

Head of the Lake

OFFICIAL HANDBOOK 2016

Welcome to the 2016 HEAD OF THE LAKE Regatta

Thanks to all of you that have gathered this weekend to race in the Head of the Lake regatta. Lake Washington Rowing Club, the oldest rowing club in Seattle, is proud to host and organize this event year after year. Putting on a regatta of this size would be impossible without the very generous support we receive from the University of Washington and we extend our sincere thanks to them. We would also like to acknowledge and thank our many, many volunteers and our sponsors. Our primary sponsor, Pocock Racing Shells, has a large presence in the Seattle rowing community so we are happy to acknowledge and thank them individually for their ongoing support, year after year. Thanks again for coming out to race this weekend on this beautiful race course, here in Seattle. We hope that everyone has a great time. Be safe, have fun and go fast!

Sincerely,
Lake Washington Rowing Club

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Head of the Lake:

The Tradition Continues.....

The Head of the Lake race first began in 1979 when a small group of scullers at LWRC agreed to race each other at the end of the season. A fall race would help the athletes gauge their progress in their training regimen. From this humble beginning the Head of the Lake regatta was created and quickly became an annual local event. As the rowing community grew so did the number of participants. Over the years, collegiate crews have traveled from Pennsylvania, New York, Texas, North Carolina, Michigan and Victoria BC to compete. Scullers and master rowers have traveled from places like California, Vancouver BC, Massachusetts, Colorado, Minnesota and Alaska. Now considered the largest fall rowing regatta on the West Coast, the level of competition has risen dramatically, making this a challenging race and a prestigious rowing event. Spectators can gather along the historic Montlake Cut to watch collegiate rowers, juniors, masters, open rowers as well as former Olympians compete in this scenic 3 mile race.

Lake Washington Rowing Club

LWRC was founded 57 years ago by a small group of athletes training for international competition. Coached by Stan Pocock, they established a tradition of excellence for LWRC by winning gold medals in the 1960 and 1964 Olympic games and the 1959 and 1963 Pan American Games. Women joined the Club in 1963, and in 1966 a group of nine LWRC women hosted and won the first National Women's Rowing Association (NWRA) Championships. In 1969 the LWRC women again won the NWRA Championships, and became the first USA women's crew to travel to Europe to compete in the World Championships. Over the years since this "first" a number of members have competed and excelled in National and International level rowing competitions. Since then, LWRC has grown to include recreational and competitive rowers and scullers, bringing with them a wide variety of skills and a considerable measure of stability and support.

RACE SCHEDULE — Racing begins at 8:00 AM

1	Mens Collegiate/Open 8+	22	Mens Masters 4x
2	Mens Collegiate JV 8+	23	Mixed Masters 4x
3	CHAMP Women's 8+	24	Mens Junior 2x
	Sponsored by POCOCK Racing Shells	25	Mens Open 2x
4	Womens Collegiate JV 8+	26	Womens Open 2x
5	Mens Collegiate 3V 8+	27	Womens Junior 2x
6	Womens Collegiate 3V 8+	28	Boys U-17 2x
7	Mens Junior 8+	29	Girls U-17 2x
8	Womens Junior 8+	30	Mixed Masters 2x
9	Boys U-17 8+	31	Mens Junior 4x Coxed
10	Girls U-17 8+	32	Boys U-17 4x Coxed
11	Womens Collegiate/Open 4+	33	Womens Junior 4x Coxed
12	Mens Junior 1x	34	Girls U-17 4x Coxed
13	Womens Open 1x	35	Mens Open 8+
14	Womens Junior 1x	36	Womens Open 8+
15	Mens Masters 1x	37	Womens Masters 4x
16	Womens Masters 1x	38	Mens Masters 4+
17	Mens Masters 8+	39	Womens Masters 4+
18	Mixed Masters 8+	40	Mens Junior 4+
19	CHAMP Men's 4+	41	Womens Junior 4+
	Sponsored by POCOCK Racing Shells	42	Mens Masters 2x
20	Womens Masters 8+	43	Womens Masters 2x
21	Mens Open 1x	44	Parent Child 2x

REGATTA SCHEDULE OF EVENTS

Saturday, November 5

Greenlake Frostbite Regatta, Seattle, WA

5:30 - 8:00pm Race packet pick-up at Lake Washington Rowing Club, Regatta Merchandise for sale, FREE Lasagna dinner hosted by LWRC.

Sunday, November 6

5:00 am Trailer parking begins at UW

6:00 am Mandatory coaches and coxswains meeting near the Conibear Shell house

6:00-8:00 Race packet pick-up at Conibear Shell house

8:00-12:00 Race packet pick-up at Conibear Shell house Races are held

There will be at least two Awards Ceremonies. Please refer to your race packet for more details. Information will also be posted on race day. These awards presentations will be held upstairs at Conibear Shell house. Throughout the day – Vendors (merchandise and others) will be just outside the shell house and there will be hot off the griddle pancakes and breakfast “snacks” inside Conibear Shell house.

