

Sleeping Bear Coastal Endurance – October 9, 2021

Lake Leelanau, Michigan

Lake Leelanau Rowing Club is proud to present the 2021 Sleeping Bear Endurance. This regatta is an opportunity for all open water and coastal rowers from across the country to come together and compete in the Midwest. It will bridge the gap between open water rowing and traditional flatwater rowing and show that people can be members of one rowing community. Coastal rowing is the mountain biking of rowing -- some people call it the adventurous version of rowing. Navigating the currents, wind, and waves make it particularly challenging and exciting.

The packet below contains regatta information, as well as some information about the venue. Be sure to read it in its entirety, as all competitors are responsible for any information detailed in this packet.

We look forward to hosting you this year.

Venue Address

Fountain Pont Resort
990 South Lake Leelanau Drive
Lake Leelanau, MI 49653

COVID-19 Policy

We have two key priorities for this year's Regatta: (1) The safety and health of athletes, coaches, volunteers and spectators; (2) high-quality competitive racing.

In order to focus on these objects, we have set the following COVID-19 Policies in place.

Vaccinations

- Vaccinations are **STRONGLY RECOMMENDED** for all regatta participants, coaches, volunteers and spectators.

Masks

- Masking is mandatory while waiting for and riding on buses, regardless of vaccination status.

Masking is mandatory in indoor spaces, including the restrooms

- We highly recommend that masks be worn while outside.
- All teams should have an ample supply of masks, hand sanitizer and bring personal hygiene items to the venue.

Social Distancing

- All participants are encouraged to maintain social distance from others throughout the regatta.

Day-of Illness

- If you are feeling unwell or have any of the symptoms associated with COVID-19, do not come to the regatta! Contact your coach immediately so that he or she can make alternative arrangements for your boat.
- Anyone experiencing any of the symptoms of COVID-19 must immediately report to the Regatta Director.

USRowing Membership

All rower participants must hold an active organizational membership with USRowing. Rower participants can join or renew at <https://membership.usrowing.org> or by contacting Member Services at members@usrowing.org. Individual competitors representing a U.S.-based organization must hold one of the following types of membership and have a current waiver on file to participate in this event:

- Basic + Regatta Package
- Legacy or Lifetime
- Championship

U.S.-based athletes competing as Unaffiliated must be individual championship members. Individual competitors can join USRowing at <https://membership.usrowing.org/individual/join> or by contacting the Member Services at (609) 751-0700.

Competitors can renew an expired membership and/or check their current membership status by logging in to their member profile at <https://membership.usrowing.org/individual/login>.

For more information about individual membership with USRowing, visit the Become an Individual Member page under the Members heading on our website at <https://usrowing.org>.

To avoid delays at registration, competitors should make sure that they meet these membership requirements prior to arriving at the event.

Entry Information

Exceptions to allow for Paper entries will be made on Race Day.

All entries should be made online at RegattaCentral. Initial registration will be available beginning August 28, 2021 and ending October 8, 2021. No refunds will be given once the initial registration period has ended.

Rules of Racing

The race will follow the World Rowing (FISA) guidelines for Coastal Endurance.

Age categories for rowers for Endurance

1. Seniors (> 19)
2. Under 19

Boat class for Endurance

1. Solo (C1x)
2. Double Sculls (C2x)
3. Coxed Quadruple Sculls (C4x+)

Endurance for the following events:

1. Men (M) C1x
2. Women (W) C1x
3. Mixed (Mix) C2x
4. Mixed (Mix) C4x+
5. Under 19 Men (U19-M) C1x
6. Under 19 Women (U19-W) C1x
7. Under 19 Mixed (U19-Mix) C2x
8. Under 19 Mixed (U19-Mix) C4x+

