



CRNZ Sprint Race Guide

Before entering the water

Check list

Athlete	Food & Hydration	<input type="checkbox"/>
	Toilet	<input type="checkbox"/>
	Uniform	<input type="checkbox"/>
	Sunglasses	<input type="checkbox"/>
	Sunscreen	<input type="checkbox"/>
	Thermals (<i>if cold</i>)	<input type="checkbox"/>
Kayak	Paddle	<input type="checkbox"/>
	Rudder check	<input type="checkbox"/>
	Foot plate	<input type="checkbox"/>
	Seat position	<input type="checkbox"/>
	Weights	<input type="checkbox"/>
	Weed spray sticker	<input type="checkbox"/>
	Lane number	<input type="checkbox"/>
	Bow visibility marking (for photo finishes)	<input type="checkbox"/>
Safety	PFD (<i>compulsory for age 14 and younger</i>)	<input type="checkbox"/>
	Spray deck (<i>if rough conditions</i>)	<input type="checkbox"/>
Devices	No visible / audible electronic devices	<input type="checkbox"/>
Race	Race name	<input type="checkbox"/>
	Start time	<input type="checkbox"/>
	Regatta schedule (<i>is it running on time?</i>)	<input type="checkbox"/>
	Lane number	<input type="checkbox"/>
	Proximity (<i>who's in the neighbouring lanes? Which race precedes your one?</i>)	<input type="checkbox"/>
Roles	Team Manager race entries, regatta changes, boat clashes, race clashes, liaising with Race Officials.	
	You know when you are racing, being ready, getting to the start on time, racing.	
	Other athletes no pacing, interference, assistance, keep out of red zone, keep off the course	

Getting to the Start

Travelling Time and Warm-up time

You must be in the start area 5 minutes before your race.

Assume it will take you at least twice as long to paddle up to the start than to race back.

You may want additional time for specific warm-up routines.

So for (say) an U18 K1 1000 race you should be on the water and paddling to the start area at least 15 minutes before your race start time.

If the Regatta has advised its running behind schedule adjust your departure time accordingly but be careful to check frequently as the Officials will be trying to catch-up and get back on schedule.

In cold and wet conditions don't leave too early (cold muscles are not good for racing).

Your Team Manager will have had the opportunity to avoid race and boat sharing clashes during the event entry and programme finalisation process. Occasionally however there are unforeseen clashes or tight schedule turnarounds. In these circumstances your team manager should advise the Chief Official in writing as soon as the issue is apparent. The Chief Official may ask the Starters to hold the race to give you time to get to the start, however if your races (or boat changes) are too close together you may have to pick which one you want to compete in.

Route

If the regatta has a Race Control you must go through this to enter the water (refer page 12).

There is only one side of the regatta course that is used for travelling up to the start, at Blue Lake (for example) it is the right-hand side of the course when looking towards the start from the beach.

You must not paddle on the course (race lanes) itself unless you are actually in a race at that time, and you must not paddle in the area between the finish line and the beach (part of the red zone) unless you are clearing from the finish of a race. Infringements of these rules could result in disqualification from the regatta.

The other part of the red zone is the line of sight from the finish line tent to the opposite shore. This needs to be kept clear to avoid any confusion of race finish order and timing. Paddlers must not linger or wait in this area (e.g. if watching a race on your way to the start line, or while doing a warm down).

