

Karāpiro Rowing Newsletter

November 2021

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Club Regatta cancellation

Due to the current alert levels and boarder restrictions, Karāpiro Rowing have made the decision to cancel the Club Regatta that was scheduled for 4-5 December 2021. This is a great shame, however in the current climate the decision was unavoidable. We are actively preparing for all scheduled regattas, and will continue to commit to providing the rowing community 4 weeks notice of any regatta cancellation.

A decision regarding the Christmas Regatta will be advised on 19 November 2021.

Vaccination Certificates

The new COVID-19 Protection Framework was recently announced by the Government. Whilst details are yet to be finalised, it is apparent that once the country moves to the traffic light colour system we will need to abide by the new guidelines. We anticipate that further detail on the guidelines will come out in the next few weeks. For the purpose of providing clarity and for planning reasons, Karāpiro Rowing will be requiring all attendees (athletes, coaches, volunteers, spectators, vendors, contractors etc) to be fully vaccinated when coming on site at Mighty River Domain.

This will mean that attendees over the age of 12, who are eligible for the vaccine will need to provide proof of the Covid Vaccination Certificate to attend regattas held at Lake Karāpiro.

We are currently working through the process that will be followed upon arrival at Mighty River Domain. This process will be communicated once finalised.

Coaches Passes

This season we will be preparing the Coaches Passes and distributing before Christmas, therefore minimising any unnecessary contact at the tower office. To obtain your Coaches Passes for the season, please send a list of your coach names (first & family names) including email and mobile number for each, to Victoria Jantke email: victoria@karapirorowing.com Please include a postal address that these can be sent to.

At regattas coach names will be verified against rowIT entries, any falsification will be deemed serious and dealt with accordingly.

Boat Park

As many of you are aware, there is an ever-increasing demand for boat space at regattas. During the 2021/2022 season KRI is going to trial trailers being parked in the top camp ground for the large regattas (Xmas, NIRC and NISS) rather than Judd Lane. KRI has sourced rubber matting to lay down the hill from the top camp ground to the boat park. Unfortunately, we will need to reduce the number of trailer spaces on the western side by 2 to run this trial. The major benefits we see from this change is that all trailers will be parked on grass and away from traffic making it much safer for the athletes. Judd Lane will become mini-bus parking during these regattas and coaches will be able to park in the Mercury car park as in previous years. A diagram of the top camp area trailer parking layout will be issued once we have had a discussion and agreement from the Mighty River Domain.

Survey outcomes

After the AGM earlier this year KRI conducted a survey covering three topics: estimated competitor numbers for this Season, entry restriction preferences, and the format for the North Island Championships (and other regattas). There was a truly excellent response from the clubs and schools who attend our Karāpiro regattas. We heard back from 33 of the 34 North Island clubs who regularly attend our regattas. And from a further 30 schools within clubs. Altogether, we received responses from entities representing over 3000 competitors. This gives KRI a high level of confidence about the answers we received.

1. Estimated competitor numbers

During the AGM it was speculated we might see as much as 20% growth in competitor numbers this Season. That would dwarf the usual 1-2% and even be considerably higher than the normal post-Olympics 10-12%.

It turns out clubs have estimated 12% growth for the Season. That number would have been higher except the impact of extended lockdowns in Auckland tempered expectations there. Some Auckland clubs are even facing the prospect of shrinking numbers.

The region-by-region breakdown is:

Auckland 5%

Bay of Plenty 29%

East Coast 23%

Waikato 15%

Wellington 16%

Whanganui 13%

Overall 12%

If this post-Olympics Season follows the same pattern as others then most of the growth will be found in Novices. The balance is a higher than usual number of rowers staying on for another year. For example: 20% more Novices + 6.6% more returners = 12% overall growth.

While KRI is delighted to see continued growth of interest in rowing, the extra numbers will put increasing pressure on already over-subscribed regattas.

2. Preferred entry restrictions

Because demand for racing at Karāpiro has long outstripped supply, we use entry restrictions to keep regattas manageable. Respondents were asked what restrictions are the most acceptable. The survey also asked for ideas to limit entries or free up races.

The bottom line is events-per-rower restrictions are the most acceptable, followed by crews-per-entity restrictions. Other restrictions are close behind, but only in aggregate i.e. there is no firm 3rd option.

It is worth noting these preferences are very consistent independent of how responses are broken down into groups. The same preferences are seen between clubs, school clubs, and schools. They hold up when you look at different entity sizes e.g small (<30), medium (30-99), large (100+). And when you look at the number of rowers represented by the entities.

It is encouraging that so many of the suggestions we received regarding dealing with over-subscribed regattas would actually help reduce entries or free up races. But there was also a worrying number of suggestions that either amounted to loosening existing limits or making it easier to enter even more events; without providing any alternative to offset the extra crews that would need to be catered for.

What is apparent (and expected) is there are as many different ideas about how to resolve KRI's problems as there are stakeholders!

Last Season's restrictions were an incremental increase on the year before. They'll need to be tightened again this Season. Especially with the club growth we'll be seeing this Season.

3. North Island Championships format

During the AGM Wellington Rowing Association proposed shortening the North Island Rowing Champs from 4 days to 3 days, and making it an ability-focused regatta. Support for this proposal was polled. Respondents were also asked for feedback about other regatta formats.

Overall there is clear support for a 3-day ability-focused North Island Championships regatta. But answers were less homogeneous than for the other parts of the survey. Views varied geographically and by entity type and population. Most of the regatta-specific feedback about other regattas amounted to: don't change the formats that have been proposed for other regattas.