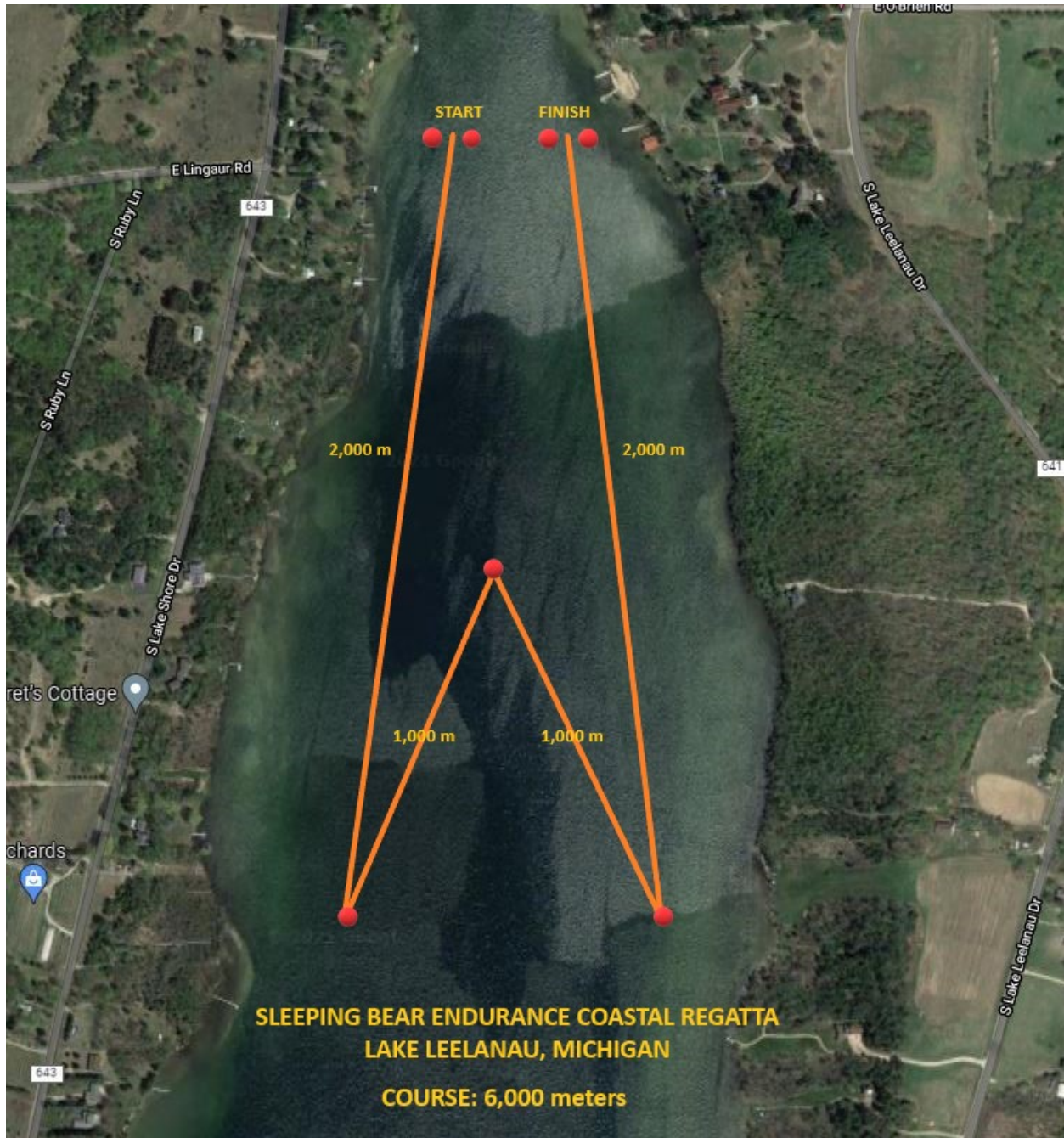
**** Note ****

For this event, we are opening up the race to allow all open water boats (Maas, Peinert, Echo, Alden, Whitehall, etc.) and surf skis to compete.

Endurance

In the endurance format, the crew race 4-6 km thus technical and physical skills are crucial. As a coach, spend time teaching the crews to recognize when and how to adapt their rowing style to different conditions. In a strong headwind, bow waves or negative tide currents the crews need to use their skill to minimize the slowdown. In tailwind, stern waves or positive tides currents the boat speed accelerates thus the rowing style/technique should change. The start is either a mass water start. There is typically an advantage in getting into the lead group. The water tends to be cleaner and the potential for multi-boat collisions is less. Avoiding collisions with other boats at the first few turning point is important. Learn how to use the wind and tide to position your boat to your advantage. The basic interference rules* say the crew being overtaken shall keep clear of the boat it is overtaking and the crew being overtaken shall maintain its racing line. It is worth noting in coastal rowing the fastest route is not always straight and it is common for blades to touch. In endurance races, the course can be complex to navigate. It takes time and practice to become good at spotting distant turning points amongst the waves and visual 'clutter' of the shore. Build the skills of your rowers by setting training courses with different challenges and shapes.

During Endurance Rowing competition, boats are required to carry a life jacket for each competitor in the boat. However, the organizing committee shall make life jackets available for use if requested by rowers.



Length of the Course:

Please note that the shape of the course may change according to the weather and water condition.

- Endurance: 6,000 m (in total) - "W" – shaped course.

