



Member ICF Board of Directors
Chairman ICF Canoe Marathon Committee
Jorn Cronberg
Fjellkroken 8
2022 Gjerdrum
Norway
Telephone: +47 4731 7379
cronberg@online.no

NEWSLETTER CANOE MARATHON RACING

*For
National Team Leaders,
ICF Canoe Marathon Event organisers,
National Federations
International Technical Officials, and
All other persons interested in Canoe Marathon*

NEWSLETTER 2013-4 May 2013

CONTENT

- Operation of rule changes
- Guidelines for Team Leaders concerning the new Time Penalty Rule

OPERATION OF RULE CHANGES

In Newsletter 2013-3 we informed about the time penalty rule, and since this is very important we repeat it below.

This time we can add two things:

- 1) It has been clarified that paddlers ignoring the time penalty and not taking the penalty at the first portage as described below **will be disqualified.**
- 2) In the text of the Rules taking effect from 1 January 2013 a small error has been discovered: The **time penalty for a false start has been changed to 30 seconds.**

The ICF Canoe Marathon Committee has decided how to put **the new time penalty rule** (30) into operation:

- The communication of penalty decisions will be made in two ways: 1) By the announcer, and 2) on a board placed at the start of the portage showing the number of the boat in question.
- The position of the penalty box will be at the far end of the portage. At the penalty box a timing device will count the penalty time.
- Penalties must be taken at the first portage after the infraction has been confirmed and announced. For any infraction imposed after the last portage the time penalty will be added to the time recorded at the finish.
- It is a paddler/team leader responsibility to be aware of any announcement of time penalties made.

GUIDELINES FOR TEAM LEADERS

The ICF Canoe Marathon Committee wishes by the examples below to publish some guidelines on how the rules are to be understood and operated, however they are of course subject to the judgement of the technical official on site. It is our hope that team leaders will inform their athletes about this in order to try to avoid as many problems as possible.

The ICF Congress agreed in November 2012 to introduce a new time penalty rule for Canoe Marathon. The full text was published in the December 2012 issue of the Canoe Marathon Newsletter. Below is a copy of Rule 29, the complete ICF Canoe Marathon Competition Rules can be downloaded from the ICF website

<http://www.canoeicf.com/icf/Aboutoursport/Canoe-Marathon.html>

29 DISQUALIFICATIONS AND PENALTIES

a) Any Competitor who attempts to compete in a race by any other than honourable means, or who breaks the racing regulations, or who disregards the honourable nature of the racing regulations will be penalised or disqualified for the duration of the race concerned.

b) Failing to follow the correct course

Should a competitor have failed to follow the correct course of the race (for example missed a turning buoy) the competitor has broken the racing regulation and will be subject to a penalty.

If the race umpire believes the competitor has gained a small advantage: Time penalty of 15 seconds will be given.

If the competitor has gained a major advantage: Disqualification will be imposed.

Should a buoy be missed as a result of a collision in group racing during a turn this will be investigated and the boat that caused the collision will be disqualified, see below; Collision or damage. The competitor who missed the buoy due to this will not be penalized.

c) Collision or damage

Any competitor who is considered by a course umpire or race official to have been responsible for a collision, or who damages the canoe or kayak or paddle of another competitor or unnecessarily deviates from their course may be subject to a penalty.

If it is considered that other paddlers have only had some minor disadvantage as a result of the incident the responsible competitor will get a time penalty of 30 seconds.

If it is considered that the incident has given other paddlers a major unfair disadvantage the penalty will be disqualification.

d) Boat scrutineering infringement

Should a competitor have completed a race in a kayak or canoe which is shown, upon inspection, not to fulfil the ICF classifications, he or she shall be disqualified from the race in question.

e) Accompanying infringement

It is forbidden, during a race, to be accompanied by other boats along the course. Such acts shall entail the disqualification of the competitor/s concerned.

f) Wash hanging

Wash hanging on a competitor in another class in racing at World and Continental competitions is a violation of the racing rules and will be subject to a penalty. If a competitor is observed to be wash hanging the competitor will receive a first warning and a time penalty of 30 seconds. If the competitor receives a second warning or has gained major advantage then they will be disqualified from the race.

g) Handling of penalties

Time penalties are decided by the Chief Course Umpire and are not subject to appeal.

Time penalties shall be executed in a designated area at the portage and supervised by a race official or will be added to the competitors finishing time if a time penalty stop is not used in the competition.

