

Row Ontario WIFC North Course – Weather Action Plan

Weather Action Plan for Row Ontario regattas held at WIFC North Course in Welland, Ont:

This weather plan provides an outline of the steps to be taken if weather conditions become a safety concern.

The Chief Umpire or Regatta Chair will monitor weather forecast through web sites (radar, local weather stations and local weather forecasts), as well as by phone with One on One Environment Canada Weather.

Call the Storm line toll free at 1-800-463-9463.

1.0 The Chief Umpire or Regatta Chair will consult some of the following Websites as required:

- a) [Environment Canada Western Lake Ontario](#)
- b) [Buffalo Radar \(South\)](#)
- c) [Wind finder \(Port Weller\)](#)
- d) [Sail flow \(Buffalo\)](#)
- e) [The Weather Network](#) (hourly forecast, and radar forecast):
 - [Guelph](#)
 - [London](#)
 - [Welland](#)
- f) [Airport Forecast](#)

1.1 Initiating the Weather Action Plan procedures:

The Chief Umpire and Regatta Chair meet to review the weather status – before the regatta, during the regatta, as required, when notified conditions are changing for the worse. The Weather Action Plan is set into action when:

- 1.1.1 The Chief Umpire and Regatta Chair determine that action is required to ensure safety. The required actions may include the following:
 - a) Holding additional boats from launch and finishing the races on course, or:
 - b) Immediately calling all crews off the water, or:
 - c) Continuing to monitor weather and review additional data.
- 1.1.2 If action is required, the following are the responsibilities of the Regatta Chair and Chief Umpire.
 - a) Chief Umpire informs the jury (control commission, start line, race umpires, and finish) of the action plan and instructs the Regatta Control Commission to monitor and account for all boats on the water by club or crew. The Chief Umpire will also communicate the action plan to the Safety Boat director for safety boats on the water.
 - b) The Regatta Chair informs the Organizing Committee and the Committee Directors of the action plan. The Regatta Chair ensures that a public announcement is made regarding the action plan.

1.2 Procedure for Evacuation from Water:

1.2.1 Control Commission:

In evacuation scenario, all crews must evacuate the water as quickly as possible. The Control Commission will account for all crews on and off the water. The Control Commission will monitor and record all crew names and follow up with crew coaches to ensure all crews are off the water.

1.2.2 At The Starting Line:

a) Umpire boats at the start will notify/announce to all persons, including boat holders, in the starting area that they are to return to the launching area or take shelter in the starter's tent on land. The OC will then collect all boat holders from the tent at Start.

b) The Starter will observe all crews at the start including warm-up area to ensure they have been informed of the plan and start heading back to the launching area (unless there are crews sheltering there, in which case the Starter will stay with the crews). Starter will designate an Umpire boat to follow the last crew back to the launching area. When evacuating the water, the boats will row from the start to the docking area in lanes 1 and 2.

1.2.3 Race Umpire and Safety Boats:

Umpire boats and safety boats will spread out along the side of the course as the crews make their way back to the launching area. The umpire or safety boat closest to the start will follow the last crew all the way to the launching area. As this last umpire/safety boat approaches, all other boats can move to docks.

1.2.4 At the Finish Line:

Chief Finish Judge will monitor all crews at the finish and in the last 500m area and communicate to Control Commission to ensure all crews are accounted for.

1.2.5 At the Launch Docks Or Area:

Dock Marshals will ensure crews quickly exit launch area. During course closure, the Dock Marshal will allow boats to dock from either direction ensuring that docking shells do not crossover docking patterns.

1.2.6 Coordination of All Umpires:

Chief Umpire, Regatta Chair and Chief of the Control Commission will confirm everybody (crews, race umpire boats, safety boats, start personnel and others) are safely off the water.

1.3 Following Evacuation from Water:

The Regatta Chair and Chief Umpire will review options related to the weather and make an announcement as soon as possible regarding any delays or restarts.

1.4 Delay Contingency Plan:

The Row Ontario Regatta Organizing Committee, in consultation with the Chief Umpire, can reschedule races earlier or later in the day for safety reasons in the event of bad weather. Any changes in the schedule will be announced by the Control Commission. (This will also include shorting the length of races). It is the responsibility of the crew and club coaches to monitor and stay current with the schedule.

Any changes required by a weather delay will supersede the published related requirements of the RCA Rules of Racing. During the condensed schedule, the Race Umpire has the discretion to determine whether a crew is maintaining a competitive position in the race. If the Race Umpire determines this is not the case, the Race Umpire can make the call to exclude that crew from the race and direct them to remove themselves from the course. No allowance will be made for athlete conflicts due to reducing time between races and substitutions will not be allowed.

1.5 Schedule Change Options Due to Weather Delay:

Races may be run with reduced time between races until sunset to complete the schedule. Racing will not take place after sunset.

The Regatta Chair and Chief Umpire will decide on the requirements of the schedule change. The Regatta Chair will communicate with the Organizing Committee, and will ensure announcements are made and communicated to all areas of the regatta (Control, public, Start and Finish).