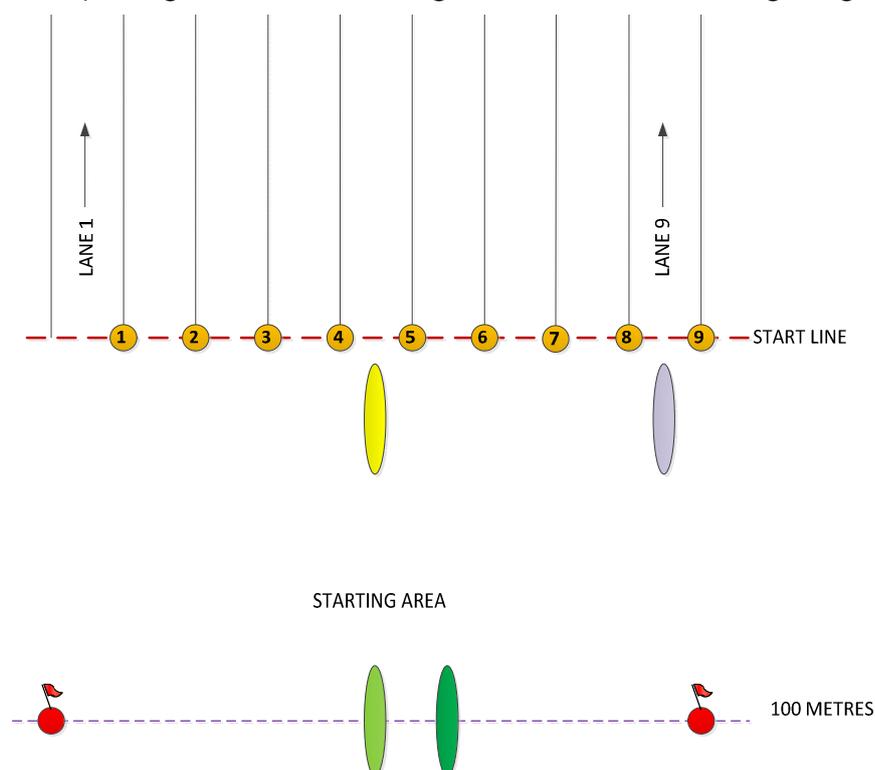
Ready to Start

Start area

Five minutes before your race you must be in the start area. This is the area of water that commences 100m behind the start line and will be marked with buoys. 100m is not very far, you must be able to see and hear the Starters (and vice versa). If you are late to the start area or fail to show up you will be disqualified from the regatta, and any future regatta, until a reinstatement fee (penalty) is paid.

Your lane

Lanes are numbered from 1 – 9, left to right, when looking towards the finish line. The buoy with your lane number should be on your right hand side (e.g. the yellow boat in the diagram below is in lane 5). The green boats are waiting for the next race at the beginning of the start area.



Assistance

Sometimes things go wrong before your race starts (e.g. your race number falls off, your seat needs adjustment, your spray skirt comes off). It's okay to paddle over to the start boat and ask for help, or just to use a stable platform to hang on to while you sort the issue out. However, just be aware of what's happening at that time. If the Starters are in the process of starting a race they will ignore you (unless it's a safety emergency) until the race is underway. You also need to have checked your readiness well before your start. It's no good discovering equipment issues when you are on the

start line with 2 minutes to start. And it's not a smart thing to bother Starters with questions that you should already know the answer to e.g. "what race am I in?" (they are not your Team Manager).

Starters Pre-Race Calls

Start calls are not specified in the rules so you will get some variation between starters. The usual convention is to: call 5 minutes before the race (to remind athletes to be in the start area); call athletes to the start line 2 minutes before the start. Depending on the event and conditions athletes names and lane order may also be called at either of these calls.

When things aren't perfect

In windy conditions it can be difficult to hear the Starters if you are in lanes 1 -3. Let the Starters know if you can't hear them (wave a paddle, or pass a message from lane to lane), sometimes the volume may have dropped on their speaker and they weren't aware of it. In some conditions the Starters may not be able to improve the sound quality and paddlers need to keep an eye across the course for visual clues (in normal conditions you should be looking down your lane).



The Start

Start line

Ideally the start line is marked by the start buoys however the buoys can be (and often are) out of alignment. Weather conditions can also have an influence on where the race starts from. The Starters will align the athletes to give them a fair start and are the only people who can actually see if the boats are in a straight line. A start might happen before or after your perception of the buoy line. So you **MUST** listen to the Starters alignment instructions.

In summary - the start line is where the Starter says it is, not where you think it might be.

Aligning

When the Starter calls you to the line try to come up at the same pace and in line with the paddlers in the neighbouring lanes (so look around). Be aiming for the middle of your lane and keeping your boat straight on to the course – unless you have to make allowances for the wind conditions (e.g. in a side wind keep to the windward side of your lane for the start).

In ideal conditions the Starter expects all boats to be at a dead stop and in a straight line before the start is called. The Starter will call the Lane number and then the instruction for any alignment adjustments e.g. “Lane 5 up”; “Lane 7 back”; “All boats hold” (which means paddle in the water, don’t drift). Don’t hold back from the start line, the Starters will not wait for you.