Disqualifications are decided by the Competition Committee and are subject to appeal.

h) All penalties or disqualifications by the Competition Committee must be confirmed in writing immediately, giving the reasons. The team leader of the competitor must acknowledge receipt on a copy of the notice of disqualifications, with the exact time, which marks the start of the protest time.

GUIDELINES TO RULE 29

By the examples below the ICF Canoe Marathon Committee wishes to publish some guidelines on how the rules are to be understood and operated however subject to the judgement of the technical official on site. It is our hope that team leaders will inform their athletes about this in order to try to avoid as many problems as possible. We need to remind you that **time penalties are NOT SUBJECT TO APPEAL.**

EXAMPLES

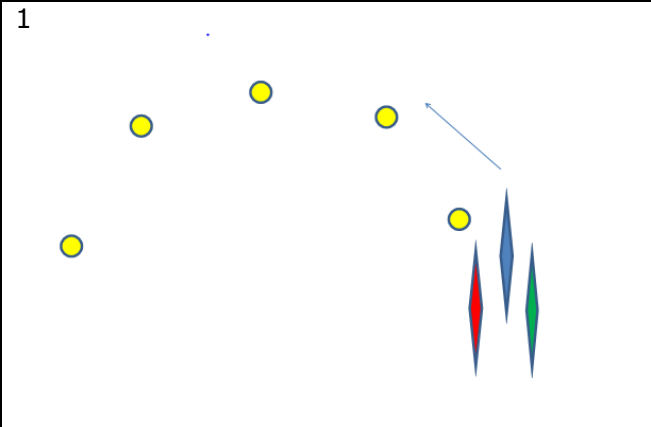
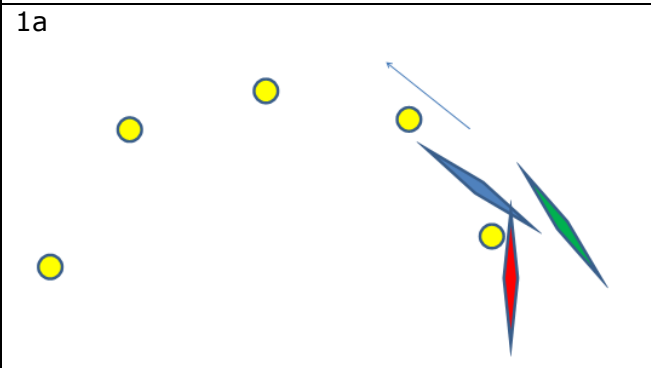
Turns, Collision or Missed Buoy (failing to follow the correct course)

QUOTE RULE 24 GROUP RACING AND OVERTAKING

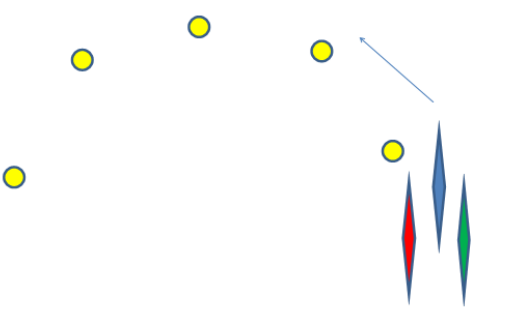
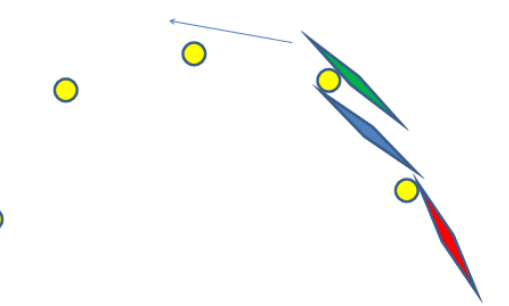
When a canoe or kayak is overtaking another canoe or kayak, it is the duty of the overtaking craft to keep clear of other competitors at all times.

When a canoe or kayak is racing in a group of competitors it is the duty of all the competitors in the group to keep clear of other competitors at all times. This rule also applies to any manoeuvring within the group and is applicable for all parts of the course including the portage and turns.