GENERAL RULES

REGISTRATION:

1. This is a US Rowing registered regatta. Each program must be an organizational member of US Rowing. US Rowing rules and definitions will apply to all age-specific race categories. Contact US Rowing with any questions about membership:
Toll free: (800) 314-4769
Email: members @ usrowing.org
Office Tel: (609) 751-0700
Website: www.usrowing.org
2. Rowing Canada Aviron Membership: Each program must be an organizational member of RCA or US Rowing. Contact Rowing Canada Aviron with any questions about membership:
Toll free: (877) 722-4769
Email: rca@rowingcanada.org
Office Tel: (250) 361-4222
Website: www.rowingcanada.org
3. Unless approved in advance by the Race Director please do not submit an entry with a crew of novice rowers or with a novice coxswain.
4. Entries can only be submitted through Regatta Central at www.regattacentral.com and must be submitted before the regatta registration deadline.
5. Registration closes November 1st or when the number of entries has reached 450. No entries will be accepted after registration is closed.
6. No entries will be accepted on the day of the race; no events will be combined on the day of the race regardless of scratches.
7. Events with too few entries may be combined with another event. This will be at the discretion of the registrar.
8. Inquires or questions may be directed to HOTL@lakewashingtonrowing.com.

ENTRY FEES:

BOAT TYPE	ENTRY FEE
Eight	\$130
Four/Quad	\$90
Double	\$50
Single	\$30

WAIVERS:

1. All participants must sign a waiver. (Rowing Canada members may use the US Rowing waiver).
2. No one will be able to participate without a signed or on-line waiver. NO Exceptions!
3. Online waivers can be submitted through Regatta Central and must be submitted before the regatta registration deadline. HOTL is registered with US Rowing and accepts the once-a-year US Rowing waiver. To submit a waiver online, follow the instructions at the HOTL Regatta Central Waiver Link.
4. As an alternative to online waivers, athletes may also send a signed, printed copy of their waiver directly to the regatta and must be received no later than a week before race day. These can be mailed to LWRC, 910 N. Northlake Way, Seattle, WA 98103, emailed to HOTL@lakewashingtonrowing.com or faxed to 206-547-3549.

MANDATORY PRE-RACE MEETING:

One representative from each boat must attend: 6 AM, November 6, at the Football Assembly Room at (under) Hec Edmundson Pavilion. Follow the signs (A-boards with arrows) from the SW corner of Conibear Shell house. Any decision (due to weather conditions) made prior to the start of the regatta to use one of the alternate course options will be announced at the pre-race meeting.

RACE PACKETS:

Race packets will be available at LWRC from 5:30 to 8:00 PM on Saturday, November 5. We STRONGLY urge that all race packets be picked up on Saturday versus Sunday morning at Conibear.

Bow numbers: Included are numbered bibs to be worn on the backs of both the bow person (large number) and coxswain (small number). Crews without a bow number will not receive a recorded race time. Bow number markers will be provided. Please return ALL bow markers to either 1) a box marked "BOW MARKERS" placed at the launch site, 2) hand it to a volunteer Race Official on the dock or 3) return it to the LWRC shell house. These are not to be kept by the crew.

AWARDS:

In recognition and in celebration of the natural beauty here in the Pacific Northwest our regatta winners will be awarded a stunning award (medal) made of stamped glass. These awards have been designed by a local artist and each one is individually created and hand-stamped.

The winners of the Championship Women's Eight event and the Championship Men's Four events, sponsored by POCOCK RACING SHELLS will receive an additional award.

A number of events have an event specific trophy that will be presented to the event winners but we are not able to allow these trophies to be taken home with the recipients.

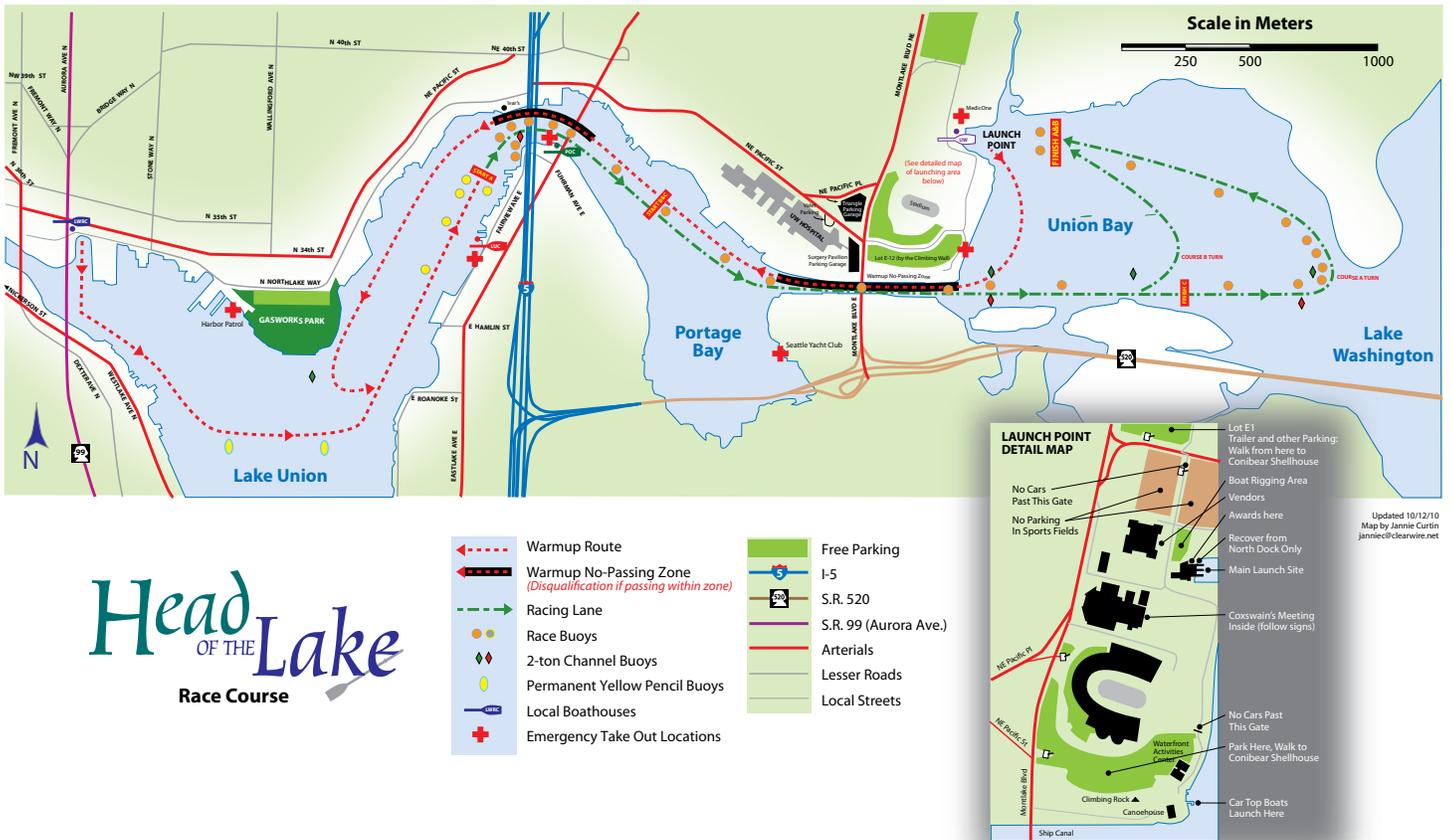
Masters races will be awarded first place medals based on individual or based on grouped* ages divisions, A-J. (*Some age divisions may be combined due to lack of sufficient entries.)

