**Cadborosaurus Coastal Endurance Regatta- 2023 Mar 24**

**Sunday, April 23rd, 2023**

OARCA (the ones that brought you the successful 2018 World Coastal Rowing Championships to Sidney, BC,) is proud to host the ***second annual Cadborosaurus Regatta.*** This regatta is an opportunity for all open water and coastal rowers to start off their racing season with a bit of an endurance event.

Due to the success of last years’ event, we have extended the course to now navigate around 3 islands in Cadboro Bay before your dash for home.

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.

All races will be in boats designed for rowing on open water (flat water racing shells will be excluded) and will follow Rowing Canada Aviron’s Rules of Coastal Racing (January 30, 2022, revision).

The racecourse starts on the beach, with the course heading into Cadboro Bay and around Flower Island and Evans Rock and, newly added, Jemmy Jones Island, before heading back to shore with a turn, approximately 25 – 50 meters from shore (depending on tides) to have the final meters parallel to the shore. Races could have up to 6 crews racing in each flight.

We have the same two key priorities for this year’s Regatta:

* The safety and health of athletes, coaches, volunteers, and spectators.
* **FUN,** competitive racing.

We look forward to hosting you this year.

**Venue location Parking (**very limited parking – especially on sunny days)

Cadboro Bay – Gyro Park Gyro Park parking lot

2625 Sinclair Road, 2625 Sinclair Road,

Victoria, BC, V8N 6B4 Victoria, BC, V8N 6B4

**RCA Membership**

All rower participants must hold an active membership with their Provincial Rowing Association and Rowing Canada.

Any USA competitors must be registered with US Rowing.

**Entry Information**

All entries must be made online at RegattaCentral. Initial registration will be available beginning March 31st and ending April 19th, 2023. No refunds will be given once the initial registration period has ended. There will be no refund of entry fees should weather conditions cause cancellations of races as all expenses are incurred prior to the event.

Please click on the following to take you to the Regatta Central registration site.

Qr code

Description automatically generated

**Entry fee**

Entry fee = $60 / seat / event (plus RCA & RBC seat fees) NOTE - price includes use of boats

* Solo = $ 60 *$40 if you have your own boat*
* Double = $120 *$80 if you have your own boat*
* Quad = $240 (no charge for coxie)

**Rules of Racing**

The race will follow the RCA Rules of Racing (January 30, 2022, version) for Coastal Endurance.

**Age categories for rowers for Endurance**

1. Under 19 (A competitor may compete in the U19 category until Dec. 31st of the year of her/his 18th birthday)

2. Seniors (19+)

**Boat class for Endurance**

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

**Endurance for the following events:**

The following Men’s (M), Women’s (W) and Mixed (Mix) events are offered in Coastal boats:

|  |  |  |  |
| --- | --- | --- | --- |
| Event | Men – Junior  Open,  Masters | Women – Junior  Open,  Masters | Mixed – Junior  Open,  Masters |
| Solo | CM1x | CW1x |  |
| Double Sculls | CM2x | CW2x | CMix2x |
| Coxed Quad Sculls | CM4x+ | CW4x+ | CW4x+ |

**Event Schedule Outline (**Please refer to the attached preliminary schedule further below)

This plan could be amended depending on the number of entries.

**Boats**

Rowing craft designed for rowing on open water (i.e., coastal boats) will be permitted to race. Boats used for flat water racing will be excluded for safety reasons.

All racing craft will be inspected prior to racing.

Those bringing their own boats must meet the requirements under the RCA Rules of Racing – Coastal Rowing

**“Boat Usage fee” –** *This year the entry fee includes the use of boats.*

**Endurance**

In this endurance format, the crew race 4.8 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 a mass start from the beach. All rowers will be out of the boat until the whistle / horn blows for the start. It will be their option whether they stand in the water or on shore while awaiting the starting signal. In any case, one or two people (depending on conditions) will be required to hold the boat with bow pointing in the direction of the course and ensuring sufficient water under the keel to avoid breakage.

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 turning point around the island is important. Learn how to use the wind and tide to position your boat to your advantage.

**Length of the Course:**

* Endurance: Approx. 4,8 (in total)
* Out; around islands; and back to shore course

**Course – Characteristics**

Use caution rounding “Evans Rock” to ensure you have sufficient water under the keel until fully rounded and heading back for the finish line.

SCHEMATIC of racecourse attached below – start with boats on water, at beach. There are no turning buoys at the numbered waypoint areas – these indicate sequence for race.

There will be a **“NO PASSING”** zone prior to the entrance of Flower Island due to the narrow chanel.

**Course Markers**

A plan of the course(s) showing the location of all course markers is included in this document. As well they will be available for all crews upon arrival at the regatta.

The organizing committee will ensure that there is sufficient water to allow for safe rounding of Flower Island.

Note that the layout of the course is such that boats will be travelling in opposite directions in the same water. As such, use caution on the return leg of the course and stay further away from the northeastern shore to avoid conflict. A safety boat will be on the water to observe and direct as appropriate. However, it will remain each crew’s responsibility to watch your course.

**Equipment**

All equipment used in competition must meet the RCA Rules of Rowing requirements for equipment.

