



46th Heineken Roeivierkamp 2018

Rules & Regulations

February 2018

GENERAL

- The regatta is subject to the regulations in force by the Royal Dutch Rowing Federation KNRB, given exceptions and special provisions.
- The regatta is a tournament and is held over a minimum of two distances and a maximum of four distances for the following distances: 250m, 750m, 2500m and 5000m.
- On Saturday, the regatta will start with 2500m, directly followed by 250m. On Sunday morning the 5000m will be held first and in the afternoon the 750m will be held separately.
- Crews should take part in all distances for which they are qualified to participate, which shall be penalized in case of violation.
- In the regatta timetable it is specified what time crews are expected at which place. It is of great importance crews stick to the time table.
- Master's crews start the 5000m in groups. Division numbers 36-42, 29-35 and 19-25 each form groups together and crews will start in their group accordingly. Group configuration on Sunday will be determined based on Saturday's results.
- Corporate Eights will not participate in the 5000m.
- In the division Club Eights, only a part of the crews will qualify for the 5000m, based on the tournament ranking following Saturday's results.
 - For Womens Club Eights (DCL8+, division 43) only the 15 best crews will qualify for starting the 5000m.
 - For Mens Club Eights (HCL8+, division 26) only the 15 best crews will qualify for starting the 5000m.
- The final distance of 750m will only be rowed by Women's and Men's Senior crews, Junior Boys 18 Eights (8+), Junior Girls 18 Eights (8+) and Junior Girls 18 Fours (4*): division 1-18.
- Crews are requested to assure themselves of the latest information and instructions published on the website www.roeivierkamp.com.

STARTING ORDER

- The crew with the highest bownumber will start first, the crew with the lowest bownumber will start last.
- For both long distances (2500m and 5000m) crews start after each other.
- For both short distances (250m and 750m) crews start in pairs side to side.
- On Saturday, the assignment of bownumbers and forthcoming order of starts is decided by the draw.
- On Sunday, the assignment of bownumbers and forthcoming order of starts is decided by tournament ranking.
- The regatta management remains its right to adapt to its own discretion the order of starts and pairing of crews for the 250m and 750m.

STARTINGPROCEDURE 2500 METER AND 5000 METER

- All participating crews should be located behind the start line 5 minutes prior to the first start. If arriving too late, in case of the 2500m your crew will be stopped 5 minutes prior to the first start at the Rozenoordbridge. For the 5000m, your crew will be stopped at the Rozenoordbridge 15 minutes prior to the first start. If you show up late, there is a risk of being disqualified, excluded from the race.
- The startingprocedure is as follows: crews row light paddle up to the starting area and accelerate from there to meet their racing speed. The starting line will be passed at racing speed. Crews start after each other.
- The time difference between crews at the start is 20 seconds.
- The time difference between different divisions is 40 seconds.
- Every crew should take its own responsibility to be within reach of the starting area on time.
- The exact time difference at the start is recorded on the starting line. Penalty points may be assigned if the time difference at the start exceeds 25 seconds or is below 15 seconds.
- The regatta management remains its right to adapt the time difference at the start between crews to its own discretion.

2500 METER FOLLOWED BY 250 METER

- After passing the finish line for the 2500m course, crews will proceed starboard side towards the city centre at slow speed.
- In the area between rowing clubs ASR Nereus and KARZV de Hoop crews should find their opposing crew and pairs should be formed.
- At all times, follow instructions by umpires and officials.
- Crews continue beyond the Ceintuurbaanbridge up to the turning point. Here, pairs round the turning point while dividing lanes together based on their bownumbers and continue towards the starting area for the 250m.

STARTING PROCEDURE 250 METER AND 750 METER

- Crews will start in pairs.
- In case the number of crews within a division is uneven, the crew with highest bownumber will race alone in the star-board lane.
- Crews with uneven bownumbers will start on starboard-side, even numbers on bow-side.
- Race finish times will be recorded individually for each crew.
- Crews approach the start side-to-side. An official will direct crews to and decides when crews can accelerate towards the start. Make sure to follow all instructions by officials immediately and correctly! The starting line should be passed at racing speed.
- The difference at the start between subsequent pairs is 30 seconds.
- In case of extreme weather conditions the starting procedure may be subject to change.

750 METER

- The final distance on Sunday 750m will be solely raced by Men's and Women's Senior crews, Junior Boys 18 8+, Junior Girls 18 8+ and Junior Girls 4*; divisions 1 -18.
- The highest bownumbers gather closest to KARZV de Hoop, the lowest gather further out of the city near Berlagebrug and beyond; all crews divided in five zones all together.
- In front of rowing club 'de Hoop' pairs are made. The uneven bownumbers start starboard-side and even numbers on bow-side.

