



## **Richmond Rowing Club**

### **Fleet Allocation Policy**

**December 2021**

Richmond Rowing Club (RRC) provides and maintains a fleet of rowing shells for the use of club members, and subject to the following boat allocation policy as approved by the committee and administered by the Club Captain.

#### **Purpose**

The intent of this policy is to ensure that club members have access to appropriate equipment, so that training and competition occur safely, and that equipment is protected and maintained in the best possible condition.

The Club Captain sources, maintain and allocates the fleet and equipment to meet member needs as per the [Statement of Rules](#) but the Club cannot guarantee that it will always be able to satisfy the boat requirements of all members. Allocation of fleet to members takes into account the competing needs, priorities and skill levels of the clubs' members however, as RRC has a limited number of boats, conflicts may occur from time to time.

#### **Allocation Responsibility**

1. The Club Captain (or delegate) is responsible for the allocation of boats for crews or scullers to train and compete in.
2. The Captain (or delegate) may additionally delegate authority to coaches or squad coordinators to allocate boats to crews and members of the relevant squad, where the Captain has assigned specific boats to a squad. This delegated authority does not permit Squad Coordinators to allocate boats not assigned to their squad.
3. Where the Captain has not assigned authority, no inferred or implied authority exists for any member of the Club to allocate boats to crews or scullers.

#### **Allocation Criteria**

1. The following criteria applies to allocations:
  - a) All crews' members or scullers must be eligible financial members of the Richmond Rowing Club

- b) Crews training and competing in the current season, e.g. Open/Grade season or master's Season, will receive priority over those training in an off season or recreational rowing.
  - c) Crews with the greatest chance of winning based on recent results or competing in higher level of competition, with reasonable result prospects, may receive priority access to a specific fleet item, equipment etc.
    - a. Except where clashes may occur in regatta timetables or scheduled training times
    - b. The Captain or Delegate may determine in the club/masters season that crews rotate access to certain fleet for a fairness of usage across members
  - d) The skill, fitness and overall competence of the crew or sculler may also determine the boat allocated.
  - e) The weight of the crew, coxswain or sculler will determine which boat/s are allocated.
  - f) The request for certain boat types, boat sizes and rigging configurations will determine if additional factors are considered during boat allocations.
  - g) The overall suitability of the crew for the available equipment.
  - h) Finally consideration must be given that Richmond now has more boats than will fit on one trailer and more competing members than in the past, allocations will also take into account what can be loaded safely on the one RRC trailer.
2. The Captain will consider the following additional criteria when demand for a particular boat exceeds the number of boats available (e.g., Salty/Head of the Yarra)
- a) An alternating priority between Grade/Open or master's squads
  - b) Possible performance of crews or scullers based on results achieved prior to the event in question.
  - c) Crews are finalised and all members are financial four weeks prior to the event.
  - d) Where no recent competitive results in the boat class exist, trialling may be conducted to provide an objective allocation basis.
  - e) The proportion of RRC members in the crew. See (composites)
3. After considering the criteria listed in sections 1 and where required under section 2, the Captain will prioritise crews seeking access to equipment, and agree with the:
- a) Coach, Head of rowing and crew, which boat will be allocated to them then,
  - b) next, and subsequent, crew, which boat will be allocated, until no suitable boats remain unallocated.

### **Alternating Priorities**

Where consistent year on year demand for boats exists for specific regattas and boat types, the Captain may request that the Committee approve an alternating priority.

Alternating Priority means:

1. The priority squad may alternate between masters and open/grade squads each year.
2. The priority squad selects their desired boat, and the remaining available equipment is allocated by the Captain in accordance with this policy.
3. The following regattas and boat types have been approved by the Committee for alternating priority:
  - a. Salty-Coxed Quads
  - b. Head of the Yarra- Coxed Eights

4. The Committee may interrupt the alternation where the priority squad has insufficient numbers with the necessary skill, fitness or competence to warrant priority. The Committee will reset the alternation so that the priority squad receives priority in the subsequent year.

*Note: this alternating priority only applies to the top/best boat in the relevant boat type. It does not mean that the priority is given access to all boats in the relevant boat type.*

### **Trialling**

Where necessary to provide an objective basis for allocating boats when demand exceeds capacity, then competing crews will be required to trial under the following conditions:

1. A time will be selected that is suitable to at least 75% of the proposed crews- if this is not achievable, a trial will be set with no less than 3 weeks' notice and any substitutes must have a similar or higher score/age for the trial at the agreed time,
2. Conducted over a suitable length, course on the Yarra River, at approximately the same time of day in order to minimise the impact of tides on times/outcomes.
3. Timed, with appropriate time adjustments being made where handicaps apply for the target event, and
4. Witnessed by relevant coaches, and an independent Club official or squad coordinator.

Following the trial, the Captain will factor the trial results into the allocation decision, along with all other factors in accordance with this policy.

### **Composite Crews**

The Captain as per the [Section 47 \(2\)](#) shall work collaboratively with neighbours of the Association to promote and advance the Association:

The Captain recognises that in some instances composite crews may occur for example age-based events like Masters rowing or underage events U19/U21/U23 or Lightweight and open crews where there is a need to row with other clubs to make up a crew for that event. To make weight, score or average age.

The club aims to provide all RRC members with access to fleet and equipment however where a member of RRC chooses to participate in a composite crew where a boat allocation clash occurs an all RRC member crew may be given priority over the composite crews regardless of likelihood of result.

Composite crews should also not expect to be allocated the clubs best boats and where allocated a lower tier boat that they deem unacceptable the Captain will advise the composite crew to source their equipment elsewhere and arrange its transport on that club's trailer.

### **Captain of Boats Allocation**

As per section 47 1) a) of the RRC Statement of Rules 2014 the Captain of boats shall have responsibility for:

Sourcing and allocation of Association boats and equipment

The Captain will consider the requests of RRC, members and coaches for particular allocations of fleet in conjunction with the above criteria and where required may refer the decision to the Committee.

### Referral of Allocation Decisions

The Captain, or crew representatives, may refer any difficult, or complex boat allocations to the Committee for determination. Such Referrals must be in writing to the Secretary providing all relevant information including all available objective information that has been obtained from recent competition or trialling. The Committee's decision is final.

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#### Document Control

Version Number	Date	Author(s)	Purpose / summary of changes	Endorsed / approved by	For review by (date)
1.0	10/12/2021	Barry Campbell, Kim Begelhole	First released version	Approved by Committee 159 7/12/2021	Dec 2022
2.0					