**Buoys**

There will be two buoys laid out, perpendicular to the shore, to designate the finish line.

There will be a larger turning buoy, about 20m offshore and approximately, 50m before the finish line to designate the point where you must turn to go through the designated finish line.

**Start and Finish Lines**

* The start will be from the beach with boats in the water, pointing towards Flower Island & Evans Rock.
* 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, perpendicular to the shore, requiring a left hand turn around the turning buoy.
* Crews MUST go through the finish line between the finish line buoys.
* Crews of different boat classes may race in the same event, i.e., CW2x & CM1x

**Race results**

With the race being a mass start, the various crews will be handicapped based on type of boat, gender, and age. The handicap system used will be the Dutch system.

**Uniforms**

There are no uniform rules. Just ensure you wear appropriate gear with understanding of the likelihood of getting wet.

**!! Water socks or water shoes SHOULD be worn for safety’s sake!!**

**Boat and Crew registration numbers**

For identification of the crews, identification numbers will be assigned to every boat.

**Regatta Chair**

The organizing committee has appointed a Regatta Chair. The Regatta Chair will work and cooperate closely with the Chief Umpire. He will participate in any decisions in case of adverse weather conditions.

In any case where the Regatta Chair and the Chief Umpire are not in agreement on an issue regarding safety, the decision of the Chief Umpire shall prevail.

**Meeting before the regatta begins – Regatta meeting**

Crew Captains’ and Coaches Meeting will be in the morning and will be convened by the Chief Umpire. With the current expected schedule, the meeting will commence at 10:00am.

At this meeting, the Chief Umpire and/or the Regatta Chair will explain and provide to all participants details regarding the regatta rules, start and finish procedures, penalties etc.

**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 themselves with the current and expected weather conditions.
* 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 any concerns with the equipment

**Collisions**

In case of collisions (of boats or oars), and if one of the crews’ protests, the Umpire 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 sitting in the boat.

**Adverse Weather Conditions**

The Chief Umpire, in consultation with the Regatta Chair 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 will be from the beach.
* The boats will be lined up and positioned by the organising committee.
* Approximately 5 minutes before the start, they are to be placed in the water and, either held by handlers or crew, pointed in the direction of travel.
* The Starting Umpire will give the 5-minute, 4-minute, 3-minute warnings.
* At the 2-minute warning all crews must be in place ready to launch.
* At the start time the Starting Umpire shall be clearly visible. They shall say “Attention!” and, after a clear pause, shall give the starting signal by dropping the flag and simultaneously announcing “Go!” in a loudhailer or sounding a horn in one long blast.

**False Start**

A crew commits a false start when any part of its crew enters the boat prior to the announced starting signal. NOTE: depending on conditions, the bow pair of a quad may be allowed to enter the boat prior to start.

**Multiple False Start**

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

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/she 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 second 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.

To finish the race a crew must correctly round the designated finish turning markers and finish between the buoys designating the finish line.

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 always 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 Umpire.

**Interference**

A crew causes interference to another crew if it changes course to prevent another crew from passing and 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 Umpire.

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 Umpire 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 Umpires, including Umpires at the turning marker.

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.

**The Chief Umpire**

The Chief Umpire, in consultation with the Regatta Chair, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility.

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

**Judge at Finish**

The Judge at Finish shall determine the order in which each crew finishes the race. They shall ascertain that the race was in order and be responsible for validating the results.

**Prizes:**

This year instead of individual prizes, given your own sense of achievement/accomplishment should be prize enough, we are holding a draw as follows:

**$50** (yes, you heard it right - ***$50)*** **cash prize**

* Not only 1, but 3, will be given out on a draw basis following the loading of boats and equipment post regatta.
* **Winner must be on-site to win.**

**Event Schedule Outline**

This is our scheduled plan which could be amended depending on the number of entries.

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **9:00** | **10:00-15** | **10:30** | **11:00** | **11:40** | **12:15** | **13:00** | **13:30** | **14:10** | **14:45** | **15:15** |
| Training | Control Commission | H1– CW4x+ | H1- CW2x | H1- CW1x | LUNCH | H2- CW4x+ | H2- CW2x | H2- CW1 | CMix2x | CMix4x+ |
| H1- CM2x | H1- CM1x | H1- CM4x+ | H2- CM2x | H2- CM1x | H2- CM4x+ |  |  |

If there are additional entries in the CMix2x and 4x+’’s, we will tag them on at 15:45 and 16:15.

**Cadborosaurus Coastal Regatta**

**Tides & Currents for April 23, 2023**

**Sunrise:** 6:07

**Sunset:** 20:16

|  |  |  |
| --- | --- | --- |
| **2023-04-23 (Sunday)** | | |
| **Time** | **Height** | |
| **PDT** | **(m)** | **(ft)** |
| 03:22 | 2.67 | 8.76 |
| 12:12 | 0.40 | 1.31 |
| 23:03 | 2.51 | 8.23 |

Map

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Diagram

Description automatically generated

**Map

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Revised schedule:

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
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| H1- CM2x | H1- CM1x | H1- CM4x+ | H2- CM2x | H2- CM1x | H2- CM4x+ |  |  |