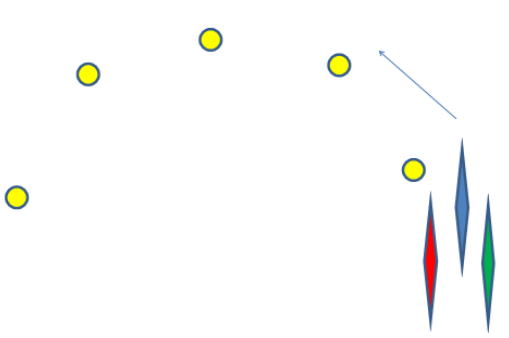
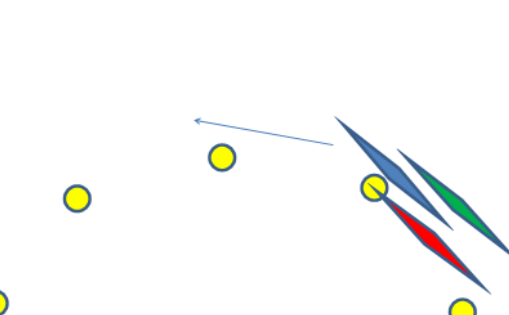
Example 1

<p>1</p> 	<p>Guidelines</p> <p>If a group of boats is approaching a turn as indicated in diagram 1 and the blue boat leaves no space for the red boat as indicated in diagram 1a resulting in the red boat colliding with the back of the blue boat causing it to capsize or miss one of the buoys then the red boat is in the wrong and should be penalised. The blue boat is allowed to follow the racing line and if there is not enough space the red boat should drop back without hitting the blue boat. If the blue boat misses a buoy and does not turn around and negotiate the buoy in these circumstances it should not be penalised.</p>
<p>1a</p> 	<p>Penalties</p> <p>If there is no major collision, capsize or damage to the blue boat the red boat should get a 30 second penalty as specified in 29c. If there is a capsize or major damage to the blue boat the red boat should be disqualified.</p>

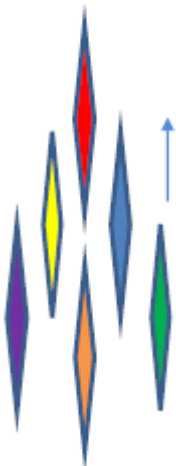
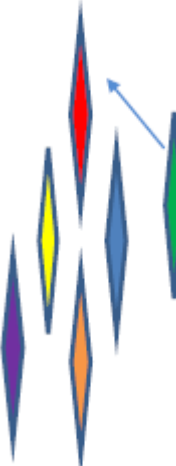

Example 2

<p>2</p> 	<p>Guidelines</p> <p>If a group of boats is approaching a turn as indicated in diagram 2 and the green boat overtakes the blue boat and leaves no space for the blue boat as indicated in diagram 2a resulting in the blue boat colliding with the buoy, causing it to capsize or miss one of the buoys then the green boat as an overtaking boat is in the wrong and should be penalised. If the blue boat does not turn around and negotiate the buoy in these circumstances it should not be penalised.</p>
<p>2a</p> 	<p>Penalties</p> <p>If there is no major collision, capsize or damage to the blue boat the green boat should get a 30 second penalty as specified in 29c. If there is a capsize or major damage to the blue boat the green boat should be disqualified.</p>

