

HEAD^{OF}THE LAKE

OFFICIAL HANDBOOK 221

REGATTA SCHEDULE OF EVENTS

Saturday, November 6, 2021

11:00 am	Trailer Parking begins at LWRC
3:00—6:00 pm	Race Packet pick-up at Lake Washington Rowing Club Regatta Merchandise for sale

Sunday, November 7, 2021

4:30 am	Trailer Parking begins at UW Lot E18
6:00 am	Mandatory pre-recorded coaches and coxswains
6:00—8:00	Race Packet pick-up at Conibear Shell House
6:30—12:00	Regatta merchandise sale at Conibear Shell House
8:00—12:30	Races from Lake Union, through the Montlake Cut, and into Union Bay

For updates to the regatta and information regarding registration, regatta fees, parking, trailers, and directions please visit [Regatta Central](#) or the [Head of the Lake](#) webpage.

Regatta Central: https://www.regattacentral.com/regatta/?job_id=7480
HOTL Webpage: <https://www.headofthelake.org/>

GENERAL RULES

RACE PACKETS:

Race packets will be available at LWRC from 3:00 to 6:00 PM on Saturday, November 2. 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 a box marked BOW MARKERS placed at the launch site, hand it to a volunteer Race Official on the dock or return it to the LWRC shell house.

AWARDS:

The first place winners of each event will receive a special medal. commemorating the HOTL race course. A second place medal will also be awarded in all Junior events and all other events with more than 10 entries.

A number of events have an event specific trophy that will be presented to the event winners. Recipients will not be able to take these trophies with them. Instead, the names of the winners of these events will have their names added to the engravings on the trophies.

Masters races will be awarded first place medals based on age divisions. Some age divisions may be combined at the discretion of the registrar.

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 emailed to HOTL@lakewashingtonrowing.com or mailed to LWRC, 910 N. Northlake Way, Seattle, WA 98103.

MANDATORY PRE-RACE MEETING:

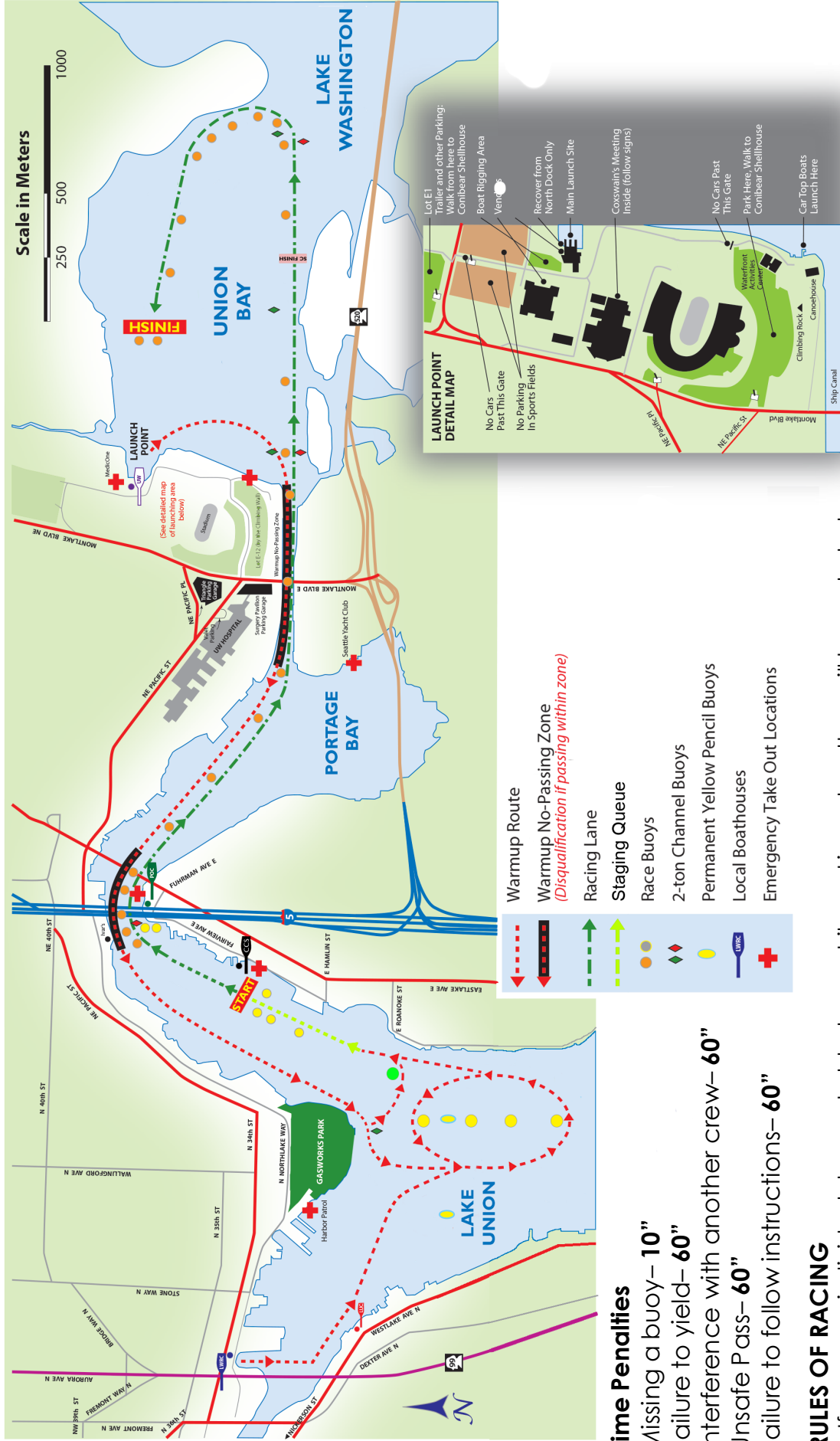
In order to comply with COVID-19 safety procedures, the pre-race meeting will be pre recorded, one representative from each boat must watch it.