- Following instructions from officials boats continue towards the city centre. Pairs will be called upon to pass by KARZV de Hoop. Crews will pass KARZV de Hoop in pairs at slow speed (light paddle).
- Crews continue beyond the Ceintuurbaanbridge up to the turning point. Here, pairs round the turning point while dividing lanes together based on their bownumbers and continue towards the starting area for the 750m.

COXSWAINS INFORMATION

- Coxswains can find a coxswain's presentation on www.roeivierkamp.com, which should be viewed beforehand and is obligatory. Besides, there will be a coxswain's meeting on Friday evening prior to the event. It is strongly recommended to thoroughly study the presentation and to be present at the coxswain's meeting, where possible questions may be asked. Time and place will be communicated on the website.

BOWNUMBERS AND HARDBOARD NUMBER

- For each crew, a set of numbers consists of: three bownumbers and one hardboard number.
- For each distance, a different set of numbers is required, except for the 2500m/250m (which succeed each other immediately).
- All issues concerning bownumbers and hardboard numbers including collection and return are settled at the officebox on the regatta terrain close to the boathouse of rowing club ASR Nereus. The officebox can be found on the other side of the water across from Nereus. For the exact location, see the maps provided on the website and on the regatta terrain.
- For collection of a set of bownumbers and hardboard number on Saturday a deposit of €20,- is required. Checks and pay-cards are not accepted. Your total deposit will be refunded when handing in three bownumbers and your hardboard number after the event. Per missing hardboard number, the regatta management has the right to remain €10,-. In case of two or more not returned cardboard numbers we can unfortunately not refund your deposit.
- Saturday:
 - Bownumbers and hardboard number for the 2500m/250m are to be collected on Saturday morning. This is possible from two hours before the start. Please find the regatta timetable for more information.
- Sunday:
 - New bownumbers and the hardboard number should be switched on Sunday from two hours prior to the start of the race. This goes for both 5000m and 750m. Please find the regatta timetable for more information.
 - All hardboard numbers should be returned on Sunday by 19.00 the latest.
- Every crew receives three bownumbers and a hardboard number. Coxswains and bow seat should wear bownumbers visible on the back on their rowing jacket when approaching the start as well as on race clothing/rowing suit during the race for the bow seat. Each crew's bownumber should therefore be clearly visible on the back of the bow seat when approaching, during and after the race. Also, each boat should be mounted with a hardboard number.
- Starting with an incorrect bownumber or hardboard number could lead to disqualification, as could starting without any bownumber.

APPROACHING AND OVERTAKING BETWEEN CREWS

- For long distances 2500m and 5000m during the entire race it is allowed to overtake on starboard as well as portboard. During 2500m and 5000m races, it is allowed to approach and overtake on both port- and starboardside. An approaching crew in these regulations is considered to be a boat for which the bowtip has levelled with the rear tip of the to be overtaken boat. The approaching and approached positions end as soon as there is light in between both boats and both boats are able of manoeuvring freely again. The crew approached is obliged to give the approaching crew right of way sufficiently to continue its course unhindered. An overtaken crew may not take a course that unnecessary lengthens the course of the overtaking crew. In the case three or more crews come into a side-to-side situation, then all crews must change their course such that the fastest crew is given right of way and is able of continuing without hindrances. In case this is violated, penalty points may be assigned.

PROTESTS, COLLISION AND MATERIAL FAILURE

- Protests concerning irregularities during a short distance race (2500m or 5000m) can be communicated by raising a hand during or soon after the irregularity and should also be communicated by the coxswain when passing the finish line. Protests are recorded by umpires on the river banks. A crew's representative should report with the secretariat at ASR

Nereus right after the distance race. Later protests will not be taken into account. The crew responsible for the irregularity can be excluded from one or more distances or may be assigned penalty points.

- Protests concerning irregularities during a short distance race (250m or 750m) can be communicated by raising a hand during or soon after the irregularity and should also be communicated by the coxswain when passing the finish line. Directly after passing the finish line, the crew protesting should moor at the Berlagebrug pontoons opposite of ASR Nereus. At the pontoons, a race leader shall receive the protest. You will remain on the water waiting for the umpires' decision. In case the protest is granted, the crew can do a restart. This will as far as possible take place within 20min following the irregularity and absolutely no later. The protesting crew should stay on the water! Later protests will not lead to a restart for the respective distance. The crew responsible for the irregularity can be excluded from one or more distances or may be assigned penalty points.
- Collision (crash) should be prevented by all means. Crews responsible may be excluded from starting or disqualified.
- Only material failure allows for a restart in case taking place during the 250m and 750 or within the first 100m of the 2500m and 5000m and in case the race progression allows for this. Restarts are only possible directly after a cohort.
- Decisions concerning disqualifications or restarts are taken by an umpire after consultation with the regatta management.
- Approval of finishing time results is done by umpires after hearing the head of timekeeping. Protests concerning a crew's assigned finishing times should be submitted with the secretary in writing.
- Protest on the basis of provisional results is not possible.

