

## 2019 Blinkhorne & Carroll Whanganui Winter Series

**Description:** This is a series of time trials held on the Whanganui River during the winter training months (May –September) Usually held on the second Sunday of each month, commencing at 9.30am. Distance increases by 1km per month starting at 5km in May. Results are based on crew prognostic times. Start & Finish locations will be advertised via email in advance. Open to all man powered water craft.

Thanks to our generous sponsor, Blinkhorne & Carroll Forestry, we are able to offer cash and spot prizes:

Place	5km	6km	7km	8km	9km
1	\$50	\$50	\$50	\$50	\$70
2	\$35	\$35	\$35	\$35	\$50
3	\$20	\$20	\$20	\$20	\$30
4	\$15	\$15	\$15	\$15	\$20
5	\$10	\$10	\$10	\$10	\$10
SPOT	\$50	\$50	\$50	\$50	\$100

### Notes:

All boats are in the draw for the cash spot prize

To claim the spot prize, 50% or more of the crew must be present at prizegiving.

Unclaimed spot prizes will be added to next month's prize pool

Cancelled events will have funds transferred to next month's event or Tonks Small Boats Regatta

### Conditions of Entry, Safety & Rules

#### General

1. As a safety precaution, any non-participants of this race will be discouraged from using the area of the river advertised as the course.
2. All participants do so at their own risk and are responsible for their own safety whilst participating in the event. The Whanganui Rowing Assn. accepts no liability for any accidents which occur.
3. All crews wishing to taking part must email the provided entry form to: [whanganuirowing@gmail.com](mailto:whanganuirowing@gmail.com) by Noon the Saturday prior to race day. Form must include all requested info.
4. Reps of the Whanganui R.A. will endeavour to make an early call and notify participants beforehand should river / weather conditions not be suitable for the race to take place.
5. Coxswains MUST wear lifejackets.
6. All rowing skiffs must comply with all FISA / RNZ rules for safety (i.e. heel restraints / bow balls). Whanganui R.A. accepts no responsibility for checking heel restraints or bow balls which shall at all times remain the responsibility of the individual crew using the skiff.
7. Each participating crew will have an identifying bow number allocated to them.

#### Safety Boats

1. Two Safety boats will be positioned on the river, at the start and the turn buoy.
2. The start safety boat will follow the last crew away being careful not to cause wash for other competitors. The turn safety boat will follow the last crew/s back to the finish line.
3. All safety boat drivers must carry PFDs and equipment as required by the NZ Rowing Water Safety Code, have the ability to contact each other by supplied radio or mobile phone should an emergency arise and be suitably qualified coach boat operators.
4. The starter shall also carry a radio.