Number of Lanes

Coastal Rowing regattas shall normally be raced without limit to the number of crews in each race. This will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and provision of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the organizing committee shall indicate in the Notice of

Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category.

Buoys

Boats must row following the racing course pattern.

Course – Characteristics

The racecourse for the Sleeping Bear Endurance will provide, as far as possible, fair and equal racing conditions for all crews.

The floating start will provide sufficient width of the float start line to allow all the crews in each event to start at the same time. Wherever possible, the organizing committee working with USRowing will design the course so that the action of the race and competing boats can be seen by spectators on shore.

In designing the course the organizing committee will take advantage of wind and wave direction, and coastal features.

The length of course will be as provided by the Regatta Organizing Committee. The course shall be a trapezoidal shape like a "W". For safety purposes the layout of the course will not allow boats to be travelling in opposite directions in the same water. The course only be covered once.

In principle there should be no turning marker closer than one kilometer (1 km) from the start if the required angle of the turn at that marker is greater than 45 degrees. Where an event has separate preliminary heats, the courses used for the respective heats may be different from one heat to the next but must be of the same racing distance and the racing conditions of each course on the day must be similar.

Course Markers

A plan of the course(s) showing the location of all course markers shall be included in the instructions issued to all crews upon arrival at the regatta.

The organizing committee shall take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters;

The organizing committee shall ensure that the distances between buoys in each lane are equal.

If the course is located in waters that are affected by significant tidal movements, the organizing committee shall arrange for regular repositioning of the course as necessary. This may include additional gates and markers to assure safety and fairness to the crews.

For safety purposes, the layout of the course shall not allow boats to be travelling in opposite directions in the same water.

Equipment

All equipment used in competition must meet the USRowing Rules of Rowing requirements for equipment. Each organization is responsible for ensuring that its equipment meets these standards.

Crews must provide their own bow balls. Bow balls must meet the requirements set forth in the USRowing Rules of Rowing.

Bow numbers will be provided to crews when they pass through Control Commission to launch for racing sessions. Bow numbers must be properly affixed to the shell in order for a crew to be allowed onto the race course.

Start and Finish Lines

The start line and finish line shall be visually marked by the alignment of two landmarks or buoys. The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively. For all races, except for races against the clock, the start line shall be wide enough to allow all rowers in the race to align and start at the same time. The finish line shall be on the water when a crew has crossed the line.

Racing Distance

In principle, the racing distance shall be between 6 km and 8 km and shall be the same for men and women. The distance may vary depending on factors relating to the individual venue for the Regatta taking into account safety, favorable weather conditions, progression to finals, positioning of course markers, spectator visibility and start and finish facilities.

Sportsmanship

Good sportsmanship must prevail at all times. Instances of unsportsmanlike conduct by scullers, crews, and/or coaches will be reported to the Jury, and penalties may be assigned.

Right of Way

Boats racing have the right of way over all other boats. Boats not racing must not enter the racecourse in anyway. Practicing on the racecourse between races is not permitted.

Uniforms

We recommend rowers to wear their club uniform but it is not mandatory.

Boat and Crew registration numbers

For identification of the crews, identification numbers will be assigned to every boat. In addition, each crew will be assigned a crew number and each member of that crew shall wear their crew number. The crew number must be worn on the competitors' outer clothing and visible throughout the start, the duration of the race and the finish.

Race Director

The organizing committee will appoint a Race Director. The Race Director will work and cooperate closely with the Chief Referee and USRowing. He will participate in any decisions in case of adverse weather conditions.

In any case where the Race Director and the Chief Referee are not in agreement on an issue regarding safety, the decision of the Chief Referee shall prevail.

Meeting before the regatta begins – Regatta meeting

Crew Captains' and Coaches Meeting in the morning at 8:00 am before each race day will be convened by USRowing and the organizing committee at which all team managers, coaches and crew captains must participate.

At this meeting, USRowing and the Race Director will explain and provide to all participants all

information reasonably required for the safe running of the event (including local maritime rules, tidal movements, currents, specific topography, known dangers and safety rules). If deemed necessary, the crew captains, may be invited to view the course from a motor launch of the organizing committee. The Chief Referee will cover the regatta rules, start and finish procedures, penalties etc.

General obligations

All rowers must:

1. Be familiar with and respect local maritime rules in addition to these Rules of Racing;
2. Wear appropriate life jackets when necessary or have an individual life jacket on board within easy and convenient reach for their personal use when on the water.
3. Know what to do in the event of boat swamping or capsizing.

