



Weather Contingency

In the event of bad weather on the day of the Championships the organisers will take advice from the Race Committee Chairman and Event Safety Advisor and adjust the racing arrangements.

This note summarizes some of the options that will be considered. All distances are based on 2000m for the long course start and 0m for the normal finish.

As conditions worsen an escalating response will be implemented, to include one of, or a combination of, the options listed below

In all situations, especially if wind increases, the lanes will be changed if possible to ensure fairness by moving crews across into the more sheltered lanes. This can only be done in races that use fewer than 6 lanes.

If conditions should become extreme it could become necessary to impose a total cessation of racing for a period of time, and ultimately abandonment of the rest of the day's racing.

Head wind

A very strong head wind could make conditions at the start and in the marshalling area above the start difficult.

- 1) Drop the lowest tiered non-championship events.
- 2) Drop the second lowest tiered non-championship events.
- 3) Free start from below start (950m), race to normal finish.
- 4) Free start from 500m to normal finish.
- 5) Time trial over the 950m or a shortened distance to normal finish in whichever lanes are more sheltered (usually 1 and 2).

Tail wind

A very strong tail wind could make conditions at the normal finish line and in the boating area difficult. The options look at using the top section of the course which can be less rough in tail wind conditions.

- 1) Drop lowest tiered non-championship events.
- 2) Drop the second lowest tiered non-championship events.
- 3) Stakeboat or free start from 2000m to 1250m or 1000m (which would be dependent on moving intermediate start).
- 4) Free start 1500m to 500m finish, would depend on moving intermediate start.
- 5) Time trial over a shortened distance (e.g. 1750m to 1250m) in whichever lanes are more sheltered (usually 1 and 2).
- 6) Consider changing boating arrangements to prefer Country Park raft and de-boating on boathouse raft if practical.



Cross wind

A strong cross wind can make conditions difficult, and unfair, in the outer lanes.

- 1) If conditions are unequal draw crews into lanes 6 → 1 or 1 → 6, with the fastest crews in the favoured lanes.
- 2) Move crews across to use sheltered lanes where possible.
- 3) Drop the lowest tiered non-championship events.
- 4) Drop the second lowest tiered non-championship events.
- 5) Time trial over shortened distance to normal finish in whichever lanes are more sheltered (usually 1 and 2).

Cancellation & postponement guidelines

The Race Committee Chairman, the Chairman of the Organising Committee, and the Safety Advisor are responsible for the operation of this procedure in line with the Event Safety Plan, and should constantly monitor racing conditions. Cancellation or postponement may arise from, for example:

- Steadily worsening weather, resulting in unfair or unsafe racing
- Temporary weather crisis such as a thunderstorm or squall
- Major incident such as an accident (on water or on land) or a security alert

The actions they can take include:

- Change the course: reduce the number of lanes, and/or shorten the course (by moving the start OR the finish line)
- Change the timetable: run later, and/or defer races to the next day
- Change the draw: implement the emergency draw, or institute time trials

This document cannot describe the action to be taken in every circumstance: that is what the responsible Officers are there to decide. They should do this by meeting in person if possible: in extreme circumstances they can do so by radio or mobile phone.

Each day of the Championships will be considered a separate competition and so any races that are abandoned on one day will not 'roll over' to the next.



In doing so they should follow these basic steps:

- Evaluate: actively seek information from relevant people (umpires, marshals, regatta officials) in order to make well-informed decisions, concentrating on facts rather than opinions.
- Decide: consider all reasonable actions in the circumstances, then select those that are in the best interests of fair racing and safety of competitors and officials.
- Communicate: ensure all relevant people are informed quickly about the decisions made, and confirm that key people (e.g. Race Control, Start) have received the message.

Common considerations:

- Speed is of the essence. It may be wise to suspend racing immediately for, say, 30 minutes, to allow proper consideration of a re-draw or other major change. A full decision can then be made and announced later.
- It's often wise to stop crews from boating straightaway, even if firm decisions haven't been made
- The quickest way to clear competitors from the course may be to race them to the finish.
- Head of Control Commission should take control of all boating rafts to ensure quick, efficient de-boating.
- If competitors are evacuated from the course other than at the finish, they need to be provided with warm, dry cover if possible.
- Officials, timing people and stakeboat people need attention as well as competitors.
- There are well-established guidelines on actions in the event of a thunderstorm.
- NWSC staff need to be part of any decision relating to buildings evacuation: their fire and security procedures should be followed, rather than creating our own.