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.
 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.
 4. Shoes must have heel tie-downs restricting heel lift to 3 inches (7.5 cm).
 5. Crews are expected to wear matching race shirts or tops.
- ⇒ DRESS APPROPRIATLY FOR THE WEATHER. Warm layers do not need to match.

LAUNCHING:

1. To comply with COVID-19 protocols everyone must wear face masks while on and around the docks and launching queue.
2. All crews will receive launching and landing directions from the dock masters at Conibear Shellhouse, Waterfront Activity Center (WAC), and Lake Washington Rowing Club.
3. 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 must be checked by the crew prior to launching, due to COVID-19 safety protocols launching officials will not be checking equipment.
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 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.
5. Only those crews currently established at Pocock Rowing Center and College Club will be allowed to launch from these locations.
6. Boats launching from the west side of Lake Union must join the warm-up loop heading south. Boats can only cross directly to the start line with the permission of a warm-up marshal.
7. Singles and doubles that are car-topped must launch at the UW Waterfront Activities Center



Time Penalties

- Missing a buoy– 10”
- Failure to yield– 60”
- Interference with another crew– 60”
- Unsafe Pass– 60”
- Failure to follow instructions– 60”

RULES OF RACING

- If a crew or individual stops or holds down while making a turn they will be excluded.
- If a crew’s oars or racing shell cross over the port side buoy line at any time the crew may be disqualified.
- Passing in a No-Passing Zone will result in exclusion.
- Any boat showing a blatant disregard for safety will be excluded from the regatta.
- A crew that fails to yield or interferes with another crew resulting in contact will be excluded.
- Any crew or individual who misses their event will not be allowed to race.
- If a bow number is not visible the crew will not receive a race time.

HEAD OF THE LAKE

HEAD OF THE LAKE

South-bound trailers follow the route with the red arrows on the map.

North-bound trailers follow the route with the blue arrows on the map.

All trailers will park in lot E18.



THE RACE COURSE

The Head of the Lake is a three-mile (4.8 kilometer) race with a wide, three-point buoyed turn near the finish. The race starts in Lake Union at the College Club dock with views of the Seattle Skyline and the Space Needle and follows the shoreline heading north past Pocock Rowing Center and then turns under the University Bridge. It continues east through Portage Bay and through the Montlake Cut into Union Bay. After passing Fox Point (the Lake Washington Arboretum) still heading toward 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 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/coxswains 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 and stay safe.

The red travel lines and arrows signify the warm-up lanes and the green travel lines and arrows signify the race lane. In the event of inclement weather or poor conditions on Lake Washington, the course will be shortened as indicated on the map.

THE COURSE

Crews can enter the starting chute after rowing past Gas Works Park or from the south end of Lake Union. Follow the directions of the referees and race officials stationed in the warm-up area and the starter.

After crossing the starting line (following the green racing line on the map) head towards the red channel buoy. NOTE: all channel buoys will cause serious damage in the event of a collision. DO NOT TRAVEL BETWEEN THE RED CHANNEL BUOY AND THE SHORE! The best racing line is to turn as close as possible to the red channel buoy, keeping it on your starboard side, and continue on through the University Bridge, keeping the course buoys on your port side. CAUTION: This is the most dangerous turn of the race! Pay particular attention to crews launching and returning to Pocock Rowing Center. 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.

After going under the University Bridge, follow the green racing line into Portage Bay. Keeping the course buoys on your port side as you continue towards the west end of the Montlake Cut. Entering the Montlake Cut, stay close to the south (starboard) side of much as possible. Continue keeping the course buoys on your port side.

