

SIRA TIME TRIAL PROCEDURES AND REGULATIONS

SIRA Regatta participants,

The Board of Directors, as you certainly know by now, has implemented a time trial format for the first round of the regatta instead of heats. There were three major factors leading to this decision:

1. The still-growing regatta has become large enough that there is not enough time to run heats in a realistically fair pattern for advancement. We do not want to go in the direction of many regattas where one or two crews qualify from randomly drawn heats and a large majority of crews then go home. Time trials allow us to run large events in far less time.
2. Related to the above, time trials should remove some of the vagaries of unevenly breaking heats, where some are relatively “easy” and others are “stacked.” Through time trials crews “seed” themselves into semifinals or finals based on performance.
3. Time trials allow for enough time in the program to allow nearly every crew to row at least twice, once in a time trial and at least once in a head-to-head format. Far too many crews were finishing well behind in their heats and departed the regatta without the chance to race crews of similar speed. The time trial will allow for sorting crews into lower finals where they can at least get a race in against crews of a comparable level.

As for the nuts and bolts of the operation, please take note of the following.

PRE-RACE

It is hard to amaze me with questions after all this time with SIRA, but this one from several programs managed to do so. Yes, lightweights have to weigh in BEFORE they row the time trial.

Bow numbers will be assigned in a few days after more time for scratches has passed. Bow numbers will be picked up in the regatta office Saturday morning and collected on the landing dock by ORRA volunteers.

The traffic pattern DURING THE TIME TRIALS ONLY will be changed. Crews will leave the marina inlet and turn right toward the finish line. There will be a buoy beyond the finish where crews will turn and proceed toward the start in Lane 0.

To facilitate this traffic pattern, the docking pattern will also be reversed. The docks furthest from the boathouse will be for launching, with those closest to the boathouse for landing, DURING THE TIME TRIALS ONLY. This will prevent incoming and outgoing crews crossing paths at the inlet.

Buoys will also separate crews heading to the finish line along the shore from those returning to the marina area after racing.

Oak Ridge is preparing maps for posting and distribution with the new traffic pattern.

TIME TRIAL RACING

Starting Order

All placements described as selected at “random” were determined by using random.org which generates random numbers in what is recognized by most experts as the best option available.

For each event, the previous year’s returning “A” finalists start at the front of each field in finishing order. The returning “B” finalists from the previous year start next in random order. All other entries follow in random order.

Racing Format

Crews will row into the starting line of the time trial at the direction of the start area officials. Crews must not stop prior to the starting line to perform a racing start.

The starting timers will be stationed on the course at a point that will make the time trial 1750 to 1800 meters. Odd numbered crews will use lane 5, alternating with even numbered crews using lane 2. The referees will start the crews 15 to 20 seconds apart, leaving 30-40 seconds between crews in each lane.

Lanes 3 and 4 are not to be used except in case of emergency.

Crews being overtaken must yield when the overtaking crew is within three lengths. Crews in Lane 2 must yield into Lane 1, and lane 5 into Lane 6. Referees will be placed alongside the course and will disqualify any crews failing to yield. Each crew must allow every other crew a fair chance of competing during the time trial.

POST RACE

Crews must clear the finish area as soon as possible to avoid any following crews from being obstructed. The return to the marina will be between the buoy line and the race course, allowing crews proceeding to their time trial the area along the shore.

Results and progression information will be posted as quickly as possible after the completion of each event in the same manner as heat results in the past.

Progressions from the time trials are noted on the race schedule. For progression into semifinals, the lanes will be assigned by finish order.

Progression from TT to Semis for 2 semifinals:

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
Semi 1	TT-9th	TT-5th	TT-1st	TT-4th	TT-8th	TT-12th
Semi 2	TT-10th	TT-6th	TT-2nd	TT-3rd	TT-7th	TT-11th

Progression from Semis to Finals for 2 semifinals:

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
A Final	S1-3rd	S2-2nd	S1-1st	S2-1st	S1-2nd	S2-3rd
B Final	S2-6th	S1-5th	S2-4th	S1-4th	S2-5th	S1-6th

Progression from TT to Semis for 3 semifinals:

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
Semi 1	TT-13th	TT-7th	TT-1st	TT-6th	TT-12th	TT-18th
Semi 2	TT-14th	TT-8th	TT-2nd	TT-5th	TT-11th	TT-17th
Semi 3	TT-15th	TT-9th	TT-3rd	TT-4th	TT-10th	TT-16th

Progression from Semis to Finals for 3 semifinals:

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
A Final	S2-2nd	S3-1st	S1-1st	S2-1st	S3-2nd	S1-2nd
B Final	S3-4th	S2-3rd	S1-3rd	S3-3rd	S2-4th	S1-4th
C Final	S1-6th	S3-5th	S2-5th	S1-5th	S3-6th	S2-6th

Please make certain that all of your crews are aware of these details, and the regatta looks forward to your cooperation as we make this new approach work to the benefit of all participants.

Thank you,

Bob Jaugstetter, Secretary Registrar, SIRA