Crew Captain's obligations

According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In Coastal Rowing, this will be one member of the crew who will be designated as the "Crew Captain" by the crew. The designated Crew Captain for every boat shall be notified to the organizing committee in writing at the time of the crew's Registration. Such notification is the responsibility of the crew. Any crew for which a Crew Captain has not been notified/appointed, the regatta registration team will appoint one member of that crew as a Crew Captain.

The Crew Captain shall be responsible to:

Before every outing:

- Take responsibility for assessing the risks and the ability of the crew to cope with the prevailing and forecast conditions;
- Familiarize himself with the current and expected weather conditions;
- Register the outing with the Control Commission, showing the date and time of the outing, the estimated length of the outing and the route to be taken;
- Check the condition of the boat and the safety equipment on board.

During the outing:

- Ensure that the crew respects all navigational and safety rules;
- Require that all members of the crew wear their life jackets as necessary;
- Make necessary decisions for the safety of the crew if the weather deteriorates;
- Monitor any changes in the weather or water conditions, which might affect the safety of the crew.

After the outing:

- Inform the Control Commission of the return of the crew;
- Complete the register indicating the crew's return.

Collisions

In case of collisions (of boats or oars), and if one of the crews protests, the Referee shall decide who is at fault and may impose a penalty on the boat responsible for the collision.

Avoiding collisions

When two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. For clarification, "starboard" means the left hand side of the rowers as they are

seated in the boat (bow side).

Adverse Weather Conditions

The Chief Referee, in consultation with the Race Director and the organizing committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and equipment and officials on the water or the fairness of the course.

At the Start

There shall be no start zone in Coastal Rowing events. Crews are responsible for their own equipment if there is damage. Crews must be in the vicinity of the start line two minutes before the designated start time. The Starter may start the race without reference to absentees.

The Start Procedure

The Start (floating), each boat shall be at liberty to find its own position on the Start line but it is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Referee whenever such instructions are given.

The Starter may be assisted by other Referees under the authority of the Starter. The position of the Starter shall in principle be approximately 50-100 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line.

There shall be a Judge at Start who shall be positioned exactly on the line of the Start. The Judge at Start shall be responsible to identify any boats, which are on the course-side of the Start Line at the time the start signal is given. He shall immediately notify the Starter and Referees of his decision in this regard and the offending crews shall be notified.

The starting procedure shall be as follows:

It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at Start shall not be obliged to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Referee. Any crew not following such instructions may be penalized.

After giving the 3-minute, 2-minute and 1-minute signals respectively, the Starter may start the race at the given time without reference to the position of any crew.

Three minutes before the start, the Starter shall:

- Sound three clear, short blasts with a hooter.

All boats shall remain within the vicinity of the start line. At the expiry of the 3 minutes, the start can be given even if some boats have not reached the start position.

Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.

Two minutes before the start time, the Starter shall:

- Sound two clear, short blasts with the hooter.

One minute before the start, the Starter shall simultaneously:

- Sound one clear, short blast with the hooter.

At the Start time, the Starter shall give the signal to start by simultaneously:

- Sound one long blast with the hooter.

The official start of the race will be considered the moment the one long blast with the hooter is sounded.

Should the Judge at Start consider that many crews are on the course-side of the Start line at the designated start time, or should the Starter find that many crews are late to the Start through reasons beyond their control; the Starter may delay the Start at his sole discretion. Alternatively, he may start the race on time and if appropriate may award penalties.

False Start

A crew commits a false start when any part of its crew, boat or equipment is on the course-side of the Start Line at the time the Start signal is given.

Multiple False Start

If in a race the Judge at Start indicates that a number of boats have committed a false start, the Starter may decide to stop the race and give the start again or he may allow the race to continue and award penalties to all boats concerned. If he decides to stop the race, the Starter shall do so by raising a red flag and sounding repeated short blasts on the hooter.

Where there is a mass false start caused by weather conditions or other external influences, but the Judge at Start considers the start to have been fair, he may advise the Starter to allow the race to continue with or without penalties to individual crews.

Consequences of a False Start

A crew committing a false start shall be allowed to continue with the race **but shall be awarded a time penalty of 2 minutes.** When conditions allow a red flag to be raised to indicate one or more crews are carrying a false start penalty.

Responsibility of the Rowers

When turning around the buoys, crews are permitted to touch the turning buoys with their boat or oars, but the keel of the boat must pass around the designated side of the buoy.

In order to finish the race a crew must correctly round all designated turning markers and must complete the full course as designated by the organizing committee.

A crew not correctly rounding any buoy on the course shall be awarded a time penalty as follows:

- **Not correctly rounding a buoy – 30 seconds each instance;**

For coxed boats, the coxswain is required to be in the boat for the whole time the crew is rowing; otherwise the crew shall not be ranked in the race and shall be shown on the results as DNF.