EQUIPMENT:

1. Respect for the safety of other competitors and their equipment must be observed at all times.
2. Bow balls and bow numbers are required for any boat preparing to race. Boats without bow balls will not be allowed on the race course. Boats shall also be fitted with a "bow clip" to attach a bow number. The regatta will supply bow numbers. Boats without a bow clip to attach a number may be prohibited from racing. Reference Rule #3-105.
3. Bow Coxed Shells: All bow-coxed shells must meet the Rules of Rowing requirements regarding the size of the opening through which the coxswain enters the shell. Reference Rule #3-110.
4. Shoes must have heel tie-downs restricting heel lift to 3 inches (7.5 cm). Reference Rule 3-109.
5. Crews are expected to wear matching race shirts or tops.

LAUNCHING:

1. All crews will receive launching and landing directions from the Dock Masters at Conibear Shellhouse, Waterfront Activity Center (WAC), Lake Washington Rowing Club, Pocock Rowing Center and Lake Union Crew.
2. Launching will be in the order of events. Please allow your crews ample time to launch. The lines are especially long at the Conibear Shellhouse so please allow extra time to launch from this location. Crews may be asked to wait if there are crews that need to launch for an event that proceeds the waiting crew's event. This will be at the discretion of the dock masters. Coaches/coxswains: bow balls and heel tie downs will be checked by regatta personal before launching. If your equipment does not meet US Rowing safety standards you will be asked to move out of line to make necessary repairs to bring your boat into compliance.
3. Please start launching immediately after the coxswains/coach meeting.
4. Please arrange for assistants to carry oars and collect shoes. Please be courteous to your fellow competitors and make any adjustments and/or tie in on the water. Conibear Shell house launching: There will be four (4) Dock Masters at this location to assist you. This is the most congested launching area of the regatta. It is imperative that you be ready with oar and shoe assistants before you approach the docks as your time will be very limited. Returning boats at Conibear will be recovered from the North dock (and at the other three (3) at the Dock Master's discretion).
5. Only those crews currently established at Pocock Rowing Center and College Club will be allowed to launch from these locations.



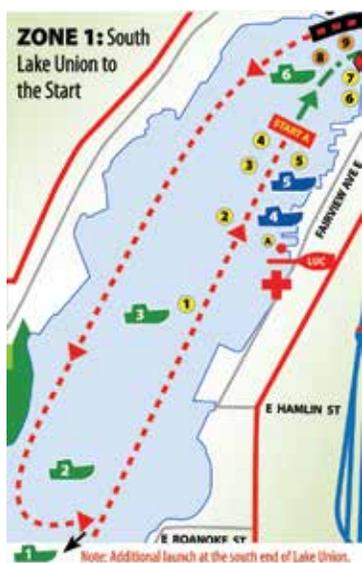
THE RACE COURSE

The Head of the Lake is a three-mile race with a wide, three-point buoyed turn near the finish. The race starts midway in Lake Union along “boathouse row” with views of the Seattle skyline and the Space Needle and follows the shoreline heading north past Pocock Rowing Center and then turning under the University Bridge. It continues east through Portage Bay and through the Montlake Cut into Union Bay. After passing Fox Point (the Washington Arboretum) still heading towards Lake Washington, the course follows a buoyed three-point turn heading north and then continues northwest towards Husky Stadium and Conibear shell house. The finish line is about 200 meters outside the entrance to Conibear Shell house.

Before racing please double check the course map and be prepared to ask any questions you may have at the coaches/coxswain meeting. Do not rely on the crew ahead of you to know the course. Keep a sharp eye for possible on-coming traffic and or boats that have overturned or stopped. As always, use common sense.

The race course is divided into 5 zones. The red travel lines and arrows signify the warm-up lanes and the green travel lines and arrows signify the racing lane. There are also four (4) different courses (A, B, C and D) to accommodate a change in weather conditions.