Start Calls

The Start calls are: Ready, Set, Go (usually replaced by the sound of the start gun). The timing between these calls is usually fairly short but Starters can and do vary timing between races.

Ready means – all boats are aligned, no further movement, heads-up that the race is about to start.

Set means – set your blade in the water, no forward movement (forward movement at this point is a False Start), eyes looking at the Finish line (don’t look at the Starter).

Go (gunshot) – start racing.

When things aren’t perfect

If you are kept waiting on the line it may be because the Finish-line Judges have not cleared the previous race. The Starters will try to keep you informed, and might ask you to “go around” if the delay is expected to be more than a couple of minutes.

In adverse weather conditions where it’s difficult to get all crews at a dead stop, or the risk of capsize on the start line is too great, the Starters might start the race using a rolling start technique.

Athletes need to be aware of wind conditions and adapt their entry to the start line accordingly e.g. with a strong tail wind the Starters will want you to drift onto the line and hold (rather than paddle and overshoot).

Discuss and practice aligning team boats (K2’s and K4’s) for a start with your coach. Give yourselves enough room to turn onto the line and keep the boat straight in its lane.



False starts

How do you know?

If there is a false start there will be a second gunshot and the Starter will call "Stop, Stop, Stop".

If you think someone else has false started don't stop unless the Starter has signalled a false start (i.e. a false start can only be called by the Starter).

In some conditions the start gunshot can have a slight echo, if in doubt don't stop racing.

The Starter might stop a race before the start gunshot (after Set but before Go) for a number of reasons other than an athlete false start.

What to do

After a false start you must stop racing, paddle around directly back into the start area and follow the Starters instruction for a re-start. The Starter will warn the athlete that false started.

What happens next?

The race will be re-started.

If there is another false start that athlete or crew will be disqualified from the race (irrespective of whether they were the first false start).

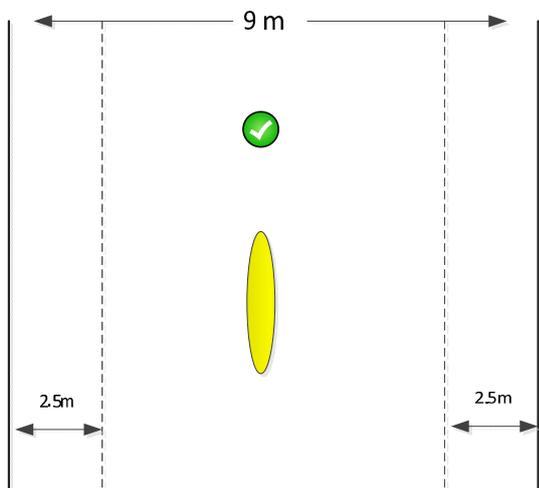
What if I don't agree with a false start call?

Don't debate this with the Starter and don't abuse the Starters (or anyone else). You can be disqualified from the entire regatta for poor conduct. Discuss the situation with your Team Manager when you get back to the shore and decide whether to lodge a formal protest (refer page 9).

