



Information to Support Coastal Event Details

This document is intended to assist Coastal Event organizers, working with the Chief Umpire, to prepare the Sanction Application. It follows the Coastal Event Sanction Application and provides explanations where there may be differences with the Rules of Racing for sprint and head races, describes requirements of Appendix 3 and 3a of the RCA Rules of Racing, and recommends best practices.

The sanction application must satisfy the reviewing body that the Organizing Committee has considered the challenges and risks associated with coastal racing and made arrangements to ensure a safe and fair competition.

The numbers below correspond to the numbered information fields in the Sanction Application.

General Details

This section is consistent with sanction applications for other rowing disciplines.

Event Information

10. Check the appropriate boxes to indicate the type of Starts and Finishes (beach or floating) being used.
11. Course Distance – this refers only to the distance from the on-water Start to each subsequent turn mark, to the on-water Finish. It does not refer to repeated legs between two or more marks, as they will be included in the Race Distance (12.).
12. Race Distance – Include the total distance raced, from a land-based Start to the water if applicable, the total distance rowed around all legs of the course (some may be rowed two or more times), and the distance from the landing to the land-based Finish, if applicable.
13. Provide tides and currents for the regatta dates

Course Description

14. Upload the map of the racecourse showing locations and distances between all marks, Start and Finish, locations of all Safety and Umpire boats, and the location of the Penalty Box if applicable.

15. Provide the link to course maps if they are available online.
16. Race Details - describe the type of Start (beach with run, no run, floating start, etc.), the route crews are to follow, and the type of Finish (floating, beach with run, etc.)
19. Race Intervals - scheduled time between start of each race to be held. In principle, there should not be any overlap between races, and enough time must be scheduled to allow all boats to be recovered, cleaned and inspected for safety, and prepared for the next race **unless the OC can show there are enough boats and infrastructure to maintain the race schedule.**
22. The number of RCA Umpires required must be determined in consultation with the Chief Umpire

Organizing Committee Information

Do not use placeholders in this section. The Rules of Racing, Appendix 3, rule 6.1.1 requires that the Regatta Chair be a person who has experience with or has received training in coastal rowing events. Similarly, the Safety Advisor should be an experienced mariner who is familiar with the geography, weather and water conditions of the race area and their potential impact on crews.

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29. The individual who creates the First Aid Plan does not need to be a medical practitioner, but should have experience preparing First Aid Plans and organizing First Aid and/or medical coverage for events.

Exceptions to the RCA Rules of Racing

38. All sanctioned events must be hosted and staged according to the RCA Rules of Racing and the RCA Safety Guidelines. In accordance with the RCA Rules of Racing Rule 1.6 Exceptions, any variance may be permissible, but must be declared in advance using the space below. These exceptions must be approved by the PRA and in the cases of the Canadian National Regattas the PRA and RCA, and if approved, posted before the event. Any exception request must also include measures taken to ensure that the same level of safety and fairness is being provided at the regatta as is provided for by the RCA Rules of Racing. State the rule number, the rule, the exception request, and the measures taken to provide the same level of safety and fairness at the event

Mandatory Items

39. Once the site for the regatta is decided, the OC must investigate whether permits are required to use the site/waterway. All expectations of the permit must be met and filed accordingly. Accessing a permit may take weeks or months and therefore should be pursued in the early stages of planning.

If installations are required (start area, course layout, etc.) it is highly recommended that the nearest Transport Canada office be consulted to determine if a permit to allow the installation will be needed under the Navigation Protection Act.

Some bodies of water are controlled under the Vessel Operation Restriction Regulations under the Canada Shipping Act. The regulations are particular to the body of water and may, for example, restrict the horsepower of any boats used. Regatta organizers can find out from their municipality or Transport Canada if any regulations are in effect for their venue. The restrictions can, in some cases, be lifted temporarily. Application for a temporary waiving of a restriction is normally required to be made months in advance.

