

## **Canoe Sprint Competition Rules – 3. Technical Utilities:**

### **A basic guide for inspection and familiarisation of the course facilities**

Full details of the technical facilities required are contained in the ICF Manual for Canoe Sprint Championships – Organisation and Technical Utilities (ICF Instruction Manual).<sup>3</sup> I do not intend to repeat them in this paper but to give a little practical information on what is expected. Some of the facilities mentioned under the section “Competition Manager” are not absolute requirements for a non-championship event; please refer to the rules.

For requirements for the Long Distance Events, 5000m please refer to the ICF Website: <http://www.canoeicf.com/icf/Aboutoursport/Canoe-Sprint/More-on-Canoe-Sprint/Technical-Information.html> and click on “Guidelines for 5000m”.

The Competition Manager is responsible for all the technical facilities required for the Regatta and for their uninterrupted smooth running during the competition. For obvious reasons he (or she) is normally a key member of the Organising Federation. Many regatta complexes are managed by separate companies or organisations with their own staff and contract out the facility to the Regatta Organising Federation. Nevertheless, it would be useful for the actual Manager who may be appointed by the facility management to be in possession of a valid International Official Card as it greatly assists in having a full understanding of the needs of the Competition.

Not less than two days before the first day of racing the Facilities Manager must accompany the Competition Manager and Competition Committee on their inspection of the installations and equipment.<sup>3</sup> Any failures noted must be made good within 24 hours. The inspection should be as follows:

1. **The Regatta Course.** That the course is correctly marked with buoys, flags, start and finish lines as required under the rules. The lane numbering must always be to the right of the competitor, with lanes numbered from left to right 1 to 9 (or on occasions right to left to facilitate better television coverage).

#### **At the Start**

2. **Start Installations.** That the automatic start system has been accurately installed and is in full working order. The arrangements for maintenance in the case of any failure. (Sometimes the manufacturers of the equipment will install it and provide one of their employees with full sets of spare parts to maintain the equipment during a competition.)
3. **Start Communications.** Speakers to the competitors’ warming-up area. Starter to speakers on each start position and to check that the actual Start Command can be heard through each speaker. (For technical reasons this can sometimes be a

problem.) If an automatic system is not in use, speakers from the Aligner to assistants (normally via earphones). *(Several teams of assistants/boat holders will be required during each day's competition, as they tend to get sunburnt, dehydrated, or even weary of their duties. They need to be well trained and disciplined to perform their duties well. They should be supplied with good quality wet weather gear and should wear buoyancy aids. Provision for their welfare, on and off the water must be well organised.)*

4. **Video Camera.** With instant replay for false starts.
5. **Communications with Finish.** Telephone connection with the Competition Committee. Start sound connection with the finish-line judges. Connection with the electronic time-keeping system and photo finish wired into the starting gun or button.
6. **Large Clock.** In view of competitors and the Starter to show regatta time.
7. **Toilet facility.** This is essential and must provide for all personnel at the start including teams of Aligners' assistants/boat holders. *If of the portable type, arrangements must be made for it to be emptied and cleaned on a regular basis, at least twice a day.*

#### **At the Finish**

8. **Rooms.** The various rooms equipped as required.
9. **Arrival Video Camera.** Connected to the Start Command with instant replay.
10. **Telephone Connections.** Between the Competition Committee and the Start, Finish-line Judges, Announcer, Boat Control area, Jury Room.
11. **Speaker Connection.** From the Start to the Finish-line Judges and the Competition Committee.
12. **Timing and Photo Finish.** Connected to the Start Command. The Competition Committee will want to see the system in full operation.
13. **Isolated Speaker System.** Competition Committee to competitors' warm-down area after the Finish-line, to call-up boats to be weighed.
14. **Wind speed and direction equipment.**
15. **The Scoreboard.** Including any electronic connections such as Finish-line Judges.

#### **Other Areas**

16. **Boat Control.** Facilities for the weighing of boats and the three control areas, and not less than two certified weighing and measuring devices.
17. **Seven Umpires' Launches and at least four Rescue Boats.** The engines should be in good serviceable order and the Competition Committee will wish to see all these boats in working order. The ICF Instruction Manual contains briefing notes for Umpire Boat Drivers. The drivers must be competent in handling their craft in all situations including rescue. *(As an example: the British Canoe Union boat drivers*

*are all trained by and hold boat handling and rescue certificates issued under a Royal Yachting Association training scheme).*

- 18. **Boathouse.** The facilities for the storage of boats.
- 19. **Boat repair facilities.**
- 20. **Athletes' areas.** The facilities for Competitors, Trainers/Coaches, Masseurs.

#### **I.C.F. Medical Committee**

- 21. **Medical.** Members of the Medical Committee will wish to be satisfied on the provision for medical services, Doping Control, First Aid, ambulances and physiotherapy.

#### **I.C.F. Public Relations Committee**

- 22. **Public relations and Mass Media.** Members of the Competition Committee and Jury will wish to be satisfied on the Commentary and Press Centre facilities.

#### **Familiarisation of facilities by all Technical Officials**

The Team Leaders' Meeting is normally held on the morning prior to the competition followed by a meeting of all Technical Officials. During the afternoon all Technical Officials are required to participate in a testing process to familiarise themselves with the venue's layout, facilities and equipment. The inspection will be a full trial of the working of the facilities, a "Dress Rehearsal", and a few canoeists plus a motor boat and driver should be on hand to assist in this process.

#### **Reporting**

Before the start of each racing day, all the systems listed above must be fully checked. Not less than one hour before the start of the day's programme, the Facilities Manager should confirm when asked by the Competition Manager on the working of all systems. The report should be in the form of a checklist and any deficiencies should include an estimated time-scale for their correction. The Facilities Manager must keep the Competition Manager informed of any breakdown or deficiencies of any of the systems, as and when they may occur.

**It is most important that the Competition Manager is in contact with the Facilities Manager at all times through walkie-talkie or mobile phone.**

**Rowland Jones**  
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#### **REFERENCES**

- 2 "International Canoe Sprint Competition Rules 2011". Publisher: The International Canoe Federation.
- 3 "ICF Manual for Canoe Sprint Championships". Publisher: The International Canoe Federation