Looking at the WRA proposal for the North Island Championships:

3a. 3-day regatta

83% of Local Associations, 73% of clubs, 63% of schools, and entities representing 74% of competitors support a 3-day regatta. But there is a geographical split. The minority who want to retain a 4-day regatta are almost all in Bay of Plenty, Auckland, and Waikato. It is probably not a coincidence they are closest to the lake and observe Auckland Anniversary weekend.

3b. Ability-focussed regatta

80% of Local Associations, 80% of clubs, and entities representing 89% of competitors support an ability-focussed regatta. There were just a couple of clubs in each of Auckland, Bay of Plenty, and Waikato that didn't want to see the focus shifted.

But when only school answers are looked at things are much more even. 43% of schools are in support, which equates to schools representing 50% of those students. It's important to be clear this is not all schools. Only the ones that responded (which was often because the school had a different view from its affiliated club). Adjusting the overall numbers to take into account school views that differ from their affiliated clubs' views, there is still strong support for an ability-focussed regatta. Entities representing 71% of competitors favour an ability-focussed regatta.

Based on this feedback a 3-day ability-focussed North Island Championships should be expected in the future. It is just not planned for this Season.

The Board has looked at the number of regattas that have already had to be cancelled and has instead directed planning towards a 4-day North Island Championships regatta that will provide the maximum amount of racing for the greatest number of rowers.

The survey has proven to be extremely worthwhile. And, leaving aside Covid-19's tendency to derail the best laid plans, has provided KRI with good guidance to help with planning this Season.

www.Karāpirorowing.com

1737, Need to talk? Free call or text 1737 to talk to a trained counsellor

Traffic Rotation Lake Karāpiro

Waikato Regional Council, Rowing New Zealand and Karāpiro Rowing Inc., have collaborated to make our rowing community safer. As defined under the Waikato Regional Council Navigation Safety Bylaw 2013 (revised edition 2020), all rowers and clubs are to abide and uphold New Zealand Maritime rules and Navigation Safety Bylaws that are issued by Regional Councils throughout New Zealand. In practice, this means that due to potential confusion when the rowing lanes are laid on the lake in zones 3-6, that it is unlawful to utilise the lanes in a downstream direction at any time unless the lake is reserved with a formal lake booking.

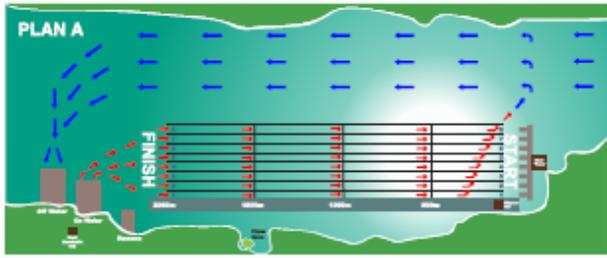
Summary of Safety Rules

- When Rowing on Lake Karāpiro – All rowers must row on the true right (with the bank on the bow side of the boat or to the starboard side of the coach boat) of the lake at all times. This rule is to apply at all times when rowing up or down the lake including when there are buoys in the lake to indicate the racing lanes of a rowing course regardless of the number of lines of buoys. (*Waikato Regional Council Navigation Safety Bylaw 2013 – Section 2.9.1.a*)
- All crews leaving from Rowing New Zealand or Waikato Rowing Club sheds at Flynn Cove must give way to any crews travelling up the lake.
- Crews returning to their respective rowing sheds or training bases shall proceed down the true right side of the lake (as detailed above) and when opposite their rowing shed or training base shall pause and check that their way is clear before crossing the lake at right angles to the traffic flow. When crossing the lake in this manner, the crew crossing the lake must give way to any crew proceeding up the lake. (*Maritime Rules Part 22 – Collision Prevention*)

On occasions when there are buoys marking the location of racing lanes of the rowing course, the traffic rotation pattern does not change unless the lake is closed. It is unlawful to utilise the lanes in a downstream direction at any time unless the lake is reserved for that purpose. Upstream vessels have right of way.

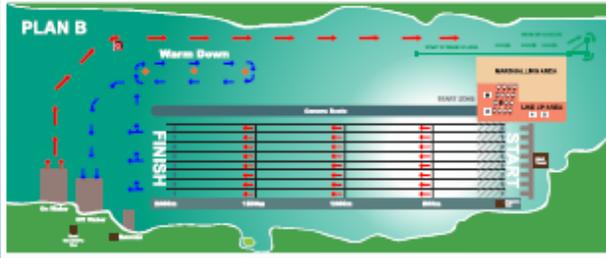
Temporary Event Application forms can be found at: <https://www.waikatoregion.govt.nz/services/regional-services/navigation-safety/events-on-waikato-region-waterways/>

NO LAKE CLOSURE WITH OR WITHOUT BUOYED LANES IN POSITION



- IT IS UNLAWFUL TO UTILISE THE LANES IN A DOWNSTREAM DIRECTION AT ANY TIME (E.G. HEADING FROM THE FINISH LINE TOWARDS THE START LINE)
- IMAGINE THERE IS AN IMAGINARY LINE DOWN THE CENTRE OF THE LAKE. ALL VESSELS MUST KEEP TO THE STARBOARD (RIGHT) SIDE OF THE LAKE.
- USE PLAN A WHEN TRAINING OUTSIDE A LAKE CLOSURE.

LAKE CLOSED FOR A ROWING REGATTA ON SPECIFIC DATES BUOYED LANES IN POSITION



- TO BE USED FOR ROWING REGATTAS WHEN THE LAKE IS CLOSED TO OTHER USERS