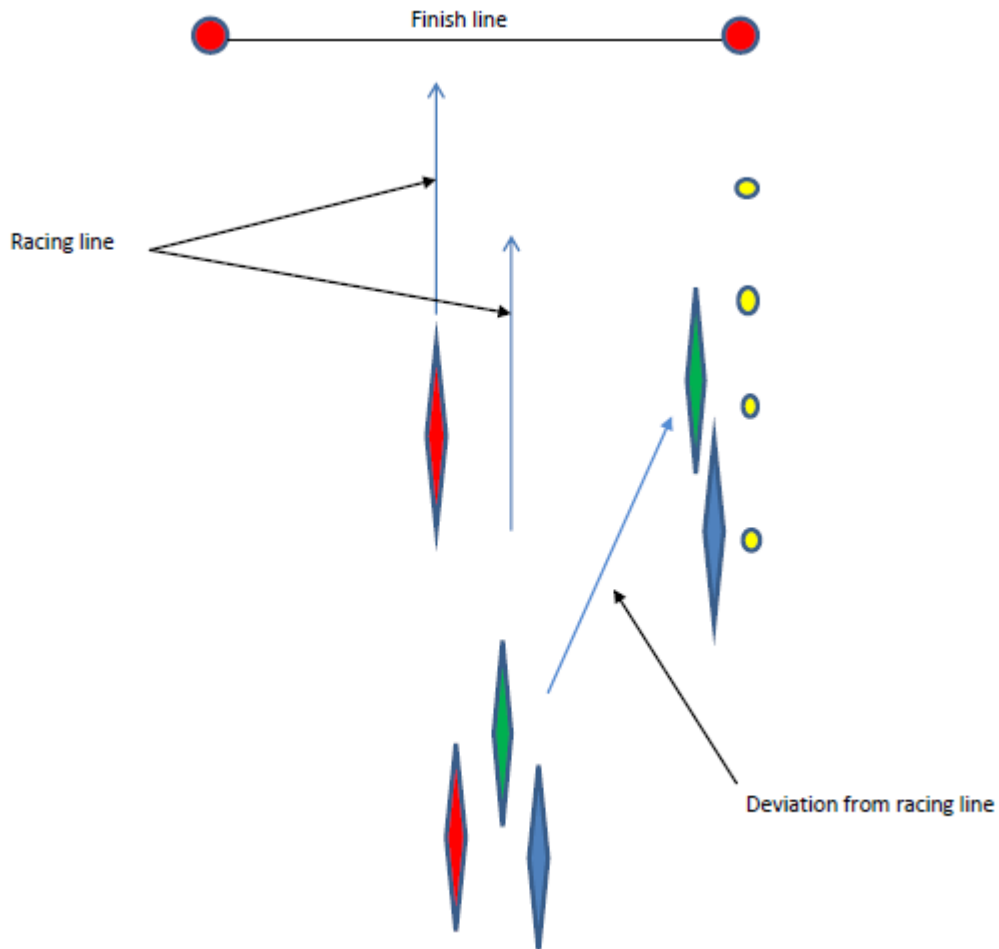
Example 3

<p>3</p> 	<p>Guidelines</p> <p>If a group of boats is approaching a turn as indicated in diagram 3 and the blue boat leaves no space for the red boat as indicated in diagram 3a resulting in the red boat missing one of the buoys then the red boat is in the wrong and should be penalised. The blue boat is allowed to follow the racing line and if there is not enough space the red boat should drop back without hitting the blue boat. If the red boat misses a buoy and does not turn around and negotiate the buoy in these circumstances it receive a time penalty.</p>
<p>3a</p> 	<p>Penalties</p> <p>The red boat should get a 15 second penalty as specified in 29b.</p>

Example 4

<p>4</p> 	<h3>Squeezing</h3> <p>Guidelines</p> <p>In group racing as in diagram 4 the outside green boat cannot paddle forward and cut in sharply onto the lead boats wash as in 4a. If this happens and a collision is caused as in 4b then the green boat can be penalised. This will sometime happen by agreement and blue and orange boats will voluntarily adjust in the group formation, but if a collision occurs the overtaking boat is in the wrong.</p> <p>Penalties</p> <p>If there is no major collision, capsize or damage to the blue boat the green boat should get a 30 second penalty as specified in 29c. If there is a capsize or major damage to the blue boat the green boat should be disqualified.</p>
<p>4a</p> 	
<p>4b</p> 	