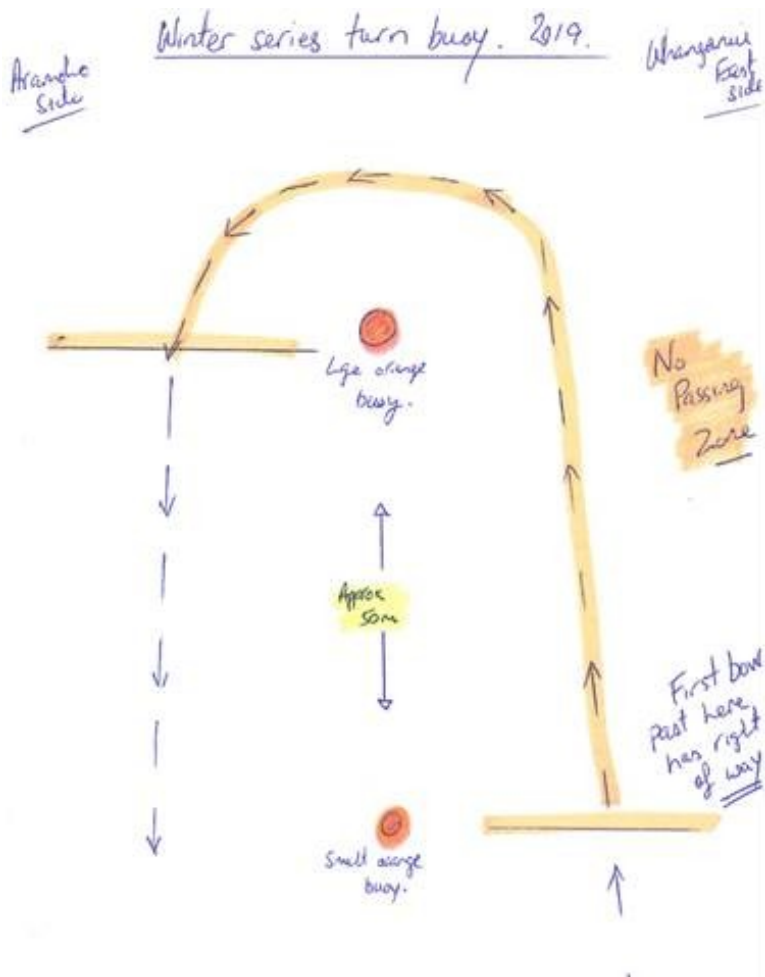
**Start Procedure:**

1. Each crew will be started individually beginning with the slowest crew (based on prognostic times).
2. The Starter will call your crew by bow number at approx 15 sec intervals. When your crew is called you can start rowing so you hit the start line at race speed. The timing device starts as you cross the start line.
3. A crew not at the start at the appropriate time or numerical order may not have a time recorded.
4. Any crew crossing the start line prior to being called will be disqualified.
5. Crews must not engage in "practise starts" in the start zone.
6. Crews must obey all instructions and proceed as directed by the Starter or Safety Boat Operator.

**Safety & Navigation during the race:**

1. The safety of all competitors is of obvious prime concern and all participants need to be aware of the rules of river usage, particularly the need to remain on the correct side of the river, which is the Eastern side (Whanganui East) going up stream, and Western side (Aramoho) while racing downstream. Crews observed ignoring this rule will be disqualified.
2. Buoys will be positioned on all bends where a crew crossing to the incorrect side of the river would endanger other users or achieve an advantage. All crews shall pass such buoys on the Western (Aramoho) side. Any crew failing to do so shall be disqualified.
3. Should a crew member go overboard, the crew must standby to assist recovery.
4. When overtaking during racing, the overtaking boat must always pass on the port side (stroke side or left side) of the boat being overtaken and not on the bow side /right side of the boat being overtaken i.e. the overtaking boat should not pass between the boat being overtaken and the bank.
5. The boat being correctly overtaken must give way to the boat attempting to overtake by moving to their bow side / closer to the shore. A failure to do so can incur disqualification.
6. This assumes that there is sufficient room to move to their bow side / right side without incident. In the event that there is insufficient room to move over, the boat being overtaken should warn the overtaking boat that they must move further out in order to complete the manoeuvre safely.
7. Any crew passing on the incorrect side does so at their own risk.

**The turn:**



1. Within 50m of the turning buoy will be a "no passing" zone.
2. You are welcome to go around the outside of a slower turning crew but pushing up the inside has to stop before someone gets hurt.

#### **The Finish:**

1. On crossing the finish line all crews are to quickly move their craft downstream so as not to impede following boats.
2. Move away from the finish line before commencing to turn around, especially important on an incoming tide.
3. Any crew heading back upstream must ensure they are as close as possible to the Whanganui East Bank, and must pay particular attention to those other boats still racing.

#### **Sanctions:**

The Whanganui Rowing Association reserves the right to impose any penalties or sanctions which it considers appropriate for any transgressions of these conditions.

#### **Known Hazards:**

1. All bridge pylons.
2. Sandbar adjacent to Kowhai Park.
3. Sandbar and snags around the Motorboat Club curve, Whanganui East side.
4. A sizeable log poking up out of the water in the middle of the river out off the Treadwell Gordon building, be careful when coming to the finish line.
5. A submerged log just within metres of the tip of WCS slipway, only visible on a very low tide.

Let me know if there are others that we need to warn about please.