40. All safety boats must conform to the current Transport Canada requirements. See Transport Canada Regulations as appended to the RCA Safety Guidelines. All safety boats must be able to communicate with the other safety boats, the umpires and the OC.

Safety boats should be stationed along the course, including any warm-up and cool-down areas, to minimize the potential for collision of rowing boats with other boats and with hazards such as bridge abutments, etc. The safety boats should also be stationed such that any part of the course can be seen and reached speedily.

It is preferable that the safety boats be of an inflatable type, but in all cases, they must be suitable for the conditions and the maximum number of persons who may need to be rescued.

Safety boats must be in operation during designated practice times.

41. The number of Umpire boats must be determined in consultation with the Chief Umpire. Umpire boats must be equipped in accordance with Transport Canada requirements.

Each umpire boat should have a red and a white flag, one stopwatch, two-way radio communication, and an audible device. Megaphones and spare, fully-charged batteries should also be available.

A spare motorboat should be ready in the event of a breakdown. Spare motors plus extra fuel should also be available.

43. A two-way radio system with a range capable of receiving a clear signal for the maximum distance required for racing and safety purposes, with a minimum of three operating channels must be available for regatta communications. The Regatta Chair and the Chief Umpire will determine the number of radios required for the regatta. They will also assign channels.

Crews may be allowed, or required, to carry radios described by the Regatta Chair and Chief Umpire for safety. They may also be required to carry GPS units with the coordinates of course components such as the Start and Finish lines, key turn buoys, and the Penalty Box, provided by the OC. Any requirements for radio and/or GPS units to be carried by crews on the water must be detailed in this section, and must be published in the Regatta Bulletin.

Also include any computer systems or apps that will send and receive information about crews and race schedules between the Organizing Committee and Umpires during the regatta.

44. The Organizing Committee must have researched the required emergency services for the regatta site and post telephone numbers for easy access. Provide details of all emergency services and any marine operations that may be impacted by this event, including contact information and any notices/information to be provided.
45. The OC must have all necessary weather bureau telephone numbers available to the Chief Umpire. A portable radio and Internet access should be accessible on location.

At all Canadian National Regattas, the following equipment is required and is optional for other regattas:

- Lightning Detector;
- A computer with high-speed access to the Environment Canada web site;
- Thermometer;
- Barometer (to be read hourly, to detect trend of pressure) (optional);
- Anemometer (wind speed and direction).

46. Control Commission is responsible for ensuring that all boats going on the water meet the requirements of RCA and World Rowing Coastal Rowing Regulations, all boats and crews display the required identification, and all crews are checked out prior to going on the water and safely checked back in after their race. Describe the facilities that will be put in place to fulfill all safety and registration tasks by Control Commission members.
47. Each boat must display its registration identification number on both sides of the bow in the manner described below for the purpose of identification and safety. The individual numbers and/or letters making

up the registration identification on the boat shall each be minimum of 20cm high and shall be in contrasting colour to the background.

48. An umpire or individual(s) must direct the boats on and off the beach quickly and safely, to minimize accidents or delays in the launch/landing areas. The Beach Marshal will oversee the numbers and actions of boat handlers, whether supplied by teams or by the LOC, to ensure the safety of all athletes and volunteers.
50. See Section 7 of Appendix 3 of the RCA Rules of Racing for options.
52. See **Section 8.5.1 Time Penalties** paragraphs a. through e. for description of time penalties and methods for serving them.
55. As most Coastal Events do not happen at usual Club sites, a specific EAP must be prepared for this event that includes description of all safety boats and umpire boats and their locations; plans to evacuate and/or rescue crews; any notifications to be provided to mariners and maritime organizations including Search and Rescue.
62. Section 5.1 of the RCA Rules of Racing states that the Organizing Committee is responsible for applying for regatta sanction, in consultation with the Chief Umpire and in accordance with the RCA Sanction Policy. The Sanction Application is a legal document that cannot be submit for review and approval unless this box has been checked. Checking this box has the same effect as signing your name as the person preparing this document.