Racing

Lane Position

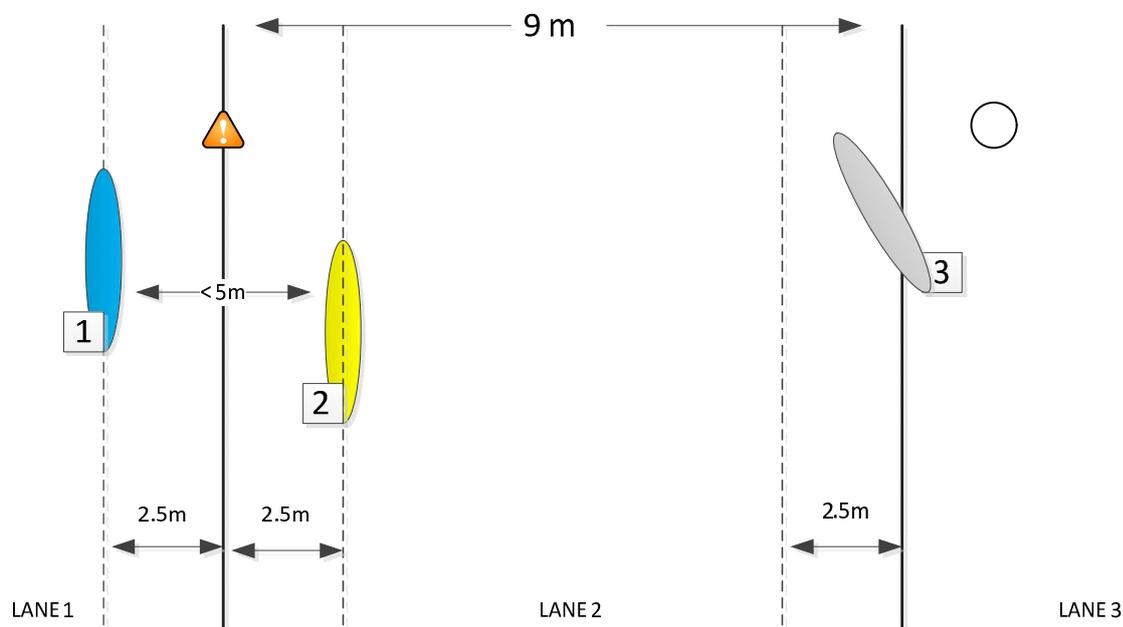
You must race in the centre of your lane and get no closer to either side than 2.5 metres.



If you leave your lane altogether you will be disqualified from the race.

If you leave the centre of your lane, and do not return to it immediately, you may be disqualified.

e.g. If you come closer than 5 metres to the boat of another competitor (bow to stern, or gunwale to gunwale) you may be disqualified.



The boat in lane 3 is disqualified because it has left its lane. Lanes 1 & 2 both risk disqualification because they are not in the middle of their lanes and are too close to each other.

Capsize



If you capsize during a race you are disqualified from that race. Keep your kayak upright, hold onto the bow or stern for floatation, and signal for help with your free arm or your paddle.

Finishing

The race is finished when the boat's bow (front) crosses the finish line with all crew members in it. Remember to paddle past the finish line buoys. These are only an indicative marker and the actual line the finish-line judges use may be slightly before or after the line of buoys.

After your race check if your lane number has been called to the Boat Control (the numbers will be on display outside the Boat Control tent). You must go straight to Boat Control if you have been called (refer page 10).

Remember to return your lane number to Numbers Control and comply with any anti-doping control requests. If you have won a place in a final make sure you attend the medal ceremony in your Club uniform (medal ceremonies are scheduled on the race programme).

If you think there was an issue with the race or the result discuss your options to make an official protest with your Team Manager. Your Team Manager must lodge any protest and pay the protest fee within 20 minutes after the race finish (or after the Team Manager has been advised of a DQ decision).

Boat Control

The purpose of Boat Control is to ensure that all boats meet the standard specification so that no athlete has an unfair advantage (from his boat).

Rules

The *CRNZ Canoe Sprint Discipline Competition Rules* are available from the CRNZ website. They provide boat construction specifications that cover things like boat: length; weight, surface design, deck height, rudder placement, and seating configuration.

There are also rules governing trademarks, advertising, athlete name placement, electronic devices, moving parts, nothing fixed to the athlete (rules are different for paracanoe), and no foreign substances on the boat.

In New Zealand we also have a requirement to treat boats to prevent the spread of aquatic pest.

The standard sprint kayak length and weight specifications are:

Boat	Tyro	K1	K2	K4
Max length (cm)	420	520	650	1100
Min weight (kg)	n/a	12	18	30

The CRNZ Rules also allow for an “Unlimited” boat category where any boat specification is permitted. Examples of boats in this category include: Ocean Ski, Surf Ski, Multisport kayak, and Waka canoe. Other kayak/canoe disciplines may have different requirements, for example a marathon K1 has a lower minimum weight compared to a sprint K1 boat.

Boat control focus in NZL

Our choice of sprint kayak's is fairly limited in New Zealand and most athletes paddle a kayak from a maker that designs and builds to International Canoe Federation (ICF) specifications. So while Boat Control may check for compliance to the full specification, at CRNZ regatta's we usually concentrate on boat weight, and aquatic pest treatment.