Example 6



Guidelines

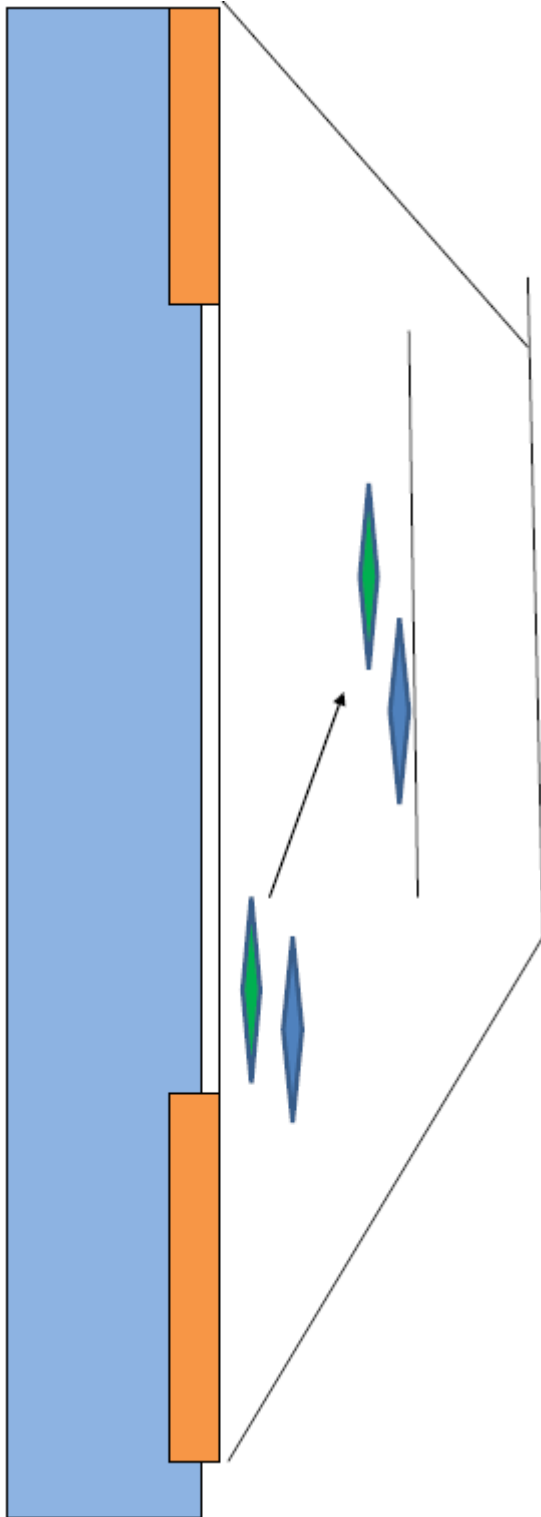
In the above diagram the green boat has moved off the racing line and obstructed the blue boat preventing it from taking the shortest route to the finish. The green boat is not racing honourably and should be penalised. Paddlers must take a straight line to the finish and not try and force other competitors off their line.

Penalties

The green boat should be disqualified.

Portaging

Example 7



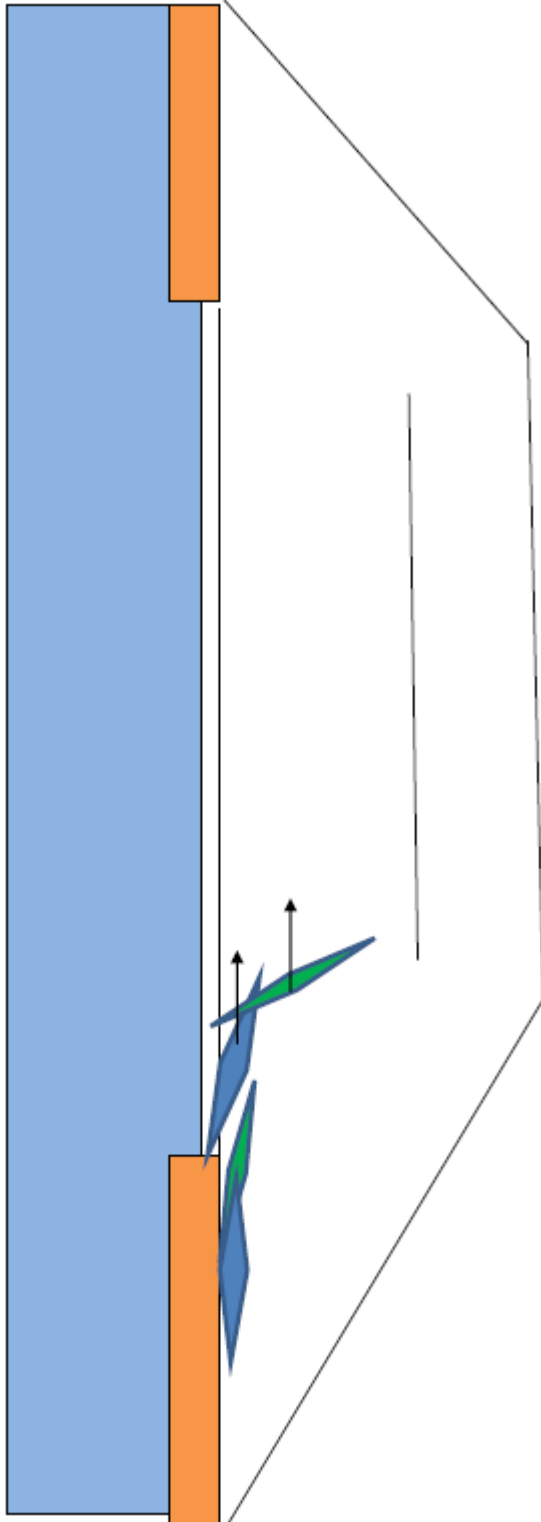
Guidelines

Competitors must run a straight line on the portages. It is not acceptable to block another competitor or force them off line as the green boat is doing in this diagram.

