** The starter will call the boat forward at a slow and steady pace by counting down the seconds between starts.*

### **D1. OVERTAKING:**

Overtaking can be carried out to the left of the boat being overtaken, except when the width of the Racing Lane allows crews to overtake in clear water to the right of the boat (see rule C1 below). **A boat is judged to be in the process of overtaking when the Head of the overtaking boat is level with or has passed the Steerer/Helm in the boat being overtaken.**

- Overtaking on the right (starboard side) is restricted to the first 300 metres (prior to first turn) or last 400 metres (after second turn) of a race.
- When approaching a Turn, overtaking is only permitted on the left (portside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.
- A crew overtaking on the right (outside) of another boat must hold their station (maintain course) and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking manoeuvre.
- A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer/Helm in the boat being overtaken.

- C5. When overtaking or being overtaken, Steerers must maintain a minimum of 1-metre of clear water between the paddles of their own boat and other boats in the race.
- C6. If, in the opinion of the Chief Official, any racing manoeuvre by an overtaking crew, or a lack of clear water between boats, has endangered the safety of another crew, or materially affected the result of the race, the offending crew shall be disqualified from the race.
- C7. A crews race time that has been adversely affected by the actions of another crew, that is, when a course umpire or Chief Official has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds, may be awarded.

**D2. TURNING:**

Steerers are to ensure that Turning Point buoys are kept on the left side of the boat. That is: the boat must pass to the right of all the buoys and not inside any Turning Buoy.

- D1. A crew will not be disqualified for touching a Turn Buoy, or for having less than two- to three (2-3) metres of clear water between the boat and the buoy, unless in the opinion of a Course Umpire, a material advantage has been gained or the safety of any crew undertaking the turn, at the same time, has been compromised.
- D2. When more than one crew is making a turn, at the same Turning Point, then a crew on the outside line must leave room for a crew on an inside line to follow the line of the turning point buoys in safety. That is: clear water between the paddles in adjacent boats, must be maintained around the turns.
- D3. Similarly a crew on an inside line must not make difficulties for a crew holding station on an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Chief Official a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew(s).
- D4. Last 400m. When a crew has completed its final turn and is in the last 400m straight of the race, it may overtake on either side of another boat, provided that clear water is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat (dragon head) crosses the line.

**D3. IMPEDING / COLLISIONS:**

If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling; then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat. If a collision between boats occurs between two boats, the Chief Official may choose to allow the boat that is not at fault to race again in a later heat. The boat responsible for the collision will not re-race.

**D4. COURSE UMPIRES:**

To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires will be positioned on the Racing Course to afford full observation and supervision of the crews in the race. A boat will be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

**D5. CREW TIMES, PLACINGS AND THE RACE WINNERS:**

As a staggered start is used, the Start Times (*based on intervals, not when the boats pass the start line marker*) will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew's actual Race Time. Any race Time Penalties incurred by a crew will then be added to give a crew its Gross Race Time.

**NO PROTESTS WILL BE ALLOWED FOR THIS RACE; ALL DECISIONS OF THE CHIEF OFFICIAL ARE FINAL.**