PENALTY POINTS

In exception to the general rules and regulations by the KNRB (Royal Dutch Rowing Federation) no time penalties, but penalty points are assigned. The jury is able of assigning $\frac{3}{4}$ penalty points, which equals 15 seconds for the distance of 5000m.

- **Before the start and directly after the finish**
In case prior to the start or after the finish line it becomes clear a crew is hindering another crew, in any form possible, the umpires present on location may assign penalty points. Instructions by officials alongside the course should be promptly and correctly followed. Disturbing or dangerous situations as a result of a crews' non-cooperative behaviour may be disciplined by assignment of penalty points or may ultimately be disqualified.
- **During the start**
In case the time difference at the start is below 15 seconds or above 25 seconds, the umpires present on location may assign penalty points.
- **During the race**
In case rules regarding approaching and overtaking are violated, penalty points may be assigned.

THE COURSE

- The area preceding the start (starting area) is specified for all distances with two large buoys on either sides of the course. The finish line for all distances is in front of ASR Nereus and is marked by a banner above the finish line (given weather conditions allow). The course for both 250m and 750m is marked by buoys on both sides. The lane for returning back to rowing clubs RIC, Skoll and Willem3 passes through the eastern arch of the Utrechtsebrug. This lane is marked and a prohibited zone during the race. Crews are obliged to use the bridge arches depicted with signs showing green arrows. In case a crew uses the middle arch of the Berlagebrug at the end the race, it should finish east of the finish barge. Although this lane is not marked as a finish, it is considered a valid finish.

TIMEKEEPING

- Results for all distances are recorded on time basis. For every crew a finishing time will be specified up to tenths of a second. The calculation for total number of points for tournament purposes is done by regressing all finishing times to 250m. Tournament points are based upon finishing times measured by tenths of a second, but are awarded up to a thousandths of a second.

CORRECTING FOR MIXED-BUSINESS EIGHTS

- For Mixed Business Eights, finishing times will be corrected by 1,25% per female crew member. The basis for this is the difference of 35,7 seconds between world-records Men's and Women's Eights. Thus for a comparison a female crew should be corrected for by 10,03%, which breaks down to 1,25% per female crew member.

WEIGH-IN

- For Lightweight rowers as well as coxswains (divisions 1-18), a weigh-in is only held and required on Saturday. For coxswains taking part in divisions 19 - 43 a weigh-in is not required.
- **Lightweights**
The weigh-in takes place in the gym of ASR Nereus from 3 to 2 hours prior to the start of the race. For men's crews, the average weight within crews shall not exceed 70.0 kg, the weight for each individual crew member shall not exceed 72.5 kg. For women's crews, the average weight within crews shall not exceed 57.0 kg, the weight for each individual crew member shall not exceed 59 kg. Crews weighed out can only participate in their own division out of competition.
- **Coxswains**
All crews may have either male or female coxswains. The weigh-in (only for divisions 1-18) takes place from 2 to 1 hours in the gym of ASR Nereus prior to the start of the race. Weigh-in requirements are in accordance with the criteria in the KNRB regulations article 7

WINNERS

- Per distance the winning crew is that which achieves the fastest time for its division. The tournament is won by the crew having the lowest total of points for all applying distances (4 cq. 3 distances). Winners of the tournament are awarded tournament medals. These medals can be collected up to one hour after the prize ceremony.
- In case of ex aequo, the crew with the fastest sum of finishing times for both the long distances (2500m and 5000m) wins.

OBSTRUCTION FOR REGULAR SHIPPING

- During the weekend of the regatta, it is not allowed to practice in the entire racing area.
- During the weekend of the regatta, ships and non-motorized boats not taking part in the regatta will not be allowed on the course of the race at the following times:
 - Saturday 10th March 2018
 - 9:00 - 12:30 (Torontobridge – “Het Kalfje”)
 - 13:00 - 18:30 (Torontobridge – “Het Kalfje”)
 - Sunday 11th March 2018
 - 9:00 - 15:30 (Torontobridge – “De Naald”)
 - 16:00 - 18:30 (Torontobridge – “De Naald”)
- Above regulations may be deviated from to the extent, which follows from good seamanship, sportmanship and special circumstances.