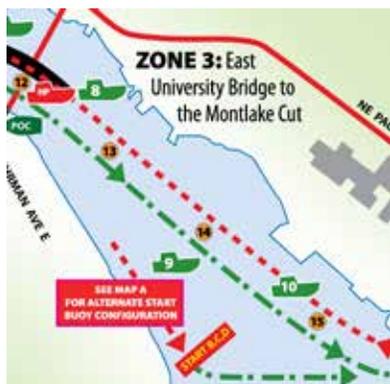
COURSE A: The main race course:



ZONE 1: Crews can enter the starting chute after going past Gas Works Park or from the south end of Lake Union. Follow the directions of the referees and race officials stationed in those positions and those of the starter (please refer to Starting Procedures #3-#6 in this booklet). The map shows the direction of travel (redline and arrows).

ZONE 2: After crossing the starting line (following the green racing line on the map) head towards the red channel buoy (red triangle on the map). The racing lane is between the large red channel buoy with course buoys #6 and #7 on your starboard side (coxswains right) and course buoys #8, #9 and #10 on your port side. **DO NOT TRAVEL BETWEEN THE RED NAVIGATION BUOY AND THE SHORE!** The best racing

line is to hug the red channel buoy as much as possible during your turn towards the University Bridge. Eights – you may want to make your course at the start closer to the port side of the starting chute in order to start your turn before the red channel buoy to get the best possible angle going under the University Bridge. While rowing under the University Bridge keep course buoys #11, D and #12 on your port side and buoys B and C on your starboard side. **BEWARE:** This is the most dangerous turn on the race course! Pay particular attention to crews launching and returning to the Pocock Rowing Center. Even though these crews should NOT be moving onto the race course without the direction of race officials, do not assume they are going to be paying attention!!!! All crews need to take great care when negotiating this turn during their race.



ZONE 3: After going under the University Bridge follow the green racing lane into Portage Bay. Keep course buoys #12, #13, #14 and #15 on your port side (coxswains left side) as you continue towards the west end of Montlake Cut.

ZONE 4: Here you will be entering the Montlake Cut after passing course buoy #16 on your port side. Hug the south side of the cut (starboard side) as much as possible. Please refer to Traffic Pattern Rules #8 in this booklet. Continue through the cut while keeping course buoys #17 and #18 on your port side.





ZONE 5: As you exit the Montlake Cut keep the large red channel buoy (red triangle on the map) on your starboard side and the course buoy #19 on your port side. Your line of travel continues east past Fox Point towards Lake Washington, keeping course buoy #20, the large green channel buoy (green triangle on the map), and course buoys #21 and #22 on your port side. While maintaining your easterly course towards the large 3-point turn, keep the large red channel

buoy (red triangle on the map) on your starboard side and the course buoy #23 on your port side. After going through both of these buoys you should be starting your port turn. As you execute your turn keep ALL BUOYS on your port side (course buoys #24, #25, #26, #27 and #28).

Finish Line: Continue towards the finish line, keeping course buoys #29 and #30 on your port side. Row through and between the last 2 buoys (#31 and #32) at the finish line. Do not stop but continue rowing. Please refer to the Finish Line paragraph in this booklet for finish line instructions.

ALTERNATE START FOR B, C, & D COURSES - ZONE 3: In case of inclement weather the Head of the Lake may be shortened to a new start. This start is located on Portage Bay approximately 200 meters east of the University Bridge. If this start change is made, no crews will be allowed to warm-up past the University Bridge. Crews will make a port turn from the warm-up lane in front of University Bridge (east side) and proceed directly towards the starting chute. The starting procedures are the same as for course A. After starting continue to keep course buoy #15 on your port side while heading towards the west end of Montlake Cut.



MAP A: ALTERNATE STARTS B, C, D:
East Montlake Cut

Course B: This course uses the alternate start but otherwise will follow the regular course with a turn at the east end of Union Bay and continuing to the Finish line.

Course C: In case of inclement weather the large 3-point turn will be moved to just past the large green channel buoy and course buoy #21. Follow the same instructions as above - keeping the course buoys (#23 to #30 which will be moved to their new location off buoy #21) on your port side. Row through and between the last 2 buoys (#31 and #32) at the finish line.

Course D: If the weather is really foul, the finish line will be just off of Fox Point past the green channel buoy and course buoy #21. Again, don't stop but continue rowing through the finish line up to buoy #22.

SPECTATOR VIEWS:

A great deal of the race course can be viewed from shore. The best viewing spots are at the start near the College Club boathouse, the Pocock Rowing Center, Ivars Salmon House restaurant dock, along the Montlake Cut, on the Montlake Bridge, at the old Canoe House (WAC) and at Fox Point in the Arboretum.

RACING RULES

TRAFFIC PATTERN (racing and non-racing boats):

!!!VERY IMPORTANT INSTRUCTIONS FOR RACING and ROWING UNDER THE UNIVERSITY BRIDGE!!!

Without exception, ALL crews heading towards Lake Union to the start or returning after racing (and before the regatta is completely over) must use the northern most opening (shore side, across from Pocock Rowing Center) of the University bridge. The middle or main opening is for RACING ONLY. You will want to reduce your speed as you approach but there is adequate room, one shell at a time, to pass through this opening.