As you exit the Montlake Cut, keep the large red channel buoy on your starboard side and the course buoys on your port side. Follow the green line of travel east past Fox Point towards Lake Washington, keeping the course buoys and the green channel buoy on your port side. While maintaining your course east toward the start of the large three-point turn, keep the large red channel buoy on your starboard side and the course buoy on your port side. After going through both of these buoys you should begin turning to port, keeping ALL BUOYS ON YOUR PORT SIDE.

Finish Line: Continue toward the finish line, keeping the course buoys on your port side. Row between the last two buoys at the finish line. After you cross the finish line DO NOT STOP ROWING until you are clear of the finishing area and any other crews finishing behind you.

SHORT COURSE

In case of inclement weather, the finish line will be just off of Fox Point past the green channel buoy. The rest of the race course will be unchanged. If the course is shortened during an event, final times will be taken from Fox Point for all crews in the event.

RACING RULES

TRAFFIC PATTERN (racing and non-racing boats)

IMPORTANT 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, as indicated by the black arrow on the bridge. 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. The middle or main opening is for RACING ONLY.

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/starboard side of the waterway at all times during the race and follow the established buoy marked course. In areas where there are no buoys, boats should keep to the right of the waterway. Traffic patterns should be observed during practice just as during the race. (Please refer to the regatta map).
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 Head of the Lake Regatta course will run exactly as the same as in past years.
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 or crossing the 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.

9. WARM-UP LANES: While traveling through the Montlake Cut and the University Bridge there is a strict no-passing rule in effect. The warm-up lane extends from the entrance of Conibear Shell house in Union Bay to the east side of Gas Works Park in Lake Union. Crews should follow the established traffic pattern 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. 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.

POCOCK RACING CENTER and COLLEGE CLUB 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. Crossing will only be allowed during breaks in the race schedule. 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 and the racing lane. Proceed across the race course only when told to do so.

WARM-UP AREA IN LAKE UNION

The warm-up area in 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 Race Marshals to help guide you into the starting chute. **Boats in the warm-up area must complete full laps.**

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.
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, the proper distance between their boat and other crews, and for staying within the chute as they approach the starting line.
5. Once each event start is underway all shells will move as a column towards the starting chute. **Crews should be in bow number order, with even numbers on the starboard side and odd numbers on port.** 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 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 4.8 kilometer race with a wide buoyed turn near the finish. All turns must be made with the entire crew rowing. If you stop or hold down while making a turn, you will be excluded. NOTE: A crew may stop without penalty to avoid colliding with another crew/boat.
2. Where buoys mark the boundaries of the course, a crew shall be penalized ten seconds for each buoy that they passes incorrectly.
3. Any boat showing a blatant disregard for safety will be excluded from the regatta.
4. Fours, eights and coxed quads must have the coxswain on board during the entire race.
5. Good Sportsmanship is expected at all times.

Responsibilities of the overtaking boat (Passer):

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

1. If it is safe to pass, the overtaking crew has the right to chose which side they want to pass on. 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. If you are passing next to the single-file warm-up lanes, you may not cross the buoy line into the warm-up lanes during any part of the race. If you force the boat you are passing into or across the buoy line you, the Passer, may be excluded.
2. The Passer 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 or exclusion will be assessed.

Responsibilities of the boat being overtaken:

1. The crew being passed must yield the line taken by the passing crew as quickly as possible. Movement to yield must begin when the passing crew is within one length of open water.
2. Always be alert to possible upcoming passing attempts, be prepared to decrease speed 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.

THE FINISH

The finish line is located 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. Keep rowing 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 will be staffed by licensed US Rowing referees. Their decisions regarding calls and penalties that are protested are final. If you have an issue that you feel impacted your race or a question about a penalty you may 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.

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.

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.

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.

Disqualification: A crew that is disqualified shall be removed from racing at the regatta. Disqualification shall be appropriate when 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, 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.

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 have been notified via Notice to Mariners that a race is being held, we cannot guarantee they will wait to enter the course until given permission to do so. Seattle Harbor Patrol and race launches will do their best to monitor these situations.

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 athlete's safety.

Rachel LeMieux, Chief Referee, Michael Callahan, UW Men's Coach, and the regatta race committee will make the decision regarding the use of an alternate course. The Chief Referee will coordinate input concerning the course determination decision.

Dress for the weather: Seattle weather in early 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. Please use common sense and dress appropriately.

FIRST AID

First aid and medical emergencies will be handled by Medic One. A mobile unit will be located just outside of the Conibear Shell house. 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.

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 in which case the white flag is dropped or waived to the preferred side. Should you see a red flag STOP RACING! Move to the nearest referee or rescue launch for further instructions. If you overturn or are ejected from your shell 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 and you will be off the water to be warmed up, dried off and checked over by an EMT. **If you are ejected from your shell, your crew must remain with you or you're entire crew will be excluded.**

All safety launches are equipped with PFD's blankets, and cell phones. 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.