Penalty

If there is no major collision or damage to the blue boat or competitor the green boat should get a 30 second penalty as specified in 29c. If there is major damage to the blue boat or competitor the green boat should be disqualified.

Example 8



Guidelines

Competitors must not try and push past competitors while boats are making contact. It is not acceptable to turn another competitor's boat and spin them off line as the blue boat is doing in this diagram. However, the green boat should not deliberately run with boat blocking the path of other boats or deviate his or her path to block another competitor.

Penalty

If there is no major collision or damage to the green boat or competitor the blue boat should get a 30 second penalty as specified in 29c. If there is major damage to the green boat or competitor the blue boat should be disqualified.

THE START

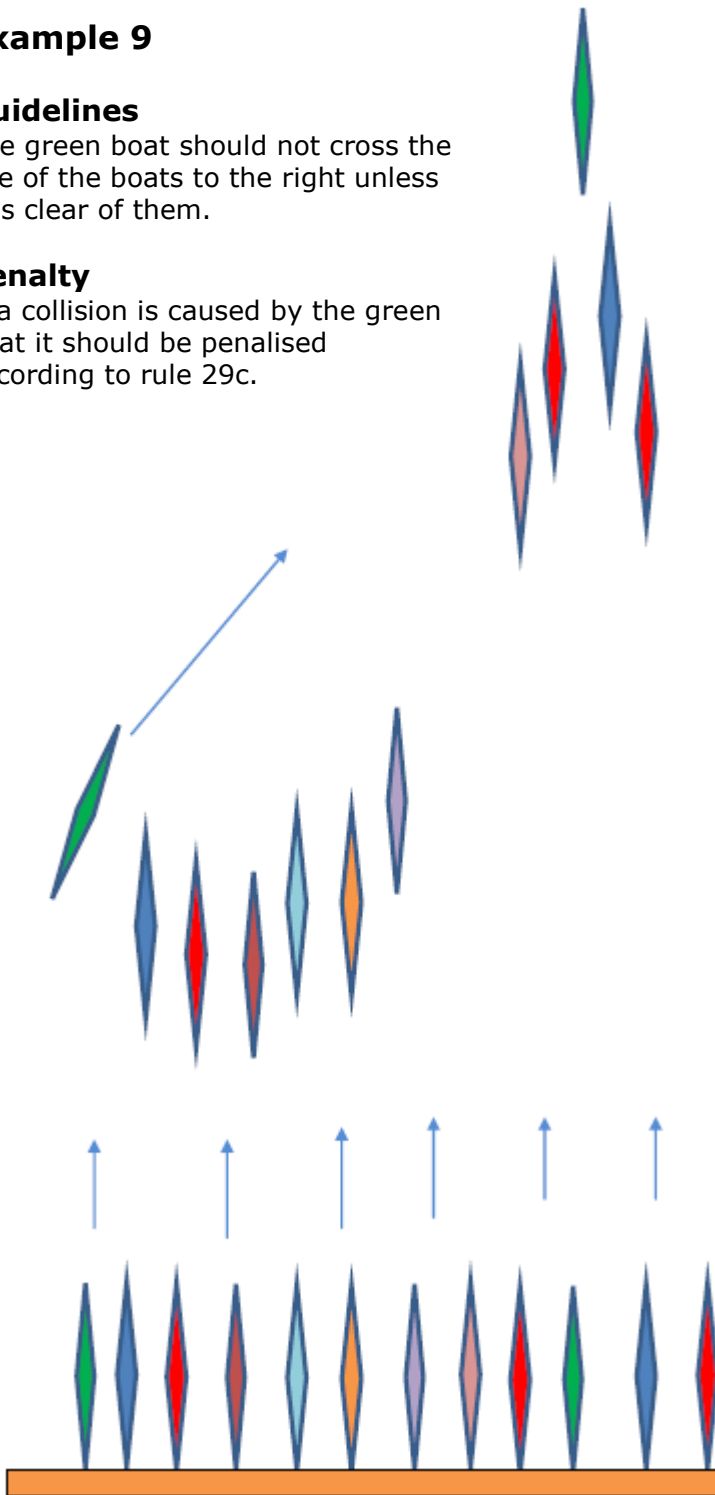
Example 9

Guidelines

The green boat should not cross the line of the boats to the right unless it is clear of them.

Penalty

If a collision is caused by the green boat it should be penalised according to rule 29c.



Jorn Cronberg