1. If the racing shell of any crew or individual rower crosses over the outside (port) buoy line, while taking the "Pocock turn" (rowing under the I-5 and University bridge), the crew or rower will be disqualified.
2. Any boat/crew/coxswain/sculler/competitor showing a flagrant disregard or intentional violation of rules concerning safety or fairness and/or failing to follow the instructions of US Rowing Referees, Marshals, or Dock Masters at any time during the HOTL will be assessed a time penalty and may be excluded.
3. Boats must keep to the right (coxswain's view) of the waterway at all times during the race and follow the established buoy marked course. In areas where there are no buoys (on Saturday before the course has been set or above or below the course) boats should keep to the right of the waterway. Traffic patterns should be observed during practice as well as during the race. (Please refer to the regatta map located in the center of this booklet).
4. A detailed review of the race course and traffic patterns will be presented at the coach/coxswain meeting. It is crucial that at least one representative from your organization attends this briefing. There is always the possibility of last minute changes in the course layout and/or implementation of regatta procedures neither of which will be covered here. Please note: there is no guarantee that the 2016 Head of the Lake Regatta course will run exactly as the same as in 2015.
5. Your safety is the referee's primary responsibility. The established traffic pattern is critical to everyone's safety. It prevents crews from running into things like bridge abutments, piers extending into the waterway, navigation buoys, etc. All these items are found on this race course. You are expected to be knowledgeable of these items before you launch.
6. To preclude the unfortunate occurrence of two crews potentially running into each other, any crew that steers into a lane of on-coming traffic either when racing or when using the travel lane will be penalized and possibly excluded. Head-on collisions at race pace have the high probability of placing someone in the hospital. You MUST NOT presume that the other boat sees or hears you and will move out of your way.
7. We expect each crew to take on the responsibility to remain keenly aware of your surroundings. Stern-coxed shells have a large blind spot directly in front of the coxswain. Bow coxed shells have a blind spot directly behind the coxswain and are vulnerable to interference challenges with crews attempting to pass. Work out a communication plan between the coxswain and the immediately adjacent oarsperson. Rowers, keep your coxswain aware of things that he or she may not be able to see or hear from their position in the boat.
8. Boats racing have the right of way over all other boats. A boat proceeding in line with the direction of the waterway has the right of way over a boat crossing the waterway. Great care should be taken when turning around or crossing the waterway or race course. During racing, boats launching from and returning to Pocock Rowing Center and College Club boathouses will be asked to follow specific instructions from the Dock Masters and Referees: Besides the warm-up lanes in Montlake Cut and the University Bridges, THIS CROSSINGS IS THE MOST DANGEROUS AREA ON THE RACE COURSE. The Race Marshal and the Dock Master will direct crews in this area. Listen carefully and follow instructions!

POCOCK ROWING CENTER — Special Instructions

Launching: There is a white buoy line between the racing lane and the launching docks. You must remain in this area until you are given verbal instructions to cross the racing lane and traffic pattern from the Marshal and the Dock Master. Be prepared to cross immediately when signaled. Your crossing will only be allowed during breaks in the race schedule. At times, be prepared for a long wait and keep yourself and your crews within the buoyed wait area. Returning: Follow the same procedure as above. You will be asked to wait in the waterway between the warm-up lane off the dock at Ivars and the racing lane. Proceed across the race course only when told to do so.

9. WARM-UP LANES: You will be briefed that while traveling through the Montlake Cut and the University Bridge there is a no-passing rule in effect. The warm-up lane extends from the entrance of Conibear Shell house in Union Bay to the eastside of Gas Works Park in Lake Union. Crews should follow the established traffic pattern (as far right to starboard) as possible. You may pass other crews while warming up except in the following two (2) locations:
 - 1) Full length of the Montlake Cut (Waterfront Activities Center to UW Hospital)
 - 2) 100 meters east of the University Bridge to the south end of Ivars Restaurant. This is a single file lane under the shore side of the University Bridge.

THESE TWO (2) WARM-UP LANES ARE SINGLE FILE ONLY!!!!

Crews passing another crew in either of these locations while warming up may be excluded. However, if they are forced into a passing situation by another crew the referee will determine what appropriate action should be taken. Also, crews entering the warm-up lanes while racing or crews who are warming up and enter the racing lanes may be excluded from the race depending on the circumstances of the violation as viewed by the referee.

WARM-UP AREA IN SOUTH LAKE UNION

The warm-up area in South Lake Union is counter-clockwise. A good rule of thumb is to use the Space Needle as your point after passing Gas Works Park. Once you are in the south end of the lake, continue in a counter-clockwise pattern. There will be two (2) Race Marshals in this location to help guide you into the starting chute.

STARTING PROCEDURE:

1. The start line is located at the College Club on the northeast shore of Lake Union.
2. Please be in the Lake Union staging area 10 minutes prior to your start time. Crews are encouraged to launch one hour prior to start time.
3. Prepare to start in bow-number order and follow the instructions of the Race Marshall. Crews arriving late for their start may face either a reprimand or a warning. Directions from the Starter must be followed at all times. Late arriving boats may not cross the line of buoys to jump into the starting sequence, but should wait for instructions from the Marshal or the Starter. Boats that arrive late may be allowed to start behind their assigned position in their event at the discretion of the Starter. (Refer also to #7)
4. Please look for other boats in your event and move into the starting chute together. Crews shall be responsible for maintaining their proper order, for maintaining the proper distance between their boat and other crews, and for staying within the chute as they approach the starting line. While waiting, if a south wind is present expect to be pushed out of position please make the appropriate accommodations and adjustments. Crews not maintaining their proper position may be delayed from starting and moved to the end of the starting order.
5. Once each event start is underway all shells will move as a column towards the starting chute. Please be located at the top of the start chute ready to move into position to start as soon as the crew preceding you are sent on their way. Please be courteous and allow the crews in your event with a lower bow number to get past you as you and head towards the start chute. Respect for the safety of other competitors

and their equipment must be observed at all times.