Boat Control 1

At international events there is a mandatory Boat Control for all boats before racing starts. This checks boats comply with the rules, records their dry weight, and stickers each boat to show that it has been checked.

Aquatic pest control

For CRNZ regatta's (held on fresh water) the only pre-race boat control is the spraying of boats with a detergent solution to control the spread of aquatic pests (commonly called “weed control”). This process is self-managed by each club and acknowledged with a boat sticker (stickers are provided to Team Manager's the afternoon before the regatta, and the sprayers and detergent are supplied by CRNZ). Boats that are only used in salt water do not need to be sprayed but must display a current sticker to warrant that the boat has complied.

Any individual or crew that goes onto the water in a boat that has not been sprayed and stickered will be disqualified (DQ'd) from the entire regatta. The Chief Official may reinstate the

individual/crew on receipt of a \$50 penalty payment, and satisfactory spraying compliance for the boat.

Boat weight self-check

The afternoon before the regatta, and in the morning before racing starts, athletes are able to use the Boat Control scales to check the weight of their boat and add additional weight if necessary. This check is not mandatory but strongly recommended as standard design boats can vary significantly in weight depending on their age, condition, design purpose (e.g. marathon), seating and footrest configuration etc. A Boat Control Official will be available to provide advice if required. Remember to include the seat and footrest you intend to race with.

Boat Control 2

Boat Control 2 occurs after a race to spot-check boats for compliance to the rules (in particular boat weight). There are situations where this boat control is not applied including adverse weather (wind can affect the scale readings), and for certain boat categories and age classes (e.g. Tyro's have no weight specification, K4's are too big for our facilities at present).

For heats & semi's up to three boats are selected at random (usually only two boats for 200m events). For finals the top four boats from the race are selected. The lane numbers of boats selected for boat control are displayed outside the Boat Control tent at the end of each race. At some regatta's there may also be a loud-speaker announcement.

Athletes must check the numbers on display at the end of their race and if their lane number has been displayed, and/or called, make their way directly to the Boat Control tent (i.e. before any warm down, returning lane numbers etc.). Failure to go Boat Control directly when selected may result in a race DQ.

Boat Control 2 roles

As athletes called to boat control reach the beach it is important that they receive no assistance. In fact that area is in the red zone and out of bounds to everyone other than officials. The athlete/crew hands their boat to the Boat Control Official after removing any loose items from the boat (e.g. drink bottle). Leave the boat lane number on so that Officials know who's boat it is (they will remove the number before the boat is weighed). Athlete's must then wait on the far side of the tent to collect their boat, they are not allowed inside the Boat Control tent (and nor are Team Managers) unless ask to attend by the Boat Control Official.

Boat weighing

Boat Control officials will take the boat, empty out any water and loose items (this includes weights if they have not been secured to the boat) and chamois the hull to help dry the boat. Seat covers may be removed if Officials can't see what's underneath them, or if they believe any water absorbing material is under the cover, and/or if water has got under the cover.

The boat is weighed and if it is heavier than the minimum weight specification it will be released back to the athlete. If it is within +0.1kg of the minimum weight the boat control official may hold the boat to dry completely before a second (or more) weighing (this is irrespective of whether the boat is needed for another race).

Underweight boats

If the boat is under-weight the Team Manager will be called to boat control to sight the scale reading and sign an acknowledgement on the DQ form. The Athlete will be disqualified from that race (technically this is the Chief Officials decision, not Boat Control's).

Race Control

Purpose

The purpose of Race Control is to:

- Help get athletes to the correct race on time and keep the regatta on schedule;
- Reduce the number of "on the water" problems;
- Better safety;
- Better regatta co-ordination (e.g. the ability to hold athletes at the beach if the race schedule is significantly delayed)

Reporting times

Race Control will be open 30 minutes before each race, and will close 15 minutes before 1000m & 500m races, and 10 minutes before 200m races.

Location

Race Control at Lake Tikitapu (Blue Lake) is located in a tent at the water's edge in front of the Club kayak area (right hand side of the beachfront when looking out towards the start-line).