Crews shall at all times be aware of the weather and water conditions and the safety of themselves and others. Crews rowing in a dangerous manner or in a way which is considered out of control may be excluded or otherwise penalized by the Referee.

Interference

A crew causes interference to another crew if it changes course to prevent another crew from passing, if it does not give way when required under this regulation, or causes a collision with another crew through not giving way when required by these regulations.

When three or more boats are on the same line and a coxswain reasonably considers that there is not enough room between his boat and the others the coxswain may call by its boat number one of the crews and say "(Boat Number --!)" –"Attention!" – "Give Way!!", and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalized by the Refere. No boat or boats may deliberately or otherwise cause interference to another boat, which is on a course towards a turning marker or other course mark. If two or more crews co-operate to cause disadvantage to another crew or crews or to assist another crew or crews, or all crews of the club(s) involved in such cooperative action may be disqualified.

It is each crew's responsibility to remain in their proper course and their water and to not cause interference to other crews.

Overtaking

It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; a crew, which is being overtaken, must not obstruct the course of an overtaking crew. If a crew being overtaken obstructs or interferes with the overtaking crew by changing its course or in any other manner, the Referee may penalize the crew causing obstruction or interference or hindrance by awarding a time penalty of 60 seconds, or may exclude the crew. At the turning markers crews should avoid interference with other crews and observe the rules of overtaking. Crews are responsible of their own steering and shall follow direction given by Referees, including Referees at the turning marker. In order to be placed in the final ranking for the event, all crews must round all turning markers and must complete the full course as designated by the organizing committee.

Finish of the Race

A crew has finished the race when the bow of its boat has reached the finish line between the two buoys. All crew members must start and finish the race.

Dead Heats

When the order of finish between two or more crews is too close for any difference to be determined, then the result shall be declared a dead heat between the crews involved.

If there is a dead-heat, the following procedure shall operate:

In any preliminary round, if a dead-heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the dead-heat shall progress to the next round. If there are not sufficient boats available then the President of the Jury and the Race Director, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to the number of boats available for this purpose.

In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the organizing committee shall provide additional medals.

Composition of the Jury

The Jury will be made up of a minimum of 6 members of whom at least 3 shall hold a USRowing Referee's License.

- Chief Referee*
- Starter / Race Referee *
- Judge at Start / Judge at Finish *
- Lane Referees (1 per lane)
- Turning Mark Referee (1)
- Members of Control Commission, one per lane

*The Chief Referee, the Starter / Race Referee and the Judge at Start / Judge at Finish shall each hold a USRowing Referee's license.

Several members of the Jury may have dual roles. The organizing committee may also appoint an Assistant Starter and assistants to other Referees.

There shall be at least one Turning Mark Referee. Additional Turning Mark Referees may be required if racing is conducted on more than two lanes.

For USRowing Endurance regattas – The Jury shall be appointed by the organizing committee.

Penalties

The Jury shall impose appropriate penalties in any case of breach of the rules. The penalties available to the Jury are:

- Reprimand;
- Time penalty
- Warning (applying to the next round in which the crew competes) – a crew receiving 2 Warnings applying to the same race shall be awarded an Exclusion and excluded from the event;
- Relegation where specifically provided in these Rules;
- Exclusion (from all the rounds of the event in question);
- Disqualification (from all events in the regatta).

Control Commission

In addition to its other duties, the Control Commission at Endurance regattas shall check the correct display of the boat registration numbers and that the rower names and club acronyms required to be displayed on the uniform of each rower are correctly displayed.

The Starter and the Judge at Start

The Starter and the Judge at Start shall ensure that the correct starting procedure is followed. Both shall be in an elevated position (on a podium or stand) from where they have a clear view of the start/finish line and the racing course, and can be clearly seen by all crews.

The Judge at Start shall determine if any crew causes a false start and if so shall follow the procedure outlined in the USRowing Rules of Rowing.

The Referee

The Chief Referee, in consultation with the Race Director, shall decide the number of Referees to supervise each race. Where there is more than one Referee, the Referees shall have equal status in their areas of responsibility.

Where a crew suffers interference or other impediment and the Race Referee considers the impediment did not affect the result of the race, or considers the effect of the impediment was not significant, he may decline to take any action or he may take such action as he sees fit in the circumstances.

Judge at Finish

The Judge at Finish shall determine the order in which the runners of each crew finish the race. He shall ascertain that the race was in order. He shall be responsible for validating the results.