6. The starting chute is comprised of two lines of buoys approximately 100 meters long and 30 meters apart. The Start Marshal will call crews through the chute one boat at a time. Wait for the command before beginning to accelerate towards the starting line. Do not begin moving towards the starting line until instructed to do so. You will be called to row down the chute one at a time at 10-15 second intervals via a megaphone.
7. Any crew or individual rower that misses their event will NOT be allowed to race.

RULES OF RACING:

1. The Head of the Lake is a three-mile race with a wide buoyed turn near the finish. The turn must be made with the entire crew rowing. If you "hold down" while making the turn, you will be excluded. NOTE: A crew may hold down without penalty to avoid colliding with another crew/boat.
2. Where buoys mark the boundaries of the course, a crew shall be penalized ten (10) seconds for each buoy that the crew passes incorrectly.
3. Any boat showing a blatant disregard for safety will be excluded from the regatta.
4. Fours and eights and coxed quads must have the coxswain on board during the entire race.
5. Good sportsmanship is expected at all times. The ability to accomplish effective and successful passing is an important aspect of head racing.

PASSING:

Responsibilities of the overtaking boat (Passer):

The act of Passing is defined as a boat overtaking another crew when the Passer has moved to within one length of open water of the crew they want to pass.

1. In passing situations, and only if it is safe to pass, the overtaking crew has the right to chose which side they want to pass on, Port or Starboard. If a pass is attempted, and there is neither adequate room nor time to perform the pass safely, the overtaking boat must delay the act of passing. NOTE: Passing adjacent to the single-file warm-up lanes — Remember if you proceed into the buoy line while racing or into the warm-up lanes during any part of the race during the act of passing or if you force the boat you are passing into across the buoy line into on coming traffic you, the Passer, may be excluded.
2. The passing crew must allow time for the boat that they are overtaking to safely yield. If the passing crew does not yield when safety is a factor and if they cause a collision or injury to another rower during the process a penalty will be assessed. Exclusion may also be the appropriate action.

Responsibilities of the boat being overtaken:

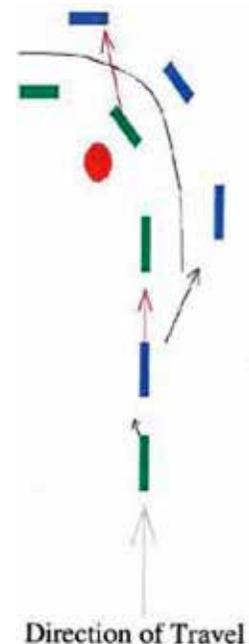
1. 1. In passing situations, the crew being passed must yield the line taken by the passing crew as quickly and efficiently as possible. Movement to yield must begin when the passing crew is within one length of open water.

Always be alert to possible upcoming passing attempts and be prepared to miss a few strokes to allow the Passer to pass safely and without interference. All shells coxed from the bow are advised to have their bow seat rower notify the coxswain when a following crew is positioning themselves to attempt to pass and on which side of the boat they will be passing.

PASSING PROTOCOLS

As the **Green Crew** moves within one (1) length of the **Blue Crew** and wishes to pass presumably on the inside signified by a change in course to the port side of the **Blue Crew** in this example (short black arrow), taking the shorter course around the turn. The **Blue Crew** must yield, to the outside of the turn (long black arrow) before no less than 1/2 boat length of open water remains. Should the **Blue Crew** continue on (1st red arrow) it has "FAILED TO YIELD" and is subject to penalty.

In as much as the **Green Crew** has taken the inside lane, it has the obligation to make the tighter and faster turn. The tendency is to underestimate the distance needed to turn and drift wide into the lane occupied by the **Blue Crew** (2nd red arrow) consequently the Green Crew is subject to penalty as it "INTERFERES" with the course of the Blue Crew.



THE FINISH:

The finish line is located about 200 meters in front of the opening to the Conibear Shell house. A finish line dock is positioned there. As you pass in front of the finish line dock a horn will sound signifying that you have crossed the finish line. Please keep rowing and move away from the finish area to allow space for the crews behind you to cross the finish line safely. Do not allow the finish area to become a collision zone.

PROTESTS AND PENALTIES:

Every section of the race course, from start to finish, will be staffed by licensed US Rowing referees. Their decisions regarding calls and penalties that are protested will be final. If you have an issue that you feel impacted your race or a question about a penalty you are permitted to submit a written letter of protest within 1 hour of the finish of your race. A jury of three race marshals and referees will review your protest and render a decision. One of the three may consult with you directly to explain their decision. You may hand your letter of protest to one of the Regatta officials or the Race Director.

TYPES OF PENALTIES

1. Reprimand: A reprimand shall consist of an informal caution and shall have no immediate effect upon a crew. Subsequent behavior by the crew inconsistent with the terms of the reprimand, however, may be evidence that the crew acted flagrantly or intentionally.
2. Warning: A crew that receives two warnings applying to the same race shall be excluded. All warnings shall expire and be of no further effect once the race to which they apply has been successfully completed.
3. Exclusion: A crew/boat that is excluded shall be removed from the event. In a head race, the excluded crew will not receive a time.
4. Disqualification: A crew that is disqualified shall be removed from racing at the regatta. Disqualification shall be presumed to be appropriate where a crew has acted in a flagrant or intentional violation of rules concerning safety or fairness. In no event shall the duration of disqualification imposed by an individual race official or Jury exceed the duration of the regatta. All cases of disqualification, however, shall be reported to USRowing Referee Committee.