Athlete responsibilities

- Athletes must present themselves to Race Control during the reporting time for their race;
- Athletes need to come to Race Control ready to go on the water (including having kayak, paddle, uniform etc. with them);
- After being cleared by Race Control athletes must go directly onto the water and make their way to the starting area (doing their warm-up routine if they have allowed sufficient time for it);
- Return boat lane number to Race Control after the race (after any Boat Control, and any warm-down)

Process

Race Control checks:

- The athlete/crew is the same as the race entry;
- The athlete is wearing the correct uniform;

- 14yr and younger athletes are wearing a PFD;
- The boat has a current weed control sticker;
- No electronic devices are visible to the athlete.

Race Control issues boat lane numbers (and receives returns).

Exceptions

- If team boat turn-arounds are tight the crew swap should be done in front of the Race Control tent and the new crew should have been pre-checked and have their lane number (i.e. have been checked through Race Control without a boat).
- If paddlers want more time on the water than 30 minutes prior to their race start they may do so but will need to return to Race Control during the reporting time for their race to be checked and to get their boat lane number.

Consequences

Actions that may result in a regatta DQ:

- Going direct to the race start without being processed through Race Control;
- Arriving at Race Control after the reporting time is closed for that race;
- Not wearing a PFD when required to do so.

Actions that may result in a race DQ:

- Failure to return boat lane number after the race;
- Not wearing a correct uniform;
- Invalid use of an electronic device etc.

Lane allocation and Progressions

Lane allocation for heats is randomised by the race programme software. Lane allocation for semi-final and final races is as specified in the *CRNZ Canoe Sprint Discipline Competition Rules* which are available on the CRNZ website.

Progressions and the number of races in an event is determined by the number of entries for that event and the race rules. Common progressions for Blue Lake regatta's are:

1 – 9 entries	direct Final
10-18 entries	2 Heats, A Final Top 4 from each heat and next fastest to A Final. Rest out.
19-27 entries	3 Heats, 2 Semi-Finals, A Final Winner of each heat direct to A Final. Next 6 through to Semi's. Top 3 in each Semi through to A Final. Rest out.

Disqualifiable Offences

Failure to comply with any rule could result in a disqualification, and the Chief Official has the authority to decide all matters arising during a competition that are not covered within the rules.

Equally the Chief Official and Competition Committee have a lot of flexibility to accommodate unforeseen circumstances that may arise – provided they are informed before the fact.

So the definitive source is the rules, and if things do not happen as planned advise the Chief Official as early as possible.

The following is a summary of some of the more common reasons for disqualification and are provided here in a simplified form – the complete and definitive version is the CRNZ Canoe Sprint Discipline Competition Rules available on the CRNZ website.

Disqualification from the entire event (the regatta)

- Failure to wear a PFD if required to.
- Crew/ competitor with boat that has unapproved innovations.
- Failure to comply with Boat Control 1, aka Weed Control (reinstatement \$50 fine).
- Scratching after the first Team Managers meeting (technically a withdrawal from the regatta)
- Failing to start a race (without an approved reason), or arriving too late to the start line. This includes not being processed via Race Control during the reporting time for a race. Reinstatement \$50 fine (\$20 for U16 and younger) required for that regatta and before entry into any future regatta.
- Paddling on the course, including within the 'red zone', when not racing.

Disqualification from the race

- Invalid use of an electronic device
- Failing Boat Control II
- Being the second false start
- Leaving the centre of the lane and failing to return to the centre during a race (discretionary DQ)
- Leaving the allocated lane during a race (mandatory DQ for U18 and older)
- Capsizing before the finish line
- Attempting to win a race by dishonourable means
- Receiving external assistance during a race
- Being accompanied by other boats during a race (along/ adjacent to the course)

This guide was created by John Trotter as a guide for novice to U16 athletes competing at CRNZ events in New Zealand. The guide is based on the CRNZ sprint race rules (which can be downloaded from the CRNZ website) and the current constraints and limitations of our race venues and equipment.

The CRNZ Officials Committee is actively improving the processes and equipment that are used to run CRNZ sprint regattas. This guide will be updated from time to time to reflect changes that improve our regattas.

Please note that kayak sprint race starts at European venues will be significantly different in some aspects compared to New Zealand. Particularly those venues with custom built regatta courses, start towers, starting gates, use of Aligners and Course Umpires, and lane configuration if the event is televised.

There are also rule differences. For example New Zealand second false start rules are different compared to the ICF rules.

Australian events have their own variations on ICF rules.