Understand that "Failure to Yield" and "Interference and Traffic Violations" are determined by the referees. Interference and Failure to Yield penalties are not subject to protest.

PARKING AND TRAILERS:

PARKING

There will be numerous parking lots surrounding Conibear Shell house. Spectators may use lots E-18 and E-12. No parking is allowed in the lot directly next to Conibear. This lot (Lot E-8) is reserved for rigging boats only. Improperly parked vehicles will be towed. Entrance to E-18 for ALL vehicles will be allowed only at the north end of E-18.

TRAILERS

All trailers are asked to enter the lot E-18 via the NORTH entrance. Trailers must remain parked in Lot E-18 lot during the regatta. If you are arriving with a boat trailers you MUST contact Michael Cheung at 206-909-4097 or trailers@headofthelake.org. to provide him with your contact information. It may be necessary to provide you with updated parking instructions and this also allows us to monitor the number of trailers that will be arriving. This parking area (Lot E-18) will be used by other individuals attending events at the UW during the weekend so please do not block in any vehicles.

Please note: For safety reasons only, we request that no out of town crews park their trailers or launch from the Pocock Rowing Center. This is very congested area on the race course and we want to keep the number of boats crossing the course to a minimum.

BUS PARKING

All buses must enter the E-18 parking lot through the NORTH entrance. You will get stuck trying to negotiate the south entrance!

CAR TOPPED BOATS

Car topped boats are highly encouraged to launch and recover from the Waterfront Activities near the old Canoe House on the south side of Husky Stadium (parking Lot E-12).

Please note: The perimeter road between the docks and parking lot are for loading/unloading only. Do not leave your vehicles on this road or you may be towed and/or ticketed.

DIRECTIONS:

E-18 AND E-12 PARKING LOTS:

Directions to E-12 from Highway 520:

Take the Montlake Boulevard exit. Continue north on Montlake Boulevard, crossing the drawbridge. Turn right into the Husky Stadium parking lot adjacent to NE Pacific Street.

Directions to E-18 from I-5:

Take the NE 45th Street exit (exit #169) from I-5 and continue east on NE 45th Street approximately 1.4 miles to Mary Gates Memorial Drive. Turn right onto Mary Gates Memorial Drive. Go one block and turn right onto Clark Road. At the end of Clark Road you will find the entrance to the E1 lot.

Directions to E-18 from Highway 520:

Take the Montlake Boulevard exit. Continue north on Montlake Boulevard, crossing the drawbridge. You will pass Husky Stadium and Hec Edmundson Pavilion on your right. When the road forks, bear right to stay on Montlake Boulevard. Turn right at Mary Gates Memorial Drive. Go one block and turn right onto Clark Road. At the end of Clark Road you will find the entrance to the E-18 lot.

LAKE WASHINGTON ROWING CLUB:

From I-5 N or S:

Take exit 169 – NE 45th St / University of Washington exit, and head west on 45th. Continue to Stone Way N (less than one mile). Turn left (south) on Stone Way and continue for approximately a mile. Go past the last light, at 34th Ave N and Stone Way and veer right (west), onto N. Northlake Way. The boathouse will be on your right, about a third of a mile down.

From 520:

Exit at Montlake. Cross the Montlake bridge and get take a left (heading West) at NE Pacific St. Pacific turns into N Pacific which meets N. Northlake Way at 36th St. Follow Northlake Way approximately 1.4 miles. Do not follow the arterial to Stone Way. Instead continue straight on N. Northlake. The boathouse will be on your right, approximately 1/3 mile down the road.

**If coming across the Fremont Bridge from Queen Anne, turn right onto N 34th Street immediately after the bridge, then take your first right down the steep hill directly underneath the Aurora Bridge (entrance to Adobe). Take a left at the stop sign. The boathouse will be on your right.*

HEAD OF THE LAKE - SAFETY PLAN:

It is our desire for all competitors to have a fun and safe regatta. To help ensure this indeed is the case, numerous safety measures have been taken. The course is on a public waterway and although vessels travelling through the area where the course is have been notified via "Notice to Mariners" that a race is being held, we cannot guarantee that they will wait to enter the course until given permission to do so. Seattle Harbor Patrol will do their best to monitor these situations as will any of the other race launches on the course.

Course Decision: Depending on weather conditions, it will be decided by regatta officials on the morning of the race and announced at the coxswain/ coaches meeting. Any decision to use an alternate course (as outlined in the regatta map) will be made in utmost consideration of each athlete's safety.

Rachel LeMieux, Chief Referee, Michael Callahan, UW Men's Coach, and the regatta race committee will be the individuals making the decision regarding using an alternate course. The Chief Referee will coordinate any referee input as well as input from the experienced launch drivers to the others involved in the course determination decision.

Dress for the weather: Seattle weather in early to mid-November is typically wet and cold so it is best to dress in layers and bring a change of clothing. Remember to plan for all weather conditions. As an athlete on the water, it is highly recommended that you bring a jacket or fleece, hat or long pants in the boat with you. Plastic bags work wonders! Please use common sense and dress appropriately!

FIRST AID:

First aid and/or medical emergencies will be provided by Medic One. A mobile unit will be located just outside of the Conibear Shell house. Other on-land first aid stations are located at Pocock Rowing Center, College Club boathouse, LWRC and the UW Waterfront Activities Center (WAC). If you see an emergency on land, alert the nearest on-water launch volunteer, course referee, dock master or regatta personal. If life threatening, call 911. Describe the emergency. State the location, state the nature of the incident and the number of people involved. Stay calm! Help will be on the way immediately. There is a dedicated radio network for the regatta and will and can be used for emergency situations. If possible, prevent people from interfering with response efforts.

ATHLETE SAFETY AND SHELL RE-ENTRY PLAN:

The Head of the Lake and Lake Washington Rowing Club has identified procedures to follow in the event there is an unplanned immersion for any reason.

UNPLANNED IMMERSION:

At ALL times, no matter how small the incident, everyone needs to remain quiet and await directions from either the launch driver or the coxswain assisting you. When there is not a coxswain the bow person is in charge. In ALL scenarios, if there are unfavorable conditions (very cold), try to get as much of your body out of the water as you can. When the Referee/Safety launch reaches you, you will be given a PFD.

1. Reentering a single is expected to be taught and practiced before being allowed to row.
2. Reentering a 2x protocol:
 - a) If one person falls out of the double, that person can follow the steps below for re-entry, or wait for the referee/safety launch.
 - b) If both rowers fall in the water, the bow person is in charge. If the boat has not rolled over, than one at a time, try to get into the boat (while the other person steadies it) or again, wait for the referee/safety launch.
 - c) If the boat is rolled over, climb on top of the hull and wait for a launch.
3. Reentering a 4+, 4x or 8+: If you find yourself thrown out of a boat, are not hurt, remain calm and take a few deep breaths.
 - a) You may try to climb back into your seat station from behind your rigger (or in sweep boat chooses that side that has no rigger). Those in the boat will hold the oars steady and lean towards the opposite side than that of which you are re-entering the boat.
 - b) If you are unable to re-enter the boat, hold onto the boat and wait for the referee/safety launch to come to you. The launch will approach the person(s) in the water slowly (and not from behind) and stall the engine off when they are approximately 3-5 feet away. Using the ladder provided, climb into the launch one (1) at a time. Do not overload the launch.

ON-WATER EMERGENCIES:

For all on-water emergencies the closest safety or referees launch responding on scene will be in charge and will have direct contact with all regatta personal including the Seattle Harbor Patrol. NOTE: When a problem arises the referee will raise a white flag if the mishap (overturned shell, rower in the water) occurs on the race course where shells may be passing. The referee may signal you to steer to one side or another in which case the white flag is dropped or waived to this preferred side. Row past the launch on the side indicated in a safe manner. Should you see a red flag (s) STOP RACING! Move to the nearest referee or rescue launch for further instructions. You will then be escorted or driven to the nearest safe take out point.

In almost all circumstances due to the normally cold temperatures the athlete will be removed from the water and **YOU WILL NOT BE ALLOWED TO CONTINUE RACING!**

***If you are ejected from your shell, your crew must remain with you or you're entire crew will be excluded. If you overturn and wish to continue racing, re- enter your shell and row away before a launch reaches you. If that launch reaches you, you have been in the water too long, you will be picked up and taken to a pull-out area (see the following locations listed below) to be warmed up, dried off and checked over by an EMT. They will decide if you can go back and continue rowing. (If you wish to argue over the decision about your being allowed back onto the water, the Seattle Harbor Patrol will be called over and you can argue with them).

All launches are equipped with PFD's blankets, cell phones and regatta phones. ONLY THE HARBOR PATROL WILL DIRECTLY CALL 911. For all other situations remain calm and follow the directions of the referee or safety launch driver in charge.

The Referee/Safety Launch in all areas of the race course will either move to assist or move to cover the position vacated by the Referee/Safety launch responding to the emergency. The Referee/Safety launch will monitor the regatta traffic in their areas, coordinate the positioning and actions of the other referees in their area and monitor conditions affecting racing.

Along the course there are seven (7) emergency pull-out access areas for on- water emergencies. All sixteen (16) launch drivers will have contact phone numbers for all seven locations along with copies of this protocol and will include the number for the Seattle Harbor Patrol which will have three (3) boats located in the start area in Lake Union, the water way in Portage Bay and at the east end of Montlake Cut in Union Bay. All launches drivers, referees, dock masters and head regatta personal will have access to the regatta communication system for constant communication in the case of an emergency.

PULL-OUT ACCESS AREAS (1) AND EMERGENCY ACCESS AREAS (2)

Refer to Overview Map on page

LAKE UNION:

Harbor Patrol (1,2)
1717 N. Northlake Way 206-684-4071
(West of Gasworks Park)

Pocock Rowing Center (1)
3320 Furman Ave. East 206-328-0778
(Under University/Freeway Bridges)

Ivars Salmon House (2)
401 NE Northlake Way 206-632-0767
(North Lake Union)

PORTAGE BAY:

Seattle Yacht Club (1,2)
807 E. Hamlin St.
206-325-1000
(SE Corner of Bay)

UNION BAY:

Conibear Shellhouse (1,2)
Walla Walla Road
206-543-2136
Facility closed on Sundays (NE of Husky Stadium)

Lake Wash Rowing Club (1,2))
910 North Northlake Way 206-547-2668
(Under Aurora Bridge, north side)

Aqua Verde Paddle Club/Dock (2)
1303 NE Boat Street 206-545-8570
(Under Freeway Bridge)

Pocock Rowing Center (1)
3320 Furman Ave. East
206-328-0778
(Under University/Freeway Bridges)

1, 2 Waterfront Activities Center (1,2)
Parking Lot E-12
Facility closed on Sundays
(East end of Montlake Cut, north side)

SEATTLE HARBOR PATROL: NON EMERGENCIES: 206-684-4071

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»»POCOCK

W

JL *racing*
UNCOMPROMISED ROWING CLOTHING